

THE HIGHLAND COUNCIL

CAITHNESS, SUTHERLAND & EASTER ROSS PLANNING APPLICATIONS COMMITTEE – 13 September 2011

Agenda Item	3.7
Report No	PLC/044/11

**11/01452/FUL: Andrew Cowie Construction Ltd
The Bus Depot, Lovers Lane, Thurso KW14 7EQ**

Report by Area Planning Manager

SUMMARY

Description : Demolition of existing bus depot and erection of new bus workshop. (Re-application)

Recommendation - GRANT

Ward : Ward 2 - Thurso

Development category : Local

Pre-determination hearing : No

Reason referred to Committee : Public representations.

1. PROPOSED DEVELOPMENT

1.1 This application seeks to redevelop the site of the existing Bus Depot in Thurso located on the corner of Lovers Lane and Janet Street.

This redevelopment is to be achieved through demolition and clearance of the existing depot, subsidiary buildings and structures. A new bus workshop/depot is to be erected in the southern end of the site adjacent to Janet Street, currently used as a bus parking area. A new bus parking and movement zone is to be created in the area currently occupied by the existing bus depot buildings.

The new bus depot building is proposed to be a single building containing the main bus servicing/maintenance area with inspection pits and rolling road. The proposed building is orientated with four main doors facing Lovers Lane. Ancillary storage, office and comfort areas are to be located on the north west elevation facing the embankment on the opposite side of the site from Janet Street. The building is noted as a portal steel framed building with profiled metal cladding with part masonry walls.

1.2 This re-application follows withdrawal of a previous application, reference 10/04681/FUL, with informal direction to consider the operation of the bus depot as a whole.

- 1.3 Drainage of the entire site is reliant on historical drainage infrastructure with interceptor between buildings and Janet Street. Bus/coach parking area is surfaced with hardcore. There are lighting standards to the south west edge of the parking area.

Incomplete roadside footway noted around boundary of site. Boundary of site along road verge and footway unsecured with some shrub growth to approximately 2 metres in height separating parking area from Janet Street.

1.4.1 Traffic Management Plan A/11074

- Site layout – Access/egress junction formed to Lovers Lane
- No vehicular or pedestrian access to/from Janet Street
- Site secured with 2.5m high palisade fence
- On site parking for 20 buses with additional free space for a further 4 buses
- On site parking for 8 staff/visitors
- Removal of ambiguous/multiple site accesses
- Removal of operational overspill into adjoining roadway(s)
- All bus/coach parking on site

1.4.2 Drainage Impact Assessment A/11074

- Typical SuDS system inappropriate for site – entirety of site area utilised by proposed development & poor sub surface.
- Drainage treatment per light industry standard.
- Site drainage to existing sewage system.
- Site unlikely to be subject to risk of flooding in either 1 in 30 or 1 in 100 year flood events. Partial on site storage capacity of 1 in 200 year flood event.

1.4.3 Construction Notes

- General specification notes for building

1.5 No variations made to application since lodged.

2. **SITE DESCRIPTION**

2.1 The site is currently used as a bus maintenance depot and bus/coach parking area occupying the corner of Lovers Lane and Janet Street in Thurso. The area adjacent has a current/historic use for mixed industrial/commercial purposes with builders merchants, Thurso Train Station and sidings, a former scrap yard and a vets surgery, all within the wedge shaped area of land between the railway line and the corner of Lovers Lane/Janet Street, Thurso. The bus depot has operated from the site for a considerable number of years.

On the opposite side of both Lovers Lane and Janet Street there are residential properties. Within a short distance of the site to the north east along Janet Street is Miller Academy Primary School.

The bus depot comprises a large principal building containing main servicing/maintenance area with associated secondary buildings and facilities linked to this use. Smaller secondary buildings adjacent to Lovers Lane appear to be disused/derelict. External structures, outwith principal buildings, include a mobile building (portacabin), shipping container, fuel tank, disused vehicle ramp and drainage interception pit.

The southern end of the site is covered in hardcore and used as a bus/staff car parking area. This part of the site was previously occupied by a machinery store building which was demolished in the past. Drainage in this area appears to be largely through percolation through the hardcore rather than physical interception. Some trafficking of hardcore material noted onto public road. Japanese Knotweed observed along the embankment by the boundary fence to the rear of the southern section of the site.

Access to both the existing depot and the parking area is from a number of access points to/from Lovers Lane and Janet Street. The parking area appears haphazard with no demarcation of parking and/or vehicle access, with staff car parking also observed on the corner of Lovers Lane/Janet Street. There is a lack of formal footway adjacent to much of the site.

3. PLANNING HISTORY

- 3.1 01/00239/COUCA – Demolition of disused machinery workshop, change of use of site to bus parking area. Conditional Permission Granted 9 October 2001.
- 3.2 10/04681/FUL – Demolish existing building and erection of replacement bus depot. Application withdrawn 21 April 2011.

