

Agenda Item	6.1
Report No	PLN/015/20

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 9 June 2020

Report Title: 15/01202/FUL : HPG (Inverness) Limited
Former Fish Factory, High Street, Conon Bridge

Report By: Acting Head of Development Management – Highland

1. Purpose/Executive Summary

1.1 **Description:** Erection of 72 residential units comprising flats, terraced, semi-detached and detached houses (including 18 affordable), 3 commercial units comprising class 4 (business), retail unit, and hot food outlet (amended from GP surgery to class 4 (business) and deletion of 2 community heating plants)

Ward: 09 – Dingwall and Seaforth

Development category: Major

Reason referred to Committee: Major 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.

2. Recommendations

2.1 The Committee is asked to agree the recommendation to Grant planning permission as set out in section 11 of the report.

3. PROPOSED DEVELOPMENT

- 3.1 This application proposes the erection of 72 residential units comprising 18 flats in 3 x 2 ½ storey blocks, 16 terraced houses in 4 x 2 storey blocks, 22 semi detached houses/bungalows, 12 semi detached bungalows and 4 detached bungalows (including 18 affordable units). In addition, 3 commercial units are proposed adjacent to the High Street at the entrance to the site comprising; a class 4 (business) unit, a retail unit and hot food outlet. This has been amended to delete a GP's surgery shown on the plans as, although the developer advises they had discussions with NHS regarding their future for Mini Medical Hubs in localised areas, their 2020 – 2023 plan has not been finalised, due to the present Corona Virus pandemic and changing criteria, they are therefore uncertain as to whether this can proceed. In addition, 2 community heating plants (CHP) originally proposed; one to the north west edge of the site and one to the extreme north east have now been withdrawn from the application at the agents' request.

The layout incorporates features from Scottish Governments' 'Designing Streets' guidance with the access reducing to a shared surface beyond the entrance to the commercial units including an entrance 'square' proposed formed by the 3 blocks of flats and street trees. Thereafter a loop road services the site. A play area is proposed to the north east of this with landscaping to the boundaries of the area and a SUDS basin and pond is proposed to the north east within the loop road. The SUDS basin and pond are also to serve as an open space/landscaped feature within the site.

The houses are of traditional design incorporating pitched roofs whilst the commercial buildings are within a single storey building with a hipped roof design. The buildings are to be finished in white render with Accoya timber feature cladding, and cast stone basecourses with fibre cement slate effect roof tiles. Doors and windows are to be in timber. The commercial units will also incorporate columns in cast stone.

- 3.2 The application was the subject of a mandatory pre-application notification 14/04418/PAN on 28.11.2014 with a public event being held in accordance with the statutory requirements.
- 3.3 The site is to be served by a new access point from the High Street and connected to the public water supply and waste water network systems. The existing access will be retained to serve the existing small car park and private access track to the north of the site. The SUDS arrangements have been subject to extensive discussions between Transport Planning, the Flood Risk Management Team and the Agents. The proposals now include an on site detention basin and pond to provide flood storage for a scenario when any outflow from the site is blocked for a 40hr period due to high flows in the River Conon. Ground raising to a minimum of 4.0m AOD around the SUDs basin is now proposed which enables the required storage capacity of 1,471 cu m to be achieved using on and existing off-site storage. (Ground levels at the western end of the site will have to be raised to 5.0 AOD to provide a fall for the drainage system. This avoids any requirement for underground storage on site making the system more sustainable. Permeable paving is to be used under parking areas with perforated pipes leading to the main drains. Two levels of

treatment are proposed by means of the SUDS basin and the storage pond. Pipes in the storage wall between the detention basin and the SUDs pond will restrict flow between the two. The pond will have vegetation for biological uptake. The off-site storage is on land to the north east of the site owned by Highland Council

- 3.4 A Flood Risk Assessment was submitted in support of the application and has been updated through discussions with SEPA and the Flood Risk Management Team during the consideration of the application. This states that the section of flood bank between the road and railway bridge requires to be raised to a level that will protect the site during a 0.5% AEP year fluvial flood event on the River Conon with a 600mm allowance for freeboard and climate change.

3.5 **Variations:**

21.10.2015:

165604-005 Tree Protection Plan

A-XX-XX-G2-010- General Plan - HEATH/CORNER GABLE

A-XX-XX-G2-009 REV B - General Plan – HEATH – A1

A-XX-XX-G2-008- General Plan – HAWTHORNE - A1

A-XX-XX-G2-007 REV A - General Plan – HAZEL - A1

A-XX-XX-G2-006 – REV A - General Plan – BRAKEN and BRAMBLE – A1

A-XX-XX-G2-005– REV A - General Plan – WILLOW – A1

A-XX-XX-G2-004 – REV A - General Plan – BLUEBELL – A1

A-P-RF-G2-003 REV A – COMMERCIAL UNIT – ROOF PLAN A1

A-P-B1-G2-001 REV A – COMMERCIAL UNIT – LOWER GROUND FLOOR PLAN A1

A-P-00-G2-002 REV A – COMMERCIAL UNIT –GROUND FLOOR PLAN A1

A-E-XX-G2-101 REV B – ELEVATION PLAN A1

A-E-XX-G2-100 REV B – COMMERCIAL UNIT – SECTION PLAN A1

03.07.2017

A-P-00-G7-902 REV C – GENERAL PLAN – VEHICLE TRACKING PLAN

A-S-XX-G2-101 – SITE LEVEL SECTIONS

06.09.2017

A-P-XX-G2-001 REV G –SITE LAYOUT PLAN

A-P-00-G7-900 REV D – LANDSCAPING PLAN

A-P-00-G7-901 REV E ACCESS and PARKING PLAN

16.04.2020

A-P-XX-G1-001 REV A LOCATION PLAN

26.05.2020

A-S-XX-G2-101 – REV A - SITE LEVEL SECTIONS

A-3-XX-G1-910 REV A - PRESENTATION BOARD

Supporting Information:

- Flood Risk Assessment and SUDS outline (update of 2009 study), January 2014, Mott MacDonald

- Flood Risk Assessment and SUDS outline (study update 2015), September 2015, Mott MacDonald
- Phase 1 Geo-Environmental Desk Study – Jan 2014 and Appendix B Envirocheck Report, Mott MacDonald
- Design and Access Statement
- Transport Assessment
- Pre-Application Consultation Report
- SUDS system information Addendum September 2016, Mott MacDonald
- Mason Evans Site Investigation Strategy Report April 2017

4. SITE DESCRIPTION

4.1 The site is prominently located at the north western entrance to the village of Conon Bridge to the east of the High Street. It is set down below the level of the road and is bounded by the private access track and the flood bund to the north west with the River Conon beyond; the flood bund to the north east with rough grazing land beyond; Edgefield house, a field and the listed Conon Hotel to the south east with Garrie View and detached bungalows beyond. The closest existing buildings are Edgefield House and the Conon Bridge Hotel. An existing overgrown conifer hedge runs along the middle section of the south east boundary and deciduous trees front the boundary to the High Street.

The site was previously occupied by a fish processing factory which suffered fire damage in 1998 and was demolished. It has been an eyesore at the entrance to the village since then. Considerable efforts to secure improvements to the condition and appearance of the site had only very limited success. Its condition was improved more recently by the temporary use of the land as a site compound in association with the construction of the Beaulieu – Denny national electricity grid connection. This use has now ceased, and the site is vacant.

5. PLANNING HISTORY

5.1 13/02437/FUL - Temporary change of use from disused fish factory site to construction compound, including siting of offices, canteen and containers, storage of materials and ancillary uses – Time limited consent - 27.01.2014 – expiry date – 31.03.2016.

13/03761/PREAPP - Residential development comprising a mix of 2 and 3 bedroom flats, 3 bedroom terraced houses and 3 bedroom semi-detached houses. Pre-Application Advice Service Meeting – 22.11.2013

14/04418/PAN - Redevelopment to for 72 housing units (mixture of flats, terraced, semi-detached and detached houses) and 470sqm of commercial space – 12.02.2015.

6. PUBLIC PARTICIPATION

6.1 Advertised : Section 34 and Unknown Neighbour – Expiry Date 17 May 2015

Representation deadline : 17 May 2016

Timeous representations : 1

Late representations : 2

6.2 Material considerations raised are summarised as follows:

- Support redevelopment of former fish factory site; it has been an eyesore for many years. Commend the applicant for taking this forward. Hope concerns can be addressed to ensure development is delivered to a high standard
- Commercial unit is of poor quality design. It does not fit well with the Locational Analysis image which shows traditional Highland architecture with gable walls and larger buildings broken into different components. On the section through the High Street image it looks like the applicant has tried to soften the real impact with some bushes/trees yet on the site layout there are only very small shrubs around the commercial unit. The existing few birch trees will not screen the building for six months of the year. The roof is out of proportion with the rest of the building, particularly when looking at the other buildings on the High Street. If it is proposed as a medical centre then surely it doesn't have to look like a supermarket and it can be broken down to be more in keeping with the rest of the area. As this building will be the first seen when entering the village from Maryburgh it must be designed to a high standard. The neighbouring Conon Bridge hotel is listed. The new building mustn't damage the setting of the listed building or the entrance to the village.
- The Conon Bank sign at the main road would be more fitting if it was the same style as others in the village, rather than being more imposing than the sign welcoming people to the village.
- Object strongly to the hot food outlet. It will add to the existing litter problems local residents experience in their front gardens and increase traffic on the High Street, particularly in the evening if late opening allowed, with cars accelerating away from the junction ignoring the 20mph limit
- **Safer Routes to School.** Works/Construction Traffic and the subsequent Residential, Business and Visitor Traffic. Has it been considered how the movement of works/construction traffic/heavy construction traffic, residential and visitor traffic and subsequent business traffic will impact the safety of Maryburgh children walking/cycling to and from primary school?
- **Traffic Calming Measures.** The proposed site is in the middle of the significant traffic calming measures necessary for the safety of children walking/cycling to school in situ throughout the length of Maryburgh and Conon Bridge. Has the impact that works/construction traffic/heavy construction traffic and subsequent residential, business and visitor traffic will have on the traffic calming measures already in situ been considered?
- **Damage to roadside culverts** etc due to volume of construction vehicles required to remove rubble/earth from/to the site and all construction material

- **Site access/any proposed improvement to site access/any proposed road improvements.** What measures will be put in place regarding the safety of Maryburgh children walking/cycling to and from primary school at the site access and during any proposed site access/road improvements?
- **Transport Assessment** dated March 2015. Due to weather conditions traffic numbers/volume can obviously be significantly reduced in March. Perhaps another assessment in the summer months would help establish what the volume of traffic is during peak season?
- **Density.** Proposed site lies directly adjacent to the residential area of Garrie View. Density of buildings is not in keeping with this area. Currently density of existing residential properties to the east consists of 14 houses. Thirteen proposed houses will overlook the bungalows in Garrie View, just short of the total existing residential properties. These proposed units are up to two storeys high directly overlooking the existing houses. On the equivalent length to this border on Garrie View there are 4 bungalows. This ratio of 13 new builds to 4 existing properties (Ratio of 3:1) appears to be disproportionate to Garrie View - therefore not in keep with the adjacent existing residential area. There are also 7 proposed houses backing onto the Conon Hotel which is a listed building.
- Perhaps in view of the following, the density of development of the former fish factory site could be reviewed:
 - Traffic calming measures now in situ following the joining of Maryburgh and Conon Schools. Maryburgh children now walking/cycling to and from school.
 - 72 residential properties and the consequence/impact on the new Ben Wyvis Primary School.
 - Planning in principle was obtained for 6 housing plots at Riverside Nursery in 2010 which is very much in keeping with the area. The Local Plan has density potential of 24 units.
- Three storey buildings not in keeping with houses/business premises along High Street in this area and Conon Hotel which is a listed building.
- **Noise.** Site is adjacent to an extremely quiet residential area and local hotel. It is also directly overlooked by residential areas of Maryburgh and Conon Bridge. Has consideration been given to restricting development hours to reflect this i.e. limiting construction – no weekend construction or after 5pm weekdays?
- Noise, dust and visual disturbance due to construction works from use of the site by SSE was absorbed by the large cypress 'hedge' that screens the site from the residential area. Will consideration be given to leaving the cypress hedge in situ until all construction is completed to reduce noise levels during the construction phase/or if it is removed to replace it with a 12ft/solid heavy-duty fence? This may also help reduce stress for farm animals in the adjacent field.

- **Removal of Large Concrete Plinth and Existing Substantial Rubble Pile.** Has consideration been given to the noise impact of the removal of the huge concrete plinth and the level of dust, vibration and other construction work required to remove this and impact on adjacent residential properties, listed building, drainage, damage to existing structures, flood bank, the Black Isle Mains Water Pipe etc.?
- River Conon. Site is adjacent to a major river. A previous Conon Bridge residential development put measures in place with regards to the Eil burn and safety. What measures will be put in place to safeguard children residing in proposed development?
- How may/any measure put in place impact on the flood bank?
- How may/any measure put in place impact on local anglers?
- The site is located within a SEPA flood warning area with recent telephone flood warnings from Floodline issued. Are the Developers going to advise those purchasing a house/premises that the site lies within such an area; that in 2005 Floodline Scotland held a Flooding Exhibition in Conon Bridge and that the area originally flooded in 1966?
- What improvements will be made to the flood bank? Will there be an ongoing flood bank maintenance fund? What measures will be put in place to prevent damage now/in the future to the existing flood bank?
- **Scottish Water** Has Scottish Water been contacted regarding the mains water pipe that may be in the vicinity of the relocation of the access road/entrance and under the proposed development site (near the hotel) Has consideration been given to assessing the impact vibration, construction work and volume of construction vehicles may have on the Black Isle Mains Pipe whilst removing the large concrete plinth, relocation of the access road/entrance or removal of trees etc.?
- **Garrie Island – SSSI.** Following recent residential developments this area has seen an upsurge in footfall. Following the suggested - 'public access enhancement' to Garrie Island, an SSSI site, what measures will be put in place to address any further detrimental effect on the SSSI e.g. barbeques, camping etc.?
- **Landscaping.** There appears to be a very limited landscaping and this may not be in keep with the green space of the adjacent existing residential area.
- **Established native trees.** Would the established native trees near the hotel be removed for development?

6.3 All letters of representation are available for inspection via the Council's e-planning 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.

7. CONSULTATIONS

7.1 **Transport Planning - no objection** subject conditions and developer contributions summarised below:

1. Provision and maintenance of visibility splays at the main access point onto A862 High Street.
2. Provision and maintenance of visibility splay at the minor existing access point onto A862 High Street.
3. Suspensive condition for provision of forward visibility splays within the site.
4. Suspensive condition to resolve detailed design and maintenance requirements for surface water drainage system including maintenance by a public body.
5. Suspensive condition for cycle parking.
6. Developer contribution of £4000 previously requested towards the provision of two cantilever shelters at stops close to the doctor's surgery; this amount has increased due to the length of time that has elapsed to £5956.00. (Public Transport Team confirmed figure).
7. Suspensive condition for provision and maintenance of parking spaces shown on Drawing A-P-00-G7-901 rev E.
8. Suspensive condition (prior to commencement) to submit and agree in writing a construction traffic management plan which shall include details of the volume of earthworks, the routeing and numbers of HGV traffic on the local authority public road network, embargos on HGV traffic movement during school start and finish periods and advisory speed limits.

Advice is given in the report on the following items

1. A condition is recommended to secure maintenance of the link to the informal path on top of the flood embankment.
2. A condition is recommended to secure maintenance of the private access within the site.

It has not been possible to fully align planning and Road Construction Consent for this application. Alterations may be required to detailed design items such as material specifications, landscaping details, kerb lines, widths, radii and areas of adoption.

Transport Assessment (TA)

Transport statement and further information submitted acceptable. Clarification provided on the following points;

- Traffic flows used within the TA are robust.
- Flows show a 27% increase in right turning traffic from Leanaig Road onto High Street during critical evening peak. PICADY model submitted demonstrates there is sufficient capacity (the maximum ratio of flow to capacity is 0.282 which is less than the threshold value of 0.85). It is agreed that there is no need to model the new roundabout junction at Leanig Road/School Road. On the B9163/A835T junction there is an increase of 11% in right turning traffic from the B9163 out onto the trunk road. The increase in traffic on the trunk road itself is not significant but Transport Scotland would be the relevant roads authority to comment on whether the increase in right turning at this junction requires more detailed consideration.

- More detailed consideration of the accident record has been provided and confirms that there is no significant problem.
- Discussion has been ongoing regarding the links from public transport to the doctor's surgery. No suitable locations for new stops have been identified. Existing bus stops are within the 400m stated as the maximum in Scottish Planning Policy and there are pedestrian routes to both of these therefore the retention of these stops is accepted.

Access Junction – Layout and Visibility

The substandard spacing of the junction to the adjacent ones is accepted given the village location and the 20mph speed limit.

Traffic Calming on the A862 High Street and 20mph zones

A swept path for the 10.5m refuse vehicle has been provided on drawing A-P-00-G7-902C. This appears to show that the proposed junction is compatible with the existing chicane. The scheme itself requires a 20mph Traffic Order to be promoted by the Council at the applicant's expense. As this is entirely within the site it can be dealt with as part of the Road Construction Consent process. Indicative traffic calming has been shown on the planning layouts including ramps and tight bends at appropriate spacings.

Surface Water Drainage

Some concerns remain as the suds basin and its outfall is not in accordance with Sewers for Scotland 4 and will not be appropriate for vesting by Scottish Water. The pipework would generally be vested with Scottish Water not the Roads Authority for a shared surface water system. The proposals made in 2.3.4 of the drainage addendum (revision B) are not acceptable. At present the Council has no Section 7 agreements with Scottish Water and although this will be considered it would be necessary for the developer to undertake significant negotiation with both the Council and Scottish Water to enable this to be delivered. A suspensive condition is therefore requested to submit and agree detailed design (in accordance with Sewers for Scotland 4) including maintenance by a public body for the surface water drainage system (where it accepts both road and curtilage water from more than one property) for the development prior to any start on site.

Earthworks

To resolve the drainage issues the site is now proposed to be raised to a level of around 4.8 to 4.0m. No estimation of the required import of material has been given to support the statement that the 5,500 cum of concrete within the existing structures will be appropriate to provide the fill required. However, this matter can be dealt with as part of the Construction Phase Traffic Management Plan as it is the volume of HGV traffic that would be significant in this instance.

Active Travel, Cycle Parking

Site is well connected to the village, to walking and cycling routes and to public transport. The existing footway fronting the site is substandard but has been shown as being reconstructed and widened to 2m which is acceptable; this will form part of the Road Construction Consent required for the development. A link to the informal path on top of the flood embankment at the eastern edge of the site is proposed. It

was judged that it was not proportionate to require the developer to upgrade this to a school route standard. Therefore this link will not be adopted by the Council as roads authority and the maintenance should be secured by planning condition.

Although some cycle parking has been provided this does not appear to be to the standard required. Cycle parking for the flats and businesses should be provided as detailed in the Council's Roads and Transport Guidelines for new developments Table 6.9. A suspensive condition to submit and agree drawings in writing prior to any start on site and then to construct the cycle parking in accordance with the agreed drawings is requested.

Public transport

Although no additional stops are required a developer contribution of £5956.00. towards provision of two cantilever shelters close to the doctor's surgery is requested.

Road Layout, Tracking and Refuse Collection

Road layout acknowledges designing streets principles and provides a loop which is welcomed. It utilises an unmarked junction which is considered acceptable given the designed environment and the 20mph speed limit.

Refuse collection points have been shown in acceptable locations throughout the development.

There is a private access to the four residential units to the north-eastern end of the site which will not be adopted by the Roads Authority. Maintenance arrangements should be agreed for this. The outfall from the suds basin runs beneath it and Scottish Water and the Council as Roads Authority may require wayleave agreements.

Parking

Dimensioned plans for car parking areas have been provided and are acceptable. The layout of the houses has been tweaked to allow sufficient space to park without overhanging onto footways which is welcomed.

Revised plan A-P-00-G7-901-E is acceptable. A condition is requested to provide and maintain the parking shown in perpetuity.

15 spaces are required for the GP surgery and 5 each for the two retail units. However, accepting an element of shared use between the units, 20 spaces for the GP and retail element is acceptable. (Planning comment – whilst a business unit rather than a GP's surgery would require less parking it is considered desirable to retain the parking appropriate for a surgery in case the developer is able to secure a medical hub use for the site in due course.

Traffic Management During Construction

A suspensive condition for a construction traffic management plan is required detailing proposed routes and restrictions to avoid school start and finish times.

- 7.3 **Flood Risk Management Team : No objection** subject to **conditions**. Following submission of further information (Conon Bridge, Former Pescanova Fish Processing Factory Site, Flood Risk Assessment and SUDS outline (study update 2015), September 2015, Mott MacDonald) **remove previous objection**.

FLOODING

Report sets out requirements for bringing section of flood bank between the road and railway bridge to a level that will protect the site during a 0.5% AEP (1 in 200) year fluvial flood event on the River Conon with a 600mm allowance for freeboard. If this work were carried out, we would have **no objection** to the development on grounds of flooding from this source. Request a **condition** that no works are carried out on site until work to raise the flood embankment is complete.

Updated hydraulic analysis of the Eil Burn, using more detailed topographic information for the area, concludes that the site is not at risk of flooding in a 0.5% plus climate change flood event. This is due to an area of elevated ground along the southern boundary that prevents flood waters from entering the site. We would request a **condition** that final ground levels along the southern edge of the site are set at least 600mm above the predicted 0.5% AEP flood level for the Eil Burn.

DRAINAGE

Report outlines storage volumes required to accommodate the runoff from a 0.5% AEP storm event. This adopts a 'no discharge scenario' over a 40-hour period to allow for when water levels in River Conon are high and would prevent discharge from the surface water system.

It is noted that the conceptual solution utilises 209m³ of 'offsite storage' within the calculations. This storage area is not within the applicant's ownership and so the drainage network should be restricted to the area within the site unless formal agreement is reached with the landowner (The Highland Council) to allow the use of the offsite storage. (Planning note - application site boundary has now been extended to include this area, a land owner notification has been served on Highland Council and the land ownership certificate has been revised to include this notification. The Council has indicated informally that they are agreeable to the use of this land as proposed subject to mutually agreeable terms.)

In the event that the offsite storage can be used then a sensitivity analysis should be carried out on the volume of storage available. This should take into account the possibility of backflow through the penstock during a rising tide on the River Conon which would potentially reduce the amount of offsite storage available. This would be part of the detailed design and would be covered by the requested condition referred to below. It is not something that they need to look at now.

Two forms of SUDS treatment should be provided throughout.

We accept that at this stage the drainage system is conceptual and that the final design will be carried out at a later stage. The report demonstrates that there is sufficient space within the site to accommodate the storage requirements. We request a **condition** that

the final drainage design is submitted for review and approval. This should be accompanied by calculations to demonstrate that there will be no flooding from the drainage system for events up to the 0.5% AEP design event.

In line with The Highland Council's Supplementary Guidance: Flood Risk and Drainage Impact Assessment, the discharge from the SUDS basin should be limited to the pre-development runoff rate. We request a **condition** that calculations are provided to demonstrate that discharge from the SUDS basin will be limited to the pre-development runoff rates for a range of return periods (e.g. 50%, 3.33%, 1%, 0.5% AEP). A non-return valve should be provided on the discharge pipe to prevent backflow into the system.

It is unlikely that The Highland Council Roads Authority or Scottish Water would adopt the surface water drainage design. Therefore confirmation of a private maintenance agreement would be required. Request that this is secured through a **condition**.

We note that the Geo-Environmental Desk Study (Former Pescanova Fish Processing Factory, Conon Bridge, Phase 1 Geo-Environmental Desk Study, January 2014, Mott MacDonald) concludes that 'it is considered likely that depths to groundwater will be shallow, given that the site sits on a flood plain. The groundwater levels may also be influenced by the tide from the Inner Cromarty Firth.' Given this information, coupled with the fact that groundwater could have an impact on the surface water drainage network and would influence the design, we request a **condition** that groundwater monitoring is carried out. The results should then be used to guide the design of the on-site drainage system as required.

To mitigate against any residual risk of flooding from surface water we would request a **condition** that finished floor levels (FFL) are set at least 300mm above surrounding ground levels.

7.4 **Contaminated Land: No objection subject to condition**

Agree with conclusions and recommendation within Mott MacDonald Phase I Geo-Environmental Desk Study (dated in Planning Service EDRMS as received 31 March 2015); that a Phase II intrusive investigation is necessary to investigate potential contamination risks to future site users and the wider environment, from the former uses of the site as a 'depot', a fish factory and recently as a construction storage yard.

Detailed review of Study undertaken and copy of review comments forwarded to applicant, agent and consultant. Mason Evans Report April 2017 assessed and Consultants agree further site investigation works are necessary to demonstrate the site is suitable for use. Supplementary Site Investigation Strategy awaited as initial works undertaken did not address all potential linkages. This is to be provided once development site levels are known as this will influence matters. If application is to be determined before further works completed recommend a suspensive condition be attached to any permission granted

7.5 **Environmental Health: No Objection subject to conditions**

For a new takeaway business we would normally require details of the filtration and ventilation equipment to be provided prior to consent. However, siting of takeaway premises appears to be a reasonable distance from houses and a relatively small part of overall development. Suspensive condition requiring details of the ventilation and filtration equipment to be submitted for approval of the Planning Authority prior to works commencing would be acceptable.

Development also proposes two community heating plants. Details of these required **prior to determination**. (Planning note: Agents decided to delete these from proposals rather than provide this information at this time)

There is potential for disturbance due to noise and dust during the construction phase. It is not current practice to use Planning conditions to control construction noise as this Service has similar powers available under the Control of Pollution Act 1974. For a development of this size applicants normally required to submit a CEMP which should include a noise management plan and a scheme for the suppression of dust. The NMP does not need to include a detailed prediction of noise levels but should demonstrate how the best practicable measures to reduce the impact of noise will be employed. It should cover issues such as working hours, reversing alarms, community liaison etc. The development is likely to involve a lot of earth moving and extensive use of mobile plant. Constant noise from multiple tonal alarms is likely to attract complaints so we would encourage developers to address this as part of the NMP. These are often the main cause of complaint regarding construction noise. To clarify, there is no legal requirement to use tonal reversing alarms. The requirement is to provide a safe system of work and there are quieter alternatives. The assessment should consider the impact of construction noise on existing domestic residents, the Conon Bridge Hotel and any residents who move into the first properties within the development.

A suspensive condition requiring these to be submitted as part of a CEMP for the written approval of the Planning Authority prior to work commencing is recommended.

7.6 **Access Officer: No objection subject to condition**

Core Paths, RC09.03 and RC09.05 around northern boundary and east of the site are acknowledged in plans. These must not be obstructed during construction or upon completion.

Path links from the development to the core path and riverside welcomed. Must be of appropriate standard and width - minimum of 2m to permit cycles and all abilities. Path link to the core path on north eastern boundary, suggested as a 'Safe Route to School', should be a ramped construction. Bound/sealed surface such as bitumen is preferred due to the steepness of the slope, to avoid material migrating downslope over time, and to facilitate cycles and all abilities use. The ramp would be on Council owned land. Confirmed the link can be provided if fabric of flood embankment is not compromised. Design should be checked by Flood Risk Management Team. An earth/stone ramp would avoid digging into the bund.

Maintenance of path links must be included within a factoring agreement for the open and green space within the development.

Location of paths within the development appear adequate for ease of pedestrian and cycle movement.

In response to representation regarding potential impacts upon Garrie Island SSSI-responsible access rights exist onto most land and inland water, other than excluded areas. The Garrie Island SSSI is not an excluded area, although Scottish Natural Heritage does have the power, (under s29 Land Reform (Scotland) Act 2003) to put up notices for the purposes of protecting natural heritage. Illegal activity, such as damaging trees or littering can be reported to the police.

7.7 **Forestry Officer :**

Pre-application advice offered raising following key points which do not appear to have been considered:

- Site is currently well screened from the A862 (High Street) and hotel by mature broadleaves which should be retained and protected as part of any development. There may be scope to thin any poorer specimens to improve the quality of the retained trees. Any factoring arrangement must make an allowance for the future management of these trees.
- Younger, more scattered trees along the western boundary immediately adjacent to the footpath/private road, which is well used by walkers. These should also be retained and protected, with additional planting provided as part of any landscape plan.
- Coniferous trees along the eastern boundary provide effective screening but are not a long-term solution. Recommend these are felled and replaced with a more appropriate boundary treatment.
- Concerned regarding proposed density of housing and road layout - does not currently take into consideration impact this will have on existing trees, particularly to the south. Further tree assessments required to help identify the Construction Exclusion Zone.
- Consideration must be given to post development issues, such as shading and future safety concerns. A shadow analysis may be required in support of any layout.
- No concern regarding retention of cypress hedge during construction, which will help reduce noise and dust levels.
- Tree Protection Plan should show temporary retention of these trees, while the Landscape Plan should show the final treatment for this boundary.

Landscaping required.

I also requested following supporting information, which has not been provided:

- Tree Survey
- Arboricultural Impact Assessment
- Arboricultural Method Statement
- Tree Protection Plan
- Landscape Plan (incl factoring arrangement)

* All in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction)

8th December 2015

holding objection, pending further information:

Consultation response of 19.05.2015 referred to the supporting information requested in my response to the pre-application service of 23.10.2013:

A Tree Location Plan (Drg No.165604-005) and Landscape Plan (Drg No.A-P-00-G7-900) have now been provided. This categorises the trees and identifies the Root Protection Areas, in accordance with BS5837:2012 (Trees in relation to design, demolition and construction). There is no tree survey report to back up this data and no Arboricultural Impact Assessment, Method Statement or Tree Protection Plan.

The Landscape Plan identifies all but four trees for removal. It is unlikely that any of the four trees would survive given their close proximity to proposed roads or buildings. Based on the information provided, all trees will be removed from site in order to accommodate the development. This ignores original advice which sought to retain an element of existing tree cover along the road frontage. Should you be minded to accept this tree loss in order to accommodate the scale of development within the site, I would place an emphasis on securing a quality landscaping plan. The plan submitted is indicative only and requires significant work in order to provide the level of information expected. Given the scale of development, I would encourage the applicant to employ the services of a landscape consultant. Further opportunities for public open space need to be identified, which may involve the loss of some units. There is significant potential to create a wetland habitat around the SUDS basin. Consideration needs to be given to the treatment of the eastern boundary once the existing screen is removed. This may involve native hedge planting and/or the planting of individual specimen trees.

I have concerns about the building north of the Conon Hotel which will suffer from restricted sunlight, being so close to the mature trees. I previously recommended a shadow analysis to demonstrate this, but nothing has been provided.

The following supporting information is still required:

- Tree protection plan and arboricultural method statement in relation to the trees around the Conon Hotel. This will need to include a specification for the proposed footpath which currently cuts through the Root Protection Area of the mature trees within the grounds of the hotel.
- Shadow analysis recommended to demonstrate the impact these trees will have on the proposed building to the north of the hotel.
- Detailed landscape plan prepared by a qualified landscape architect.
- Maintenance schedule and details of a factoring agreement.

Latest Landscaping Plan submitted 06.09.2017 is indicative at best and demonstrates benefits of engaging a landscape architect. None of the points I raised have been addressed so I have nothing to add to my previous comments. If the removal of the trees as proposed is accepted, this should be conditional upon a good quality Landscaping Plan being submitted. This could be secured by a suspensive condition. I remain concerned about the impact on the trees owned by the Hotel which will create problems if left to be addressed as a suspensive condition. These provide some screening for the hotel but the current proposals are likely to cause direct damage resulting in removal. Post development there is also likely to be continued pressure to fell remaining trees due to lack of light, views and safety concerns.

7.8 Planning Gain Officer :

The following developer obligations are applicable to this proposal;

Affordable Housing

The proposal to provide 18 affordable units on the site is welcomed; this would meet the policy requirement of **25% provision**. In accordance with policy these units need to be a mix of sizes and be incorporated into the development i.e. located throughout, not located together.

Public Art

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

Education

Primary

Ben Wyvis primary school is at capacity therefore it would not be able to accommodate additional pupils generated by this development. **Contributions would be sought** towards creating additional capacity at the school at a rate of £1598 per house and £206 per flat suitably index linked.

Secondary

Dingwall Academy has sufficient capacity therefore **no contributions** would be sought.

Transport

A developer contribution of £4000 previously requested towards the provision of two cantilever shelters at stops close to the site; (increased to £5956.00. due to time elapsed).

Green Infrastructure

It is welcome that a play space has been provided on the site and on the basis that this is secured by condition, **no contributions** would be required.

Subject to the Access Officers comments, there may be a requirement for contributions to footpaths/green networks connections.

Community Facilities

It is welcome that a GP surgery is proposed as part of the development and on this basis **no contributions** would be required towards community facilities. (Planning note – as GP's surgery now removed from the description of development £82,322.64 required - £1,143.37 per house/flat towards community facilities.)

The Council would seek to enter into a S75 to secure the contributions, ideally having the Heads of Terms agreed prior to any decision date.

- 7.10 **Scottish Water: No objection.** Currently capacity in public water and waste water systems - this cannot be reserved until a formal connection application is submitted when capacity will be reviewed. For developments of over nine properties SW require a Pre-Development Enquiry Form to be submitted prior to any formal Technical Application.

According to our records proposals impact upon our infrastructure. Developer must identify any potential impacts and contact our Asset Impact Team directly. Conflict with assets may restrict proximity of construction.

Discharge from non- domestic properties will require separate permission to connect to public sewer.

- 7.11 **SEPA: No objections subject to conditions**

Surface water drainage (22.11.2016)

With reference to the new SUDS system addendum dated September 2016 and previous SUDS addendum from April 2016, request planning conditions outlined in our previous response of 26 October 2015 be attached to the consent, although note that in section 2 below we ask for a slight revision to the SUDS condition. If these will not be applied, this representation should be treated as an objection.

Flood risk and drainage

Notwithstanding the issues relating to flood risk from the River Conon and the existing Conon Bridge Flood Prevention Scheme, the outstanding issue related to flooding at the site is the surface water drainage arrangements. As the arrangements no longer include an element of compensatory storage for loss of flood plain capacity from the Eil Burn, we consider they are a matter that the local authority are best placed to consider in line with usual practice. We therefore have no further advice regarding the quantitative drainage arrangements for the site.

That said, we have looked over the information provided, and it appears that measures proposed to manage surface water will have an overall benefit on the surface water flood risk around the site, with design flood levels post-development predicted to be lower than at present. System appears to be designed to cope with a conservative design scenario.

As part of the SUDS design proposals we note that it is recommended that the ground levels across the site be increased. We welcome this approach as it may reduce the residual risk of flooding at the site which is present due to the sites

location behind a flood prevention scheme, which can reduce the risk of flooding but cannot eliminate it entirely. It also ensures that no underground storage of surface water is required which we welcome as a more sustainable approach to surface water management.

Surface water treatment

Surface water treatment will be achieved by way of a mixture of permeable paving, detention basin and storage pond. We are content that if designed appropriately, and there are no land contamination issues in any areas where infiltration is proposed, then the scheme will provide adequate treatment.

We are content that a drainage scheme demonstrating appropriate treatment has now been provided. A schematic plan showing the details is included as Figure A.1 of the Addendum but we suggest a condition should be applied requiring the finalised details of SUDS outlined in this addendum to be agreed with the planning authority in consultation with SEPA and the councils flood team. This condition replaces the drainage scheme condition we requested previously.

Flood risk – (26.10.2015)

On the basis of the Updated Flood Risk Assessment withdraw our previous objection and recommend **condition** be attached to any consent. If this will not be applied, then this should be considered as an objection. Condition should require no house construction prior to the implementation of the improvements to the Conon Bridge Flood Prevention scheme as set out in the Flood Risk Assessment dated 25 September 2015 by Mott Macdonald, or improvements as otherwise agreed by the Highland Council which provide flood risk protection to the site to a 1 in 200 year (0.05%) standard plus an adequate allowance for freeboard. Notwithstanding our position we would expect The Highland Council to undertake their responsibilities as the Flood Prevention Authority.

Flood risk summary

Redevelopment of the site should be possible in accordance with policy and the Risk Framework as set out within Scottish Planning Policy. The site is brownfield, and Scottish Planning Policy requires consideration of re-use or re-development of brownfield land before new development takes place on greenfield sites. The site is located within the settlement of Conon Bridge, is protected from frequent flooding by a formal flood prevention scheme and is allocated for development in the Inner Moray Firth Local Development Plan.

