

Agenda Item	6.3
Report No	PLS-036-20

HIGHLAND COUNCIL

Committee: South Planning Applications Committee
Date: 16 June 2020
Report Title: 20/00637/S42: Norbord Europe Ltd
Dalcross, Inverness
Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Non-compliance with Condition 1 of planning permission 14/03000/FUL to increase the operational capacity from 750,000 m³/yr to 840,000 m³/yr; increase height of Abort Stack for Dryer 5 and Transfer Tower

Ward: 17 - Culloden And Ardersier

Development category: Major

Reason referred to Committee: Major

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.

Recommendation

Members are asked to agree the recommendation to **Grant** planning permission as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 In 2014, planning permission was granted for enabling works (14/01763/FUL) and development (14/03000/FUL) of a new manufacturing facility (known as OSB3) for Norbord as an expansion to its existing Oriented Strand Board (OSB) manufacturing facility at Morayhill, Inverness.
- 1.2 The current proposal has been submitted under Section 42 of the Town and Country Planning (Scotland) Act 1997 and relates to Condition 1 of planning permission (14/03000/FUL):
- “Construction of new process buildings and equipment for a new Oriented Strand Board (OSB) mill and Biomass Heat Plant (and phased decommissioning of elements of existing OSB mill when the new mill is operation”.
- 1.3 Condition 1 states:
- “For the avoidance of doubt, the buildings and plant hereby approved shall be constructed and operated in accordance with the provisions of the application, the submitted plans, and the Environmental Statement. All plant and buildings shall be positioned as shown on Plan UK12 19702 2 Rev 1 (Application Drawing 2 - Parameter Plan) dated July 2014, hereby approved, subject to a 30m micro-siting allowance, the final location of which shall be submitted to, and approved in writing, by the Planning Authority.”
- 1.4 The current proposal seeks to not comply with Condition 1, with an:
- increase in the operational capacity of the facility from 750,000m³/yr to 840,000m³/yr
 - increase the height of the Abort Stack for Dryer 5 to 50.5m and the Transfer Tower to 50.8m.
- 1.5 The 2014 application (and Environmental Statement) assessed an increase in operational production capacity across the facilities at the Morayhill site (including the OSB3 development) to 750,000 m³ / year. In the construction of the OSB3 development a new press was installed, capable of producing a greater volume of OSB subject to incorporation of a steam pre-heating system. Due to increasing market demand for OSB, the applicant has installed a steam pre-heating system which can facilitate an increase in the operational capacity of the facility to 840,000m³ / year.
- 1.6 The 2014 planning permission (14/03000/FUL) included maximum height parameters across the site. For safety reasons, the applicant is seeking to increase the height of the Abort Stack for Dryer 5 to 50.5m and the Transfer Tower to 50.8m in an area where the consented height parameter is 45m, and a maximum permitted height of 48.85m for the Abort Stack for Dryer 5 that was subsequently approved as a Non-Material Variation in September 2019. This application is for an overall increase in height for the Transfer Tower of 5.8m and 1.65m for the Abort Stack.
- 1.7 The application boundary includes the existing Norbord site and the identified expansion area to the east, an area of 22.5ha. Within this area, there would be no physical change resulting from the proposed increase in production capacity.

- 1.8 There are no construction works associated with the changes to production. The increase in operational production capacity has been made possible by the installation and operation of a new steam injection pre-press mat heating facility (steam pre- heater) on the existing OSB3 production line. This work took place in 2019 within the existing OSB3 buildings. As this was internal works is was not classed as 'development'.
- 1.9 The proposed increase in height of the Abort Stack for Dryer 5 and Transfer Tower would result in a physical change insofar as the height of these elements would increase above the 45m height parameter that was granted permission under planning permission 14/03000/FUL, and also above the subsequently approved Non-Material Variation in height of the Abort Stack for Dryer 5 to 48.85m. There will be construction work associated with building the Abort Stack and Transfer Tower, although this would not result in any additional construction effects beyond those already assessed by the earlier planning permission.
- 1.10 No new emission points to air, ground or water are associated with this additional equipment.
- 1.11 Pre Application Consultation: None
- 1.12 Supporting Information: A Statement in Support of the development has been submitted. In addition, as the development is covered by the Environmental Impact Assessment (Scotland) Regulations 2017, the applicant has submitted an Addendum to the original Environmental Statement (Addendum Parts 1-3).
- 1.13 As part of the process a Scoping Opinion (19/04245/SCOP) was requested to determine the issues that would be of relevance in terms of this application. It was agreed that the addendum to the 2014 Environmental Statement (ES) would address air quality, noise, visual impact and transport matters. The issues of water resources, ecology and ground conditions did not need to be included as they were addressed with application (14/03000/FUL). The ES Addendum concluded that when comparing the conclusions from the 2014 ES and this ES Addendum, no new potentially significant effects have been introduced.
- 1.14 Variations: None

2. SITE DESCRIPTION

- 2.1 The site at Morayhill, between Inverness and Tornagrain, is bounded to the north by the Inverness – Aberdeen railway line and to the south by the A96(T). The main access to the site is from the A96(T). The surrounding area is predominantly farmland, with dispersed buildings typically of one or two houses located together. The farmland is, on the whole, flat and low lying with areas of improved and semi-improved grassland. Beyond the areas of farmland to the north, east and south of the application site there are areas of mixed woodland.
- 2.2 The nearest residential properties are located approximately 200m southwest of the existing site boundary, on the A96(T) although there is a scattering of properties in the vicinity, to the north in particular. The nearest larger settlement is the village of

Tornagrain, located approximately 950m east of the application site boundary at its closest point.

3. PLANNING HISTORY

3.1	24.11.2014	14/03000/FUL: Construction of new process buildings and equipment for a new Oriented Strand Board (OSB) mill and Biomass Heat Plant	Planning Permission Granted
3.2	09.06.2014	14/01763/FUL: Site preparation works to include: earthworks, foundations and retaining walls, drainage works, upgrade access and internal road and landscaping	Planning Permission Granted
3.3	03.03.2016	15/04527/FUL: A new flaking plant to process sawmill residue chips for the manufacture of orientated strand board(OSB)	Planning Permission Granted
3.4	07.07.2017	17/01560/FUL: Extension to house the previously consented de-barker drum, and additional external plant including walking floors and conveyors	Planning Permission Granted
3.5	15.11.2019	19/04245/SCOP: Increase operational capacity from 750,000m ³ /year to 840,000m ³ /year, increase height of abort stack for dryer 5 and transfer tower above consented 48.85m	Scoping application decision issued

