

Agenda Item	<b>6.4</b>
Report No	<b>PLN/068/19</b>

## HIGHLAND COUNCIL

**Committee:** North Planning Applications Committee

**Date:** 10 September 2019

**Report Title:** 19/00657/FUL: GEG Capital (North) Ltd and  
19/00654/LBC: GEG Capital (North) Ltd  
Ambassador House, Earls Cross Road, Dornoch, Sutherland

**Report By:** Acting Head of Development Management – Highland

### 1. Purpose/Executive Summary

1.1 **Description:** Conversion and alteration to form 9 apartments, erection of 4 semi detached houses and the formation of new access road

1.2 **Ward:** 4 – East Sutherland and Edderton

**Development category:** Local

**Reason 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. Recommendations

2.1 Members are asked to agree the recommendation to Grant planning permission and listed building consent as set out in section 11 of the report.

### 3. PROPOSED DEVELOPMENT

- 3.1 The application seeks full permission and listed building consent for the conversion of the existing Listed Ambassador House and erection of four semi detached houses within its grounds. These applications should also be considered in conjunction with the following applications which also relate to development of the grounds at Ambassador House:
- 19/00658/FUL: Demolition of former Earls Cross Cottage, erection of 12 detached houses, remote paths connection to Earls Cross Road and formation of access road and;
  - 19/00655/LBC: Demolition of Earls Cross Cottage.
- 3.2 Members will recall these proposals were presented to the North Planning Applications Committee on a previous occasion in June 2018, with the applications approved subject to conclusion of a legal agreement. These revised planning applications seek to alter the access arrangements for the development, with vehicular traffic to now enter the site via Earl's Cross Gardens rather than through Earl's Cross Road, both during construction and thereafter following completion of the development. This change has arisen as the previously approved access arrangements proved to be problematic to implement due to the involvement of land outwith the control of the applicant.
- 3.3 No formal pre-application advice was sought prior to the submission of the applications however informal discussions took place between the applicant and the Roads Authority which were broadly supportive of the revised access arrangements in principle.
- 3.4 The application is supported by a Planning Statement, Traffic Management Plan, Landscaping Proposals, Drainage Impact Assessment, Road Appraisal and Road Safety Review.
- 3.5 **Variations:** The footpaths originally proposed as part of the access arrangements from Earls Cross Gardens have been removed from the proposals. Additional/amended drawings were provided on 20<sup>th</sup> March 2019 following Transport Planning comments and additional supporting information provided on 21 May 2019 (Road Appraisal and Road Safety Review) with updated supporting information submitted on 16 August 2019. Proposed balconies have been removed from the rear of the proposed houses.

### 4. SITE DESCRIPTION

- 4.1 The site is located to the north eastern edge of Dornoch in an elevated position with views towards Embo, Golspie and Dornoch beach and golf course. Ambassador House is located centrally within the site; this is a former school hostel of an Art's and Crafts design which has fallen into disrepair. Topography across the site is varied generally sloping from east to west down towards Earl's Cross Gardens. The site is largely grass covered with areas of overgrown gorse. Agricultural land lies to the west and to the east is the Earl's Cross Gardens development of individually built detached houses. An area of hardstanding surround the listed building and associated caretaker's house – Earls Cross Cottage which it is proposed to demolish.

## 5. PLANNING HISTORY

5.1	03.11.2009	09/00362/LBCSU Conversion of Ambassador House to 9 apartments, demolition rear extension (Listed Building Consent)	Permitted (Committee)
5.2	22.12.2013	09/00363/FULSU Conversion of Ambassador House to 9 apartments, demolition of rear extension and demolition of Earls Cross Cottage. Erection of 11 detached houses, 4 flats and 2 semi-detached houses. Formation of new access road from Earls Cross Gardens	Permitted (Committee)
5.3	18.12.2018	17/02231/FUL - Conversion and alteration to form 9 apartments, demolition of existing flat roofed extension, erection of 4 terraced houses and road improvements	Permitted (Committee)
5.4	18.12.2018	17/02234/LBC - Conversion to 9 apartments, alterations to building and demolition of extension, external fire stair and rear storage compound, erection of 4 terraced houses and road improvements	Permitted (Committee)
5.5	18.12.2018	17/02236/FUL - Demolition of former cottage and erection of 12 detached houses, formation of new access road and remote paths and improvements	Permitted (Committee)
5.6	18.12.2018	17/02239/LBC - Demolition of former cottage	Permitted (Committee)

## 6. PUBLIC PARTICIPATION

6.1 Advertised: Unknown Neighbour

Date Advertised: 8 March and 7 June 2019 (re-advertisement)

Representation deadline: 22 March 2019 and 21 June 2019

Timeous representations: 15

Late representations: 1

6.2 Material considerations raised are summarised as follows:

### Access Concerns:

- The road from Dornoch Square is not suitable for the extra traffic especially construction traffic and is hazardous;
- Lack of traffic assessment
- Elizabeth Crescent/Earls Cross Gardens from an excessively long cul-de-sac – this further development would be contrary to the concepts of Designing Streets and other highway design publications;

- This development in addition to the allocated site at Bishopsfield would be unacceptable in terms of traffic flow on Elizabeth Crescent, Stafford Road and Grange Road
- Earls Cross Gardens is not adopted – the new road therefore cannot be adopted as it would not form a continuous system with existing public roads which is Council policy in Roads and Transport Guidelines. As such public services cannot be provided;
- In summer season overflow parking at the Dornoch Hotel can reduce Stafford Road to one lane
- Suggest the developer looks at taking access via Earls Cross Road
- No more than 20 houses should be accessed from a cul de sac

#### **Drainage:**

- Scottish Water have raised no objection in terms of capacity in the system to process sewage and supply water however the applicant has not assessed the suitability of the combined sewer which has experienced problems in the past;
- The 2017 applications proposed a new sewer – this is not part of this current proposal;
- Details on drawing PL026 are wrong in terms of sewer location
- The paths in Earls cross Gardens are not suitable to accommodate pedestrians
- Visibility concerns – the required splays cannot be met due to the presence of a hedge
- Lack of footpath provision

#### **Impact on Amenity:**

- The applications will have a substantial and damaging impact on the amenity of Earls Cross Gardens as a result of traffic generation
- Increased noise levels due to increased traffic
- Safety concerns due to increased traffic
- Inconvenience of construction phase
- Concern regarding construction timings
- Concern regarding balconies on semi detached houses and that these could be reinstated

#### **Conversion of Ambassador House**

- No assessment has been carried out as to the suitability of this building to be converted i.e. structural information;
- This redevelopment should be substantially completed before work commences on new housing;

#### **Layout, Siting and Design:**

- House number 14 and 1 are incongruous and should form part of the grassy strip of land particularly since the core path is on the west side of house 1
- The development appears like as many houses as possible being crammed within the site without proper regard to an aesthetic vision of generous open space areas to compliment the dominating presence of Ambassador House;

- Overlooking/loss of privacy concerns

#### **Habitat**

- It is assumed no clearance of gorse/broom will take place during bird nesting season due to the various varieties of bird that use the area as their habitat

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](http://www.wam.highland.gov.uk/wam).

## **7. CONSULTATIONS**

**Dornoch Community Council:** The Community Council would like to point out that Earl's Cross Road is not fit to take all the development traffic and that the junction with the station brae is unsuitable for an increased number of vehicles. The following queries are also asked by the CC:

- 7.0
- Worried about access for vehicles – is there going to be a split traffic route?
  - Worried about increased traffic on Elizabeth Crescent?
  - Ambassador house to be done first then the rest of the work?
  - Make sure the buildings don't encroach over the original properties below?
  - Mr Stan Wilson – Tullochard, Elizabeth Crescent has stated can he have permission to stop the heavy vehicles coming along Elizabeth Crescent?
- 7.1 **THC Flood Risk Management Team:** No objections subject to a condition that final drainage design is submitted for review and approval.
- 7.2 **THC Historic Environment Team:** No objections. On the basis that the application is identical to that given consent previously, there are no conservation issues with the proposed revised access. The revised parking to the front of the listed building is preferable to that previously consented as the concentration of spaces directly in front of this elevation is reduced.
- 7.3 **THC Development Plans:** No objections. Whilst the proposal is not within an allocated site in the adopted development plan, it is within the SDA which generally supports appropriate developments as long as they meet the requirements of all other applicable policies. The development will support the restoration of the B Listed Ambassador House which is on the Buildings at Risk register. There is a core path that follows the western and northern boundaries of the site and this should be safeguarded in line with Policy 77 of the HwLDP. The proposal broadly complies with the Development Plan and offers potential to support proposals to bring a building with importance to the historic environment back into use. Developer Contributions are required towards education provision (Dornoch Primary) and Community Facilities at a rate of £3612 per house and £2484 per flat totalling £79,107. 25% affordable housing should be provided on site as well as open space.
- 7.4 **THC Transport Planning:** Objections – resolved. A total of 4 responses from Transport Planning have been received, reflective of ongoing discussion with the agent.

There are two previous sets of planning permissions for the site; 09/00363/FULSU (which proposed access from Earls Cross Gardens) and 17/02231/FUL – 17/02236/FUL (which proposed access from Earls Cross Road). The applicant has split the site into two but both applications share a common road (which is an extension to Earls Cross Gardens) to provide access and so this response is relevant to both current planning applications. The two applications are for a total of 25 units including 9 flats within the listed building of Ambassador House.

My understanding of the ongoing revisions to the access proposals differs from that given by the applicant in sections 2.19 to 2.21 of the design and access statement and is as follows;

- Planning permission was originally granted for 09/00363/FULSU which took access from Earls Cross Gardens. The advice to planners was given by the Local Roads Office at that time. In the intervening period both the Road Authority's structure and the Guidelines for New Developments changed. Transport Planning rather than the Local Roads Office now act as the consultee on roads and transport issues for planning applications.
- Following suitable consultation the Road Operations Manager for Caithness and Sutherland (ROM) confirmed to the applicant that Earls Cross Gardens would remain a private road as the majority of frontagers objected to the proposed adoption of the road by the Council.
- During ongoing discussions the planning officer advised the applicant that a formal submission for pre-application advice would be advisable in this instance due to the complexities of the case.
- The applicant's agents did not apply for formal pre-application advice but in isolation approached the ROM for informal advice on an alternative access via Earls Cross Road. The ROM indicated that this should be acceptable subject to certain restrictions and suitable upgrading of the route.
- Planning permission was granted to applications 17/02231/FUL and 17/02236/FUL which took access via Earls Cross Road subject to suitable upgrading of the road. This upgrading requires the developer to gain control of third party land.
- The developer has now submitted new applications reverting to the original proposals to gain access via Earls Cross Gardens.

### **Summary**

On balance Transport Planning support the conclusions of the Road Appraisal that there will be no detrimental impact on the safety of the local road network due to the proposed development. Transport Planning also conclude that the temporary impact of the construction traffic can be safely managed by use of an agreed Traffic Management Plan during construction. Therefore Transport Planning have no objection to the granting of planning consent subject to the conditions and informatives requested.

### **Road maintenance and refuse collection proposals**

Road Construction Consent is required for this development, however, the road will not be adopted by the Council unless Earls Cross Gardens is also adopted. An informative making the applicant aware of these requirements and constraints is requested. The current applications take access as an extension to the existing

Earl's Cross Gardens which was built with Road Construction Consent but remains a private road at the request of a majority of the current frontagers. In accordance with the Council's Roads and Transport Guidelines for New Developments section 3.3.2.1 roads will only be considered for adoption where they form a continuous system with existing public roads. Therefore the Council will not adopt this proposed extension to Earls Cross Gardens as a public road until such time as the requirements of section 16 of the Roads Scotland Act are met and a suitable condition will be placed on any related Road Construction Consent issued.

The developer has confirmed that the maintenance of the road in perpetuity will be undertaken by a factor as it will remain private (unless the requirements of section 16 of the Roads Scotland Act are met which is not within the control of the developer). A suitable suspensive planning condition (prior to occupation) relating to the factoring of the maintenance for the private road is requested. Detailed confirmation of the body which will act as the future road manager in perpetuity will be required before Road Construction Consent is granted.

Community Services refuse collection team caution that at present they are not aware of any private contractor undertaking household refuse collections in the whole of the Ross and Cromarty and South-East Sutherland area (although there are some private commercial collections). The householders on Earls Cross Gardens take their refuse down to the public road end for collection by the Council. This will not be acceptable for this development due to the number of additional bins required. Community Services have confirmed that the Council will not provide road side refuse collection on this proposed private road in accordance with current policy and practice. Section 2.5 of the updated Road Appraisal confirms that there are private refuse firms who will collect from the site (as opposed to the current arrangements for the existing private road where the residents take the bins to the public road end). A suspensive planning condition for the details of the private refuse collection for the properties to be submitted in writing and agreed by the Council prior to any occupation of the properties is requested. Related to this a condition requiring a factoring arrangement be set up to pay for the refuse collection arrangements for the private road is requested – again this should be suspensive to be done prior to occupation (if the road was to be adopted the Council would then undertake roadside refuse collection).

### **Footway proposals along the existing Earls Cross Gardens**

Drawing 117951/101 Rev B now shows that the existing Earls Cross Gardens is proposed to remain as a shared use surface - as it is at present. No footway is to be constructed as the applicant does not have control of the land and the frontagers have indicated they would not give permission for any construction.

### **Clearance between carriageway and property boundaries**

On drawing 117951/101 Rev B a minimum clearance of 0.5m between the edge of the carriageway and adjacent private boundaries is shown on the north side of proposed link between the proposed access road providing frontage access to the new housing and the existing private road at Earls Cross Gardens. A minimum service strip of width of 1.1m is shown on the South side increasing to 2m width at the existing turning head area. These distances are acceptable but are the minimum required. Any reduction would not be appropriate.

## **Transport Statement and Road Safety concerns**

The Road Safety Review of the Access carried out by Road Safety Consultants Wyllie: Lodge concluded that the additional traffic generated by the development would not increase traffic to the level that would expose road users to an unmanageable or unacceptable risk (section 5.5). However a more rigorous test was requested by Transport Planning in this instance which was that there should be no net detriment to road safety (as set out in Transport Scotlands 'Transport Assessment Guidance').

Further information was therefore sought from the applicant and a revised Road Appraisal (Issue 2) was prepared by the Traffic and Transportation section of professional engineering firm Fairhurst to address the concerns raised by objectors and Transport Planning to the proposed development;

- The trip rate has been considered in section 4 of the Appraisal using the national database 'TRICS'. This predicted a total pm peak of 9 vehicular movements. Undertaking a coarse sensitivity test using estimated figures of 6 car trips per day with 10% of these during the peak hour gives a maximum of 15 movements in the peak hour; this remains a low level of traffic.
- Consideration is given in section 4.3 of the Appraisal to road safety and the collision history of the adjacent network. No road traffic collisions resulting in injury are recorded within a 5 year period. Two slight injury collisions are recorded within a 10 year period (on High Street and Shore Road); however, these are within the settlement centre (beyond the A949) and the traffic generated by this development will not be of significance on these routes.
- The impact of the increase in traffic from the development along the minor road network to the A949 on Road Safety is detailed in Section 4.3.5 which confirms that the proposed development will have no detrimental impact on the local road network.
- Consideration is given in section 2.4 to the suitability of the proposed development access via Earls Cross Gardens. The visibility available within the private road boundary is confirmed as 2.4x19m; visibility is restricted by a hedge along the boundary of the adjacent property. This is less than the 25m visibility splay which is the stopping sight distance set out in 'Designing Streets' for a speed of 20mph. However Fairhurst assess the actual speed of vehicles approaching the proposed junction will be no more than 15mph. Transport Planning agree with this assessment based on the very short length of road extending beyond the junction to the north and the tightness of the bend (6m kerb radius) forming the proposed access. Designing Streets gives the required visibility for a speed of 15mph as 17m. This is available within the private road boundary. The Appraisal concludes that the proposed site access junction has appropriate geometry and suitable visibility for its location and the speed of vehicles approaching the junction (section 2.4.12). Transport Planning agree with this conclusion.
- Section 3.5 of the Road Safety Review considers the possibility of strengthening the gateway feature to the 'shared use' section of the existing Earls Cross Gardens. Section 2.3.7 of the Road Appraisal notes that minor alterations could be made. Transport Planning consider that alterations are required to



improve the accessibility of the design and to strengthen the gateway into the 'shared use' section of Earls Cross Gardens and a suspensive condition for appropriate mitigation is requested below.

As appropriate mitigation for the increase in traffic on the existing shared use section of Earls Cross Gardens, Transport Planning request a suspensive condition that; prior to any development drawings showing the detailed design of a 20mph zone over the existing 'shared use' section of Earls Cross Gardens and including the new development road are submitted to the Council and approved in writing. This design shall include upgrading of the gateway feature to improve accessibility and provide suitable tactile paving warning pedestrians of the 'shared use' surface and shall increase the visibility of the transition into 'shared use' for motorised users. Thereafter, and a minimum of 12 months prior to occupation of any units, the developer shall formally request the Council to promote the required Traffic Order for the 20mph zone at the developer's expense. Prior to occupation of any of the development any works required to implement any approved Traffic Order over the existing length of Earls Cross Gardens shall be carried out in accordance with the Statutory Approval at the developer's expense.

The Road Appraisal demonstrates that the development traffic predicted to be generated is low and that the overall volume of traffic using Earls Cross Gardens would remain low if the development was constructed – this is accepted. However Transport Planning do not agree with the statements in the Appraisal Section 3 regarding the 'precedent set' by the shared use schemes quoted at North Kessock and Ness Castle. These serve a maximum of 27 units (this proposal is for 36) and it is considered that the road safety implications of the current proposals should be considered on their own merits – it is not considered that precedent is a useful concept in this case nor should this particular development be considered as setting a precedent.

Existing residents and objectors have raised concerns about the safety of a shared use design to serve a total of 36 units. The developer offered to construct a footway along the existing road and Transport Planning had no objection to this. However this proposal raised objections from some of the frontagers who had control of the land required and the footway cannot therefore be delivered by the developer. Considering the current proposal therefore;

- Although the number of units proposed will exceed the level of 20 units considered for a close or cul-de-sac it remains well below the level of 50 units which is the maximum given in the Council's Roads and Development Guidelines in table 4.1 for a minor residential road.
- The existing Earls Cross Gardens has been constructed as a purpose built 'shared use' road to current standards. The 5.5m shared carriageway width is sufficient to allow vehicles and pedestrians to safely negotiate each other. The design is suitable to restrict speeds to a level suitable for 'shared use'. Additional mitigation is to be conditioned to strengthen the traffic calming with a formal 20mph zone and an enhanced gateway.
- The road traffic collision record has been examined for the route and shows no existing history of incidents.
- The opinion of suitably experienced professional Traffic and Transport Engineers (Fairhurst) was sought by the applicant and they concluded the development would have no detrimental impact. A Review by the Road Safety

Consultants Wyllie:Lodge raised no specific issues other than detailed design issues regarding the gateway into the existing shared use area. These can be addressed by condition (as requested).

- The scheme should be set in the context of the residential setting of Dornoch with a low level of road safety incidents. Planning permission was recently granted for the scheme to take access via the U3377 Earls Cross Road (17/00231/FUL and 17/00236/FUL). This approved design results in a shared use road serving 36 properties over an historic single track rural type road with improvements which give only a total width of 4m for pedestrians and vehicles to negotiate passage. In addition there is demand for on street parking along this route which serves a care home.

To conclude Transport Planning have no reason to challenge the findings of Fairhurst that the development will have no net detriment on the safety of the local road network and therefore accept that the 'shared use' road is appropriate in this instance to serve the proposed development of 25 units and the existing 11 units on Earls Cross Gardens.

### **Road Layout and Earthwork Proposals**

Suitable longsections and cross sections have been provided to demonstrate the practicality of the earthwork design.

### **Drainage Proposals**

Foul sewerage details will be required for RCC.

The submitted DIA dated 14/03/19 by Fairhurst shows a separate road drainage system which will be adopted and maintained by the Council which is acceptable. The level of treatment proposed for the road water is acceptable. Minor amendments will be required to details for Road Construction Consent for example;

- The swale cross section will require amendment to show a kerb upstand of 100mm and regular paved offlets; details of the maximum depth and width will require agreement.

Suitable testing has been submitted to demonstrate that infiltration is a viable solution. Further testing and adjustment of the infiltration values used will be required for Road Construction Consent as it is noted that the average value rather than the minimum has been used and only two tests rather than the three required by BRE digest 365 have been undertaken at many of the locations.

