

**THE HIGHLAND COUNCIL**

**NORTH PLANNING APPLICATIONS COMMITTEE –  
24 MARCH 2015**

Agenda Item	6.7
Report No	PLN/016/15

**15/00346/FUL: NDA Properties Ltd  
Land To NNE Of Clayquoy House, Wick Airport Industrial Estate, Wick**

**Report by Area Planning Manager**

**SUMMARY**

**Description:** Erection of archive building, formation of access and parking and associated infrastructure works and landscaping

**Recommendation - GRANT**

**Ward :** 3 – Wick

**Development category :** Major Development

**Pre-determination hearing :** Not required

**Reason referred to Committee :** Major Development

**1. PROPOSED DEVELOPMENT**

- 1.1 The application is for the erection of an archive building, formation of access and parking and associated infrastructure works and landscaping.

The proposed building has a gross floor area of approximately 6,186sq.m. It is expected to hold between 20 and 30 million digital records and circa 28,000 linear metres of paper and photographic records primarily concerning the history, development and decommissioning of the UK's civil nuclear industry since the 1940s. The existing Wick based Caithness Archive is also to be relocated to the new facility. The need for this facility was identified in 2008 when the Nuclear Decommissioning Authority (NDA) announced plans to create the new archive in Caithness. This was in response to the NDA's duty to manage public records, keeping them safe and making them accessible to the public and the nuclear community. Working in partnership with The Highland Council, the application site was identified. It is anticipated that the development will introduce circa 30 new jobs into the area.

- 1.2 The building has a distinctive geometric triangular form, aligned north-south within the site. A detailed design statement has been submitted which sets out the rationale for design. The building encompasses a variety of spaces and courtyards

containing water filled lochans and is a mixture of two and single storey, with the 2 storey section approx. 9.4m high and single storey section approx. 5.3m high at the highest points.

The proposed building comprises three main elements:

1 - entrance portico;

2 - low level public and ancillary accommodation; and

3 - archive repository

- 1.3 High quality, robust external finishes are proposed. Vertical screen cladding at the entrance portico is fixed extruded anodised aluminium rectangular hollow sections at regular centres. The low level public, ancillary accommodation and the archive repositories are clad externally with fixed extruded anodised aluminium. The standing seam roof over the archive block, which is concealed behind the parapet wall, the external curtain wall glazing and plantroom louvre systems are also made up of anodised aluminium components. The roof over the low level public and ancillary accommodation is clad with a zinc standing seam system. The building has an acid etched grey precast concrete basecourse. Caithness stone is predominantly used to form the pedestrian path, hardstanding with the entrance portico and line the water filled lochans.
- 1.4 The vehicular and pedestrian / cycle access for staff and visitors will be formed by extending Ackergill Street to the north of the existing access junction to the airport and then eastwards leading to the building entrance. The existing field access will be maintained by relocating the field access gate further to the north.
- 1.5 The northern public access provides access to the vehicle parking bays and leads to a pick up/drop off area, accessible parking bays and a turning circle designed to accommodate buses and coaches.
- 1.6 Pedestrian access will be provided by creating a new shared footway / cycleway, adjacent to the access road, that will link into the existing footway on the east side of Ackergill Street.
- 1.7 Cycle access to the building will also be provided via the shared footway /cycleway that will be located adjacent to the site access junction. This shared route will provide direct cycle access to and from the secure entrance gate of the development to Ackergill Street.
- 1.8 There will be a further priority junction located to the south of the public access junction that will provide access for service vehicles to the service yard area, thereby minimising conflict between service vehicles and general traffic associated with staff and visitors.
- 1.9 It is proposed to provide 20 standard parking spaces along with 3 accessible parking spaces. 4 Sheffield style cycle racks providing secure and sheltered parking for 8 cycles will be provided under the northern canopy of the building, in close vicinity to the building entrance.

- 1.10 The landscaping scheme proposed is based on establishing an appropriate setting and enhancing biodiversity, whilst meeting operational/security needs and also considering the proximity to the airport to ensure safeguarding of aircraft from bird strike. Excess excavated soil within the site will be retained. To utilise this material, it is proposed to form a series of geometric earthwork features, comprising of simple triangular planes between the security fence and the northern and eastern tree boundaries on the site. Each feature adopts the same strict geometric footprint profile as the building.
- 1.11 It is also proposed to establish a wild flower meadow to replace the existing poor quality grass sward. Tree belts surrounding the site will be retained and managed, except where required to allow access and achieve visibility requirements.
- 1.12 Security fencing is required to protect the perimeter of the building. The fence and gate style is a simple metal mesh profile in light grey colour and is 2.4m in height.
- 1.13 It is proposed to provide a separate foul and surface water network. The surface water runoff will be provided with levels of SuDS treatment and attenuation prior to discharge to the Scottish Water surface water network. Foul water runoff will be to the Scottish Water combined sewer. The developer has been in discussions with Scottish Water who have advised that there is sufficient capacity within the water supply and foul and surface water networks to meet the demands of the development.
- 1.14 Supporting information submitted makes reference to a biomass heating system, however, specific details of this have not been provided. The applicant has confirmed that it is intended to incorporate this within the development. The applicant has been advised that full details are required of the plant, its location within the site, flue, noise and air quality information are required to enable assessment of this. A further planning application will be required for this to allow assessment of matters including noise and air quality and design of flue.
- 1.15 The proposal was subject to mandatory pre-application consultation as it is a major development. A Proposal of Application Notice was submitted to The Highland Council on 27 October 2014. Pre-application consultation was advertised and key stakeholders notified appropriately by the applicant. A manned public exhibition was held by the applicant on 25 November 2014 at the Pultney Centre in Wick. The applicant has advised that 31 people attended the public event.
- 1.16 A report of pre-application consultation has been submitted with the application. The report summaries feedback received and provides comments in response to demonstrate that feedback was taken into account in informing the emerging proposals.
- 1.17 The Planning Authority is satisfied that pre-application consultation was carried out in accordance with regulations.
- 1.18 Supporting information has been submitted with the planning application:
- Archaeological assessment
  - Design and access statement
  - Landscape design, maintenance and management

