

THE HIGHLAND COUNCIL

PLANNING APPLICATIONS COMMITTEE – 4 AUGUST 2015

Agenda Item	5.5
Report No	PLN/042/15

**14/04545/FUL : Stoerhouse Highlands
Georgemas Junction, Georgemas, Halkirk**

Report by Area Planning Manager

SUMMARY

Description : Construction of a woodfuel Biomass combined heat and power plant

Recommendation - GRANT

Ward : 04 - Landward Caithness

Development category : Local development

Pre-determination hearing : Not required

Reason referred to Committee : More than 5 objections and Community Council objection.

1. PROPOSED DEVELOPMENT

1.1 This application is for the construction of a woodfuel biomass combined heat and power plant.

The proposal comprises several buildings of varying sizes, a timber storage yard area and car park with parking and turning for 12 vehicles.

A private drainage system and SUDS is proposed. It is proposed to connect to the public water supply.

The built development comprises a number of different elements including buildings and external plant/machinery. There main buildings are: the fuel handling building which has a ground floor area of 1862m², is rectangular and has a dual pitched roof with a height to ridge of 16.5m; and the process and service buildings which have flat roofs and have heights of 13.8m and 35m. The tallest building has a ground floor area of 981m². The flue stack is 40m in height. A dark grey cladding is proposed for the buildings.

- 1.2 It is proposed that the west, south and east boundaries of the site be edged with deciduous hedging (including Beech and Whin) to obscure on-site vehicle movements from the surrounding area. The existing earth mound to the west, outside the site will further screen the site.
- 1.3 The proposal has the capacity to generate up to 15MW electricity plus 6.5MW heat. The plant will receive and combust material to produce high pressure steam for conversion to electricity and heat via a steam turbine. It is expected that a portion of the electricity produced together with the heat will be used in local development, with the balance of electricity being exported to the local electricity network. The applicant has confirmed that there is a formal offer and quotation from SSE for the connection of the plant to the Thurso grid substation using 33kV cabling. These works will be subject to a separate consenting process. The plant is designed to use 100% biomass fuel, the core source being locally produced, sustainably grown forestry derived material such as brash, straw, and distillers draff.
- 1.4 The plant will operate on a continuous basis throughout the year. Chipping operations will be restricted to the hours of 8am-5pm weekdays.
- 1.5 It is envisaged that the proposal will employ 18-21 people full time and that it will generate and sustain upstream employment in forestry and timber haulage. There will also be opportunities for employment during construction.
- 1.6 The principle of this type of development is established on this site through planning permission 10/0297/FUL (now expired). The current application varies from the previous permission. It uses different technology and is a larger scale to that previously approved.
- 1.7 The following supporting information has been submitted:
- Supporting Planning Statement
 - Flood Risk/Drainage Assessment
 - Noise Assessment
- These have been subject to technical assessment by consultees as outlined in section 5.
- 1.8 The development was screened in terms of the Hierarchy of Developments and is confirmed to be a Local Development. The threshold for major development for electricity generation is capacity of 20MW or more. In this case the electricity capacity is 15MW, the heat output is not included in the calculation of capacity as the primary function is electricity generation. It is therefore not subject to major applications pre-application consultation requirements and procedures.
- 1.9 **Variations:** None

2.0 SITE DESCRIPTION

- 2.1 The planning application site covers an area of just under 2ha and is located to the east of the A9(T) and Georgemas Junction Rail Station. The site is mainly level and includes a mixture of concrete and permeable hardstanding surfaces. The site is bound by the A9(T) to the west, the train line to the north and fields and woodland to the south and east. There is an existing access to the south of the site from the A9(T). The existing access road and hardstanding within the site are currently used for the loading and unloading of deliveries from railway sidings. The closest buildings to the site are Georgemas Station and Railway Cottages. Railway Cottages was a house but the use is changed to an office in terms of

planning and the valuation register. The houses located to the south and the south west of the site - Ardival and Fairfield are approximately 250m and 400m from the western boundary of the main part of the site. Mossie is at a distance of approximately 390m, and North Banniskirk 465m to the south of the site. There are a number of houses to the east of the site, located along the A882. The closest being Newlands of Sibster at a distance of approximately 375m. The existing access road which this development will use passes immediately adjacent to the rear curtilage of the commercial property Railway Cottages.

3. PLANNING HISTORY

- 3.1 13/02798/SCRE – Screening opinion issued 26 August 2013 – EIA not required
10/02997/FUL - Construction of a wood fuel Biomass fuel processing plant and combined heat and power integrated plant, granted 3 September 2010

4. PUBLIC PARTICIPATION

- 4.1 Advertised : Unknown neighbour and Schedule 3 development
Representation deadline: 9 January 2015 - the representation deadline was extended due to the Christmas/New Year holidays. In addition late representations have been taken into account.

