Agenda	7.5
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Report	PLN/074/18
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THE HIGHLAND COUNCIL

Committe	e: North Planning Applications Committee
Date:	27 November 2018
Report Tit	le: 18/02298/FUL - Thurso Auction Mart, Ormlie Road, Thurso
Report By	Area Planning Manager – North
1.	Purpose/Executive Summary
1.1	Applicant: Pentland Property Limited and Premier Inn Hotels Limited
	Description of development: Erection of hotel with ancillary restaurant and bar with outdoor seating area and associated car parking, servicing, external plant area, new road and pedestrian access (including engineering operations)
	Ward: 2 - Thurso and North
	Category: Local
	Reasons Referred to Committee: More than 5 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.
2.	Recommendation
2.2	Members are asked to agree the recommendation to grant as set out in section 11 of the report.

3. PROPOSED DEVELOPMENT

- 3.1 The application seeks detailed consent for the erection of an 81 bedroom hotel, formation of a new access (including drop off zone) and car parking area. The hotel building itself is laid out over three storeys and includes a restaurant/bar area, with its main frontage facing towards the south east. The building would largely be finished in white render with areas of timber composite cladding panels. A total of 87 parking spaces are proposed to the south and west of the proposed hotel building, including provision for disabled parking, with a pedestrian access from Ormlie Road at the northern boundary.
- 3.2 No pre-application advice was sought prior to the submission of the application.
- 3.3 It is proposed to connect to the public sewer. Although no infrastructure exists on site at present; it has been cleared and levelled out.
- 3.4 The application is supported by a Drainage Strategy Plan and Flood Risk Assessment, Transport Statement, Economic Impact Assessment and a Town Centre Impact Assessment.
- 3.5 **Variations**: The proposed design has been amended through discussion with the Planning Authority. A revised set of plans were submitted on 20th October 2018.

4. SITE DESCRIPTION

4.1 The site extends to just under 2 hectares and forms part of the wider former auction mart site, which has been vacant for over a decade. The levels vary across the site, and fall away considerably from the northern boundary with Ormlie Road towards its boundary with the Train Station. As noted above the site has been cleared and levelled ready for development, owing to permissions previously granted (and referred to in section 5 below). The site lies within Thurso Settlement Development Area and within close proximity to the town centre, which lies to the north east, and as such lies within an area characterised by the mix of uses consistent with an urban location. Thurso Train Station lies to the south east of the site; Thurso High School to the south west with Thurso College beyond this. These are both large buildings of three and five storeys respectively. There is an existing house (Station House) which lies immediately north of the site and there are hotel/hostel uses to the north east, on the opposite side of Ormlie Road. There are also some further houses along this boundary of the site, again to the opposite of Ormlie Road.

5. PLANNING HISTORY

5.1 08/00494/REMCA: Erection of retail store, petrol filling station, new access, car parking, servicing and associated landscaping and ancillary works. Application Permitted 05.08.2009

13/00154/FUL: In respect of consent 08/00494/REMCA: 1) variation to condition 1 to extend the duration for a further three years or another period to be agreed, 2) variation to condition 3 to allow site access to be completed prior to store opening or as otherwise agreed and 3) variation to condition 5 to allow validation report and implementation of remedial action relating to site contamination to be completed prior to the development becoming operational or at another time to be agreed.

Application Withdrawn 02.06.2014

13/00153/FUL: Section 42 application in respect of consent 07/00038/OUTCA (PPA/270/459) to 1) vary condition 2 to extend duration date for a further three years or another period to be agreed, 2) vary condition 10 to allow validation report and implementation of remedial action relating to site contamination to be completed prior to the development becoming operational or at another time to be agreed. Application Withdrawn 02.06.2014

15/04656/FUL: Erection of Class 1 retail stores and garden centre with ancillary access, car parking, servicing and associated works including retention. Permitted 31.07.2017

6. PUBLIC PARTICIPATION

6.1 **Advertised**: Unknown Neighbour/ Schedule 3 Development: 08.06.2018 and readvertised 19.10.2018

Representation deadline: 1st advert - 22.06.2018 with re-advertisement deadline 02.11.2018

6.2 A total of 118 comments have been received; of which only 4 were timeous. 90 comments are objections to the planning application and 26 are in support. 2 general comments have also been received. All but 2 of these comments were received during the first advertisement period however re-advertisement was undertaken following submission of additional information and re-design of the proposed building. The further public consultation generated two comments.

6.3 Material considerations raised are summarised as follows:

Support:

- Development of a brownfield site
- Improvement to appearance of town generally positive impacts when arriving by train
- Attraction of additional footfall for the town centre
- Positive impacts for tourism
- Employment opportunity
- The development will lift competitive standards in the town
- Catalyst for wider regeneration
- The area must move strongly towards tourism due to the decommissioning of Dounreay therefore this opportunity should be embraced
- Good location for access to town centre
- Regeneration of town centre
- Concerns regarding traffic are unfounded; when the site was used as an auction mart, both sides of the road had vehicles parked on them
- Help to address lack of existing provision
- Parking and traffic impacts will be less significant than if the site was developed as a supermarket as originally planned.