- Pre-application consultation report
- Supporting planning statement
- Transport statement
- Sustainability statement
- Noise assessment
- Drainage impact assessment
- Landscape and visual impact assessment

1.19 **Variations:** None

## 2. **SITE DESCRIPTION**

- 2.1 The proposed site is circa 5.4 hectares and is located on the northern edge of Wick, opposite the airport and Wick Industrial Estate. Most buildings in the immediate surrounding area are of an industrial/commercial nature and scale, with the exception of residential properties located to the immediate south west of the site – Clayquoy House and cottages. The rear of the residential units faces onto the boundary with the application site.
- 2.2 The site was previously Royal Air Force married quarters (demolished in 1986) and now consists of uncultivated grassland.
- 2.3 Ackergill Street runs parallel to the site's west boundary and is lined with an established tree belt which provides screening to the site. A thinner line of trees continues on the north and east site boundaries. Views to the north and east through the trees are expansive and across open agricultural land to the coast. Views to the south are back to toward Wick.

## 3. **PLANNING HISTORY**

- 3.1 10/02854/PAN - Erection of national nuclear archive centre and bio mass energy centre, 20 August 2010  
 14/04040/SCRE - Erection of building to form nuclear archive facility, formation of access and car parking, and landscaping (Major Development), EIA not required  
 14/04068/PREAPP - Creation of a new building to form the NDA Archive, site access and car parking, landscaping and associated infrastructure and works, 17 December 2014  
 14/04076/PAN - Creation of a new building to form a NDA Archive facility, site access and car parking, landscaping and associated infrastructure and works, 27 October 2014

## 4. **PUBLIC PARTICIPATION**

- 4.1 Advertised : Unknown neighbour  
 Representation deadline : 13 March 2015  
 Timeous representations : 0  
 Late representations : 0
- 4.2 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet [www.wam.highland.gov.uk/wam](http://www.wam.highland.gov.uk/wam).

Access to computers can be made available via Planning and Development Service offices.

## 5. CONSULTATIONS

### 5.1 **Access Officer** : No objections.

Welcomes opportunities for access using non-motorised transport.

Supports extension of existing 30mph limit and street lighting north to site access.

Welcomes management of existing trees along footway.

Would encourage public access to the site.

### 5.2 **Transport Planning** : No objections subject to conditions.

The proposal will not significantly impact on the local road network.

Drainage Impact Assessment should be updated to provide detailed check on 1 in 200 years + climate change flood event.

The provision of a Travel Plan based on the Travel Plan framework submitted will require to be secured by condition.

The provision of a developed Construction Transport Management Plan, the final content of which shall be agreed with the roads authority, will require to be secured by condition.

### 5.3 **Planning Gain Negotiator** : No objections subject to condition

Public art provision is required. It can take many forms and can be incorporated into the site and building design. Ideally it would be provided on site and secured by condition.

### 5.4 **Forestry Officer** : Holding objection, pending further information.

The proposed tree management within the shelterbelt, reflects the recommendations made in pre-application advice.

Current landscape proposals are confined to the boundary of the existing shelterbelt. One of the key points raised at pre-application was the need to break up the linear feature of the existing tree belt by integration with landscape proposals for the site. There is plenty of opportunity to extend tree planting out from the existing tree belt and around the earth mounds.

Consideration should also be given to pedestrian access within the landscaped areas.

### 5.5 **Contaminated Land** : No objections and no comment.

### 5.6 **Transport Scotland** : No objections and no comment.

### 5.7 **Historic Scotland** : No objections

- 5.8 **SEPA** : No objection, subject to conditions  
Request that a condition is applied requiring the development to connect to the public foul sewer.

The proposals for treatment of other surface water as outlined in the Drainage Impact Assessment (Arup, dated 6 Feb 2015), which include a mixture of dry swales and filter trenches are acceptable as they will provide two levels of SUDS treatment. Either the drawings in Appendix D of the DIA should become approved drawings or a condition should be applied requiring the works to be carried out in line with these drawings.

- 5.9 **Civil Aviation Authority:** No response

- 5.10 **Wick Community Council:** No response

- 5.11 **Highlands And Islands Airport Authority:** : No objection subject to conditions/advice

1) To avoid the possibility of any lighting causing a distraction to pilots, the developer is advised to contact HIAL to enable a suitable assessment to be made regarding intended type of lighting to be used. Also any reflectivity from the cladding must avoid causing a distraction to pilots.

2) The airport is obliged to ensure that any developments within 13 Kilometres (eight nautical miles) are assessed against the bird strike risk and associated hazard. Activities such as earthworks, soil stripping and seeding should be designed not to increase the risk of bird activity and the threat to aircraft safety. Water features and the provision of any feeding for birds in this or other areas must be prohibited.