4. PUBLIC PARTICIPATION

- 4.1 Advertised: The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008, Schedule 3. Published John O’Groat Journal 6 May 2011.

Representation deadline : 20 May 2011

Timeous representations : 7

Late representations : 1 (representation made in the form of policy query regarding hypothetical relocation of bus depot)

- 4.2 Material considerations raised are summarised as follows:

- Excessive noise & pollution
- Road safety concerns including bus and employee parking outwith site
- Proximity to Schools
- Increased residential development in vicinity
- Inaccurate and misleading description of proposed works
- Change of use of part of the site
- Inaccurate land ownership documentation
- Inaccurate neighbour notification
- Existence and removal of portacabin
- Contaminated land issues
- Waste storage and collection

- Lack of screening or landscaping
- Light pollution
- Public footway provision
- Adverse impact on residential amenity
- Adverse impact upon character of area
- Proposal is not in keeping with local plan policies
- Proposal should be relocated to Industrial Estate (Janetstown noted)

4.3 All letters of representation can be viewed online www.highland.gov.uk, at the Area Planning Office and for Councillors, will be available for inspection immediately prior to the Committee Meeting.

5. CONSULTATIONS

5.1 **H.C. Contaminated Land** : No objections.

Request that informative be attached noting historic use of site and potential contamination issues.

5.2 **H.C. Roads** : No objections.

Considered Traffic Management Plan and Drainage Impact Assessment as submitted as supplementary information. Points as noted in section 1.4.1 & 1.4.2. No change of scale or use noted through redevelopment of site as specified within Traffic Management Plan. No increased road safety concerns, no change to road impacts through future development such as Tesco development at the Old Mart site. No change to flood risk of current site.

Consideration of boundary treatment, further information to inform traffic management plan, footway provision and drainage points to be secured by condition.

5.3 **H.C. Environmental Health** : No objections.

Noted previous complaints by residential neighbours to the site regarding noise – typically from idling buses, late at night and early in the morning. Suggests the use of a boundary treatment to reduce noise and vehicle management on site to encourage bus movements at unsociable times to be located within the site furthest from residential properties.

5.4 **SEPA** : No objections

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 **Highland Structure Plan 2001**

G1 Conformity with strategy

G2 Design for sustainability

B1 Industrial and business sites

6.2 Caithness Local Plan

6.2.1 I (s.26) Industry (settlement policy) Environmental enhancement, better use and/or redevelopment where appropriate.

7. OTHER MATERIAL CONSIDERATIONS

7.1 Draft Highland wide Local Development Plan

29 Sustainable Design

30 Design Quality and Place-Making

42 Business and Industrial Land

66 Waste Water Treatment

67 Surface Water Drainage

73 Pollution

7.2 Highland Council Supplementary Planning Policy Guidance

Managing Waste in New Developments
Trees, Woodlands and Development

7.3 Scottish Government Planning Policy and Guidance

7.3.1 Scottish Planning Policy (SPP).

7.3.2 Planning Advice Note PAN 33 - Development of Contaminated Land.

7.3.3 Planning Advice Note PAN77 - Designing Safer Places.

7.3.4 Planning Advice Note 1/2011 – Planning and Noise

8. PLANNING APPRAISAL

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

8.3 **Development Plan Policy Assessment**

The Caithness Local Plan, as adopted September 2002, denotes the site subject to the settlement policy regarding industrial use in which *'The Council will maintain or promote business/tourism'*, noting within the Thurso chapter of the written statement (s.26) that *'the Council will seek to promote environmental enhancement, better use and/or redevelopment where appropriate'*.

The proposed development maintains the current use of the site through redevelopment. Environmental enhancement is considered applicable through improvement of traffic management to/from the site with the reduction of access points to a single vehicular access to the site from Lovers Lane. A number of other environmental enhancements can be secured by condition. By allowing the site to be redeveloped, continuing the established use as a bus depot, prevents the site becoming vacant and existing buildings falling into dereliction.

The redevelopment of the site accords with the sustainable development policies of the HwLDP and supplementary guidance.

8.4 **Material Considerations**

Commercial Use

The proposed development continues an established historical use of the site and regularises the extension of the existing bus depot site into the adjacent site formerly occupied by a machinery workshop to the south west. This area was previously subject to an earlier detailed planning application, reference 01/00239/COUCA. The development will retain significant employment in Thurso whilst providing an ongoing maintenance hub for the public transport system in the wider North Highland area.

Conflict of Uses

The use and nature of the site may be considered to impact negatively on nearby residential properties, through the continuance of historical use as a bus depot and parking area, resulting in noise, fumes and road safety concerns. The current nature of the buildings and of the site as a whole suggests that a complete refurbishment of the site provides the means by which many of these issues can be effectively managed.