Objections:

- Traffic congestions particularly during peak times/school opening and closing times
- Road safety particularly concerning young children
- Lack of parking on Ormlie Road for residents
- Concern regarding impact on existing hoteliers and potential for job losses
- Existing hotels/B and Bs/guest houses in the County only have 30% occupancy during the winter there is not enough demand for another 81 additional rooms
- Existing hotels are very rarely at full capacity
- Concerns regarding overall economic impact on Thurso
- No 'uniqueness' of applicant's brand
- Outdoor seating area is not appropriate due to Caithness weather conditions
- Will ruin the feel of the town
- Concern regarding conflict with 'Town Centre First Policy' of the Caithness and Sutherland Local Development Plan
- Minimal socio-economic benefits to Caithness
- A study commissioned by Highlands and Islands Enterprise in 2016 concluded that there was no need for a budget hotel in Caithness
- Concern is raised by the Caithness Chamber of Commerce regarding displacement - the development will compete with established town centre businesses and have a negative impact on the town centre. This is contrary to the Highland Council's own Placemaking Priorities for Thurso in the CASplan. Also have specific concerns about the impact on Thurso Cinema the restaurant and bar are likely to suffer.
- The siting of a large and imposing building in this part of the town will affect its character
- Poor transport links serving the site

Non-Material Considerations

- The land should be used for the benefit of young people, this would help take drugs out of the county.
- Hotels of this nature are generally places with poor working conditions, low wages with unhappy staff
- Poor facilities at Thurso Train Station
- Affordable hotel accommodation
- Objections have been submitted by those both directly and indirectly involved in the hospitality trade at present therefore these are not representative of the wider community of Thurso
- 6.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam. Access to computers can be made available via Planning and Development Service offices.

7. CONSULTATIONS

7.1 **THC Development Plans**: No objections. Its response outlines the policy context and the requirements of the site allocation (TS05 Former Mart Site) including the need for an assessment on the town centre. Concern is noted regarding the proposed design and impact on the B Listed Thurso Train Station.

Further comments following submission of additional plans:

No objections. The Town Centre Impact Assessment (TCIA) confirms that the proposal will not have a significant impact on the vibrancy and vitality of the town centre and therefore accords with the Town Centre First Policy. The revised drawings have addressed some of the concerns realised previously regarding the siting and design of the building. Whilst it is considered that more could be done to enhance the street frontage, it is recognised that the proposal is an overall improvement on the previous consents on the site.

- 7.2 **THC Environmental Health**: No objections. Conditions required regarding construction noise; dust and operational noise.
- 7.3 **Contaminated Land**: No objections. Our records indicate that the site has a historic use as an Auction Mart which may have resulted in land contamination. Condition required.
- 7.4 **Flood Risk Management Team**: Objections withdrawn following receipt of additional information include detailed drainage design arrangements. No conditions required.
- 7.5 **Transport Planning:** Transport planning have no objection; suspensive conditions are requested as summarized below:
 - 1. Suspensive for submission and agreement in writing of detailed and dimensioned plans demonstrating provision of a visibility splay of 4.5x90m in both directions from the access onto Ormlie road prior to commencement. Thereafter provision of the splays and maintenance in perpetuity.
 - 2. Suspensive for submission and agreement in writing of detailed and dimensioned plans showing the access junction and including the long section through the entire access demonstrating the gradients throughout prior to commencement. Thereafter construction in accordance with agreed plans prior to opening.
 - 3. Suspensive for submission and agreement in writing of detailed and dimensioned plans showing the footways and verges adjacent to the vehicular access within the site.
 - 4. Suspensive for submission and agreement in writing of detailed and dimensioned plans including levels showing the new footway along the frontage of the development site adjacent to Ormlie Road and around the bell mouth access junction prior to commencement. Thereafter construction in accordance with agreed plans prior to opening.
 - 5. Provision prior to opening and maintenance in perpetuity of 83 car parking spaces including a minimum of 5 disabled persons' spaces.
 - 6. Suspensive prior to commencement for submission and agreement in writing of detailed technical drawings, geotechnical information, design calculations, construction method statements and maintenance proposals

for the embankments and/or retaining structures and vehicle and/or pedestrian restraint adjacent to Ormlie Road. Thereafter construction in accordance with agreed plans prior to opening.

- 7. Suspensive prior to commencement for submission and agreement in writing of a Construction Phase Traffic Management Plan.
- 8. Suspensive prior to opening for submission and agreement in writing of a travel plan.
- 7.6 **Historic Environment Team:** Object. Concern is expressed regarding poor design, and the resultant direct negative impact that this will have upon the setting of the listed building (the Category b listed Train Station)
- 7.7 **SEPA:** Objections withdrawn. It is welcomed that the site and drainage layout has been designed assuming that there is a culvert present, and the development has been set well back from the assumed line of the culvert.
- 7.8 **Scottish Water:** No objections.
- 7.9 **Network Rail:** No objections however conditions required
- 7.10 **Caithness Disabled Access Panel:** No objections. The Panel outline that this will be the only hotel in the county with completely disabled bedrooms, showers and adhering to the laws on discrimination. Therefore it supports the application (as it has received numerous complaints from visitors to the county on the lack of disabled rooms in the area).

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
- 31 Developer Contributions
- 34 Settlement Development Areas
- 42 Previously Used Land
- 44 Tourist Accommodation
- 56 Travel
- 57 Natural, Built and Cultural Heritage
- 64 Flood Risk
- 65 Waste Water Treatment
- 66 Surface Water Drainage

8.2 Caithness and Sutherland Local Development Plan 2018

Town Centre First and Mixed Use Allocation TS05 Former Mart Site

9. OTHER MATERIAL CONSIDERATIONS

9.1 **Highland Council Supplementary Planning Policy Guidance** Sustainable Design Guide

9.2 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (June 2014)

9.3 **Other**

Highland Council Roads Guidelines for New Developments

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.
- 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.