3) It is likely that fixed and/or mobile cranes used for construction will impact on the airport protected surfaces. Close liaison between the airport and the developer must be maintained.

5) HIAL would not like to see any disruption to its access for passengers or staff, and more particularly to the access for Emergency Services vehicles.

Most of the above have been discussed with the developer on previous occasions, and HIAL would wish to see the liaison to continue as the project develops.

- 5.12 **HC Urban Designer:** No response

- 5.13 **SNH:** No response but had no comments at pre app stage

- 5.14 **Landscape Officer:** Views awaited.  
Comments made at pre-application stage are relevant.

Requested that consideration be given to better integrating the security measures with the development.

Requested that further consideration be given to the design of proposed geometric mounds to improve relationship with building.

5.15 **Environmental Health Officer:** No objection

With regard to construction noise, Environmental Health has powers available to control all aspects of noise from construction sites.

With regard to operational noise the assessment the most significant sources of noise are likely to be heating and ventilation services.

The noise assessment does not have enough information with regards to operational noise to accurately assess the potential impact of noise on these dwellings. Environmental Health would therefore recommend a condition be attached regarding operational noise.

Dust strategy is required for construction.

5.16 **Historic Environment Team:** No objection subject to condition

The applicant should retain an archaeologist on call during construction so that any surviving buried remains such as the air raid shelters can be recorded. The results of this work (together with the walk over survey) should be incorporated into a final report including a desk based social study of the airfield, focusing on the married quarters.

5.17 **Access Panel Caithness:** No response

5.18 **Flood Team:** No objections subject to conditions

The Drainage Impact Assessment requires to be updated to confirm that the drainage network will cope with a 1 in 30 year plus climate change event and a 1 in 200 year plus climate change event.

## 6. **DEVELOPMENT PLAN POLICY**

The following policies are relevant to the assessment of the application

### 6.1 **Highland Wide Local Development Plan 2012**

Policy 28	Sustainable Design
Policy 29	Design Quality and Place-Making
Policy 30	Physical Constraints
Policy 31	Developer Contributions
Policy 34	Settlement Development Areas
Policy 41	Business and Industrial Land
Policy 42	Previously Used Land

Policy 51	Trees and Development
Policy 56	Travel
Policy 57	Natural, Built and Cultural Heritage
Policy 61	Landscape
Policy 63	Water Environment
Policy 64	Flood Risk
Policy 65	Waste Water Treatment
Policy 66	Surface Water Drainage

## 6.2 **Caithness Local Plan 2002 (as continued in force)**

18

28

## 7. **OTHER MATERIAL CONSIDERATIONS**

### 7.1 **Highland Council Supplementary Planning Policy Guidance Sustainable Design Guide Supplementary Guidance**

- Physical Constraints Supplementary Guidance
- Trees, Woodland and Development
- Flood Risk and Drainage Impact Assessment
- Developer Contributions
- Construction Environmental Management Process for Large Scale Projects

### 7.2 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy

Supports economic development and redevelopment of brownfield land

## 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 Development Plan for the area comprises the Highland-wide Local Development Plan (2012), the Caithness Local Plan (as continued in force, April 2012) and various Supplementary Guidance documents, as referred to above.

The Highland-wide Local Development Plan contains general policies to guide development and links to Supplementary Guidance documents.

#### **Caithness Local Plan (as continued in force, April 2012)**

The Caithness Local Plan was adopted in 2002. When the Highland-wide Local Development Plan was adopted, only certain parts of the Caithness Local Plan were continued in force. The parts that continue in force do include the specific land allocations relevant to this area, including the following plan provisions for industrial allocations (which can be taken to include business and industrial uses):

18. The remaining land at Wick Industrial Estate is allocated for industrial uses including 14ha to the east of the airport access road. This would be suitable for a Food Park concentrating on quality products from Caithness.

28. The Council supports the provision of a “sports barn” facility in Wick subject to completion of a feasibility study, identification of a suitable site and the necessary financial resources. Potential sites are on the industrial land to the east of the airport road and adjoining Wick High School.

### 8.4 **Caithness and Sutherland Local Development Plan (CaSPlan) Main Issues Report**

The Council has recently published the Main Issues Report for the Caithness and Sutherland Local Development Plan. A Main Issues Report is not a material planning consideration, however, it is noted that the Main Issues Report does include this site (WK04: Land southeast of Wick Airport Terminal Building) as a preferred site for Mixed Use, specifically for business, industrial, community.

### 8.5 **Policy Discussion**

The site is located within the settlement development area of Wick. It is on land allocated for development, specifically industrial and business uses. There is some recognition in the Caithness Local Plan that the site could be a suitable location for a community use. However, the particular community use ‘development need’ envisaged in the Caithness Local Plan 2002, a ‘sports barn’, is now being met to a degree by the development of the new community campus-style replacement Wick High School.

8.6 With regards to the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), the use of the building incorporates elements of class 4 (business), class 6 (storage) and class 10 (non-residential institution). It does not

sit within any one particular use class. Policy 41 of the adopted Highland wide Local Development Plan supports development of business/industrial sites. The proposal is an appropriate use for this land allocation.