The Flood Risk Management Team are better placed to give advice on the flood storage proposed and have requested a suspensive condition which Transport Planning support and would request we are consulted regarding discharge of this condition. It is assumed the suds basin for the roads drainage only will be adopted by the Roads Authority and so amended plans and calculations will be required for Road Construction Consent to ensure that run off from the houses, flats and the courtyard area does not discharge into the road swale and roads suds basin. The applicant should note that the Council as Roads Authority will not adopt surface water systems which take both roads and curtilage drainage.

## **Other Services**

Details of the proposed service routes for the statutory undertakers will be required at RCC. Concerns have been raised about the foul sewerage proposals but Transport Planning consider this would be best dealt with by the planning case officer.

## **Parking Area Dimensions**

The dimensions of the parking court is shown on the layout plan 117951/101 Rev B. Although the dimensions of the driveways are not given it is clear that they provide the necessary parking allowance for the proposed dwellings (as per the Council's Roads and Transport Guidelines for New Development table 6.1). 20 shared spaces are required for the 9 flats and 4 houses and 22 spaces have been provided. There is provision for two accessible parking spaces. This is acceptable. A suitable suspensive condition similar to model condition TR08C is requested to provide and maintain the parking shown on plan 117951/101 Rev B.

## **Construction Phase Traffic Management Plan (Issue dated 04/09/18)**

Many of the objectors raise concerns about the impact of the larger vehicles required for construction of the scheme on the local road network.

The impact of the construction traffic from the development along the minor road network to the A949 on Road Safety has been assessed in section 5 of the Road Appraisal (Issue 2) which concludes that the local road network can safely accommodate construction traffic - as has been the case for the development of the existing Earl's Cross Gardens. Transport Planning accept this conclusion.

An outline Traffic Management Plan (TMP) has been provided. This gives little detail and a suspensive condition to provide a detailed Traffic Management Plan prior to commencement is requested. Minor improvements or traffic management proposals may be required at the tight bends and areas where there is undisciplined parking along the minor roads at present. The TMP shall detail the access route as far as the include any appropriate temporary traffic management requirements along the access route required and give details of the estimated quantity of materials required for the construction and the type and number of goods vehicle movements required together with an outline programme. A detailed photographic and/or video survey of the route undertaken by professional engineers with suitable annotation by them shall be submitted to the Council and agreed in writing prior to any work commencing. This condition survey shall be repeated at monthly intervals during construction (or other frequencies as agreed in writing with the Council) and submitted to and approved by the Council in writing. A final condition survey shall be undertaken within a month of completion of construction and submitted and agreed as above. For each of the surveys the Council shall be given a minimum of 5 working days notice to enable a joint inspection where appropriate. These surveys will enable the Council to establish if there has been extra-ordinary damage to the road due to the construction traffic and in this case the Council reserves the right to recover costs for repair of the damage under Section 96 of the Roads (Scotland) Act 1984. Model Informative TR04I is therefore requested to be included in any consent issued regarding damage to the public road.

- 7.5 **THC Forestry Officer:** There is scattered tree cover in the southern half of the site, with a more dense group of trees within a hollow to the north west corner of the site. An Arboricultural Impact Assessment has been prepared which includes

a Tree Protection Plan. A total of 13 trees have been identified for removal which are generally considered to be of low amenity value due to their size or condition. Two groups of trees have been identified; a dense group of mature trees within a hollow to the north west of the site and a more scattered group to the south west. Protection measures for the trees are detailed in the Tree Protection Plan, along with a schedule of supervision.

### **Landscaping**

There is limited tree planting, most of which is concentrated around the car parking to the back of Ambassador House. The grounds to the east of Ambassador House previously contained a number of mature specimen trees but these were felled a number of years ago. I would therefore wish to see some additional specimen tree planting to the front elevation of the main house to restore this feature, while maintaining the principle views. I would suggest a line of beech trees along the south side of the access road and a mixed group of trees on the lower ground in the south east corner of the site. In addition to the 5 year maintenance schedule, details of a factoring arrangement are requested. This must include a plan clearly defining the communal areas covered by the factoring arrangement. Beech hedging forms a large part of the landscape proposals and will be a key feature within the development. The majority of hedging is in the front gardens bordering the access road. In order to secure consistent management, it is essential that all hedging is contained within the communal areas and maintained under the factoring arrangement.

7.6 **Scottish Water:** No objections. There is currently capacity in the Londornoch Water Treatment Works and Dornoch Waste Water Treatment Works.

## **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
- 30 - Physical Constraints
- 31 - Developer Contributions
- 32 - Affordable Housing
- 34 - Settlement Development Areas
- 35 - Housing in the Countryside (Hinterland Areas)
- 42 - Previously Used Land
- 51 - Trees and Development
- 52 - Principle of Development in Woodland
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 59 - Other important Species
- 63 - Water Environment
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 75 - Open Space

## 8.2 **Caithness and Sutherland Local Development Plan 2018**

Within Dornoch Settlement Development Area

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

Access to Single Houses and Small Housing Developments (May 2011)  
Construction Environmental Management Process for Large Scale Projects (August 2010)  
Developer Contributions (March 2013)  
Flood Risk and Drainage Impact Assessment (Jan 2013)  
Highland Historic Environment Strategy (Jan 2013)  
Highland's Statutorily Protected Species (March 2013)  
Managing Waste in New Developments (March 2013)  
Sustainable Design Guide (Jan 2013)

## 9. **OTHER MATERIAL POLICY CONSIDERATIONS**

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

Scottish Planning Policy (June, 2014):

Paras 135-142 – Valuing the Historic Environment

Paras 109-122 – Enabling Delivery of New Homes

Paras 270-291 – A Connected Place

Designing Streets Policy Statement (2010)

## 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.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the Planning Authority to 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**

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

### **Planning Considerations**

10.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy
- b) any other material considerations.

## **Planning History**

- 10.4 As noted in Section 5, there is planning history for re-development of the site dating back to 2009 with further permissions most recently issued last year. The original proposals concerned the conversion of Ambassador House to 9 apartments and the erection of an additional 4 flats, 2 semi detached houses and 11 detached properties totalling 26 residential units on the wider site. The 2017 applications amended the number of proposed units and concerned the conversion of Ambassador House and erection of 12 detached units and two blocks of semi detached houses within the wider site. The main change between this proposal and the development approved last year relates to the proposed access arrangement. It is now proposed to access the site from Earls Cross Gardens to the east, which is a double track road which has been constructed under a Road Construction Consent. This reverts back to the access arrangements approved as part of the 2009 applications. This planning history is a material consideration in the determination of these revised applications however assessment against the updated policy position is required. In particular the application has been subject to detailed discussions between the developer and Transport Planning which has led to delays in the determinations of the applications. Although the revised access arrangements have been considered acceptable in principle throughout it has been important to ensure the detailed design is not only acceptable but able to be implemented fully within land which is within control of the applicant. As such, following initial comments from Transport Planning, amended plans were required to address initial deficiencies with the submitted information, as well as supporting information in the form of a Road Safety Review. Access matters are considered in detail in Section 10.12

## **Development Plan Policy**

- 10.6 The site lies within the Dornoch Settlement Development Area in the adopted Caithness and Sutherland Local Development Plan however is not allocated for any specific uses. Therefore, as with the previous approvals, the proposal requires to be assessed primarily against the general policies of the Highland-wide Local Development and associated Supplementary Guidance. Since the previous applications were determined, the Council has also adopted new Developer Contributions Supplementary Guidance.
- 10.7 As a site within the SDA, policy 34 is the key determining policy in the assessment of the proposals. This outlines a broad supportive approach to development subject to an assessment against detailed criteria which are also echoed within other general policies of the Plan. This includes compatibility with adjoining land uses and the site's ability to be serviced in terms of access and drainage. These matters are considered in the following sections. Key to the assessment of these applications in particular is the amended access arrangements.

## **Redevelopment of Ambassador House**

- 10.8 The conversion of the former hostel remains unchanged from the previous approvals – this would provide six flats on the ground floor, three flats on the first floor and flats 2 and 6 being spread over the ground and first floors and flats 7,8 and 9 being spread over the first and second floors. The flats vary in size from 60sqm to 170sqm.
- 10.9 The main entrance to the listed building is to be retained with the reinstatement of the original canopy over the front door. The flats will be also be served by individual entrances and one new communal entrance which will located on the west elevation which will involve the removal of the large steel fire escape which detracts from the building’s character. The flat roof extension which provided the gym for the school has already been demolished, it is known that this was attracting unsocial behaviour and becoming dangerous – this was considered to be of no architectural merit and is not a loss of any significance to the building.
- 10.10 The redevelopment of the building is considered to be relatively sympathetic and it is encouraging that the building will be retained to be enjoyed in future. Objections have noted that any consent should be subject to a legal agreement which requires the redevelopment of Ambassador House to be complete prior to the erection of any further housing. The applicant has verbally indicated this would be the intention however to secure this via a legal agreement is not considered appropriate or necessary as the erection of detached housing in this location is not reliant on the conversion of Ambassador house to make it acceptable given its location with the Settlement Development Area. Further, the Planning Authority acknowledges the significant cost of restoring a historic building particularly when it is Listed and the erection of additional housing could therefore be considered as ‘enabling’ works thus it is not considered reasonable from an economic perspective to require Ambassador House to be redeveloped prior to any other development taking place.

## **Siting and Design**

- 10.11 The proposed four units which are located north-west and south of Ambassador House; the designs as originally submitted were the same as the previously approved consents. These designs were agreed with the Council’s Historic Environment Team to ensure they are sympathetic to the listed building and its setting. The houses are split level which takes account of the topography on the site with the frontage appearing as single storey and the rear elevation being two storey. The designs incorporate a hipped roof to reflect that of Ambassador House to allow coherence across the wider development site. Materials are to include a natural slate roof and wet dash harling. The proposed balconies have however been removed from elevation plans following discussion with the agent to address specific overlooking concerns made in relation to this current application. This block of semi detached houses would be sited at a significantly higher level than houses on Elizabeth Crescent such that the views will be over these houses rather than looking down into rear garden areas. As such, following the revisions to the design, the proposed houses are not considered to result in any adverse amenity impact. Concern is noted that balconies could be added at a later date –a condition is added removing permitted development rights for the proposed 4 houses. This is in part due to their proximity to a Listed Building but

also to allow any future additions which may impact on amenity to be assessed by the Planning Authority. A condition has been included to secure the use of timber window frames and cast iron or high quality conservation grade metal rainwater goods given the proximity to the listed building.

### **Access**

- 10.12 The proposed access arrangements have proved problematic to fully resolve and implement since the 2009 applications which proposed to take access from Earls Cross Gardens. This is an unadopted road but constructed to a double width and fully surfaced standard, with an existing turning head which could be continued to allow access into the Ambassador House site. These arrangements did not progress as, at the time, it was considered that it would require Earls Cross Gardens to be adopted – something which its residents do not give their consent to as indicated in the objections received to the current applications. As such, the 2017 applications proposed revised access arrangements via Earls Cross Road; an existing single track into the site from its south western boundary. It is rural in nature and constrained in that it cannot be fully widened however a number of improvement measures were proposed including installation of passing places and a pedestrian priority strip. Permission was granted subject to a condition requiring the developer to provide evidence that it was able to implement these proposed improvements – the developer has been unable to comply with this condition due to lack of control over some of the land over which to undertake the identified measures. As such, these applications now seek to revert back to the original proposal of access via Earl's Cross Gardens following discussions with Transport Planning which have confirmed that Earl's cross Gardens itself does not have to be adopted to allow the developer long term access to the Ambassador House site. The developer has a legal right of access over Earl's Cross Gardens and the proposed access, along with Earl's Cross Gardens, will both be privately owned and will not be adopted by the Council unless the majority of home owners with frontages onto the road agree to it being adopted. In principle, Transport Planning are supportive of access being taken via Earls Cross Gardens and a sufficient level of information has now been submitted to allow a full assessment of the proposal to be made.
- 10.13 A Safety Review of the Access has been submitted in support of the application which assesses road safety implications of the proposed route to the site. This concluded that the additional traffic generated by the development would not increase traffic to the level that would expose road users to an unmanageable or unacceptable risk. However a more rigorous test was requested by Transport Planning in this instance which was that there should be no net detriment to road safety (as set out in Transport Scotlands 'Transport Assessment Guidance'). Further information was therefore sought from the applicant and a revised Road Appraisal was prepared to address the concerns raised by objectors and Transport Planning to the proposed development;
- The trip rate has been considered; this predicted a total pm peak of 9 vehicular movements. Undertaking a coarse sensitivity test using estimated figures of 6 car trips per day with 10% of these during the peak hour gives a maximum of 15 movements in the peak hour; this remains a low level of traffic.



- Consideration is given to road safety and the collision history of the adjacent network. No road traffic collisions resulting in injury are recorded within a 5 year period. Two slight injury collisions are recorded within a 10 year period (on High Street and Shore Road); however, these are within the settlement centre (beyond the A949) and the traffic generated by this development will not be of significance on these routes.
- The impact of the increase in traffic from the development along the minor road network to the A949 confirms that the proposed development will have no detrimental impact on the local road network.
- Consideration is given to the suitability of the proposed development access via Earls Cross Gardens. The visibility available within the private road boundary is confirmed as 2.4x19m; visibility is restricted by a hedge along the boundary of the adjacent property. This is less than the 25m visibility splay which is the stopping sight distance set out in 'Designing Streets' for a speed of 20mph. However the assessment of actual speed of vehicles approaching the proposed junction will be no more than 15mph. Transport Planning agree with this assessment based on the very short length of road extending beyond the junction to the north and the tightness of the bend forming the proposed access. Designing Streets gives the required visibility for a speed of 15mph as 17m. This is available within the private road boundary. The Appraisal concludes that the proposed site access junction has appropriate geometry and suitable visibility for its location and the speed of vehicles approaching the junction. Transport Planning agree with this conclusion.
- The Road Safety Review considers the possibility of strengthening the gateway feature to the 'shared use' section of the existing Earls Cross Gardens. Section 2.3.7 of the Road Appraisal notes that minor alterations could be made. Transport Planning consider that alterations are required to improve the accessibility of the design and to strengthen the gateway into the 'shared use' section of Earls Cross Gardens and a suspensive condition for appropriate mitigation is added.

10.14 The proposals as initially submitted included a footway along the west side of Earls Cross Gardens into the site to connect the new road with the footway at the start of Earls Cross Gardens near Elizabeth Crescent. During processing of the applications when this was queried by the Planning Authority, it became evident that the developer does not have the necessary legal rights to provide this. As such, this matter is also considered in the Road Safety Review which outlines that such a footpath is not considered necessary or essential in terms of safety – this is due to the width of the road which totals 5.5m. This is sufficient to allow a car and service vehicles to pass (this requires 4.8m) and should there be an occasion where there are two vehicles passing each other at the same time at the same location as pedestrians there is ample forward sightline for drivers to take the appropriate action to avoid any possible conflict.

10.15 As appropriate mitigation for the increase in traffic on the existing shared use section of Earls Cross Gardens, Transport Planning request a suspensive condition that; prior to any development drawings showing the detailed design of a 20mph zone over the existing 'shared use' section of Earls Cross Gardens and including the new development road are submitted to the Council and approved in

writing. This design shall include upgrading of the gateway feature to improve accessibility and provide suitable tactile paving warning pedestrians of the 'shared use' surface and shall increase the visibility of the transition into 'shared use' for motorised users. Thereafter, and a minimum of 12 months prior to occupation of any units, the developer shall formally request the Council to promote the required Traffic Order for the 20mph zone at the developer's expense. Prior to occupation of any of the development any works required to implement any approved Traffic Order over the existing length of Earls Cross Gardens shall be carried out in accordance with the Statutory Approval at the developer's expense.

- 10.16 The Road Appraisal demonstrates that the development traffic predicted to be generated is low and that the overall volume of traffic using Earls Cross Gardens would remain low if the development was constructed – this is accepted.
- 10.17 Existing residents and objectors have raised concerns about the safety of a shared use design to serve a total of 36 units. Although the number of units proposed will exceed the level of 20 units considered for a close or cul-de-sac it remains well below the level of 50 units which is the maximum given in the Council's Roads and Development Guidelines in table 4.1 for a minor residential road. The existing Earls Cross Gardens has been constructed as a purpose built 'shared use' road to current standards. The 5.5m shared carriageway width is sufficient to allow vehicles and pedestrians to safely negotiate each other. The design is suitable to restrict speeds to a level suitable for 'shared use'. Additional mitigation is to be conditioned to strengthen the traffic calming with a formal 20mph zone and an enhanced gateway. In addition:
- The road traffic collision record has been examined for the route and shows no existing history of incidents.
  - The opinion of suitably experienced professional Traffic and Transport Engineers was sought by the applicant and they concluded the development would have no detrimental impact. A Review by the Road Safety Consultants raised no specific issues other than detailed design issues regarding the gateway into the existing shared use area. These can be addressed by condition.
  - The scheme should be set in the context of the residential setting of Dornoch with a low level of road safety incidents. Planning permission was recently granted for the scheme to take access via the U3377 Earls Cross Road (17/00231/FUL and 17/00236/FUL). This approved design results in a shared use road serving 36 properties over an historic single track rural type road with improvements which give only a total width of 4m for pedestrians and vehicles to negotiate passage. In addition there is demand for on street parking along this route which serves a care home.

### **Construction Traffic**

- 10.19 Many of the objectors raise concerns about the impact of the larger vehicles required for construction of the scheme on the local road network. The impact of the construction traffic from the development along the minor road network to the A949 on Road Safety has been assessed in the Road Appraisal which concludes that the local road network can safely accommodate construction traffic - as has been the case for the development of the existing Earl's Cross Gardens. Transport Planning accept this conclusion.

- 10.20 An outline Traffic Management Plan (TMP) has been provided. This gives nominal detail and a suspensive condition is therefore included to provide a detailed Traffic Management Plan prior to commencement of development. Minor improvements or traffic management proposals may be required at the tight bends and areas where there is undisciplined parking along the minor roads at present. The TMP shall detail the access route including any appropriate temporary traffic management requirements along the access route required and give details of the estimated quantity of materials required for the construction and the type and number of goods vehicle movements required together with an outline programme. A detailed photographic and/or video survey of the route undertaken by professional engineers with suitable annotation by them shall be submitted to the Council and agreed in writing prior to any work commencing. This condition survey shall be repeated at monthly intervals during construction with a final condition survey to be undertaken within a month of completion of construction. These surveys will enable the Council to establish if there has been extra-ordinary damage to the road due to the construction traffic and in this case the Council reserves the right to recover costs for repair of the damage under Section 96 of the Roads (Scotland) Act 1984.
- 10.21 Overall, whilst the full detail of the proposed access arrangements has taken time to fully resolve with Transport Planning, it is considered that the revised proposals present a preferable option in road safety terms as well as being deliverable by the developer with finalised details sought by suspensive condition where required.

#### **Road Maintenance and Refuse Collection**

- 10.22 Road Construction Consent is required for this development; however, the road will not be adopted by the Council unless Earls Cross Gardens is also adopted. The current applications take access as an extension to the existing Earl's Cross Gardens which was built with Road Construction Consent but remains a private road at the request of a majority of the current frontagers. In accordance with the Council's Roads and Transport Guidelines for New Developments roads will only be considered for adoption where they form a continuous system with existing public roads. Therefore the Council will not adopt this proposed extension to Earls Cross Gardens as a public road until such time as the requirements of the Roads Scotland Act are met.
- 10.23 The developer has confirmed that the maintenance of the road in perpetuity will be undertaken by a factor as it will remain private (unless the requirements of section 16 of the Roads Scotland Act detailed above are met noting that this is not within the control of the developer). A suspensive planning condition relating to the factoring of the maintenance for the private road is therefore attached. This matter will also be confirmed as part of the Road Construction Consent also.
- 10.24 The Road Appraisal confirms that there are private refuse firms who will collect from the site (as opposed to the current arrangements for the existing private road where the residents take the bins to the public road end). A suspensive planning condition for the details of the private refuse collection for the properties to be submitted in writing and agreed by the Council prior to any occupation of the properties is requested. Related to this a condition requiring a factoring arrangement be set up to pay for the refuse collection arrangements for the

private road is requested – again this should be suspensive to be done prior to occupation (if the road was to be adopted the Council would then undertake roadside refuse collection).