10.3 **Development Plan Policy Assessment**

The site forms part of a wider mixed use allocation contained in the recently adopted Caithness and Sutherland Local Development Plan covering the former auction mart site which extends to a total of 3.7 hectares. The application site occupies the northernmost portion of the site. The allocation states that the site shall be used for housing, business, tourism, leisure, community and retail proposals. Therefore, the principle of a hotel use is generally supported by this allocation. A range of developer requirements are set out in the allocation; these have been added to through the examination of the LDP by Scottish Government and comprise:

- High quality siting and design including sympathetic streetscape siting and design and street frontage particularly on the northern part of the allocation, all to reflect the prominent location;
- Transport Assessment
- Improvements to the current access and parking arrangements;
- Active travel route to be established
- 10.4 Crucially there is a requirement for a Town Centre Impact Assessment; this links back to the Town Centre First Policy which sets out that any proposals generating significant footfall (such as hotels) should be directed to the town centre in the first instance. Thereafter, edge of town locations are favoured however it should be demonstrated that the proposal will not result in an adverse impact on the vitality and viability of the defined town centre. This issue has raised the most significant concern in representations and it was disappointing that the application, as initially

received, did not contain a suitable assessment of the impact on the town centre. This information has subsequently been received in the form of a Town Centre Impact Assessment (TCIA) and Economic Impact Statement (EIS). Both of which are considered to be robust with appropriate methodology which is proportionate to the scale of the proposal.

- 10.5 The analysis of the tourism industry presented is that the market has continued to grow in Highland, reflected by consistently high occupancy rates amongst tourist accommodation. It also discovered that leisure expenditure is expected to grow considerably across national and Highland level over the next ten years with particular growth in the hotel market. In Caithness in particular this is largely as a result of initiatives such as the NC500 and the redevelopment of John O'Groats. The assessment found that whilst there have been significant improvements in the sector over recent years the tourist product offered in Caithness needs to evolve further to maximise the economic benefits of the tourist industry. Overall this analysis is consistent with the overall outcomes of CASplan and industry reports by HIE and Visit Scotland.
- 10.6 The TCIA identifies that the existing accommodation providers serve a largely tourist trade, with the larger hotel catering for large tourist groups and package tours. Several other existing hotels were found to offer private function spaces. The Premier Inn does not attempt to attract large packing tours and does not provide function facilities and therefore does not expect any impacts on these parts of the market. Although there are a number of BandBs and guest houses, the assessment states that the Premier Inn product caters for a different segment of the market including a large amount of business travellers.
- 10.7 The EIS outlines the potential economic impacts of the proposed development. It found there to be a range of economic benefits for Highland and the local area including creating 30 Full Time Equivalent direct jobs during construction and 25 Full Time Equivalent jobs when complete. Based on survey work undertaken by Visit Scotland on visitor expenditure the EIS estimated that the Premier Inn customers could spend up to £1.85 million in the wider economy.
- 10.8 In light of the submitted assessments, it is considered that the proposed hotel development will not have a significant impact on vibrancy and vitality of the town centre and therefore accords with the Town Centre First Policy and the specific requirement of the TS05 allocation. As such the principle of development is considered to be acceptable subject to an assessment of material considerations and ensuring compliance with the development requirements of CASPIan. These matters are considered below.

Material Considerations

Use of brownfield land

10.9 The site has lain empty for a considerable period since the re-location of the Auction Mart which has caused considerable concern amongst the community due to its deteriorating condition particularly given its location opposite the train station and in a key location close to the town centre. Furthermore recent permissions granted to a retail chain have failed to progress, further exacerbating concerns.

The re-use of brownfield land is encouraged by both local and national planning policy therefore it is positive for new proposals for partial re-development of the site to be submitted. The area proposed for the hotel is however only one part of the wider auction mart site. The agent has outlined that the use of the remainder of the site will be very much dependant on end user requirements however at this stage it is anticipated that there is likely to be commercial plots closer to the proposed hotel site, with some residential use closer to the boundary with the High School. An indicative masterplan has been received which demonstrates how the plots could be configured and how access to each could be provided however at this stage, the masterplan is purely for information and will not form part of any of the approved documents. Each of the uses referred to as possible future development would all comply with the site allocation.