There are a number of concerns relating to the current nature of the site and this proposal provides the opportunity to regularise issues such as the extension of the site to the south west and removal of ancillary structures such as the steel storage container and portable building currently located adjacent to Janet Street. Further enhancement of the current nature of the site will be achieved through the provision of the new fit for purpose depot and formalised traffic management. Additional improvements in amenity can be achieved with well considered boundary treatments and landscaping. The continuance of use of the site will be regulated by conditions.

Amenity & Waste

The complete removal of existing structures on site will avoid dereliction with waste materials to be disposed of in accordance with current waste legislation. No burning of materials will be allowed on site to safeguard amenity. The redevelopment of the site to be considered in a phased manner with clarification sought regarding alternate arrangements whilst demolition and construction activity is in progress. Periods of demolition and construction activity to be regulated to reduce amenity impacts, to be secured by condition.

Road & Pedestrian Safety

Road access and safety have been investigated with the applicant providing a Traffic Management Plan, as requested by TECS Roads. Site layout as per plan no. 2, with clarification per Traffic Management Plan, that the redeveloped site will:

- Have a single access point from Lovers Lane, thereby reducing access points to the public road.
- Seal all current access points from Janet Street.
- Be secured through new boundary treatments.
- Provide parking for 20 buses/coaches with additional space for a further four buses.
- Provide parking for eight staff/visitors

As the site is a redevelopment there is not considered to be additional risk to either pedestrians or other road users as there is no increase in the scale of operations. Likewise no additional risk in terms of other recent developments in the vicinity including new housing and proposed retail development are considered applicable. There may be some reduction in risk as all buses are to park on site, traffic movements will be formalised and a single access point to the site will be formed. Footway provision, points of clarification and further specification detail to be secured by condition.

Drainage

Drainage matters have been considered through the production of a Drainage Impact Assessment. The use of SuDS was considered however the site is constrained with typical SuDS methodologies not appropriate for the redevelopment of the site. Continued use as existing for foul drainage by gravity to the public sewer is proposed. No additional flood risk is identified in the redevelopment of the site. Drainage arrangements shall meet local requirements and satisfy current regulations.

The redevelopment of the site as a whole to form a new bus workshop and parking area offers the opportunity to improve the environmental quality, sustainability, environmental management and maintenance of the existing site whilst avoiding dereliction and the creation of a potentially problematic brownfield site were this site to change from its present/historic use. Improved traffic management and road safety can be achieved through formalisation of traffic movements and parking on site, limiting vehicular access to a single entrance and the provision of a roadside footway. The redevelopment of the site also ensures the continued presence of a significant local employer within the town.

8.5 **Other Considerations – not material**

A number of representations note that the development would be better situated at Janetstown Industrial Estate, in part through the belief that a relocation of the depot to this site was muted in the past by the previous depot owners. This is hypothetical and not relevant to the application as presented.

Procedural issues raised by 3rd parties of land ownership, proposal description and neighbour notification have been considered and have been undertaken in accordance with appropriate regulations. The current application is partly in response to incomplete information as presented in the previous withdrawn application, planning reference 10/04681/FUL.

8.6 **Matters to be secured by Section 75 Agreement**

None

9. **CONCLUSION**

9.1 The proposal accords with policy and approval is recommended.

10. **RECOMMENDATION**

Action required before decision issued	N
Notification to Scottish Ministers	N
Notification to Historic Scotland	N
Conclusion of Section 75 Agreement	N
Revocation of previous permission	N

Subject to the above, it is recommended the application be **Granted** subject to the following conditions and reasons / notes to applicant / reasons for refusal:

1. No development shall take place until details of alternate provision of facilities and parking provision during the period of both demolition and construction activity have been submitted to and approved in writing by the Planning Authority. The implementation of the consent shall take place thereafter in accordance with the approved details.

Reason : For the purposes of clarification and in the interests of amenity.

2. No development shall take place until details of all boundary treatments, including fences and walls, around the development and within the site (such as the small retaining wall adjacent to the new bus workshop) have been submitted to and approved in writing by the Planning Authority. The development shall thereafter be completed in accordance with the approved details. For the avoidance of doubt the boundary treatments shall be;

- 2.5 metres in height, unless otherwise agreed in writing
- Formed from materials chosen to attenuate noise emanating from the site
- Of considered form, character and colour as not to overtly dominate the streetscape

Additional screening in the form of hedge and shrub planting is encouraged to soften the external appearance of the boundary treatments.

Reason : For the purposes of clarification, attenuation of noise, security and in the interests of amenity.

3. The development hereby approved shall be implemented in its entirety and shall only be carried out in strict accordance with a programme of phasing which has been submitted to and approved by the Planning Authority prior to works commencing on site.

Reason : The development has been assessed as a complete scheme and to ensure that the development proceeds in an orderly manner.

4. No development shall take place until details of all physical traffic management systems on site, including all signs, means of demarcation of parking areas for buses/coaches and cars and all vehicle movement to, from and within the site, have been submitted to and approved in writing by the Planning Authority. The development shall thereafter be completed in accordance with the approved details.