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour

Date Advertised: 21.02.2020

Representation deadline: 06.03.2020

Timeous representations: 0

Late representations: 0

4.2 Material considerations raised are summarised as follows:

a) None

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

5. CONSULTATIONS

5.1 **Transport Planning Team:**

18 May 2020

‘Norbord is a significant generator of heavy goods vehicle trips on the local road network across the Highlands through the transportation of timber to their site. They have not provided direct financial support for improvements to key routes that serve their facility. The establishment and improvement of recognised timber transport routes is overseen by the Strategic Timber Transport Scheme (STTS) run by Scottish Forestry. One such route is the B9090 and Highland Council, as a partner on the Highland Timber Transport Group, has developed the B9090 Clephanton Public Road Improvement Project, which it is promoting for funding support through the STTS. Such support requires a level of local financial contribution, as STTS will only fund up to a certain proportion of the overall project costs. Highland Council is currently looking to resource the match funding and, given that this is recognised to be a key local route used by vehicles delivering to Norbord, recommend that any permission granted includes a requirement on them to make a £20,000 financial contribution towards the B9090 Clephanton Public Road Improvement Project. If secured, this could leave-in additional monies to support local road improvements up to an overall value of £600,000, which Norbord would directly benefit from. The submitted Transport Assessment clarifies that the requested capacity increase would result in additional vehicle movements into and out of the site over what they currently have permission to do and would seem reasonable to seek this financial contribution.

Highland Council would be keen to establish a partnership with Norbord to deal with such issues going forward, rather than rely on seeking financial contributions through the planning process. We recommend that Norbord are invited to work with Highland Council as the Roads Authority to establish a partnership approach to local road improvements that directly serve their development.

It is our understanding that Norbord are currently making use of rail transport for moving some of their products and that investigations are underway with Network Rail and HITRANS on how this can be expanded going forward. Such activity is welcomed, particularly given the current climate emergency that their own submission references in support of their Application.’

29 May 2020

‘We note from the Montagu-Evans letter dated 20 May 2020 that the operators at Norbord do not accept a financial contribution towards the B9090 Clephanton Public Road Improvement Project is justified in this instance.

The letter suggests that HGV’s serving this facility would only use the B9090 as a bypass to the A96 between Nairn and Cawdor. However, the operator isn’t able to confirm that HGV’s serving their site do not use the route, or evidence that they have restrictions in place preventing HGV’s serving their site from using that route.

Representatives linked with the Highland Timber Transport Group have confirmed that the B9090 link from the A939 to the A96 at Gollanfield is a key timber transport route serving Norbord. The proposed at Clephanton is to mitigate the impacts from existing and predicted increased usage by timber transport hauliers, which it is clear from the representations above and the simple proximity of this route to their site that Norbord would directly benefit from. Given this, we retain our previous recommendation that any permission granted includes a requirement on them to make a £20k financial contribution towards the B9090 Clephanton Public Road Improvement Project.

As stated in our previous response, the improvements being looked at for the B9090 at Clephanton are predicted to cost in the region of £600k. therefore, the requested £20K contribution from Norbord would be just over 3%, which we believe is entirely reasonable and, as set out above, can be directly linked to the expansion proposal now seeking permission.

We note and welcome that the letter dated 28 May 2020 recognises the benefits of good working partnerships. As stated in our previous response, the Roads Authority would welcome further discussion on formalising those collaborative relationships outside of the planning process. However, given that they haven't yet been formalised, we've sought through this application what we believe to be a reasonable financial contribution from Norbord towards mitigating what their own submission confirms will result in increased vehicle movements on the surrounding road networks.'

5.2 **Environmental Health:** 'It is understood that Norbord currently holds a Pollution Prevention and Control (PPC) Part A permit which is issued and regulated by SEPA. In response to this application SEPA has stated "Issues relation to air quality, noise and vibration of the process will be directly controlled by SEPA under the revised permit." Therefore, given the site is subject to (PPC) Part A permit a which controls noise, air quality and vibration, I can confirm we have no comment.'

5.3 **SEPA:** No objections. 'The proposed amendments will result in the need to apply for a variation to their existing Pollution Prevention and Control (PPC) Part A permit. Issues in relation to air quality, noise and vibration of the process will all be directly controlled by SEPA under the revised permit. Based on the information provided at this stage consider the proposals likely to be capable of being authorised.'

5.4 **Transport Scotland:** No objections

5.5 **HIAL:** No objections

5.6 **NATS Safeguarding:** No objections

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

- 28 - Sustainable Design
- 29 - Design Quality & Place-making
- 30 - Physical Constraints
- 36 - Development in the Wider Countryside
- 41 - Business and Industrial Land
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 59 - Other Important Species
- 61 - Landscape
- 63 - Water Environment
- 64 - Flood Risk
- 66 - Surface Water Drainage

67 - Renewable Energy Developments
72 - Pollution
73 - Air Quality

6.2 Inner Moray Firth Local Development Plan 2015

MH1 Morayhill – industrial land allocation (10.6 ha)

6.3 Highland Council Supplementary Planning Policy Guidance

Construction Environmental Management Process for Large Scale Projects
(August 2010)

Flood Risk and Drainage Impact Assessment (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Scottish Government Planning Policy and Guidance

Scottish Planning Policy

National Planning Framework 3

PAN 51 Planning, Environmental Protection and Regulation

8. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

8.3 The principle of the development has been established through the previous permissions. This is an application to modify conditions. In order to address the determining issues therefore, Committee must consider the extent to which the proposal continues to comply with development plan policy and take into consideration any other material considerations. The key considerations in this case are:

- a) development plan
- b) visual impact
- c) air quality
- d) noise
- e) transport
- f) any other material considerations.

Development plan

- 8.4 The Development Plan context has changed since consideration of the original application in 2014 with the Development Plan now comprising of the Highland Wide Local Development Plan 2012 and Inner Moray Firth Local Development Plan 2015. Having said that, the decision to grant planning permission in 2014 included consideration of the policies contained within the Inner Moray Firth Proposed Local Development Plan that gives a clear support to the use of this site for industrial use.
- 8.5 This proposal seeks to increase its operational capacity from 750,000m³/yr to 840,000m³/yr and increase the height of part of the plant in order to support this. Providing that the impacts of this change would not have a significantly detrimental impact on the landscape resource of the area through demonstration of sensitive siting and design, existing infrastructure, the environment, or individual and/or community amenity, in respect of potential air pollution and noise, then the proposals would comply with the Development Plan.

Visual Impact

- 8.6 The expansion of the Norbord Facility originally granted permission (14/03000/FUL) has been implemented and has created large-scale structures in a reasonably visible location adjacent to a Trunk Road. The proposed increase in height of the Abort Stack for Dryer 5 and Transfer Tower has to be viewed in that context. For the Abort Stack for Dryer 5 a Non-Material Variation allowed for its height to extend to 48.85m and there is now a wish to increase this to 50.5m (a net increase of 1.65m) and the Transfer Tower from the consented height parameter of 45m to 50.8m (a net increase of 4.8m).
- 8.7 It is considered that the proposed increased height would not increase the visual prominence of the development when viewed in the context of other large-scale structures within the site and in terms of what is an industrial skyline that already has a significant visual impact.