Timeous representations : 3 from 2 separate households

Late representations : 6 from 5 separate households

- 4.2 Material considerations raised are summarised as follows:

- Impact on residential amenity
- Noise
- Traffic increase – construction and operation
- The application does not detail public transport provision for workers. A safe route over the railway line should be provided
- Impact on road and pedestrian safety
- Minimum rail useage has not been identified
- Landscape and visual impact. Buildings will dwarf existing development
- Light pollution
- Impact on air quality. Further information and design calculations should be submitted
- Impact on environment – species and watercourses
- No community benefit identified
- Long term viability of the plant
- No details provided as how the generator will be connected to the grid
- The area around the site has quite a high population density relative to other rural areas in Caithness
- Impact on peaceful rural location
- Several wind farm applications will also affect this community
- This proposal is much larger in scale than the previous proposal and the power output has increased 3x the original application
- Responsibility for monitor and regulation of the plant
- Dark green or brown would be a more appropriate colour for the exterior of the buildings when viewed towards the backdrop of Spittal Hill

Non material considerations raised:

- Timing of submission of application and time period for representations coinciding with Christmas/New Year holidays
- Given the output of the proposal this would appear to be a major development outwith the competency of the local planning office and should be progressed at regional or Scottish Government level
- Devaluing of property
- Before granting any application to build this plant, all locals should be consulted by mail/email with a reasonable timescale and their concerns listened to

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

5. CONSULTATIONS

5.2 **Environmental Health** : No objection subject to conditions regarding noise and air quality. Requested submission of additional noise details, which has been provided.

5.3 **Flood Team**: Initially objected, requesting further information. Subsequently removed objection on receipt of additional drainage information, and subject to conditions.

5.4 **Network Rail** : No objection. Standard advice to be attached as informative

5.5 **Transport Scotland (Trunk Roads)** : No objection subject to conditions requiring submission of a method statement detailing how vehicle movements will not conflict at the access and access road, and details of advance warning signs.

5.6 **SEPA**: No objection as long as waste water drainage system does not discharge into the surface water drainage system and instead discharges into a soakaway or separate outfall. SEPA are satisfied with the flood risk assessment. SEPA will regulate this proposal under Part B of The Pollution Prevention and Control (Scotland) Regulations 2012 (PPC 2012). The proposed watercourse engineering will require authorisation under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (As Amended) (CAR). The proposals are likely to be consentable and therefore SEPA has no objection to these proposals.

5.7 **SSE** : No objections – attach informative to advise of high voltage overhead line within the site.

5.8 **Halkirk Community Council: Object**

- Road infrastructure is not capable of supporting development of this nature
- Stack discharge will have Halkirk Village as low point in cold weather conditions
- The development conflicts with the recent woodland and recreational developments by the Forestry Commission, these are currently being expanded to link the footpaths to Halkirk to enhance this capability

- Development is totally out of character with the area
- Support objections raised by third parties.

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 41	Business and Industrial Land
Policy 42	Previously Used Land
Policy 56	Travel
Policy 57	Natural, Built and Cultural Heritage
Policy 58	Protected Species
Policy 59	Other Important Species
Policy 60	Other Important Habitats
Policy 61	Landscape
Policy 63	Water Environment
Policy 64	Flood Risk
Policy 65	Waste Water Treatment
Policy 66	Surface Water Drainage
Policy 67	Renewable Energy Developments
Policy 72	Pollution
Policy 73	Air Quality

6.2 Caithness Local Plan 2002 (as continued in force)

Landward 33	Notes the rail freight terminal at Georgemas and that there may be scope for additional development in the future and specifically highlights timber processing. Issues for consider relate to servicing, screen planting and landscaping and drainage.
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7. OTHER MATERIAL CONSIDERATIONS

7.1 Draft Development Plan

Caithness and Sutherland Local Development Plan - currently at Main Issues Report Stage – not yet a material planning consideration

7.2 Highland Council Supplementary Planning Policy Guidance

Flood Risk and Drainage Impact Assessment

The Highland Renewable Energy Strategy

7.3 Scottish Government Planning Policy and Guidance

Scottish Planning Policy

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 principle of this type of development has previously been established on this site by planning permission 10/02997/FUL - construction of a wood fuel biomass fuel processing plant and combined heat and power integrated plant. This permission was for a plant which would generate 4.8MW electricity and 7.2MW heat. The design of this is different from the current proposal in that it comprised two large sheds with pitched roofs approximately 13m in height to ridge plus external plant/machinery. The previous application was assessed in terms of the adopted Caithness Local Plan, the Highland Structure Plan and the draft Highland wide Local Development Plan. Local planning policy for the current application is different in that the adopted Highland wide Local Development Plan now supersedes the Highland Structure Plan and parts of the Caithness Local Plan. However, the overall policy context has not changed in that the principle of renewable energy proposals is supported where appropriate.

8.4 Landward 33 of the Caithness Local Plan remains applicable to the site. This provides support for industrial process development at Georgemas, including timber processing.

8.5 The adopted Highland wide Local Plan supports the principle of renewable energy proposals including biomass in appropriate locations.

8.6 Material Considerations

8.7 This application has been the subject of extensive consultation and there has been technical input from relevant parties as summarised in section 5 above. This has informed assessment of this application.

8.8 Policy 67 sets out policy criteria for assessment of proposals for renewable energy. Policy 67 also encompasses policy considerations from other policies of the adopted Highland wide Local Development Plan listed above.