Reason : For the purposes of clarification and traffic management.

5. On Completion of the development the road access to the site shall be constructed to the satisfaction of the Planning Authority in consultation with the Roads Authority. Works shall be done in accordance with current Highland Council Roads Guidance. The access shall be constructed and the following details shall be met:-

- A roadside footway shall be formed adjacent to both Lovers Lane and Janet Street in accordance with the attached specification.
- Vehicular access to the site shall be restricted to a single access from Lovers Lane.

- The access shall be constructed to a hard finish for a minimum distance of 6 metre from the nearside edge of the footway.
- The access shall be shaped to divert surface water from either entering or emanating from the site.
- Gates must not open outwards on to the carriageway.
- All bus and coach management, including parking, are to be accommodated within the site.
- Staff, Delivery and Visitor parking shall be fully accommodated within the site.

Reason : In the interests of road safety.

6. No development shall take place until full details of the proposed external surface materials for all roads, parking areas, hardstandings and footpaths, including material type, finish and colour, have been submitted to and approved in writing by the Planning Authority. The details submitted shall aid in addressing the issues of traffic movement, safety and parking within the site. The development shall thereafter be completed in accordance with the approved details.

Reason : For the purposes of clarification, in the interests of amenity and traffic management.

7. No development shall take place until full details of the proposed external finishes of the Bus Workshop, including materials, textures and colours, have been submitted to and approved in writing by the Planning Authority. The development shall thereafter be completed in accordance with the approved details.

Reason : For the purposes of clarification and in the interests of amenity.

8. No external wet washing shall occur on site until details of such, including specified location, processes and dedicated drainage provision, have been submitted to and approved in writing by the Planning Authority. The development shall thereafter be operated in accordance with the approved details.

Reason : For the purposes of clarification, prevention of pollution and in the interests of amenity.

9. Within three months of the date of this consent, details of the exterior lighting system, including shrouds to prevent light spillage outwith the site, shall be submitted to and require the approval in writing of the Planning Authority in consultation with the Roads Authority in order to limit urban sky glow and light spillage onto surrounding areas. The approved details shall thereafter be implemented prior to any part of the development being brought into use.

Reason : In the interests of amenity and in order to avoid light pollution.

10. Any plant, machinery or equipment utilised in the mechanical extraction or ventilation system of the buildings hereby approved, shall be of such a type, so installed, operated and maintained, in order that no noise is transmitted to any neighbouring premises.

Reason : To ensure that noise emissions are minimised in the interest of the amenity of occupiers of nearby properties.

11. Within three months of the date of this consent, all fuel oil storage facilities and all other potentially harmful liquids on the site shall be bunded in accordance with details which shall be submitted to and require the approval in writing of the Planning Authority in consultation with the Scottish Environment Protection Agency

Reason : In order to avoid pollution arising from spillage or leakage.

12. Arrangements for the storage and uplift of commercial waste arising from the bus depot operation shall be submitted to and require the approval in writing of the Planning Authority in consultation with the Environmental Health Authority prior to the initiation of development. For the avoidance of doubt there shall be no external storage of refuse or waste unless contained within an approved receptacle or compound constructed and maintained specifically for the purpose. The arrangements thereby approved shall be implemented prior to the use of the depot building.

Reason : In order to ensure that satisfactory arrangements for the storage and uplift of waste are in place before the development is brought into use.

13. Unless otherwise approved in writing by the Planning Authority, demolition and construction activity on the site shall be restricted to Monday to Saturday 08:00 – 18:00.

Reason : In the interests of residential amenity and in order to avoid disturbance and nuisance.

14. From the commencement of work associated with this planning permission, including site clearance, until its completion, there shall be no burning or disposal of controlled waste on site.

Reason : In the interests of amenity.

15. All waste arising through the redevelopment of the site or otherwise shall be disposed of at a site licensed for such purposes.

Reason : In the interests of amenity.

16. Demolition shall not commence until tender documents and contract documents are completed and discharged for the redevelopment of the replacement depot building.

Reason: In order to ensure that the site is redeveloped in a timeous manner.

17. All drainage arrangements shall be to the satisfaction of the Planning Authority, in consultation with the Scottish Environment Protection Agency, the Drainage Authority, and the Building Standards Authority.

Reason: In the interests of amenity and public health.

18. No development shall take place until a fully detailed scheme of hard and soft landscaping for the site, including a scheme of maintenance, has been submitted to and approved in writing by the Planning Authority. The design of this scheme shall consider the use of suitable tree and shrub species to provide screening to the proposed depot and yard. All planting hereby approved shall be undertaken in the first planting season following commencement of the development and shall thereafter be maintained in accordance with the approved scheme of maintenance. Any plants which, within a period of five years from commencement of the development die, are removed, or become seriously damaged or diseased, shall be replaced in the immediately following planting season with others of a similar size and species.

Reason: In the interests of amenity.