### **Parking**

- 10.25 The dimensions of the parking court is shown on the layout plan 117951/101 Rev B. Although the dimensions of the driveways are not given it is clear that they provide the necessary parking allowance for the proposed dwellings (as per the Council's Roads and Transport Guidelines for New Development). 20 shared spaces are required for the 9 flats and 4 houses and 22 spaces have been provided. There is provision for two accessible parking spaces. This is acceptable. A condition is attached to ensure parking is provided and maintained in accordance with these submitted details to provide and maintain the parking shown on plan 117951/101 Rev B.

### **Drainage**

- 10.26 A revised Drainage Impact Assessment has been submitted with the application This outlines that new sewers will be laid within the site to collect the foul water from the proposed development; these will connect into the existing Scottish Water sewer on Earls Cross Gardens. Concerns have been noted in objections about the suitability of this existing sewer however Scottish Water have confirmed there is sufficient capacity within the existing system to accommodate the proposed development. This process is subject to Scottish Water's consenting regime and capacity can only be confirmed at that time. Any upgrades that may be required to Scottish Water infrastructure as a result of the development will be a matter for the developer to progress through discussion with Scottish Water however on the basis of the information currently available it is considered that the proposal can be adequately serviced.
- 10.27 A number of measures are proposed to deal with surface water. At the junction to the development the adoptable roads water will be collected via traditional gullies and passed into an infiltration basin. The remainder of the site will have a flush channel kerb with over the edge drainage into a shallow swale and infiltration trench. To reduce flows into the existing combined sewer the roof water from Ambassador House will discharge into an infiltration trench within garden grounds. The roads water from the private car parking areas will flow to permeable paving parking bays to attenuate and discharge to ground.

### **Landscaping and Trees**

- 10.28 In the first instance it is noted that the revised access arrangement prevents the need for any impact on the well established trees and hedges alongside Earls cross Road, as was previously proposed, therefore this is welcomed. The applications now propose the removal of 13 trees which are generally considered to be of low amenity value to their size of condition therefore this is acceptable. The Forestry Officer notes that there is limited tree planting proposed to replace mature specimen trees felled within the last few years and therefore requests additional planting to restore this feature. It is suggested that mature specimen

trees could be planted along the south side of the access road and on lower ground in the south east of the site; this would allow seaward views from Ambassador House to be maintained. A revised Landscaping Plan is therefore sought by condition.

- 10.29 A condition also been added to secure details of the proposed factoring arrangement with regards landscaping. This ensures maintenance of communal areas will be the responsibility of a factoring company. For the avoidance of doubt the condition requests that the proposed beech hedging which is intended to be a key feature within the development will also be within the remit of the factoring company.

### **Developer Contributions**

- 10.30 The affordable housing element to be met through commuted sum payments as agreed with the pervious applications. This, and the remainder of the required contributions, will be secured via Section 75 Agreement.

### **Protected Species**

- 10.31 The submitted Bat Survey shows that, as with the previous applications, there are bat roost sites within Ambassador House. As such the Planning Authority must be satisfied that a licence can be issued by Scottish Natural Heritage under Regulation 44(2) of the Conservation (Natural Habitats and c.) Regulations 1994 (as amended). This requires an assessment of three licensing tests:

- Test 1 – The licence application must demonstrably relate to one of the purposes specified in Regulation 44(2). In this case, the relevant purpose is likely to be for the ‘purpose of preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment’
- Test 2 – Regulation 44(3)(a) states that a licence may not be granted unless the Scottish Government is satisfied that ‘there is no satisfactory alternative’. The alternative to not undertaking the development and obtaining a bat licence could result in the complete loss of a protected building, and habitat for bats. Mitigation measures are in place in order to maintain the population which currently reside at the site outlined in Test 3 below.
- Test 3 – Regulation 44(3)(b) states that the Scottish Government cannot issue a licence unless it is satisfied that the action proposed ‘will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range’. Mitigation measures identified in the bat survey will be controlled by condition which will provide new roosting opportunities for any bats utilising the building, as such the population should be maintained. These measures include the siting of bat boxes, timing of works and hand stripping of the buildings.

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

- 10.32 A Section 75 Agreement is required in order to secure:
- A commuted sum towards affordable housing provision

- Developer Contributions are required towards education provision (Dornoch Primary) and Community Facilities at a rate of £3612 per house and £2484 per flat totalling £79,107.

10.33 The applicant has four months from the date that the Council's solicitor writes to the Applicant/Applicant's solicitor indicating the terms of the legal agreement, to deliver to the Council a signed legal agreement. Should an agreement not be delivered within four months, the application shall be refused under delegated powers.

## 11. CONCLUSION

11.1 As noted throughout this report, the site has established planning history dating back a considerable number of years including extant planning permissions issued in 2018. These revised proposals relate to an alternation in the proposed access arrangements. On the whole, the revised access through Earls Cross Gardens presents a more preferable solution in road safety terms through the use of an existing access constructed to an approved Road Construction Consent standard. In addition, it has now been satisfactorily demonstrated that these revised arrangements, including provision of servicing, is within the control of the applicant to deliver.

11.2 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.

## 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	Y		
Notification to Scottish Ministers	N		
Conclusion of Section 75 Obligation (19/00657/FUL)	Y	To secure	developer contributions
Revocation of previous permission	N		

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

**Conditions and Reasons (planning permission)**

1. No development shall commence until a revised Landscaping Plan has been submitted to and approved in writing by the Planning Authority. The revised plan shall include additional specimen tree planting east of Ambassador House and define communal areas (including all proposed beech hedging). Thereafter the development shall progress in accordance with the approved details and all landscaping shall be implemented in full, prior to first occupation. Stages requiring supervision are to be agreed with the planning authority and certificates of compliance for each stage are to be submitted for approval. No development shall commence until a work instruction has been issued to the landscape consultant to enable them to undertake the necessary supervision unhindered for the duration of the project.

**Reason:** To secure details of hard and soft landscaping associated with the development in the interest of visual amenity.

2. No development shall commence until full details of proposed surface water drainage have been submitted to and approved in writing by the Planning Authority. Such details shall include a detailed layout of the proposed Sustainable Urban Drainage System (SUDS) basin alongside details of proposed maintenance. Thereafter, only the approved details shall be implemented and all surface water drainage provision, as it relates to, or is relied upon by, an individual phase, shall be completed prior to the first occupation of any of the development within that phase.

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

3. No development shall commence until full details of a factoring arrangement covering maintenance of the private road have been submitted to and approved in writing by the Planning Authority. Thereafter the factoring arrangement shall be implemented as approved and shall remain in place until or if such a time as the road becomes adopted by Highland Council.

**Reason:** As it is intended for the access road to remain private rather than being adopted by Highland Council.

4. No development shall commence until full details of proposed private refuse collection have been submitted and approved in writing by the Planning Authority. Thereafter the development shall progress in accordance with the approved details with the private refuse collection made available in occupation of the houses/flats hereby approved.

**Reason:** To ensure refuse collection can be adequately provided for the approved development.

5. No development shall commence until full details of the design and promotion of a 20mph zone along Earls Cross Gardens from the traffic calming build out close to the existing junction with Elizabeth Crescent to the end of the proposed new

road have been submitted and approved in writing by the Planning Authority. The design shall include upgrading of the gateway / build out feature to improve accessibility and provide suitable tactile paving warning pedestrians of the 'shared use' surface and shall increase the visibility of the transition into 'shared use' for motorised users. Thereafter, and a minimum of 12 months prior to occupation of any units, the developer shall formally request the Council to promote the required Traffic Order for the 20mph zone at the developer's expense. Prior to occupation of any of the development any works required to implement any approved Traffic Order over the existing length of Earls Cross Gardens shall be carried out in accordance with the Statutory Approval at the developer's expense.

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

6. No development shall commence on site until a construction phase Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The approved traffic management plan shall be implemented prior to development commencing and remain in place until the development is complete. For the avoidance of doubt, the TMP shall detail the access route as far as the site and include any appropriate temporary traffic management requirements along the access route required and give details of the estimated quantity of materials required for the construction and the type and number of goods vehicle movements required together with an outline programme. A detailed photographic and/or video survey of the route undertaken by professional engineers with suitable annotation by them shall be submitted to the Council and agreed in writing prior to any work commencing. This condition survey shall be repeated at monthly intervals during construction (or other frequencies as agreed in writing with the Council) and submitted to and approved by the Council in writing. A final condition survey shall be undertaken within a month of completion of construction and submitted and agreed as above. For each of the surveys the Council shall be given a minimum of 5 working days notice to enable a joint inspection where appropriate. These surveys will enable the Council to establish if there has been extra-ordinary damage to the road due to the construction traffic and in this case the Council reserves the right to recover costs for repair of the damage under Section 96 of the Roads (Scotland) Act 1984. Construction traffic shall not use Earls Cross Road since this road is only single track and is not of a suitable construction to support the traffic generated (use of this route risks extra-ordinary damage to the road and high repair / reconstruction costs for the developer). This requirement shall be clearly stated in the Traffic Management Plan and appropriate measures to ensure compliance with this restriction shall be included in the TMP.

**Reason:** In order to ensure that the development does not have a significantly detrimental impact on the local road network in the interest of road safety.

7. No development shall commence until full details of all street lighting have including a plan of the location and specification for lighting has been submitted to, and approved in writing by the Planning Authority in consultation with the Roads Authority and Area Lighting Engineer.



**Reason:** In order to ensure that the development is adequately serviced in the interest of safety and to comply with the applicable standards

8. No development or work (including site clearance) shall commence until a programme of work for the evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation has been submitted to, and approved in writing by, the Planning Authority. The approved programme shall be implemented in accordance with the agreed timetable for investigation.

**Reason:** In order to protect the archaeological and historic interest of the site.

9. No development including any demolition shall commence until a planned works timetable has been submitted to and approved in writing by the Planning Authority in consultation with Scottish Natural Heritage. For the avoidance of doubt no works shall take place between April to September inclusive (or as may be amended by the required Scottish Natural Heritage 'Works Affecting Bats' Licence).

**Reason:** In order to ensure disturbance to bats which are a European Protected Species is minimised.

10. No development shall commence until details of the location and design of bat roosting boxes or details of provision, including a timescale for provision, of an alternative roosting site shall be submitted for the written approval of the Planning Authority, in consultation with Scottish Natural Heritage. Thereafter, the development shall proceed in accordance with these approved details. For the avoidance of doubt the bat roosting boxes or any alternative provision, duly approved to provide an alternative roosting site shall be provided before any other development commences on site.

**Reason:** In order to ensure that the boxes are suitable for their proposed use and appropriately located within the development site in order to ensure that there is no loss of habitat for bats which are a European Protected Species.

11. No development shall commence until a Tree Protection Plan and Arboricultural Method Statement has been submitted and subsequently approved in writing by the planning authority, in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction). This information must be prepared and supervised by a suitably qualified arboricultural consultant, approved by the planning authority. Stages requiring supervision are to be agreed with the planning authority and certificates of compliance for each stage are to be submitted for approval. No development shall commence until a work instruction has been issued to the arboricultural consultant to enable them to undertake the necessary supervision unhindered for the duration of the project.

**Reason:** To secure tree protection measures around Ambassador House.

12. Prior to the first occupation of the development hereby approved, the car parking and access arrangements detailed on approved plan ref. 117951/101 Rev B shall be completed in full and made available for use. 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.

13. Prior to first occupation of the development hereby approved, a scheme for the maintenance in perpetuity of all on-site green spaces and/or woodland features or parts of the development that are not the exclusive property of any identifiable individual house owner such as communal parking areas, landscaping within the adopted carriageway, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water shall be submitted to and agreed in writing by the Planning Authority. The agreed scheme, which shall accord with the Highland Council's adopted standards, contained within 'Open Space in Residential Development', Roads and Transportation Guidelines and the provisions of the Property Factors (Scotland) Act 2011, shall be implemented thereafter to the satisfaction of the Planning Authority.

**Reason:** In the interests of amenity and to ensure that open space and recreational facilities are maintained in accordance with the Council's standards.

14. The roof of the terraced houses shall be finished in slate, all rainwater goods and down pipes shall be finished in cast iron or conservation grade metal and the window frames shall be finished in timber.

**Reason:** In the interest of visual amenity and to ensure that the development remains in keeping with its surroundings which includes a Category B Listed Building.

15. Notwithstanding the provisions of Article 3 and Class(es) 1-3 of Schedule 1 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), no development of a type identified in the aforementioned classes shall take place within the curtilage of the four semi detached houses hereby approved without planning permission being granted on application to the Planning Authority.

**Reason:** In order to ensure the Planning Authority can consider any proposed modifications or extensions to the four semi detached houses given their proximity to a Category B Listed Building.

## **REASON FOR DECISION**

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

## **TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION**

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

## **FOOTNOTE TO APPLICANT**

### **Initiation and Completion Notices**

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

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

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

### **Accordance with Approved Plans and Conditions**

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

### **Roads Informative**

The Roads Authority advise that a road is required to provide access to this development. Road Construction Consent in accordance with section 21 of the Roads Scotland Act is therefore required from the Council prior to any construction of the road or dwellings. However the new road will not be adopted by the Council unless it is contiguous with the existing adopted road network. A condition reflecting this constraint will be placed on any Road Construction Consent issued.

### **Damage to the Public Road**

Please note that the Council, under Section 96 of the Roads (Scotland) Act 1984, reserves the right to recover all costs for repairing any damage to the public road (and/or pavement) which can be attributed to construction works for this development.

## **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 (paragraph 259), 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: <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 Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: [www.snh.gov.uk/protecting-scotlands-nature/protected-species](http://www.snh.gov.uk/protecting-scotlands-nature/protected-species)

## **19/0054/LBC Conditions and Reasons (Listed Building Consent)**

1. No development including any demolition shall commence until a planned works timetable has been submitted to and approved in writing by the Planning Authority in consultation with Scottish Natural Heritage. For the avoidance of doubt no works shall take place between April to September inclusive (or as may be amended by the required Scottish Natural Heritage 'Works Affecting Bats' Licence).

Reason : In order to ensure disturbance to bats which are a European Protected Species is minimised.

2. The roof of the terraced houses shall be finished in slate, all rainwater goods and down pipes shall be finished in cast iron or conservation grade metal and the window frames shall be finished in timber.

Reason: In the interest of visual amenity and to ensure that the development remains in keeping with its surroundings which includes a Category B Listed Building.

3. No development or work shall commence until full details of the external finishes of the new porch entrance and hallway to Ambassador House have been submitted to, and agreed in writing by the Planning Authority. For the avoidance of doubt any areas which require to be exposed as a result of demolition or other works shall be finished to match the existing external wall finish to Ambassador House.

Reason: In the interest of visual amenity and as the building is a Category B Listed Building as such the development requires to be sensitive to the fabric of the building.

### **IMPORTANT INFORMATIVES**

Please read the following informatives and, where necessary, act upon the requirements specified:

### **TIME LIMIT FOR THE IMPLEMENTATION OF THIS LISTED BUILDING CONSENT**

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

### **FOOTNOTE TO APPLICANT**

#### **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.

### **Listed Buildings**

Both planning permission and listed building consent are required for these works. You are not authorised to commence development until you have both consents in place. Furthermore, both consents and their respective conditions must be read, and complied with, in tandem.

### **Protected Species - Halting of Work**

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

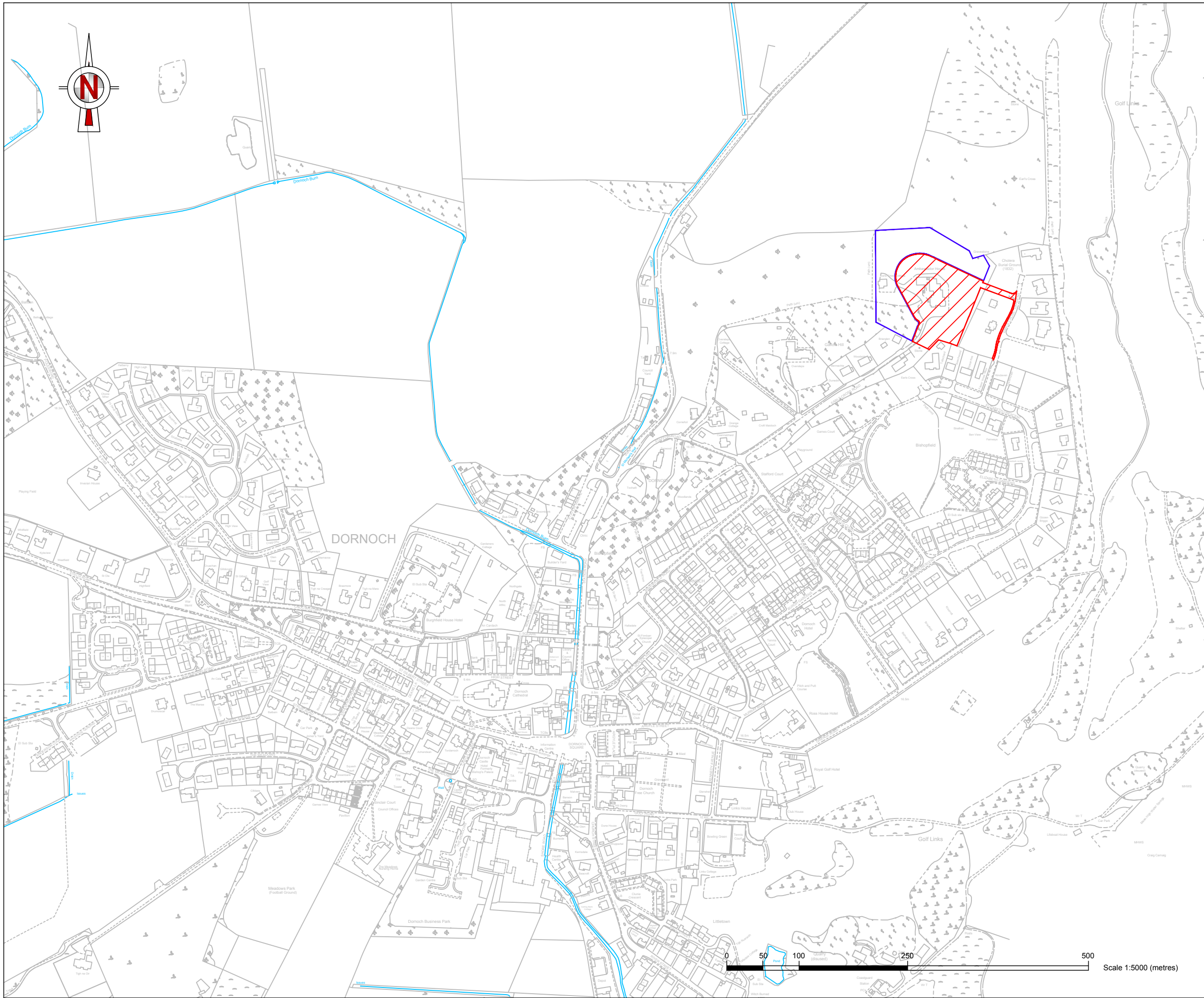
### **Land Ownership/Planning Permission**

For the avoidance of doubt, the existence of planning permission does not affect or supersede an individual's ownership or other legal rights. Please be advised that this permission does not entitle you to build on, under or over ground outwith your ownership or to enter private ground to demolish, construct or maintain your property.