8.9

- Contribution of the development towards meeting renewable energy generation targets and effects on the local and national economy

The proposal will assist in meeting local and national targets for renewable energy generation. The principle is that the carbon saving from producing heat and electricity together is greater than producing heat alone, on the basis that the electricity produced will offset that produced by traditional means of burning fossil fuels. Supporting information indicates that the developer has considered the long term viability of the proposal. Information submitted states that the timber volumes available for harvest in proximity to the site are significant and more than sufficient to meet the needs of the plant. Timber will be harvested from both Forestry Commission and privately owned forests within the flow country. This plant will maximise use of the lower quality forestry materials within the Flow Country and north of Scotland.

Supporting information submitted by the applicant outlines that the plant has the potential to create and sustain employment in the area.

8.10

- Use of existing infrastructure/facilities and land and water based traffic and transport interests

The site is accessed from the A9(T) and is in close proximity to Georgemas Rail Station. Transport information has been submitted in support of the application. This estimates that the average daily commercial vehicle movement to be 20.5 and daily car movements to be 15.4. This is based on 80% haulage by road, 20% by rail. As noted in section 5 above, the Trunk Roads Authority have no objection to the proposal based on the information submitted. The number of commercial vehicles movements can be conditioned to allow any significant deviation to this to be assessed. The site is accessible to workforce.

8.11

- Natural, built and cultural heritage features and Species and habitats

There are no heritage feature designations within or within close proximity to the site therefore there is no need for survey work to inform determination of this planning application. However, it is appropriate to condition submission of a habitat survey prior to commencement of development as a precaution and to attach advice to the developer regarding protected species.

8.12

- Visual impact and impact on landscape character (including siting, design and use of high quality materials).

Supporting information submitted by the applicant states that the principal of the design is "form follows function" as design is based on its intended purpose as a power station. The arrangement of buildings on site and the form of development is derived from function in producing electricity. It is proposed that external cladding be light grey. Notwithstanding this, a condition will be attached requiring submission of full specification for external finishing materials to allow further assessment of colour and type of material appropriate for this landscape setting.

The site is highly visible from the A9(T) and the development will be visible from surrounding residential properties due to the open and expansive flat moor/agricultural landscape setting. There immediate surrounding area does have a degree of industrial character due to current and past uses and the Dounreay container gantry at the rail station. The site and surrounding area is identified as being appropriate for industrial process type development in current and previous development plans.

The proposed development is of a much larger scale than existing development. It is set back from the A9(T), the distance will lessen impact from this route to a degree. The tallest part of development is located in the eastern part of the site, furthest away from the A9(T). It will also be visible from the A882 and surrounding residential properties. Given the expanse of the site and landscape it is considered that development can be absorbed in this landscape. The height and massing of the development is broken up across the buildings and plant and covers a large floor area which gives an overall horizontal emphasis to development. When viewed towards the north and east the hills in the distance will provide a degree of backdrop. Overall the landscape and visual impact is considered to be acceptable on this site, which is identified for industrial uses. When viewed towards the south, forestry will provide some screening.

Indicative landscaping details have been submitted comprising hedge planting and fencing. Appropriate landscaping is important in this case and submission of full details is conditioned. Tree planting and bunding would enhance the indicative proposals and this requires to be discussed further with the applicant.

8.13 • Amenity at sensitive locations (noise and disturbance)

There are a number of residential properties located within 500m of the site, as detailed in section 2.1 Environmental Heath requested the submission of a detailed noise assessment and have engaged in direct discussions with the applicant during processing of the application. As noted in section 5 above, Environmental Health are satisfied that noise generated by the plant will not be unacceptable to residential amenity. The noise report identified mitigation and submission of full details is conditioned. Conditions are also attached to restrict activities which will generate noise within the site to specified times.

Construction activities are also restricted to specified times.

It is not considered that the number of vehicle movements proposed is unacceptable in terms of residential amenity given that timing and number of movements will be restricted. The site's industrial allocation and location adjacent to the A9(T) and the railway line are also relevant to this consideration.

8.14 • Lighting

Indicative lighting details have been submitted, submission of full details is conditioned. It is considered that an appropriate lighting strategy can be designed and implemented without causing unacceptable and unnecessary sky glow impacts.

8.15 • Safety

Safety considerations include road safety which is considered above.

Network Rail have been consulted and have no objection to the proposal subject to appropriate fencing and landscaping proposals.

Construction and operation will be regulated by The Health and Safety Executive.

The site is not within the identified safeguarding zone for Wick Airport and therefore Highland and Islands Airport Ltd have not been formally consulted.

However, it would be prudent to recommend that the developer advise Highland and Islands Airport Ltd and the MoD of the development.

It is not considered that the proposal presents an unacceptable safety risk.

8.16 • Water environment

It is proposed to connect to the public water supply which is controlled by Scottish Water.

Private drainage and SUDS is proposed. These proposals have been subject to consultation with SEPA and the Council's Flood Team who have provided technical input. A Flood and Drainage statement has been submitted in support of the application and SEPA and the Flood Team are satisfied that the proposal will not have a significant adverse impact on the water environment. Authorisation is required from SEPA for any culverting, waste water and surface water drainage proposals under The Water Environment (Controlled Activities) (Scotland) Regulations 2011. This is outwith the remit of the Planning Authority.

8.17 • Air Quality

A biomass development of this scale is regulated by SEPA under Part B of The Pollution Prevention and Control (Scotland) Regulations 2012 (PPC 2012). This is outwith the remit of the Planning Authority.