FOOTNOTE TO APPLICANT RELATIVE TO APPLICATION 11/01452/FUL

Please note: Your attention is drawn to the conditions attached to this permission. Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to meet these conditions may invalidate your permission or result in formal enforcement action.

INFORMATIVE NOTE REGARDING THE TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

Statutory Requirements: In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts, the following actions require to be undertaken as specified.

1. No development shall start on site until the completed Notice of Initiation of Development (NID) form attached to this planning permission has been submitted to and acknowledged by the Planning Authority.
2. Upon completion of the development the completed Notice of Completion form attached to this decision notice shall be submitted to the Planning Authority.

Road Openings Permit / Road Construction Consent: you will require consent from the Roads Authority prior to the commencement of this development, in particular concerning roadside footway provision. You are therefore advised to contact them direct to discuss the matter.

The Council reserves the right to recover all costs for repairing any damage to the public road which can be attributed to construction works for this development and its use thereafter.

The developer must ensure that no ground or surface water flows onto the public road from the site or into the site from the public road.

No debris should be deposited on the public road during or after construction.

If congestion continues post development, including inappropriate parking outwith the site, parking restrictions may be pursued by the Roads Authority.

Contaminated Land: There is potential for contamination at this site due to its use as a bus depot. As the proposed development would not appear to materially change the risk of potential contamination at the site an investigation is not required at this stage. However be advised that all sites with a former industrial/commercial use have been prioritised by the Highland Council under duties conferred by Part IIA of the Environmental Protection Act 1990, and may require investigation in the future. In addition land contamination issues may affect property value. Should you wish to discuss potential contamination issues or commission your own investigation, please contact TEC Service – Contaminated Land for advice.

Scottish Water: You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Flood Risk: It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (of emanating from) the application site. Planning permission does not remove the liability position of developers or owners in relation to flood risk.

Idling Buses/Coaches: The use of parking bays furthest from Lovers Lane and Janet Street shall be used in situations where buses are idling, as the result of operational needs, during unsociable hours. This is to reduce the impact on amenity of neighbouring residential properties. Unnecessary idling of vehicles anywhere on site is to be discouraged.

Phasing: The phasing programme referred to in condition 3 shall detail the removal of temporary buildings and storage containers. This phasing shall also identify the location of the construction compound for the site.

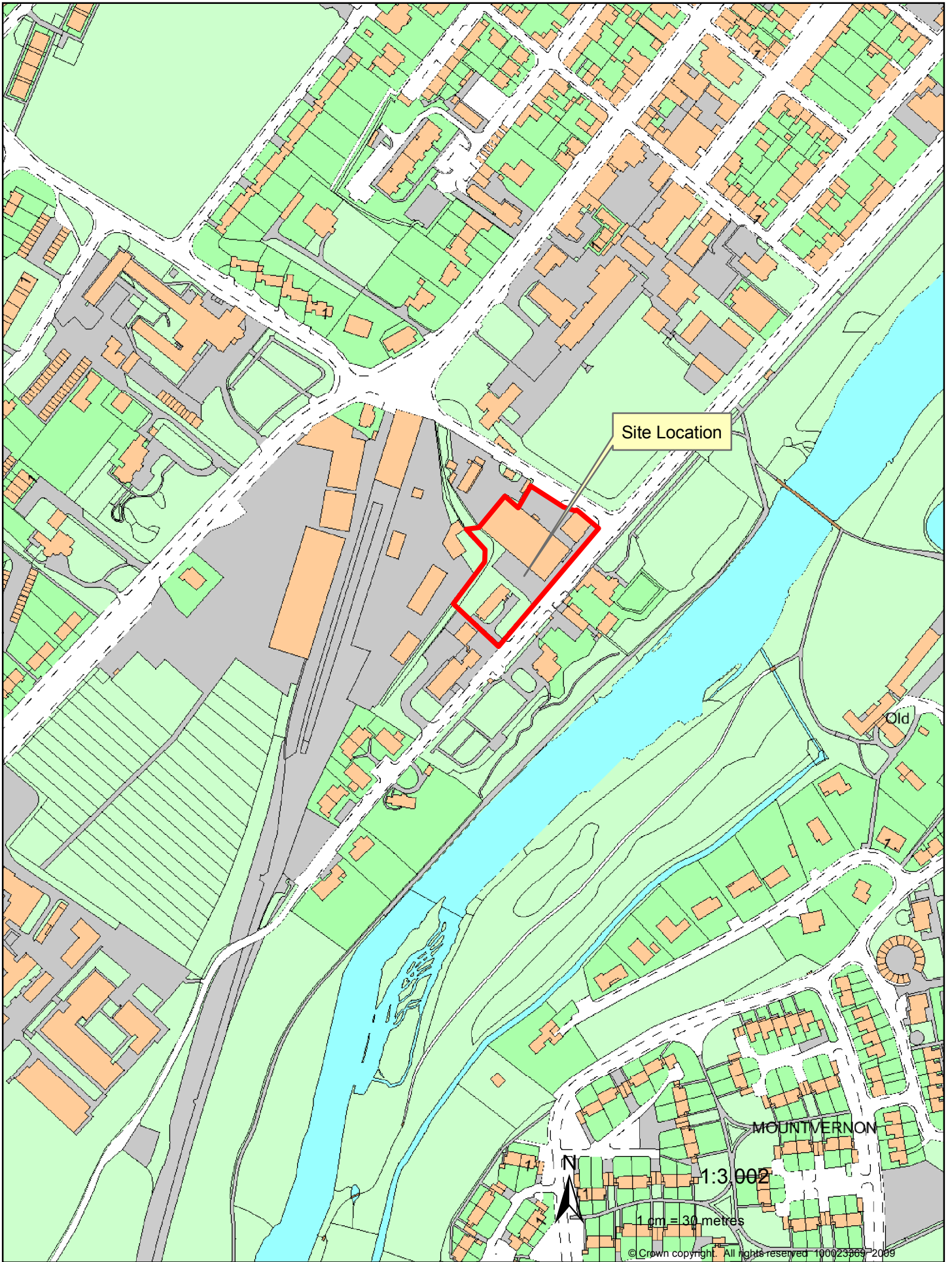
Invasive Non-Native Species: Control of Japanese Knotweed *Fallopia japonica* extant within the site is encouraged. Care should be taken in any excavations as excavated materials may contain roots or stems of Japanese Knotweed. The 'roots' are underground stems which may be up to three metres deep and seven metres long. Under the Environmental Protection Act 1990 Japanese Knotweed is listed as 'Controlled waste' requiring a licence to be transported and infected material to be taken to a licensed disposal site.