Designation: Acting Head of Development Management – Highland  
Author: Gillian Pearson  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans: Plan 1 - Location Plan PL201 Rev A  
Plan 2 - Existing Layout PL026  
Plan 3 – Overall Site Plan PL202 Rev B  
Plan 4 – Housing Layout PL220 Rev B  
Plan 5 - Floor Elevation Plan House Type D PL025 Rev A  
Plan 6 - Ambassador House West Elevation D7-08-D04  
Plan 7 - Ambassador House East Elevation D7-08-D05  
Plan 8 - Ambassador House South Elevation D-7-08-D06  
Plan 9 - Ambassador House North Elevation D7-8-D07  
Plan 10 - Proposed Ground Floor Plan D7-08-01 Rev B  
Plan 11 - Proposed First Floor Plan D07-08-02 Rev A  
Plan 12 - Proposed Attic Plan D7-08-03 Rev B  
Plan 13 - Cycle Storage Units PL226

- Plan 14 - Bin Storage Units PL227
- Plan 15 - Landscaping Plan HLD K339.18/SL-01 Rev A
- Plan 16 – Road Layout Plan 117951-101 Rev B
- Plan 17 – Site Section PL223 Rev B
- Plan 18 – Site Section Road Entrance PL222 Rev B
- Plan 19 – Site Level Plan Finished Floor Levels PL224 Rev B
- Plan 20 – Tree Protection Plan PL221 Rev B
- Plan 21 – Road Long Sections 117951-02
- Plan 22 – Road Adoption Plan 117951-103
- Plan 23 – Drainage Layout 117951-106





DO NOT SCALE, IF IN DOUBT PLEASE ASK  
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to  
 G. H. JOHNSTON Building Consultants Ltd

**Proposal**

 site

**Area**

site area : 10671 sqm  
 (2.637 acres)

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**Planning Application**

**REVISIONS**

rev.	description	date
A	Boundary Adjustment	01.19

Client  
**GEG Capital (North) Ltd**

Project  
**Conversion to 9 Flats & Erection of 4 Semi detached Houses at Earls Cross, Dornoch**

Drawing  
**Location Plan**

Scale <b>1:5000@A3</b>	Date <b>12.2018</b>	Drawn by <b>ca</b>
---------------------------	------------------------	-----------------------

Project no <b>2402</b>	Dwg no <b>PL201</b>	Rev <b>A</b>
---------------------------	------------------------	-----------------

**G.H.JOHNSTON**   
**BUILDING CONSULTANTS LTD**

WILLOW HOUSE  
 STONEYFIELD BUSINESS PARK  
 INVERNESS IV2 7PA  
 Email: [technical@ghjohnston.co.uk](mailto:technical@ghjohnston.co.uk)

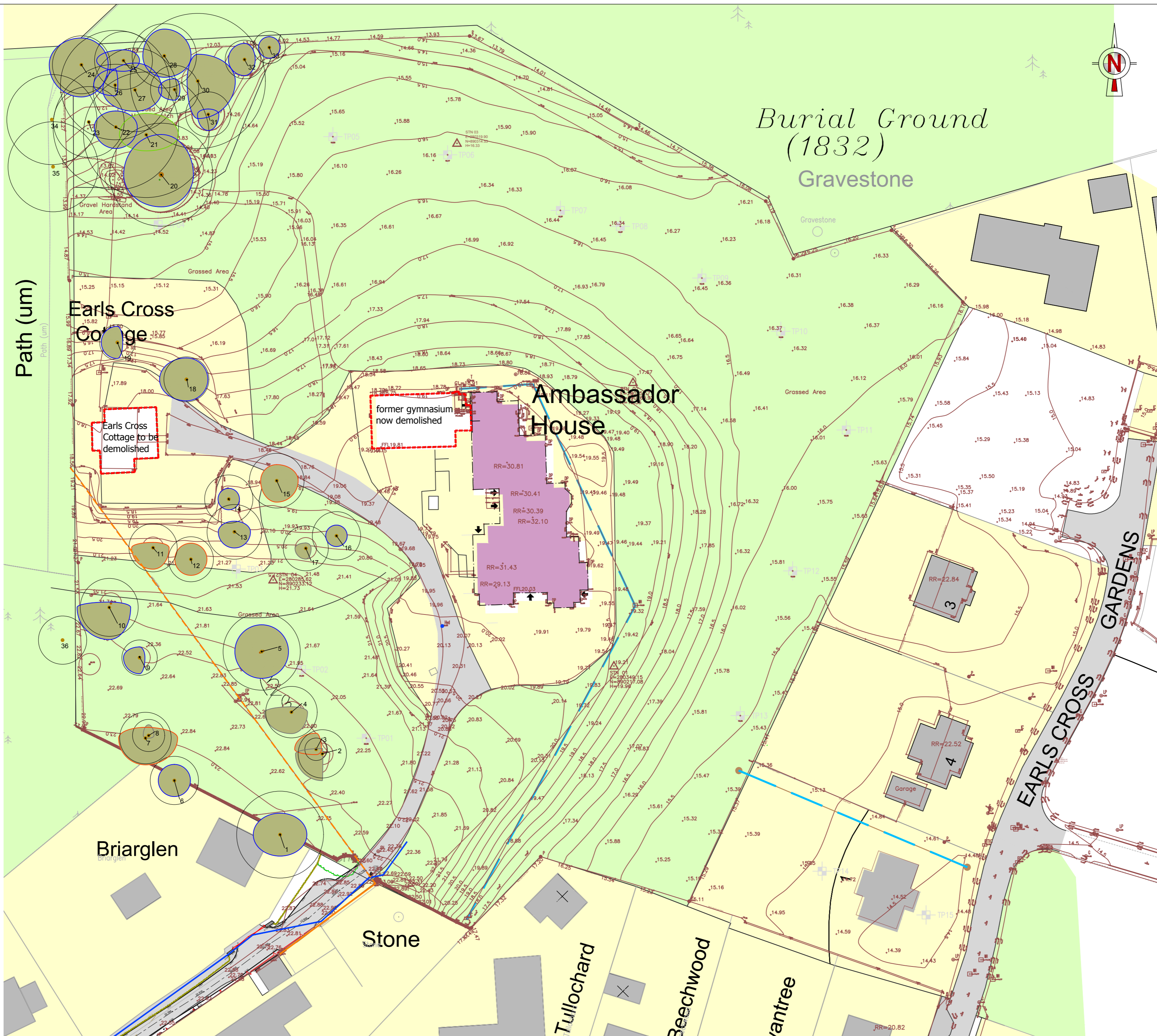
TEL (01463) 237229  
 FAX (01463) 243258

TREES

- category A
- category B
- category C
- category U

SERVICES

- overhead electric
- foul drainage



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 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd

**PLANNING SUBMISSION**

REVISIONS

rev.	description	date

Client  
**GEG Capital (North) Ltd**

Project  
**Housing Development at Earls Cross Dornoch**

Drawing  
**Existing Site Plan**

Scale <b>1:500@A2</b>	Date <b>03.18</b>	Drawn by <b>ca</b>
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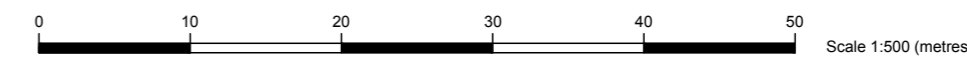
Project no <b>2402</b>	Dwg no <b>PL026</b>	Rev
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 INVERNESS IV2 7PA  
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TEL (01463) 237229  
 FAX (01463) 243258





DO NOT SCALE, IF IN DOUBT PLEASE ASK  
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 G. H. JOHNSTON Building Consultants Ltd

**Proposal**

 site

**Area**

site area : 10671 sqm  
 (2.637 acres)

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**Planning Application**

**REVISIONS**

rev.	description	date
A	Alts to plot 1 & boundary adjust.	01.19
B	Roads Comments & plot 11 adjust	08.19

Client  
**GEG Capital (North) Ltd**

Project  
**Conversion to 9 Flats & Erection of 4 Semi detached Houses at Earls Cross, Dornoch**

Drawing  
**Overall Site Plan**

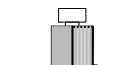
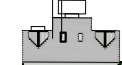



Scale 1:1000@A3	Date 12.18	Drawn by ca
Project no 2402	Dwg no PL202	Rev B

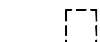
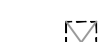





















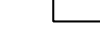


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TEL (01463) 237229  
 FAX (01463) 243258

**BUILDING KEY / NUMBERS**

-  house type A - 3 No  
plot no's: 4, 8 & 10
  -  house type B - 4 No  
plot no's: 1, 5, 6 & 11
  -  house type C - 5 No  
plot no's: 2, 3, 7, 9 & 12
  -  house type D - 4 No  
plot no's: 13, 14, 24 & 25
  -  Ambassador House - 9 No  
dwelling no's: 16 - 24
- Total Number of units - 25 No

-  garage space
-  standard car parking  
space 2.5 x 5m
-  adoptable shared road
-  road private
-  build out / narrowing  
feature
-  construction/emergency  
access and future  
footpath
-  driveways
-  pavements
-  2.4m public remote paths
-  car parking
-  m/c  
motorcycle parking
-  cycle stands
-  private / shared paths
-  plot boundaries
-  building to be  
demolished
-  existing wall
-  600 high wall from  
reclaimed stone
-  existing trees to be  
retained
-  root protection area
-  trees to be removed
-  tree holdbacks
-  infiltration trench  
& infiltration bed
-  open space
-  private gardens
-  proposed tree planting  
- mix of rowan, beech  
& birch
-  proposed beech  
hedging



DO NOT SCALE, IF IN DOUBT PLEASE ASK  
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commencement. Any discrepancy must be reported to  
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Note : site areas do not include the 2m service strip

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## Planning Application

**REVISIONS**

rev.	description	date
A	Alts to plot 1	01.19
B	Roads comments	08.19

Client  
**GEG Capital (North) Ltd**

Project  
**Housing Development at  
Earls Cross  
Dornoch**

Drawing  
**Proposed Housing Layout**

Scale <b>1:500@A2</b>	Date <b>12.18</b>	Drawn by <b>ca</b>
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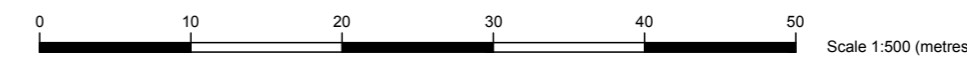
Project no <b>2402</b>	Dwg no <b>PL220</b>	Rev <b>B</b>
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**G.H. JOHNSTON** 

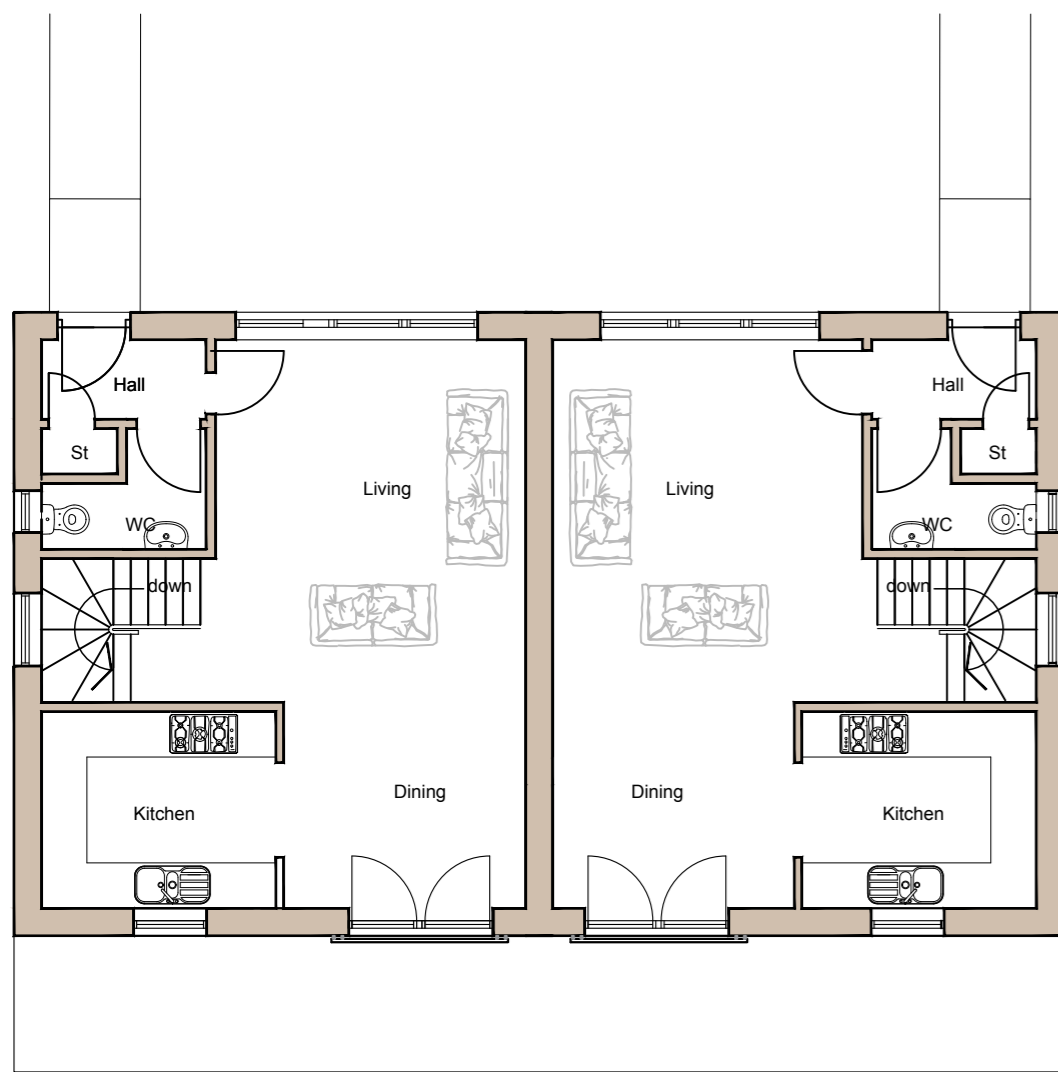
**BUILDING CONSULTANTS LTD**

WILLOW HOUSE  
STONEFIELD BUSINESS PARK  
INVERNESS IV2 7PA  
Email: technical@ghjohnston.co.uk

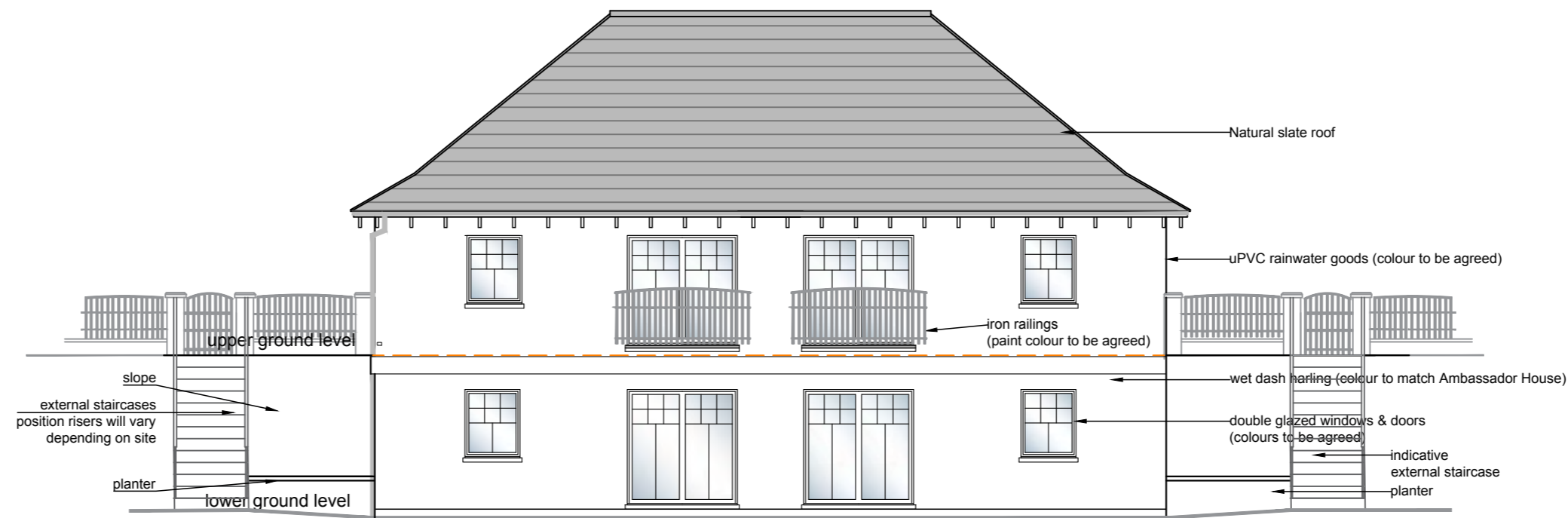
TEL (01463) 237229  
FAX (01463) 243258



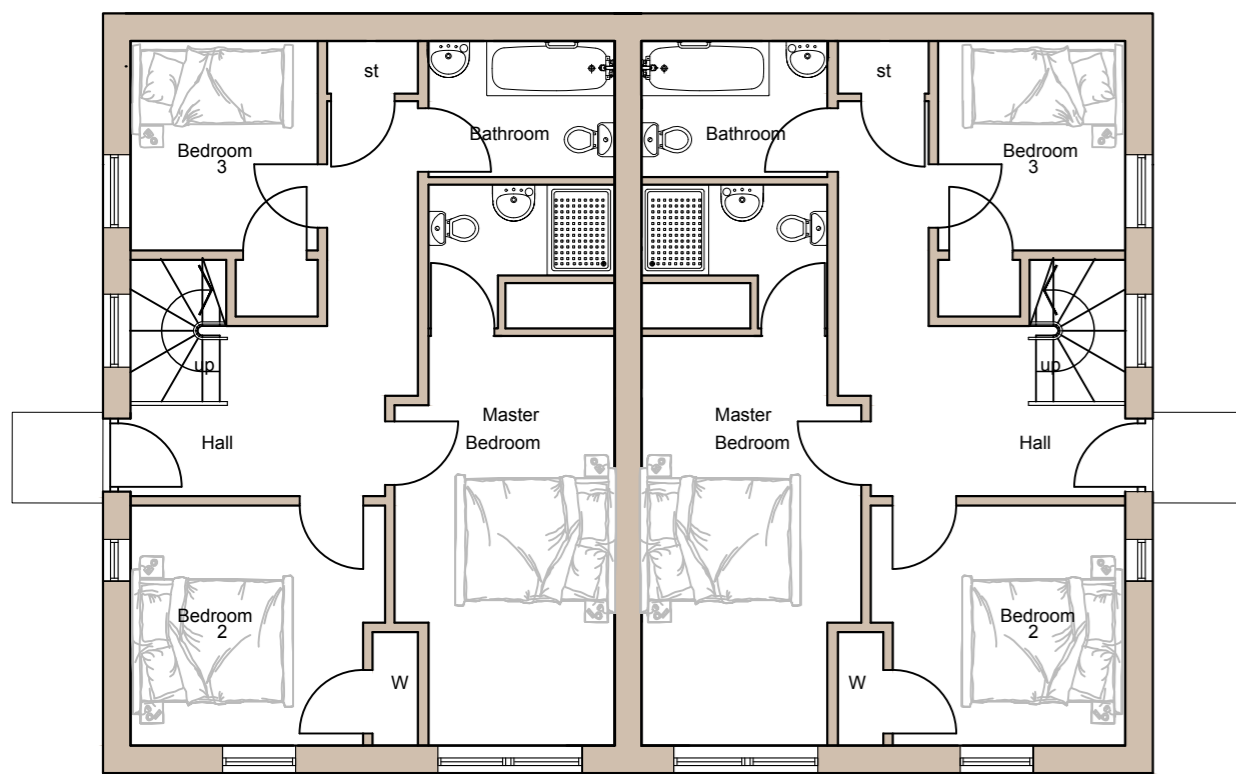
DO NOT SCALE, IF IN DOUBT PLEASE ASK  
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to  
 G. H. JOHNSTON Building Consultants Ltd