The Council does have responsibilities under the Environment Act 1995 to undertake the functions of Local Air Quality Management (LAQM). Air quality information has been submitted by the applicant. Environmental Health have requested that further information be submitted before development commences, this is conditioned.

Air quality is regulated and requires to meet relevant standards and regulations in order to ensure that the development does not have an unacceptable impact.

8.18 • Communications infrastructure

It is not envisaged that this proposal will impact on any communications infrastructure.

8.19 • Tourism and recreation interests

The development will be visible from the A9(T) and from the surrounding area, particularly the flue, and process and servicing building. However, as outlined above, the landscape and visual impact is not considered to be significantly

adverse. Nor the site nor immediate surrounding area have any specific recreation use. It is not considered that the proposal will have a significant adverse on tourist or recreation interests.

8.20 Material considerations raised by third parties, not already addressed above are as follows:

- Community benefit

The Council has a Community Benefit policy, which is separate from planning policy. Community benefit is voluntary but the developer is encouraged to engage in this.

- Cumulative impact of development in the area (wind farms)

It is acknowledged that Caithness is a pressured area for wind farm developments and that wind farm developments alter the landscape. This development is different in type, nature and scale from wind farm developments and it is not considered that this proposal has a significant adverse effect in landscape/visual terms either individually or as part of wider development.

8.21 **Other Considerations – not material**

Points raised by third parties which are not material are listed in section 4 above.

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

None

9. CONCLUSION

9.1 The principle of biomass development within this site has previously been established and is supported by the Development Plan which identifies this area as being suitable for industrial process development.

The application has been subject to extensive consultation. Relevant parties have provided detailed technical input in terms of air quality, noise, transport and the water environment. These considerations have been satisfactorily addressed and operation of the plant is within the remit of regulatory bodies including SEPA.

The built development is large in scale in a predominately flat and expansive landscape setting. However, the massing of the development is broken into varying sizes which reduces its impact and appropriate finishing materials and landscaping reduce its impact. Other industrial uses in the area and Development Plan aspirations for further industrial development within the site and wider area are material in consideration of this application.

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.

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 a method statement detailing how vehicle movements to and from the development will not conflict at the access and on the access road, has been submitted to and approved in writing by the Planning Authority, in consultation with Transport Scotland as Trunk Road Authority. Thereafter the development shall be completed and maintained in accordance with the approve details.

Reason : To ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road

2. No development shall commence until details of advance warning signs for the development access have been submitted to and approved in writing by the Planning Authority, in consultation with Transport Scotland as Trunk Road Authority. Thereafter the development shall be completed and maintained in accordance with the approved details.

Reason : To ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road and to ensure that road safety is improved by highlighting the location of the access

3. No development shall commence until the final drainage design has been submitted to and approved in writing by the Planning Authority, in consultation with the Flood Team and SEPA. The final drainage design shall adhere to the principles and recommendations set out in Flood Risk Assessment and Site Drainage Schematic drawing provided ((9) 200 Rev B) and shall include:

- a. calculations that show the drainage network will be able to cope with a 1 in 30 year plus climate change event, without flooding.
- b. calculations/drawings to show that the 1 in 200 year plus climate change rainfall event will be contained on site and will not result in flooding to buildings on site to adjacent land. This should 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.

The proposed treatment plant shall not discharge into the surface water drainage system, this shall discharge to a separate soakway/outfall.

The pond shall be able to attenuate the 1 in 200 year plus climate change rainfall event. Discharge from the pond into the diverted ditch shall be limited in line with the greenfield runoff rate of the site, calculated at 9.26 l/s/ha.

The development shall thereafter be completed and operated in accordance with the approved details.

Reason : To ensure that the site is properly drained in the interests of protecting the water environment. The drainage proposals submitted to date are still subject to further investigation and detail design.

4. The types of external finishing materials and colours proposed are not approved. No development shall commence until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.

Reason: In order to enable the Planning Authority to consider this matter(s) in detail prior to the commencement of development; in the interests of amenity.

5. No development shall commence until full details of any external lighting to be used within the site and/or along its boundaries and/or access have been submitted to, and approved in writing by, the Planning Authority in consultation with Network Rail and the Trunk Roads Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter only the approved details shall be implemented.

Reason: In order to ensure that any lighting installed within the application site does not spill beyond the intended target area, does not impact adversely upon the amenity of adjacent properties and does not result in 'sky glow'.

6. No development shall commence until details of a scheme of hard and soft landscaping works have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:
- i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;
 - ii. A plan showing existing landscaping features and vegetation to be retained;
 - iii. The location and design, including materials, of all existing or proposed walls, fences and gates, which shall include a suitable trespass proof fence of at least 1.8 metres in height adjacent to Network Rail's boundary
 - iv. All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities; and
 - v. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

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 order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

7. Prior to first use of the development hereby approved, vehicle parking and turning shall be provided in accordance with the approved details and shall be maintained for this purpose in perpetuity.

Reason: In the interests of road and public safety.

8. No development shall commence until full details of a covered and secure communal bicycle storage/racking system have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the storage/racking system shall be installed in accordance with these approved details prior to the first use of the development hereby approved and maintained for this use in perpetuity.

Reason: In order to facilitate the use of a variety of modes of transport.

