

Agenda Item	7.2
Report No	PLS-18-24

## HIGHLAND COUNCIL

**Committee:** South Planning Applications Committee

**Date:** 30 April 2024

**Report Title:** 23/02056/LBC: Ourack Wind Farm LLP  
Land 30m SW Of Dava Farm Cottage, Grantown-On-Spey  
(also known as Allt na-Ceardaich Bridge, also known as Dava Bridge)

**Report By:** Area Planning Manager – South

### Purpose/Executive Summary

**Description:** Temporarily lowering of parapet wall to facilitate the delivery of wind farm components to the Ourack Wind Farm site

**Ward:** 20 - Badenoch and Strathspey

**Development category:** Listed Buildings and Con Area Consents

**Reason referred to Committee:** Community Council objection, more than 5 public objections.

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** the application as set out in section 11 of the report.

## **1. PROPOSED DEVELOPMENT**

- 1.1 The proposed development is to temporarily reduce the parapet height on one side of the bridge (removing the top course of stones to the western wall) to allow for wide vehicles with wind turbine components to be transported over the narrow bridge.
- 1.2 The site is an existing masonry bridge, which carries the A939 roadway over the Allt na Ceardaich River; the road narrows to single carriageway over the bridge.
- 1.3 Pre-Application Consultation: None
- 1.4 Supporting Information: Method Statement
- 1.5 Variations: None

## **2. SITE DESCRIPTION**

- 2.1 Dava Bridge is a small single span masonry structure on the A939, located approximately 10.5m SW from the nearest property (Dava Farm Cottage), and 25m NE of the junction with the Lochindorb C-road. The bridge is C-listed.
- 2.2 Dava Bridge (over Allt na Ceardaich) was C-listed on 18.08.1986, LB353. Listing description: Early 19th century, single span rubble bridge; roughly tooled arch ring and parapet cope. Shallow end abutments; slightly splayed approaches. Approximate span; 27'. Drystone retaining walls flank burn upstream and downstream of bridge.

## **3. PLANNING HISTORY**

- 3.1 None

## **4. PUBLIC PARTICIPATION**

- 4.1 Advertised: Listed Building  
Date Advertised: 11 May 2023  
Representation deadline: 2 June 2023  
  
Timeous representations: 9 households  
  
Late representations: 0
- 4.2 Material considerations raised are summarised as follows:
  - adverse impacts upon the listed structure.
  - impacts upon the private water-supply pipe (to Dava Farm Cottage) which is attached to the bridge.
  - time limits for the works/reinstatement.
- 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](http://www.wam.highland.gov.uk/wam).

## **5. CONSULTATIONS**

- 5.1 **Cairngorms National Park Authority:** proposal does not raise any planning issues of general significance to the park aims and as such no call-in is necessary

## **6. DEVELOPMENT PLAN POLICY**

- 6.1 National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers and published on 13 February 2023. It is now part of the statutory development plan, while also replacing NPF3 and Scottish Planning Policy.

### **6.2 National Planning Framework 4 (NPF4) February 2023**

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 7 - Historic Assets and Places

Policy 14 - Design Quality and Place

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

- 6.3 28 - Sustainable Design  
29 - Design Quality and Place-making  
30 - Physical Constraints  
56 - Travel  
57 - Natural, Built and Cultural Heritage  
58 - Protected Species  
67 - Renewable Energy Developments

### **6.4 Inner Moray Firth Local Development Plan 2015 (as continued in force)**

No specific policies apply.

### **6.5 Inner Moray Firth Proposed Local Development Plan March 2024**

No specific policies apply.

### **6.6 Highland Council Supplementary Planning Policy Guidance**

Highland Historic Environment Strategy (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Sustainable Design Guide (Jan 2013)

## **7. OTHER MATERIAL POLICY CONSIDERATIONS**

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

Historic Environment Policy for Scotland (HEPS) May 2019

Historic Environment Scotland Circular (April 2019)

Historic Environment Scotland – Managing Change in the Historic Environment  
Guidance Note Series

## **8. PLANNING APPRAISAL**

- 8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.
- 8.2 Section 14 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 states that, "In considering whether to grant listed building consent for any works, the planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses".