Flood risk – detailed comments

Updated Flood Risk Assessment by Mott MacDonald dated 25 September 2015 has been reviewed and we agree that figures given for 'required embankment design level' in table 5.1 on page 14 are appropriate to ensure a sufficient allowance for freeboard will be incorporated into the Flood Prevention Scheme. This will ensure that any areas behind the defences benefit from a standard of protection equivalent to 0.5% annual probability (1 in 200-year standard). Welcome proposal to include an additional 0.1m over that design level to allow for settlement post-construction.

Section of the existing Flood Prevention Scheme embankment from the Railway Bridge to the A862 Road Bridge has been identified as currently being below that standard and proposals are given in the FRA to upgrade that section. Highland

Council are the authority responsible for existing Conon Bridge Flood Prevention Scheme and all work proposed should be agreed and to their satisfaction. They will be responsible for ongoing maintenance and operation of the Scheme and are the competent authority to provide more detailed technical advice on engineering and construction details of works required to upgrade the scheme.

The updated FRA has also reconsidered the risk of flooding to the site from the smaller watercourse the Eil Burn. We agreed the previous modelling methodology and conclusions reported in the 2009 study and the same methodology has been used with updated topographic data. LiDAR data are now available for the area and we agree that these are the best available data. The updated study finds that the site is outwith the area expected to be at risk of flooding from the Eil Burn and therefore no compensatory storage would be required to account for loss of flood plain of the Eil Burn. The 1 in 200 year plus climate change design event has been considered and the flood extent has been included on page 13 of the updated FRA report. We hold no specific information to suggest this is not an accurate representation of expected flooding from the Eil Burn and as such accept this updated assessment of flooding from that source.

28.05.2015

Protection provided by existing Flood Prevention Scheme

Conon Bridge Flood Prevention Scheme was designed to protect existing properties in Conon Bridge from flooding up to a 1% annual probability (1 in 100 years) standard. Under current Scottish Planning Policy, residential development is identified as suitable within the "Medium to High Risk" category, defined as "annual probability of coastal or watercourse flooding is greater than 0.5% (1:200 years)", only "within built-up areas provided flood protection measures to the appropriate standard already exist and are maintained, are under construction, or are a planned measure in a current flood risk management plan". SEPA in practice considers that "appropriate standard" should reasonably be considered as relating to the flood category itself, i.e., in this case, 0.5%.

A Flood Risk Assessment was carried out in 2009 by Mott MacDonald Ltd which summarised a number of previous studies which had been undertaken, and concluded that the flood embankments would not be overtopped during a 1 in 200 year flood event. We advised during pre-planning consultations for this site in 2009 and 2013 that we accepted this conclusion of the flood risk assessment. However, within that same Flood Risk Assessment information was provided from The Highland Council (email from Mr Geoff Potter in section B.4 of Appendix B) which, inter alia, stated: "Mott MacDonald have also shown that the standard of protection downstream of the railway bridge and upstream of the road bridge (which is just across the A862) is effectively the lowest part of the River Conon flood protection. The standard of protection of this section of soft embankment is likely 1 in 200 but with only 0.25m freeboard or 1 in 100 with 0.57m freeboard. The 0.25m freeboard is insufficient for this case, the 0.57m freeboard is just about adequate. In other words, the Council only accept that this critical part of the embankment is only adequate to provide 1 in 100 year protection excluding climate change but including freeboard".

All flood defences need to be built a measure higher than the design flood level to ensure that the defences provide full protection right up to the height that they are designed for. If the defences were to be built only as high as the design flood level

and no more, there would be no extra allowance to act as a factor of safety, to allow for uncertainties in estimating the design flood levels or to allow for physical processes such as wave action, settlement of the structures or degradation of the defences over time. This is known as a freeboard allowance.

The Highland Council as the Flood Protection Authority are the authority to provide advice on appropriate levels of freeboard for the local area. The usual recommended freeboard allowance is 500-600mm above the design flood level, although a lower figure is sometimes agreed where there is more confidence in design levels and reduced uncertainty. At the lowest point on the Conon Flood Protection Scheme embankment, there is a sufficient freeboard allowance above the 1 in 100 year design flood level but only 200mm of freeboard available above the 1 in 200 year design flood level. This causes us concern and we consider applicant should liaise with Highland Council as Flood Protection Authority to present additional actions to improve standard of protection for the site.

Waste

Level of waste material on site has been significantly reduced but we recommend that thorough investigation is carried out to quantify and categorise any waste that may be present on site. This should be dealt with as part of the information submitted under the Construction Environmental Management Plan requested below.

Construction Environmental Management Plan

Given the scale and nature of the development, we request the planning authority impose its standard planning **condition** requiring submission of and adherence during development to a Construction Environmental Management Plan. If this will not be imposed, then our position would be one of objection.

7.12 **Transport Scotland: No Objection** – permission required for any work within the trunk road boundary – an informative can be applied.

7.13 **Conon Bridge Community Council:**

Application includes 3 commercial units; a GP surgery, retail unit and hot food outlet. It should be noted that Conon Bridge already has a pharmacy.

We would make the following comments on the Transport Assessment (TA):

1. Dispute statements (para 3.4 and 5.9) that the High St carries very little traffic even at peak times and that it is not especially busy in traffic terms.
2. Dispute claim visibility of oncoming traffic is good (para 3.10) as coming from Muir of Ord direction it is often impaired by parked vehicles at the Spar shop.
3. As the traffic calming chicane at the south end of the bridge would have to be removed and the pelican crossing possibly relocated, consideration should be given to installing lights at both ends of the bridge and at junction of High St and the new access to the site to improve road safety and allow a wider carriageway over the bridge for an increasing volume of HGV's using the route through Conon Bridge.

4. The current junction of Leanaig Rd with the A835(T) is becoming busier. For vehicles turning left onto the trunk road, line of sight of traffic approaching from the south is poor, particularly when traffic is waiting to turn right. Consideration should be given to creating a slip road to allow left turning traffic to join the A835 further down the A835(T)
5. For vehicles turning right onto the A835(T), line of sight is reasonable but traffic speed and volume can be excessive. Problems also created by traffic turning right off the A835(T). Consideration should be given to reducing speed limit at this junction
6. For vehicles turning left from the A835(T) the current slip road is not long enough and should be extended
7. Has consideration been given to creating a suitably wide access from the High St to the site to allow safe and sufficiently wide access for delivery vehicles and construction traffic?
8. TA dated March 2014 takes no account of the increase in traffic volume since that date due to the Braes of Conon development. This combined with growth in traffic volume from current and future development off High St will also have an adverse effect on traffic flow and in particular at the junction of Leanaig Rd with the A835(T)
9. All paths within the site should connect to the 'Safer Routes to Schools route
10. Contrary to the report there is no school crossing patrol at the Leanaig Rd/High St junction
11. Suggest Council seek developer contributions to address 3, 4, 5 and 6

The following comments relate to the application:

1. 172 parking spaces suggests a considerable additional traffic burden
2. Consideration should be given to relocating hot food takeaway away from the surgery
3. Conon Bridge already has a pharmacy
4. How many children has the play area been designed to accommodate? It does not look like a large facility on the drawing.
5. As the Community Heating Plants are bio mass plants – see comment 7
6. Evidence that the site is suitable for the proposed use and is not contaminated must be provided prior to development
7. Building material should be sympathetic to the built environment of that area. Timber cladding, though eco friendly, does not meet this criteria.
8. Have solar panels been considered?
9. Design and Access statement, Section 4.3, Building Density and scale, reference is made to 3 storey buildings. We were led to believe there would be nothing higher than 2 storeys
10. Community benefit. As there will be considerable disruption to the community due to the site clearance and development and an increase in use of roads, we believe that the community should receive some benefit to compensate for this. Community projects currently being discussed are the upgrading/replacement of the pavilion/changing rooms at the playing field, the development of a new community hub at the top of Sellar Place and improvements to the paths and riverside walks in Conon Bridge.
11. Important to ensure the adjacent SSSI's and SAC's are protected at all times and that there is no discharge to the River Conon from construction activities.

7.14 **Maryburgh Community Council:**

No response received.

8. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

8.1 Highland Wide Local Development Plan 2012

28	Sustainable Design
29	Design Quality and Place-making
32	Affordable Housing
34	Settlement Development Areas
40	Retail Development
41	Business and Industrial Land
42	Previously Used Land
51	Trees and Development
56	Travel
57	Natural, Built and Cultural Heritage
58	Protected Species
64	Flood Risk
66	Surface Water Drainage

8.2 Inner Moray Firth Local Development Plan (adopted July 2015)

CB3 Mixed Use – 2.8Ha – 70 homes, Business and retail. The Council will prepare a masterplan/development brief and adopt this as Supplementary Guidance. This should address: contamination risk; path links to the village centre and Ben Wyvis Primary School; surface water run-off; a minimum 6m buffer strip planted with native species between River Conon and development site; avoidance of any adverse effect on the integrity of the Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination. Intensification of one or more of the uses on the site(s) acceptable if the developments viability depends on this. Flood Risk Assessment which may affect the developable area of the site.

9. OTHER MATERIAL CONSIDERATIONS

9.1 Draft Development Plan

Not Applicable

9.2 Highland Council Supplementary Planning Policy Guidance

Construction Environmental Management Process for Large Scale Projects (August 2010)
Developer Contributions (March 2013)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Green Networks (Jan 2013)
Highland Historic Environment Strategy (Jan 2013)
Highland's Statutorily Protected Species (March 2013)

Managing Waste in New Developments (March 2013)
Open Space in New Residential Developments (Jan 2013)
Physical Constraints (March 2013)
Public Art Strategy (March 2013)
Sustainable Design Guide (Jan 2013)
Trees, Woodlands and Development (Jan 2013)

9.3 **Scottish Government Planning Policy and Guidance**

- Scottish Government Planning Policy and Guidance
- Scottish Planning Policy (The Scottish Government, June 2014)
- National Planning Framework 3 (The Scottish Government, June 2014)
- Creating Places (The Scottish Government, June 2013)
- Designing Streets (The Scottish Government, 2010)
- PAN 61 – Sustainable Drainage Systems
- PAN 68 – Design Statements
- PAN 75 – Planning for Transport
- PAN 77 – Designing for Safer Places
- PAN 1/2011 Planning and Noise

10. **PLANNING APPRAISAL**

10.1 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.

Determining Issues

10.2 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.

Planning Considerations

10.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy.
- b) Flood risk
- c) Surface water drainage
- d) design and layout;
- e) roads, access and parking;
- f) amenity impacts;
- g) impact on infrastructure (including education)

Development Plan/ Other Planning Policy Assessment

10.4 Development plan policy is set out in the Highland-wide Local Development Plan (HwLDP), the Inner Moray Firth Local Development Plan (IMFLDP) and statutorily adopted supplementary guidance. The site is within the settlement development area

for Conon Bridge where there is general support for development. The site is within site allocation IMFLDP (CB 3) identified for mixed use development. (This Plan was adopted after the submission of the application)

10.5 The 2.8Ha site is identified for 70 homes, Business and retail uses. Whilst the Plan states that the Council will prepare a masterplan/development brief and adopt this as Supplementary Guidance, this has not been undertaken. The policy requires the developer to address:

- contamination risk;
- path links to the village centre and Ben Wyvis Primary School; surface water run-off;
- a minimum 6m buffer strip planted with native species between River Conon and development site;
- avoidance of any adverse effect on the integrity of the Conon Islands SAC and/or Cromarty Firth SPA/Ramsar alone or in combination.

The policy states that intensification of one or more of the uses on the site is acceptable if the developments viability depends on this. A Flood Risk Assessment is required which may affect the developable area of the site.

10.6 With regard to **contaminated land issues** the applicant has prepared two Environmental studies. A supplementary Site Investigation Strategy is still required however, as the information provided in the 2017 report did not address all the potential linkages to future site users and the wider environment, from the former uses of the site as a 'depot', a fish factory and a construction storage yard. To provide this the consultant advised they needed to know the development site levels as this would influence their plan. It should be noted that the surface water drainage proposals now require the site levels to be raised to 4m AOD around the SUDs feature, and higher than this elsewhere to provide a fall to the system, to ensure that adequate capacity is available to store surface water so that post development discharge rates do not exceed pre-development rates.

Contaminated Land subsequently advised that if the application was to be determined before the further information was received then they would be content if a suspensive condition was attached to any permission granted.

Accordingly, it can be seen that work has commenced on addressing land contamination issues and the conclusion of this work can be addressed by means of a suspensive condition.

10.7 In relation to **links to the village centre and the Primary School**, Transport Planning and the Access Officer have both confirmed that they are satisfied with the footpath links proposed. These are via links to the roadside footpath to the front of the site, which is to be widened to 2m, and two paths linking to the existing path networks along the flood bund to the north east and the south east of the site. The latter can also be used as a route to school. However, it was considered that this should remain as a recreational/informal route as to become a formal safer route to school the path would have to be surfaced and lit throughout its length, which was not considered justifiable when an alternative formal route was readily available alongside the main road. Accordingly, it is considered that the site is well linked to the village centre, the primary school and other recreational routes in the vicinity.

10.8 **Surface water run off** has been investigated in considerable detail culminating in the submission of the SUDS system information Addendum in 2016. The proposals now include an on site detention basin and pond to provide flood storage for a scenario when any outflow from the site is blocked for a 40hr period due to high flows in the River Conon. Ground raising to a minimum of 4.0m AOD is proposed around the SUDs feature which enables the required storage capacity of 1,471 cu m to be achieved using on and existing off-site storage. This avoids any requirement for underground storage on site making the system more sustainable. Ground levels at the far end of the site will need to be raised to 5.0m AOD to achieve a fall on the drainage system. Permeable paving is to be used under parking areas with perforated pipes leading to the main drains. Two levels of treatment are proposed by means of the SUDS basin and the storage pond. Pipes in the storage wall between the detention basin and the SUDs pond will restrict flow between the two. The pond will have vegetation for biological uptake. The off-site storage is on land owned by Highland Council and the Agents have notified the Council as landowner and requested permission to utilise this area. This has been agreed to informally.

SEPA advise that as the scheme now proposed has demonstrated that it is not necessary to include an element of compensatory storage for loss of flood plain capacity from the Eil Burn, surface water drainage arrangements are for the Council to consider. The Council's Flood Risk Management Team have confirmed they have no objections to these proposals subject to 5 conditions being imposed to secure the following: approval of the final SUDS proposals; demonstration that the proposals will limit discharge to pre-development rates; provision of a private maintenance agreement for the scheme; monitoring of groundwater levels as these may impact upon the drainage network and finished floor levels set at least 300mm above finished ground levels (i.e. above the raised levels).

SEPA comment that the measures proposed will have an overall benefit to surface water flood risk around the site, with design flood levels post development predicted to be lower than at present. The raising of ground levels across the site is welcomed as this may reduce the residual risk of flooding at the site which is present due to the site being located behind a flood prevention scheme, which can reduce the risk of flooding but cannot eliminate it entirely. SEPA are satisfied that if designed appropriately and there are no land contamination issues in the areas where filtration is proposed the scheme will provide adequate treatment. They are satisfied that a drainage scheme demonstrating appropriate treatment has now been provided but recommend a condition that the final details of the SUDs outlined in the Addendum be submitted for approval.

Accordingly it can be seen that the Agents have demonstrated that surface water drainage issues at the site can be adequately addressed and a satisfactory system can be secured through conditions.

10.9 In relation to the **6m buffer strip** between the site and the River Conon to be planted with native species the developers have not included such an element within their proposals and wish the application to be considered as submitted.

10.10 It is not considered that the proposals will have any adverse impact upon the **integrity of Conon Islands SAC and /or Cromarty Firth SPA/Ramsar** alone or in combination.

10.11 With reference to **Flood Risk** two reports have been submitted to provide the Flood Risk Assessment. These set out the requirements to raise a section of the flood bank between the road and railway bridge to the south west and upstream of the site to a level that will protect the site to the 1 in 200 year flood event (0.5% AEP) with a 600mm allowance for freeboard. Not only will this protect the development, but it will also result in a higher standard of protection for other properties within the village as it will bring the food bank up to the current design standard. The section which requires to be raised is the only section of the Conon Bridge flood bank that fails to meet this standard.

Updated hydraulic analysis of the Eil Burn, using more detailed topographic information (LIDAR), concludes that the site is not at risk of flooding in a 1 in 200 year plus climate change fluvial event due to elevated ground along the southern edge of the site which prevents flood waters from entering the site.

The Flood Risk Management Team (FRMT) withdrew their original objection, subject to conditions requiring the work to raise the flood bund being undertaken before any other development and that the final ground levels along the southern edge of the site being set at least 600mm above the 1 in 200-year flood event for the Eil Burn.

SEPA also withdrew their original objection, on flood risk grounds, following the submission of the updated FRA in October 2015 subject to a condition being applied. This would require no house construction prior to the implementation of the improvements to the Conon Bridge Flood Prevention Scheme as set out in the updated report. It is considered that such a condition is necessary but that it should require that no development is undertaken until such time as the flood embankment is improved as this is fundamental to the site being suitable for the proposed uses.

10.12 The Council has been progressing a scheme to improve the flood defences in Conon Bridge. It was initially believed the council owned all the land to enable this to occur but it transpired that some ground was in separate ownership. The land has subsequently been acquired and planning permission obtained for the improvement works to the flood protection bund (18/04564/FUL) with site investigation works underway. A condition is proposed to ensure that the the section of the flood embankment which requires to be raised to satisfy SEPA and the FRMT is completed before the site can be developed. Developer contributions towards these works, which are included in the current capital programme, are to be sought.

10.13 It is considered that the issue of flood risk has now been satisfactorily addressed, subject to the imposition of appropriate conditions as recommended.

10.14 It is concluded that the proposal complies with the terms of policy CB 3, apart from the requirement of a planting strip along the River Conon.

Design and Layout

- 10.15 The site is to be served by a single new repositioned access onto the main road which will serve the three proposed commercial units before forming a loop within the site to serve the flats and houses. (The existing access will remain to serve the small car park and private access along the riverside.) The commercial units are located within one single storey building with a hipped roof design with a building line similar to that of the Conon Hotel and will form the frontage to the site. The building is positioned between the existing access and the new access. Three blocks of 2 ½ storey flats are grouped around an entrance square proposed at the beginning of the loop road after which the road becomes a shared surface with service strips. Specimen trees are to be planted adjacent to the entrance square with the play area shown to the east. This will help create a sense of place and a degree of containment on entering the site using 'designing streets' features. Thereafter the four blocks of four terraced units are proposed with two on each arm of the loop road followed by a mixture of semi-detached houses/bungalows and four detached bungalows. The SUDs detention basin and pond form a green space and landscape feature on the inside of the far end of the loop road, at the eastern end of the site. Two footpaths link to the existing path networks to the northwest and along the top of the flood embankment to the south east will tie the development into existing popular recreational routes and, together with the footpath to the frontage of the site, to the village centre. The houses are fairly traditional in design, finished in white render and Accoya timber feature cladding, cast stone base courses and artificial slate effect roof tiles. The roofs pitches have been increased through negotiation. The site is set down from the level of the High Street and whilst ground levels are to be raised across the site to 4.0m – 5.0m AOD to address surface water drainage requirements, they will remain below the level of the High Street. The agent has demonstrated that the highest units, the 2½ story flats which are set back from the High Street, to the rear of the commercial units, will not exceed the height of the chimney pots of the Conon Hotel, taking the required ground raising into account. It is considered that the proposed housing design and layout are generally acceptable and will form an attractive self-contained development with a sense of place.
- 10.16 The commercial units are of hipped roof design and front onto the High Street with a service and parking area to the rear. The developers advise that these have been designed to tie in with the existing street by virtue of using the same building line as established development and the inclusion of a small stone wall feature at the site entrance identifying the development. Representations have been received regarding the design of the units suggesting that it does not fit well with the Locational Analysis image submitted by the architect which shows traditional Highland architecture with gable walls and larger buildings broken down into different components, whilst the roof is out of proportion with the rest of the building. This is the first building which will be encountered on the eastern side of the main road when entering the village from Maryburgh and whilst the redevelopment of the derelict site is welcomed, the proposed design of these units is very generic in character and pays little, if any, respect to the character of the setting. It is considered therefore that representations regarding the design of these units is understood as the design could have been better and had greater regard to the traditional character of the

High Street and adjoining listed building. However, on balance, it is considered that this would not warrant a refusal of the development. The hipped roof design does reduce the mass of the roof as it slopes back from both the riverside and the High Street.

Roads, access and parking

10.17 Extensive negotiation and discussion have taken place with the agents to obtain the level of information necessary for Transport Planning to be able to withdraw their objection to the development, subject to suspensive conditions and developer contributions. The suspensive conditions relate to: the provision of forward visibility splays; detailed design and maintenance of surface water drainage system including maintenance by a public body; cycle parking; provision and maintenance of parking spaces; and a construction traffic management plan. Conditions are also recommended to secure the maintenance of both the links to the informal path on top of the flood embankment and the private access within the development which comprises a short cul de sac at the eastern end of the development serving two detached and two semi-detached bungalows. This road was also to serve a community heating plant, as did a second private access to the north west of the first block of flats when entering the site. However, the agent has chosen to delete these from the proposals at this time rather than provide the detailed information required by Environmental Health, prior to determination, to assess the potential pollution risk of these units. Developer contributions are requested for the provision of two bus shelters at existing bus stops close to the site. A Road Construction Consent will be required for the development which may also lead to minor adjustments to the material specifications, landscape details, kerb lines, widths radii and areas of adoption.

10.18 Transport Scotland were consulted as the development will result in additional traffic joining the trunk road at both the Maryburgh roundabout and the B9163 junction. They have no objections to the proposals but advise that any works within the trunk road boundary would require their consent. An informative can be applied.

Amenity issues:

10.19 **Environmental Health** have advised that details of the filtration and ventilation system for a takeaway business would normally be required prior to consent. However, in this case, they consider the unit to be a reasonable distance from houses and as this is a relatively small part of the whole development they are content that a suspensive condition to cover this issue would be acceptable.

10.20 Details of the community heating plants were requested for consideration of the potential pollution issues, prior to consent being granted. This information was not forthcoming, and the agents have now asked that these elements be withdrawn from the application. It is disappointing that the information has not been submitted as the inclusion of these features within the development was welcomed as a renewable energy form of heating in compliance with Council policy 28 for Sustainable development. However, the application now has to be considered without these features. If these were to be re-introduced at a later stage, they could be considered through the submission of a separate application.

- 10.21 In order to manage issues such as potential noise and dust nuisance, in accordance with standard practice for large scale developments, they have requested the submission of a Construction Environmental Management Plan (CEMP), as have Transport Planning and SEPA. These issues are not normally controlled through planning conditions as Environmental Health have powers to control construction noise through the Control of Pollution Act 1974. However, the CEMP will be required to include how best practice measures will be employed to reduce the impact of construction noise by setting out working hours, reversing alarms and community liaison for approval prior to the commencement of development. Multiple reversing alarms are often the main reason for complaint. There is no legal requirement to use such alarms, however, a safe system of work must be provided, and quieter options are available. Impacts upon existing houses, the Conon Hotel and any residents who move into the first units within the development will be required.
- 10.22 **The Access Officer** has advised that the paths along the top of the flood embankment are Core Paths and must not be obstructed at any time whilst noting that the development is unlikely to cause any obstruction. He welcomes the proposed links from the development to the Core Paths and specifies the appropriate standard for these which can be secured by condition. A bound surface is considered necessary due to the steepness of the slope as an unbound surface would migrate downslope over time and as a proportion of the links are outwith the boundaries of the site and are on Council land, their maintenance will fall to the Council. The maintenance within the boundaries of the site will be the responsibility of the developer. A condition will be imposed to require this to be included in a factoring agreement. The construction of the links must have no impact upon the integrity of the flood embankments and accordingly their final design will require to be approved by the FRMT. This can be secured though condition. These links will provide a direct and readily available access to the recreational footpaths around the village and provide an attractive alternative route to other facilities within the village.
- 10.23 The **Forestry Officer** is disappointed that pre-application advice given has not been considered. This suggested that the existing mature broadleaved trees along the site frontage and the boundary with the Conon Hotel be retained together with trees along the riverside private access being supplemented. A Tree Location Plan and Landscape Plan were then submitted but no Tree Survey Report or Arboreal Impact Assessment Method Statement or Tree Protection Plan were received to support these.

The Landscaping Plan shows all but four trees, one beside the existing access, two beside the proposed access and one to the north east edge of the site being removed. Given their proximity to the roads and building the Forestry Officer considers they may not survive. The existing mature tree at the existing access has the greatest chance of survival as it will be least affected by the proposals. He advises that if this approach is to be accepted to accommodate the level of development proposed, he suggests that emphasis should be placed on securing a quality Landscaping Plan and comments that the plan submitted is indicative only and requires significant work to provide the level of information expected.

The proposal to retain the exiting Cyprus hedge along the south east boundary during construction to help reduce noise and dust levels is welcomed. However, it is recommended that these trees are subsequently felled, and a more appropriate

boundary treatment provided as this will provide more garden space and better daylighting for future residents. The Landscaping Plan shows a timber boundary fence provided once the hedge is removed which is considered acceptable.

Concerns regarding potential impacts from the existing mature trees within the grounds of the Conon Hotel upon future residents remain as the agents have not submitted the shadow analysis requested.

Whilst the proposals are disappointing with respect to landscaping it has to be acknowledged that this is a challenging site to redevelop with significant costs likely to arise to de-contaminate the ground adequately and address flood risk and surface water drainage issues adequately. The agents have not engaged a Landscape professional to produce a specification for the plan at this time, nor have they provided a shadow analysis for the trees in the grounds of the Conon Hotel. However, a detailed Landscaping Plan can be required by a suspensive condition and the trees in the ownership of the Hotel are located to the south west of one block of flats which face north east. It is accepted that there may be a degree of impact upon the rear elevation of these flats but overall the proposal will result in a significant environmental improvement at the entrance to the village, and therefore, on balance, the proposal is considered acceptable in relation to landscaping issues, subject to appropriate conditions.

Impact on infrastructure (including education)

- 10.24 **Scottish Water** confirm that there is adequate capacity in the public water main and sewer but, in accordance with their standard advice, this capacity cannot be reserved until a formal application to connect is lodged by the developers. They also highlight that the proposals affect their existing infrastructure and the developer must contact them directly regarding this as any conflict may affect their proposals. It is the responsibility of the developer to address this issue. An informative can be applied to cover this matter.

As stated above, a suitable surface water drainage system has now been proposed and subject to the submission and approval of detailed designs these proposals comprise a system which is acceptable to the Flood Risk Management Team and Transport Planning.

- 10.25 **Transport Scotland** raised no objections to the application, having had access to the Transport Assessment before responding and **Transport Planning** are now satisfied that the proposals do not have an unacceptable impact upon the local road network whilst a developer contribution towards the provision of two bus shelters at two existing local bus stops will adequately address the additional demand for public transport at a cost of £5956.00

- 10.26 With regard to **education provision the Planning Gain Negotiator** advised in 2015 that the proposed development would create additional demands at Ben Wyvis Primary School which could not be accommodated. A two-classroom extension would be required necessitating a contribution of £1598 per house and £206 per flat with a total contribution of £90,000.00 being payable. Dingwall Academy had adequate capacity at that time. The Planning Authority has developed new

Supplementary Guidance for Developer Contributions which was adopted in November 2018. Given the time it has taken to address the issues relation to the redevelopment of this derelict site, and the significant costs associated with this, it is considered reasonable to seek developer contributions towards education in accordance with the previous 2013 Supplementary Guidance figures originally advised to the developers suitably index linked which are now £2,253.59 per house and £290.51 per flat at Q4 2019 with a total contribution of £126,923.04 being payable (+ £36,923.04 due to index linking). A public art contribution is also required which can be secured by condition. A contribution towards community services at Ben Wyvis primary school is also required now that the GP's surgery has been withdrawn and this amounts to £82,322.64 - £1,143.37 per house/flat.

- 10.27 The Highland wide Local Development Plan (2012) requires all development to comply with policy 28 - Sustainable Design. It is considered that the proposal generally complies with this policy in that it is compatible with public service provision; is accessible by public transport with both trains and bus being available and for cycling and walking; makes use of a brownfield site; the impacts upon community and individual amenity are judged to be acceptable; it is unlikely to have an adverse impact upon the Garrie Islands SSSI, the SAC or the Conon Bridge Hotel; it demonstrates sensitive siting and a reasonable quality of design and whilst the development will bring a different character of development to the village this will be within a fairly self-contained setting; it will promote a varied, lively and well used environment as opposed to the derelict disused site at present; it accommodates the needs of all sectors of the community and will contribute to the economic and social development of the community.
- 10.28 In relation to policy 29 - Design Quality and Place-making the proposal will make a positive contribution to the architectural and visual quality of the place in which it is located, and an element of public art will be secured by condition. By incorporating features from 'Designing Streets' the design and layout focuses on the quality of places and the living environments for pedestrians rather than movement of vehicles. It facilitates convenient connections with other parts of the village.
- 10.29 The development complies with policy 32 – Affordable Housing as 25% provision is to be made within the development and will be secured by a Section 75 Agreement. The site is located within the Settlement Development Area for Conon Bridge and therefore complies with policy 34. Two retail units are to be provided on the village High Street and therefore the terms of policy 40 – Retail Development are met whilst the provision of a business unit complies with the terms of policy 41 – Business and Industrial Land. The redevelopment of the brownfield site with suitable mitigation to address any contamination issues secured by a suspensive condition meets the terms of policy 42 – Previously Used Land.
- 10.30 As stated above all but four trees are to be removed from the site and even these trees may not survive. The Forestry Officer is disappointed that the pre-application advice given has not been taken into consideration. However, it has to be acknowledged that this is a challenging site to redevelop and is prominently located at the entrance to the village where it currently comprises an eyesore and detracts considerably from the area. It is therefore considered, on balance, that whilst the

terms of policy 51 – Trees and Development which seeks significant protection of existing trees on development sites, the benefits to the village of the redevelopment of this derelict site justify supporting the proposal despite the loss of trees.

10.31 With regard to policy 56 – Travel the development is well served by most methods of sustainable travel, opportunities to encourage walking and cycling are maximised, the site is designed for the safety and convenience of all potential users, developer contributions are to be made towards the provision of two bus shelters close to the site, secured through a Section 75 Agreement whilst parking facilities are now to the satisfaction of Transport Planning and will be secured by condition. It is considered that the proposal complies generally with policy 57 - Natural, Built and Cultural Heritage as the development will not have an unacceptable impact upon the locally important category B listed Conon Bridge Hotel whilst the impact upon the internationally important SSSI and SAC is unlikely to be significant either alone or in combination. As it is unlikely that any protected species are present on site an informative shall be applied to draw attention to the relevant legislative requirements if any are found and thus the requirements of policy 58 – Protected Species will be met. As set out above it is considered that the requirements of policies 64 - Flood Risk and 66 -Surface Water Drainage have now been adequately addressed and are acceptable, subject to conditions.

10.32 Accordingly, it is considered that the proposal, in general, complies with relevant Council policies.

Material Considerations

10.34 **Conon Bridge Community Council** have raised concerns regarding a number of statements in the Transport Assessment including the level of traffic on the High Street, and the standard of the junction of Leanaig Road with the A835(T). The Transport Assessment states that the High Street is not busy in traffic terms. The committed development at Braes of Conon was taken into account in their submission. The TA for that development showed a two-way flow of 350 vehicles in the morning peak and 500 vehicles in the evening peak which represents 20% to 30% of what could be considered “capacity” on an urban road of this nature. Whilst this may be considered busy by local residents and will be increased as a result of the proposed development, the road has capacity to accommodate the development in transport terms. The Community Councils comments questioning the standard of visibility at the junction of the High Street with Leanaig Road relates to the wrong junction. The TA is referring to the junction of Leanaig Road with the Trunk Road and states that visibility of approaching traffic is good, for a road of this nature.

10.35 The Community Council have also suggested that as the traffic calming at the entrance to the site would have to be removed and the pedestrian crossing possibly relocated, consideration should be given to providing traffic lights at each end of the bridge and at the site access, to improve traffic safety and allow more space for HGV's on the bridge. Transport Planning are however satisfied with the access proposals and it is likely that the existing traffic calming can remain in its current location.

10.36 The Community Council has expressed concerns regarding the junction with the trunk road and suggested that consideration should be given to providing a slip road for traffic turning left onto the road, introducing a speed limit in the vicinity of the

junction and extending the slip road for traffic from the south leaving the trunk road. Transport Scotland was consulted regarding the application, as is required for any development which is likely to result in a material increase in the volume or change in the character of traffic entering or leaving a trunk road, but did not advise against granting permission. Transport Scotland are well aware of the Community's concerns regarding the junction through ongoing discussions with local representatives.

- 10.37 Transport Planning are now satisfied with the standard of the junction into the site, following negotiations and the submission of revised proposals. This takes into account delivery vehicles and construction traffic.
- 10.38 The site links to the formal Safer Route to School along the footpath at the site frontage which is to be widened. It also links into the informal Safer Route to School along the path on the flood embankment to the south east of the site. It is acknowledged that there is an error in the Transport Assessment in that there is no school crossing patrol at the Leanaig Road/High Street junction. Furthermore, since the application was lodged, there is no longer a school crossing patrol officer (SCP) at the pedestrian entrance to the school and there are no plans to replace this as recent pedestrian and vehicle counts undertaken indicate that traffic speeds and volume are low whilst pedestrian numbers are not high; accordingly, the requirements for a formal crossing or SCP are not met. Proby Street SCP was also taken away a few years ago and there is now a formal crossing. The Road Safety Team are currently in the process of moving a priority give way feature forward to narrow the road to one lane at the location on Leanaig Road where the SCP used to be.
- 10.39 Developer Contributions are sought by Transport Planning towards the provision of two cantilever bus shelters at existing stops close to the site access. No contributions are requested by Transport Scotland to upgrade the junction of the trunk road with Leanaig Road and therefore cannot be sought.
- 10.40 The volume of traffic generated by the development is taken into account in the Transport Assessment and the consideration of the development by Transport Planning. The hot food takeaway has to be considered as submitted whilst the agents have clarified that the reference to a pharmacy is in fact a generic class retail use – Class 1 Shops. To date there is no tenant allocated to the unit and this is open to all Class 1 uses.
- 10.41 The Community Council suggest that developer contributions be sought to install traffic lights at each end of the bridge and the entrance to the site; to provide a slip lane onto the trunk road from the Leanaig Road; to reduce the speed limit on the trunk road in the vicinity of the junction with the Leanaig road and to extend the slip road for vehicles leaving the trunk road from the south. Neither Transport Scotland or Transport Planning consider there is justification for requiring such measures as a result of this development. Accordingly, no contributions can be required in this respect.
- 10.42 The Community Council suggest that the hot food takeaway be relocated away from the surgery. The description of development has now been changed to amend the proposed surgery to a business use as the NHS has not finalised its proposals for

future provision at this time and therefore there is no agreement in place to provide a surgery. If this position were to change then a surgery could be provided in the business unit. In planning terms there is no reason to resist a hot food takeaway adjacent to a business unit or surgery. The developer is aware that Conon Bridge already has a pharmacy and planning permission is sought for a retail unit.

10.43 The Community Council question the size of the play area proposed. A detailed design has been submitted and the area allocated is greater than is required for the size of the development. The Council guidelines require the development to have a minimum of 344m² area of equipped play area. The proposed play area is to be 420m².

10.44 As required by the Contaminated Land section a suspensive condition will be imposed to require the developer to demonstrate that the site is suitable for residential use, prior to the commencement of any other development.

10.45 The proposed building materials include timber cladding as is often found in new developments to increase the use of sustainable materials and reduce the use of concrete. Whilst it is acknowledged that this is not found on buildings along the High Street, it is considered that this is acceptable in the main part of the development set back from the High Street behind the commercial unit which will not include timber cladding. The cladding is to be finished in muted blue and brown colours. Solar panels are not shown on the submitted plans and this may be because the original development included two community heating plants which would have provided renewable energy. However, these have now been withdrawn from the proposals as the developer did not provide information to enable Environmental Health to fully assess the potential pollution impacts of the biomass plants prior to determination of the application. It is not appropriate to address this through a suspensive condition. However, the building warrant process may require the developer to consider including other forms of renewable energy to satisfy Building Regulations. The Community Council question the reference to 3 storey buildings in the Design and Access Statement at section 4.3 when they were advised that there would be nothing higher than two storeys. The proposals include three blocks at 2 ½ storey flats at the entrance to the residential area of the site with rooms in the roof space. As stated previously, these are set back from the High Street frontage, are at a lower level, even with the ground raising proposed, and do not exceed the height of the chimney pots of the Conon Bridge Hotel. As stated above developer contributions will be required for extensions to the local primary school and the provision of two cantilever bus shelters at existing bus stops in the vicinity. The development of the site will reduce the construction traffic which resulted from it being used as a yard for Balfour Beatty.