## 8.7 **Material Considerations**

The proposal requires to be assessed in terms of relevant topic policies of the adopted Highland wide Local Development Plan, listed above. Key areas of consideration are:

- Suitability of the previously developed land for redevelopment
- Sustainable design and design quality
- Potential for impact on community and individual amenity.
- Accessibility
- Trees, Woodland and Landscaping
- Natural and Built Heritage
- Water, drainage and flooding
- Developer contributions
- Physical constraints – proximity to the airport
- Landscape and visual impact

## 8.8 **Redevelopment of the site**

Supporting information has been submitted which demonstrates that the brownfield site is suitable for development and there are no contamination issues.

## 8.9 **Sustainable Design and Design Quality**

The design of the proposal is bold, distinctive and contemporary, utilising a triangular geometric footprint with high quality materials and a design solution which maximises energy efficiency. The siting, design and external appearance of the building was subject to extensive pre-application discussions with the Council and relevant stakeholders. The rationale behind the design is set out in the design and access and sustainability statements submitted with the application.

The innovative and striking design of the proposal and use of high quality materials is welcomed in this location and will make a positive contribution to the character of the area. The siting of the building is considered appropriate within the site and existing tree belts provide a degree of containment.

## 8.10 **Potential for impact on community and individual amenity.**

The majority of properties within proximity of the site are commercial, with the exception of the residential properties located to the south west of the site - Clayquoy House and cottages. The potential for impact on amenity of the residential properties requires to be assessed. This collection of properties comprise two detached units and steading converted to residential units, one and a half storey in height. The rear of residential properties faces onto the development site. There are few windows on rear elevations of the Clayquoy buildings. The servicing area and service access is the closest part of the development to these properties. Because of the orientation of these buildings, the outlook from windows

to the development site will principally be to the short stretch of the service access road and over undeveloped land within the site. The residential buildings are close to the boundary of the development site. A gravel parking/garden area is situated between the residential buildings which provides some separation with the boundary of the development site. There is distance of 5m between the closest point of Clayquoy buildings with the boundary, and 20m between the closest point of the Clayquoy buildings to the proposed service access road. The distance between the proposed archive building and the Clayquoy buildings is 43m at the closest points. However, given the nature and type of development, it is not considered that there will be significant adverse impacts on the residential amenity of the Clayquoy properties from operation of the archive centre.

The applicant has advised that operational hours will be 09:00-17:00 and that deliveries/servicing will take place during these times.

A noise assessment has been submitted in support of the application, and a condition is attached which sets maximum thresholds. This ensures that the proposal will not result in unacceptable noise impacts or disturbance outwith the site.

Environmental Health have powers to ensure that impacts on surrounding properties during construction are not unreasonable and have requested that the applicant submit a strategy for dust management during construction.

#### 8.11 **Trees, Woodland and Landscaping**

The proposal include landscaping proposals, principally the management of the existing tree belts and planting of wildflower meadows within the site, and formation of geometric bunds wit extracted material. Landscaping proposals have been the subject of discussions with the Forestry and Landscape Officers. It has been requested that further consideration be given to landscape proposals in terms of additional planting. The applicant has advised that landscaping needs to be managed carefully due to the proximity to the airport, as landscaping can attract birds which can be a threat to aircraft safety.

8.12 The general landscape principles are considered acceptable. In recognition of some outstanding issues regarding the detail of the proposals, it is appropriate to attach a condition requiring submission of further information prior to commencement of development. This will afford additional time for further discussions between the Council.

8.13 The proposal is a secure facility and includes security measures such as fencing, barriers and restricted access. The applicant was asked to consider permitting public access to the landscaped areas but has advised that this is not possible for security reasons and has confirmed the need for the other security measures proposed. The Planning Authority accepts the need for the security measures proposed for this development.

#### 8.14 **Natural and Built Environment**

There are no natural or built environment designations covering the site. An archaeological survey has been submitted with the application with reference to the previous use of the site. A condition is attached requiring the retention of an archaeologist during construction should be conditioned so that any surviving buried remains such as the air raid shelters can be recorded and a final archaeological report submitted.

#### 8.15 **Water, Drainage and Flooding**

Information has been submitted with the application including a Drainage Impact Assessment Water supply and it is stated that foul and surface water drainage will connect to Scottish Water apparatus. The information submitted states that the site is not considered to be at risk of flooding. The application has been subject to consultation with the Council's Flood and Transport Planning Team and SEPA in this regard. The information submitted is sufficient to demonstrate that the site can be appropriately serviced.

#### 8.16 **Developer contributions**

The development plan seeks to mitigate the impacts of new developments and it is considered appropriate for this development to make provision for public art. This is secured by condition.

#### 8.17 **Physical Constraints**

The proposal is located adjacent to Wick John O'Groats Airport. The applicant engaged in pre-application discussions with Highland and Islands Airport Ltd (HIAL) to ensure that the development does not impact on the safe operation of the airport, and has taken into account general advice issued by the Civil Aviation Authority on lighting, bird hazards, building design and airport safeguarding in the development of the proposal.

#### 8.18 **Landscape and Visual Impact**

A Landscape and Visual Impact Assessment (LVIA) has been submitted. This concludes that construction of the development would result in short-term and in general highly localised adverse visual effects on the visual receptors which are located in close proximity to the site – residential properties at Clayquoy and users of Wick John o'Groats Airport car park.