9. No development shall commence until full details of the additional mitigation measures identified in the approved noise report have been submitted to and approved in writing by the Planning Authority, in consultation with Environmental Health. Details to be submitted shall also include character corrections for tonality, impulsiveness or other characteristics as described in section 9 of BS 4142 2014. Thereafter the development shall be completed and maintained in accordance with the approved details.

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

10. The development shall be undertaken and operated in accordance with the approved noise assessment and the following:
- Between 11pm and 7am noise arising from this development shall not exceed NR 20 when measured or calculated within the bedroom of any noise-sensitive premises with windows open for ventilation purposes
 - Between 7am and 11pm the noise rating level for this development shall not exceed the background noise level by more than 5dB(A) including any characteristics penalty. Terms and measurements to be in accordance with BS 4142 2014: Methods for rating and assessing industrial and commercial noise.
 - Operation of the chipper shall only be undertaken between 8am and 5pm Monday to Friday.
 - Fuel handling activities which are audible at any noise sensitive location shall only be undertaken between 8am and 5pm Monday to Friday.
 - HGV movements shall only take place between 8am and 5pm.
 - Daytime background levels shall be derived from the results for NMP1 and NMP4 identified in the approved noise report only.

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

11. No development shall commence until detailed dispersion modelling has been submitted to and approved in writing by the Planning Authority, in consultation with Environmental Health. The dispersion modelling shall demonstrate that:
- the proposed stack height is sufficient to achieve adequate dispersal of flue gases; and specifically
 - the concentrations of Nitrogen dioxide at nearest relevant exposure will still be below the UK Air Quality Objectives.
- Thereafter the development shall be completed and maintained in accordance with the approved details.

Reason: In the interests of amenity and public health.

12. No development shall commence on site until a scheme for protecting properties adjacent to the development site from dust has been submitted to, and approved in writing by, the Planning Authority. The approved scheme shall be implemented before any part of the development is brought into use and thereafter be maintained.

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

13. No development, including any demolition works, shall commence until a Construction Method Statement has been submitted to, and approved in writing by, the Planning Authority. The statement shall provide for:
- i. the parking of vehicles of site operatives and visitors;
 - ii. loading and unloading of plant and materials;
 - iii. storage of plant and materials used in constructing the development;
 - iv. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - v. wheel washing facilities;
 - vi. measures to control the emission of dust and dirt during construction; and
 - vii. a scheme for recycling/disposing of waste resulting from demolition and construction works.
- The approved Construction Method Statement shall be adhered to throughout the construction period.

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

14. No development shall commence until a pre-commencement habitat survey has been undertaken and a report of survey has been submitted to, and approved in writing by, the Planning Authority. The survey shall cover both the application site and an area of 100m in all directions from the boundary of application site and the report of survey shall include mitigation measures where any impact, or potential impact, on protected species or their habitat has been identified. Development and work shall progress in accordance with any mitigation measures contained within the approved report of survey and the timescales contain therein.

Reason: To ensure that the site and its environs are surveyed and the development does not have an adverse impact on protected species or habitat.

15. No development shall commence until details of signage within the site have 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: To enable assessment as these details haven't been submitted and in the interests of amenity and road safety.

16. No development shall commence until site waste management for operational waste 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 pollution prevention and safeguarding of environment.

17. Prior to first use of the development, an updated transport assessment shall be submitted which shall detail numbers of daily commercial HGV movements during operation. Thereafter the development shall be operated in accordance with the approved details.

Reason: In the interests of traffic safety and amenity.

18. Timber stacks shall not exceed a height 4m and shall be limited to the areas annotated for that purpose on the approved plans. This 4m shall be identified and referenced to a fixed datum. No timber shall be stored within 5m of the boundary of the site.

Reason: In the interests of visual amenity and in the interests of fire safety.

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 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 and 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 and 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).

Mud and 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.

Trunk Roads Authority Consent

You are informed that this consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland. Please contact the Route Manager via 0141 272 7100 to obtain permission. The Operating Company have responsibility for coordination and supervision of works and after permission has been granted it is the developer's contractor's responsibility to liaise with the Operating Company during the construction period to ensure that all necessary permissions are obtained.

Protected Species - Halting of Work

You are advised that work on site must stop immediately, and Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: www.snh.gov.uk/protectingscotlands-nature/protected-species

Protected Species - Contractors' Guidance

You must ensure that all contractors and other personnel operating within the application site are made aware of the possible presence of protected species. They must also be provided with species-specific information (incl. guidance on identifying their presence) and should be made aware of all applicable legal requirements (incl. responsibilities and penalties for noncompliance).

It should be noted that if protected species are found on site a licence from SNH may be required.

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 for more information.

Network Rail

Suitable barriers must be put in place by the applicant to prevent unauthorised and unsafe access to the railway as required by condition 6 above. Network Rail recommend a 1.8 metre high 'rivetless palisade' or 'expanded mesh' fence and there must be provision for maintenance of this fence. Network Rail's existing boundary measure must not be removed without prior permission.

With reference to condition 6 above, the proximity and type of planting proposed are important when considering a landscaping scheme. Leaf fall in particular can greatly impact upon the reliability of the railway in certain seasons. Network Rail can provide details of planting recommendations.