10.46 In relation to concerns expressed regarding the need to ensure that the construction works do not adversely affect the adjacent SSSI or SAC, works will be managed to ensure there is no contamination into the surrounding area, or watercourses through a Pollution Prevention Plan, a Construction Environmental Management Plan and a Schedule of Mitigation.

- 10.47 **Representations:** One timeous and two late representations were received regarding the development. It should be noted that the redevelopment of the derelict site was welcomed but concerns were expressed. Most of the concerns have already been addressed in preceding paragraphs, particularly in relation to the standard of design of the commercial unit.
- 10.48 With regard to the design of the Conon Bank sign proposed for the entrance to the development, this can be reserved by condition to ensure that this compliment, rather than competes with, the existing sign at the entrance to the village.
- 10.49 Transport Planning have not raised any objections to the proposed hot food takeaway on the grounds of road traffic safety now that the access and parking arrangements have been amended through discussions. Any breaches of the 20mph speed limit, unsafe driving or parking would be a matter for the police to control. Litter should be managed by any takeaway operator. It is appropriate for such facilities to be located on a village High Street. Members may wish to note that planning permission has been in place for a number of years for a hot food takeaway at one of the vacant units adjoining the new Co-op supermarket adjacent to the Conon Brae development to the south east of the village, but this has not been taken up by any operator. There is also a long-established fish and chip shop operation further along the High Street. It is understood that the permission sought is speculative to increase the options available for future occupiers without any particular operator in place.
- 10.50 With regard to the potential impact of construction traffic, the formation of the access and the widening of the roadside pavement upon the Safer Routes to School, this will be addressed through the submission, appraisal and approval of the Construction Environmental Management Plan requested by Transport Planning in accordance with standard practice for large scale developments. There are no specific quantifiable methods for considering how the traffic generated by the development will impact upon the Safer Routes to School. However, the Transport Assessment demonstrates that traffic flows are low and that the proposed development only adds marginally to those flows. There are designated pedestrian crossing points.
- Transport Planning, having undertaken a very detailed assessment of the development and the Transport Assessment, negotiated improvements and secured the submission of additional information have not highlighted any particular difficulties with regard to this aspect of the development. They have also studied the impact upon the existing traffic calming measures in place in the vicinity of the access and are now content that they are compatible with the proposed access. Any damage to the roadside culvert will require to be repaired by the developer so it will be in their interests to protect the existing infrastructure.
- 10.51 Traffic calming “priority pinch points” where traffic travelling in one direction has to slow to give way to the other direction and traffic from the priority direction has to slow to make sure it is clear, work better (in their primary purpose to slow traffic) when they are busier, since the likelihood of having to give way is greater. They have far more limited effect when roads are quiet, and drivers know they are unlikely to meet anything coming the other way. There is a limit where they become congested, but traffic counts indicate that the current and proposed flows are considerably below that level.

10.52 The Transport Assessment was undertaken in March. One representation suggested that another assessment should be undertaken in the summer months when traffic volumes are at their peak. Transport Planning have confirmed that the Transport Assessment submitted is robust and the agents' consultant has rightly pointed out that the aim of such an assessment is to assess typical traffic situations, and for that reason, for this type of development it is normal to assess typical morning and evening peaks, avoiding holiday periods (when children are not going to school anyway and residential traffic peaks are lower) or other highs and lows. The "trip generation" comes from a national database and is not seasonal. All of the existing traffic flows shown on the diagrams come from a TA submitted for the Braes of Conon development, and the surveys for that were carried out in June. The purpose was to show that the proposed development adds only a low percentage to existing flows at other junctions onto the A835. If traffic flows should be higher, then the development impact, as a percentage of that higher base flow, would be lower.

10.53 With regard to density, one objector makes reference to the densities at Garrie View located to the south east of the site. The site is designated in the adopted Local Development Plan for 70 homes, business and retail use. The proposal comprises 72 residential units with 3 commercial premises. This is within the density stipulated in the Plan. Contrastingly, Garrie View is of very low density with bungalows sited along the road typical of small-scale residential developments of around the 1970 - 80's. The intervening narrow field is to remain between the site and Garrie View.

The closest existing house to the site is Edgefield House which is a large scale 1 ½ storey property with its gable end facing the site. This lies approximately 15m from the nearest proposed property which is to be a semi-detached bungalow and will be screened by the proposed new boundary fence. The largest scale units proposed nearby are two 2 storey units semi-detached with bungalows to the north west and south west some 15m and 20m distant, respectively. Again, screening will be provided at ground floor level and a sizeable outbuilding located within the grounds of Hedgefield House to the north. These proposed houses have one bedroom and an en-suite window at first floor level overlooking the garden areas. Whilst this will introduce change into the area, this is not considered to raise unacceptable impacts on privacy within a village centre location.

The remainder of the proposed houses along this nearest edge of the site are some 50m distant which is extremely generous spacing particularly for a village centre location. The density of any development at Riverside Nursery is not relevant to the consideration of this application. Accordingly, it is not considered that the density of the proposed development requires to be reviewed.

10.54 With regard to the impact of the development upon the primary school, as part of the planning approval, the applicant will be required to pay an education contribution for each of the new units.

10.55 In response to the suggestion that 3 storey buildings are not in keeping with the houses and business premises on the High Street or the adjoining listed Conon Bridge Hotel, the two terraces of four houses proposed to the rear of the Conon Hotel are two storeys high whilst the three blocks of flats at the entrance to the site are 2 ½ storeys. These will be set back from the High Street and at a lower level. The

tallest units, taking into account the ground raising proposals for the surface water drainage arrangements proposed, will not exceed the height of the chimney pots of the Conon Hotel and are set back behind beyond the rear building line of the hotel. Whilst the buildings are different from the established development it is considered that in this context, set behind the commercial units at the frontage of the site, and separated from the Conon Hotel by existing trees within the Hotel's curtilage with new planting proposed at the entrance, the proposals will create a development with its own distinct character, will make good use of the land available within the village setting and are generally acceptable. It should be noted that the Conon Bridge Hotel is 2½ storey as are some other properties along the High Street.

- 10.56 In relation to concerns expressed regarding construction noise, suggesting that the hours of construction be limited in the interests of the amenity of existing residents, a Construction Environmental Management Plan will be required by condition to include information to demonstrate how best practicable measures to reduce the impact of noise will be employed on site, as recommended by Environmental Health, who also have powers to control any nuisance arising under the Control of Pollution Act. An informative will also be applied which advises that construction work for which noise is audible at the boundary of the site should be restricted to the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays and at no time on a Sunday or Bank Holiday. The CEMP will address the potential noise, dust and vibration nuisance which may arise when the large concrete plinth is removed. The developer will be responsible for protecting all existing infrastructure such as the public water main and any damage to any structures outwith the boundaries of the site. Neither SEPA nor the FRMT have objected to the development on the basis of any potential damage to the flood embankment.
- 10.57 The agents have advised that the cypress trees along the south east boundary are to be retained during construction works to provide a barrier to noise, dust and visually screen the site from the closest residential properties. A condition shall be imposed to ensure their retention until such time as the adjacent units within the site are developed. The trees could not remain in place whilst these plots are developed as it would then be impractical to remove them. A 1.8m screen fence is to be erected along this boundary as part of the development.
- 10.58 With regard to the reference to the site being located adjacent to a major river and a previous development within the village providing safety measures adjacent to the Eil burn, this comprised a safety fence to the north west of Sellar Place and was deemed necessary as the burn was in a deep channel in this location which could not be overlooked by adjoining houses. The proposed development is separated from the River Conon by the existing private access and the flood embankment. The properties which adjoin this boundary will have rear garden fence appropriate to a residential housing development. Footpath links are to be provided to the path along the top of the embankment. It is not considered necessary, appropriate or practical to provide a safety fence along the boundary as the river is overlooked, such a fence would detract from the appearance of the development from public viewpoints and from the area in general. In any case footpath links would provide a passage past any such feature.

- 10.59 With regard to references made to the fact that the site is located within a SEPA flood warning area, as stated above both SEPA and the FRMT are now satisfied regarding flood risk issues, subject to conditions being imposed, including a suspensive condition requiring the Council's proposed improvements to the flood embankment between the road bridge and the railway bridge being completed before development commences. The Planning Authority cannot comment on whether the developers advise purchasers regarding the location within the flood warning area. It would be for purchasers and their agents to satisfy themselves in this regard.
- 10.60 In relation to concerns regarding the flood embankment, as stated above this is to be upgraded to the current design standards between the road bridge and the railway before any development commences. The embankment is a formal flood protection measure and as such it is maintained by the Council. Furthermore, the proposed upgrading works will provide a higher level of protection to other properties within the centre of Conon Bridge. It is not anticipated that the embankment will be adversely affected by the development in any way whilst the site is separated from the bund by a private access road. However, if any damage were to occur it would be the responsibility of the developer to pay for the damage to be repaired to the satisfaction of the Council.
- 10.61 Scottish Water have been consulted twice regarding the development and have advised that their infrastructure is located within the site. In accordance with their standard practice they state that the developer must identify potential conflicts with this and then contact their Assets Team. They advise that there may be restrictions upon proximity of development. This is a matter for the developer to address before development commences. If the developer has not pursued this further with SW then they may require to submit either a Non-Material Variation or a further planning application for approval to address any conflict with the infrastructure through revisions to the layout. The developer will have to satisfy Scottish Water that their infrastructure will be adequately protected during all construction work.
- 10.62 With regard to concerns expressed regarding possible adverse impacts of potential enhanced public access to Garrie Island such as barbeques or camping, the Access Officer has advised that responsible access rights exist and Garrie Island SSSI is not an exception to this. SNH are able to display notices for the purposes of protecting natural heritage if they wish whilst any illegal activities can be reported to the police. It is not considered that the development should give rise to any adverse impacts upon these sites.
- 10.63 Concerns have been lodged regarding the limited landscaping proposed suggesting this is out of keeping with the green space of the adjacent existing residential area. It should be noted that the green space between the site and the nearest housing in Garrie View is a field rather than a landscaped or public space. The application site is allocated for mixed use development including 70 residential units and whilst the proposal does involve the removal of all but four of the existing trees on site and fails to include the 6m buffer planting strip along the river frontage sought in the Local Plan, it does incorporate new tree planting adjacent to the access beside the existing trees within the curtilage of the Conon Hotel. In addition, planting is proposed at the arrival square, adjacent to the proposed play area and the SUDs basin and pond are to comprise a landscaped open space. This together with the convenient links to the path network along the flood protection embankments which give ready access to

recreational walks, are considered, on balance, to render the proposals generally acceptable in landscaping terms. A detailed landscaping plan will be required by condition before the development commences.

- 10.64 A condition can be used to ensure that each property that has in-curtilage parking with the ability to charge electric vehicles, and that ducting to retrofit electric charging points at communal car parking areas will be provided. This is appropriate in helping secure reduced emissions and a move toward a low carbon economy.

Other Considerations – not material

- 10.65 The Community Council suggest that there should be community benefit paid to the community due to the disruption that will be caused by the development. Such benefits are not part of the planning process and usually relate to major renewable energy proposals. In any case it is considered that as with all new development, there will be an element of disruption to the community, but this will be mitigated by conditions and other regulatory controls, whilst there will be a significant benefit to the community resulting from the decontamination and redevelopment of an industrial site which has been derelict since 1998 at the entrance to the village.

Matters to be secured by Section 75 Agreement

- 10.66
- 25% affordable housing provision within the development
 - a developer contribution of £126,923.04 towards additional education provision at Ben Wyvis Primary School
 - a developer contribution of £5956.00 towards provision of two cantilever bus shelters close to the site.
 - A developer contribution of £82,322.64 towards Community provision
 - A developer contribution of £1562 per residential unit towards Flood Protection Embankment Improvement works.

11. CONCLUSION

- 11.1 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. Due to the requirement for the improvement works to the flood protection embankment to be completed before the development commences it is considered appropriate to extend the time limit for the commencement of this development from three to five years.

12. IMPLICATIONS

- 12.1 Resource: Not applicable.
- 12.2 Legal: Not applicable.
- 12.3 Community (Equality, Poverty and Rural): Not applicable.
- 12.4 Climate Change/Carbon Clever: Not Significant.
- 12.5 Risk: Not applicable

12.6 Gaelic: Not applicable.

13. RECOMMENDATION

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

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

1. No development shall commence until a scheme to deal with potential contamination on site has been submitted to and agreed in writing by the Planning Authority. The scheme shall include:
 - a) the nature, extent and type of contamination on site and identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment), the scope and method of which shall be submitted to and agreed in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and British Standard BS 10175:2011+A2:2017 Investigation of Potentially Contaminated Sites - Code of Practice;
 - b) the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works, and proposed verification plan to ensure that the site is fit for the uses proposed;
 - c) measures to deal with contamination during construction works;
 - d) in the event that remedial action be required, a validation report that will validate and verify the completion of the agreed decontamination measures;
 - e) in the event that monitoring is required, monitoring statements shall be submitted at agreed intervals for such time period as is considered appropriate by the Planning Authority.

No development shall commence until written confirmation has been received that the scheme has been implemented, completed and, if required, monitoring measurements are in place, all to the satisfaction of the Planning Authority.

Reason : In order to ensure that the site is suitable for redevelopment, given the nature of previous uses/processes on the site.

2. No development shall commence prior to the completion of the improvements to the Conon Bridge Flood Prevention scheme as set out in the Flood Risk Assessment dated 25 September 2015 by Mott Macdonald, or improvements as otherwise agreed by the Highland Council which provide flood risk protection to the site to a 1 in 200-year (0.05%) standard plus a 600mm allowance for freeboard.

Reason: To reduce the risk of flooding from the River Conon.

3. No construction work shall commence on site until the final ground levels along the southern edge of the site are set at least 600mm above the predicted 0.5% AEP flood level for the Eil Burn.

Reason : To reduce the risk of flooding from the Eil Burn

4. No development shall commence until finalised details of all surface water drainage provision outlined in Figure A.1 of the Mott MacDonald SUDS system information Addendum dated September 2016 within the application site (which shall accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time) have been submitted to, and approved in writing by, the Planning Authority in consultation with SEPA, the Flood Risk Management Team and Transport Planning.

This shall be accompanied by calculations to demonstrate that there will be no flooding from the drainage system for events up to the 0.5% AEP design event and calculations to demonstrate that discharge from the SUDS basin will be limited to the pre-development runoff rates for a range of return periods (e.g. 50%, 3.33%, 1%, 0.5% AEP)

A non-return valve shall be provided on the discharge pipe to prevent backflow into the system.

Thereafter, only the approved details shall be implemented, and all surface water drainage provision shall be completed prior to the first occupation of any of the development.

Reason: To ensure that surface water drainage is provided timeously, complies with the principles of SUDS appropriate standards and is maintained; in order to protect the water environment.

5. No development shall commence on site until the developer demonstrates that the surface water drainage system is suitable for adoption by a public body; that is it is designed in accordance with Sewers for Scotland 4 (or any superseding guidance prevailing at the time) or any subsequent waiver approved by Scottish Water including maintenance by a public body for the surface water drainage system (where it accepts both road and curtilage water from more than one property) by the of evidence which shall be submitted to, and approved in writing by, the Planning Authority in consultation with the Flood Risk Management Team and Transport Planning. Thereafter the system shall be maintained in accordance with the approved details and shall be completed prior to the first occupation of the development.

Reason : To ensure the adequate maintenance of the surface water drainage system to reduce the risk of flooding.

6. Groundwater monitoring shall be carried out and the results obtained shall be submitted to the Council to demonstrate that the information has been used to guide the final design of the on-site surface water drainage system.

Reason: As groundwater could have an impact on the surface water drainage network and to ensure that the system provided reduces the risk of flooding both within and outwith the site.

7. All finished floor levels (FFL) shall be set at least 300mm above surrounding finished ground levels. (For the avoidance of doubt this refers to the final ground levels as raised to provide adequate storage for surface water drainage within and adjacent to the site)

Reason: To mitigate against any residual risk of flooding from surface water.

8. No development shall commence until a Construction Environmental Management Plan which shall include the following:
- details of the volume of earthworks;
 - the routeing and numbers of HGV traffic on the public road;
 - embargos on HGV traffic movement during school start and finish periods;
 - advisory speed limits;
 - a noise management plan including:
 - best practicable measures to reduce impact of noise upon existing domestic residents, Conon Bridge Hotel and any residents who move into the first properties within the development;
 - working hours;
 - reversing alarms;
 - community liaison;
 - control of noise from multiple tonal alarms;
 - dust suppression measures and
 - quantities and categories of waste present on site and how these are to be disposed of

has been submitted to, and approved in writing by, the Planning Authority, in consultation with Transport Planning, Environmental Health and SEPA. Thereafter the development shall be undertaken in accordance with the approved details.

Reason: In the interests of road traffic and pedestrian safety, to reduce the risk of noise and dust nuisance and ensure the proper disposal of waste materials from the brownfield site.

9. No other development shall commence until the site access has been constructed in accordance with The Highland Council's Roads and Transport Guidelines with visibility splays of 4.5 x 30m towards the village centre of Conon Bridge and 4.5 x 43m towards River (the X dimension and Y dimension respectively) formed from the centre line of the junction.

Within the stated visibility splays, at no time shall anything obscure visibility between a driver's eye height of 1.05m positioned at the X dimension and an object height of 0.60m anywhere along the Y dimension.

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

10. No other development shall commence until a visibility splay of 4.5 x 30m (the X dimension and Y dimension respectively) from the secondary existing access from the A862 High Street into the site towards the Conon Bridge is provided from the centreline of this access.

Within the stated visibility splays, at no time shall anything obscure visibility between a driver's eye height of 1.05m positioned at the X dimension and an object height of 0.60m anywhere along the Y dimension.

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

11. No other development shall commence until accurate drawings showing 25m forward visibility splays for the internal bends on the road layout within the site, are submitted to, and approved in writing by, the Planning Authority in consultation with Transport Planning. Thereafter the development shall be completed in accordance with the approved details and the visibility splays shall be maintained in perpetuity.

Reason: In the interests of road safety.

12. No development shall commence until full details of the path links from the development to the core paths and riverside to the north-west and south east of the site together with a factoring agreement for their maintenance in perpetuity have been submitted to, and approved in writing by, the Planning Authority in consultation with Transport Planning, the Flood Risk Management Team and the Access Officer. This shall illustrate paths 2m in width surfaced in bitmac and the path connecting to the flood protection bund to the south east shall be of ramped construction with a bitmac sealed/bound surface. (The ramp will be on Council owned land - it has been confirmed that the link can be provided as long as the fabric of the flood embankment is not compromised. An earth/stone ramp would avoid digging into the bund.) Thereafter the development shall be completed in accordance with the approved details with the path link to the informal path on top of the flood embankment at the eastern edge of the site provided prior to the occupation of the adjacent house.

Reason: In the interests of residential amenity, to encourage active travel, to ensure that access to the core path network is provided and to ensure that all paths are suitable for pedestrians, cycles and all abilities.

13. No other development shall commence until detailed plans showing cycle parking for the flats and businesses provided in accordance with the Council's Roads and Transport Guidelines for new developments Table 6.9. have been submitted to, and approved in writing by, the Planning Authority in consultation with Transport Planning. Thereafter the development shall be completed in accordance with the approved details and thereafter the cycle storage shall be maintained in perpetuity.

Reason: In order to encourage and facilitate the use of active travel.

14. No development shall commence on site until maintenance arrangements for all private accesses, which shall be included in a factoring agreement, are submitted to the Planning Authority for consideration, and approved in writing. All private access roads within the development site shall be maintained in perpetuity in accordance

with the factoring agreement. For the avoidance of doubt the access to the four residential units at the north-eastern end of the site are to be served by a private access which will not be adopted by the Roads Authority. (Note: The outfall from the suds basin runs beneath this private access and Scottish Water and the Council as Roads Authority may therefore require wayleave agreements.)

Reason: In the interests of residential amenity to ensure the proper maintenance of the private roads.

15. The development shall be completed in accordance with Drawing No A-P-00-G7-901 rev E hereby approved with all parking spaces being provided and thereafter maintained in perpetuity.

Reason: To ensure that sufficient space is provided within the application site for the parking (and, where necessary, turning) of cars, so they do not have to park within or reverse onto the public road.

16. No development shall commence until full details including plans and specification of all filtration and ventilation equipment including any external ducting system for the hot food takeaway have been submitted to, and approved in writing by, the Planning Authority, in consultation with Environmental Health. Thereafter the development shall be undertaken in accordance with the approved details and the filtration and ventilation equipment shall be operational before the first use of the premises.

Reason: In the interests of residential and public amenity to reduce the risk of smell and noise nuisance.

17. Public access to the Core Paths, RC09.03 and RC09.05 around the northern boundary and to the east of the site shall not be obstructed or deterred at any time during construction or on completion of the development, unless otherwise approved in writing by the Council's Access Officer as a temporary measure required for health and safety or operational purposes. Under such circumstances, any temporary obstruction or deterrent shall cover only the smallest area practicable and for the shortest duration possible, with waymarked diversions provided as necessary. For the avoidance of doubt this would include any of the following:

- The placing of materials on the path;
- Allowing water, soil or any other substance to flow or spill onto the path;
- Erecting any fence or locked gates across the path;
- Prohibitory signs or notices;
- Planting or overhanging of any vegetation on the path;
- Projections from buildings;
- Parking of vehicles or placement of other structures.

Reason : In order to ensure that access to the core path network is not obstructed as a result of this development and to comply with the Council's statutory duty to uphold access rights.

18. No development shall commence until details of a scheme of hard and soft landscaping works for the layout, design and construction of all green spaces, (including specifications, protection measures, boundary treatments, timescales for implementation and on-going maintenance) 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 any existing or proposed walls, fences and gates;
 - 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.

19. No development shall commence until full specifications for the play equipment (which shall be demonstrated as complying with the relevant British Standards) to be provided within the play area in accordance with approved plan A-G4-800-3D-XX have been submitted to, and approved in writing by, the Planning Authority. Thereafter the approved equipment shall be installed by, and at the expense of, the developer before the twenty sixth house is occupied, or the last unit adjacent to the play area is occupied, whichever is the sooner, in accordance with the approved details.

Reason: In order to secure high-quality open spaces in compliance with Council Supplementary Planning Guidelines.

20. No development shall commence until a scheme for the maintenance, in perpetuity, of all on-site path links, green spaces and play areas, features or parts of the development that are not the exclusive property of any identifiable individual home owner (such as communal parking areas, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Council or Scottish Water), have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the approved scheme shall be implemented in full and in accordance with the timescales contained therein.

Reason To ensure that all communal spaces, facilities and landscaped areas are properly managed and maintained.

21. No work shall commence on the installation of the Conon Bank sign at the entrance to the development until full details of the design and location have been submitted to, and approved in writing by, The Planning Authority. For the avoidance of doubt this shall comprise a stone wall type feature to complement the existing signs at the village entrance and shall not exceed 1.0 m in height above road level unless it is positioned outwith the required visibility splays from the junction. Thereafter the development shall proceed in accordance with the approved details and shall be completed before the first unit is occupied.

Reason: In the interests of amenity.

22. The operator of the hot food takeaway shall ensure that a litter bin is provided at the premises during opening hours and the site and its surroundings are kept free of litter.

Reason: In the interests of amenity.

23. No development shall commence until full details of any external lighting to be used for the commercial premises have been submitted to, and approved in writing by, the Planning 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'.

24. No advertisements shall be displayed on the commercial units hereby approved, until such time as formal applications for advertisement consent have been lodged with, and formally approved by, the Planning Authority including full details and levels of illumination where applicable, unless deemed consent is granted under the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, as amended.

Reason: To ensure that the advertisements do not have an adverse impact on the safety and free-flow of traffic on the public road or the amenities of the area.

25. No trees within the application site, other than those which are specifically identified for removal on the approved plans, excluding the Cypress trees along the south east boundary which shall be retained until such time as construction work commences on the immediately adjacent units when the trees may be felled, shall be cut down, uprooted, topped, lopped (including roots) or wilfully damaged in any way, without the prior written permission of the Planning Authority.

No development, site excavation or groundwork shall commence until all retained trees, including the Cypress trees along the south east boundary, have been protected against construction damage using protective barriers located beyond the

Root Protection Area (in accordance with BS5837:2012 Trees in Relation to Design, Demolition and Construction, or any superseding guidance prevailing at that time). These barriers shall remain in place throughout the construction period and must not be moved or removed during the construction period without the prior written approval of the Planning Authority.

The Cypress trees along the south east boundary of the site may be felled when construction work commences on the immediately adjacent units. As soon as the trees are removed a screen fence shall be erected along the length of the south east boundary in accordance with the plans hereby approved before any other construction work takes place. Any variation shall require the prior written permission of the Planning Authority.

Reason: To protect retained trees and reduce the risk of noise and dust nuisance to adjacent residents, in the interests of residential amenity.

26. Communal satellite dishes shall be provided for the flats and terraced houses hereby approved.

Reason: In the interests of visual and residential amenity.

27. No development shall commence until a scheme for the inclusion of public art within the development has been submitted to, and approved in writing by, the Planning Authority. The scheme shall include:
- i. detailed design of public art provision including but not limited to provision of gateway features, street furniture, etc;
 - ii. locations of any and all public art provision;
 - iii. the management and maintenance of any and all public art provision; and
 - iv. a timetable for implementation.

Thereafter, the approved scheme shall be implemented in accordance with the timescales contained in the approved scheme and maintained in perpetuity.

Reason: To ensure the delivery of a development with a unique identity which facilitates the creation of place.

28. No development shall commence until a scheme for the inclusion of electric vehicle charging points within the development has been submitted to, and approved in writing by, the Planning Authority. The scheme shall include:
- i. identification of locations for communal electric vehicle charging points serving flatted developments in the associated phase or sub-phase and located in communal parking areas and these charging point locations are to be made available to The Highland Council or other public body for the installation of the charging point infrastructure;
 - ii. the provision of infrastructure, defined as the provision of cabling from the consumer unit within the property to an external point, to allow charging of electric vehicles within the curtilage of each house in each phase or sub phase, where the house has in-curtilage car parking provision;
 - iii. a timescale for implementation for infrastructure within each phase or sub phase; and

- iv. outline detail of a communication pack to be provided to each household on first occupation explaining how they can access electric vehicle charging infrastructure.

The approved scheme(s) shall be implemented in line with the approved timescales.

Reason: To facilitate the move toward the reduction in reliance of petrol and diesel cars.

29. No Phase or sub-phase shall be occupied until a detailed Residential Travel Pack for the relevant phase or sub-phase, which sets out options for residents for reducing dependency on the private car, has been submitted to, and approved in writing by, the Planning Authority.
The Residential Travel Pack shall be provided to each property within the relevant phase or sub-phase on first occupation of each property.

Reason: To facilitate the reduction in the use of private cars and increase use of sustainable and active travel.

30. For the avoidance of doubt, and notwithstanding the plans hereby approved, the Community Heating Plants have been withdrawn from the application by the developer and are not approved under the terms of this planning permission.

Reason: In accordance with the description of development as now amended.

31. No development shall commence on the installation of the paths to the rear of the Hawthorne terraced houses which adjoin the boundary of the Conon Bridge Hotel until full details for a no-dig specification are submitted to, and approved in writing by, the Planning Authority, in consultation with the Forestry Officer. Thereafter the paths shall be installed in accordance with the approved details.

Reason: To protect the trees located within the curtilage of the Conon Bridge Hotel

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 **FIVE 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.

The development impacts upon Scottish Water Assets The applicant must identify any potential conflicts with Scottish Water assets and contact SW Asset Impact Team directly at service.relocation@scottishwater.co.uk The applicant should be aware that any conflict with assets identified may be subject to restrictions on proximity of construction.

For developments of 10 or more domestic dwellings (or non-domestic equivalent) SW require a Pre-Development Enquiry (PDE) Form to be submitted directly to SW prior to any formal Technical Application being submitted to fully appraise the proposals. Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened up to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Domestic Property:

Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found using the following link <https://www.scottishwater.co.uk/business/ourservices/compliance/tradeeffluent/trade-effluent-documents/trade-effluent-notice-form-h>

For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains. The Waste (Scotland) Regulations require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

If the applicant requires any further assistance or information, please contact SW Development Operations Central Support Team on 0800 389 0379 or at planningconsultations@scottishwater.co.uk .

Transport Scotland

To obtain permission to work within the trunk road boundary the Developer must contact the Route Manager through the general contact number below. The Operating Company has responsibility for co-ordination 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 all necessary permissions are obtained.

TS Contact:

Route Manager (A835)

0141 272 7100

Buchanan House, 58 Port Dundas Street, Glasgow. G4 0HF

Operating Company :

NORTH WEST

0845 413200

Bear House, Inveralmond Road, Inveralmond Industrial Estate, Perth,
PH1 3TW

NWplanning@bearsotland.co.uk

Local Roads Authority Consent

In addition to planning permission, Road Construction Consent is required from TECS Roads prior to work commencing. The developer should note that it has not been possible to fully align planning and the road construction consent for this application. Alterations may be required to detailed design items such as material specifications, landscaping details, kerb lines, widths, radii and areas of adoption.

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 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.

Major Development and Schedule 3 Development Site Notice

Prior to the commencement of this development, the attached Site Notice must be posted in a publicly accessible part of the site and remain in place until the development is complete. This is a statutory requirement of the Town and Country Planning (Scotland) Acts and associated regulations.

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.

Section 75 Obligation

You are advised that this planning permission has been granted subject to a Section 75 Obligation. The terms of the obligation must be read in conjunction with the planning permission hereby approved. The terms of the obligation may affect further development rights or land ownership and you are therefore advised to consult with the Planning Authority if considering any further development.

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/protecting-scotlands-nature/protected-species

Protected Species - Tree Felling

Any mature trees within the application site which are to be felled, lopped or topped must be surveyed for bats prior to the works being carried out. If a bat roost is identified work must stop and further advice sought from SNH's area office. It is an offence to interfere with bats and/or their roosts without a license and strict penalties will be applied through the courts where a license has not been obtained.

Designation: Acting Head of Development Management
Author: Julie Ferguson
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 – Location Plan
Plan 2 – Location Plan A-P-XX-G1-001 REV A
Plan 3 – SITE LAYOUT PLAN A-P-XX-G2-001 REV G
Plan 4 – LANDSCAPING PLAN A-P-00-G7-900 REV D

Plan 5 – COMMERCIAL UNIT PROPOSED GROUND FLOOR PLAN
A-P-00-G2-002 REV A

Plan 6 – COMMERCIAL UNIT – SECTION A-A NORTH + SOUTH
ELEVATIONS A-E-XX-G2-100 REV B

Plan 7 - COMMERCIAL UNIT – EAST AND WEST ELEVATIONS
A-E-XX-G2-101 REV B

Plan 8 – BLUEBELL A-XX-XX-G2-004 REV A

Plan 9 - WILLOW A-XX-XX-G2-005 REV A

Plan 10 - BRACKEN AND BRAMBLE A-XX-XX-G2-006 REV A

Plan 11 - HAZEL A-XX-XX-G2-007 REV A

Plan 12 - HAWTHORNE A-XX-XX-G2-008 REV A

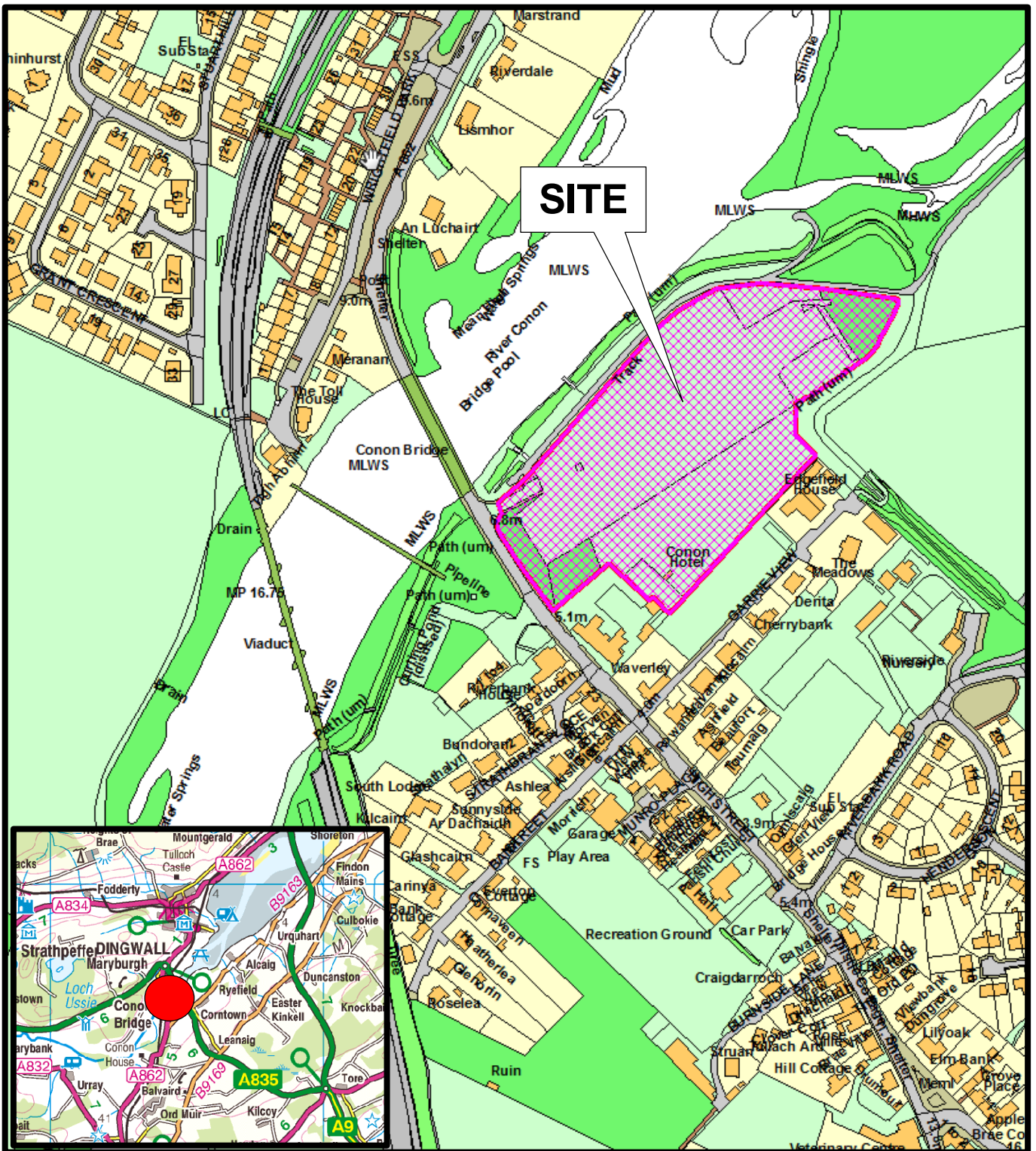
Plan 13 - HEATH A-XX-XX-G2-009 REV A

Plan 14 - HEATH WITH CORNER GABLE A-XX-XX-G2-0010 REV A

Plan 15 - PROPOSED PLAY EQUIPMENT A-30-XX-G4-800

Plan 16 - GENERAL PLAN – LOCAL CONTEXT ANALYSIS A-3-XX-
G1-900 REV A

Plan 17 - SITE LEVEL SECTION A-S-XX-G2-101 REV A



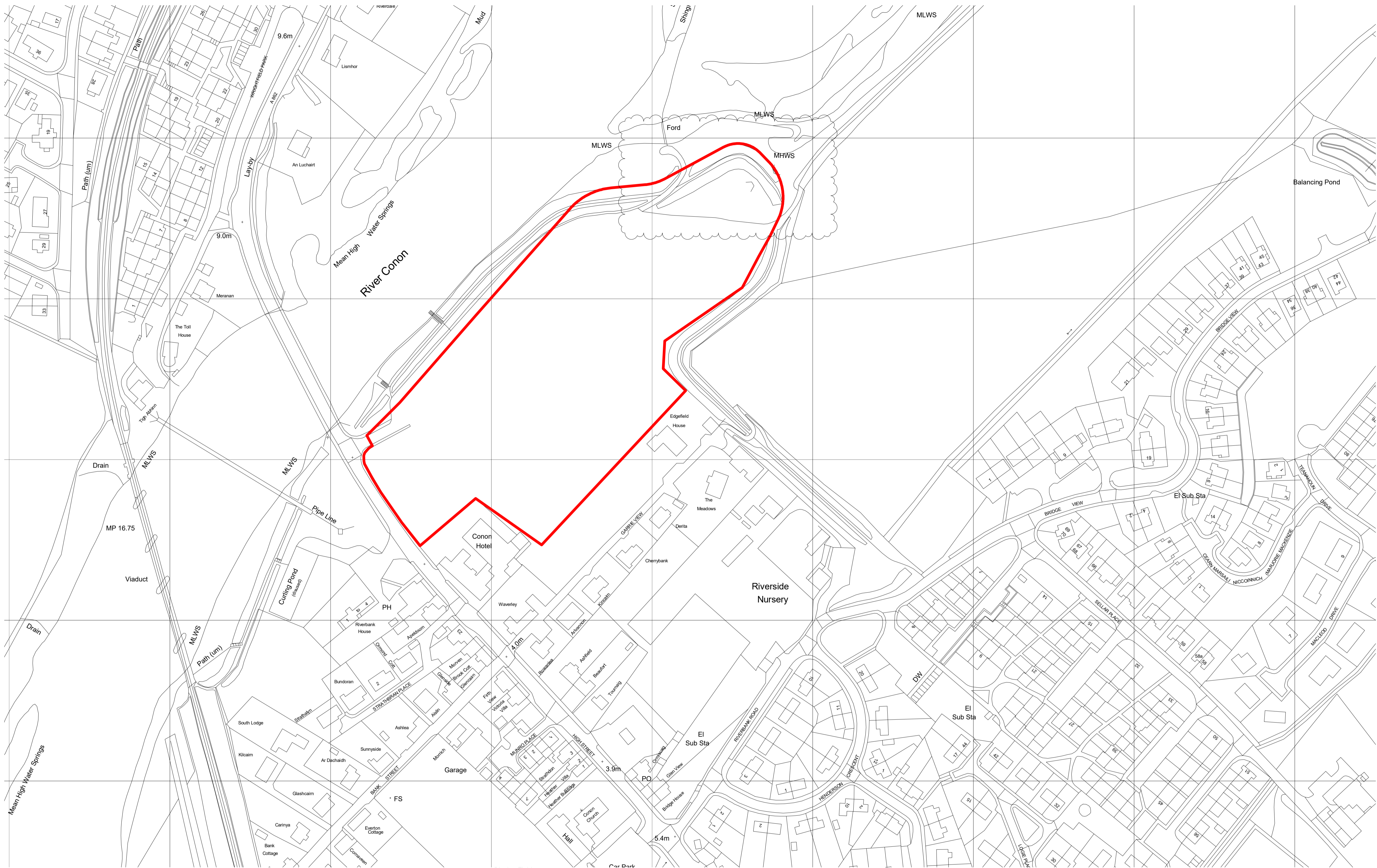
SITE



Planning & Development
Service

15/01202/FUL

Erection of 72 residential units (including 18 affordable),
3 commercial units, comprising business,
retail and hot food outlet
at Former Fish Factory Site, High Street, Conon Bridge