UPPER GROUND FLOOR PLAN 1:100

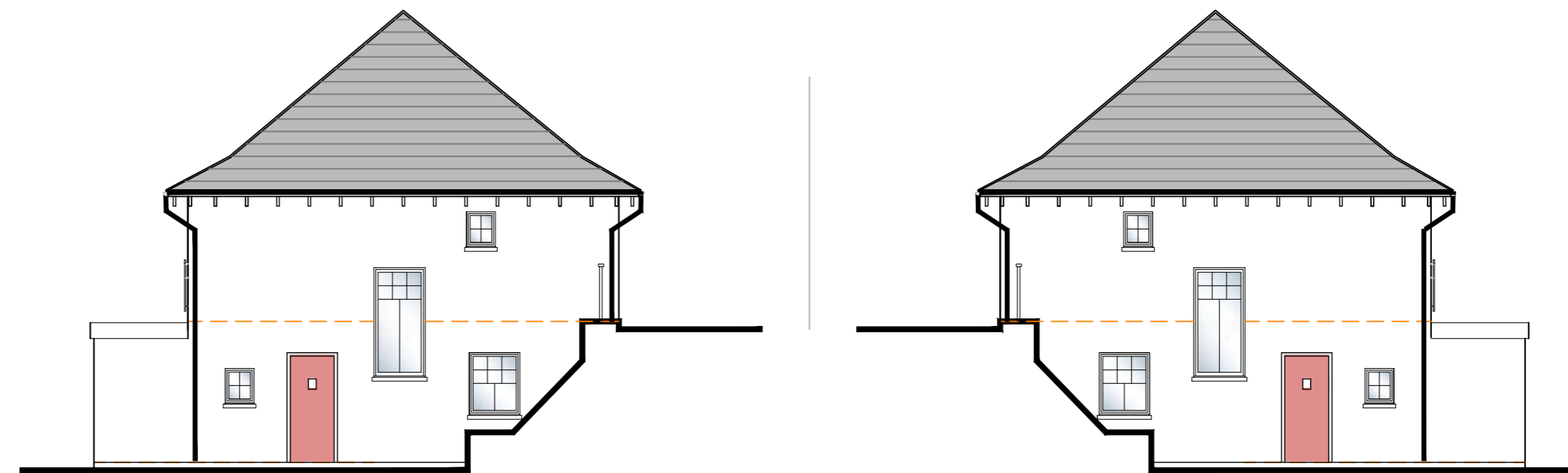


REAR ELEVATION 1:100



GROUND FLOOR PLAN 1:100

TOTAL FLOOR AREA: 108m<sup>2</sup> (per house)  
 Upper Ground Floor: 48m<sup>2</sup>  
 Ground Floor: 60m<sup>2</sup>  
 Footprint - 54m<sup>2</sup>



SIDE ELEVATION 1:100

SIDE ELEVATION 1:100



FRONT ELEVATION 1:100

**Planning  
 Submission**

REVISIONS

rev.	description	date
A	Balcony removed	08.19

Client  
**GEG Capital (North) Ltd**

Project  
**Conversion of 9 Flats & Erection of  
 4 Semi Detached Houses at Earls  
 Cross, Dornoch**

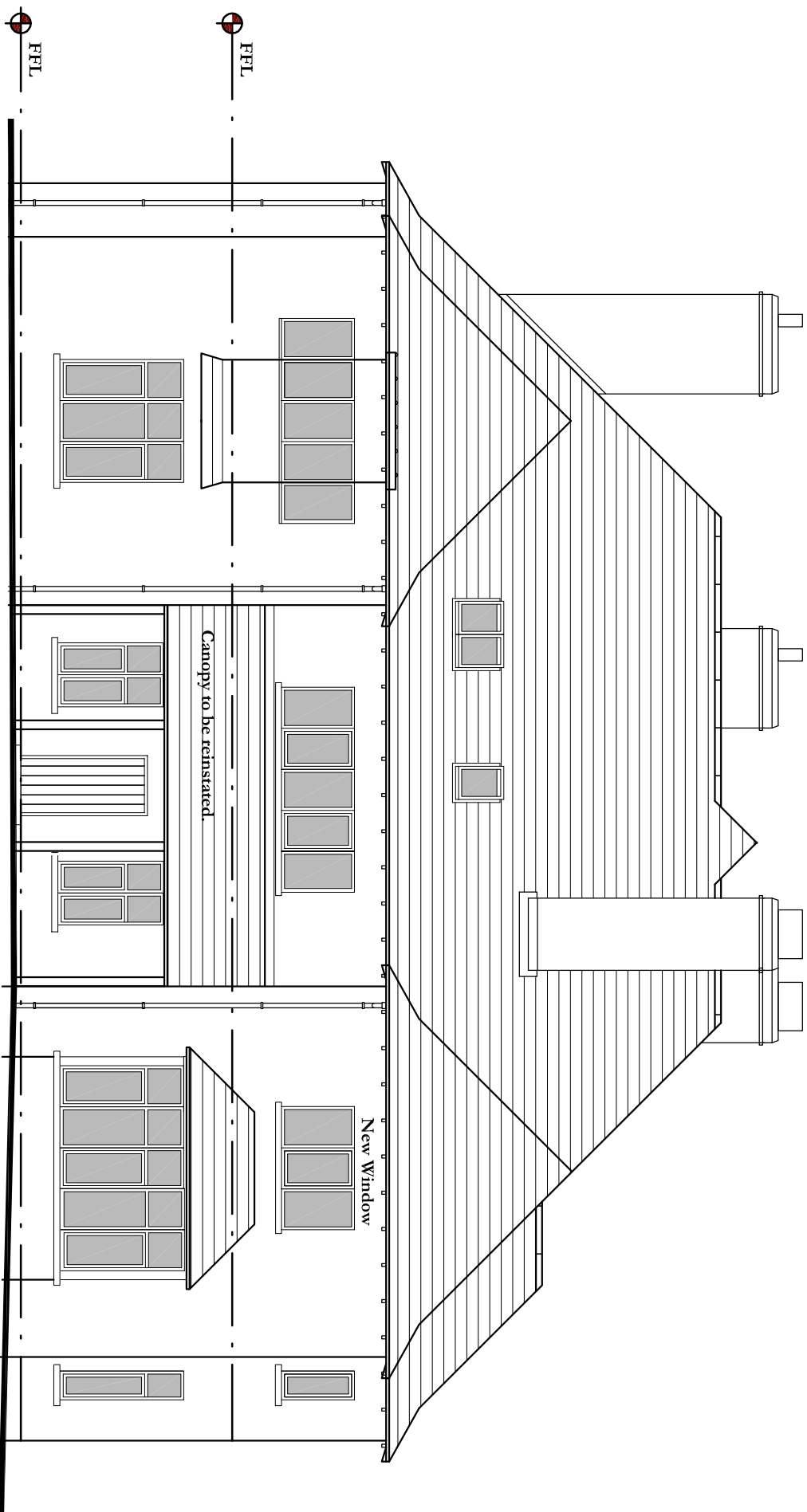
Drawing  
**Type D - 2 Storey - Semi detached  
 3 Bedroom - Plots 13, 14, 24 & 25**

Scale <b>1:100@A2</b>	Date <b>02.18</b>	Drawn by <b>SR/CA</b>
Project no <b>2402</b>	Dwg no <b>PL025</b>	Rev <b>A</b>

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 STONEYFIELD BUSINESS PARK TEL (01463) 237229  
 INVERNESS IV2 7PA FAX (01463) 243258  
 Email: technical@ghjohnston.co.uk







REVISIONS			
rev	date	initial	detail

**matheson mackenzie ross**  
**ARCHITECTS**

ROYAL BANK BUILDINGS  
HIGH STREET DINGWALL  
ROSS & CROMARTY  
IV15 9HA  
TEL 01349 863352 FAX 01349 865746

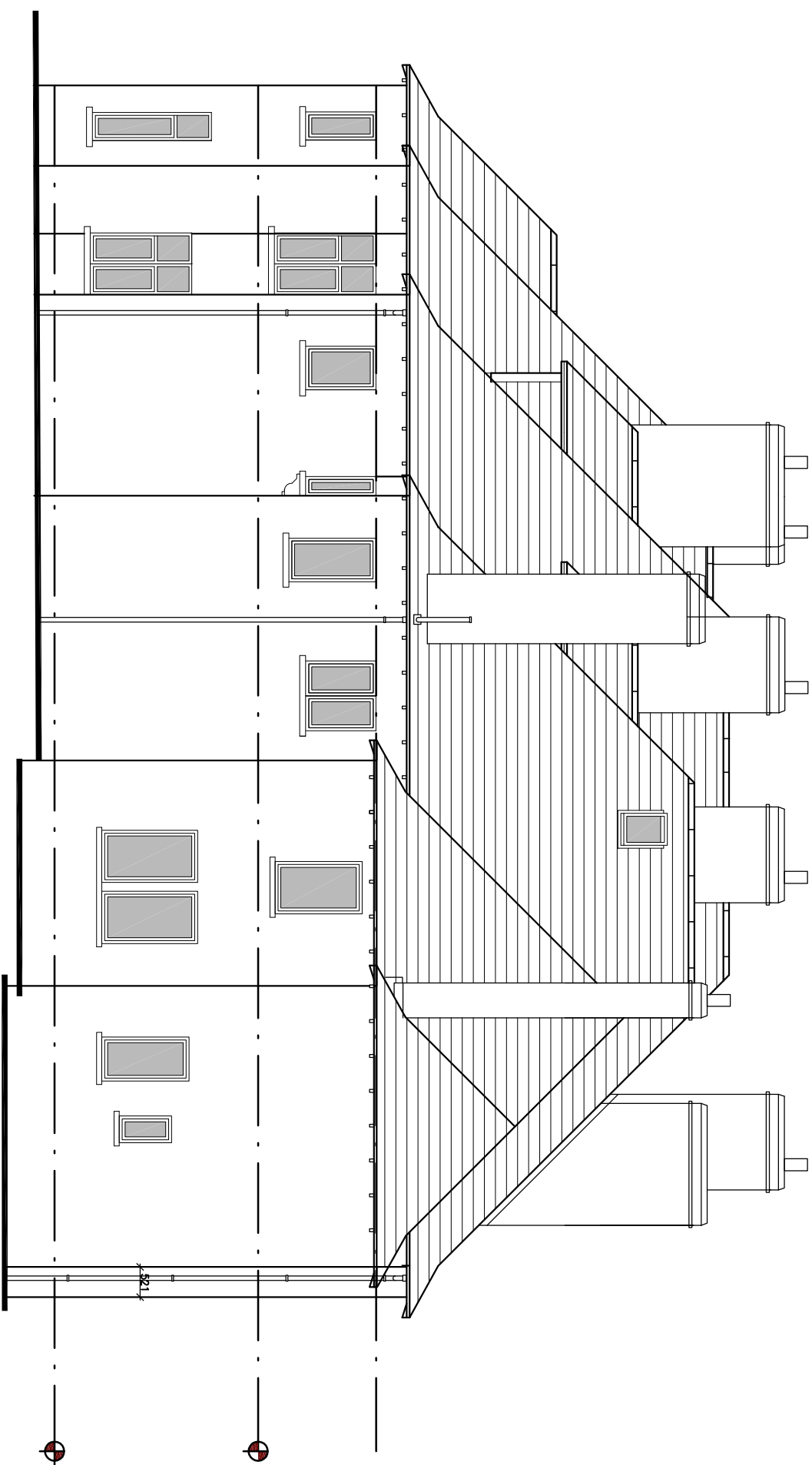
Hugh M. Ross, DipArch, RIBA, FRIAS, MA, P.S.  
Neil H Ross, DipArch, RIBA, ARIAS.  
[www.mtmross.co.uk](http://www.mtmross.co.uk)

project  
**Proposed housing development at  
Earls Cross, Dornoch.**

**Global Construction**

drawing Ambassador House South Elevation			
scale	1:100	A3	date October 08
drawn	L Boyd / NHR	status	
no	<b>D7.08.D06</b>	rev	



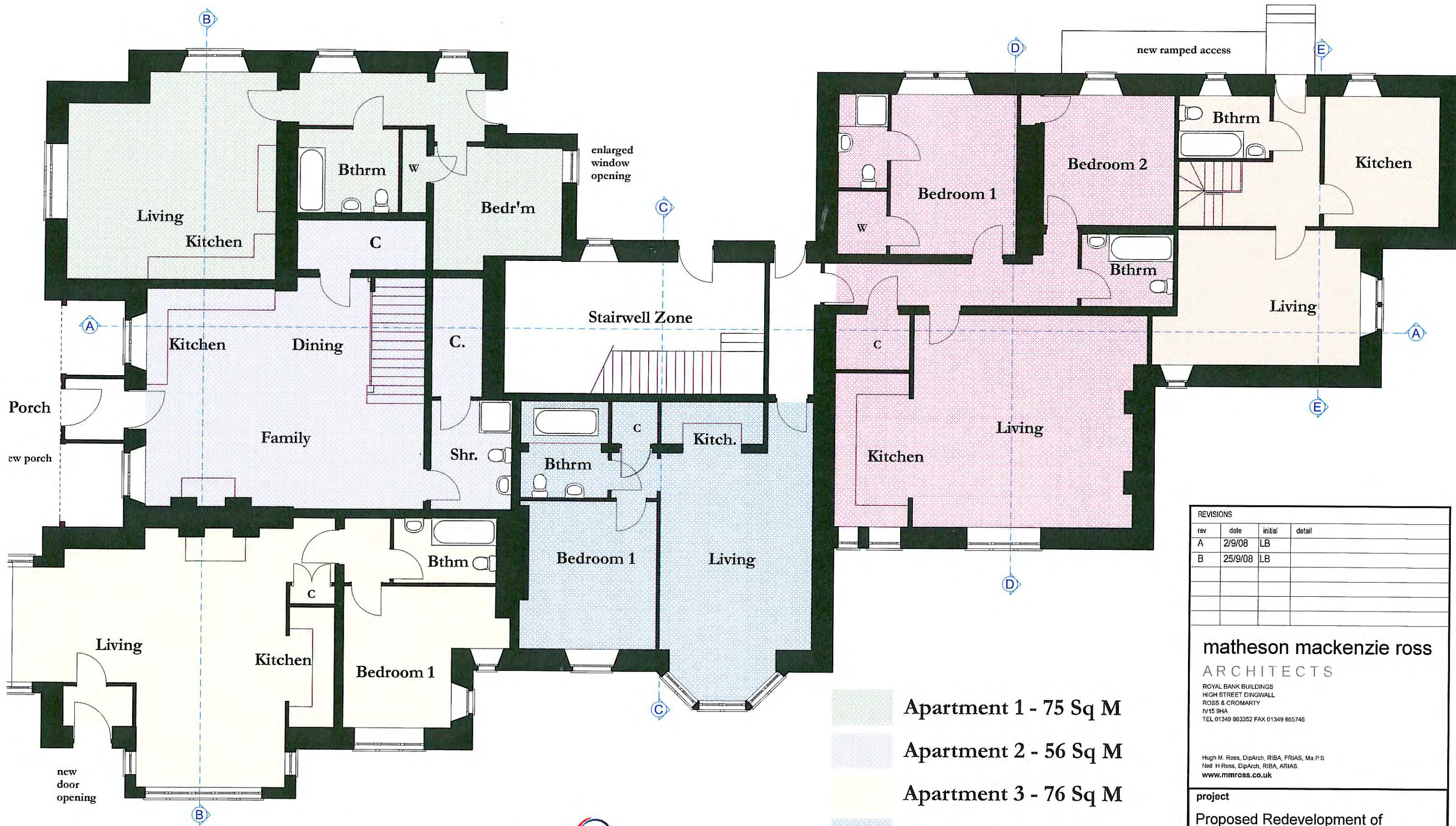


REVISIONS			
rev	date	initial	detail

**matheson mackenzie ross**  
**ARCHITECTS**  
 ROYAL BANK BUILDINGS  
 HIGH STREET DINGWALL  
 ROSS & CROMARTY  
 IV15 9HA  
 TEL: 01349 863352 FAX: 01349 869746  
 Hugh M. Ross, DipArch, RIBA, FRAS, MA, P.S.  
 Neil H. Ross, DipArch, RIBA, ARAS.  
[www.mtmross.co.uk](http://www.mtmross.co.uk)

Project  
**Proposed housing development at**  
**Eafts Cross, Dornoch.**  
**Global Construction**

drawing Ambassador House North Elevation			
scale	1:100	A3	date Oct 08
drawn	L Boyd / NHR	status	
no	<b>D7.08.D07</b>	rev	



# Ground Floor Plan

# Earls Cross, Dornoch



- Apartment 1 - 75 Sq M
- Apartment 2 - 56 Sq M
- Apartment 3 - 76 Sq M
- Apartment 4 - 60 Sq M
- Apartment 5 - 107.3 Sq M
- Apartment 6 - 46.7 Sq M

0 1 2 3 4 5 Metres



REVISIONS			
rev	date	initial	detail
A	2/9/08	LB	
B	25/9/08	LB	

**matheson mackenzie ross**

ARCHITECTS

ROYAL BANK BUILDINGS  
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ROSS & CROMARTY  
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TEL 01349 863352 FAX 01349 865746

Hugh M. Ross, DipArch, RIBA, FRIAS, Ma.P.S.  
Neil H Ross, DipArch, RIBA, ARIAS  
[www.mmross.co.uk](http://www.mmross.co.uk)

project  
Proposed Redevelopment of  
Earls Cross, Dornoch  
Sutherland

Global Construction  
drawing Proposed Ground Floor Layout

scale 1:100 A3 date August 2008

drawn L Boyd status

drg no D7.08 .01 rev A B

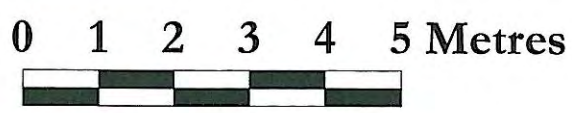


# First Floor Plan

# Earls Cross, Dornoch



- Apartment 7 - 68.2 Sq M
- Apartment 2 - 121.8 Sq M
- Apartment 8 - 62 Sq M
- Apartment 9 - 109 Sq M
- Apartment 6 - 45 Sq M

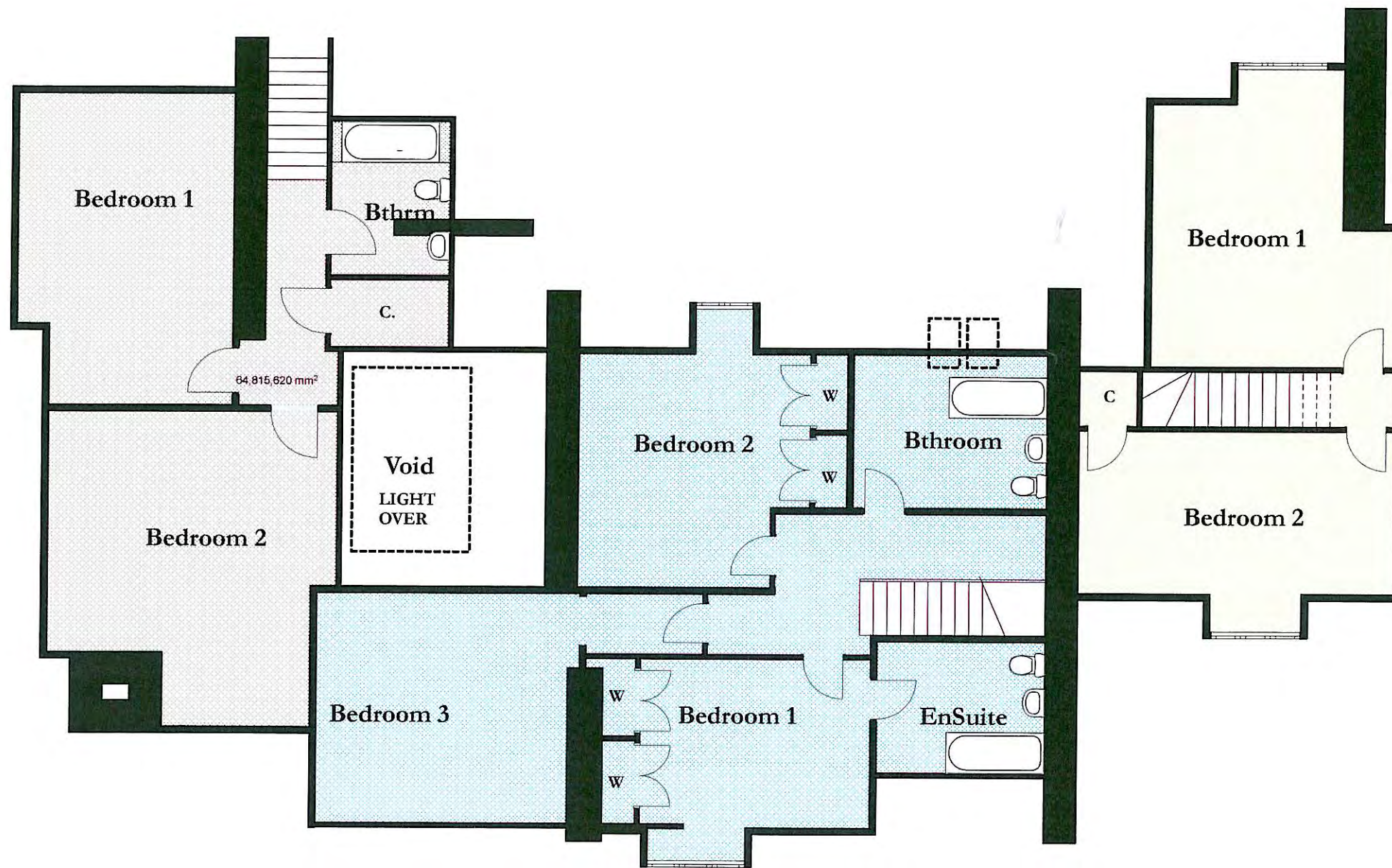


REVISIONS			
rev	date	initial	detail
A	2/9/08	LB	

**matheson mackenzie ross**  
 ARCHITECTS  
 ROYAL BANK BUILDINGS  
 HIGH STREET DINGWALL  
 ROSS & CROMARTY  
 IV15 9HA  
 TEL 01349 863352 FAX 01349 865746