Air Quality

- 8.8 Emissions to air are via the stack. As with the existing development the potential pollutants resulting from the proposal relate to NO₂, NO_x, Particulate Matter (PM₁₀ and PM_{2.5}) and formaldehyde. Associated with the operations are potential odours from volatile organic compounds (terpenes, pinenes and formaldehyde).
- 8.9 In terms of the update to the Environmental Assessment carried out for original application the assessment of the effect of emissions establishes that the overall effect on air quality would be negligible. Odour effects are not expected to significantly increase as a result of the additional production capacity and the effect is considered to be negligible overall in terms of air quality. The OSB3 mill has been designed to minimise as far as possible these effects.
- 8.10 PAN 51 identifies that any consideration of the quality of land, air or water and the potential impacts arising from development, including those that may impact on health, is capable of being a material consideration insofar as these arise from land use. However, where a proposal requires a licence under the Pollution Prevention

and Control Regulations (PPC) advice is that planning authorities should accept that as suitable to ensure appropriate public health protection. The proposal will require a PPC licence. Accordingly, emissions to land, air and water will be controlled by SEPA. SEPA has confirmed this. Environmental Health has confirmed that SEPA is the appropriate regulatory authority and as such has made no comment on the application.

Noise

- 8.11 As with application 14/03000/FUL the applicant predicts that any increase in the daytime operational noise levels would be negligible but that night time levels would increase moderately at properties to the north; at Mid and Wester Dalziel. The 2014 Environmental Statement Addendum has concluded that the proposed increase in capacity will have no significant effect in this respect. The impact of traffic noise will also be negligible.

Transport

- 8.12 The consideration of application 14/03000/FUL concluded that the increase in staff numbers during operation is unlikely to have a significant impact on the road network and this remains the case. The applicant has suggested that a Travel Plan will be implemented. The main transport effects through operations relate to HGV's transporting raw materials and finished products.
- 8.13 The increase in HGV movement at final operation is anticipated to rise (inbound) from 219 as at 2019 to 378 in 2027. This would be primarily associated with timber delivery. It is easier to predict the effect of transportation of finished products than deliveries since the routes are well known. This is likely to increase the impact on local roads between the A9(T) and Inverness Harbour. With application 14/03000/FUL this was predicted to be by two to three loads per hour; a level at which the operation of the road network could easily accommodate. The updated assessment of transport impacts presented in the Environmental Statement Addendum for this application has incorporated recent traffic count data, and this recent data when compared with previously collected data years has shown that traffic levels in the vicinity of the site have remained fairly static since 2014. It is concluded that with the transport measures proposed the transport impacts of the proposed development can be mitigated with no significant effect.
- 8.14 The impact on the local road network from HGV movements associated with raw timber is less certain. It is recognised that timber deliveries do place a strain on the local road infrastructure. However, the applicant does not control the deliveries of raw timber and therefore it is difficult to know which deliveries take which routes and when. Consideration was given to the applicant providing mitigation/financial contribution to the local road network when the original application was assessed. In view of the above, and without evidence that this facility was having a direct adverse impact, it was not considered appropriate to do so. The mitigation that was agreed was for Norbord to ensure that contractors were adhering to the Timber Transport Forum's Good Practice Guide and utilising the agreed routes for timber haulage.
- 8.15 The Transport Assessment confirms that the capacity increase would result in additional vehicle movements into and out of the site beyond that which was

originally assessed. Transport Planning consider that the B9090 is a key route for delivering raw timber to Norbord, given that it is a Timber Transport Forum Agreed Route. In its view, the B9090 Clephanton Public Road Improvement Project, being promoted by the Council, would directly benefit Norbord. It therefore considers that it is reasonable to provide a financial contribution towards this project.

- 8.16 The applicant does not agree that a financial contribution is justified in this instance, suggesting that the B9090 is located on the other side of the A96 to the Norbord facility, is a minor back road, and its use by HGV's is not supported by Norbord within its own operations. It is of the view that there is no policy framework to support a request for this specific contribution and it is not viewed as reasonable in terms of its direct linkage to the proposal at hand. There is sympathy with this position. While this route may be used to supply the Norbord facility, as explained above, the factory has limited control over the routes used. It is the hauliers that choose the routes. The impacts, while related to timber transport, may or may not relate to Norbord directly.
- 8.17 The agent has confirmed that Norbord is a participant in the Highland Timber Transport Group. It is aware, as acknowledged by Transport Planning, that the B9090 Clephanton Public Road Improvement Project is under consideration as a project eligible for 50% funding as a Strategic Timber Transport Scheme (STTS) administered by Scottish Forestry. The purpose of this fund is to 'facilitate the sustainable transport of timber in rural areas of Scotland for the benefit of local communities and the environment, maximising the value of monies available through innovative projects and partnerships'. Norbord has highlighted that its business has no control over timber transport routeing, which is dictated by wood flows and haulier routes and associated charges. As a business involved in the timber industry, Norbord believes that through its participation in, and contributions towards, the Highland Timber Transport Group that this is the appropriate forum through which any contributions toward infrastructure should be discussed and has agreed in principle to engage with the Council on this basis. This is considered a more appropriate route to discuss the potential for securing support than through the planning system.

Other material considerations

- 8.18 It is worth highlighting that an application submitted under S42 of the Planning Act provides the Planning Authority with an opportunity as part of the process in considering the proposed variation to amend any, or each, of the original conditions previously applied which it considers necessary to regulate the development proposed. Following consideration of the conditions attached to the extant planning permission, it is considered that Conditions 1, 2 and 3 of the original decision notice should be modified to reflect that these matters have been addressed and only need apply to the works associated with the Abort Stack and Transfer Tower.
- 8.19 The grant of permission under S42 of the Planning Act results in the issue of a fresh planning permission. As the development has commenced a modification to the timescale direction is not required.

Non-material considerations

8.20 None

Matters to be secured by Section 75 Agreement

8.21 a) None

9. CONCLUSION

9.1 This proposal seeks to increase the operational capacity of the existing facility formed with application (14/03000/FUL). For safety reasons it is necessary to increase the height of the Abort Stack for Dryer 5 and the Transfer Tower. The addendum to the Environmental Statement has confirmed there will be no significant impact in terms of air quality, noise, or transport.

9.2 Planning permission 14/03000/FUL granted permission for the erection of buildings and structures up to 45m high. In terms of visual amenity the proposed increase in the height of the Abort Stack for Dryer 5 and the Transfer Tower is not considered to be excessive when set in the context of the existing buildings.