### **Determining Issues**

- 8.3 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 key considerations in this case are:
- a) compliance with the development plan and other planning policy
  - b) impact upon the historic fabric and character of the listed structure
  - c) impact on infrastructure and services
  - d) any other material considerations

### **Development plan/other planning policy**

- 8.4 NPF4 Policy 7c Historic assets and places, requires that: Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. The proposed works are temporary and will reinstate the stonework in its original positions, with pointing to match. There should therefore be no adverse impacts upon the character and special interest of the listed bridge.
- 8.5 There is a requirement to judge proposals in terms of their impact upon the natural, built and cultural heritage features identified by Policy 57 of the HwLDP. As an application relating to a Category C building Policy 57.1 states that developments are suitable where they can be demonstrated not to have an unacceptable impact on the protected amenity and heritage resource. A Method Statement has been submitted which details the recording and removal process for the stonework, which is following good conservation principles; the exposed wall-head will also be protected with waterproof sheeting to prevent water ingress. On completion of the large-scale transportation, the stonework will be reinstated in its original positions, with lime-mortar and pointing to match the existing. No adverse impacts are therefore anticipated upon the historic fabric and detailing of the heritage structure, and the works are considered to be policy compliant.

### **Impact upon the historic fabric and character of the listed structure**

- 8.6 The existing bridge is formed from coursed and roughly squared rubble masonry, very simply finished and with no detailing or features of particular note. Much of the lime-pointing has been covered-over with roughly applied cementitious mortar, likely to have been the repairs from successive vehicle knocks (which are common on narrow Highland bridges). The rather crude construction of the parapet walls would also lead us to question whether or not they were original, or later replacements.
- 8.7 As noted in 8.5 above, the Method Statement has detailed the numbering and photographic recording of the masonry to be removed, along with the careful removal of the stonework using only hand-tools and wedges. The remaining wall will be protected from rain penetration for the course of the transportation, following which the masonry will be reinstated as existing, with trial testing of the lime-pointing to ensure that it matches the original finish/aesthetic. The remaining wall will also have further protection from a vehicle-barrier (either inter-linked concrete-blocks or a curved metal barrier) to ensure that vehicles cannot hit the masonry. We are therefore satisfied that there should be no adverse impacts upon the historic fabric and character of the bridge.

### **Impact on infrastructure and services**

- 8.8 The impact on infrastructure and services will be addressed by whatever road permits/permissions are required, which is covered by a later Informative.

### **Any other material considerations**

- 8.9 The impacts upon the private water-supply pipe (to Dava Farm Cottage) which is attached to the bridge, was raised by objectors. This is addressed via Condition 3, requiring a method statement for the protection of this, in consultation with the Cottage residents, to be submitted and approved in writing.
- 8.10 Time limits for the works/reinstatement. To ensure that the wall is reinstated as soon as possible (following the final large transportation movement), Condition 4 is applied to require that the works be completed within 4 weeks of this delivery.

### **Other material considerations**

- 8.11 No bats are expected to be present within the affected areas, however an informative regarding all protected species is added, should any be discovered in the course of the works.

### **Non-material considerations**

- 8.12 The issue of the related Ourack windfarm application (22/05289/S36) is not a material planning consideration to this LBC. This application may only consider the impacts arising upon the listed bridge's fabric and character from the proposed temporary works, not any other related applications.
- 8.13 The accuracy of the site address (noted as 30m SW of Dava Farm Cottage) was raised by objectors, as the eastern bridge parapet is actually less than 10m from the

SW corner of the cottage. Our electronic planning casework system generates addresses using a British address standard, which is always in the middle of a building/structure, therefore the centre-points of the cottage and bridge are 30m apart. This issue has no bearing upon the proposal to temporarily remove stonework from the western wall of the bridge.