Hugh M. Ross, DipArch, RIBA, FRIAS, Ma.P.S.  
 Neil H Ross, DipArch, RIBA, ARIAS.  
[www.mmross.co.uk](http://www.mmross.co.uk)

project			
Proposed Redevelopment of Earls Cross, Dornoch Sutherland			
Global Construction			
drawing	Proposed First Floor Layout		
scale	1:100	A3	date August 2008
drawn	L Boyd		status
drg no	rev		
D7.08 .02	A		



Attic Floor Plan

- Apartment 7 - 64.8 Sq M
- Apartment 8 - 98.5 Sq M
- Apartment 9 - 43.3 Sq M



# Earls Cross, Dornoch

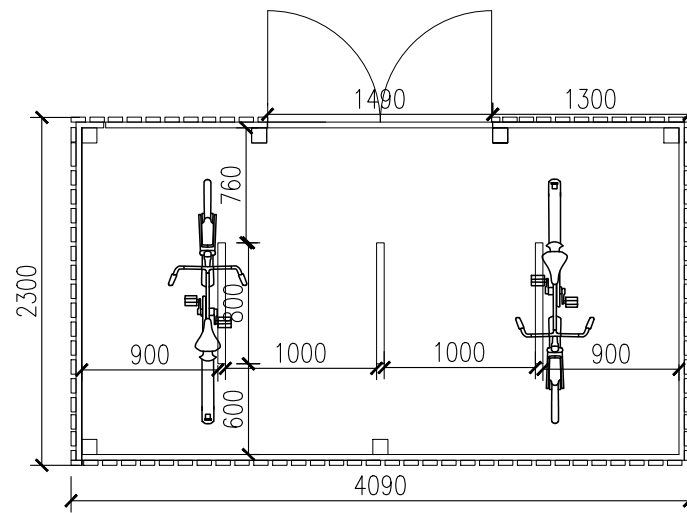
REVISIONS			
rev	date	initial	detail
A	2/9/08	LB	
B	8/4/09	NHR	

<b>matheson mackenzie ross</b>			
ARCHITECTS			
<small>ROYAL BANK BUILDINGS HIGH STREET DINGWALL ROSS &amp; CROMARTY IV15 5HA TEL 01349 863352 FAX 01349 865746</small>			
<small>Hugh M. Ross, DipArch, RIBA, FRIAS, Ma P.S. Neil H Ross, DipArch, RIBA, ARIAS. www.mmross.co.uk</small>			
project			
Proposed Redevelopment of Earls Cross, Dornoch Sutherland			
Global Construction			
drawing Proposed Attic Layout			
scale	1:100	A3	date August 2008
drawn	L Boyd		status
drg no		rev	
D7.08.03		A B	

DO NOT SCALE, IF IN DOUBT PLEASE ASK  
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 G. H. JOHNSTON Building Consultants Ltd

## Planning Application



**CYCLE STORES**  
 Frame Constructed with 95 x 95mm rough sawn timber with 35 x 50mm dwangs  
 Frame to be covered on 3 sides with 22mm larch to match flats.  
 Roof to be covered 22mm sarking with felt over  
 Roof pitch 25 degrees.  
 Doors to be fitted with lockable bolt and padlock.  
 Cycle store floor and bin storage area to be tarmac.  
 Foundations to extend 100mm either side of supporting frame

**REVISIONS**

rev.	description	date

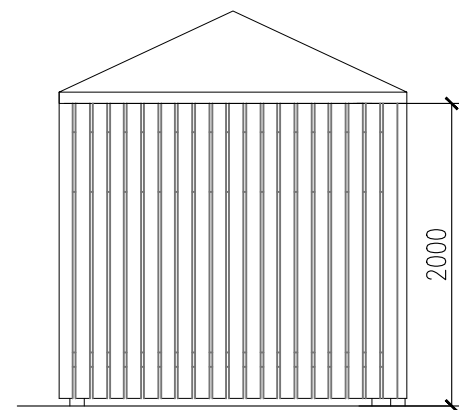
Client  
**GEG Capital (North) Ltd**

Project  
**Conversion to 9 Flats & Erection of 6 Terraced Housing at Earls Cross Dornoch**

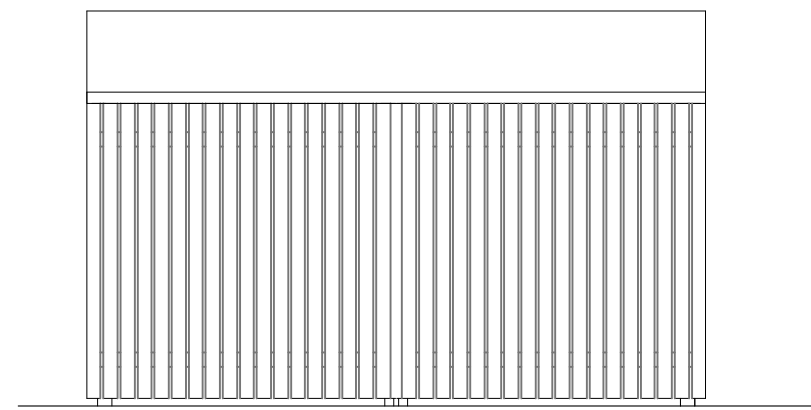
Drawing  
**Cycle Storage Units**

Scale <b>1:50@A3</b>	Date <b>12.2018</b>	Drawn by <b>ca</b>
-------------------------	------------------------	-----------------------

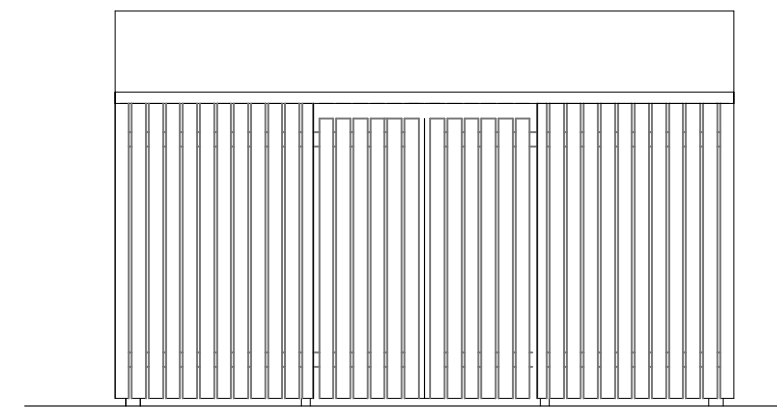
Project no <b>2402</b>	Dwg no <b>PL226</b>	Rev
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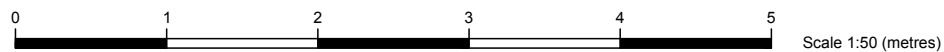
SIDE VIEW



REAR VIEW



FRONT VIEW



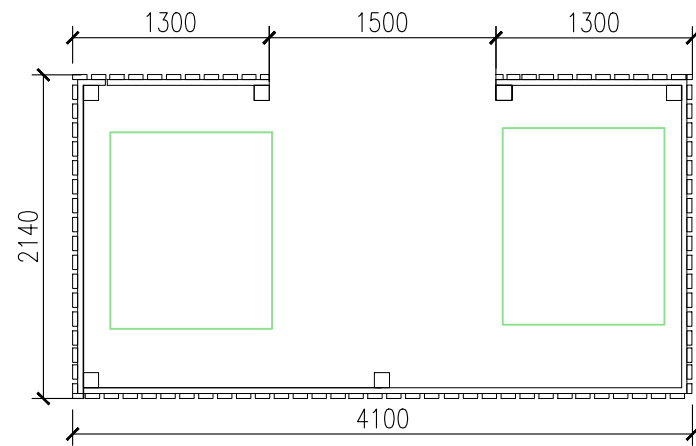
**G.H. JOHNSTON**   
 BUILDING CONSULTANTS LTD

WILLOW HOUSE  
 STONEYFIELD BUSINESS PARK  
 INVERNESS IV2 7PA  
 Email: technical@ghjohnston.co.uk

TEL (01463) 237229  
 FAX (01463) 243258

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 G. H. JOHNSTON Building Consultants Ltd

**PLANNING APPLICATION**



**BIN / CYCLE STORES**  
 Frame Constructed with 95 x 95mm rough sawn timber with 35 x 50mm dwangs  
 Frame to be covered on 3 sides with 22mm larch to match flats.  
 Foundations to extend 100mm either side of supporting frame

**REVISIONS**

rev.	description	date

Client  
**GEG Capital (North) Ltd**

Project  
**Conversion to 9 Flats & Erection of 6 Terraced Housing at Earls Cross Dornoch**

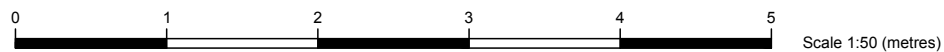
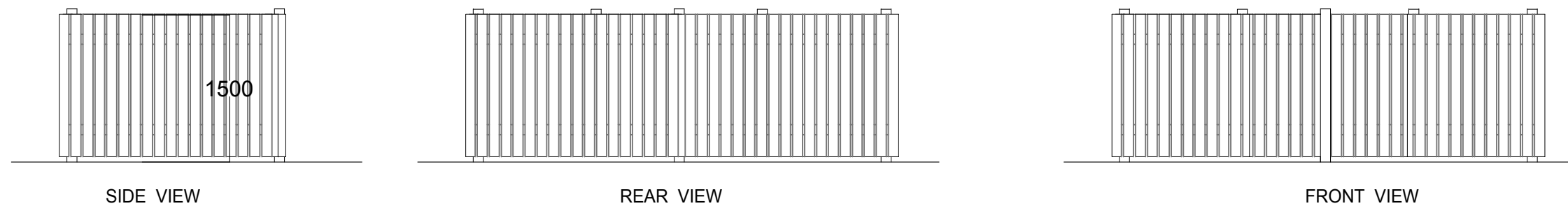
Drawing  
**Bin Storage Units**

Scale <b>1:50@A3</b>	Date <b>12.2018</b>	Drawn by <b>ca</b>
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Project no <b>2402</b>	Dwg no <b>PL227</b>	Rev
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Trees	Species	Height	Pot Size	Specification	Density	Number
	Quercus robur	250-300cm	8-10cm	rootballed	Standard 3 brks 2x	Counted 3 No.
	Sorbus aucuparia	175-200cm		Bare root	Feather 15 brks 2x	Counted 2 No.
	Sorbus intermedia 'Brouwers'	300-350cm	10-12cm	rootballed	Selected Standard 3/5 brks 2x	Counted 3 No.
	Alnus glutinosa	175-200cm		Bare root	Feather 15 brks 2x	Counted 3 No.
	Malus 'Evereste'	175-200cm		Rootballed	Feather 15 brks 2x	Counted 3 No.
	Prunus 'Amanogawa'	300-350cm	10-12cm	bare-root	Selected Standard 4 brks 2x	Counted 1 No.
	Betula utilis jacquemontii	200-250cm	Triple stemmed	35L	Multi-Stemmed 3 brks 2x	Counted 3 No.
	Acer campestre 'Elsrijk'	300-350cm	10-12cm	bare-root	Selected Standard 4 brks 2x	Counted 3 No.
	Fagus sylvatica	80-100cm		bare-root	1+2: Transplant 3 brks 5/1m	1581 No.

Shrubs	Species	Height	Pot Size	Specification	Density	Number
	Vinca minor 'Burgundy'	15-20cm	9cm	Several shoots	6/m <sup>2</sup>	103 No.
	Cotoneaster 'Coral Beauty'	30-40cm	3L	Several shoots	3/m <sup>2</sup>	51 No.
	Lavandula angustifolia 'Hidcote'	20-30cm	2L	Bushy 5/6 brks	3/m <sup>2</sup>	84 No.
	Vinca minor 'Gertrude Jekyll'	15-20cm	9cm	Several shoots	6/m <sup>2</sup>	145 No.
	Choiysa ternata Sundance®	30-40cm	3L	Bushy 3/5 brks	3/m <sup>2</sup>	23 No.
	Ceanothus thyrsiflorus repens	30-40cm	3L	Several shoots	3/m <sup>2</sup>	9 No.
	Vinca minor 'Dartington Star'	15-20cm	9cm	Several shoots	6/m <sup>2</sup>	48 No.
	Cotinus coggygria 'Royal Purple'	80-100cm	20L	Bushy 3/5 brks	1/m <sup>2</sup>	5 No.
	Lonicera pileata 'Maigreen'	40-50cm	3L	Several shoots	3/m <sup>2</sup>	14 No.
	Potentilla 'Sourwood'	30-40cm	3L	Bushy 4 brks	3/m <sup>2</sup>	10 No.
	Rosa rugosa rubra	50-60cm	3L	Bushy 3 brks	3/m <sup>2</sup>	16 No.

Herbaceous	Species	Height	Pot Size	Specification	Density	Number
	Geranium 'Rozanne'	3L	Full Pot	3/m <sup>2</sup>	43 No.	
	Nepeeta racemosa 'Walkers Low'	2L	Full Pot	3/m <sup>2</sup>	23 No.	

Conifers	Species	Height	Pot Size	Specification	Density	Number
	Pinus sylvestris	125-150cm	10L	balled Leaders and laterals 4x	Counted	8 No.
	Picea omorika	125-150cm	10L	balled Leaders and laterals 4x	Counted	4 No.

**LANDSCAPE NOTES**  
 All areas to be soft landscaped to be litter picked and all site debris / stones etc to be removed from site. All subsoil to be thoroughly de-compacted to ensure that they are free draining.  
 Subsoil areas to be top-soiled will be inspected by the landscape architect prior to topsoil being spread. Supply and spread premium quality topsoil to proposed grass areas, shrub beds and tree pits.  
 Refer to Maintenance schedule for details of the proposed maintenance regime for the site to be undertaken for the first five years.  
 Close mown grass areas to be weed killed, cultivated and sown with Blec 2 pass technique using R M Welsh and Sons 7 low fertility and limited topsoil mix, sown at 30g/m<sup>2</sup>.  
 Existing Gorse covered slopes below Ambassador House to be cut back and roots grubbed up and disposed of at a recycling facility.  
 Treat cleared areas with an approved non-residual herbicide, allowing sufficient time to elapse prior to soil stripping and topsoil storage works.  
 Proposed species rich long grass areas to be weed killed (twice prior to seeding) with Green-Tech H82 Holdfast rubber blocks and 38mm heavy duty rubber bedding, twice nailed to posts - 50mm down from top of stake. Small feathered trees- H81 Holdfast and HP25 25mm heavy duty rubber bedding.  
 Proposed hedging plants to be protected as follows:  
 Clear spirals: Rainbow; 60 x 38mm dia, with a single 12-14mm bamboo cane - 1 each per plant.  
 Any failures in planting in the first five years after planting will be replaced by the client with plants of a similar species / size (in the next planting season.)  
 Refer to Maintenance schedule for details of the proposed maintenance regime for the site to be undertaken for the first five years.  
 Close mown grass areas to be weed killed, cultivated and sown with Blec 2 pass technique using R M Welsh and Sons 7 low fertility and limited topsoil mix, sown at 30g/m<sup>2</sup>.  
 Existing Gorse covered slopes below Ambassador House to be cut back and roots grubbed up and disposed of at a recycling facility.  
 Treat cleared areas with an approved non-residual herbicide, allowing sufficient time to elapse prior to soil stripping and topsoil storage works.  
 Proposed species rich long grass areas to be weed killed (twice prior to seeding) with Green-Tech H82 Holdfast rubber blocks and 38mm heavy duty rubber bedding, twice nailed to posts - 50mm down from top of stake. Small feathered trees- H81 Holdfast and HP25 25mm heavy duty rubber bedding.  
 Front gardens to be weed killed, cultivated and stone picked prior to laying 'Rolawn Medallion' or equivalent quality turfing.  
 Rear gardens to be weed killed, cultivated, stone picked and grass seeded.

**REVISIONS**

A: 30.11.18 Landscape proposals amended to Client's requirements. Planting details, planting schedule and specifications added for Planning Issue. Landscape Maintenance Schedule prepared. KW

**KEY**

- Existing trees to be felled and roots grubbed up- as per the Tree Survey Report.
- Existing trees to the site boundaries to be retained and protected in accordance with the Arborist's recommendations.
- Proposed 3-3.5m tall, selected standard tree planting.
- Proposed 2-2.5m feathered trees.
- Proposed 1.5m high feathered conifer trees.
- Proposed 1.5-1.75m high feature conifer trees.
- Proposed hedging- maintained at 0.9m high.
- Proposed ground cover shrub planting.
- Proposed open spaces: top-soiled, cultivated and grass seeded.
- Proposed front gardens: top-soiled, cultivated and turf.
- Proposed rear gardens: top-soiled, cultivated and grass seeded.
- Open space areas: proposed long grass areas to be top-soiled, cultivated and sown with a wildflower / grass seed mix. (Areas of extensive Gorse cover to be grubbed up and roots treated with approved herbicide, minimum 2 applications.)
- Existing tree copse- Plots 6 and 7: existing grass areas below trees to be cut back , with clippings, fallen branches and leaves removed to a recycling facility. Narrow strips at buildings to be cleared out and a 50mm deep washed gravel laid on a weed control fabric.

ALL DIMENSIONS TO BE CHECKED ON SITE WORK TO FIGURED DIMENSIONS ONLY REPORT DISCREPANCIES TO THE LANDSCAPE ARCHITECT AT ONCE BEFORE PROCEEDING.