The LVIA submitted states that the completed development will result in some high levels of visual effects on a limited number of visual receptors within 5m of the site. The residential properties at Clayquoy House and cottages and users of Wick John o'Groats airport will experience visual impacts which are higher than medium in magnitude. Effects upon visual amenity upon the occupants of Clayquoy House and cottages are, due to their location adjoining the site boundary, high in magnitude and moderate-substantial adverse in overall level of effect. Effects

upon the nearby airport car park are reduced due to existing vegetation screening and would be medium-high in magnitude and moderate-substantial in overall level due to the existing industrial context. Overall, the supporting information concludes that the landscape has the capacity to accommodate development of this nature.

The Planning Authority agrees with the assessment provided in the LVIA and considers that further consideration be given to the boundary between the development and the residential properties at Clayquoy in order to mitigate the identified impact. This is currently a 1.2m high post and wire fence. A 2.4m high security fence is proposed, landscape planting would provide screening. Submission of this information is conditioned.

- 8.19 The proposal is considered to be acceptable in terms of community/wider amenity. This assessment demonstrates that this proposal can be accommodated within this site and can be adequately serviced. The proposal will not cause significant disruption in the local area and will not have a significant adverse impact when viewed in the landscape from the surrounding area. The innovative design and external appearance will make a positive contribution to the character of the area.

8.20 **Other Considerations – not material**

None

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

None

**9. CONCLUSION**

- 9.1 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

The application has been subject to extensive pre application consultation with relevant stakeholder and the public. The design of the building is bold and will make a positive contribution to the area. Supporting information submitted with the application demonstrates that the development can be accommodated in this location. When operational, the development could provide employment for approximately 30 people.

## 10. RECOMMENDATION

### Action required before decision issued N

**Subject to the above**, it is recommended the application be **granted** subject to the following conditions and reasons and notes to applicant :

1. No development shall commence until an amended landscaping scheme has been submitted to and approved in writing by the Planning Authority in consultation with the Forestry Officer, Landscape Officer and Highland and Islands Airports Ltd. The amended landscaping scheme shall include details of a boundary treatment on the southern site boundary (the boundary with the residential properties at Clayquoy), and shall also include additional planting within the wider site.

Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of development, unless otherwise stated in the approved scheme. Any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

**Reason:** In the interests of residential amenity to create a buffer between development and residential properties, and in the interests of visual amenity and assimilation of the development within the landscape.

2. No development shall commence until the Drainage Impact Assessment (DIA) has been updated and submitted to and approved in writing by the Planning Authority in consultation with Transport Planning, Flood Team and SEPA. The updated DIA shall:
  - Confirm that a 1 in 200 years + climate change event can be safely contained within the site or routed through it. This shall include sensitivity tests to show where flooding of the drainage network will occur, plans that show the expected flow paths of excess water and any mitigation measures required.
  - Confirm that onsite drainage is designed to accommodate the 1 in 30 year plus climate change rainfall event without flooding of the system and that the discharge will not exceed the stated greenfield runoff.
  - Include details of additional drainage measures to be provided on Ackergill Street.

Note that a 20% increase should be used to account for climate change.

For the avoidance of doubt, the foul water drainage shall be connected to the public sewer.

All drainage measures within the site shall be provided prior to first use of the development as approved and maintained in accordance with the approved details and drawings within the approved Drainage Impact Assessment and shall satisfy the respective requirements of The Highland Council, SEPA and Scottish Water.

**Reason :** In order to ensure that water and sewerage infrastructure is carefully managed and provided timeously, in the interests of public health and environmental protection. Also, to ensure that there will be no increased risk of flooding to any properties above or below the site, or an unacceptable level of inundation on any of the public or private roads near the site. Although this is covered by the DIA submitted with the planning application, the DIA suggests that this will be further considered in the final detailed design stage for construction purposes.

3. No development shall commence until a Travel Plan (prepared in accordance with the Framework Travel Plan) has been submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority. Thereafter this shall be implemented in accordance with the approved details and timescales specified in the Travel Plan.

**Reason:** To ensure that an adequate level of access is timeously provided for the development; in the interests of road safety and amenity. Also, in order to reduce dependency on the private car and to encourage greater use of public transport.

4. No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority. This shall include a timetable for the development. Thereafter the development shall proceed in accordance with the approved details and timescales.

**Reason:** In order to ensure the safety and free flow of traffic on the public road.

5. No development shall commence until an updated Transport Statement has been submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority, which assesses the impact of the development on the existing airport access road and details any mitigation identified as being required. Thereafter the development shall be completed in accordance with the approved details.

**Reason:** In order to ensure the safety and free flow of traffic on the public road and to ensure the continued safe operation of the existing airport access.

6. No development shall commence until a detailed timetable for the implementation of the access works identified on the approved drawings and in the Transport Statement, has been submitted to and approved in writing by the Planning Authority, in consultation with the Roads Authority. Thereafter all works shall be completed in accordance with the approved details and shall be to an adoptable standard in accordance with the Council's Roads and Transport Guidelines for new developments.

**Reason:** To ensure that an adequate level of access is timeously provided for the development; in the interests of road safety and amenity.

7. Prior to first use of the completed development as approved, the developer shall submit details of public art to be provided. This shall be in accordance with the Council's public Art Strategy Supplementary Guidance and shall include detailed

proposals for installation (including timescale), maintenance. The Public Art feature shall thereafter be installed and maintained in accordance with the approved details.