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

10. IMPLICATIONS

10.1 Resource: Not applicable

10.2 Legal: Not applicable

10.3 Community (Equality, Poverty and Rural): Not applicable

10.4 Climate Change/Carbon Clever: Not applicable

10.5 Risk: Not applicable

10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued N

Subject to the above, it is recommended that planning permission be **GRANTED** subject to the following:

Conditions and Reasons

1. For the avoidance of doubt, the buildings and plant hereby approved shall be constructed and operated in accordance with the provisions of the application,

the submitted plans, and the Environmental Statement and Environment Statement Addendum.

Reason: In order to clarify the terms of the permission.

2. No development shall commence, until full details of the external materials and colours of all plant, equipment, and buildings hereby approved has been submitted to, and approved in writing by, the Planning Authority. The development shall proceed in accordance with the approved details.

Reason: In the interests of visual amenity.

3. No development shall start until a Construction Environmental Management Document has been submitted to, and agreed in writing by, the Planning Authority in consultation with SEPA. The Document shall include:

- An updated Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application and contained within the Environmental Statement and Environment Statement Addendum.
- Processes to control / action changes from the agreed Schedule of Mitigation.
- Processes for informing neighbouring residents, potentially with involvement of the Community Council, of the work programme and likely significant events such as delivery and placing of concrete and working hours.
- Construction traffic management plan
- Details of any methods of monitoring, auditing, reporting and communication of environmental management on site with the client, Planning Authority and other relevant parties.
- Statement of any additional persons responsible for 'stopping the job / activity' if in potential breach of a mitigation or legislation occurs.

Unless otherwise agreed in writing by the Planning Authority the development shall proceed in accordance with the agreed Document.

Reason: To protect the environment from the construction and operation of the development.

4. No development shall commence until details of all external lighting, including siting, alignment and illumination, is submitted to, and approved in writing, by the Planning Authority. Only the approved details shall be implemented.

Reason: In the interest of amenity.

5. The operator shall ensure, as far as is reasonably practicable through contract, that timber suppliers are adhering to the Timber Transport Forum's Good Practice Guide and utilising Agreed Routes Maps for timber haulage.

Reason: In the interest of reducing timber transport to the site via roads on the local network less suitable to carry timber freight.

6. Where the construction works involve the use of cranes, the developer shall notify HIAL of the intention to commence construction a minimum of 10 days prior to works starting on site. The notification shall include the description of crane operations, including maximum heights of any plant to be used.

Reason: So as not to infringe on the safeguarding surfaces for Inverness Airport in the interest of air safety.

REASON FOR DECISION

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.

FOOTNOTE TO APPLICANT

Initiation and Completion Notices

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

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

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

Accordance with Approved Plans & Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

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.

Local Roads Authority Consent

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

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

Further information on the Council's roads standards can be found at: <http://www.highland.gov.uk/yourenvironment/roadsandtransport>

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

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud & Debris on Road

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

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.

Designation: Area Planning Manager – South

Author: Keith Gibson

Background Papers: Documents referred to in report and in case file.

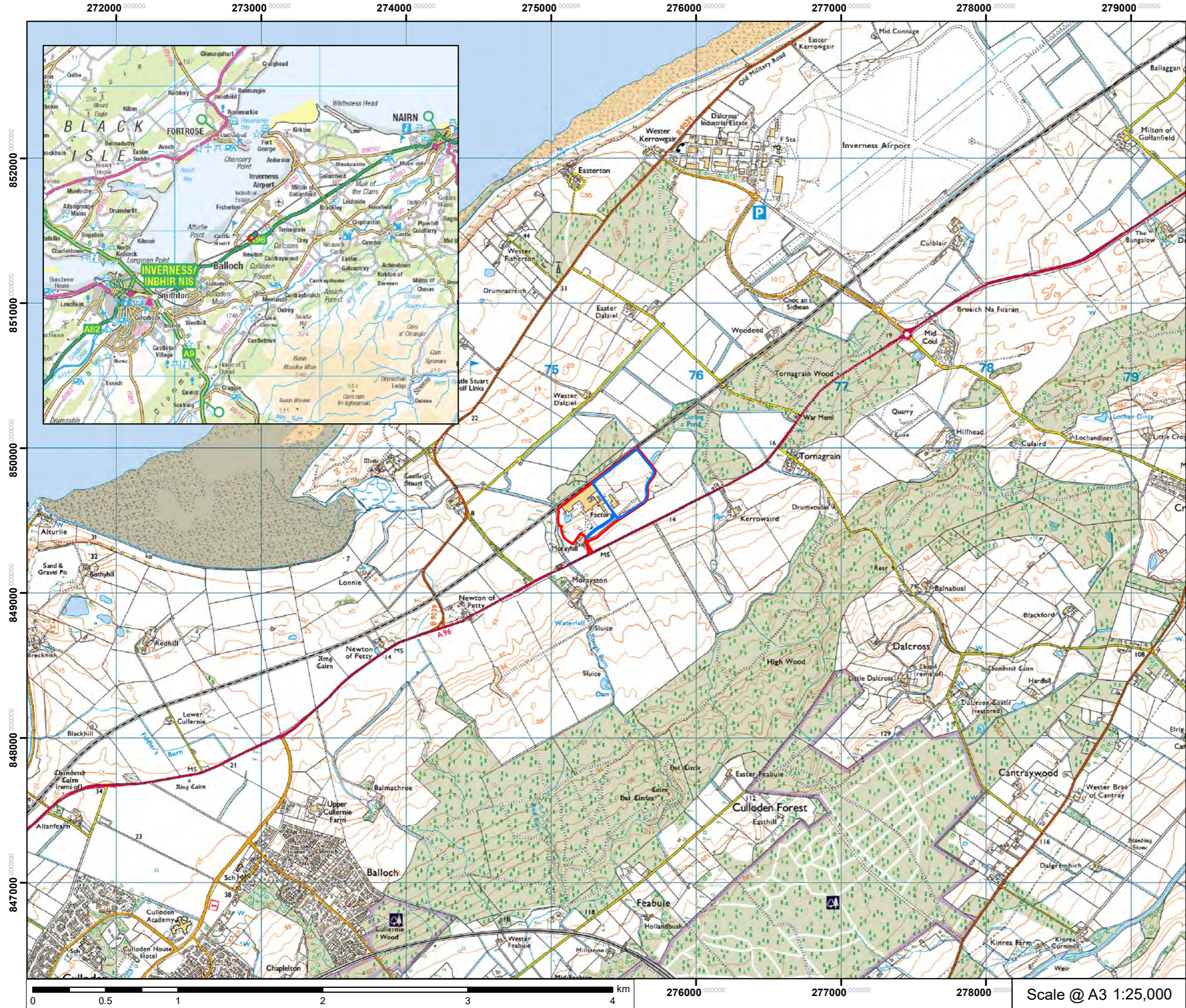
Relevant Plans: Plan 1 - Figure 1.1 - Location Plan