**HIGHLAND LANDSCAPE DESIGN**  
 MORVEN, CAROLINE STREET,  
 SCOTLAND, IV 36 1AN.  
 TEL: 01390 692005  
 jim@highlandlandscapedesign.co.uk

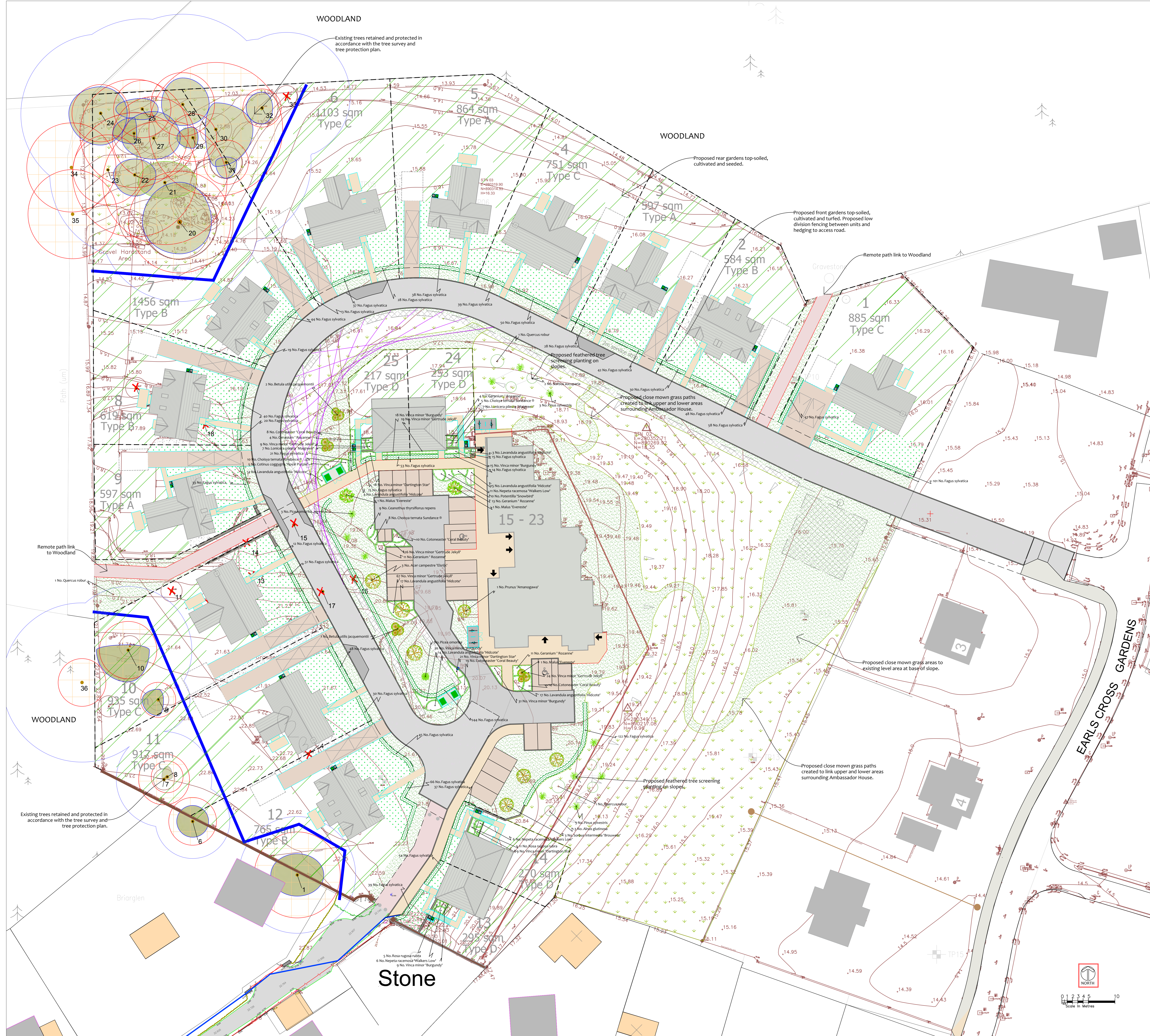
Client  
**GEG CAPITAL (North) Ltd**

**PLANNING**

**KEITH I WOOD BA (HONS) CMLI**  
 LANDSCAPE ARCHITECT  
 1, Old Branziel Cottage, Balmore, By  
 Torrance, Glasgow, G64 4AH.  
 Tel: 01360 620358 Mob: 07584 054586  
 email: keith.i.wood@btopenworld.com

Project Title  
 HOUSING DEVELOPMENT, EARLS COURT,  
 DORNOCH, IV25 3PJ.  
 Drawing Title  
 SOFT LANDSCAPE PROPOSALS

Scale 1:250@A0	Date 12.10.18
Drawn k.wood	Approved J. Legge
Drawing No.	Rev.
HLD K339-18/SL-01	A



Do not scale from this drawing.

**SAFETY HEALTH AND ENVIRONMENTAL INFORMATION**

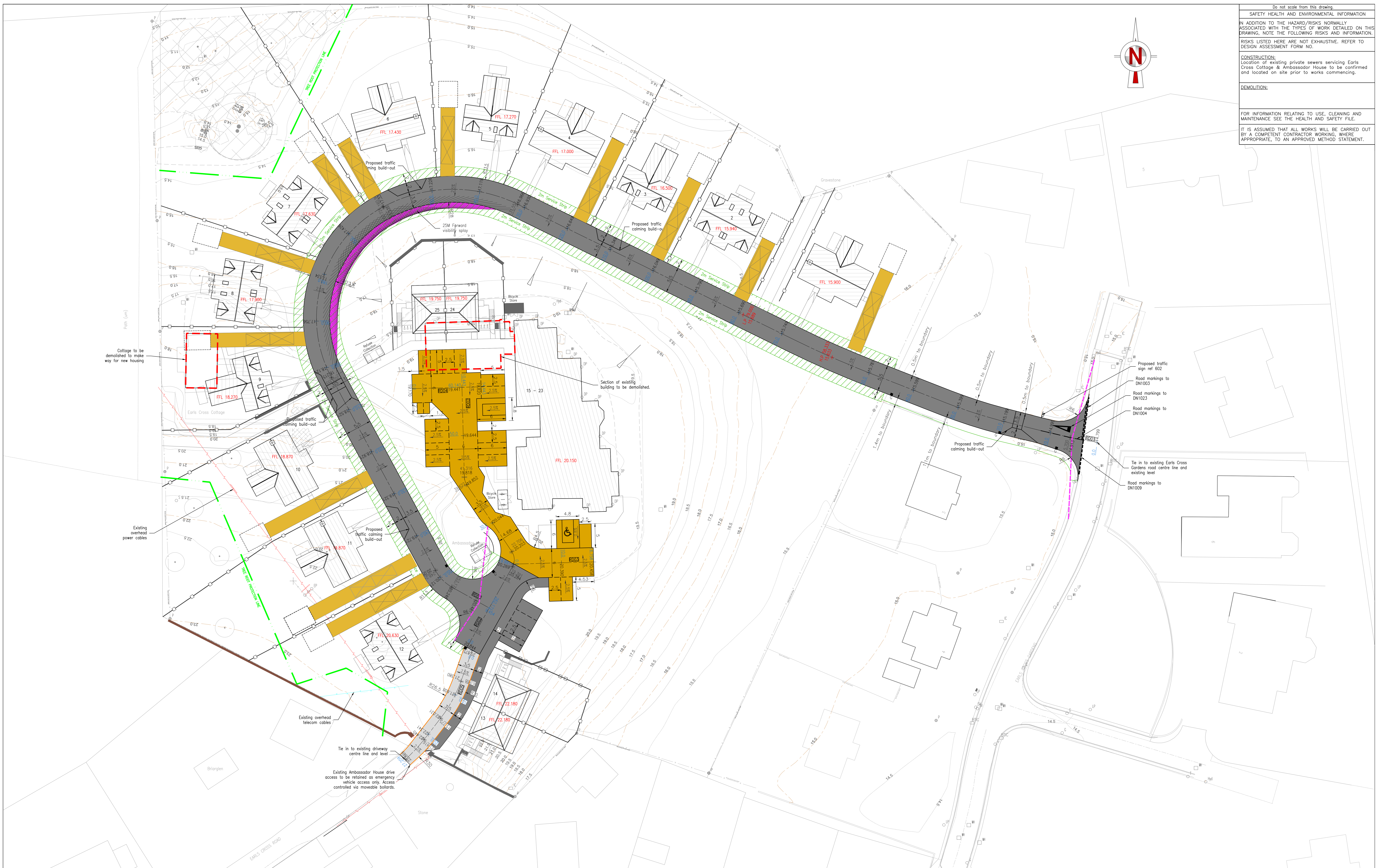
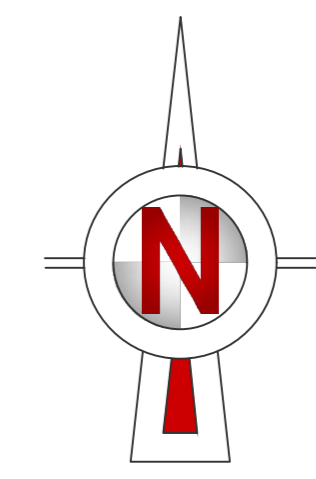
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION. RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.

**CONSTRUCTION:**  
Location of existing private sewers servicing Earls Cross Cottage & Ambassador House to be confirmed and located on site prior to works commencing.

**DEMOLITION:**

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



Rev.	Date	Description	Drawn	Checked	Approved
B	15.08.2019	Junction visibility splays reduced to 2.4 x 17m splay.	CM	ARM	ARM
A	13.08.2019	Plot 11 mirrored. Road layout revised following 1. Planning comments. Proposed footway on Earls Cross Gardens removed. Service strip added to South side of rd.1. 0.5m clearance to existing boundaries from RD. provided.	CM	ARM	ARM

- LEGEND:**
- Proposed flush road channel
  - Proposed back of footpath
  - Proposed 2m grassed service strip
  - Proposed 3.5m emergency access road channel
  - Proposed 2.4mx17m/kerb tangent visibility splays
  - Proposed road cross fall gradient
  - Proposed road traffic sign
  - Proposed road water gully & connection
- NOTES:**
- For proposed roads longitudinal sections please refer to Fairhurst drawing no. 117951/102.
  - For proposed extent of Highland Council adaptable areas, refer to Fairhurst drawing no.117951/103.
  - Existing road and drainage tie-in levels to be checked on site by contractor and confirmed to engineer prior to commencement of works.

- Housing plan adopted from G.H Johnston Building Consultants Proposed Housing Layout project no. 2402, drawing no. PL220.
- Boundary lines shown on plan are indicative only and should not be used for the purpose of producing FeU plans.
- The appointed Civil Engineering Contractor shall be responsible for setting out the works and for the correctness of the position and dimensions of all parts of the works.
- Horizontal road alignment designed in accordance with The Highland Councils' Roads and Transport Guidelines for New Developments'.
- Road hierarchy for new street to be 'Main Residential Street'.
- All signing and road markings to be in accordance with the Traffic Signs Regulations and General Directions 2016.
- No unauthorised advertising or directional signs will be erected in contravention of Section 100 of the Roads (Scotland) Act 1984.
- All proposed lining to tie into existing white lining.
- All road signs and bollards to have minimum 450mm clearance from road channel.
- All permanent road markings shall consist of reflectorized white thermoplastic material complying with the requirements of BS EN 1473:2000 Class A with solid glass beads applied uniformly on the wet surface at the rate of 400-500 g/m complying with the requirements of BS EN 1423:1998.
- Horizontal road alignment designed in accordance with the requirements of BS EN 1423:1998.
- Levels in metres and to Ordnance datum unless specified otherwise.

	= Diagram 602
	= Diagram 1003
	= Diagram 1004
	= Diagram 1009
	= Diagram 1023

Client:  
**GEG CAPITAL (NORTH) LTD**

Project Title:  
**HOUSING DEVELOPMENT AT EARLS CROSS, DORNOCH**

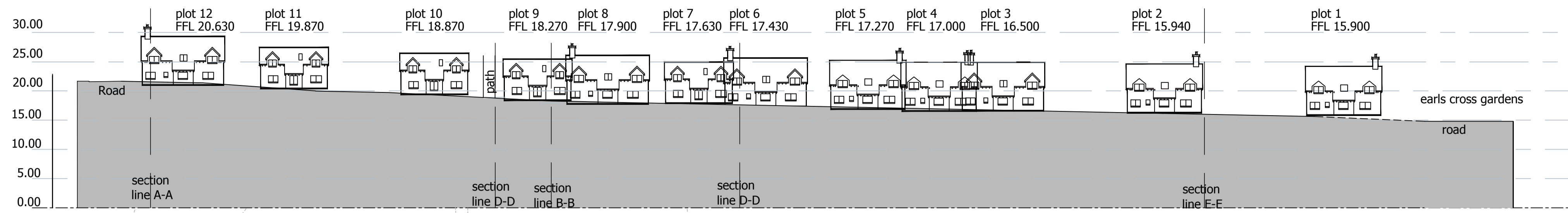
Drawing Title:  
**ROADS LAYOUT PLAN**

**FAIRHURST**  
Civil & Structural  
Beechwood Business Park, BERNERS, DG 36W  
Tel: 01463 724 544 Fax: 0844 361 4412

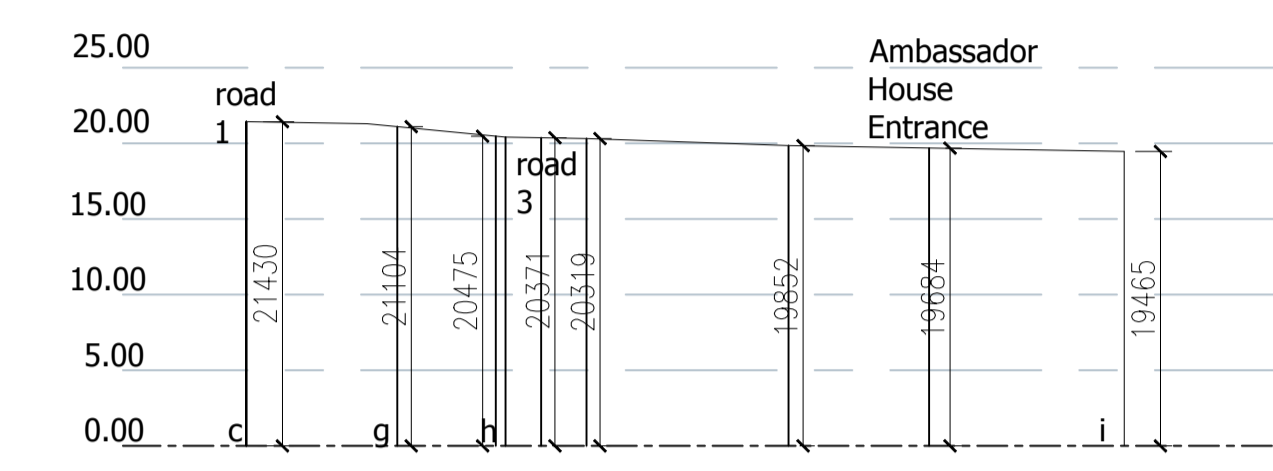
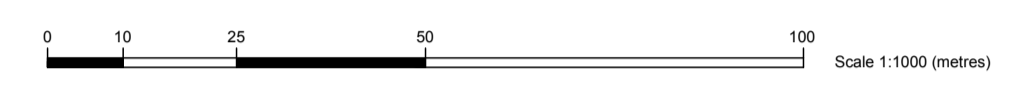
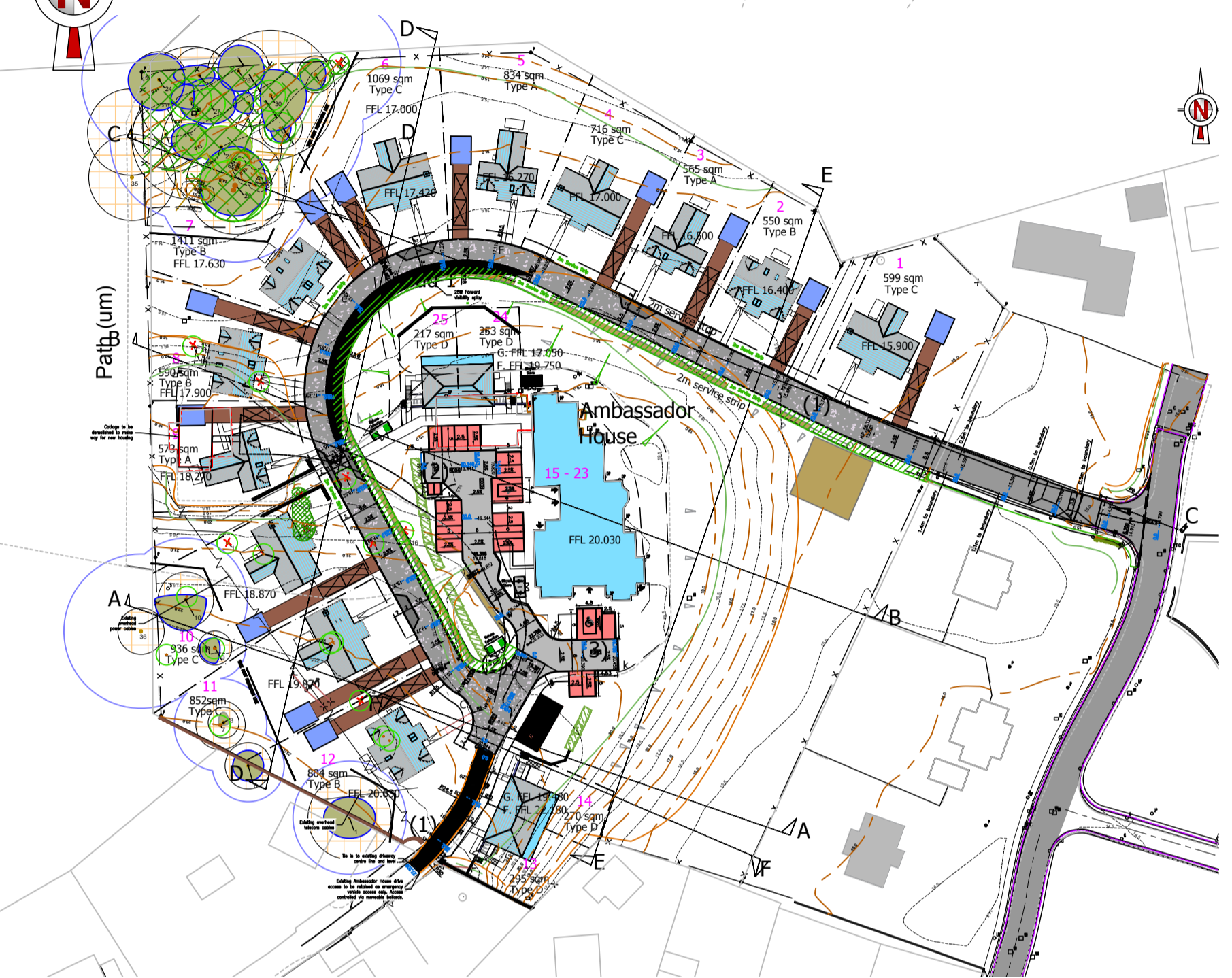
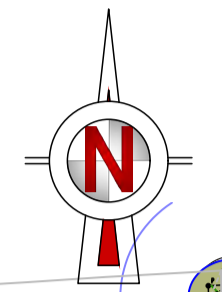
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Checked:	DE	DE	DE
Approved:	ARM	ARM	ARM
Date:	14/03/2019	18/03/2019	18/03/2019
Drawing No.:	117951/101		Revision:
			<b>B</b>



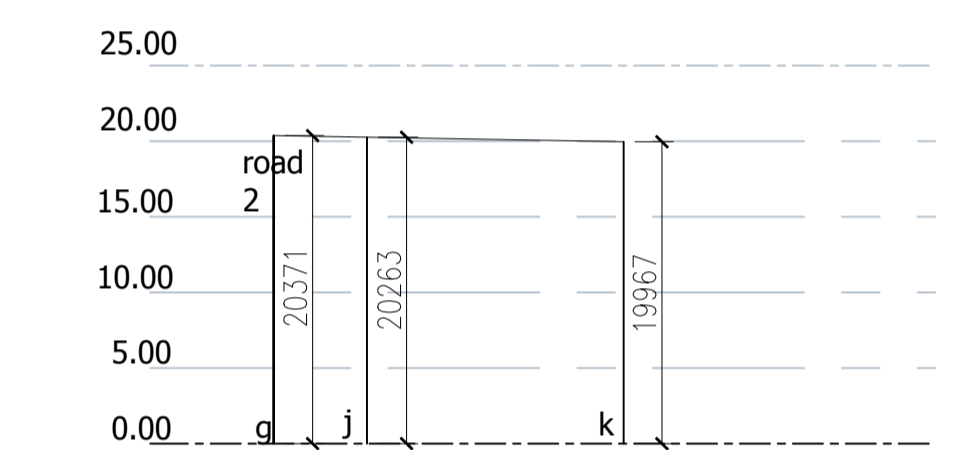
DO NOT SCALE. IF IN DOUBT PLEASE ASK  
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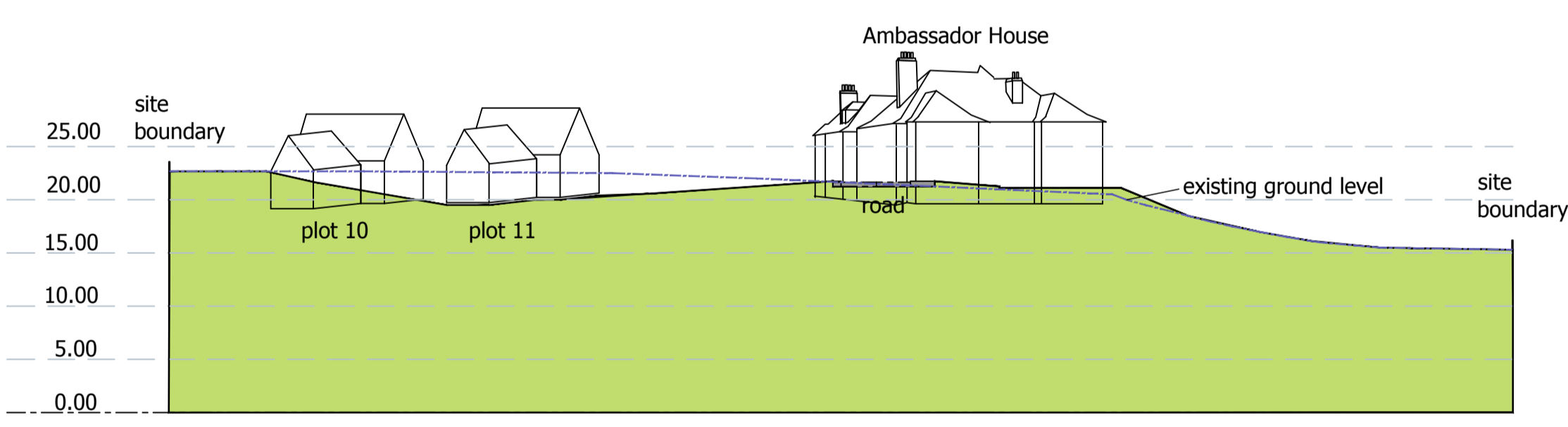
HOUSE ELEVATIONS FROM CENTRELINE OF ROAD 1