House Type Legend

- Bluebell
- Bracken
- Bramble
- Willow
- Hazel
- Hawthorn
- Heath
- Commercial Unit
- Community Heating Plant

Materials Legend

- Shared Surface 1
- Shared Surface 2
- Feature Entrance Paving
- Tarmac Road
- Driveway
- Asphalt Footway
- Stone Walls
- 240L Bin
- Access Gate
- Bollard

Rev	Description	Date	By
G	Finalised site layout plan	08/09/2017	HPG
F	Finalised site layout plan	29/07/2017	HPG
E	Finalised site layout plan	07/07/2016	HPG
D	Finalised site layout plan	02/07/2016	HPG
C	Finalised site layout plan	30/06/15	HPG
B	Finalised site layout plan	20/06/15	HPG
A	Finalised site layout plan	10/06/14	HPG

HPG	
Conon Bridge	
Site Layout	
PLANNING	
Project number	50053
Date	Issue Date
Drawn by	Author
Checked by	Checker
Drawing No	
Revision	G
Scale	As indicated@A1



1 Site Layout Plan
1 : 500

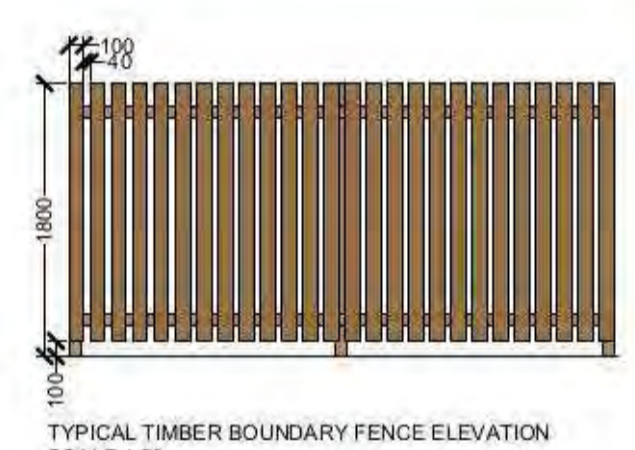


GRANITE AGGREGATE KERBS & FLUSH KERBS

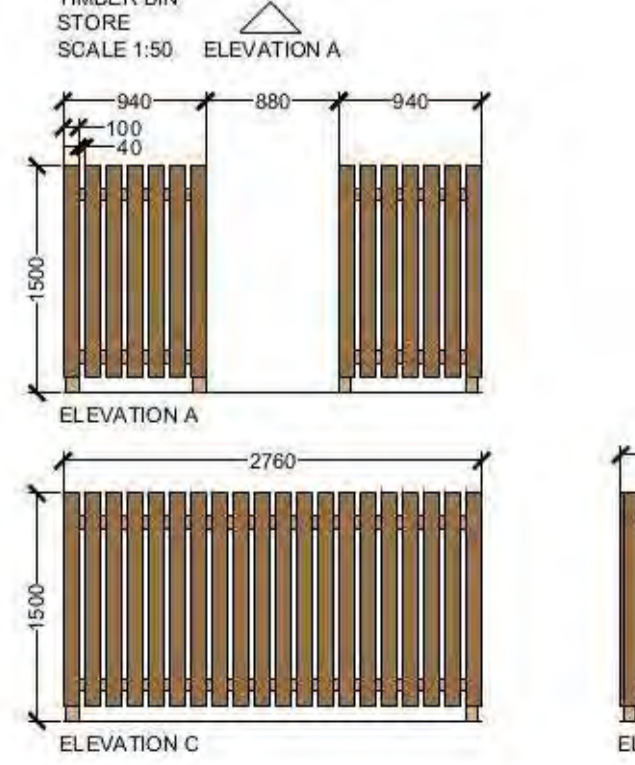
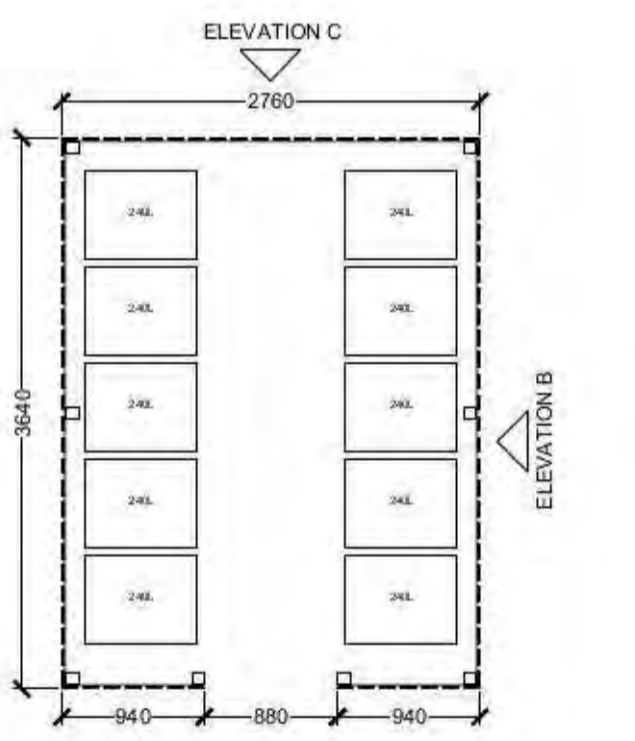
FLUSH KERB JUNCTION
Kerb to have 20mm upstand and a 300mm band of contrasting paving with rough surface for accessibility.

RAISED KERBS AT PLANTING AREAS

- TURF (FACTORED PUBLIC SPACE)
- TURF
- WETLAND PLANTING
- WILD FLOWER MEADOW PLANTING
- RUBBER MULCH PLAY GROUND SURFACE
- BLOCK ROAD SURFACE TOBERMORE CITY PAVE vs5 HEATHER
- BLOCK PAVED SURFACE TOBERMORE CITY PAVE vs5 SILVER GRAPHITE & MID GREY
- TARMAC ROAD SURFACE
- HOT ROLLED ASPHALT PAVEMENT SURFACE
- GRANITE SETTS
- PERMEABLE BLOCK PAVING DRIVEWAY TOBERMORE TEGULA CEDAR HYDROPAVE
- NEW STONE WALLS
- EXISTING TREE
- EXISTING TREE TO BE RETAINED (B1)
- EXISTING TREE TO BE RETAINED (B2)
- EXISTING TREE TO BE REMOVED
- NEW TREE
- NEW SHRUBS / HEDGE PLANTING



Note:
1.8 METRE TIMBER BOUNDARY FENCING TO ENCLOSE REAR GARDENS.



Landscaping Maintenance Schedule for Common Areas:

Operation:	Frequency & Timing:
Grass: Routine grass cut to be carried out in growing season, cuttings to be dispersed rather than collected.	10 times annually (between March and October)
Hedging & Shrubs: to be trimmed.	1 time annually (winter)
Trees: Remove epicormic growth from small trees. Remove redundant tree stakes and tie standard trees.	1 time annually for first 5 years (winter)
Trim, top and crown lift trees as necessary.	1 time every 3 years (winter)
Stone Walls: to be inspected and repaired as necessary.	1 time every 5 years
Suds Basin: Maintenance should consist of grass cutting and shrub pruning as outlined above. No weed treatment or pesticides should be used. Wild flower meadow area should be cut twice per year in July and September. Area should be inspected to check bank stability, vegetation growth, debris and erosion. Inlet and outlets should be inspected after large storms for evidence of clogging and accumulation of debris.	1 time annually

Planting:
Note:
Regular cutting and thinning of trees and shrubs to be undertaken in winter outside of the main bird nesting season.

All trees to be Scottish native deciduous species including:
Alder (*Alnus glutinosa*)
Field Maple (*Acer campestre*)
Silver Birch (*Betula pendula*)

Note:
The maintenance of communal public landscaping and path links to be included within a factoring agreement within the open and green space of the development. Maintenance and planting of trees to be undertaken by the factor.

Hedging and shrubs to be Scottish native species, including:
Beech
Hazel

Wetland Planting:
Common Reed (*Phragmites australis*)

Note:
All planting to be native species from an accredited source to prevent the spread of alien species and protect native habitat.

Rev	Description	Date	By
D	Final	08/09/2017	HPG
C	Final	28/07/2017	HPG
B	Approved	12/02/2016	HPG
A	Site plan	18/02/2016	HPG

HPG
Conon Bridge
Landscaping Plan

PLANNING

Project number: 50053
Date: Issue Date
Drawn by: Author
Checked by: Checker

Drawing No: A-P-00-G7-900
Revision: D
Scale: As indicated@A1

Wilson + Gunn ARCHITECTS
www.wilsongunnarchitects.com

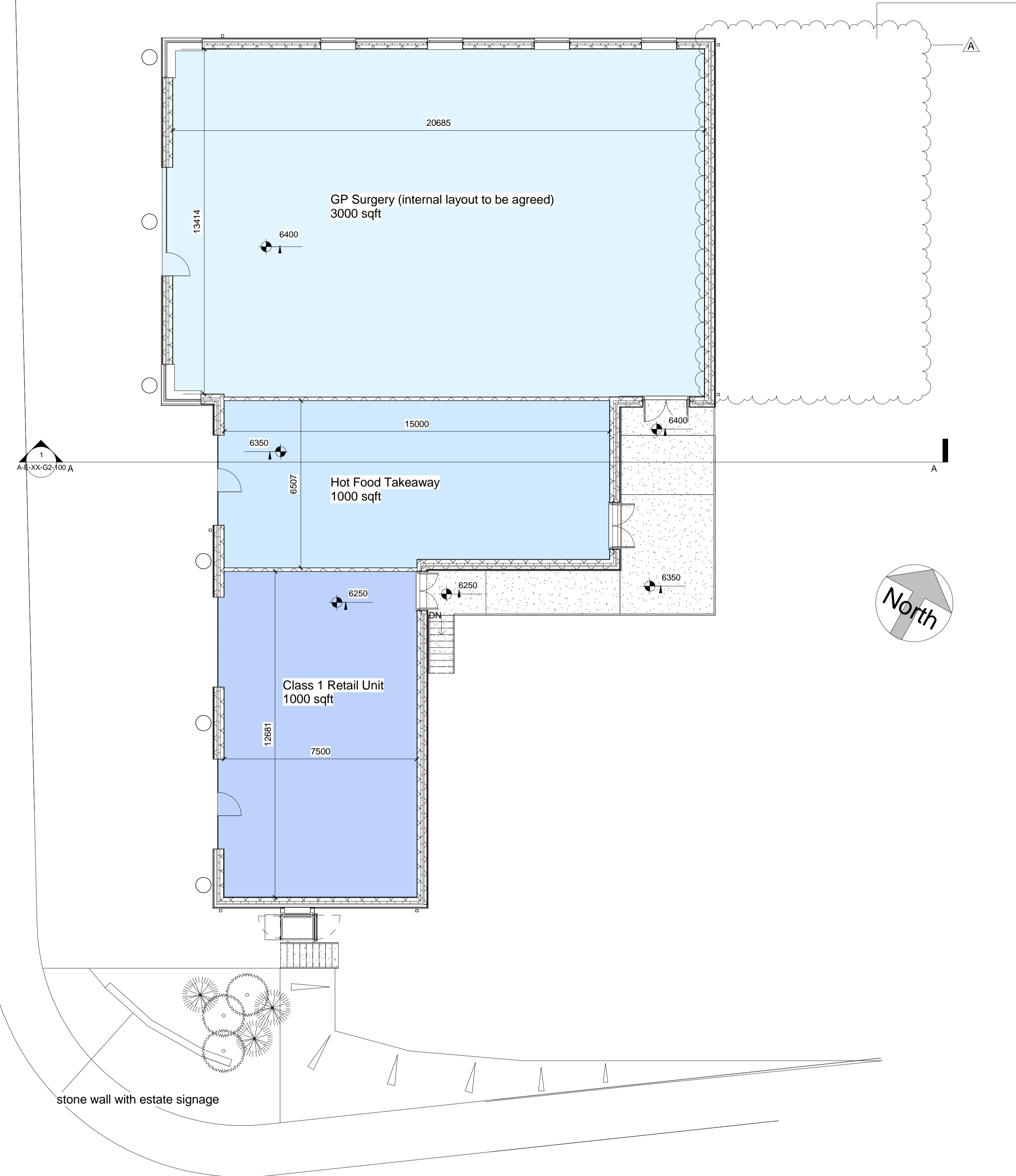
Do not scale from this drawing, all dimensions to be checked on site and checked against any discrepancies.

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info@wilsongunnarchitects.com

REGISTERED ARCHITECTS IN SCOTLAND
REGISTERED ARCHITECTS IN ENGLAND
CHARTERED PRACTICE

RIBA
Chartered Practice



1 ground floor
 1 : 100

Rev	Description	Date	By
1	000015	0000	0000

HPG Ltd
 Conon Bank Development
Former Pleasance Park Primary Sch, Conon Bridge

Commercial Unit - Proposed Ground Floor Plan

Planning

Project number: 50053

Date: 13/03/2015

Drawn by: KM

Checked by: KS

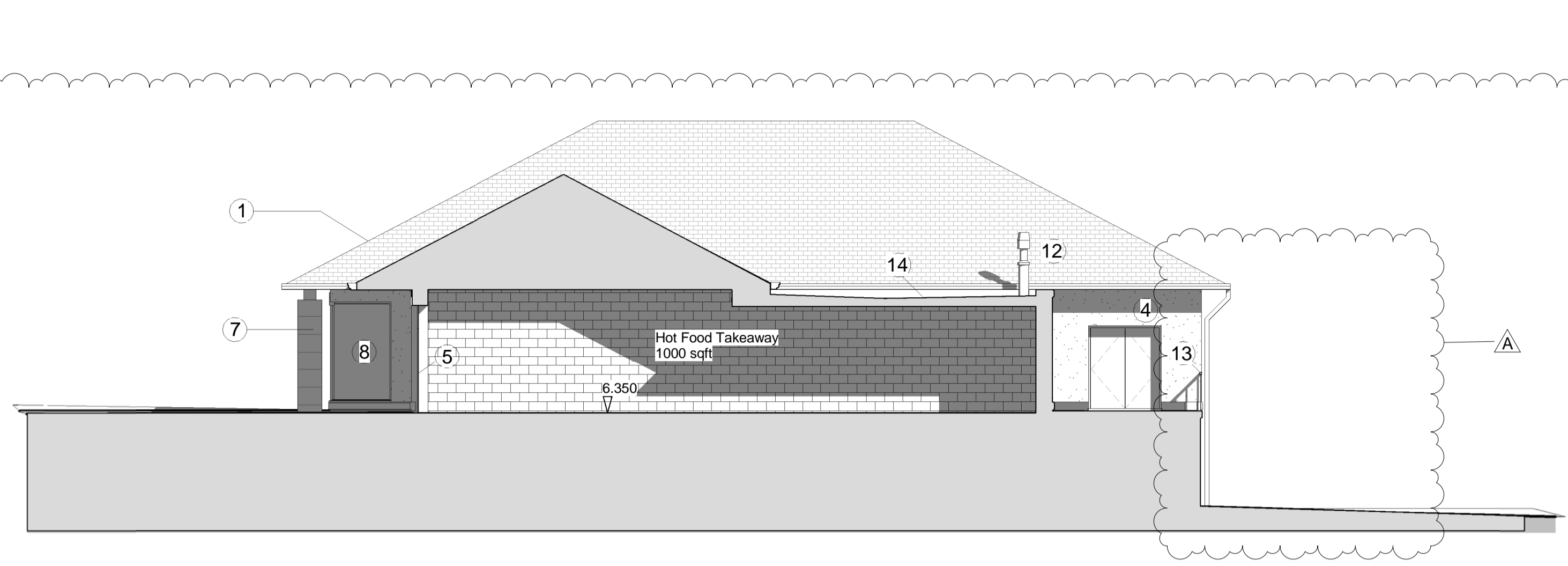
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A-P-00-G2-002

Revision: A

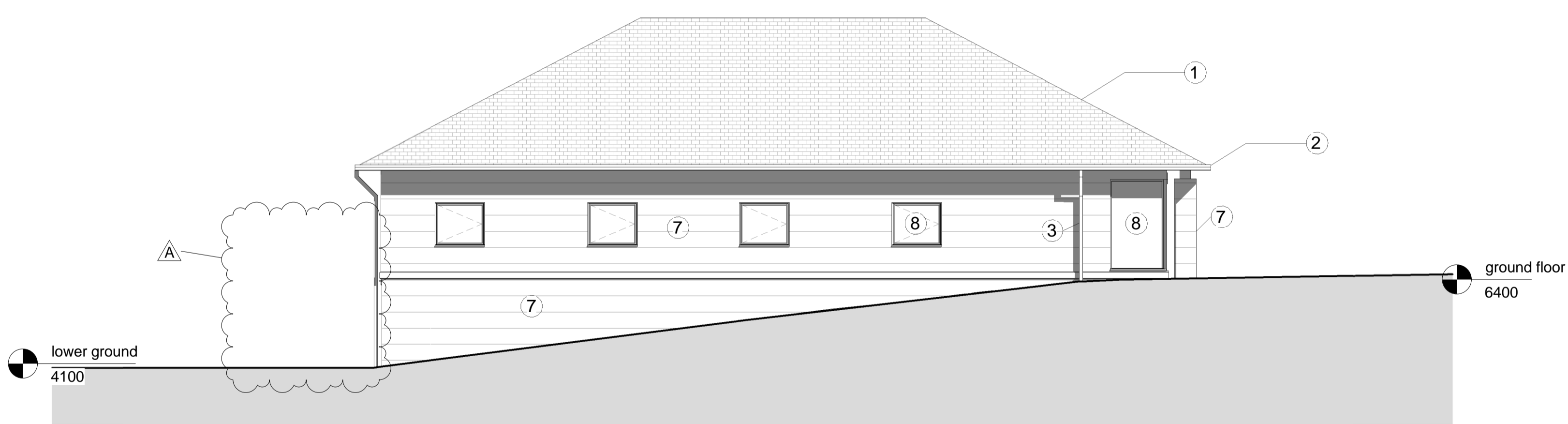
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08/03/2015 09:52:11



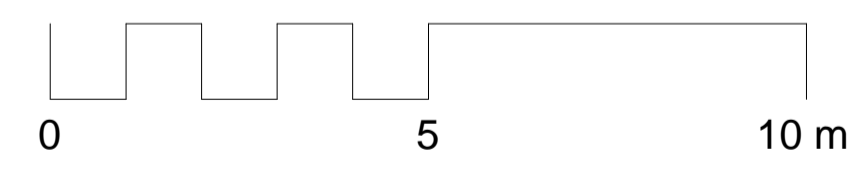
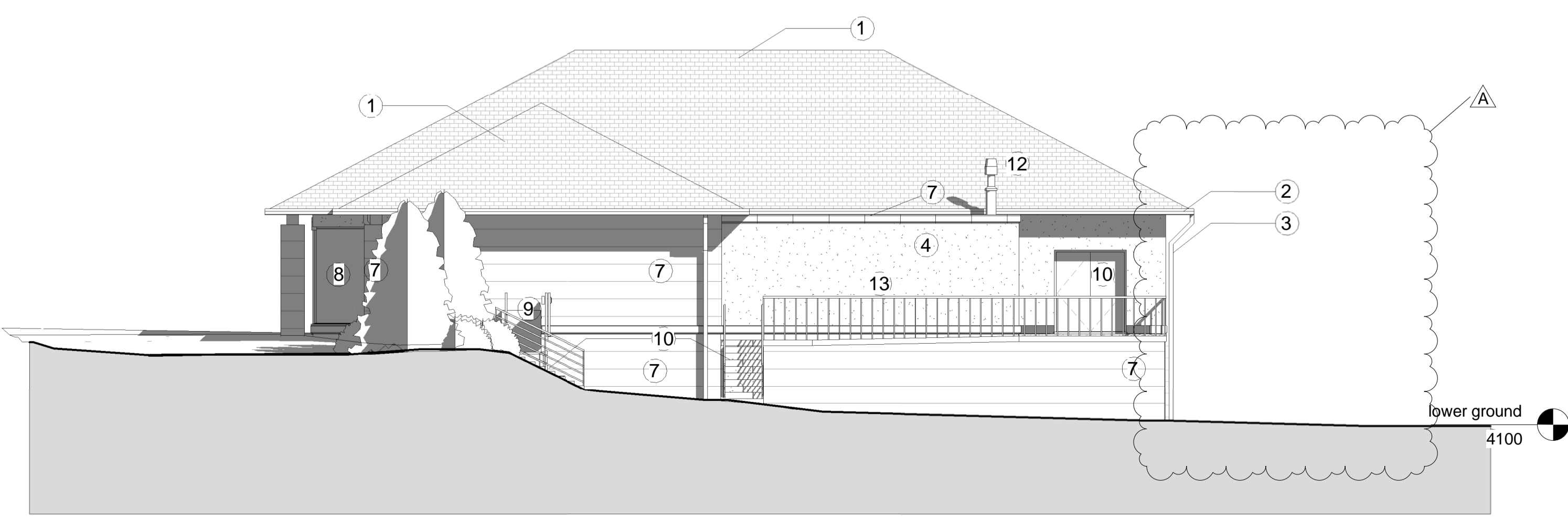
- 1 - Synthetic slate roofing
- 2 - Aluminium gutter and soffit
- 3 - Aluminium rainwater pipe
- 4 - White render
- 5 - Frameless glazed shopfront with door
- 6 - Frameless glazed shopfront
- 7 - Cast stone feature columns/ cope/ plinth
- 8 - Aluminium framed glazing
- 9 - Wheelchair hoist
- 10 - External stair (concrete steps/ galvanised steel handrail/balustrade)
- 11 - Galvanised steel balustrade
- 12 -
- 13 - Galvanised steel balustrade
- 14 - Single ply flat roof

1 Section A-A
1 : 100



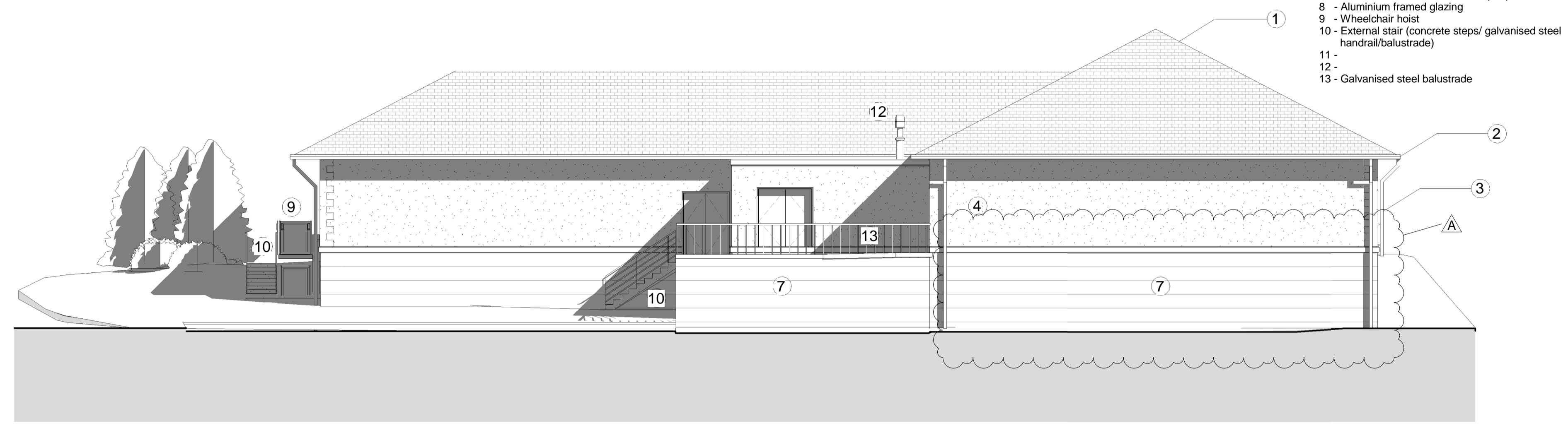
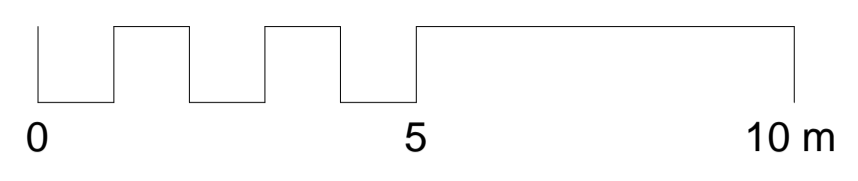
- 1 - Synthetic slate roofing
- 2 - Aluminium gutter and soffit
- 3 - Aluminium rainwater pipe
- 4 - White render
- 5 - Frameless glazed shopfront with door
- 6 - Frameless glazed shopfront
- 7 - Cast stone feature columns/ cope/ plinth
- 8 - Aluminium framed glazing
- 9 - Wheelchair hoist
- 10 - External stair (concrete steps/ galvanised steel handrail/balustrade)
- 11 -
- 12 -
- 13 - Galvanised steel balustrade

2 North
1 : 100



- 1 - Synthetic slate roofing
- 2 - Aluminium gutter and soffit
- 3 - Aluminium rainwater pipe
- 4 - White render
- 5 - Frameless glazed shopfront with door
- 6 - Frameless glazed shopfront
- 7 - Cast stone feature columns/ cope/ plinth
- 8 - Aluminium framed glazing
- 9 - Wheelchair hoist
- 10 - External stair (concrete steps/ galvanised steel handrail/balustrade)
- 11 - Galvanised steel balustrade
- 12 -
- 13 - Galvanised steel balustrade

3 South
1 : 100

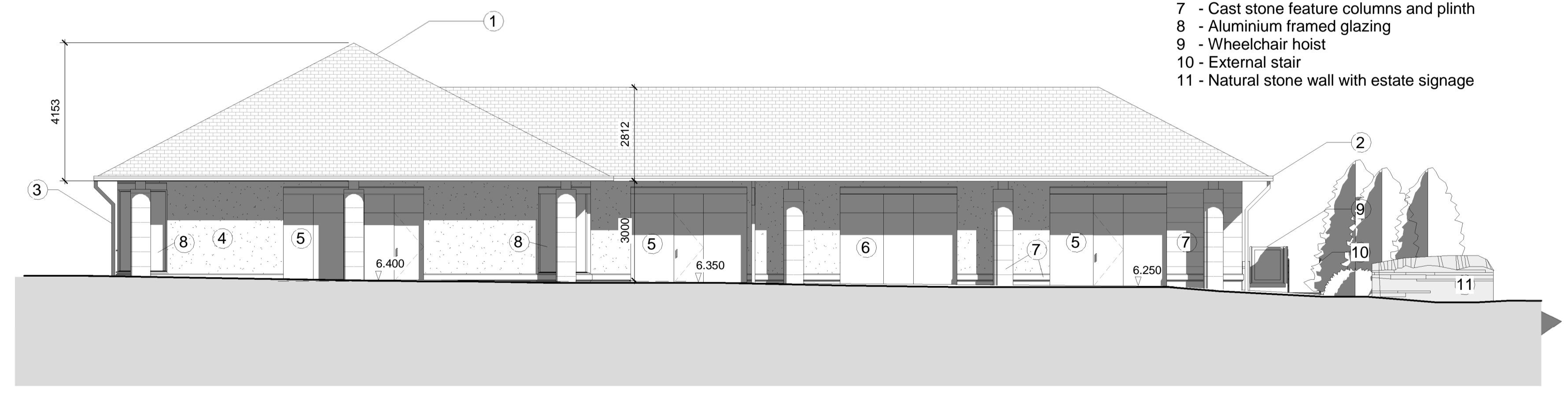


- 1 - Synthetic slate roofing
- 2 - Aluminium gutter and soffit
- 3 - Aluminium rainwater pipe
- 4 - White render
- 5 - Frameless glazed shopfront with door
- 6 - Frameless glazed shopfront
- 7 - Cast stone feature columns/ cope/ plinth
- 8 - Aluminium framed glazing
- 9 - Wheelchair hoist
- 10 - External stair (concrete steps/ galvanised steel handrail/balustrade)
- 11 -
- 12 -
- 13 - Galvanised steel balustrade

EAST ELEVATION

1 East
1 : 100

- 1 - Synthetic slate roofing
- 2 - Aluminium gutter and soffit
- 3 - Aluminium rainwater pipe
- 4 - White render
- 5 - Frameless glazed shopfront with door
- 6 - Frameless glazed shopfront
- 7 - Cast stone feature columns and plinth
- 8 - Aluminium framed glazing
- 9 - Wheelchair hoist
- 10 - External stair
- 11 - Natural stone wall with estate signage



WEST ELEVATION

2 West
1 : 100

Rev	Description	Date	By
1	Issue for planning	20/03/15	KM
2	Issue for construction	20/03/15	KS

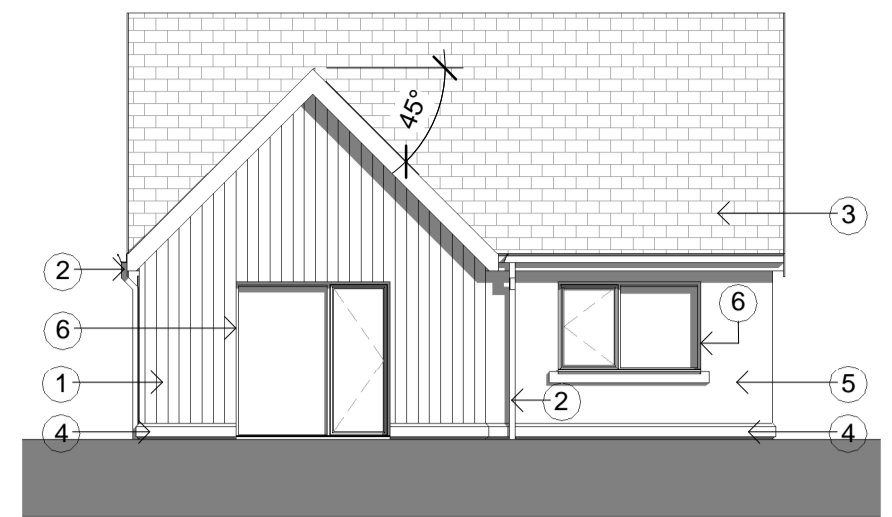
HPG Ltd
Conon Bank Development
Former Pleasance Park Primary Sch, Conon Bridge

Commercial Unit - East + West Elevations

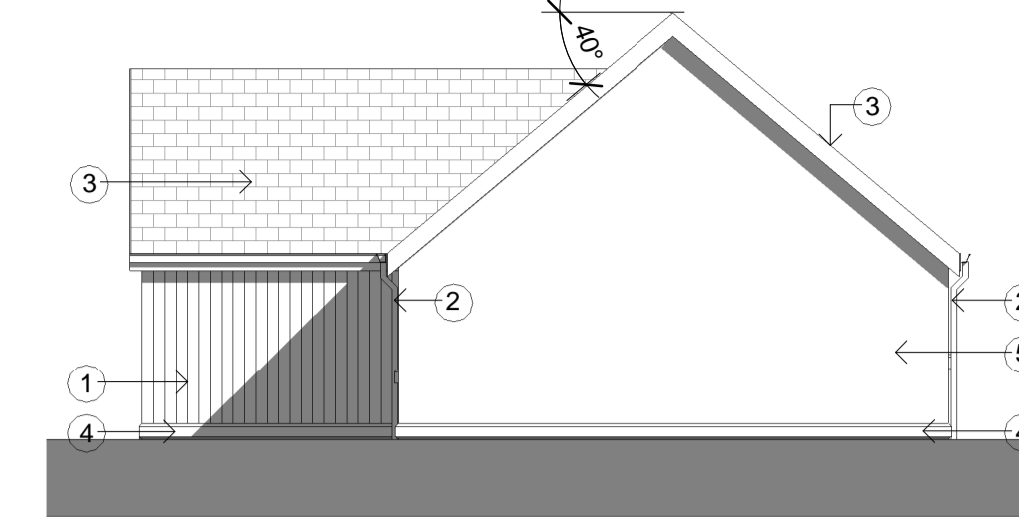
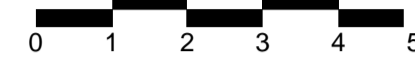
Planning