Plan 2 - DG-06-00-0050 REV B Section Plan - Existing and Proposed

Plan 3 - DG-06-00-0051 REV B Section Plan - Existing and Proposed

Plan 4 - DG-06-00-0052 REV B Elevations - Existing and Proposed
sheet 1 of 2

Plan 5 - DG-06-00-0052 REV B Elevations - Existing and Proposed
sheet 2 of 2



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 Ordnance Survey ES100012174

Legend

- Site Boundary
- Expansion Area



Figure 1.1 - Site Location

OSB3 Inverness
 Environmental Statement

Norbord Ltd	
Date July 2014	Drawn by CP
Project No. UK12_19702	Issue 1

Drawing ref.:

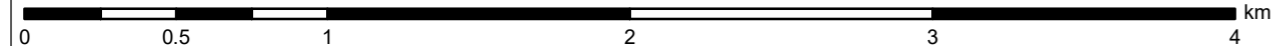


7 Walker Street, Edinburgh EH3 7JY

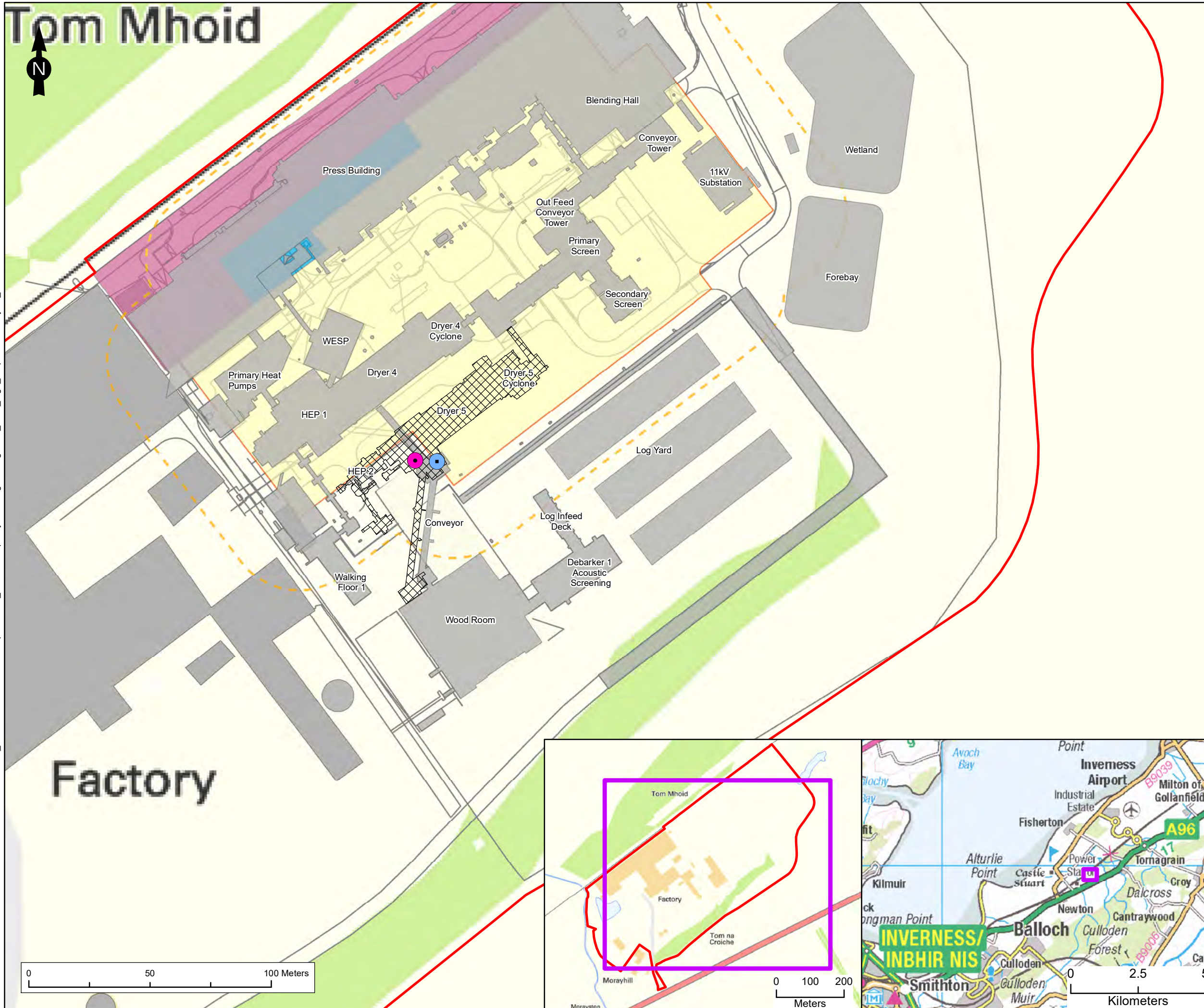
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Scale @ A3 1:25,000