### **Matters to be secured by Legal Agreement / Upfront Payment**

8.14 None

## **9. CONCLUSION**

9.1 The proposal to remove the top course of stones from the western parapet-wall of the bridge is considered to be acceptable and in-line with established conservation principles. The relatively simple construction will allow for a fairly straightforward reinstatement of the existing stones, with matching lime-pointing, to ensure that the historic fabric and character of the listed bridge is not compromised,

9.2 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

Notification to Scottish Ministers N

Conclusion of Section 75 Obligation N

Revocation of previous permission N

**Subject to the above actions**, it is recommended to **GRANT** the application subject to the following conditions and reasons:

1. The works to which this listed building consent relates must commence within THREE YEARS of the date of this decision notice. If work has not commenced within this period, then this listed building consent shall lapse.

**Reason:** In accordance with Section 16(1) of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 (as amended)

2. All works, materials and finishes shall be as noted on the approved drawings. Any works and finishes, or works for making good as required, shall be to match original/adjacent materials and finishes.

**Reason:** In order to safeguard the character and qualities of the listed building.

3. Prior to the commencement of development, the developer shall submit a detailed method statement for the protection of the private water supply pipe to Dava Farm Cottage, for the approval in writing of the Planning Authority. The development shall thereafter be undertaken in accordance with the agreed details.

**Reason:** To ensure that the water-supply is not compromised by the works.

4. The parapet wall reinstatement works shall be completed by the developer within 4 weeks of the final large transportation movement, or as may otherwise be agreed in writing by the Planning Authority.

**Reason:** To ensure the timeous completion of the works.

## **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.

## **INFORMATIVES**

### **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](http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2)

### **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.

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

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

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

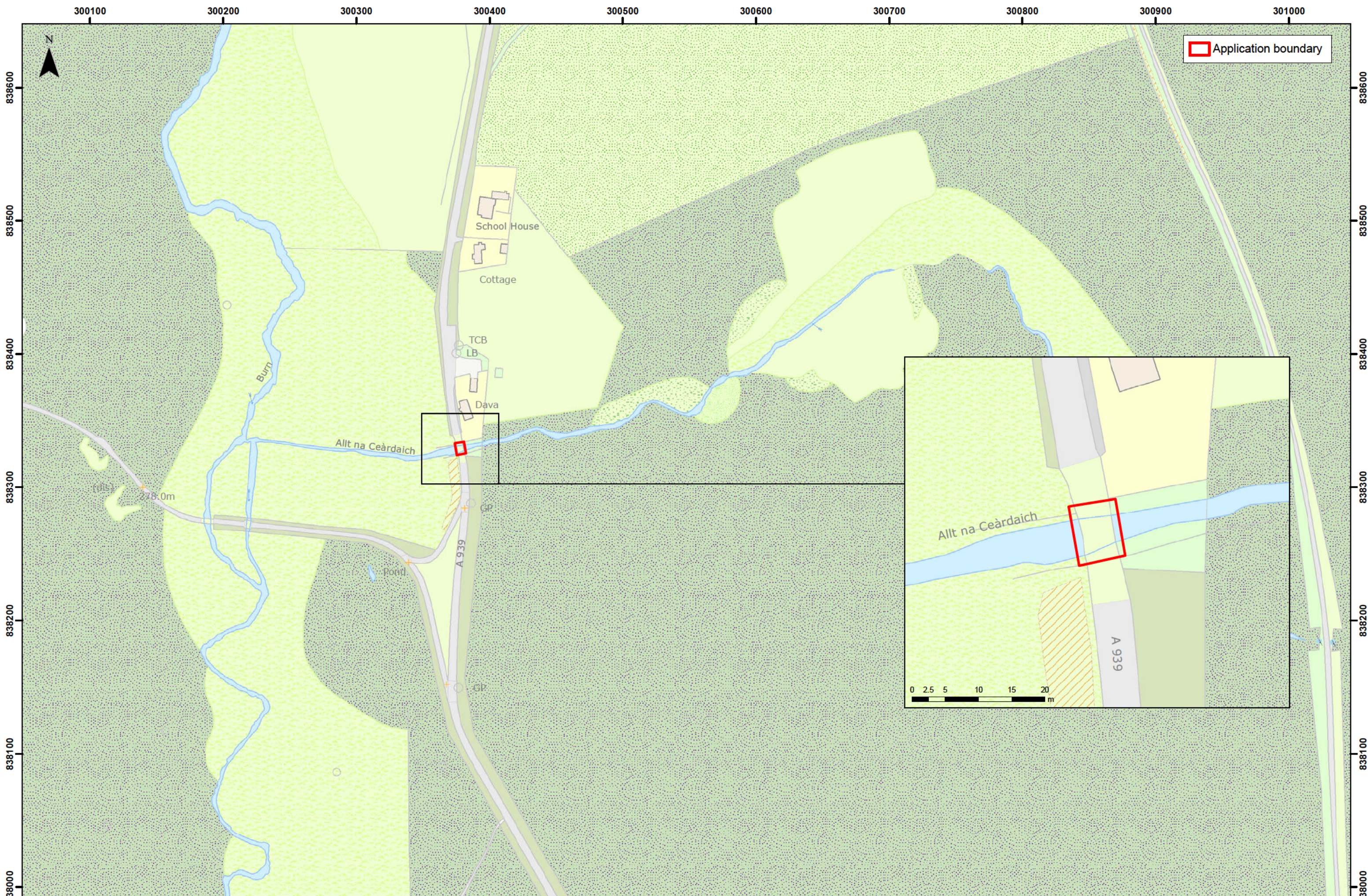
If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits.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