Project number: 50053
Date: 13/03/2015
Drawn by: KM
Checked by: KS

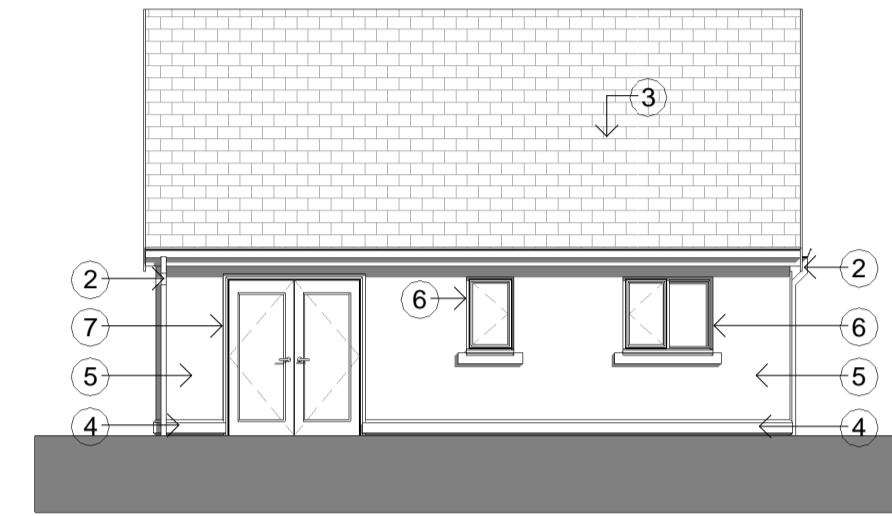
Drawing No:
Revision:
A-E-XX-G2-101
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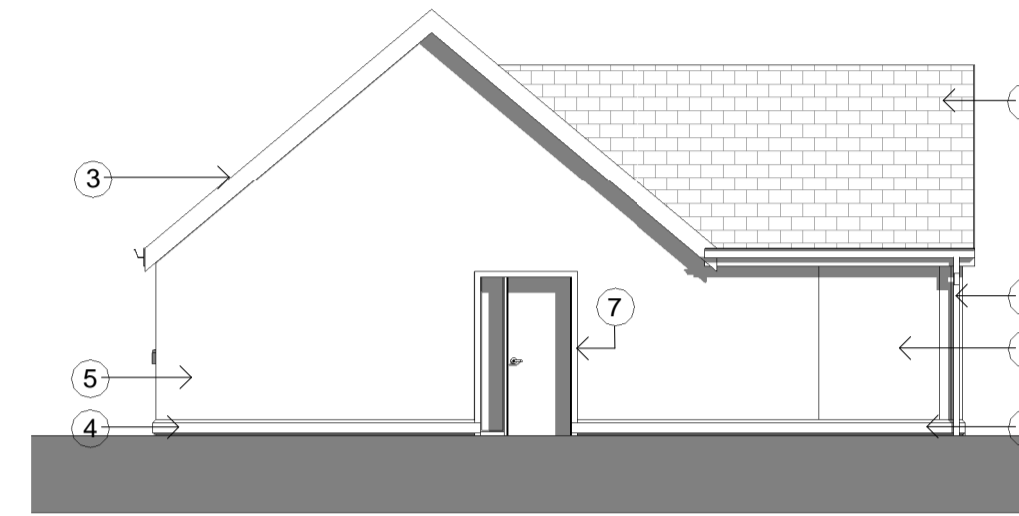
1 Front Elevation
1 : 100



3 Right-Side Elevation
1 : 100



2 Rear Elevation
1 : 100



4 Left-Side Elevation
1 : 100



1 - Accoya Timber Cladding



2 - Black PVC Drain Pipes



3 - Fibre Cement Slate



4 - Cast Stone



5 - Render



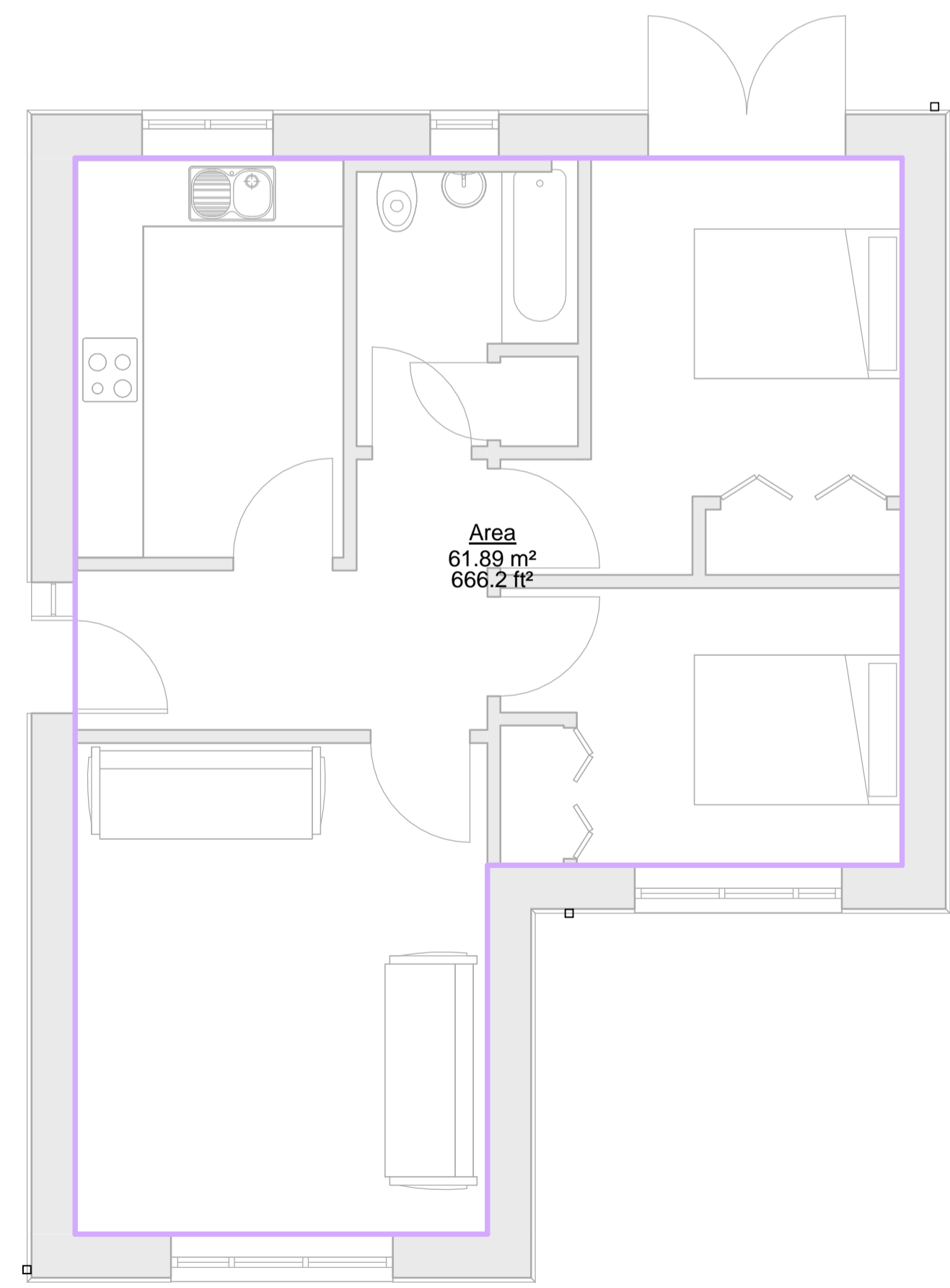
6 - Timber Windows



7 - Timber Doors

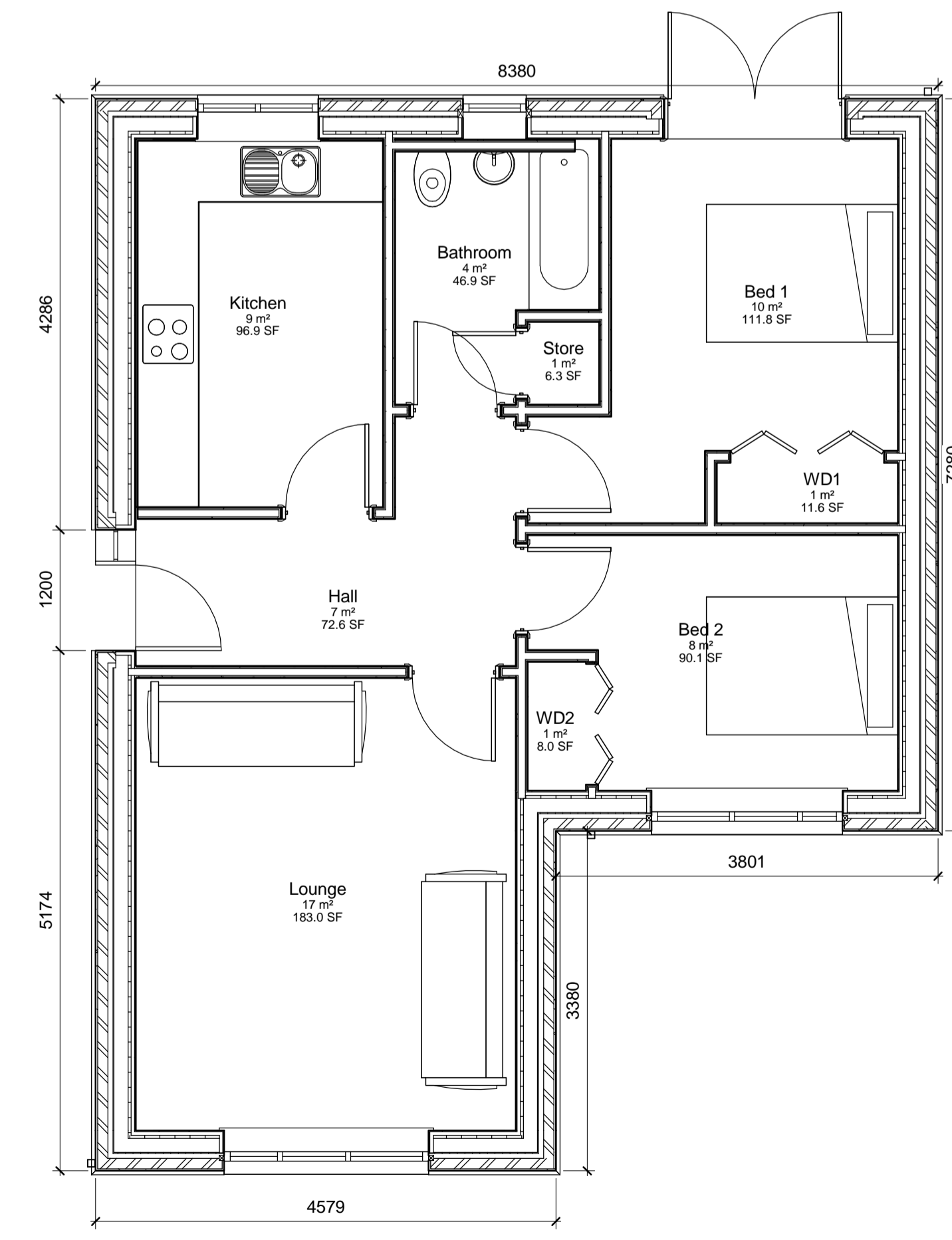
Material Pallet

1 : 25



Area
61.89 m²
666.2 ft²

5 Ground Floor Area Plan
1 : 50



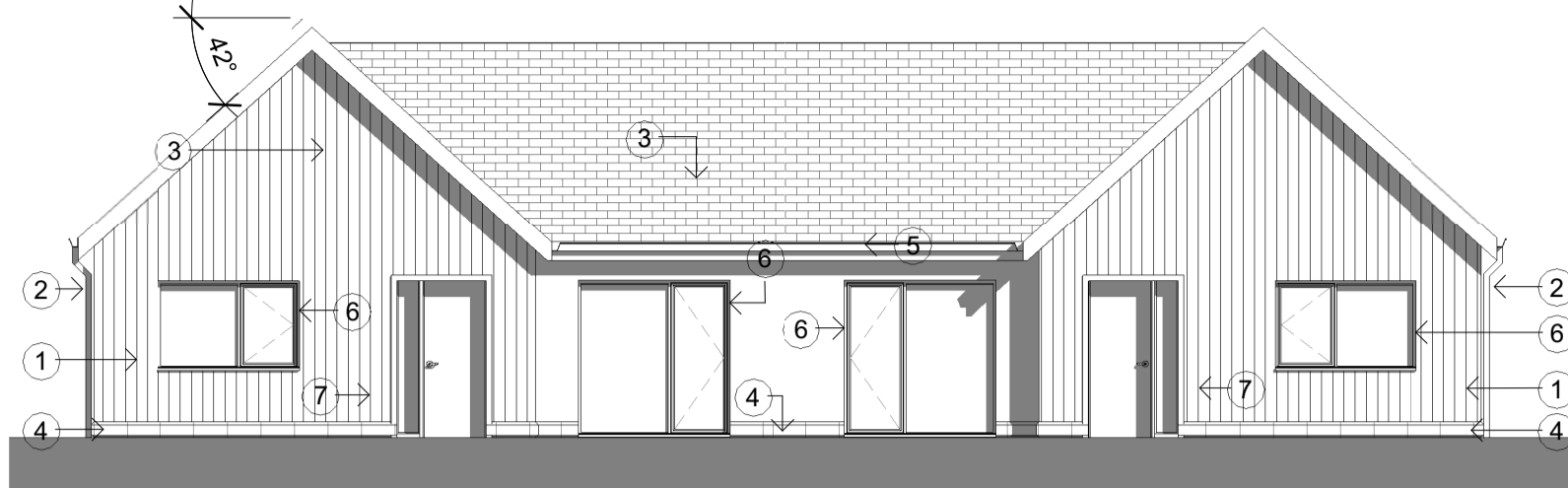
6 0-Proposed Ground Floor Plan
1 : 50

Rev	Description	Date	By
A	ROOF PITCH ALTERATIONS	22.08.15	RM

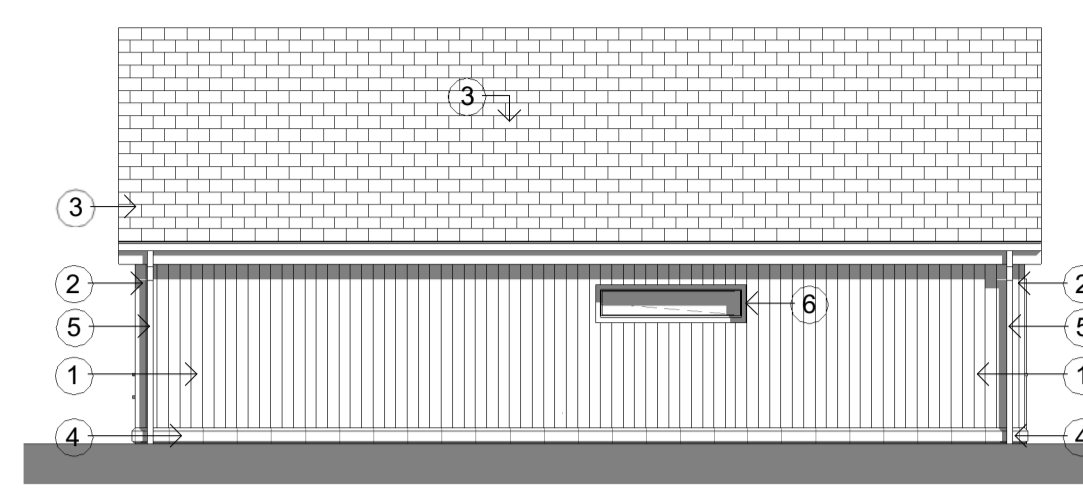
HPG Ltd
Conon Bank Development
HOUSE TYPE - BLUEBELL PROPOSALS

PLANNING

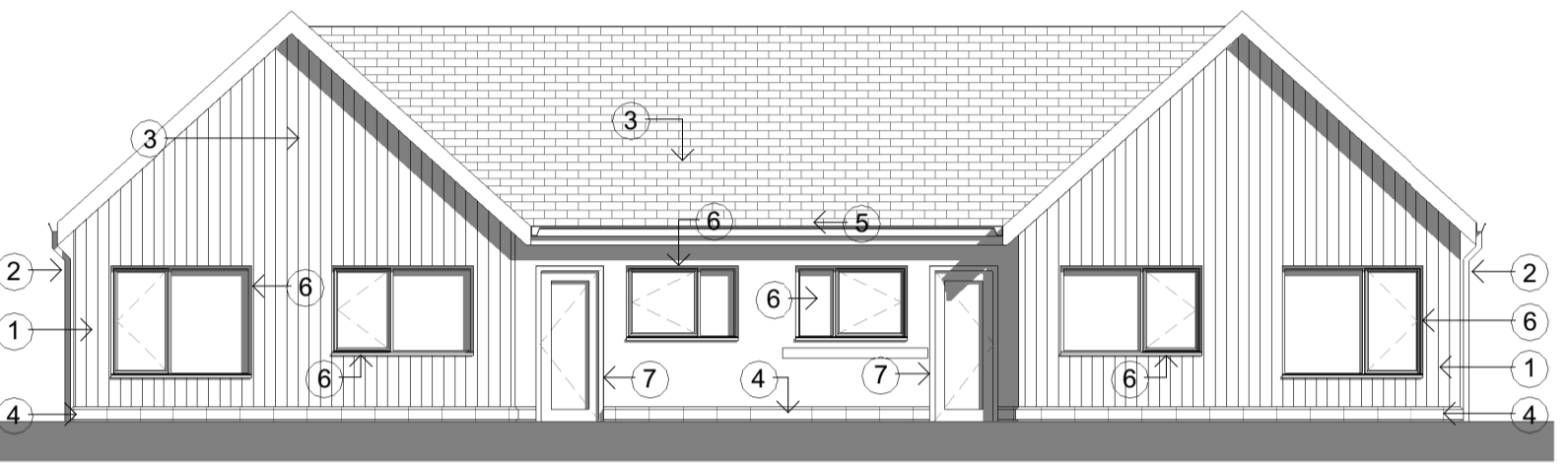
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Date: 17/12/2013
Drawn by: RM
Checked by: EW
Drawing No: A-XX-XX-G2-004
Revision: A
Scale: As indicated @ A1