**Reason :** In accordance with Highland wide Local Development Plan Policy 31 (Developer Contributions) and associated supplementary planning guidelines on Developer Contributions, Open Space and Public Art Strategy.

8. No development or work (including site clearance) shall commence until a programme of work for the evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation, all in accordance with the attached specification, has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with the agreed timetable for investigation.

**Reason :** In order to protect the archaeological and historic interest of the site.

9. No development shall commence until exact details of external lighting within the development (both for construction and operation) have been submitted to and approved in writing by the Planning Authority in consultation with the Roads Authority, Highland and Islands Airport Ltd and Civil Aviation Authority. Thereafter the development shall be completed and maintained in accordance with the approved details.

**Reason:** To ensure there is no light spill without the site in the interests of amenity, aircraft and road safety.

10. No development shall commence until exact details of the security fence, including height, design and materials has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be completed and maintained in accordance with the approved details.

**Reason:** In the interests of visual amenity

11. No development shall commence until exact specifications for external finishing materials including samples, have been submitted to and approved in writing by the Planning Authority in consultation with Highland and Islands Airports Ltd and the Civil Aviation Authority. Thereafter the development shall be completed and maintained in accordance with the approved details. For the avoidance of doubt, external finishes shall not cause reflection/glare to aircraft.

**Reason:** In the interests of visual amenity and aircraft safety.

12. No development shall commence until an updated and detailed noise operational noise assessment has been submitted to and approved in writing by the Planning Authority in consultation with Environmental Health. Thereafter the development shall be completed and maintained in accordance with the approved details.



For the avoidance of doubt, all plant, machinery and equipment associated with this development shall be so installed, maintained and operated such that either of the following standards are met: -

- any associated operating noise must not exceed NR 20 when measured or calculated within the bedroom of any noise-sensitive premises with windows open for ventilation purposes.

**OR**

- the operating noise Rating level must not exceed the Background noise level by more than 5dB(A) including any characteristics penalty at the curtilage of any noise sensitive property. Terms and measurements to be in accordance with BS 4142: 2014.

**Reason:** In the interests of amenity.

13. No development shall commence until a Traffic Order has been made to extend the existing 30mph speed limit and street lighting on Ackergill Street north to the public access point to the development. The preparation and making of the necessary traffic regulation order/arrangements shall be undertaken by The Highland Council, however, all legal, administrative and engineering costs associated with the extended speed limit shall be provided at the expense of the developer. This shall all be in place, to the satisfaction of the Planning Authority in consultation with the Roads Authority prior to first use of the development as approved.

**Reason:** In the interests of road safety.

14. No development shall commence until details of any signage within the application site has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be completed in accordance with the approved details.

**Reason:** In the interests of visual and traffic safety amenity.

15. No development shall commence on site until a scheme for protecting properties adjacent to the development site from construction-related dust has been submitted to, and approved in writing by, the Planning Authority. The approved scheme shall be implemented before any development commences and be maintained until development is complete.

**Reason:** In the interests of amenity.

16. Prior to first occupation of the development as approved, the internal road and vehicle and cycle parking layout shall be constructed in accordance with the approved drawings, Transport Statement and the Council's Roads and Transport Guidelines for New Developments. It shall thereafter be maintained in perpetuity.

**Reason:** In order to ensure that the level of off-street parking is adequate. Also, in order to facilitate the use of a variety of modes of transport.

17. There shall be no vehicle deliveries to, or the unloading or loading of delivery vehicles within, the application site outwith the hours of 09:00 to 17:00, unless otherwise approved in writing by the Planning Authority as an exceptional instance for operating outwith these hours.

**Reason:** In order to safeguard the amenity of neighbouring properties and occupants.

### **REASON FOR DECISION**

The proposals accord with the provisions of the Development Plan and there are no material considerations which would warrant refusal of the application.

### **TIME LIMITS**

#### **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.

### **FOOTNOTE TO APPLICANT**

#### **Initiation and Completion Notices**

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

#### **Accordance with Approved Plans & Conditions**

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). 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 adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

### **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 (or emanating from) the application site. As per Scottish Planning Policy (p.198), planning permission does not remove the liability position of developers or owners in relation to flood risk.

### **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.

### **Septic Tanks & Soakaways**

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

### **Local Roads Authority Consent**

In addition to planning permission, you may require one or more separate consents (such as dropped kerb consent, a road openings permit, occupation of the road permit etc.) from TECS Roads prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local TECS Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at:

<http://www.highland.gov.uk/yourenvironment/roadsandtransport>

Application forms and guidance notes for access-related consents can be downloaded from:

<http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/Applicationformsforroadoccupation.htm>

### **Mud & Debris on Road**

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

### **SEPA Advice**

Design of dry swale

It should be noted that for a dry swale to be considered to provide two levels of SUDS treatment then (1) the swale floor needs to be wide, (2) soil on the swale floor is of correct permeability – not clay; not gravel, and (3) filter trench is min 0.5m deep.

### **Construction Hours and Noise-Generating Activities**

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact [env.health@highland.gov.uk](mailto:env.health@highland.gov.uk) for more information.

The developer is advised to consider ways to minimise the use of tonal reversing alarms as these are often one of the most common reasons of complaints about construction sites. It is recommended that the developer liaises closely with local residents.