Developers should be aware of any embankments and supporting structures which are in close proximity to their development. Details of all changes in ground levels, laying of foundations, and operation of mechanical plant in proximity to the rail line must be submitted to Network Rail's Asset Protection Engineer for approval prior to works commencing on site. Where any works cannot be carried out in a "fail-safe" manner, it will be necessary to restrict those works to periods when the railway is closed to rail traffic i.e. by a "possession" which must be booked via Network Rail's Asset Protection Engineer and are subject to a minimum prior notice period for booking of 20 weeks.

The developer should contact Network Rail Asset Protection Engineers regarding the above matters: Network Rail Asset Protection Engineer, 151 St. Vincent Street, GLASGOW, G2 5NW, Tel: 0141 555 4087

AssetProtectionScotland@networkrail.co.uk

SEPA

SEPA will regulate this proposal under Part B of The Pollution Prevention and Control (Scotland) Regulations 2012 (PPC 2012). The proposed culverting, waste water and surface water drainage proposals will require authorisation under The Water Environment (Controlled Activities) (Scotland) Regulations 2011 (As Amended) (CAR). Contact SEPA's local team in Thurso to discuss this.

Details of regulatory requirements and good practice advice for the applicant can be found on SEPA's website at www.sepa.org.uk/planning.aspx.ocal

SEPA office at Strathbeg House, Clarence Street, Thurso KW14 7JS. Telephone 01847 894 422.

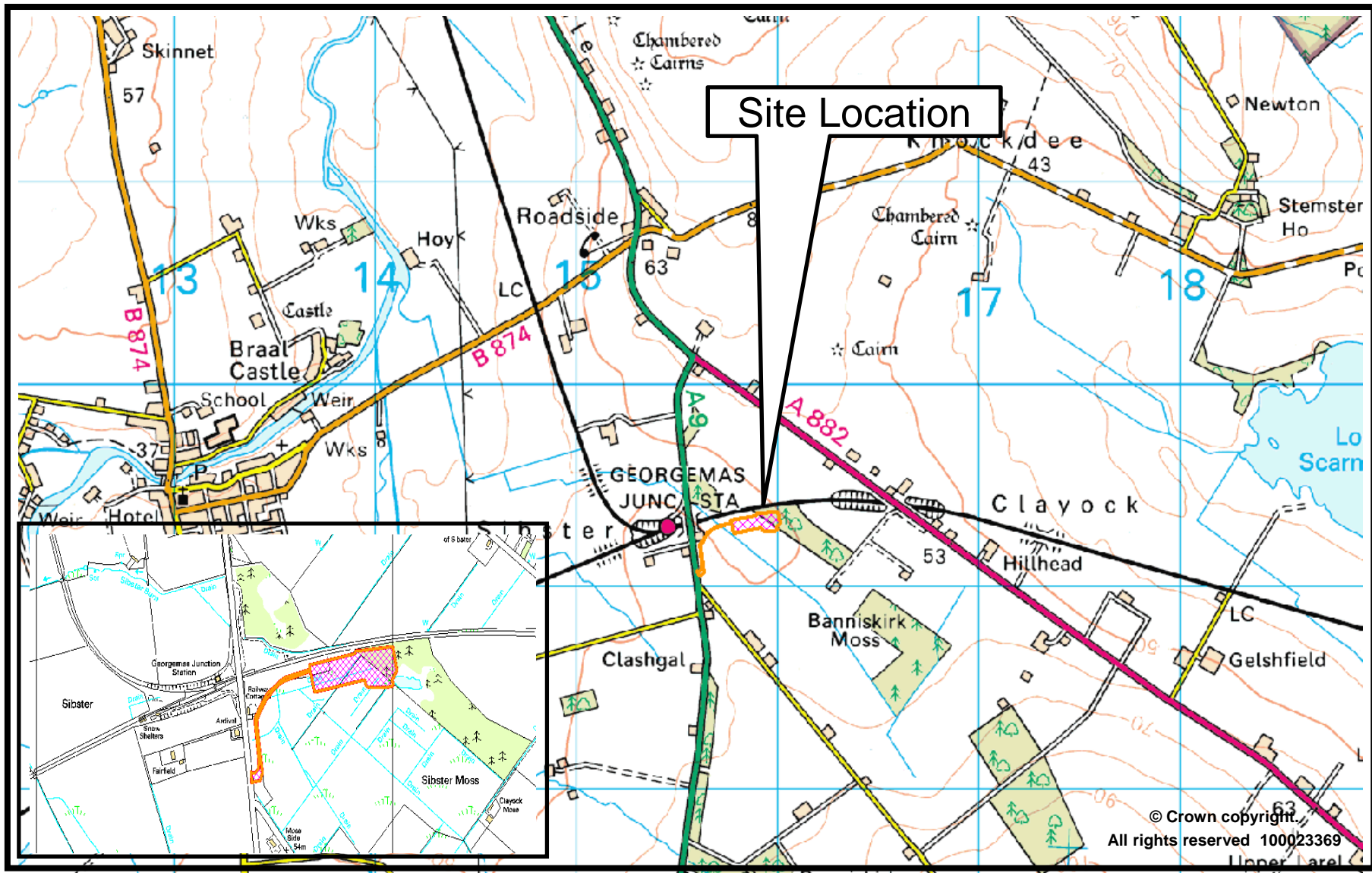
SSE

There is a high voltage overhead line within the site. All works in proximity to an overhead line must be carried out in accordance with The Health and Safety Guidance note GS6. The legislation dictates that where works are to be undertaken within 9m horizontal distance from an overhead line, positive steps must be taken to manage the risk identified on site. These steps can include, making the line dead, erecting barriers at ground level, erecting high level bunting and goal posts (6m from the line), using appropriate excavator, restricting job movement, etc. Contact SSE Connections and Engineering Bureau on 08000483515.