Tom Mhoid



Legend

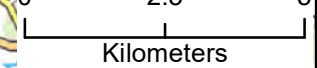
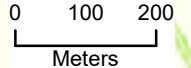
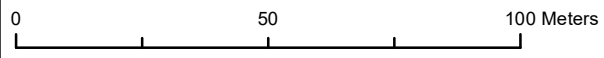
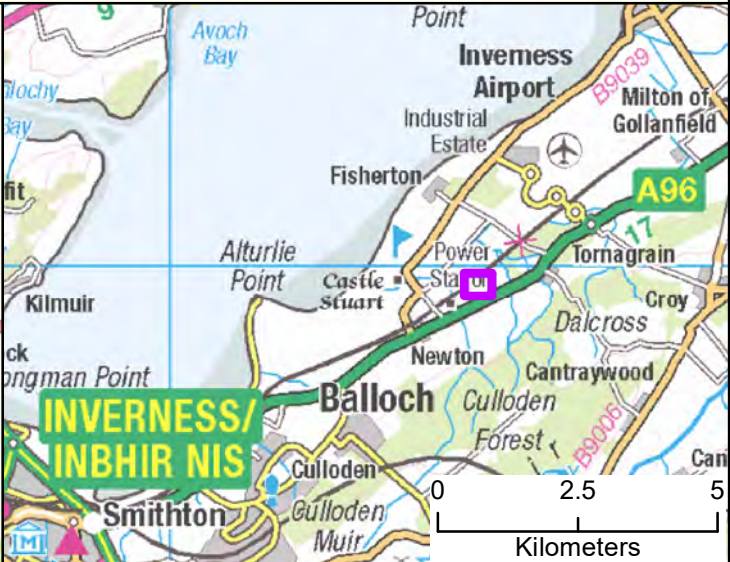
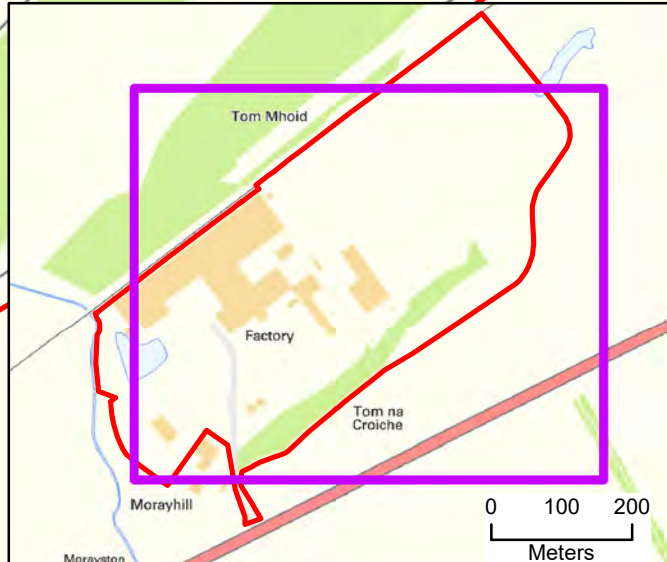
- Application Site Boundary
- Proposed Dryer 5 Abort Stack Location
- Proposed Transfer Tower Location
- Existing Norbord Site
- HEP2 and Dryer 5 (Consented, not as yet built infrastructure (14/03000/FUL))
- Consented (14/03000/FUL) Parameter Block for New Buildings and Plant 30m Micro-Siting Allowance
- Consented (14/03000/FUL) Parameter Block for New Buildings and Plant 45m AOD. Platform Level 10.2m - 10.55m AOD
- Consented (14/03000/FUL) Parameter Block for New Building 22m AOD. Platform Level 10.2m - 10.55m AOD
- Consented (14/03000/FUL) Parameter Block for New Buildings 22m AOD. Platform Level 12.7m AOD

Figure Title
Figure 1: Transfer Tower and Dryer 5 Abort Stack Location

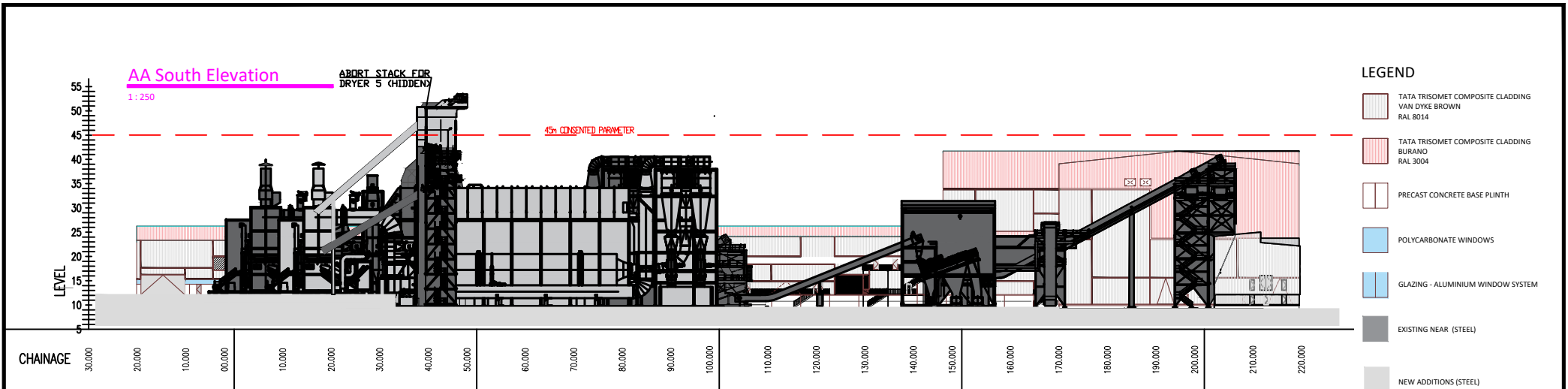
Project Name
Norbord Inverness Section 42 Application

Project Number 1700002831	Figure No. 1
Date December 2019	Prepared By RM
Scale 1:1,500 @A3	Issue A

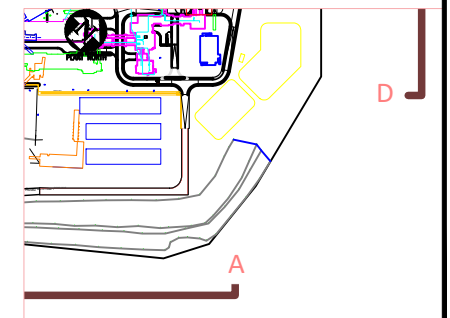
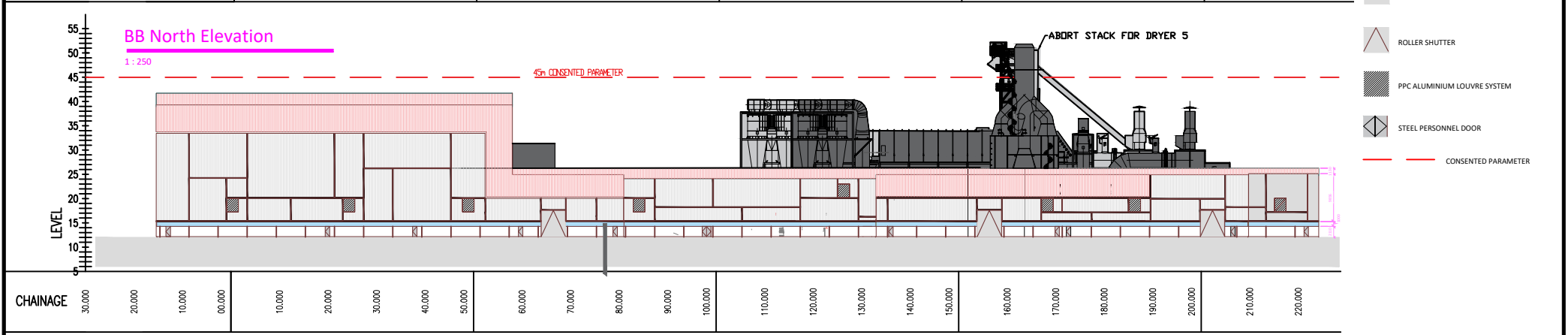
Client
Norbord Europe Ltd