### **Archaeology**

The archaeology condition requires that an archaeologist is on call during construction to record any buried remains. Dependent on the results of this work, further study may be required. The archaeological work will be backed up by desk-based research to produce a report setting out the results and any required mitigation strategy. The applicant will need to engage the services of a professional archaeological contractor. A brief for the work required is attached. The brief represents the minimum standard of work necessary to meet the needs of this condition.

## **Development Requiring Further Approval**

For the avoidance of doubt, the area identified as future expansion on the approved drawings is indicative and does not form part of this approval. A future planning application will be required for this.

The biomass system and any associated plant/development referred to in supporting information is not approved, as no details have been provided. The developer should contact the Planning Authority to discuss requirements for approval of this. Full details of noise and air quality emissions and height and design of flue are required.

## **Signage**

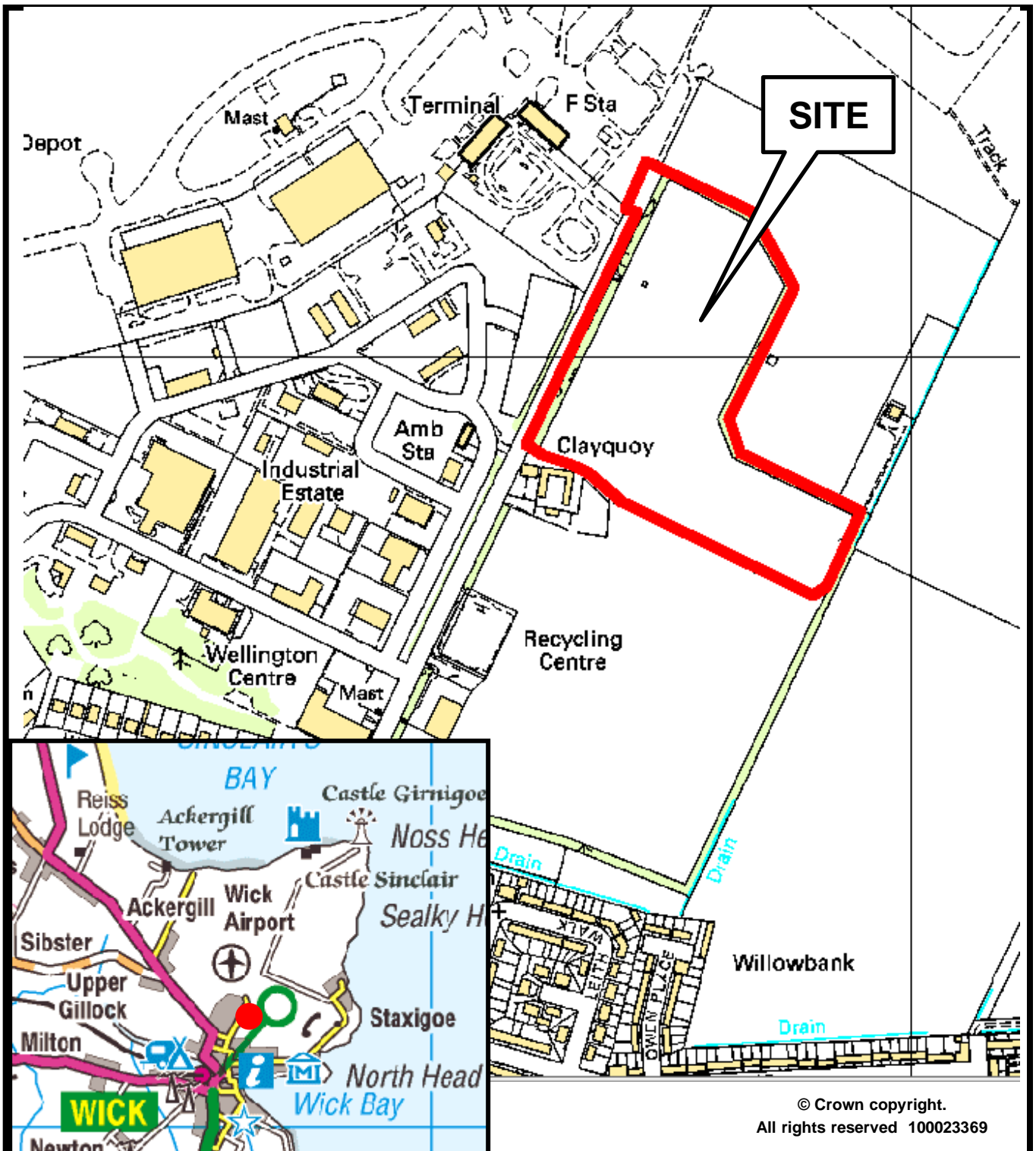
Any proposals for signage outwith the site should be discussed with the Planning Authority in advance to establish if advertisement consent is required.

## **Access**

The developer is encouraged to consider public access in and around the building and to access for peoples of all abilities. Consideration should be given to ensuring that the lochans do not pose a hazard for people with mobility or sight restrictions e.g. use of textured surfacing or low toe rail.

The developer is also encouraged to provide suitable cloak room/secure storage, changing and washing/showering facilities for those cycling/walking to work.