### **Protected Species – Halting of Work**

You are advised that work on site must stop immediately, and NatureScot 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 NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>



Signature: David Mudie  
Designation: Area Planning Manager - South  
Author: Norman Brockie  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 - 000001 Rev C Location Plan  
Plan 2 - Method Statement



Application boundary

0 2.5 5 10 15 20 m



**Ourack Wind Farm**  
 Dava Bridge Temporary Alterations: Application Boundary

0 25 50 100 150 200 m

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1:2,500 @ A3

Date: 27/10/2022

Drawn: LHOP

Checked: BEOC

Rev C

OURACK WIND FARM PROJECT  
ALLT NA CEARDAICH BRIDGE  
OUTLINE METHOD STATEMENT FOR  
REDUCTION IN PARAPET HEIGHT

## ISSUE AND REVISION REGISTER

Revision	Author	Date	Purpose of issue	Issued to
1	RBY	01 Jul 22	For review	Michael Tavern RPS Consulting

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## 1.0 INTRODUCTION

A swept path analysis has been undertaken to identify any constraints on the transportation route for turbine components as part of the Ourack Wind Farm Project. The swept path analysis is based on assumed tractor and trailer unit configurations. The transportation package has yet to be tendered, so vehicle dimensions have not yet been finalised.

A potential constraint has been identified at Allt na Ceardaich Bridge, a Listed masonry arch structure with a narrow carriageway.

This Outline Method Statement indicates the temporary alternations required to the bridge to permit the passage of the turbine components if required.