Signature: Allan Todd
Designation: pp Area Planning Manager North
Author: David Barclay
Background Papers: Documents referred to in report and in case file;
Traffic Management Plan A/11074
Drainage Impact Assessment A/11074
Construction Notes

Relevant Plans: Plan 1 – 100 (issue A) Ground Floor Layout
Plan 2 – 101 (issue B) Block Layout Plan
Plan 3 – 103 (issue A) Proposed Sections and Elevations

Appendix – Letters of Representation

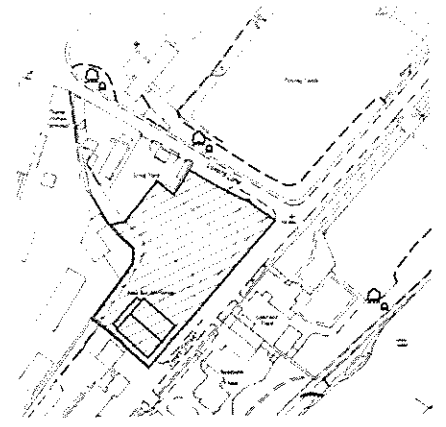
Name	Address	Date Received	For/Against
Mr James J. Mackenzie	Juniper Brae, Janet St., Thurso KW14 7EG	10.05.11	Against
Mrs Barbara Sutherland	Camfield House, Janet St., Thurso	17.05.11	Against
Mr & Mrs W & F Calder	Rosebank House, Janet St., Conveyed via Knight & McDonald Architects 6 Princes St., Thurso KW14 7BQ	19.05.11	Against
Jilly Bruce	Ormlie Hall, Thurso	20.05.11	Against
Mr Kenneth Wilson	Veterinary Surgery, Janet St., Thurso KW14 7EG	20.05.11	Against
Mr Alan Paul	c/o Pentland Housing Association, Traill St., Thurso KW14 7NW	20.05.11	Against
Mr Douglas Robertson	Conveyed via Young Robertson & Co. 29 Traill St., Thurso KW14 8EG	20.05.11	Against
Mr & Mrs W & F Calder	Rosebank House, Janet St., Conveyed via Knight & McDonald Architects 6 Princes St., Thurso KW14 7BQ	03.08.11	Policy Query in connection with application