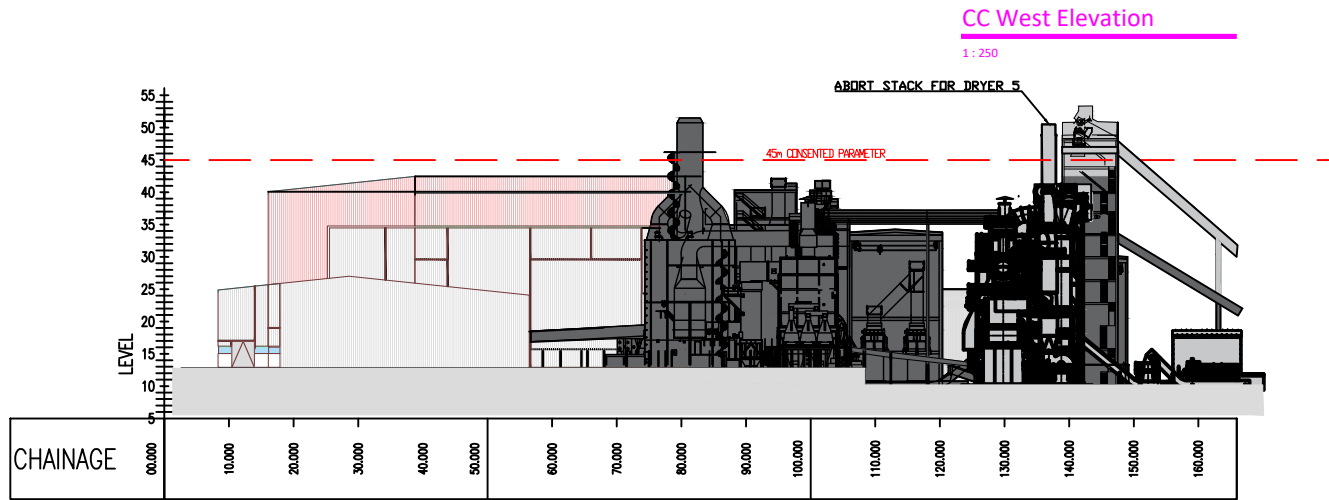
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- LEGEND**
- TATA TRISOMET COMPOSITE CLADDING VAN DYKE BROWN RAL 8014
 - TATA TRISOMET COMPOSITE CLADDING BURANO RAL 3004
 - PRECAST CONCRETE BASE PLINTH
 - POLYCARBONATE WINDOWS
 - GLAZING - ALUMINIUM WINDOW SYSTEM
 - EXISTING NEAR (STEEL)
 - NEW ADDITIONS (STEEL)
 - ROLLER SHUTTER
 - PPC ALUMINIUM LOUVRE SYSTEM
 - STEEL PERSONNEL DOOR
 - CONSENTED PARAMETER

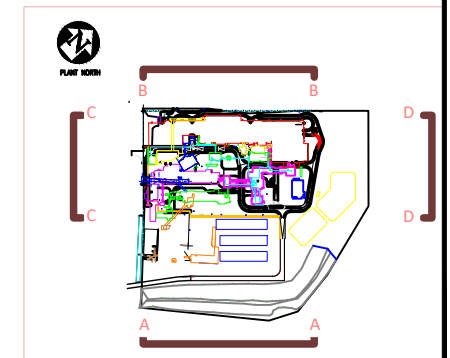
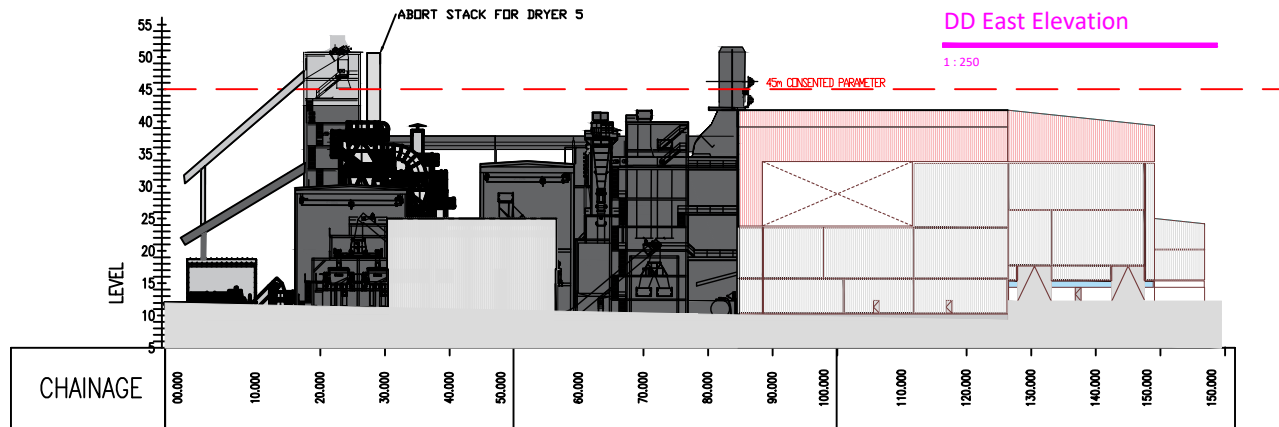


												PROJECT NORBORD ABORT STACK & TRANSFER TOWER NON-MATERIAL VARIATION	
												TITLE EXISTING AND PROPOSED ELEVATIONS DRAWING	
										PROJECT NO. V18NOR0801		DRAWING NO. DG-06-00-0052	
										SCALE: AS NOTED		SHEET 1 OF 2	
										DATE: 2019JUN05		REV. B	
										DRAWN: SM			
										CHECKED: K/W/TB			
										APPROVED: N/A			
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- CONSENTED PARAMETER



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			A	2019AUG08	PRELIMINARY							SM	TB