Siting and Design

- 10.10 The proposed hotel would be sited towards its northern boundary with Ormlie Road with the proposed car parking areas located to the south and west of the building. The hotel contains 81 bedrooms therefore its overall scale and form is large; however large buildings are not uncommon on Ormlie Road which also contains the Thurso High School (3 storeys) and North Highland College (5 storeys) which are both located on the same side of the road as the site. Ormlie House, to the other side of the road, is also 3 storeys lying on land at a higher elevation. The levels across the site slope away from the road allowing the building to be set into the site. As such, the site sections demonstrate that from Ormlie Road, the ground floor of the building will be below ground level with only the upper levels visible from this location. As such it is not considered that a building of this scale would be inappropriate for its location, and that the site levels and site context both lend themselves well to accommodating a taller building.
- 10.11 Concern was however initially raised with the agent that the proposed building was overly complex in its design and that, due to the building facing onto the car park, no active frontage with Ormlie Road would be provided. Revised drawings have since been submitted with a slightly simplified form, and with the building pulled closer to Ormlie Road and with the overall height reduced. This has helped to create a better street frontage which will enhance the streetscape on this northern elevation; thereby addressing the developer requirements of the Caithness and Sutherland Local Development Plan.
- 10.12 The revised drawings represent a contemporary design solution, with a slightly staggered footprint to break up the mass of the building. The proposed material palette consists largely of white render with areas of blockwork and timber composite cladding panels, with areas of dark cladding now removed. Refinements have also been made to the elevation closest to the town centre/ Ormlie Road to create the appearance of more active frontage. Whilst the plant (servicing) areas will still be visible on this elevation, the proposed landscaping plans show that a stone wall would be created around the boundary therefore helping to reduce the visual impact. Additional landscaping is also proposed for the boundary with Ormlie Road which will help the building assimilate into the site and soften its overall

appearance. It is considered that the final design solution is now considered to be acceptable in design terms and also represents a marked improvement since the previous planning approval for retail units, which by their very nature, is large and boxy.

10.12 The site is bounded by residential uses to its north west and north eastern boundaries; the closest being Station House which immediately adjoins the site and is orientated facing south east. A representation which is assumed to be from the owner of this house has been received; this states that there are no objections in principle to the proposed development and that another hotel is welcomed to address the current shortfall of accommodation. Some reservations are expressed regarding the proximity of the building and a request is made for the building to be sited further towards Ormlie Road. To this end the revised drawings showing the building pulled closer to Ormlie Road have been beneficial in terms of minimising the impact on Station House by offsetting the building so that it would not lie directly adjacent to the property. The northern elevation contains only the stairwell windows therefore there will be no direct overlooking or loss of privacy at Station House.

10.13 Additional Amenity Considerations

There is potential for amenity impacts to arise both during the construction phase as well as the operational phase. Planning conditions are no longer used to control the impact of construction noise as similar powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. However where there is potential for disturbance, a construction noise assessment should be submitted. This would be required in scenarios where the following circumstances are applicable: 1) It is proposed to undertake work, which is audible at the site boundary out with the houses of Monday to Friday 8am to 7pm; Saturday 8am to 1pm or 2) where noise levels during the above periods are likely to exceed 75dB for short term works or 55dB for long term works (i.e. work to be undertaken for more than 6 months). The agent has been unable to confirm at this stage whether the proposed construction work will be able to apply with the aforementioned circumstances therefore it is considered prudent to apply a condition to require submission of a construction noise assessment prior to work commencing.

10.14 Impact on Historic Environment

Concern was noted by the Historic Environment Team, that the originally submitted design would have an adverse impact on the setting of Thurso Train Station which is Category B Listed. This was due to the overall mass and scale of the building which would impose a 'significant bulk' in the proximity to the Station. In particular concern was noted regarding the northern elevation - which will form the immediate setting background to the station. This elevation has been improved through a reduction in the ridge height of the protruding section of the building (the stairwell) thereby reducing the overall scale and bulk building. This has gone some away to addressing the potential impact on the setting of the Listed Building. In this

instance, it is acknowledged that a building of this nature will inevitably have an impact on the setting of the Station however arguably it is of lesser impact than the previous planning approval which was large scale retail units.

10.15 Access

Transport Planning advise that a transport statement was submitted in May 2018 demonstrating that the size and impact of the current proposals are less than the small foodstore and garden centre previously approved. The previous permission showed around 115 primary vehicle movements in the evening peak with a Saturday mid-day hourly peak of 147 movements. In contrast the peak hourly vehicle movements in the weekday morning for the current proposals are 38. The junction analysis for the previous application showed that there were no operational issues expected at either junction with the increased traffic from the development. Since the volume of traffic from the revised proposals is substantially reduced no problems are foreseen with capacity on the existing network however the statement outlines that there will still be an increase in traffic on Ormlie Road of around 15% which is significant. The Transport Assessment includes a framework travel plan to address this however further information to supplement this is required by Transport Planning. This is addressed by a suspensive condition.

- 10.17 There is a single access proposed on Ormlie road. The applicant has shown a visibility splay of 90m on the submitted plans however Transport Planning advise that this appears to clash with the boundary wall to the east and therefore the position of this wall should be amended to ensure it is clear of the visibility splays. A condition for provision and maintenance of the visibility splay is therefore included. A suspensive condition is attached to submit detailed and dimensioned drawings showing the proposed access junction to Ormlie Road and the works required to tie in to the public road and the level information for agreement in writing by the Council prior to any works commencing.
- 10.18 There appear to be extensive earthworks required by the proposals in the vicinity of the school. A suspensive condition to submit and agree in writing a construction phase traffic management plan is requested. This shall include details of the construction traffic routes (including timing restrictions on any movements past the school), photographic surveys of Ormlie road adjacent to the site prior to any works commencing and on completion of the construction, proposals for ensuring the public road adjacent to the site is kept clean, proposals for phasing the works, proposals for any temporary signage required for construction traffic, proposals for the siting of site cabins, material storage and parking during the construction phase.

10.19 **Public Access**

Pedestrian access would also be taken from Ormlie Road, at the eastern side of the site. Whilst it may be desirable for pedestrian access to be provided directly opposite the Train Station, Network Rail constraints prevent this. The boundary with the train station instead requires a 1.4m high stock proof fence.