## 2 STRUCTURE IDENTIFICATION AND LOCATION MAP

### 2.1 Structure Identification

Structure name:	Allt Na Ceardaich Bridge (also known as Dava Bridge)
Structure reference:	AO939070
Grid reference:	300380E 838325N
Year of construction	Early 19th century
Listed Building Status	C(S) LB353

### 2.2 Location plan

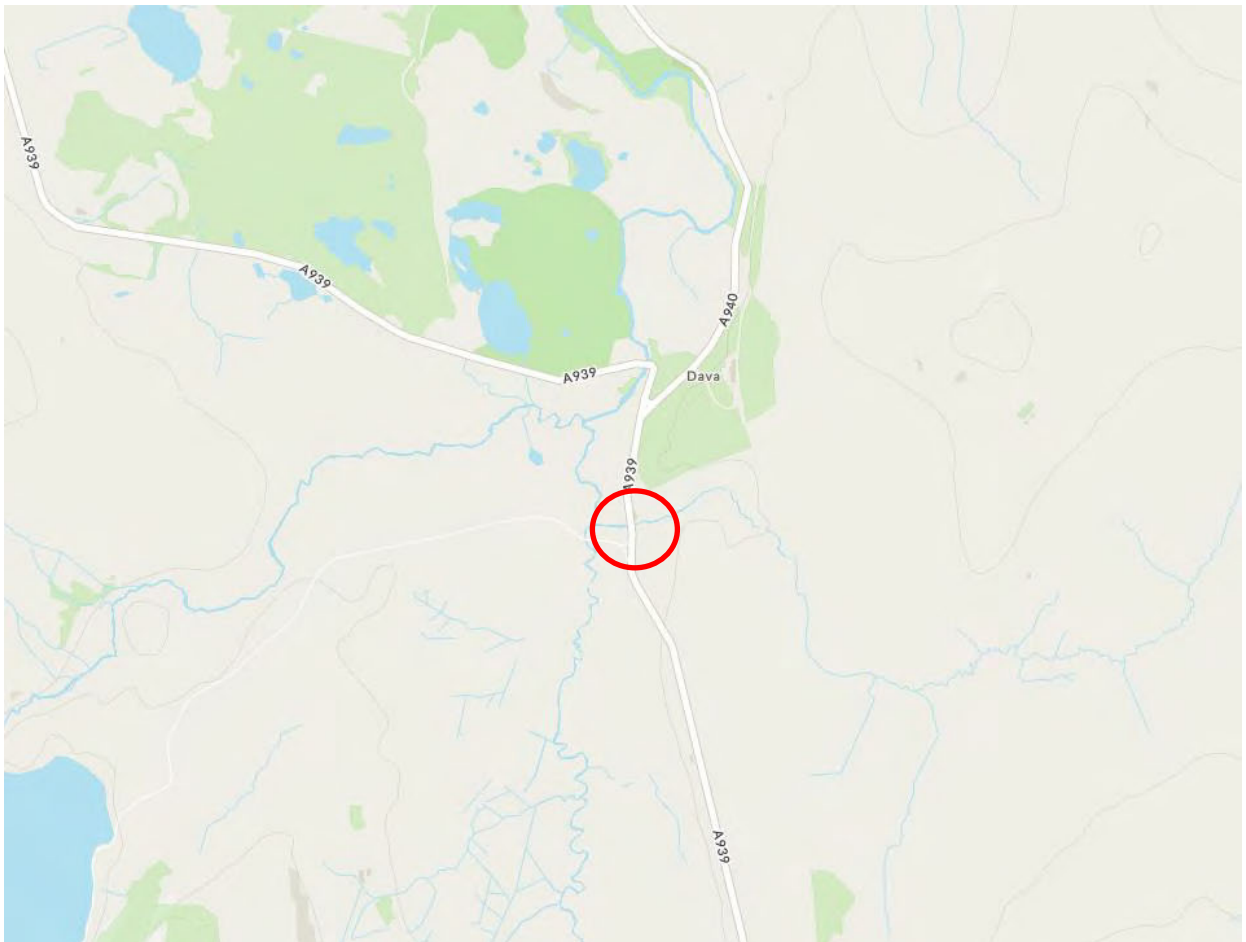


Figure 1: Location Plan

### 3 DETAILS OF PROPOSALS

#### 3.1 Details of the constraint identified

A swept path analysis has been undertaken by RPS Group based on the assumed Transportation vehicles (see Appendix A). The swept path analysis has identified a potential clash which may require the parapet to be lowered temporarily.