COGENT
Industrial Technologies

Norbord
Inverness, Scotland

PROJECT NO. V18NOR0801

SCALE: AS NOTED

DATE: 2019JUN05

DRAWN: KW/TB

CHECKED: KW/TB

APPROVED: SM

N/A

PROJECT: NORBORD ABORT STACK & TRANSFER TOWER NON-MATERIAL VARIATION

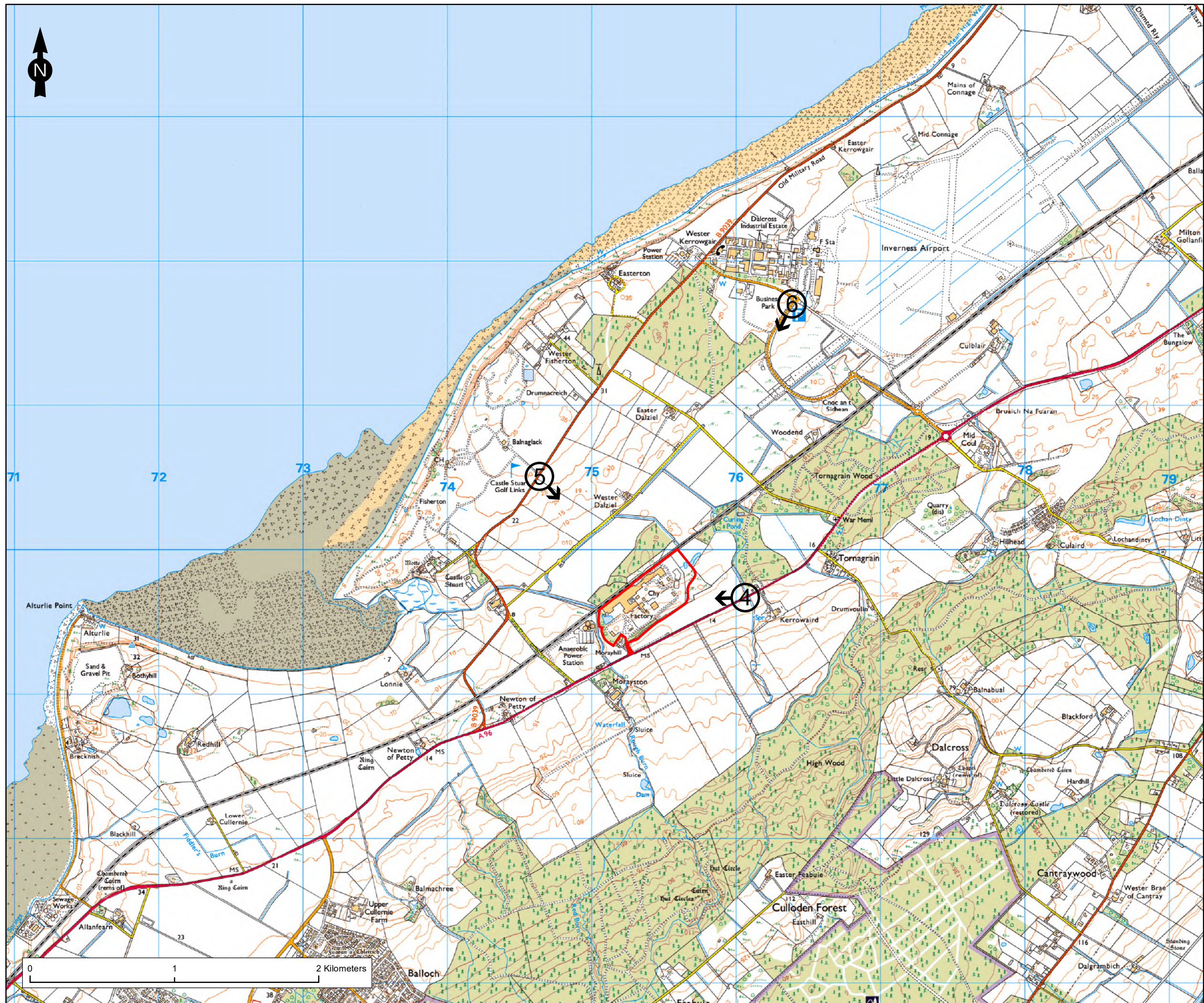
TITLE: EXISTING AND PROPOSED ELEVATIONS DRAWING

DRAWING NO. DG-06-00-0052

SHEET: 2 OF 2

REV: B

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Legend

- Application Site Boundary
- ⊕ Viewpoint Location

Viewpoint Coordinates

VP4 - 274638, 850506

VP5 - 276066, 849669

VP6 - 276388, 851702

Figure Title
Figure 5.1: VP Location Map

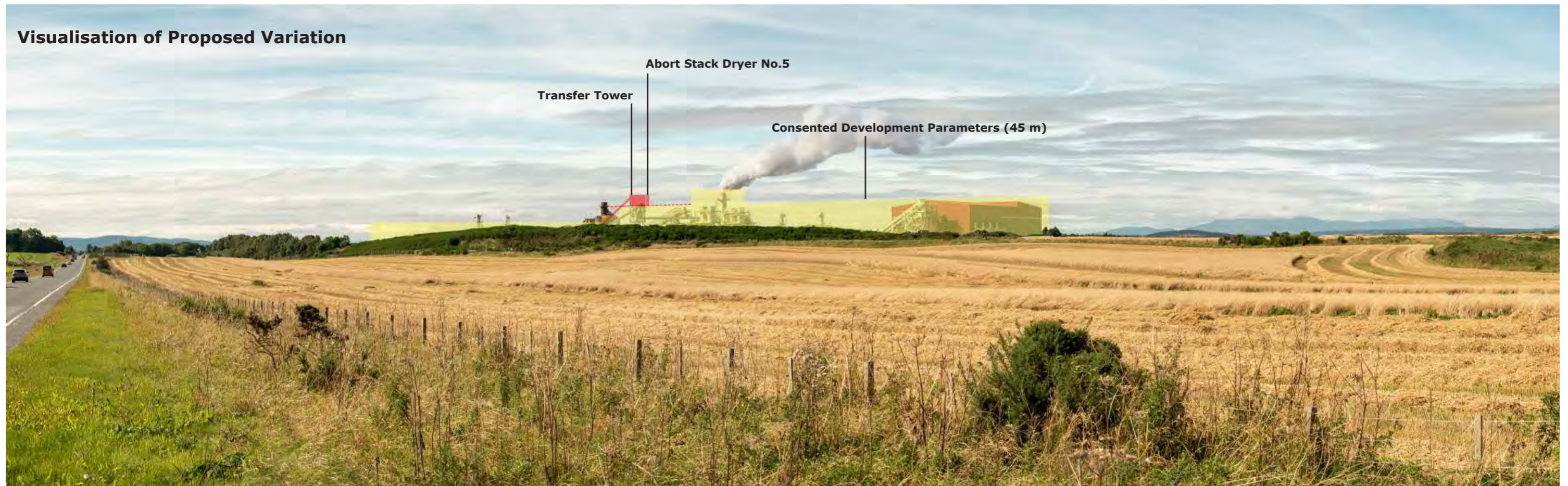
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Project Number 1700002831	Figure No. 5.1
Date December 2019	Prepared By KL
Scale 1:25,000 @A3	Issue A
Client Norbord Europe Ltd	

Consented Baseline



Consented Development Parameters (45 m)

Visualisation of Proposed Variation



Transfer Tower

Abort Stack Dryer No.5

Consented Development Parameters (45 m)

Figure 5.2 - Viewpoint 4 - A96

Consented Baseline



Consented Development Parameters (45 m)

Visualisation of Proposed Variation



Consented Development Parameters (45 m)

Abort Stack Dryer No.5

Transfer Tower

Figure 5.3 - Viewpoint 5 - Castle Stuart Golf Links

Consented Baseline



Visualisation of Proposed Variation



Figure 5.4 - Viewpoint 6 - Inverness Airport