10.20 As part of the previously approved proposals a new footpath link on the east side of Ormlie road between the school and the site was required. The current transport statement concludes that there will not be a strong desire line between the hotel and the school site. This statement has been reviewed by Transport Planning and is judged to be reasonable. The submitted plans show a footway along the front of the portion of the site to be developed and detailed plans to provide the full details of this are required by condition. In addition the developer has stated that they will promote the remaining footway link along the frontage of the site to the school when the wider site area is brought forward for development which is considered to be reasonable.

Parking

10.21 A total of 87 parking spaces is to be provided, this is compliant with the Council's Roads and Transport Guidelines for New Developments which outline that 1 space per bedroom is required for hotel developments, as well as 1 space per 3 staff. A condition is added to ensure a total of 5 spaces are provided for disabled parking. The site is also well located for the train station and public transport with bus stops within 400m walking distance. Transport Planning consider that the existing public transport provision is adequate for a medium hotel, acknowledging that the demand will be smaller than for a food retail store).

Flood Risk and Drainage

- 10.22 SEPA note that the site lies outwith the 1 in 200 year flood zone therefore is not at risk of flooding however the Flood Risk Assessment states that historic records show that a stone culvert flows through the centre of the site. From the information initially provided it was unclear whether the exact location of the culvert was. As such, an amended site layout plan has been designed and submitted based on the assumption that there is culvert present, and with the development well set back from the line of the culvert. This has allowed SEPA's objection to be withdrawn.
- 10.23 The Council's Flood Team note whilst the site is thought to have drained into the combined sewer system previously, Scottish Water have outlined that surface water from future development can no longer enter their combined network thus the final drainage design needs to ensure surface water outfalls to a surface water sewer. A condition is requested to ensure the final drainage arrangements are provided to the Flood Team prior to work commencing on site.

Other Considerations – not material

10.24 Concerns have been raised in representations that there a number of other uses that would be more 'preferable' for the site. This is not a material consideration as the Planning Authority is only able to determine the proposed development which is being applied for. Similarly, perceived working conditions or the cost of accommodation at Premier Inn are not planning matters.

11. CONCLUSION

11.1 The application seeks to provide detailed consent for tourist uses; consist with the site allocation detailed in the adopted Caithness and Sutherland Local Development Plan. Following receipt of additional information which demonstrates that the proposal would not result in an adverse impact on the town centre and amended design, it is considered that the proposal is able to meet the developer requirements set out in the allocation. In addition, through discussion with the agent, a design solution has been presented which is appropriate for the location. 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.

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 applicable
- 12.5 Risk Not applicable
- 12.6 Gaelic Not applicable

13. **RECOMMENDATION**

Action required before decision issued N

- Notification to Scottish Ministers N
- Notification to Historic Scotland N

Conclusion of Section 75 Agreement N

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. For the avoidance of doubt, permission is hereby granted for the erection of a hotel with ancillary restaurant and bar with outdoor seating area and associated car parking, servicing, external plant area, new road and pedestrian access (including engineering operations). The additional areas shown within the red line boundary shall be subject to future application(s).

Reason: To clarify the terms of the permission hereby approved.

- 2. No development shall commence until a Construction Noise Assessment has been submitted to, and approved in writing by, the Planning Authority in consultation with Environmental Health. An assessment will be required in the following circumstances:
 - Where it is proposed to undertake work, which is audible at the site boundary, out with the hours of Monday to Friday 8am to 7pm; Saturday 8am – 1pm OR;
 - Where noise levels during the above periods are likely to exceed 75dB(A) for short term works or 55dB(A) for long term works.

The above assessment shall be carried out in accordance with BS 5228-1:2009 "Code of practice for noise and vibration control on construction and open sites – Part 1: Noise", and shall identify mitigation measures where required.

3. No development shall commence until a dust suppression scheme has been submitted to, and approved in writing by, the Planning Authority in consultation with Environmental Health. Thereafter the development shall progress in accordance with the approved details.

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

- 4. No development shall commence until an operational noise assessment (to include heating, ventilation and refrigeration plant) has been submitted to and approved in writing by the Planning Authority on consultation with Environmental Health. The assessment shall demonstrate that:
 - any associated operating noise shall not exceed NR 20 when measured or calculated within the bedroom of any noise-sensitive premises with windows open for ventilation purposes or;
 - the operating noise rating level shall not exceed the background noise level by more than 5dB(A) including any characteristics penalty. Terms and measurements shall be in accordance with BS 4142: 2014 Methods for Rating Industrial and Commercial Sound.

Thereafter the development shall proceed and operate in accordance with the approved noise assessment.

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

5. No development shall commence until a scheme to deal with potential contamination within the application site has been submitted to, and approved in writing by, the Planning Authority. The scheme shall include:

i. 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 first submitted to and approved in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and British Standard BS 10175:2011+A1:2013 Investigation of Potentially Contaminated Sites - Code of Practice;

ii. 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;

iii. measures to deal with contamination during construction works;

iv. in the event that remedial action be required, a validation report that validates and verifies the completion of the approved decontamination measures;

v. in the event that monitoring is required, monitoring statements submitted at agreed intervals for such time period as is considered appropriate in writing by the Planning Authority.

Thereafter, no development shall commence until written confirmation that the approved scheme has been implemented, completed and, if required, on-going monitoring is in place, has been issued by 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.