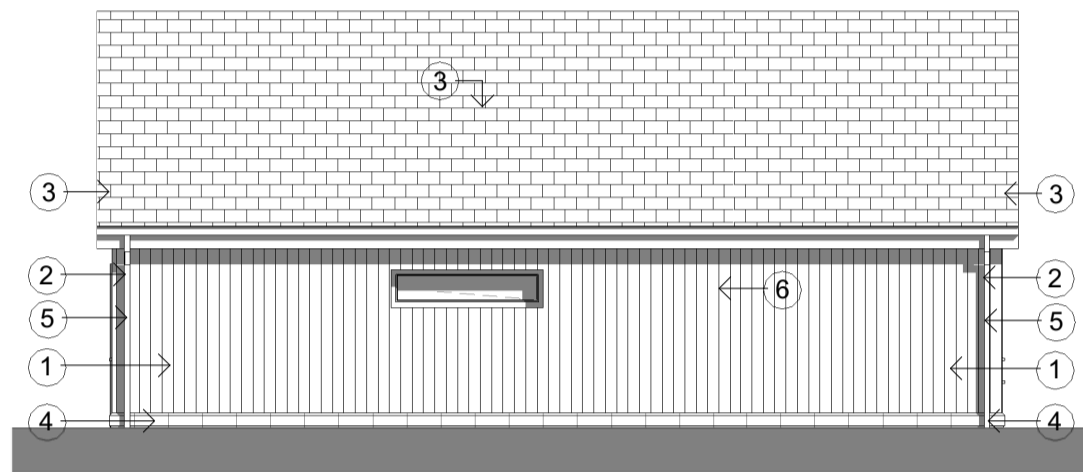
1 Front Elevation
1 : 100



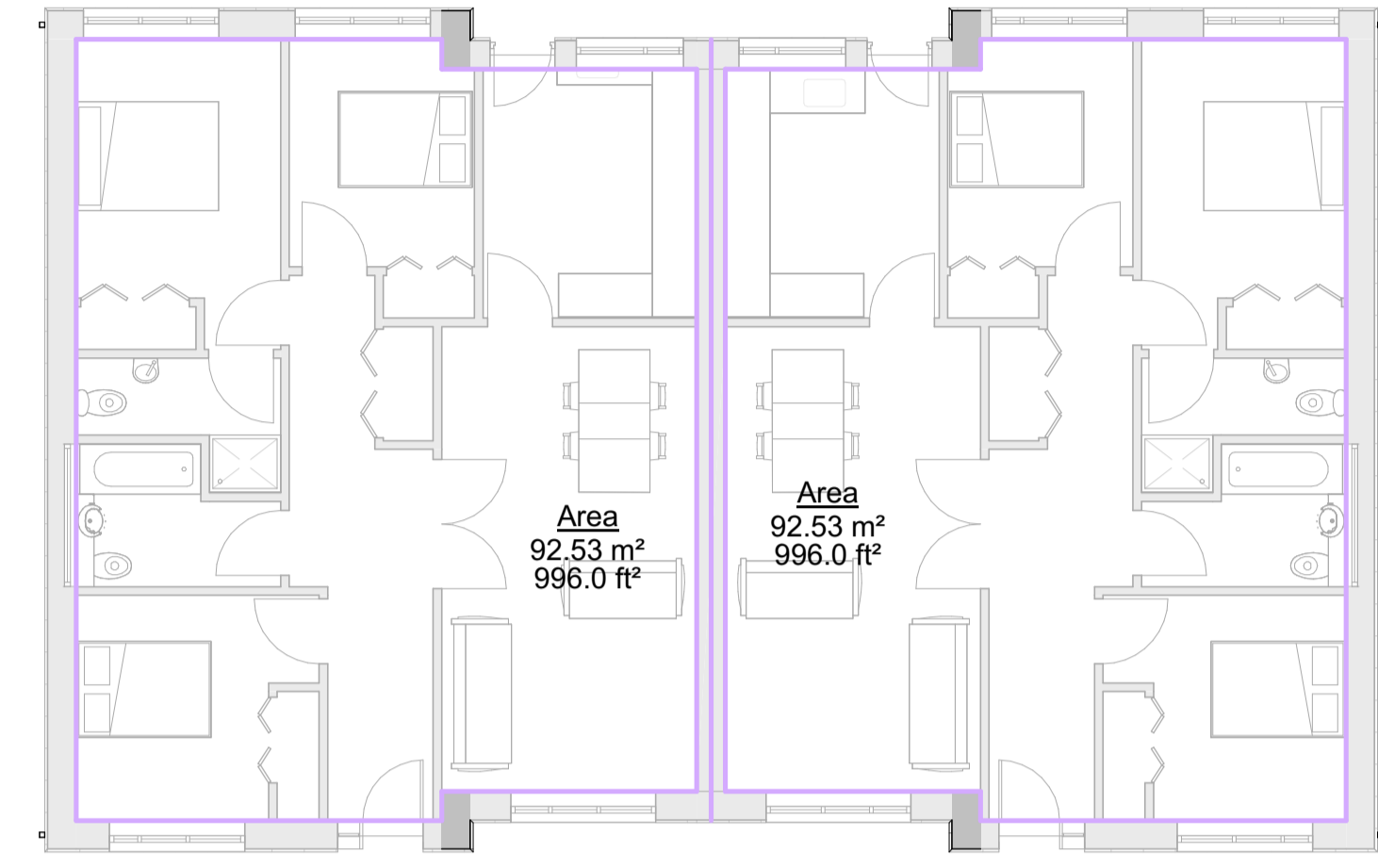
3 Left-Side Elevation
1 : 100



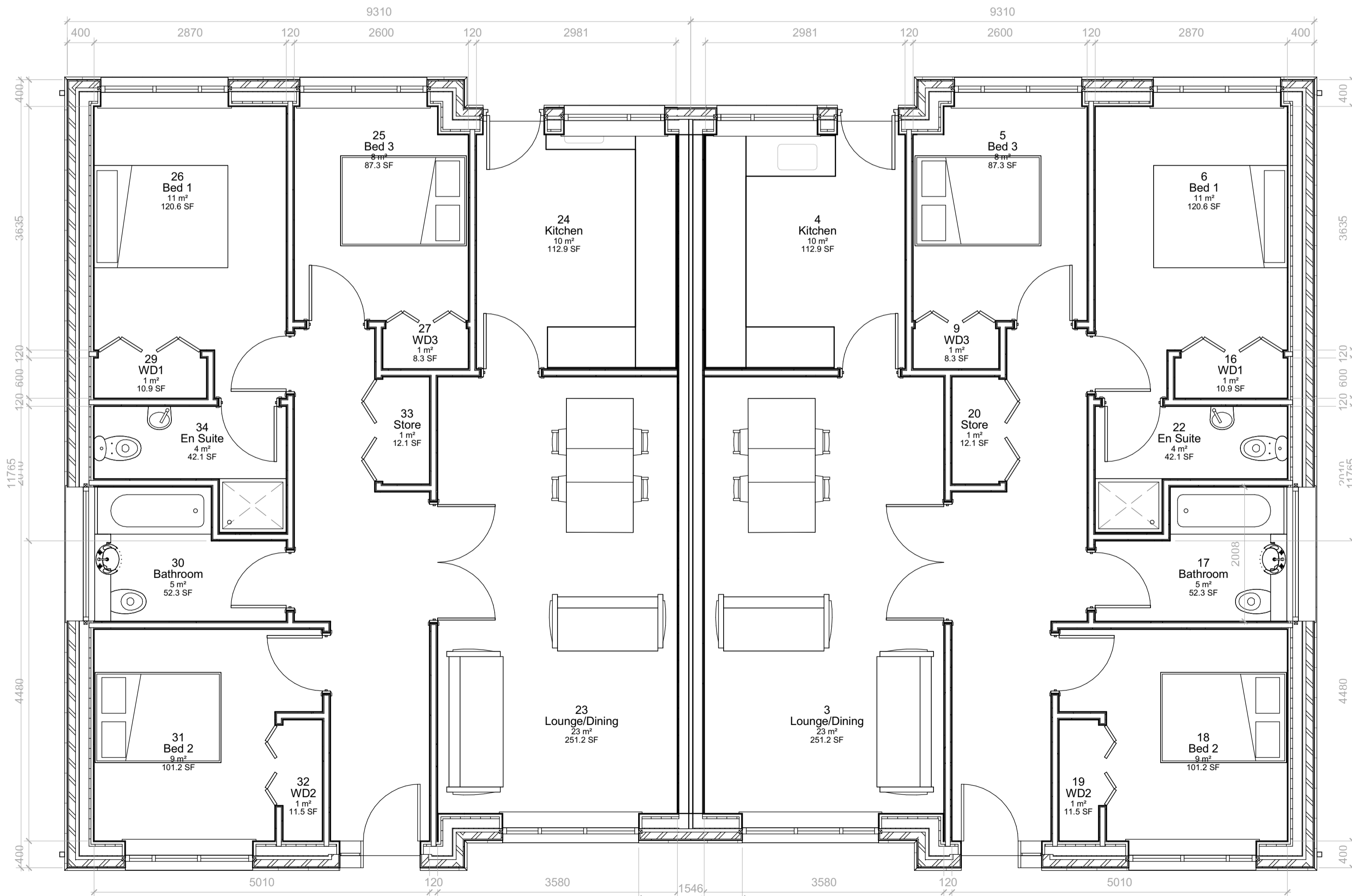
2 Rear Elevation
1 : 100



4 Right-Side Elevation
1 : 100



5 Ground Floor Area Plan
1 : 100



6 0-Proposed Ground Floor Plan
1 : 50



1 - Accoya Timber Cladding



2 - Black PVC Drain Pipes



3 - Fibre Cement Slate



4 - Cast Stone



5 - Render

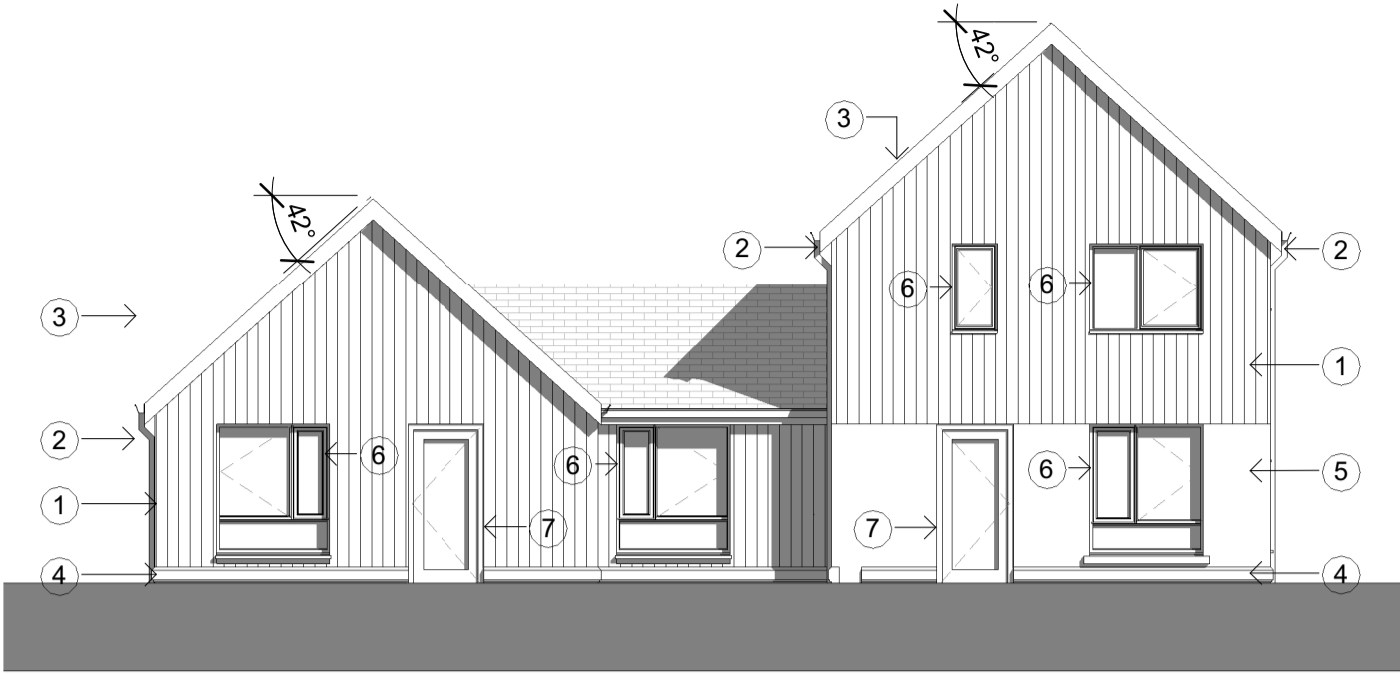


6 - Timber Windows

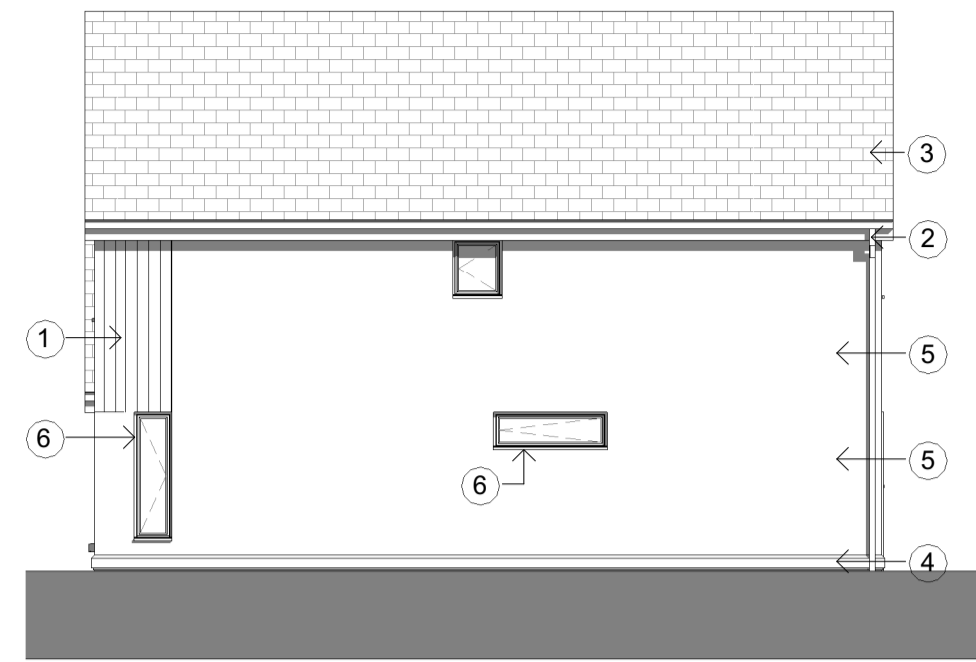


7 - Timber Doors

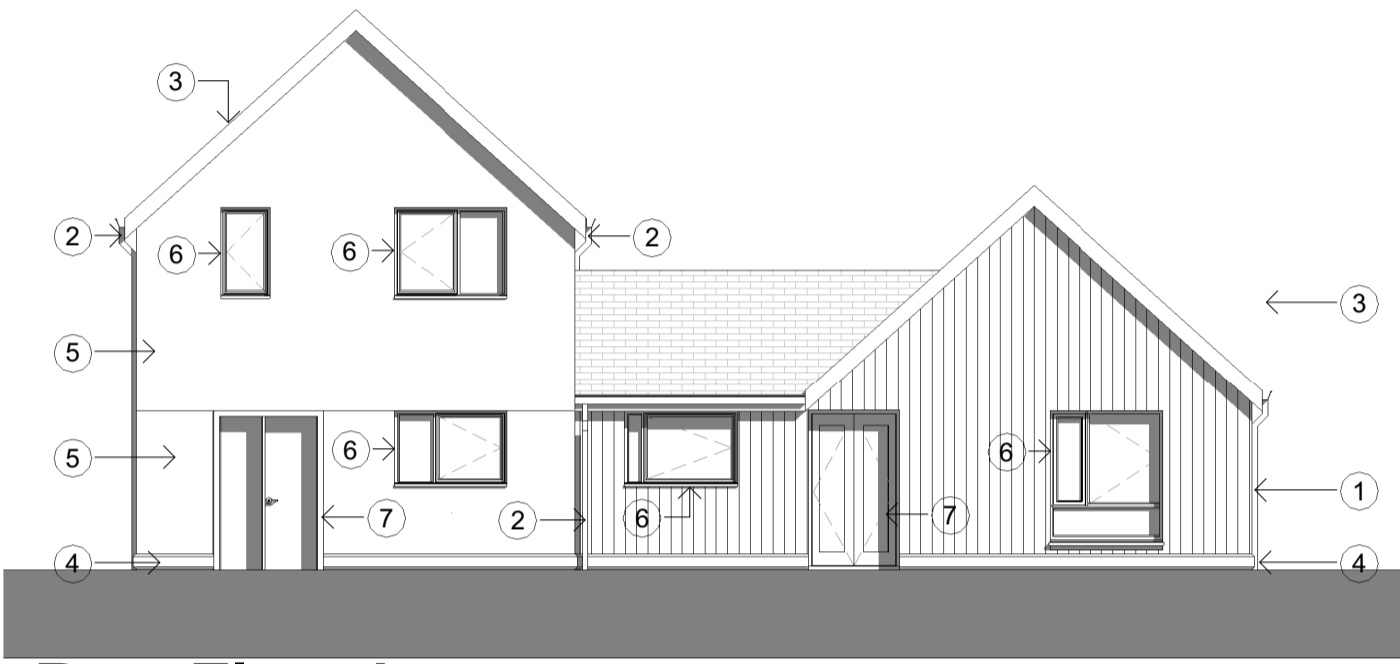
Material Key
1 : 20



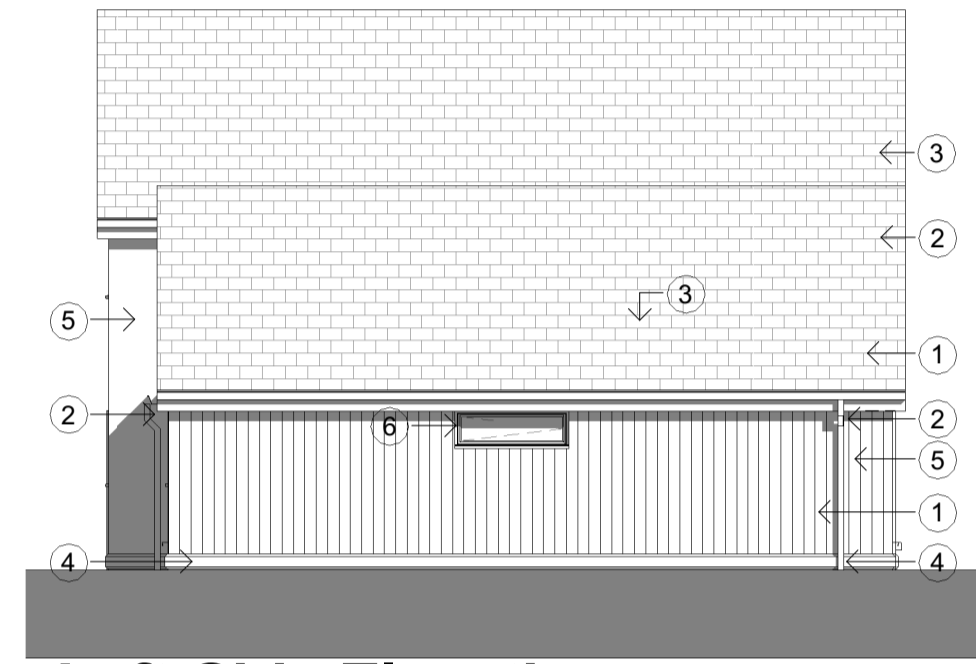
1 Front Elevation
1 : 100



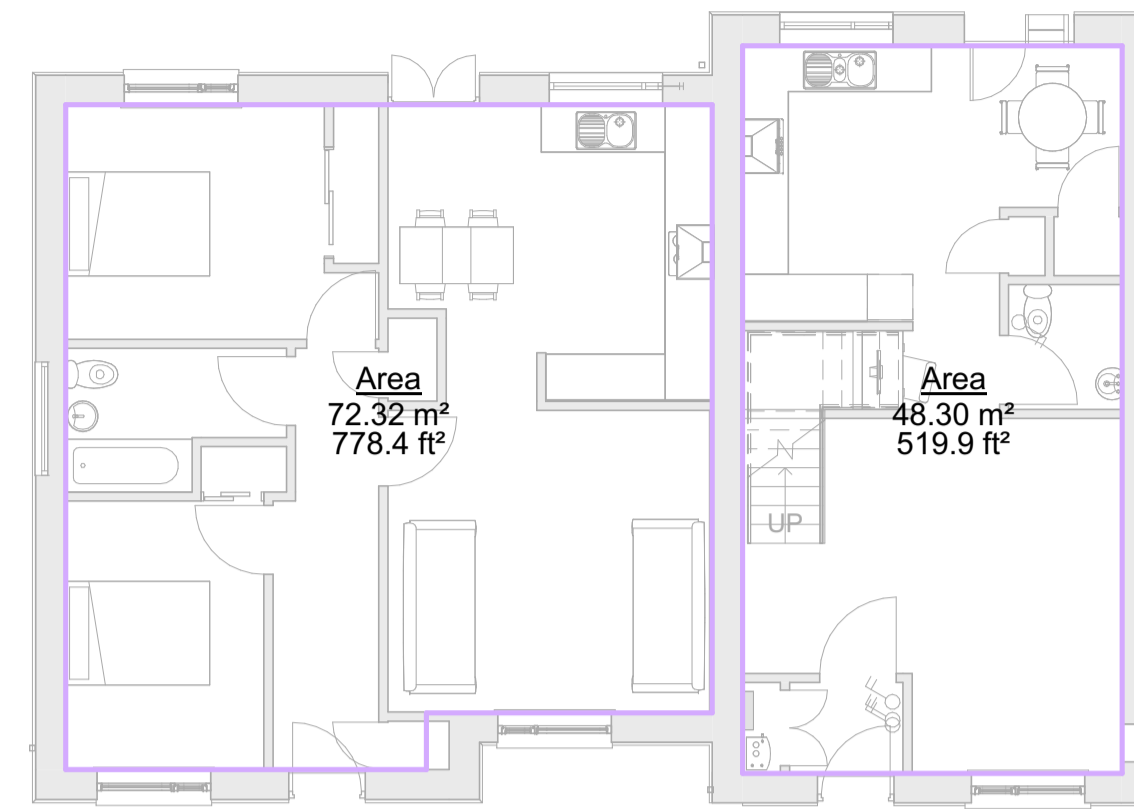
3 Right-Side Elevation
1 : 100



2 Rear Elevation
1 : 100



4 Left-Side Elevation
1 : 100



5 Ground Floor Area Plan
1 : 100



6 First Floor Area Plan
1 : 100



1 - Accoya Timber Cladding
Material Key
1 : 25



2 - Black PVC Drain Pipes



3 - Fibre Cement Slate



4 - Cast Stone



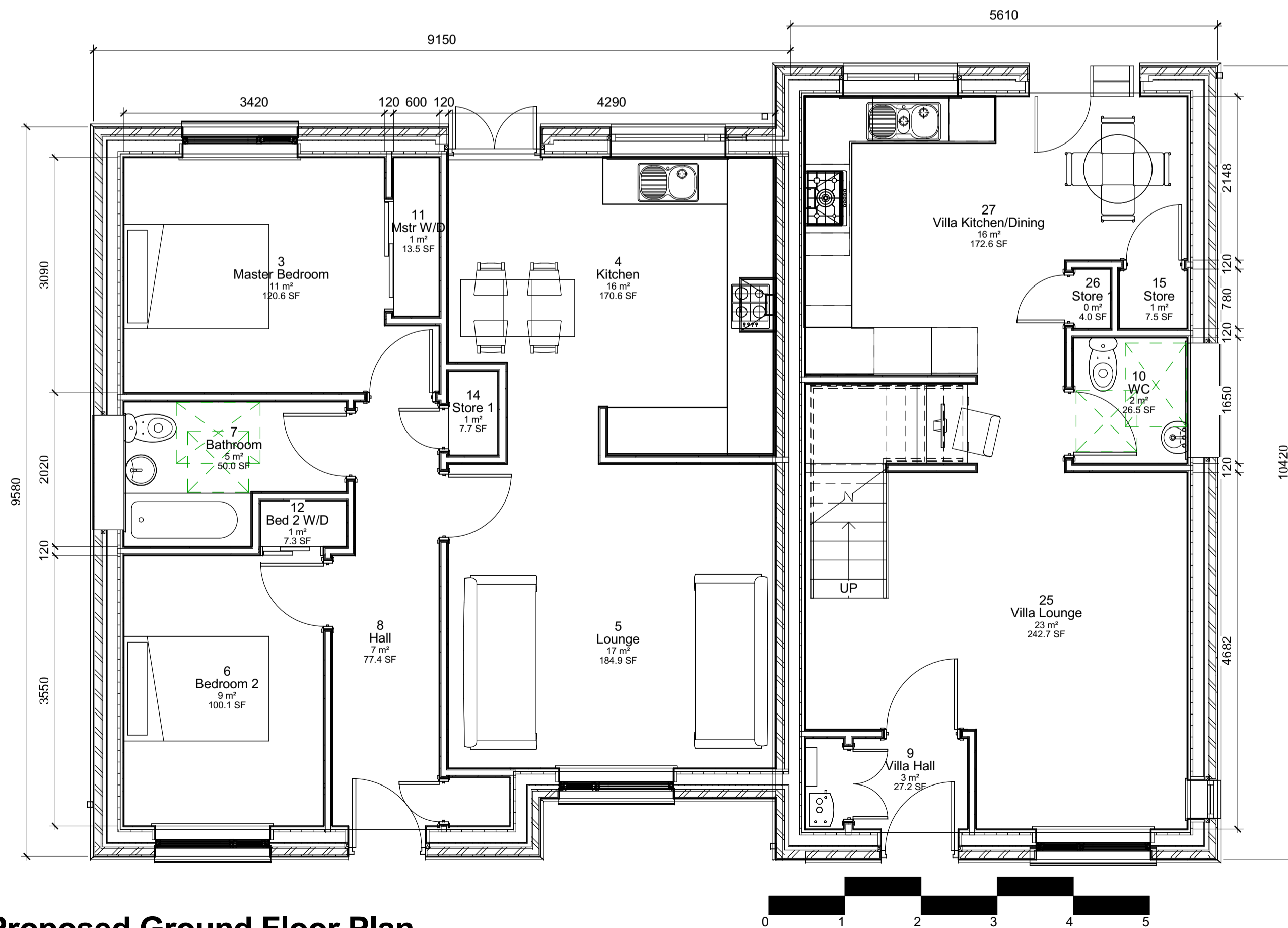
5 - Render



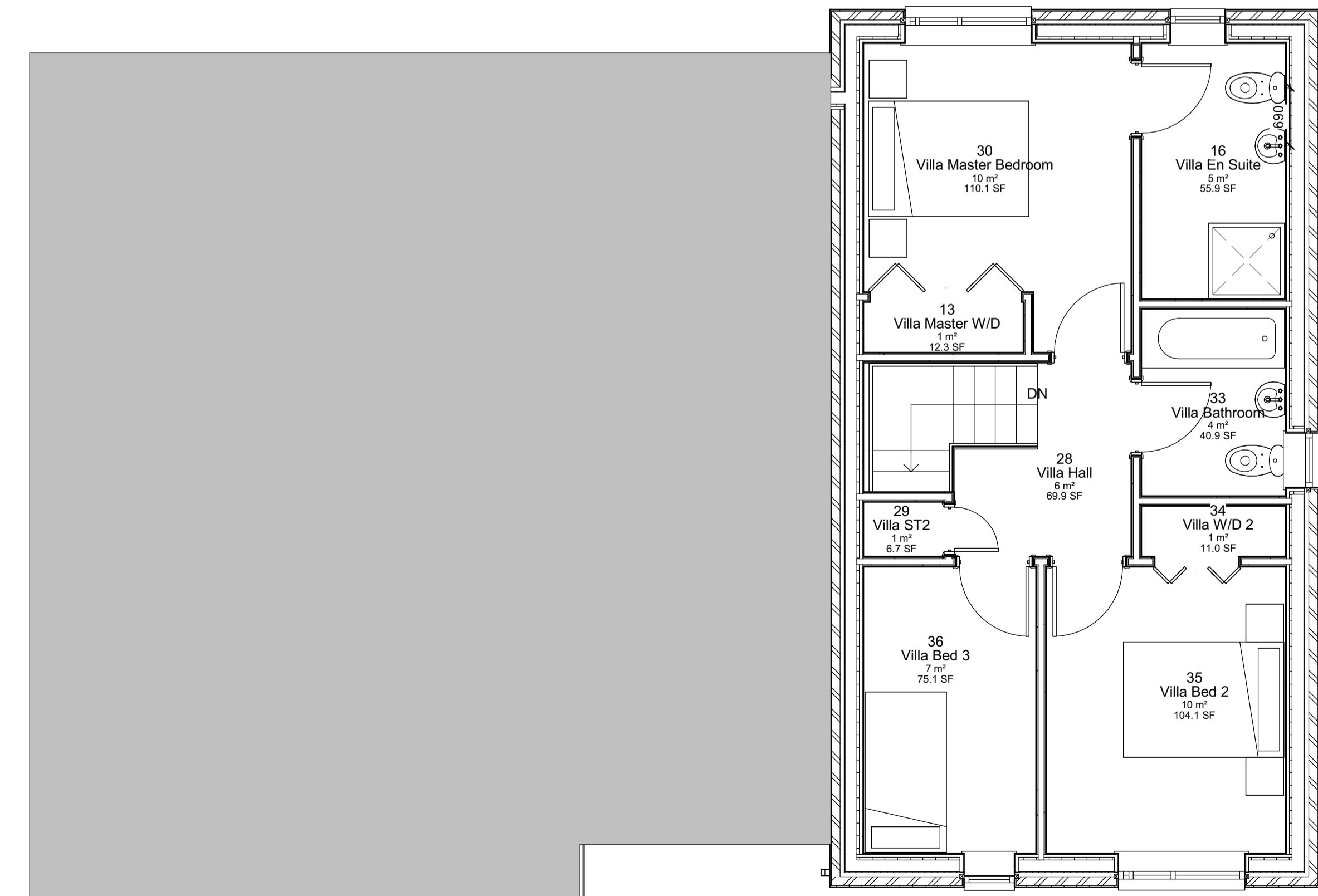
6 - Timber Windows



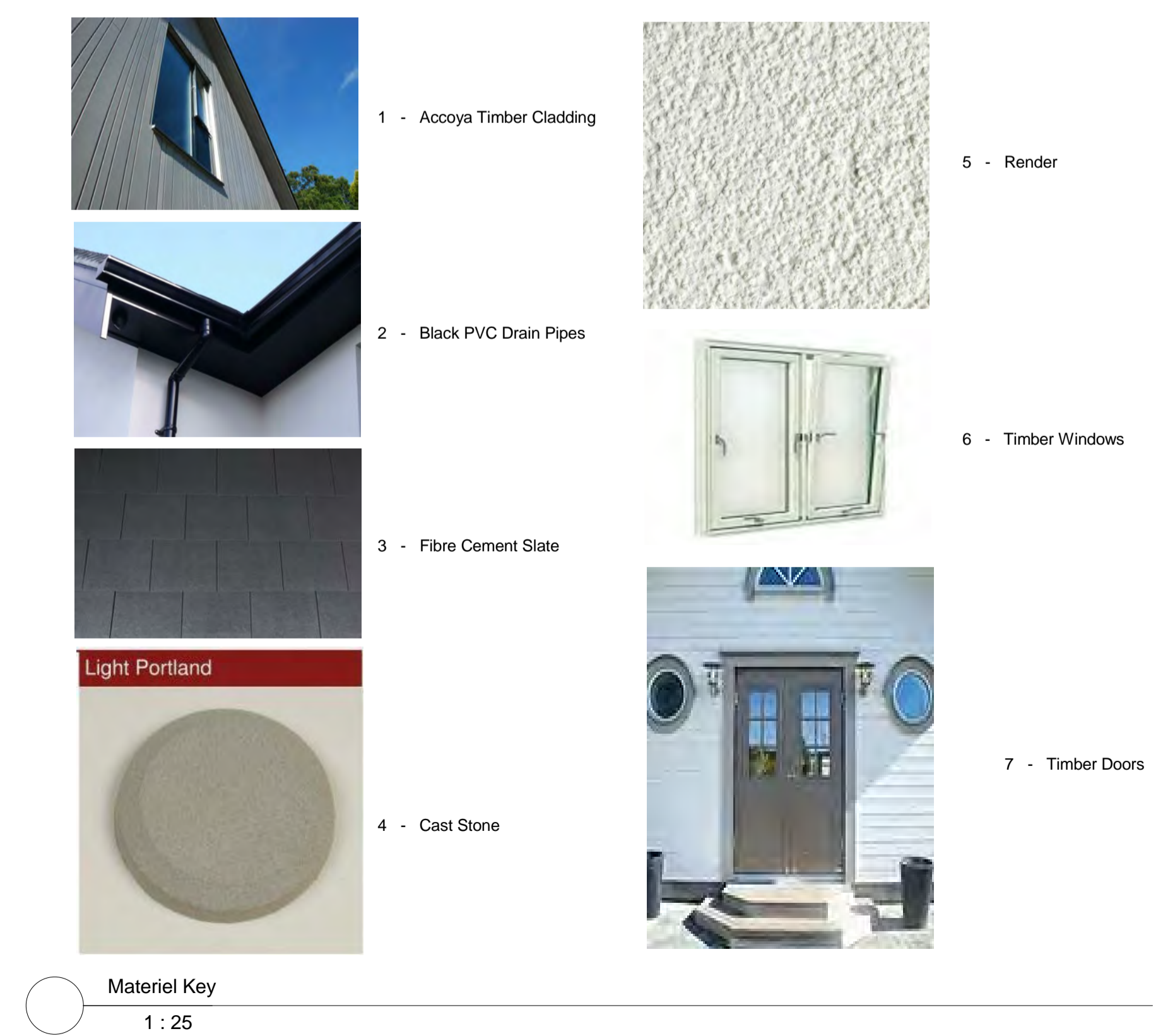
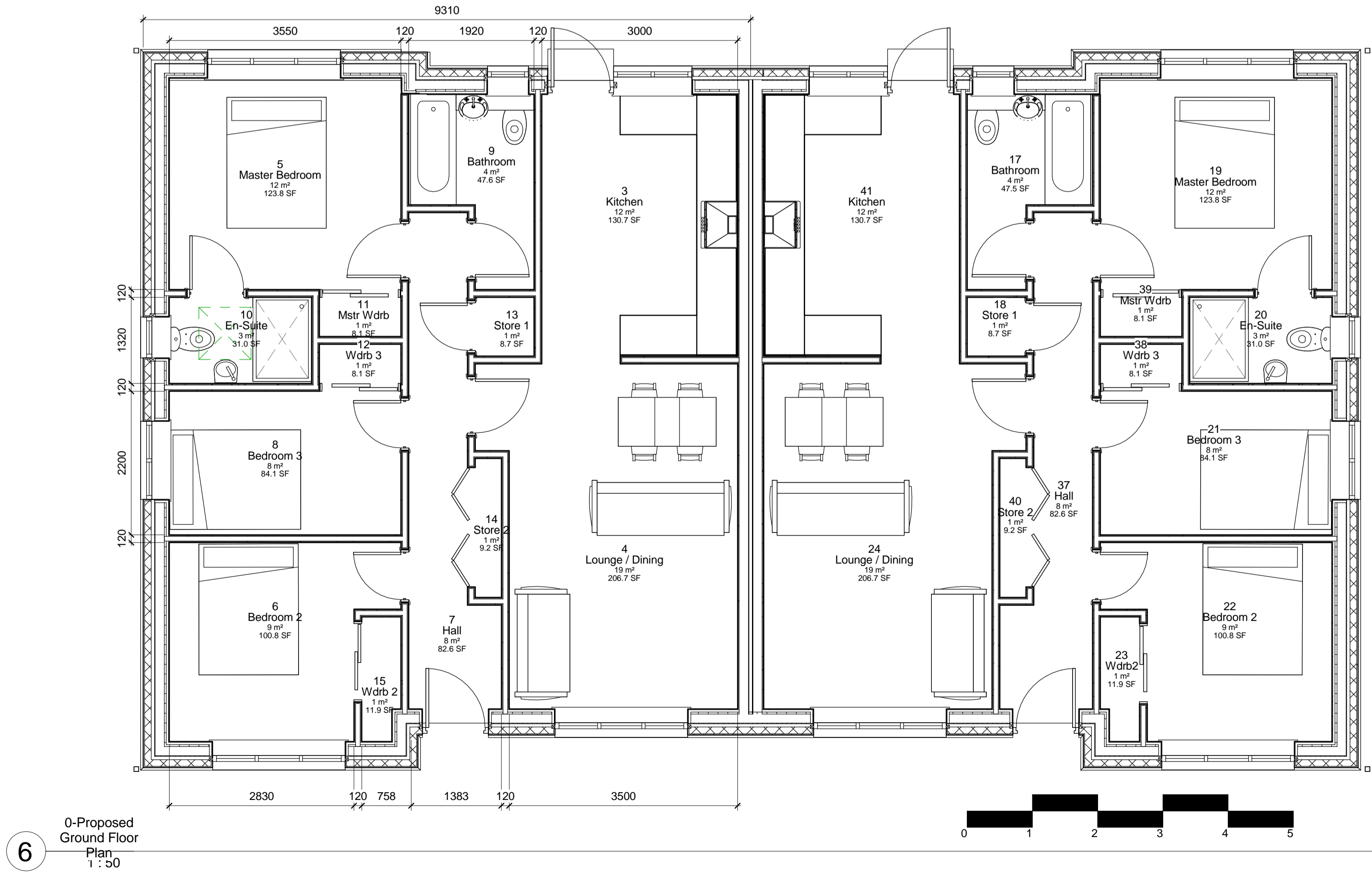
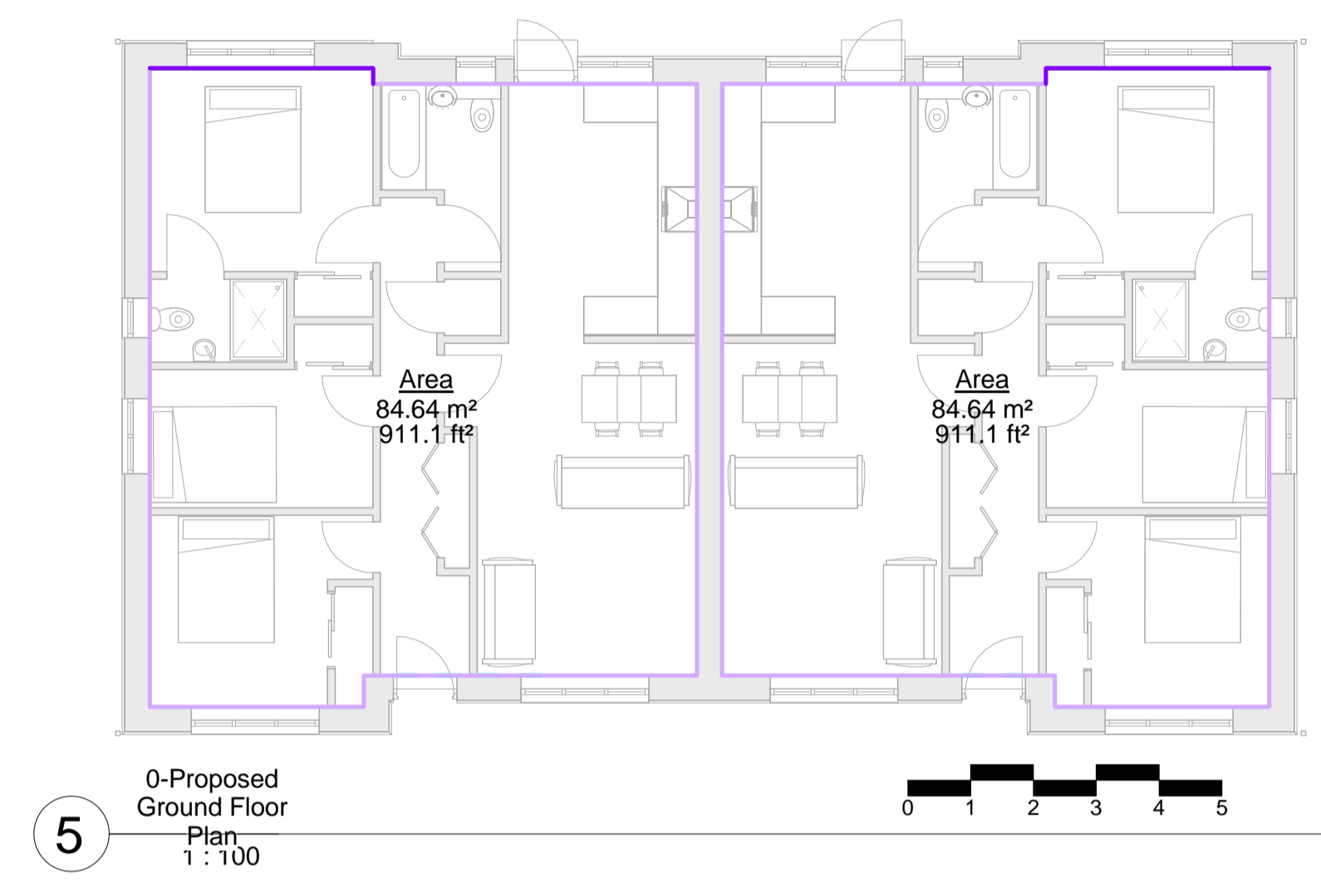
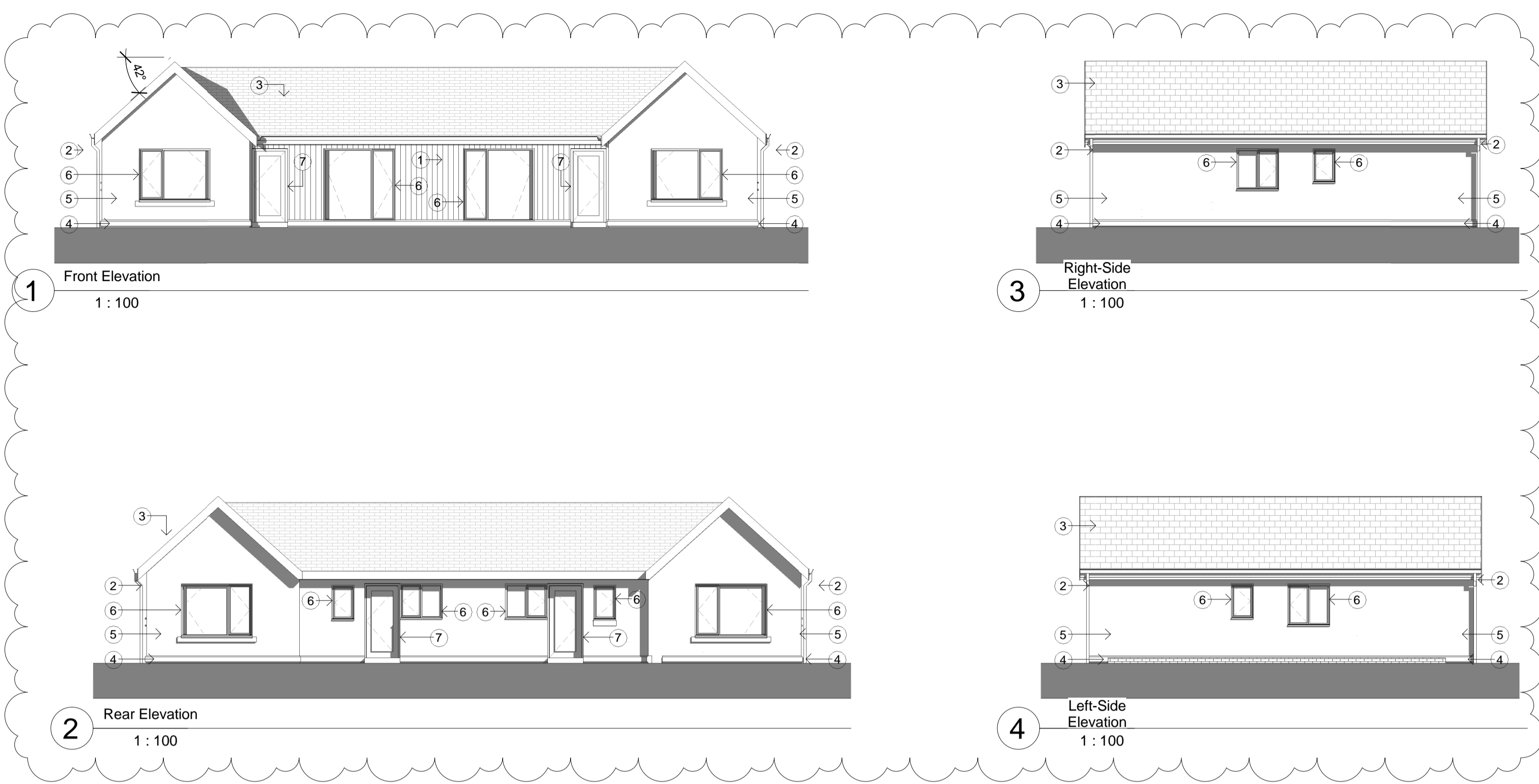
7 - Timber Doors