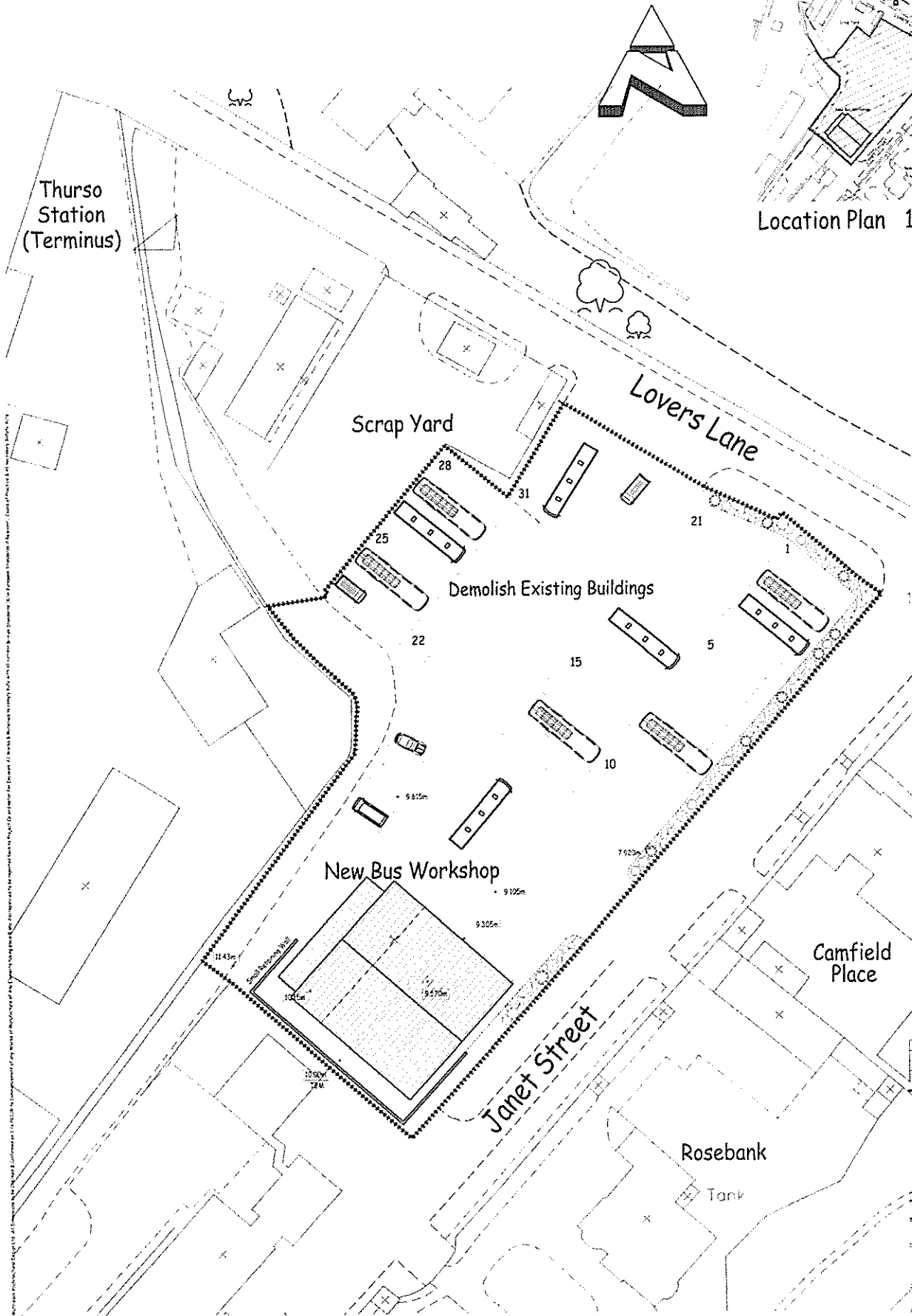
11/01452/FUL
Demolition of existing bus depot and erection of new bus workshop
(Re-application) at Bus Depot, Lovers Lane, Thurso KW14 7EQ

Andrew Cowie Construction Ltd
per Ken Mathieson Architectural Design
15 Old Meldrum Road
Bucksburn
Aberdeen
AB21 9AD

Proposed Bus Workshop at :- Lovers Lane , Thurso.



Location Plan 1:1250.



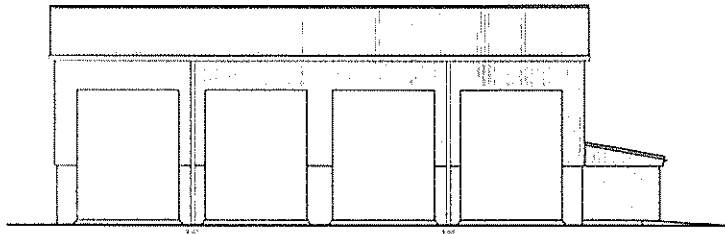
Block Layout Plan Scale 1:250.

REVISION	DATE
A	Final Issue 02/11/10
B	Existing Buildings Shown Demolished Apr. 2011

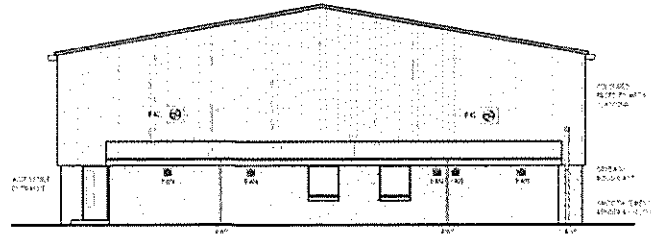
kenmathieson
 ARCHITECTURAL DESIGN
 & DEVELOPMENT CONSULTANTS LTD
 110
 MANSLAND HORSE
 17, CLOMELDEN ROAD
 BUSKELDON
 ABERDEEN
 AB11 5AD
 TEL 01224 210152
 FAX 01224 210154
 E MAIL info@kenmathieson.com