6 No development shall take place on site until such time as a noise impact assessment has been submitted to and approved in writing by the Planning Authority. The noise impact assessment shall include an assessment of the potential for occupants of the development to experience noise nuisance arising from the railway line. Where a potential for noise disturbance is identified, proposals for the attenuation of that noise shall be submitted to and approved in writing by the Planning Authority. Any such approved noise attenuation scheme shall be implemented prior to the development being brought into use and shall thereafter be retained n accordance with the approved scheme.

Reason: To ensure that occupants/users of the development do not experience undue disturbance arising from nearby noise sources.

7 No development shall commence until full detailed and dimensioned plans demonstrating provision of a visibility splay of 4.5mx90m in both directions from the access into Ormlie Road have been submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, the plans shall show the boundary wall to the east relocated out with the 90m splay. Thereafter the approved splays shall be provided and maintained in perpetuity. 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.

8 No development shall commence until detailed and dimensioned plans showing the access junction with Ormlie Road (including a long section through the entire access demonstrating the gradients throughout) have been submitted to, and approved in writing by, the Planning Authority. Thereafter the junction shall be constructed in accordance with the approved priors to the first opening of the development hereby approved.

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

9 No development shall commence until detailed and dimensioned plans showing the footways and verges adjacent to the vehicular access have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall progress in accordance with the approved details with the footway made available prior to the first use of the development hereby approved.

Reason: In the interests of road safety, and that the works involved comply with applicable standards.

10 No development shall commence until detailed and dimensioned plans showing the footway along the frontage of the development site adjacent to Ormlie Road and around the bell mouth junction (including proposed levels) have been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be undertaken in accordance with the approved plans with the footway made available prior to the first use of the development hereby approved.

Reason: In the interests of pedestrian safety.

11 No development shall commence until detailed technical drawings, geotechnical information, design calculations, construction method statements and maintenance proposals for the embankments and/or retaining structures and vehicle and/or pedestrian restraint adjacent to Ormlie Road have been submitted to, and approved in writing by, the Planning Authority. Thereafter the development shall progress in accordance with the approved plans.

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

12 No development shall commence until a Construction Phase Traffic Management Plan has been submitted to, and approved in writing by, the Planning Authority. The CTMP shall include details of the construction traffic routes (including timing restrictions on any movements past the school), photographic surveys of Ormlie road adjacent to the site prior to any works commencing and on completion of the construction, proposals for ensuring the public road adjacent to the site is kept clean, proposals for phasing the works, proposals for any temporary signage required for construction traffic, proposals for the siting of site cabins, material storage and parking during the construction phase. Thereafter the development shall proceed in accordance with the approved CTMP.

Reason: In the interests of road safety, and that the works involved comply with applicable standards.

13 Prior to the first use of the development hereby approved, a Travel Plan shall be submitted to and approved in writing by the Planning Authority. The Travel Plan shall provide the initial mode targets based on census travel to work data, confirm appointment of a travel plan co-ordinator by the site operator and state the requirement for annual monitoring of mode share and review of the Travel Plan. Thereafter the operational phase of the development shall proceed in accordance with the approved details.

Reason: In order to reduce dependency on the private car and to encourage greater use of public transport.

14 Prior to the first use of the development hereby approved a minimum of 83 car parking spaces shall be completed and provided with a minimum of 5 disabled persons spaces. Thereafter, all car parking spaces shall be maintained for this use in perpetuity.

Reason: In order to ensure that the level of off-street parking is adequate.

15 All landscaping works shall be carried out in accordance with the scheme and plans approved as part of this permission. All planting, seeding or turfing as may be comprised in the approved scheme and plans shall be carried out in the first planting and seeding seasons following the commencement of the 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.

16 The applicant shall provide a suitable stock proof fence at least 1.4m in height adjacent to Network Rail's boundary and provision for the fence's future maintenance and renewal shall be made. Details of the proposed fencing shall be submitted to the Planning Authority for approval before development is commenced and the development shall be carried out only in full accordance with such approved details.

Reason: In the interests of public safety and the protection of Network Rail infrastructure.

REASON FOR DECISION

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

TIME LIMITS

LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

FOOTNOTE TO APPLICANT

Initiation and Completion Notices

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

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

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

Accordance with Approved Plans and Conditions

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

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (p.198), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Septic Tanks and Soakaways

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

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

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_or_wor king_on_public_roads/2

Mud and Debris on Road

Please note that it 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.

Network Rail

The construction of the proposed drainage connections through Network Rail owned land must be carried out only in full agreement with Network Rail. The development should be aware that they will have to secure wayleave agreements with Network Rail for the proposed drainage connections.