Details of the swept path analysis is shown below:

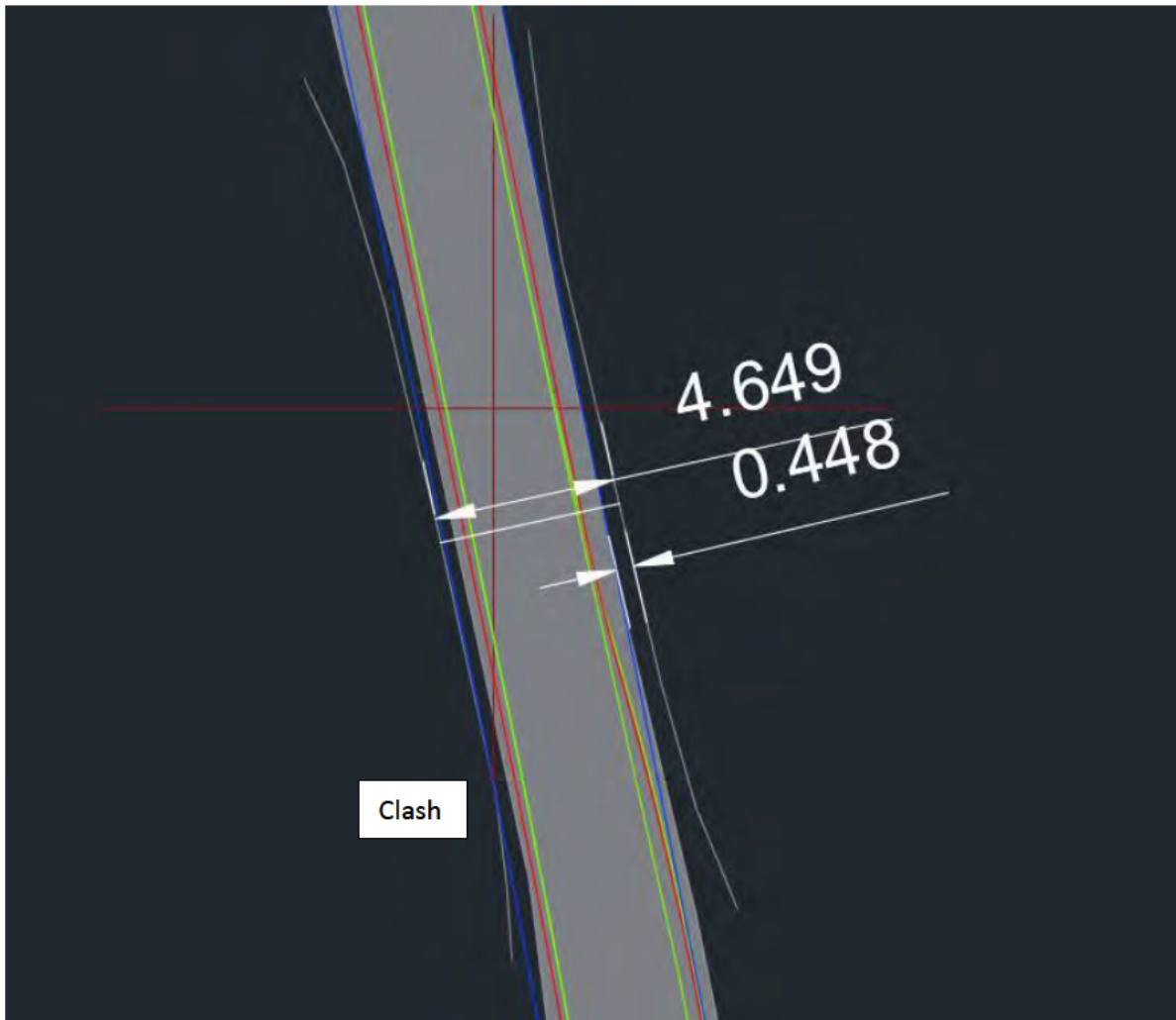
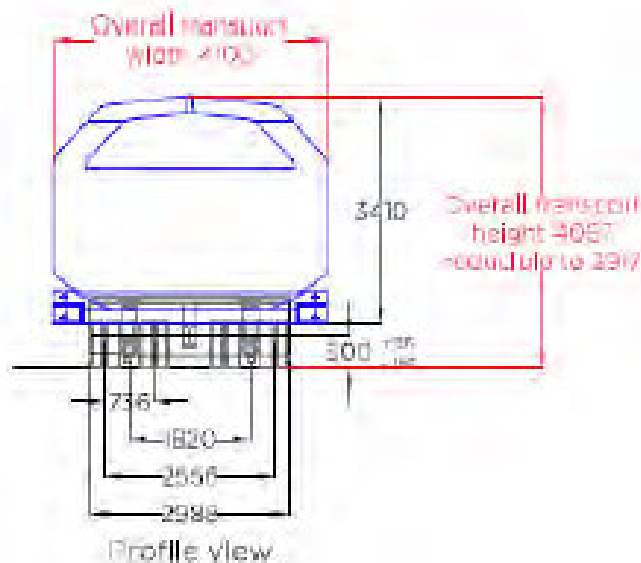