Signature: Dafydd Jones  
Designation: Area Planning Manager (North)  
Author: Emma Forbes  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 – Location Plan  
Plan 2 – Proposed site plan 4163 PL 003  
Plan 3 – Landscaping plan 503/HM/PP/02  
Plan 4 - Elevations 4162 PL 0007  
Plan 5 – Elevations 4163 PL 008  
Plan 6 – Floor Plans PL 4163 005  
Plan 7 – Floor Plans PL 4163 PL 004  
Plan 8 – View 1 - Entrance  
Plan 9 – View 2 – Indicative Model



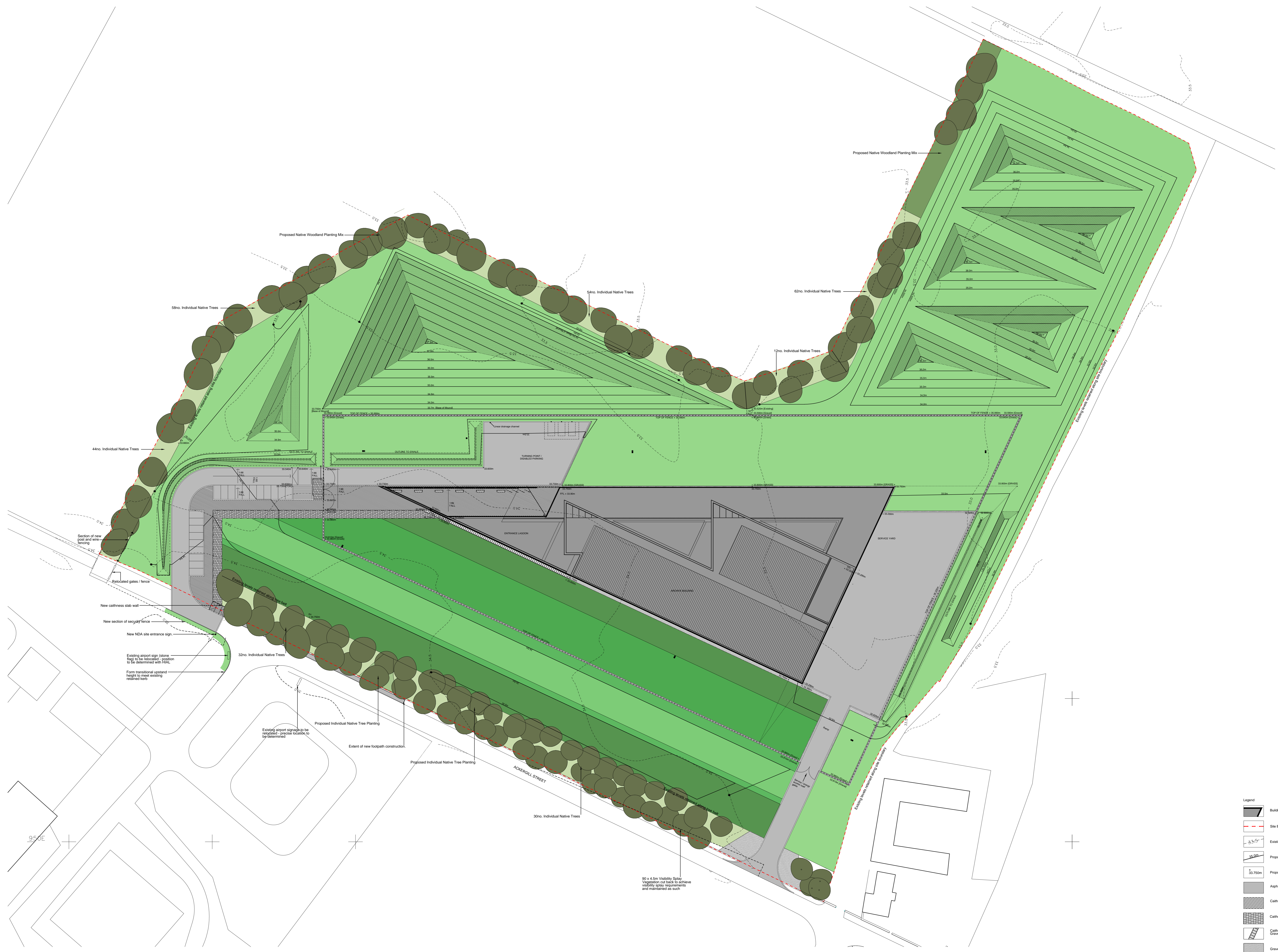
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 **The Highland Council**  
**Comhairle na Gàidhealtachd**  
Planning & Development Service

**Plan 1**  
**15/00346/FUL**  
Erection of archive building, formation of access,  
parking, associated infrastructure works & landscaping  
**Land To NNE Of Clayquoy House**  
**Wick Airport Industrial Estate, Wick**  
**24 March 2015**







- Legend**
- Building Footprint
  - Site Boundary
  - Existing Contour
  - Proposed Contour
  - Proposed Spot Height
  - Asphalt
  - Cathness Random Gauge Paving
  - Cathness Random Feature Stone
  - Cathness Paving Slabs set within Gravel
  - Gravel
  - Sward/Wildflower Mix
  - Wildflower only mix batch 1
  - Wildflower only mix batch 2
  - Wildflower only mix batch 3
  - Wildflower only mix batch 4
  - Soil
  - Proposed planting below 1000mm Fencing
  - Proposed Planting Individual Native Tree Planting 100 per hectare
  - Replacement Planting Individual Native Tree Planting 100 per hectare
  - Existing Trees
  - Gates
  - Security Fence
  - Security Camera Column & Field of View
  - Benches
  - Cycle Stands
  - Disabled Bods