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

The developer must contact Network Rail Asset Protection Engineers regarding the above matters, contact details below:

Network Rail Asset Protection Engineers 151 St. Vincent Street, GLASGOW, G2 5NW Tel: 0141 555 4352 E-mail: <u>AssetProtectionScotland@networkrail.co.uk</u>

Designation:	Area Planning Manager - North
Author:	Gillian Pearson
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 – Location Plan – 2347_300
	Plan 2 – Existing Site Layout – 2347_300
	Plan 3 – Proposed Site Layout Plan – 2347_303 Rev D
	Plan 4 – Proposed Site Layout Plan – 2347_304 Rev A
	Plan 5 – Proposed Elevations – 2347_310 Rev A
	Plan 6 – Proposed Ground Floor Plan – 2347_307 Rev A
	Plan 7 – Proposed First Floor Plan – 2347_308 Rev B
	Plan 8 – Proposed Roof Plan – 2347_309 Rev A
	Plan 9 – Proposed Section Plan – 2347_311 Rev A
	Plan 10 – Proposed Section Plan – 2347_312 Rev B
	Plan 11 – Drainage Plan – 502
	Plan 12 – Earthworks Plan – 503
	Plan 13 – Landscaping Plan – 21807-LP-02 Rev A



18/02298/FUL

Ν

Erection of hotel with ancillary restaurant and bar with outdoor seating area and associated car parking, servicing, external plant area, new road and pedestrian access (including engineering operations)

Development & Infrastructure Service

Council

Comhairle na

Gàidhealtachd

November 2018







	PENTLAND PROPERTIES LTD / PREMIER INN						
Project		\D					
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Drawing little	LOCATION P	LAN					
Date		Scale					
Dute	MAY 2018	Clark	1:500	@ A0			
lssue Status	PLANNING						
Drawing No.	2347_300	Rev. -	Drawn	KH/AF			
	Architects	+ Planr	ners				
Edinburgh Office Belford House 59 Belford Road Edinburgh EH4 3DE			D 11 Sou	undee Office th Tay Street Dundee DD1 1NU			
T: 0131 225 2958			T: 0	1382 226 361			
E: info@man	sonarchitects.co.uk	W: www	w.mansonard	chitects.co.uk			
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SOUTH ELEVATION



WEST ELEVATION

	-		h	-		
LEVEL 02 +32450mm AOD					3	
LEVEL 01 +29720mm AOD	8		7		2	
LEVEL 00 +26150mm AOD						

EAST ELEVATION





NORTH ELEVATION



MATERIALS KEY

- 1 BLOCKWORK MASONRY - SPLITFACE FINISH IN 'YORKSTONE'
- 2 WHITE RENDER
- 3 TIMBER COMPOSITE CLADDING PANELS
- 4 DARK GREY CONCRETE ROOF TILE
- 5 DARK GREY SINGLE PLY MEMBRANE
- 6 ALUMINIUM CLADDING BRONZE FINISH
- 7 GREY UPVC WINDOWS WITH PPC ALUMINIUM OVER CILL TO MATCH
- 8 BLACK UPVC DOWNPIPES AND GUTTERING
- 9 GREY UPVC SOFFIT AND FASCIA
- 10 GREY PPC CURTAIN WALLING
- 11 GREY PPC ALUMINIUM FRAMED GLAZED DOOR
- 12 GREY PPC METAL LOUVER DOOR

REV

Client

T: 0131 225 2958

_

E: info@mansonarchitects.co.uk

A 16.08.18 KH/JB Adjusted to suit revised floor plan. Material application adjusted to suit planning requirements



PENTLAND PROPERTY LTD / PREMIER INN

Project	PREMIER INI	N	
	ORMLIE ROA	4D	
	THURSO		
Drawing Title	PROPOSED	ELEVATION	IS
Date	MAY 2018	Scale	1:100 @ A1
Issue Status	PLANNING		
Drawing No.	2347_310	Rev.	Drawn AF/LM
	Architects	; + Plann	ers
Edinburgh O Hawthorn Ri 10 Belford Ro Edinburgh El	ffice se oad H4 3BL		Dundee Offic 11 South Tay Stree Dunde DD1 1N

All dimensions and levels to be checked on site and the Architect to be informed of any discrepancies prior to the commencement of work. Unspecified dimensions are not to be scaled off this drawing, All dimensions are in millimetres unless otherwise specified. If any dimensions or details conflict please notify the Architect immediately.

T: 01382 226 361

W: www.mansonarchitects.co.uk





A 16.10.18 KH 'Bedroom wing' building footprint relocated 1.8m closer to Ormlie Road - back of house area adjusted accordingly



PENTLAND PROPERTY LTD / PREMIER INN

Project	ORMLIE ROAD THURSO HOTEL DEVELOPMENT						
Drawing Title	PROPOSED (FLOOR PLAN	GROUND N					
Date	MAY 2018	Sca	^{ale} 1:1(00 @ A1			
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Drawing No.	2347_307	Rev. A	Drawn	KH/AF			
	Architects	; + Plan	ners				
Edinburgh O Hawthorn Ri: 10 Belford Ro Edinburgh El	ffice se oad H4 3BL		ן 11 So	Dundee Office uth Tay Street Dundee DD1 1NU			
T:0131 225	2958		Т:(01382 226 361			
E: info@man	sonarchitects.co.uk	W: w	ww.mansona	rchitects.co.uk			

All dimensions and levels to be checked on site and the Architect to be informed of any discrepancies prior to the commencement of work. Unspecified dimensions are not to be scaled off this drawing. All dimensions are in millimetres unless otherwise specified. If any dimensions or details conflict please notify the Architect immediately.