7 Proposed Ground Floor Plan
1 : 50

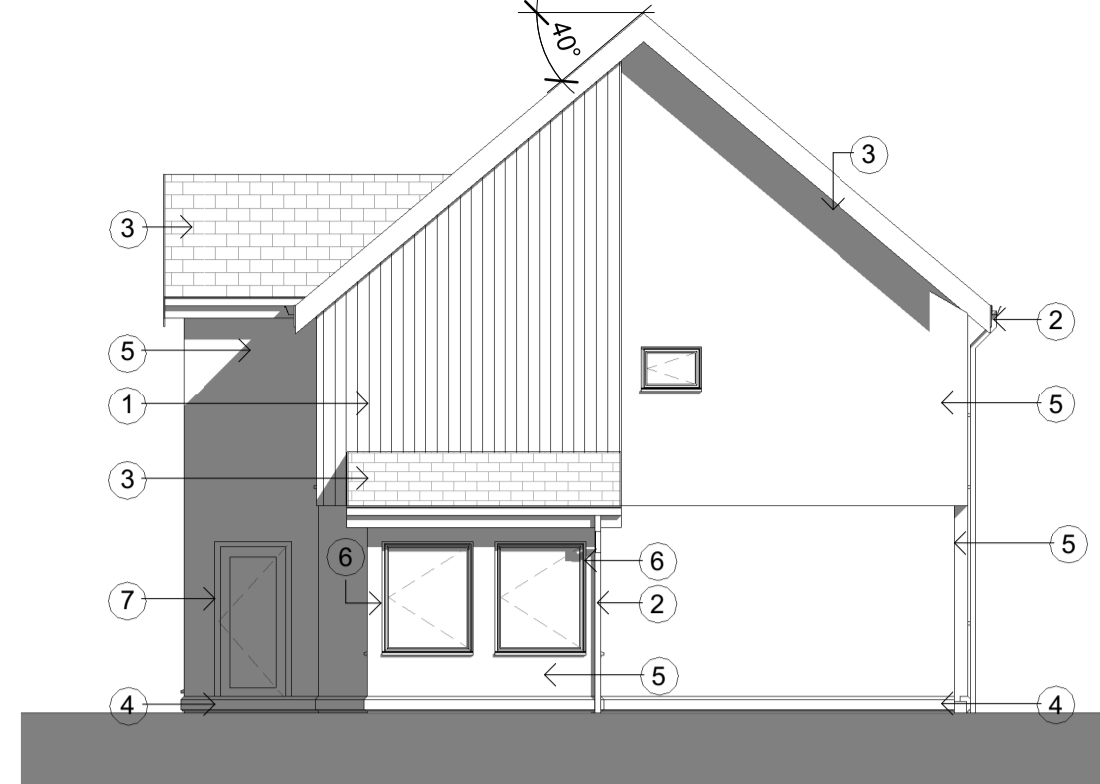


8 Proposed First Floor Plan
1 : 50

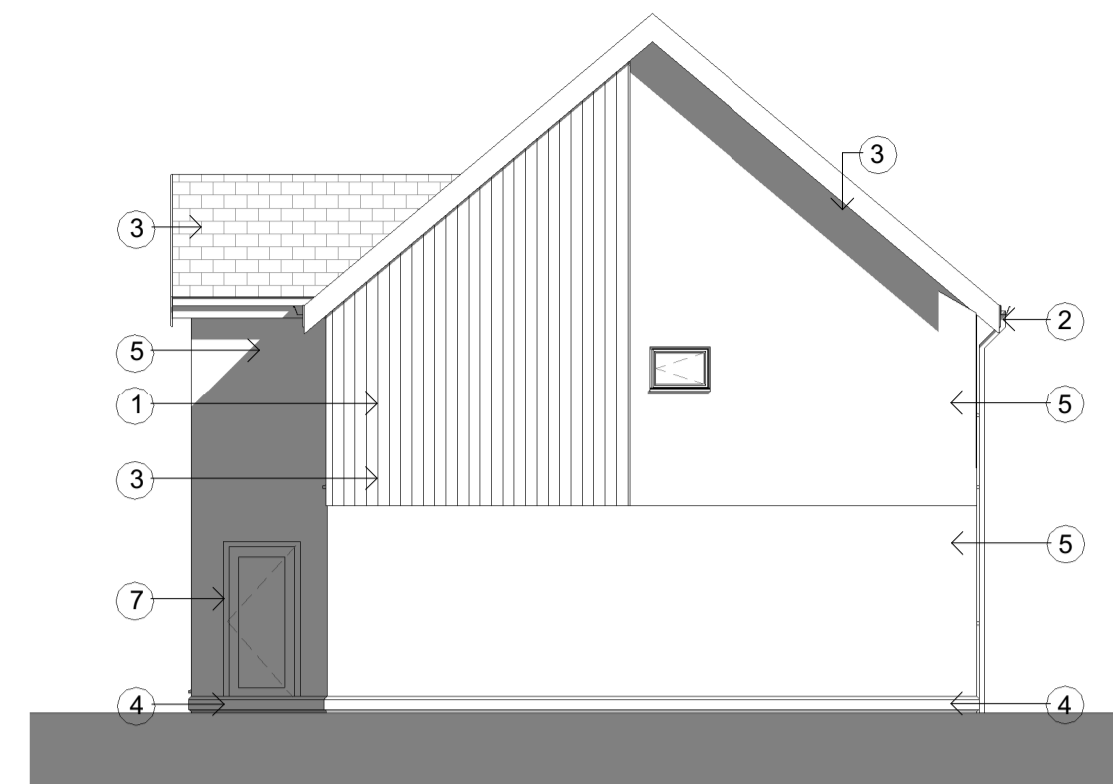




1 Front Elevation
1 : 100



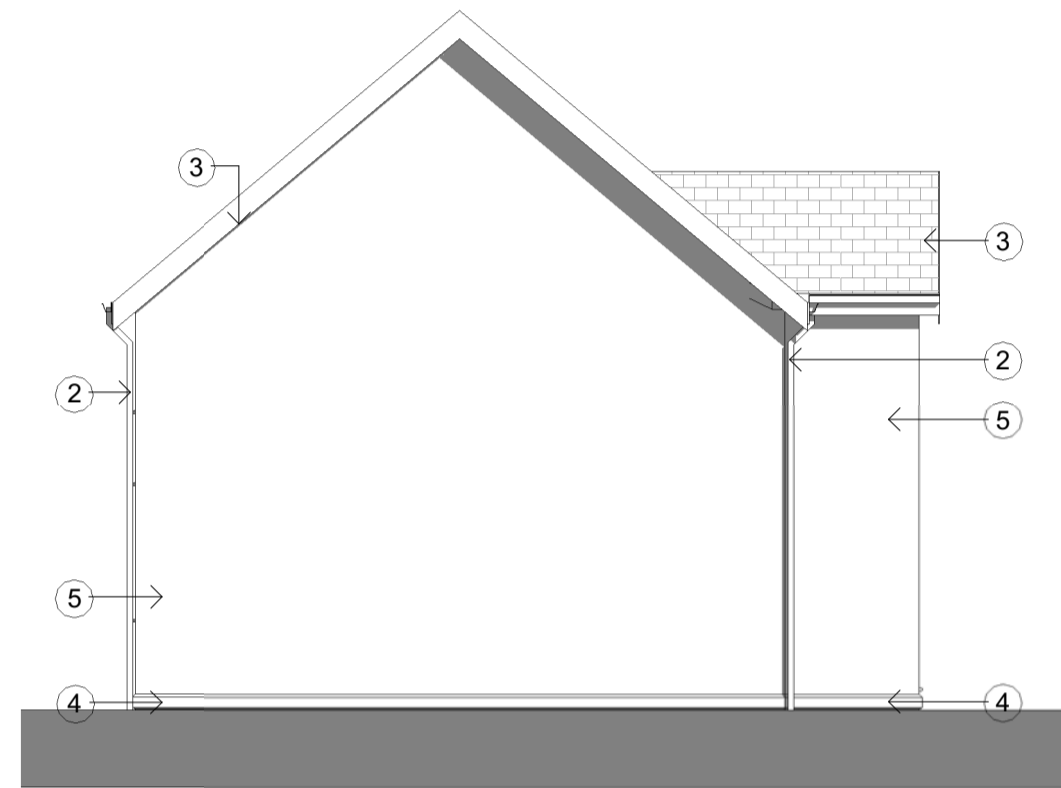
3 Right-Side Elevation A
1 : 100



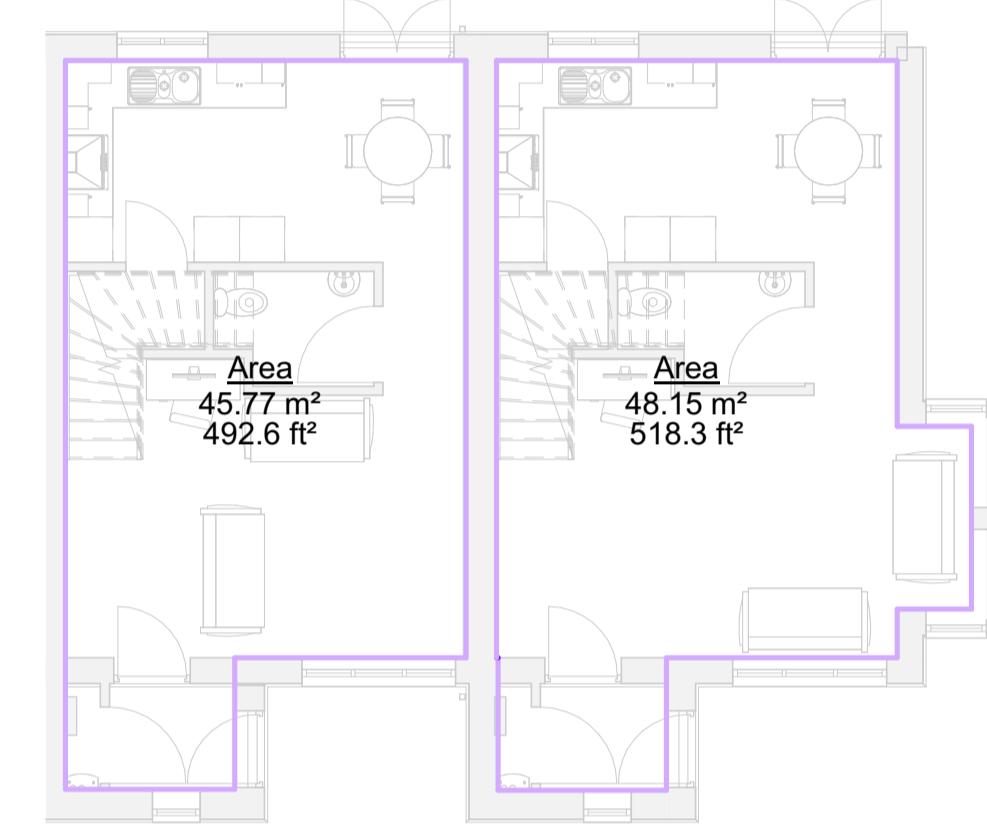
9 Right-Side Elevation B
1 : 100



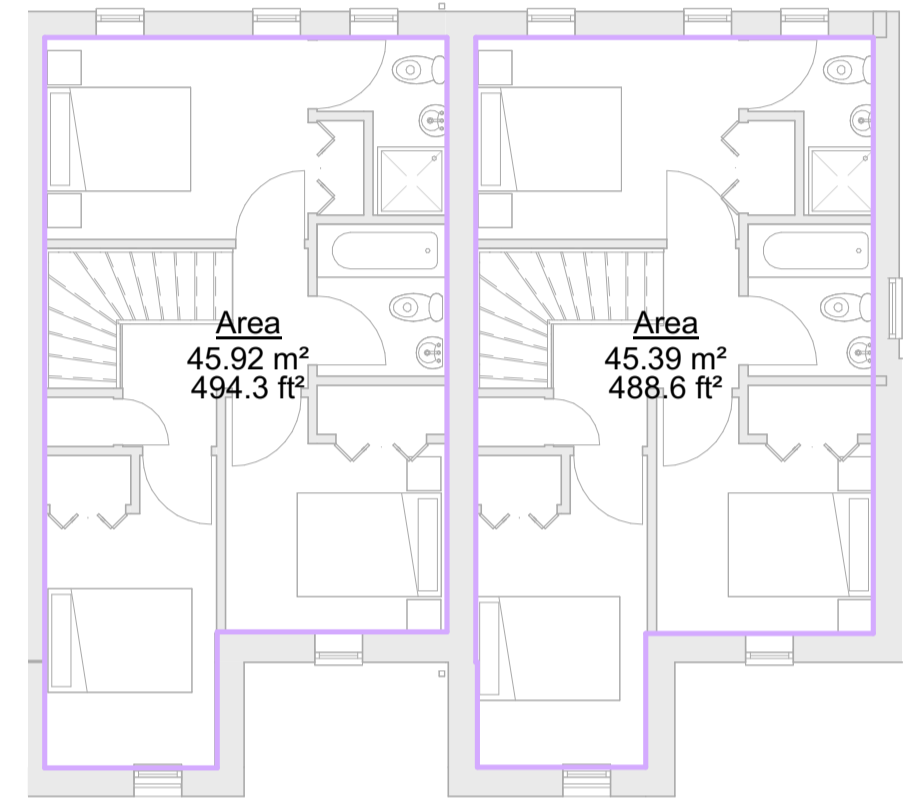
2 Rear Elevation
1 : 100



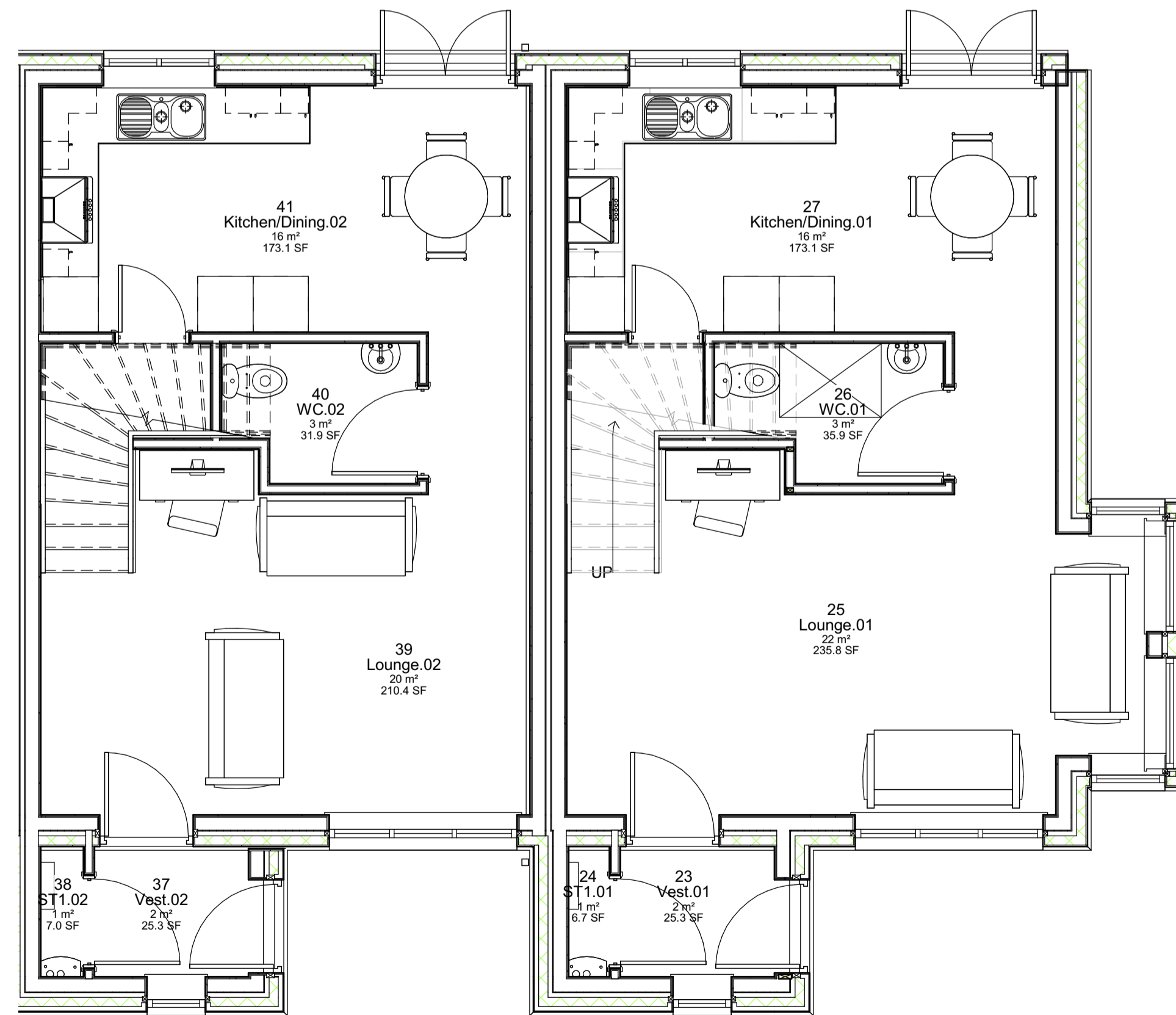
4 Left-Side Elevation
1 : 100



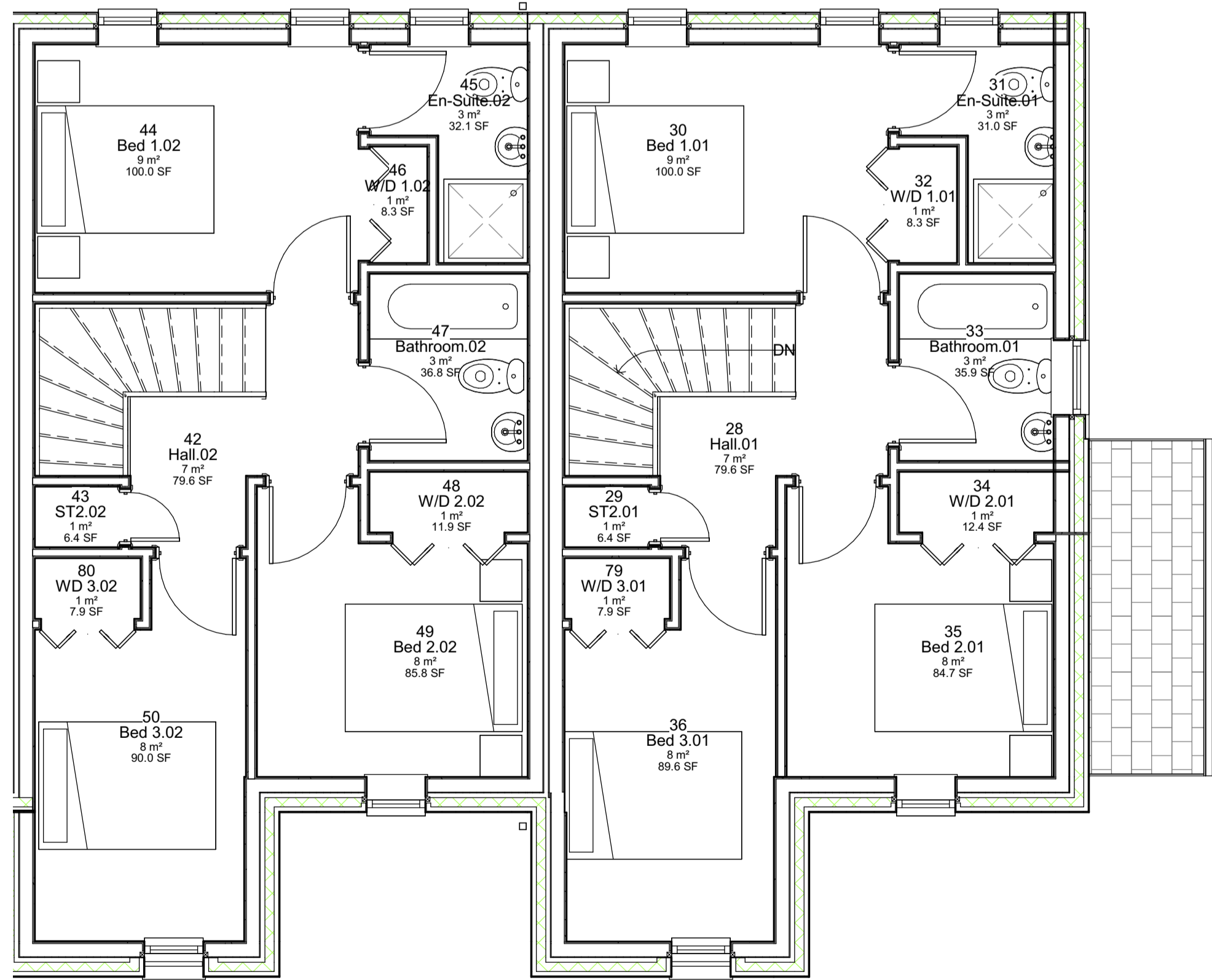
5 Ground Floor Area Plan
1 : 100



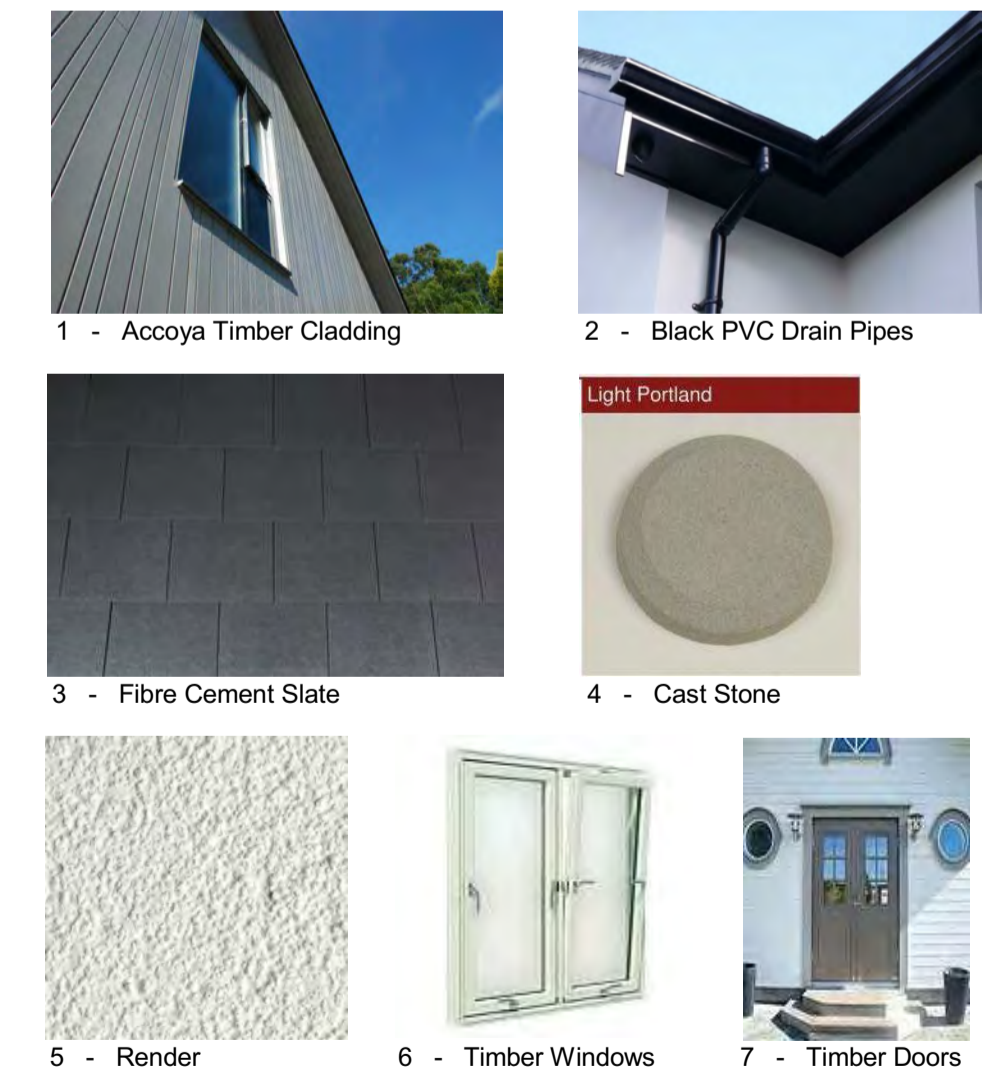
6 First Floor Area Plan
1 : 100



7 Proposed Ground Floor Plan
1 : 50



8 Proposed First Floor Plan
1 : 50



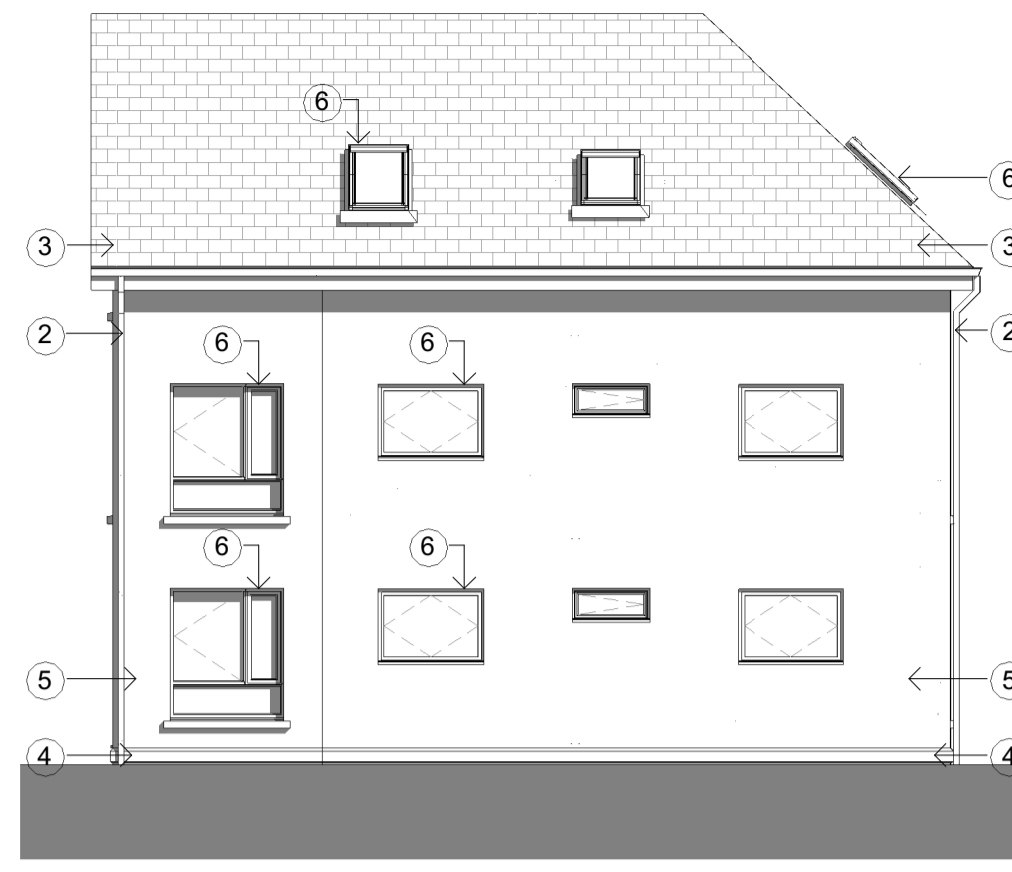
Material Key
1 : 25

The block of flats is to have 1 communal satellite dish. The satellite dish is not to be located on the principal public facing elevation.

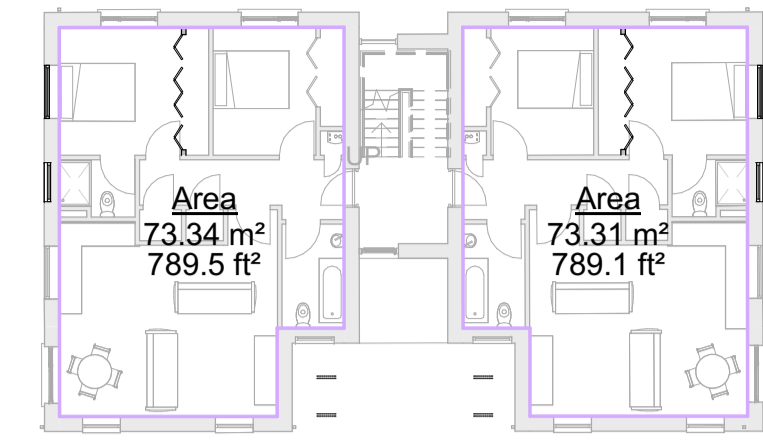
Rev	Description	Date	By
	HPG Ltd		
Conon Bank Development <small>Phase 1 - 100% of the total development</small>			
HOUSE TYPE - HAWTHORN PROPOSALS			
PLANNING			
Project number: 50053			
Date: 26/02/14			
Drawn by: RM			
Checked by: EW			
Drawing No: A-XX-XX-G2-008			
Scale: As indicated@A1			



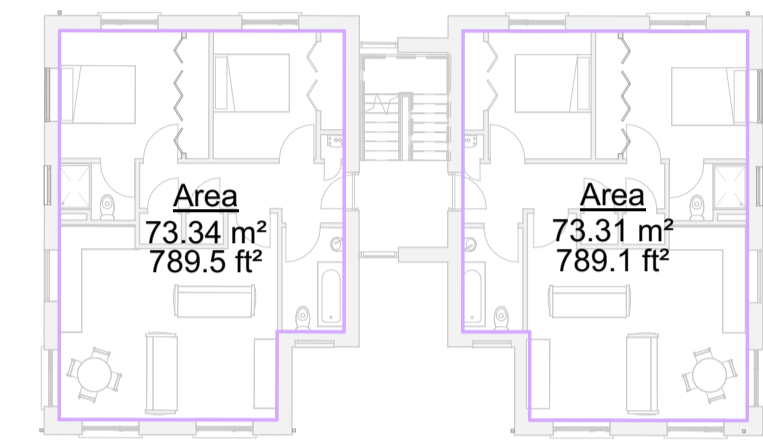
1 Front Elevation
1 : 100



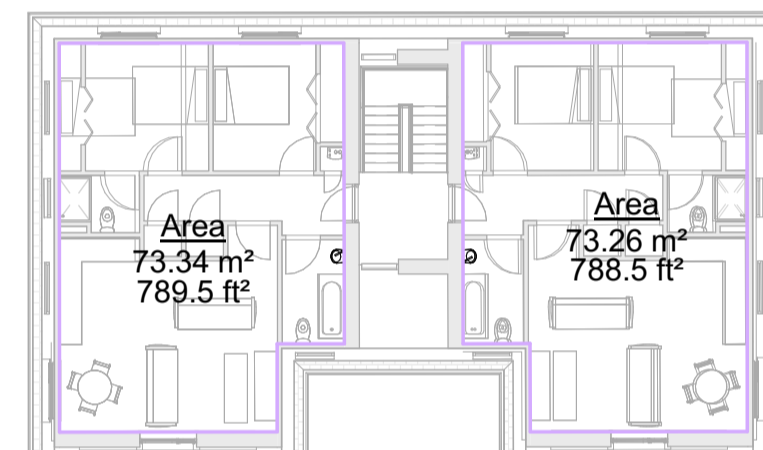
3 Right-Side Elevation
1 : 100



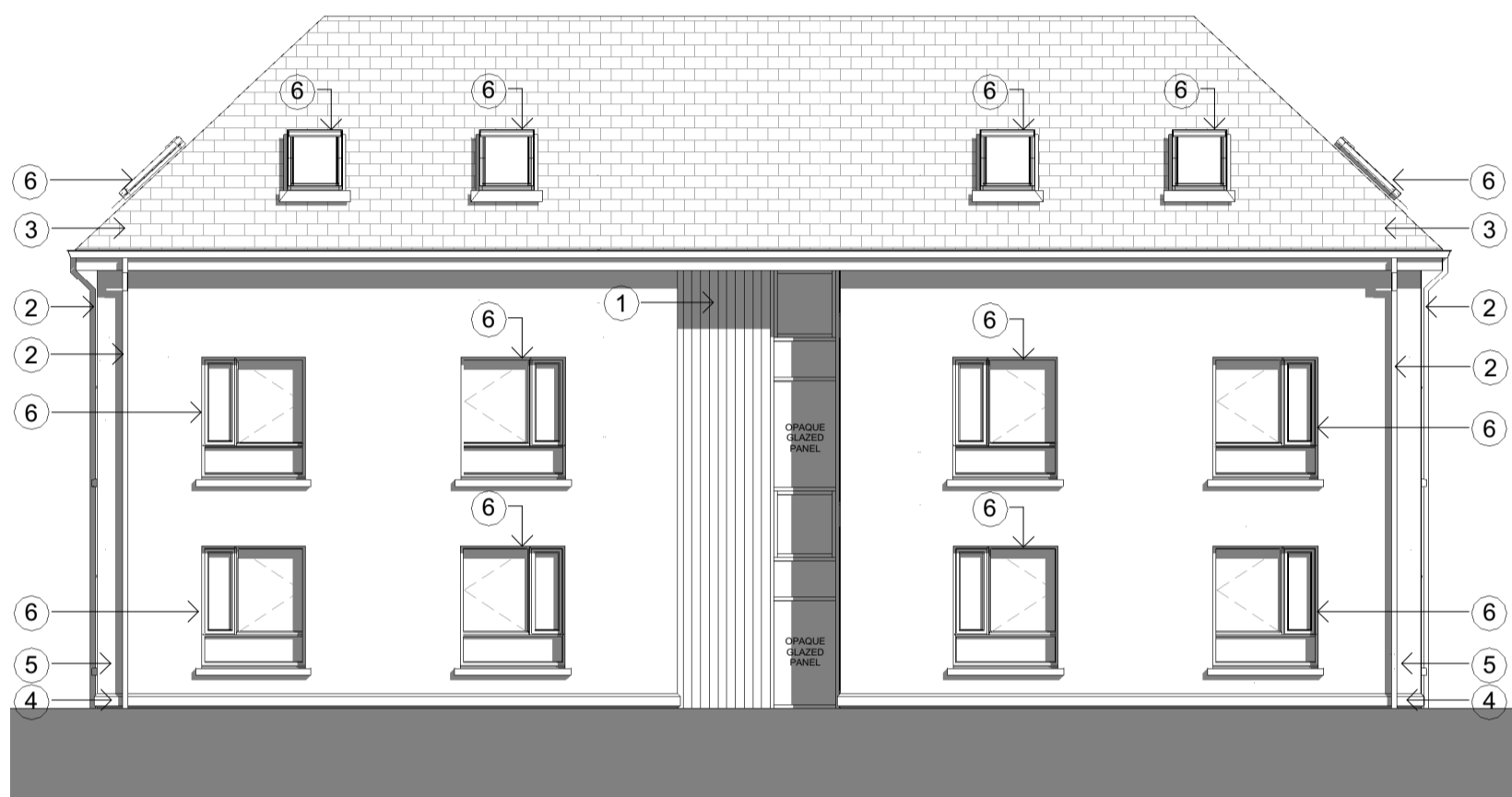
5 Ground Floor Area Plan
1 : 200
0 1 2 3 4 5



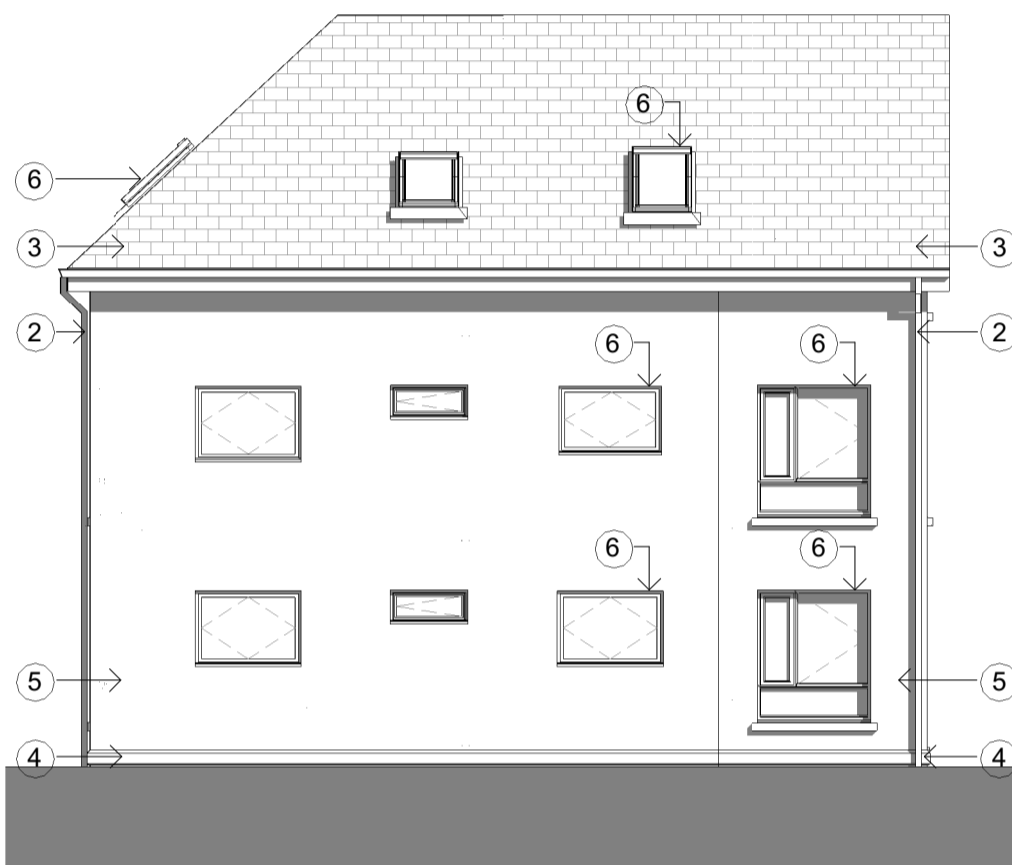
6 First Floor Area Plan
1 : 200



7 Second Floor Area Plan
1 : 200



2 Rear Elevation
1 : 100



4 Left-Side Elevation
1 : 100



1 - Accoya Timber Cladding



2 - Black PVC Drain Pipes



3 - Fibre Cement Slate



4 - Cast Stone



5 - Render



6 - Timber Windows

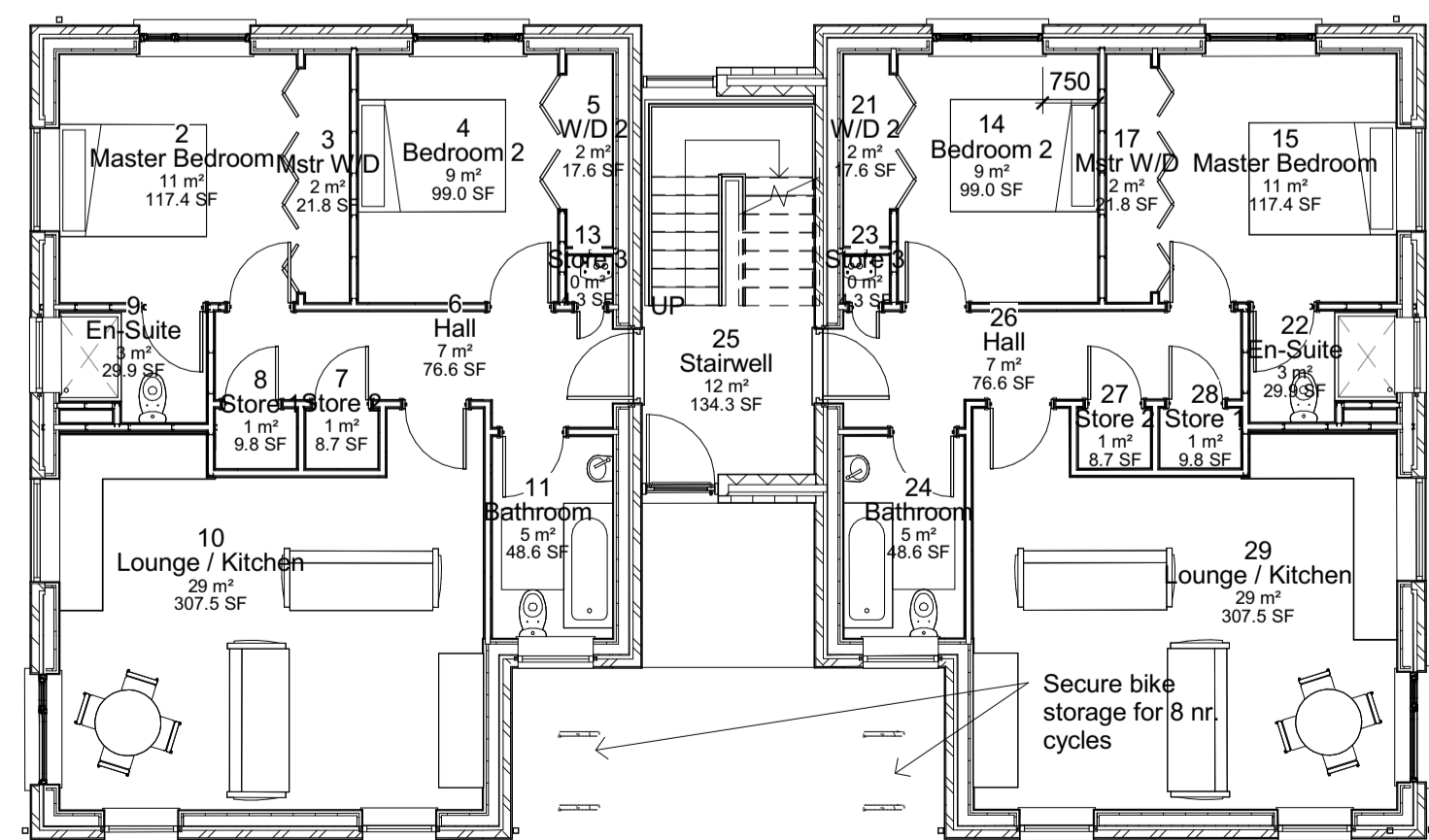


7 - Timber Doors

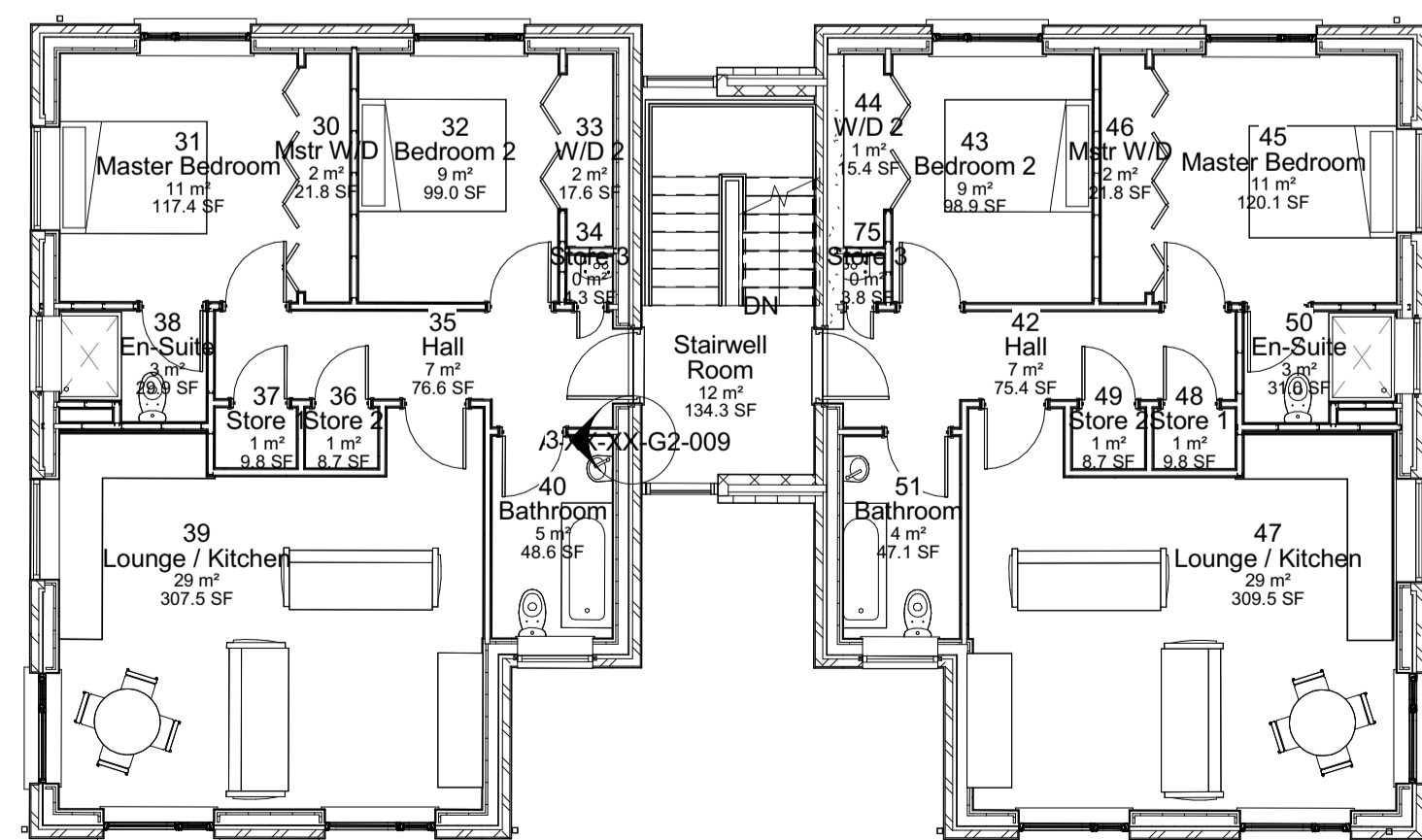
The block of flats is to have 1 communal satellite dish. The satellite dish is not to be located on the principal public facing elevation.