Figure 2: Swept path analysis

LEGEND	
<span style="color: red;">—</span>	VEHICLE WHEEL PATH
<span style="color: green;">—</span>	VEHICLE BODY OVERSAIL
<span style="color: blue;">—</span>	VEHICLE LOAD OVERSAIL



The critical vehicle identified is the Nacelle section:



The overhang is  $4067 - 3410 = 657$  above carriageway level. The existing parapet is 900mm high (see Appendix B). The potential reduction in parapet level of 350mm is considered, to provide a nominal clearance of 100mm.

### 3.2 Proposed Methodology

It is proposed that the height of the parapet would be temporarily reduced by removing the existing cope stones (see Appendix B) as follows:

- Number the cope stones consecutively using white chalk.
- Photograph the internal and external faces of the parapet along the length of the bridge.
- Remove any modern cementitious mortar pointing by carefully raking out the joints with hand tools.
- Remove the cope stones using hard wood or brass wedges to break the mortar bond and remove the stones. Clean any remaining mortar from the stones using potable water and stiff bristle brushes only. Individually wrap the stones in hessian and lay on a timber pallet for secure storage off site. The stones shall be laid flat and not stacked.
- Place a visqueen layer over the wall head, held down with scaffold tubes or similar to prevent water ingress and deterioration of the exposed stonework.

Following the passage of the transportation vehicle rebuild the parapet as follows:

- Retrieve the masonry from storage.
- Prepare a trial panel in advance of the main works to ensure the new mortar matches the original, for the approval of the Client/ Engineer. The existing mortar should be sampled to ensure that the aggregate composition and colour of the new mortar matches. A matching service is provided by Masons Mortar (Leith) or the Scottish Lime Centre Trust. They will advise on the correct specification for the works.
- Wash down the wall head using potable water, ensuring dust and loose fragments are removed.
- Remove any standing water and bed the cope stones on lime mortar, and point. The copes will be replaced in the same position in accordance with the numbering system. The pointing shall be recessed and brushed to match the existing finish. Any joints greater than 20mm shall be filled with pinning stones (composition and colour of the pinning stones shall match the existing masonry).
- Protect the new masonry with damp hessian or similar until the mortar is fully cured. The mortar is to be protected from the effects of frost or low temperatures.

### 3.3 Provision of temporary vehicular restraint

The removal of the parapet will be undertaken in advance of the vehicle movement, resulting in a reduction in the effectiveness of the parapet against vehicle impact, although the existing barrier will be non-compliant with modern standards.