A 23/05/18

Updated to suit GF layout changes 16.10.18 KH

'Bedroom wing' building footprint relocated 1.8m closer to Ormlie Road - back of house area adjusted accordingly



PENTLAND PROPERTY LTD / PREMIER INN

Project	ORMLIE ROAD THURSO						
	HOTEL DEVE	LOPMENT					
Drawing Title	PROPOSED I FLOOR PLAN	FIRST / SEC	OND				
Date	MAY 2018	Scale	1:10	0 @ A1			
lssue Status	PLANNING						
Drawing No.	2347_308	Rev. B	Drawn	KH/JB			
	Architects	; + Planne	ers				
Edinburgh Office Hawthorn Rise 10 Belford Road Edinburgh EH4 3BL			ם 11 Soi	Dundee Office uth Tay Street Dundee DD1 1NU			

All dimensions and levels to be checked on site and the Architect to be informed of any discrepancies prior to the commencement of work. Unspecified dimensions are not to be scaled off this drawing. All dimensions are in millimetres unless otherwise specified. If any dimensions or details conflict please notify the Architect immediately.

T: 01382 226 361

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E: info@mansonarchitects.co.uk





Client

A 16.10.18 KH Updated to suit adjustments to building footprint



PENTLAND PROPERTY LTD / PREMIER INN

Project	ORMLIE ROA	D								
	THURSO									
	HOTEL DEVELOPMENT									
Drawing Title										
	PROPOSED									
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	Architects	+ Planne	ers							
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T: 0131 225	2958		T: 01382 226 361							

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W: www.mansonarchitects.co.uk

E: info@mansonarchitects.co.uk







SECTION BB



SECTION AA

| BEDROOM |
|---------|---------|---------|---------|---------|---------|---------|---------|
| BEDROOM |
| BEDROOM |





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Client

A 16.10.18 KH Updated to suit adjustments to building footprint



PENTLAND PROPERTY LTD / PREMIER INN

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Architects + Planners

dinburgh Office Hawthorn Rise 0 Belford Road	Dundee Offic 11 South Tay Stree Dunde
T: 0131 225 2958	T: 01382 226 36
: info@mansonarchitects.co.uk	W: www.mansonarchitects.co.u

All dimensions and levels to be checked on site and the Architect to be informed of any discrepancies prior to the commencement of work. Unspecified dimensions are not to be scaled off this drawing. All dimensions are in millimetres unless otherwise specified. If any dimensions or details conflict please notify the Architect immediately.











DO NOT SCALE, IF IN DOUBT ASK. DO NOT INTERROGATE CAD BASE

WSII

imes 25.919m DENOTES FINISHED GROUND LEVEL

FFL:26.50m DENOTES FINISHED FLOOR LEVEL

DENOTES PROPOSED GROUND CONTOUR

DENOTES RECORDED GROUND INVESTIGATION POSITION

DENOTES PROPOSED RETAINING STRUCTURE

------ DENOTES EXTENT OF PHASE I EARTHWORKS

PHASE I PLANNING BOUNDARY

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Mix	ed-Use	Devel	lopment				
Orn	nlie Roa	id, Thi	urso				
Extent of Phase 1 Earthworks							
G	oods	son	T	el: +44 (0)	131 226 2044	4 7	
Fax: +44 (0)131 226 3107							
Associates Web: www.goodsons.com							
Conculting Civil Structured 9 Transportation Engineers							
53 Molville Street							
Edinburgh EH3 7HI							
Also at Aberdeen, Glasgow and Leeds.							
PLANNING							
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Control MH 2.5 l/s

Control Chamber 0.8 l/s

MH's constructed to allow connections from possible future

_development/

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Team	Project PRC DE ORMLI INTER	REV DATE ECS Transport Planning Lt Centrum Offices 38 Queen Street Glasgow G1 3DX Telephone: 0844 443 0834 Email: info@ecstransport.co Client	Based upon the Ordnar permission of the contru- copyright reserved. EC Glasgow, G1 3DX. Lice
S Checked Approved MS MS MS Date 09.10.18 Drawing No. 18034_007 Rev eliminary For Tender For Constr r Information For Approval As Built or Information To For Approval As Built	DPOSED HOTEL EVELOPMENT, IE ROAD, THURSO NAL DIMENSIONS	AMENDMENTS DRAWN CHK	nce Survey's (1:1250) Map of 2014 with oller of Her Majesty's Stationery Office, Crov S Transport Planning Ltd, 38, Queen Street anse No: AL 100055056.

Service Zone		
Client PENTLAND PROPERTY LTD Project PROPOSED HOTEL DEVELOPMENT, DEVELOPMENT, ORMLIE ROAD, THURSO Tile INDICATIVE ACCESS ARRANGEMENT & VISIBILITY SPLAY Team Checked NS Approved MS Drawn Checked NS Approved MS Stale @ A3 Drawing No. Drawing No. Rev 1500 Checked NS Approved MS Stale @ A3 Drawing No. Rev 18034 No. Drawing No. Rev 18034 Rev 18034 Stale @ A3 Drawing No. Rev 18034 Rev 18034 Stale @ A3 Drawing No. Rev 18034 Rev 18034 Stale @ A3 Rev 18034 Stale @ A3 Rev 4 Stale @ A3 Stale @ A3	REV DATE MENDMENTS DRAWI CHI APP ECS Transport Planning Ltt ECS Transport Planning Ltt Editum Offices 30 Queen Street 38 Queen Street Gasgow GT STANSPORT PLANNING LIMITED TRANSPORT PLANNING LIMITED Telephone: 0844 43 0834 Email: Info@cestansportoous Fransport Planning Ltt Fransport Planning Ltt	Based upon the Ordnance Survey's (1:1250) Map of 2014 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd, 38, Queen Street, Glasgow, G1 3DX. License No: AL 100055056. Notes:- Visibility Splay - 4.5m x 90m