Aircraft Safety

The developer should advise Highland and Islands Airport Ltd of the development given the height of parts of the development.

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 – 14/146 (PL)01 – Location Plan Plan 3 - 14/146 (PL)02 – Site Layout Plan 4 - 14/146 (PL)03 – Block Plan Plan 5 – 14/146/(PL)11 A – Elevations Plan 6 – 14/146/(PL)08 A – Elevations Plan 7 – 14/146 (PL)12 Visual Information



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Upper Level



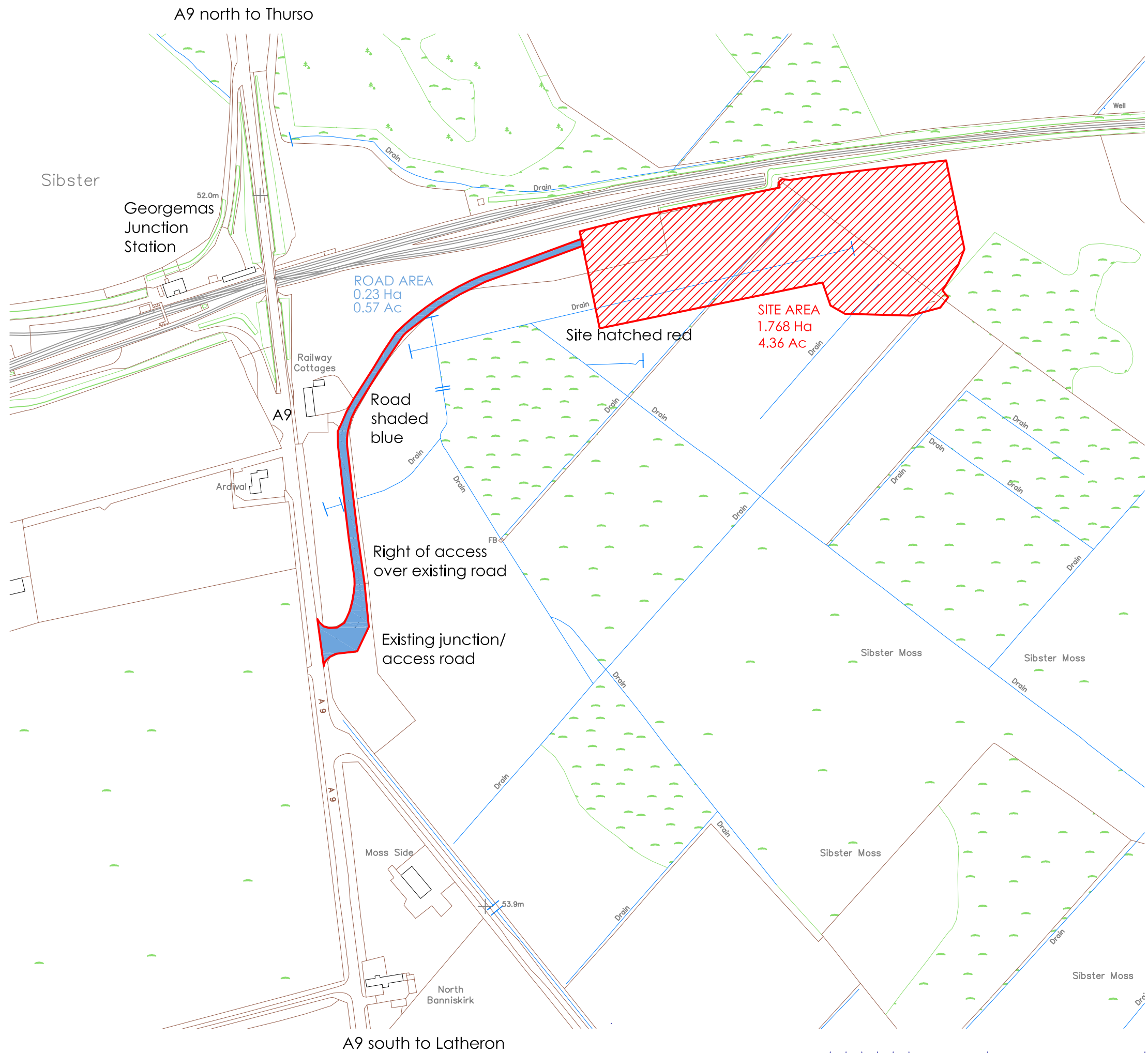
The Highland Council
Comhairle na Gàidhealtachd
Planning and Development Service

Case No:14/04545/FUL

Description: Construction of woodfuel Biomass combined heat and power plant

Date: 4 August 2015

Scale:



AREA

SITE AREA - 1.768 Ha

ROAD AREA - 0.230 Ha

TOTAL AREA - 1.998 Ha

location plan



12 DEANHAUGH STREET, EDINBURGH, EH4 1LY
T: 0131 315 3100

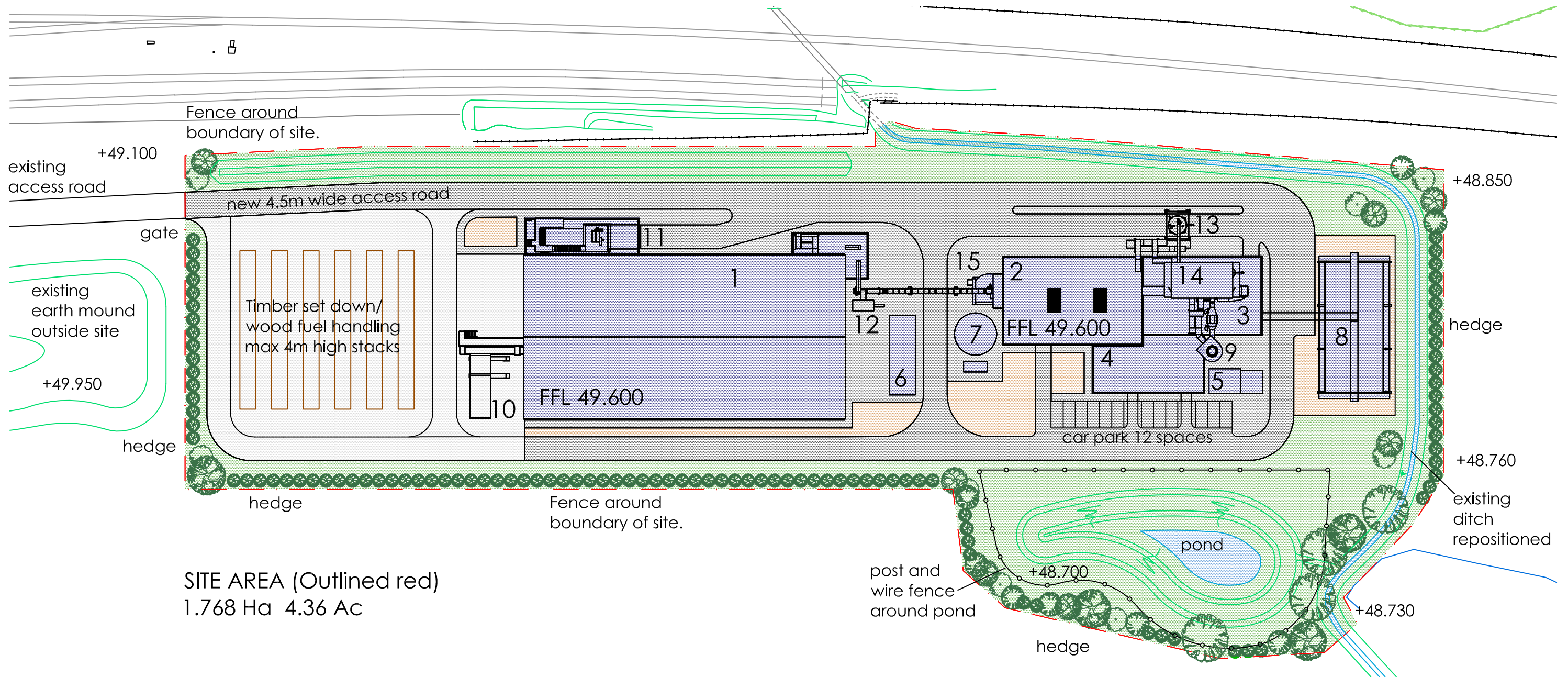
project
STOERHOUSE HIGHLANDS
PROPOSED BIOMASS FACILITY
AT GEORGEMAS, CAITHNESS

drawing title
LOCATION PLAN

drawing number 14/146 (PL)01	scale 1:2500 at A3	date 20.11.14
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RIAS Chartered Practice











SITE AREA (Outlined red)
1.768 Ha 4.36 Ac

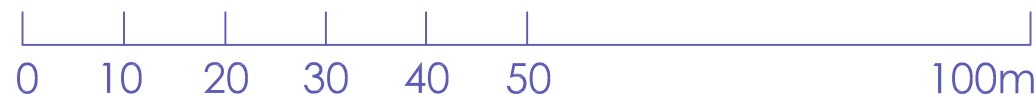
Key

1. Fuel handling building (storage and treatment)
2. Boiler building
3. Turbine building
4. Service building
5. Electricity sub station
6. Bunded oil tank
7. Water tank and pump
8. Air cooled condenser
9. Stack (flue)
10. Chipper infeed table
11. Woodchips receiving pit
12. Emergency filling station
13. Fly ash silo
14. Bag filter
15. Bottom ash pit

Landscaping materials

- | | |
|--|---|
|  Grass |  Road |
|  Hedge planting |  Pavements |
|  Pond |  Concrete |
|  Gravel |  Buildings |

See engineers drawings for drainage details



12 DEANHAUGH STREET, EDINBURGH, EH4 1LY
T: 0131 315 3100

project
STOERHOUSE HIGHLANDS
PROPOSED BIOMASS FACILITY
AT GEORGEMAS, CAITHNESS

drawing title
SITE PLAN

drawing number
14/146 (PL)02

scale
1:750
at A3

date
20.11.14