It is proposed to place a temporary barrier inside the existing parapet. The existing unobstructed width of the carriageway is 3.25m, which is considered to be the desirable minimum for road carrying HGV traffic by the Traffic Signs Manual (Chapter 8). The existing width will be maintained, with the white lines temporarily moved to 'centre' the traffic on the structure (see proposals in Appendix C).

Two proposals are made as follows for the temporary barrier:

Precast concrete barrier- The barriers measure 450mm wide and 800mm high and weigh 2.5T (see Appendix C1).

Steel MASS barriers – The barriers measure 500mm at the base, and taper to 100mm at 450mm above ground level (see Appendix C2).

Both barrier types are compliant with BS EN 1317 Part 1 and 2 and as such are permitted to be used on live carriageways in conjunction with suitable termination blocks. The MASS barrier is slightly wider at the base, but provides less of a constraint to vehicles due to its curved profile. The MASS barrier also has the advantage of being lower which will allow the passage of the transportation vehicles, and lighter so is easier to install. A pedestrian handrail can be attached onto the top of the barrier if deemed necessary to provide a compliant handrail.

It is therefore considered that a MASS barrier would be utilised.

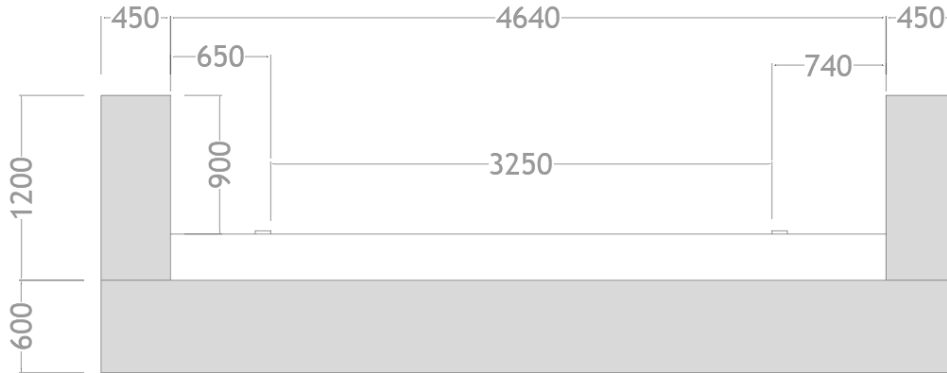
## APPENDIX A – TRANSPORT SPECIFICATIONS

### A.1 Transport Specifications for Wind Turbine Components

<b>Component specifications SG155</b>				
<b>Component</b>	<b>Length (m)</b>	<b>Width or diameter (m)</b>	<b>Height or diameter (m)</b>	<b>Weight (t)</b>
Blade	76	4.50	4.10	21.38
Drive train	6.95	3.03	2.83	75
Hub	6.90	4.27	4.09	45
Nacelle	14.614	4.20	4.10	97.59
Mid 1 tower	16.72	4.435	4.690	80.070
Mid 2 tower	22.68	4.43	4.435	78.997
Mid 2 tower	26.60	3.58	4.430	73.219
Top tower	36.2	3.595	3.580	69.595



APPENDIX B – EXISTING CROSS SECTION AND PHOTOS



SECTION THRO' ARCH BARREL



Photo 1 – Parapet elevation showing modern cementitious mortar over original lime mortar



Photo 2 – General view of structure looking North



Photo 3 – Details of parapet with extent of wall to be taken down

## Appendix C – Proposals for temporary vehicle restraint system

### C.1 Laneguard type precast concrete barrier



Cross section of bridge showing location of Laneguard (TVCB) barrier



Typical application for TVCBs

C.2 MASS type steel barrier



Cross section of bridge showing location of MASS barrier



Single MASS barrier





MASS barrier in place with pedestrian guardrail