DOMESTIC, COMMERCIAL & INDUSTRIAL			
NO.	DATE	BY	SCALE
1	02/11/10	KM	1:250
Proposed Bus Workshop & Demolition of Existing Buildings The Bus Depot, Lovers Lane, Thurso			
Block Layout Plan			
As Shown	Nov '10	KM	
1467	101	B	

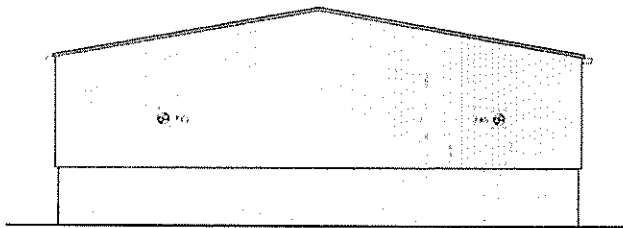
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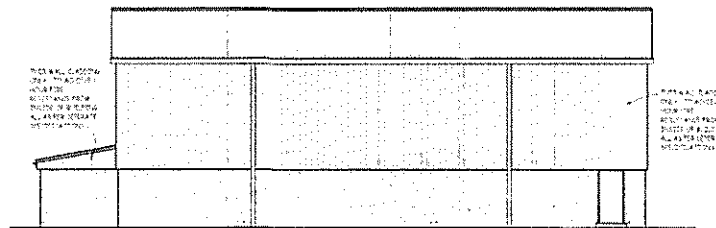
North East Elevation Scale 1-100



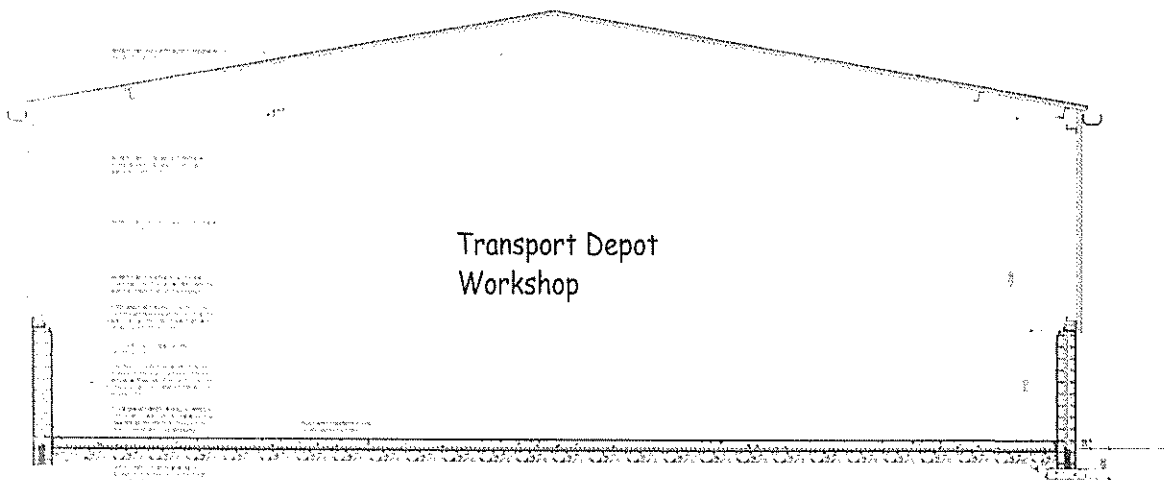
North West Elevation Scale 1-100



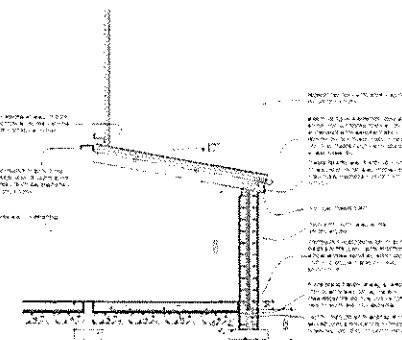
South East Elevation Scale 1-100



South West Elevation Scale 1-100



Cross Section 1 Scale 1-50



Cross Section 2 Scale 1-50

NO.	REVISION	DATE
1	Issue for Tender	20/10/15
2	Issue for Construction	20/10/15

kenmathieson
ARCHITECTURAL DESIGN
A DEVELOPMENT CONSULTANTS FIRM

MANLABY HOUSE
111 MANLABY ROAD
AUCKLAND
TEL: 09 424 4444
FAX: 09 424 4444

DOMESTIC COMMERCIAL & INDUSTRIAL

Proposed Bus Workshop & Extension
The Bus Depot, Lovers Lane
Turbo

Proposed Sections & Elevations

As Shown Nov 10 1/2 KM

1467 103 A