Material Key

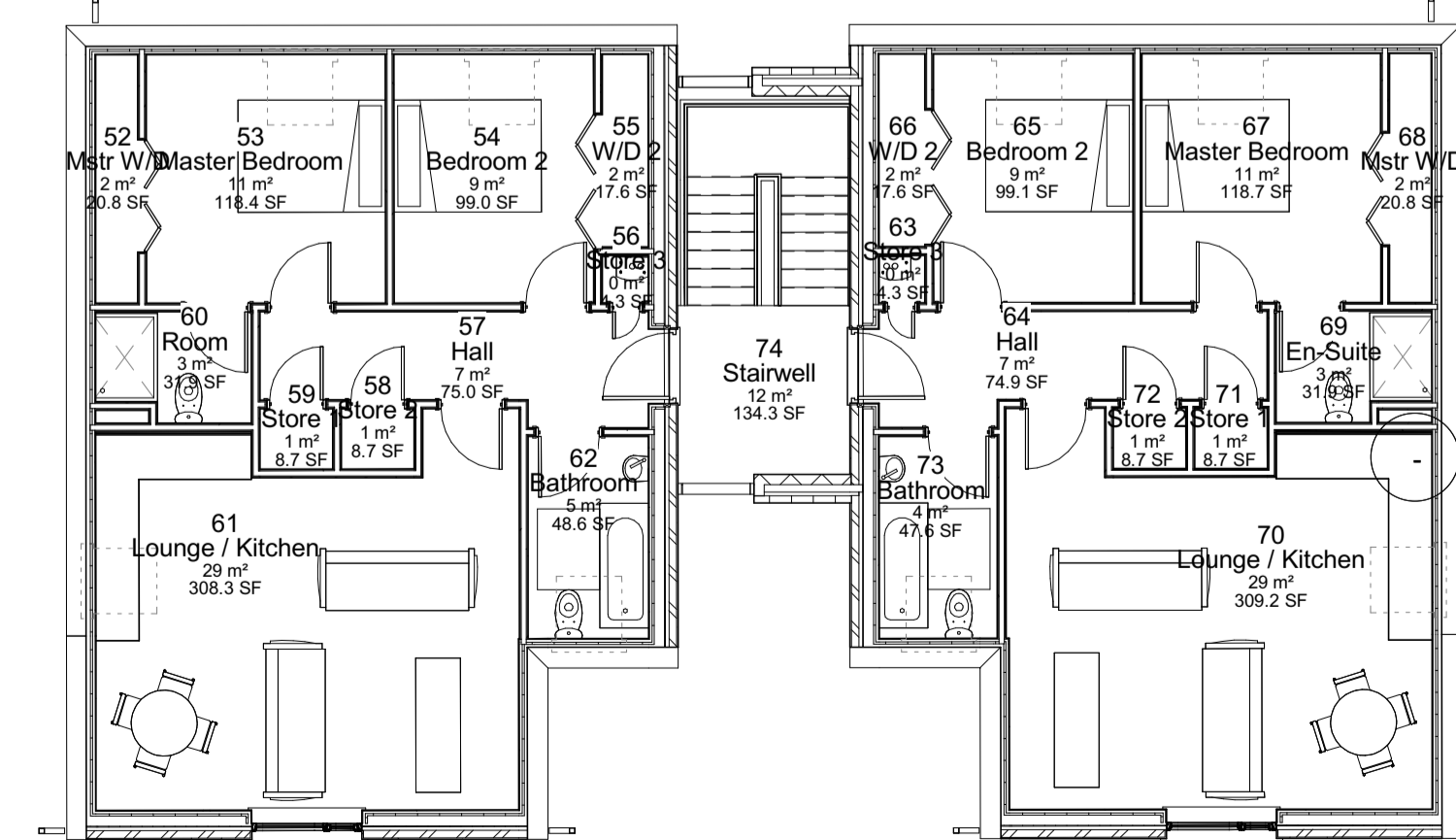
1 : 25



8 Proposed Ground Floor Plan
1 : 100



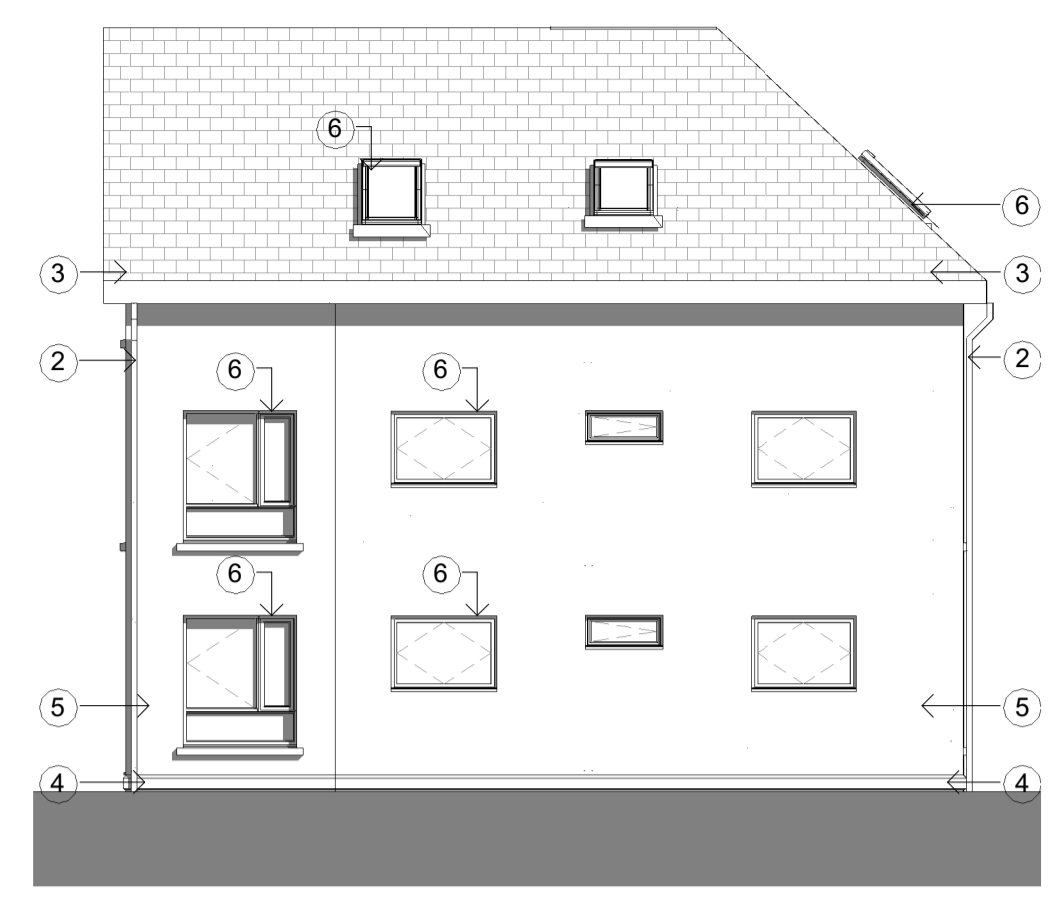
9 Proposed First Floor Plan
1 : 100



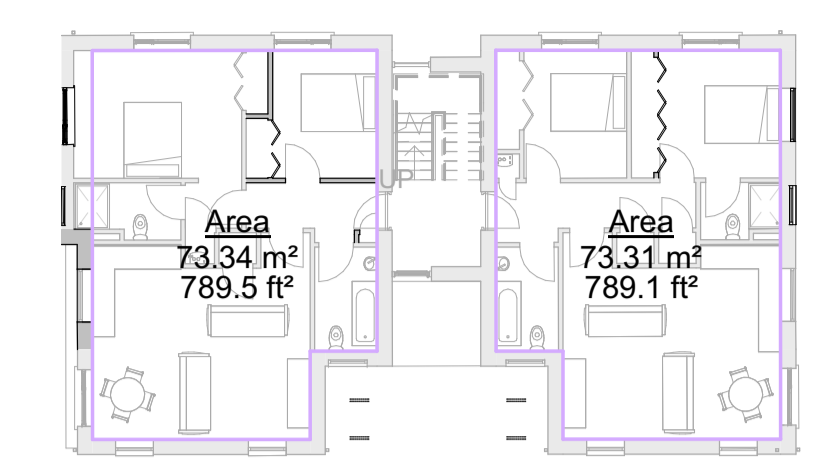
10 Proposed Second Floor Plan
1 : 100



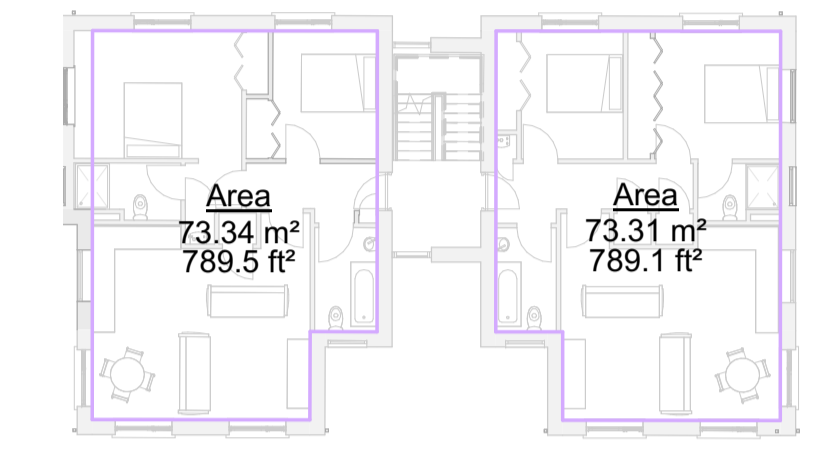
1 Front Elevation
1 : 100



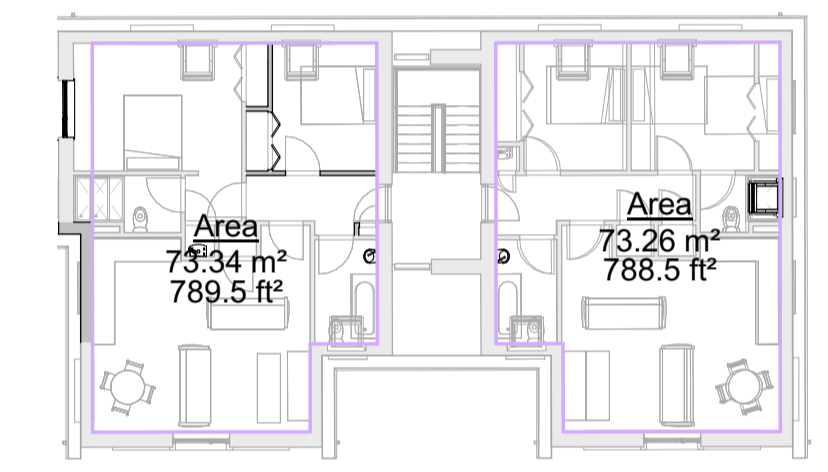
3 Right-Side Elevation
1 : 100



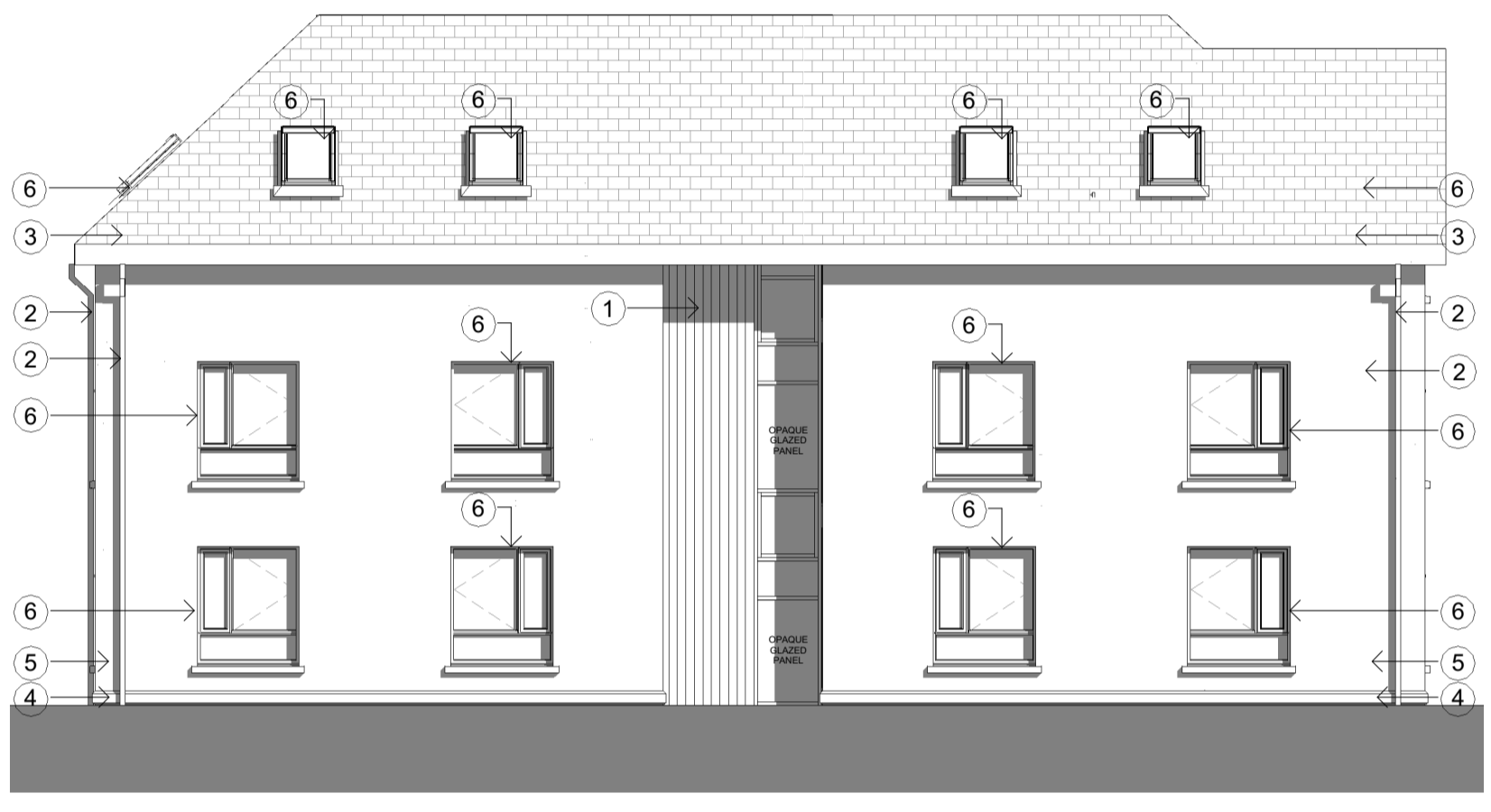
5 Ground Floor Area Plan
1 : 200



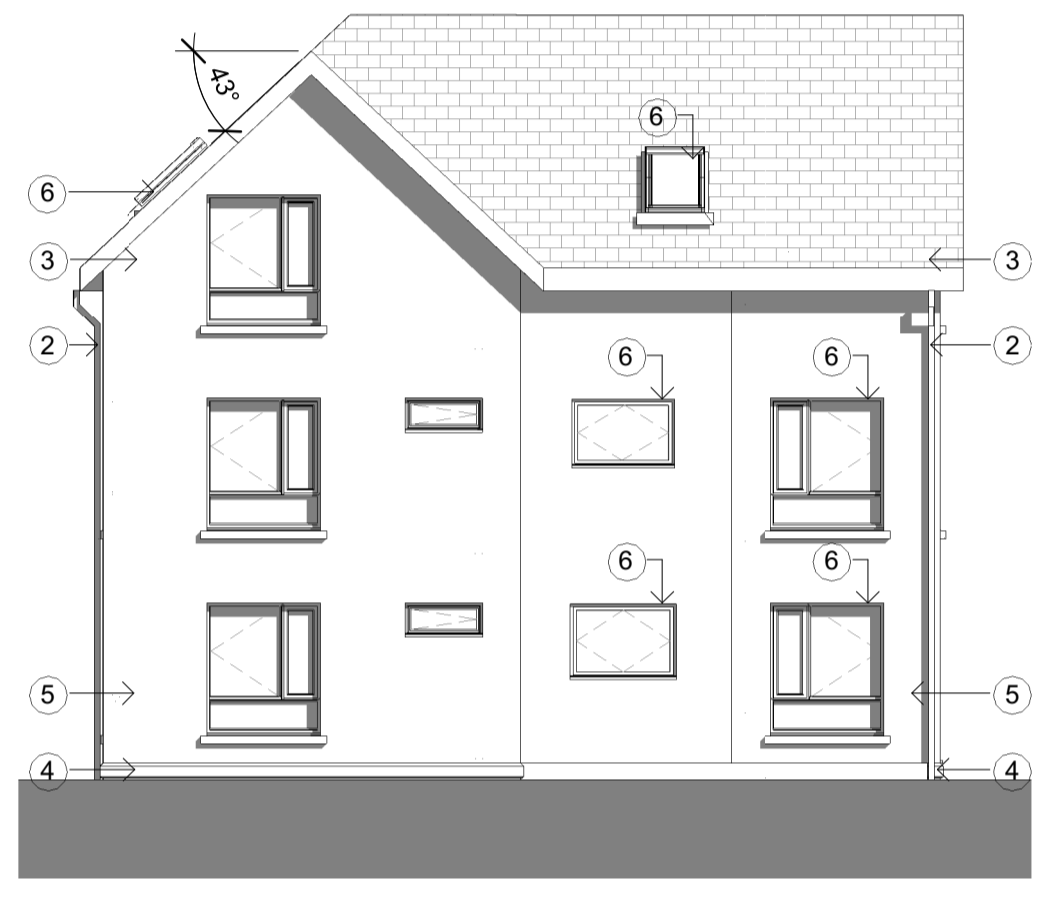
6 First Floor Area Plan
1 : 200



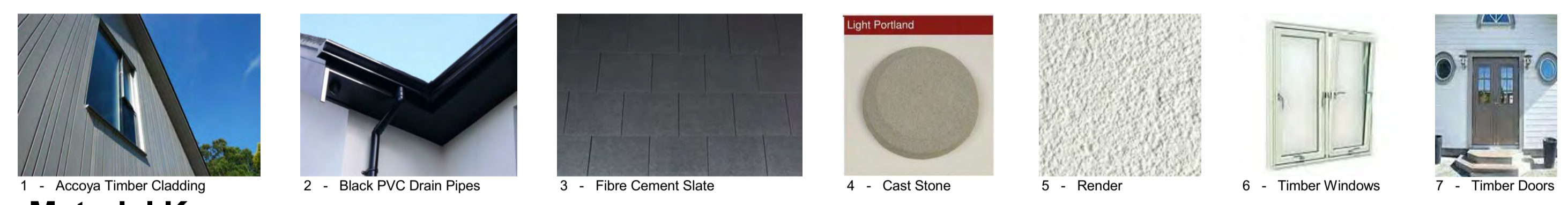
7 Second Floor Area Plan
1 : 200



2 Rear Elevation
1 : 100

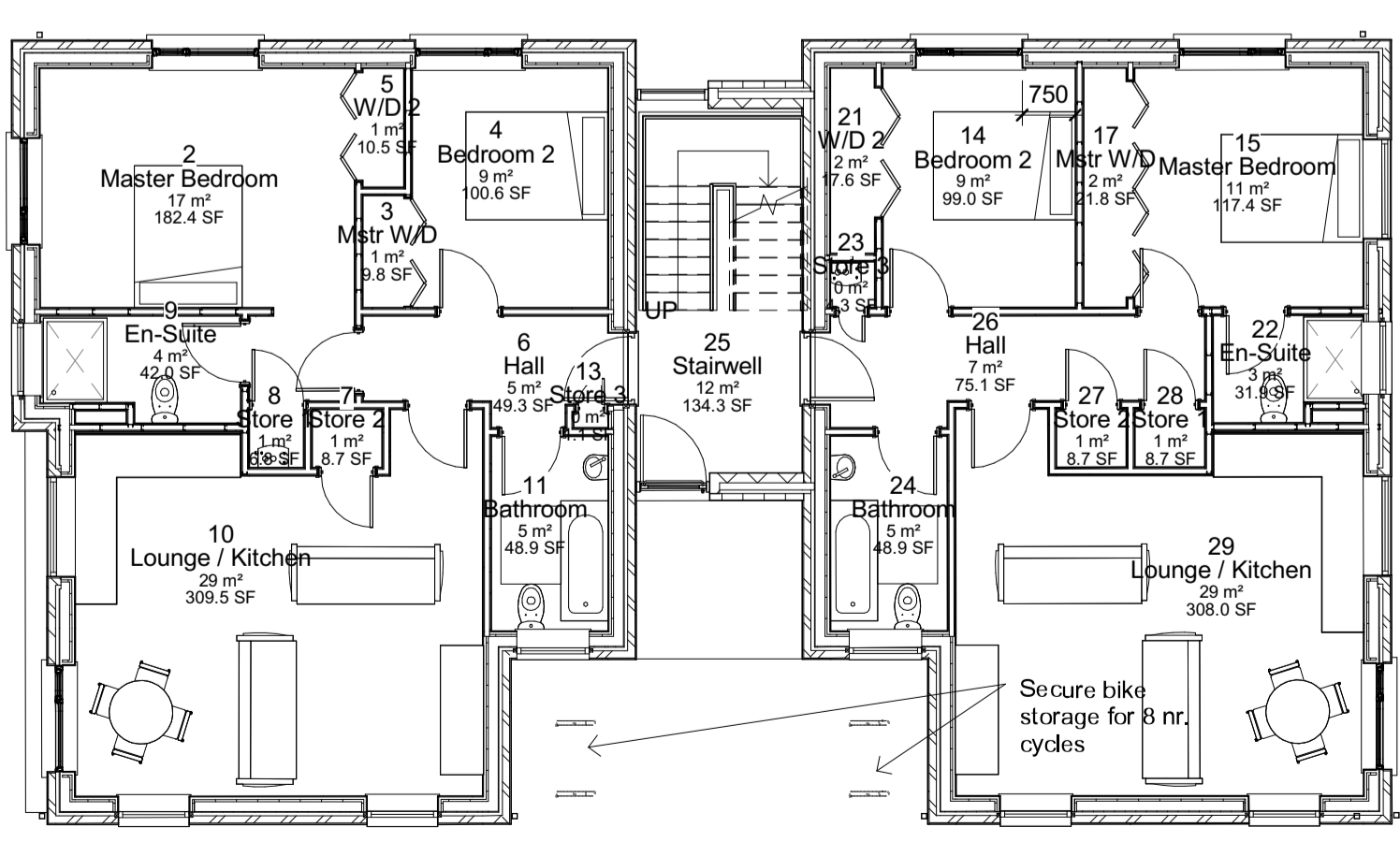


4 Left-Side Elevation
1 : 100

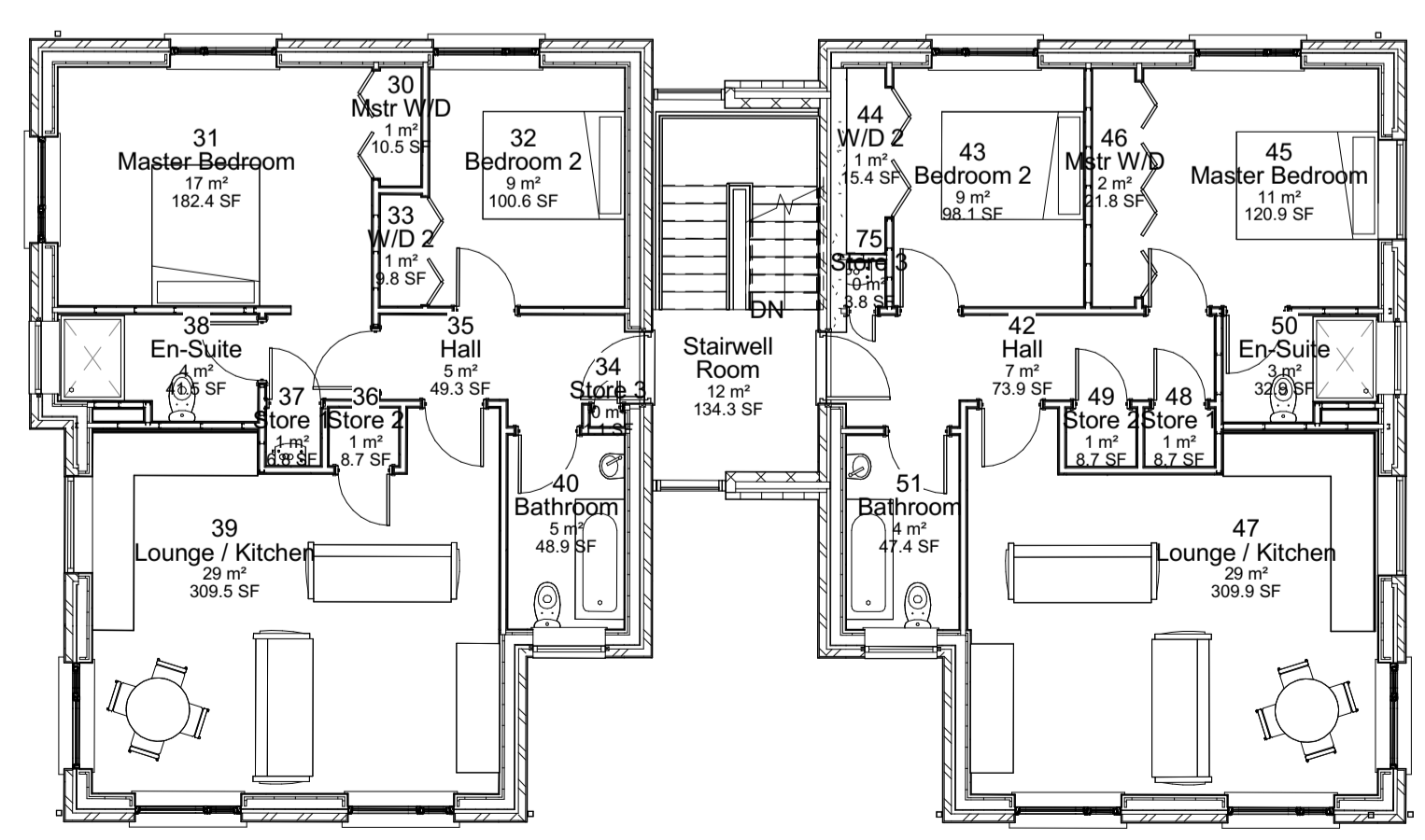


Material Key
1 : 25

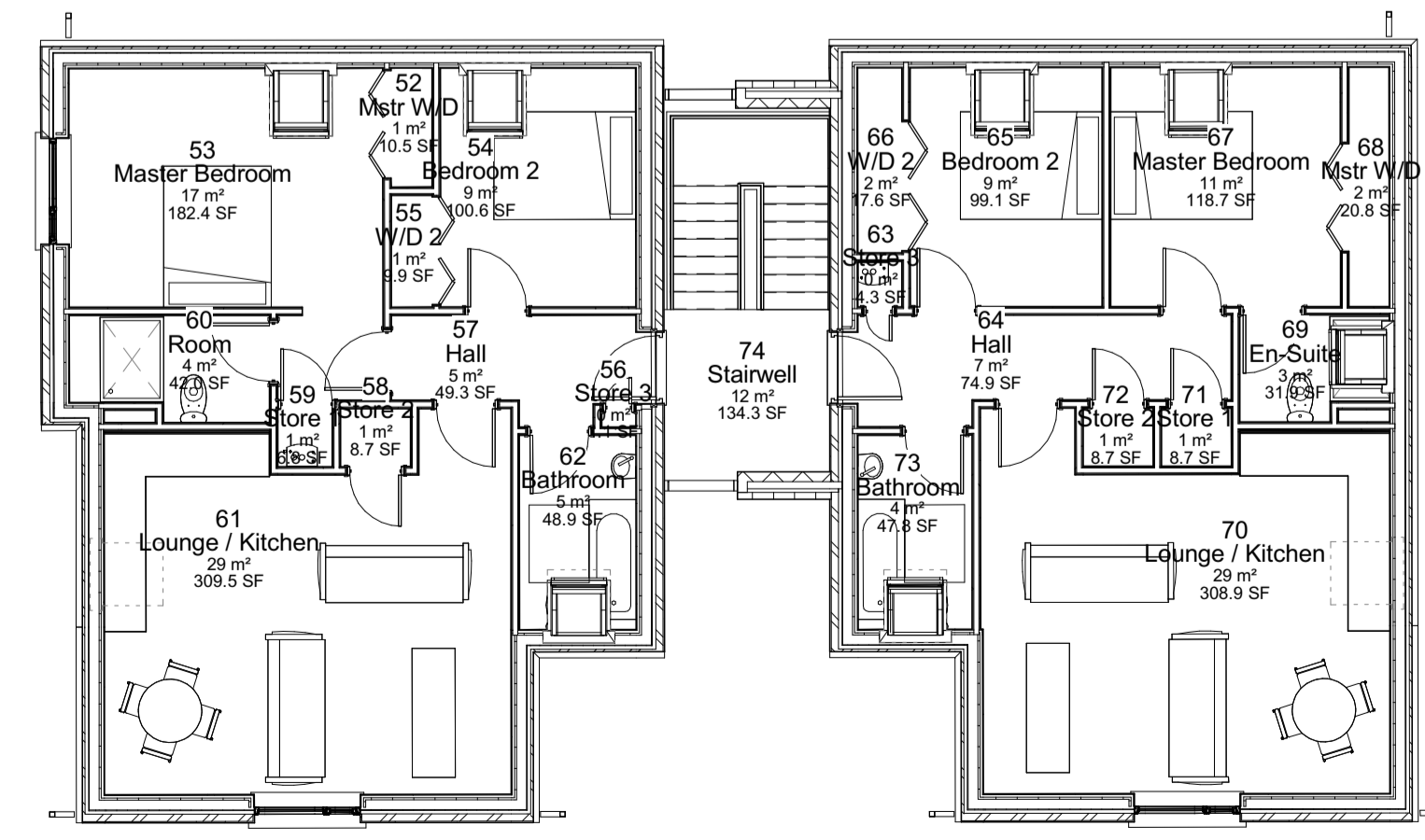
The block of flats is to have 1 communal satellite dish. The satellite dish is not to be located on the principal public facing elevation.



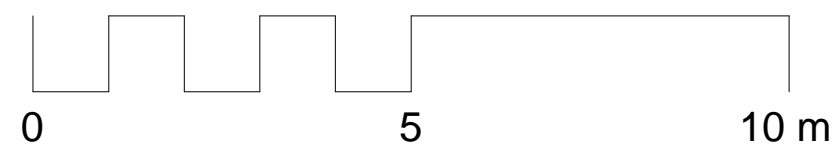
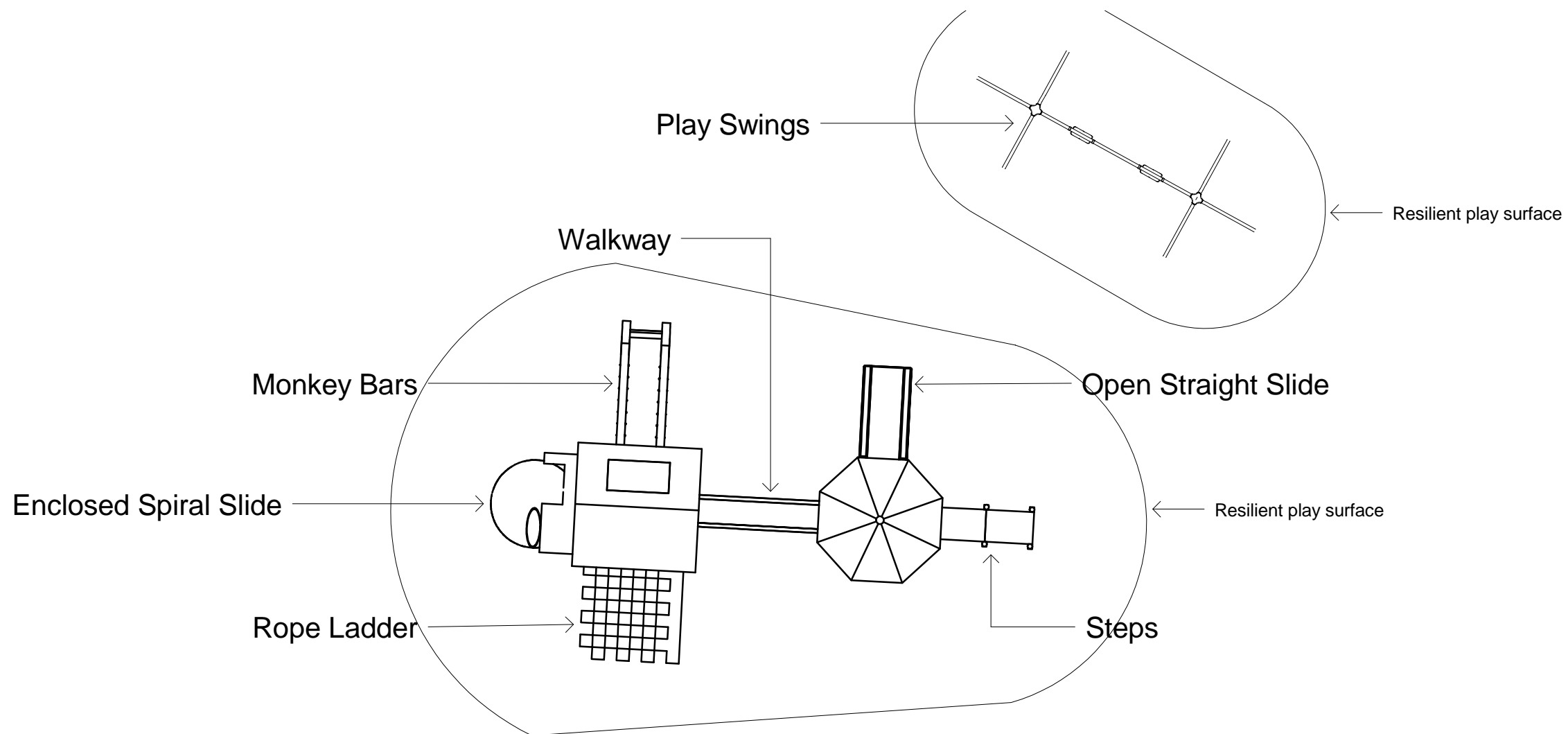
8 Proposed Ground Floor Plan
1 : 100



9 Proposed First Floor Plan
1 : 100



10 Proposed Second Floor Plan
1 : 100



1 Proposed Play Area
1 : 100



2 Proposed Play Area
1 : 1

Rev.	Description	Date	By

HPG

Conon Bridge

Proposed Play Equipment

PLANNING

Project number 50053

Date Issue Date

Drawn by RM

Checked by EW

Drawing No. **A-3D-XX-G4-800**

Scale As indicated @A3

CONTEXTUAL HEIGHT STUDY



SECTION THROUGH HIGH STREET



DETAILS & MATERIALS

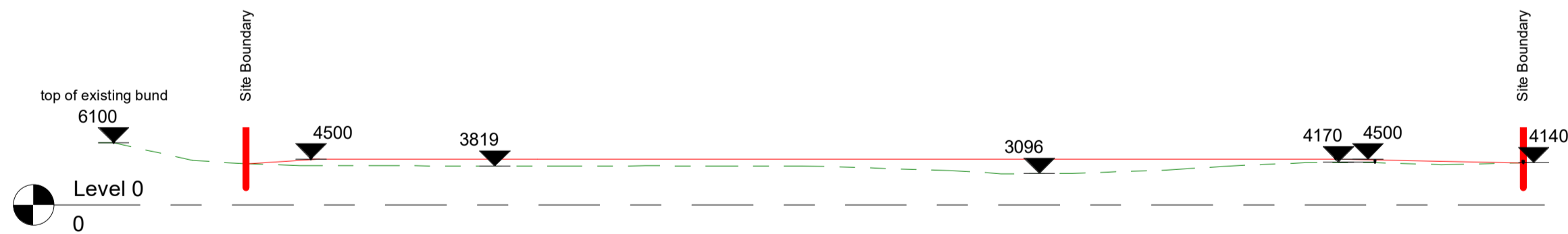




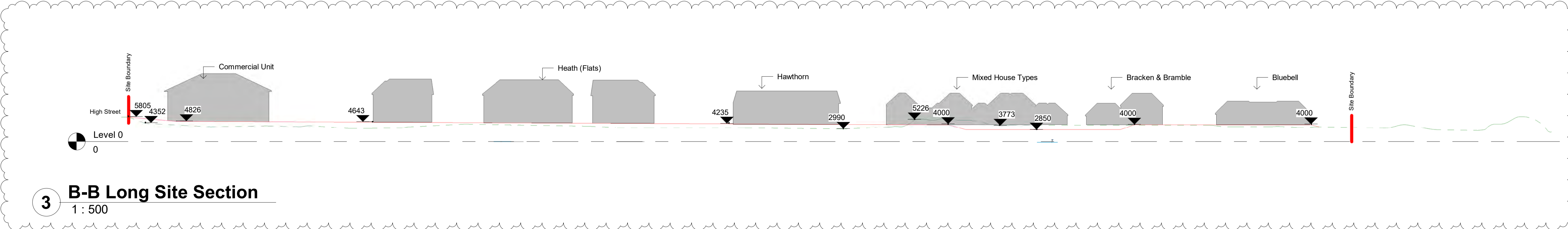
2 Site Layout - Sections
 1 : 1000

Section Key:

- - - - - Existing Site Level
- _____ Proposed Site Level



1 A-A Cross Site Section
 1 : 500



3 B-B Long Site Section
 1 : 500