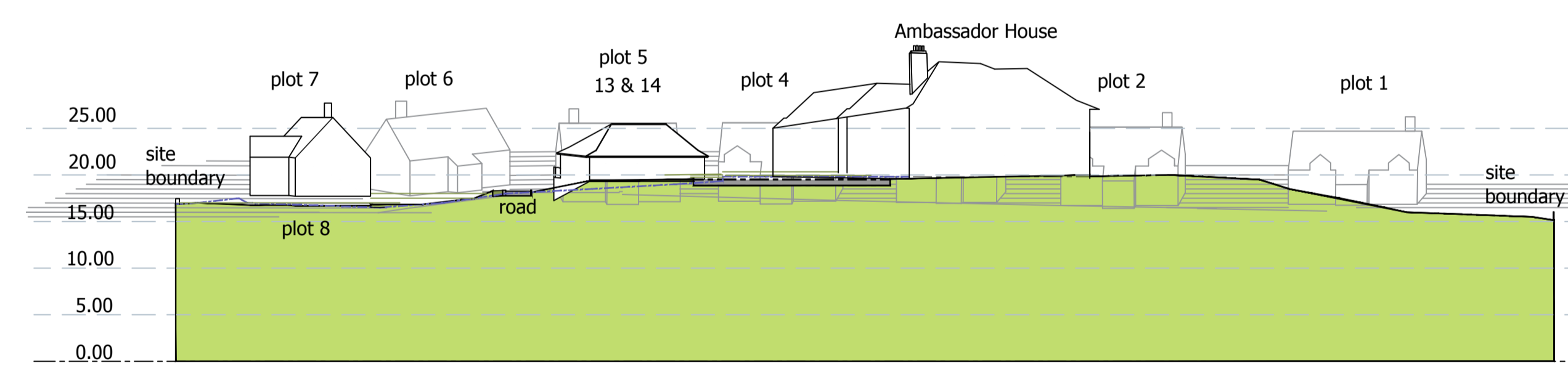
ROAD CENTRELINE - ROAD 2



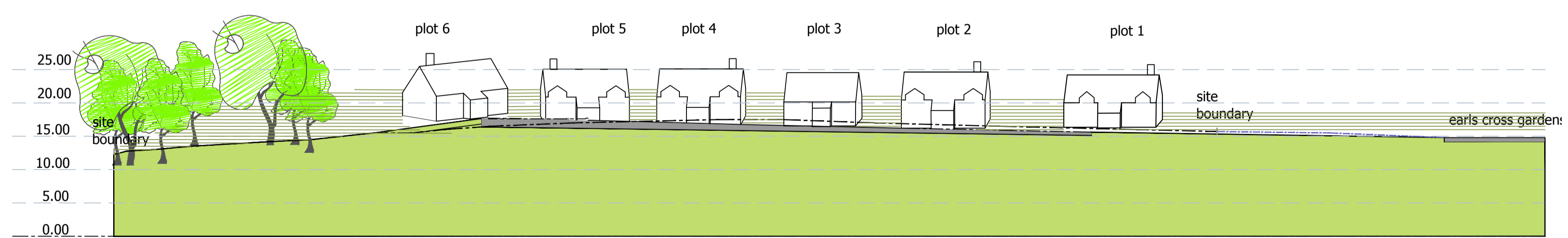
ROAD CENTRELINE - ROAD 3



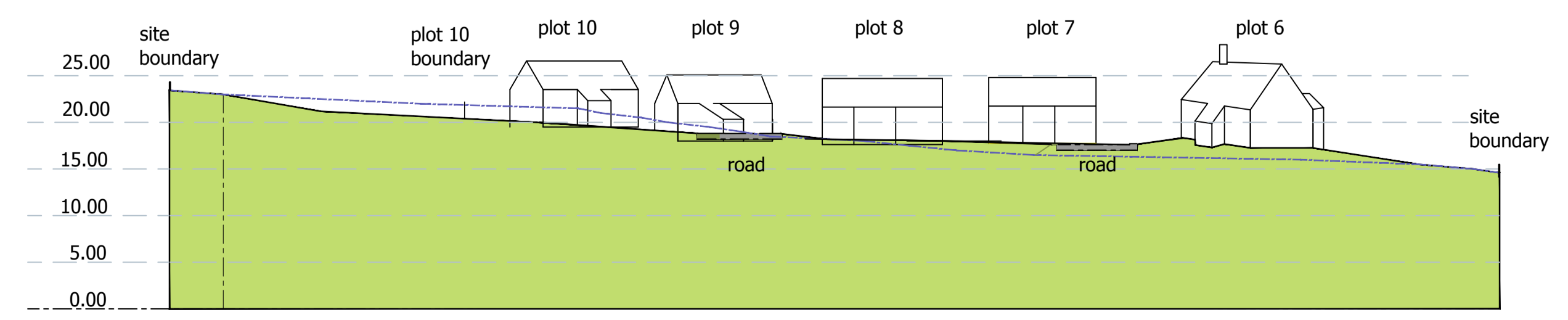
SECTION A - A



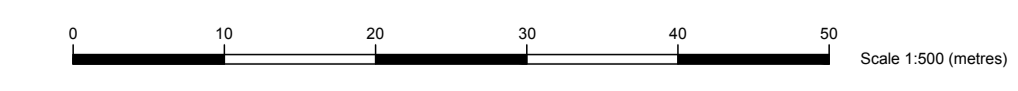
SECTION B - B



SECTION C - C



SECTION D - D



**PLANNING SUBMISSION**

REVISIONS		
rev.	description	date
A	Site plan adjustment	02.19
B	Plot numbers adjusted & additional notes	08.19

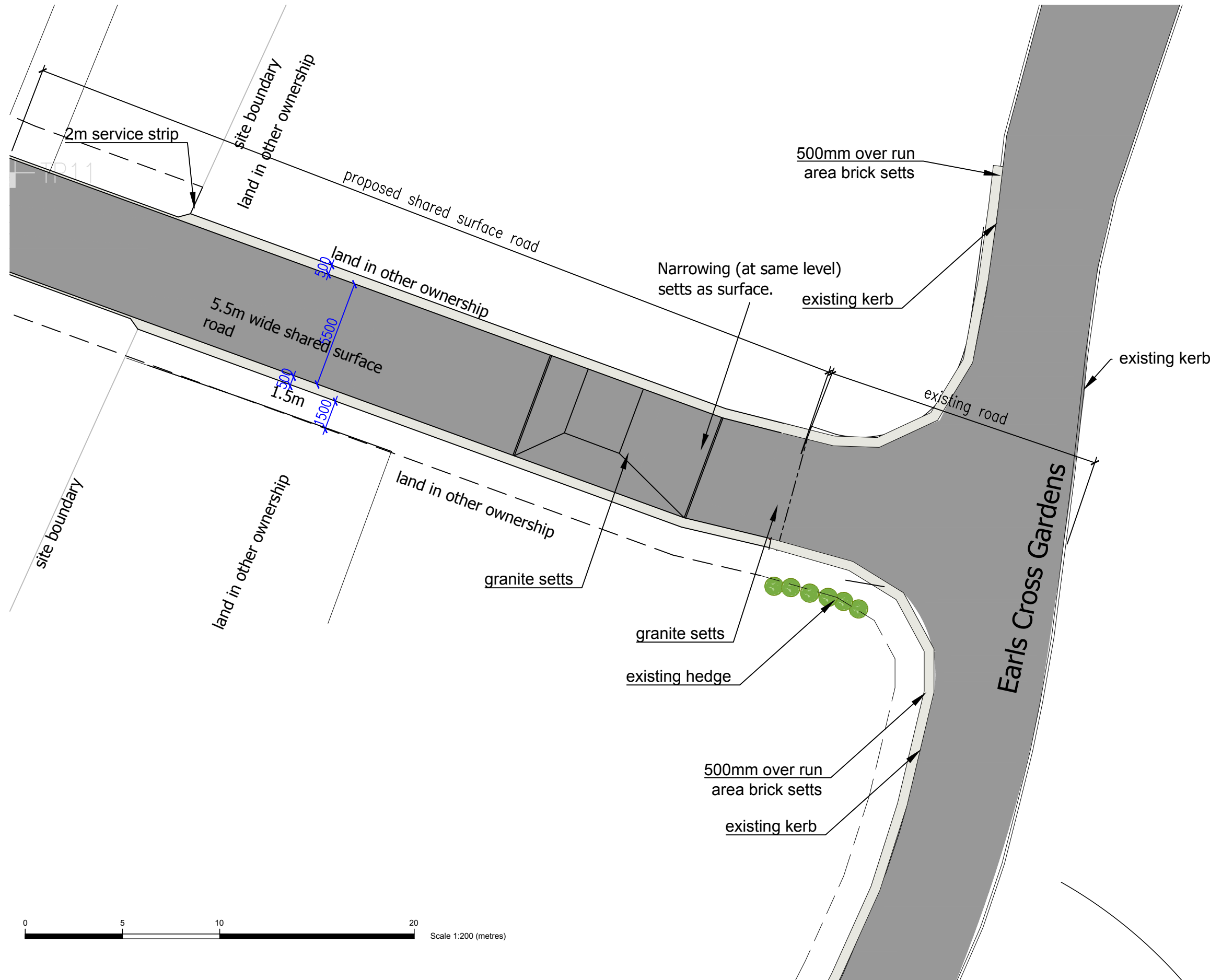
Client  
**GEG Capital (North) Ltd**

Project  
**Housing Development at Earls Cross Dornoch**

Drawing  
**Site & Road Sections Sheet 1 of 3**

Scale 1:500@A1	Date 12.2018	Drawn by ca
Project no 2402	Dwg no PL223	Rev B

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## Planning Application

**REVISIONS**

rev.	description	date
A	THC changes to road entrance	08.19

Client  
**GEG Capital (North) Ltd**

Project  
**Housing Development at Earls Cross Dornoch**

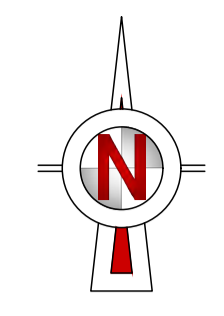
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**Road Entrance**

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Project no <b>2402</b>	Dwg no <b>PL222</b>	Rev <b>A</b>

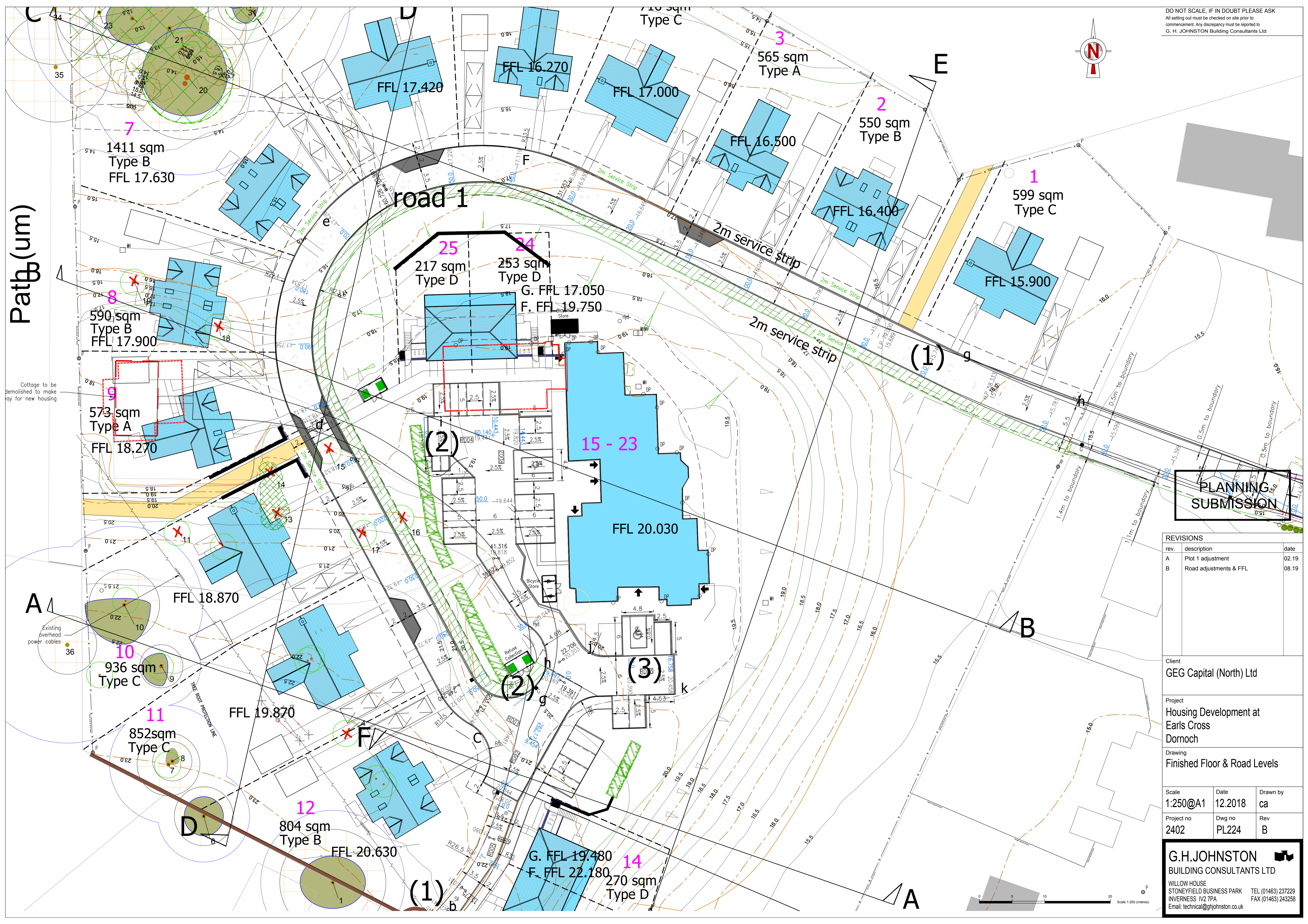
**G.H.JOHNSTON**   
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Pat<sub>B</sub>(um)



**PLANNING SUBMISSION**

rev.	description	date
A	Plot 1 adjustment	02.19
B	Road adjustments & FFL	08.19

Client  
**GEG Capital (North) Ltd**

Project  
**Housing Development at Earls Cross Dornoch**

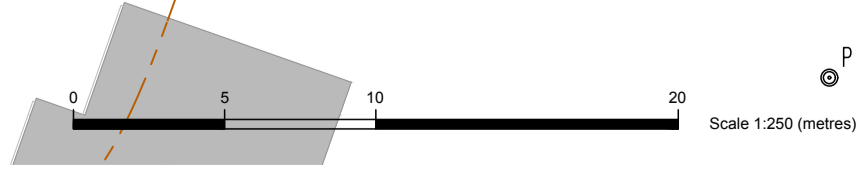
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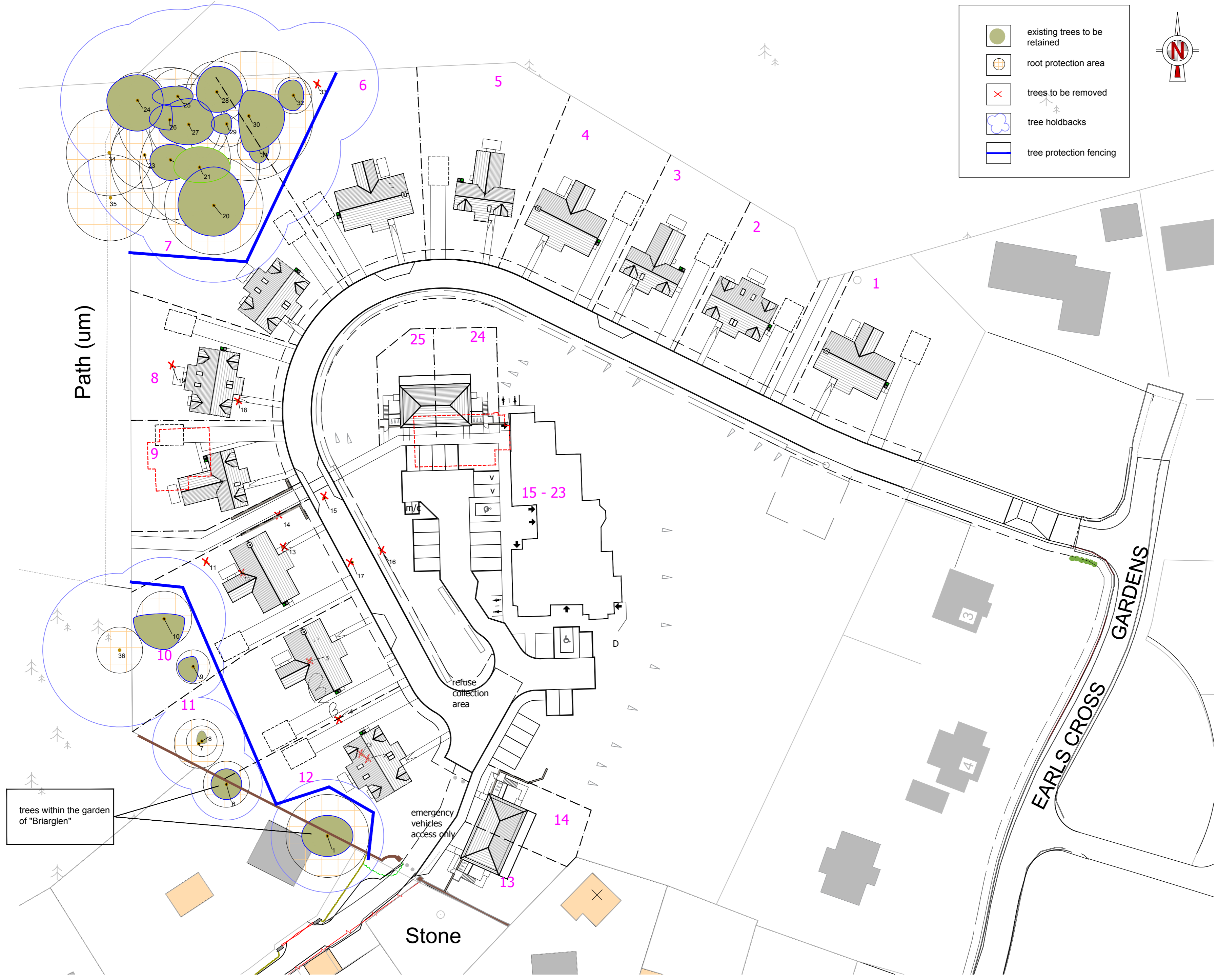
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Project no	Dwg no	Rev
2402	PL224	B






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-  existing trees to be retained
-  root protection area
-  trees to be removed
-  tree holdbacks
-  tree protection fencing



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## Planning Application

### REVISIONS

rev.	description	date
A	plot adjustment	02.19
B	Roads comments	08.19

Client  
**GEG Capital (North) Ltd**

Project  
**Housing Development at Earls Cross Dornoch**

Drawing  
**Tree Protection Plan and Proposed Tree Removal**

Scale <b>1:500@A2</b>	Date <b>12.18</b>	Drawn by <b>ca</b>
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Project no <b>2402</b>	Dwg no <b>PL221</b>	Rev <b>B</b>
---------------------------	------------------------	-----------------

**G.H. JOHNSTON**   
 BUILDING CONSULTANTS LTD

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 STONEYFIELD BUSINESS PARK  
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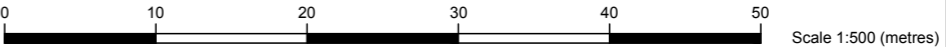
trees within the garden of "Briarglen"

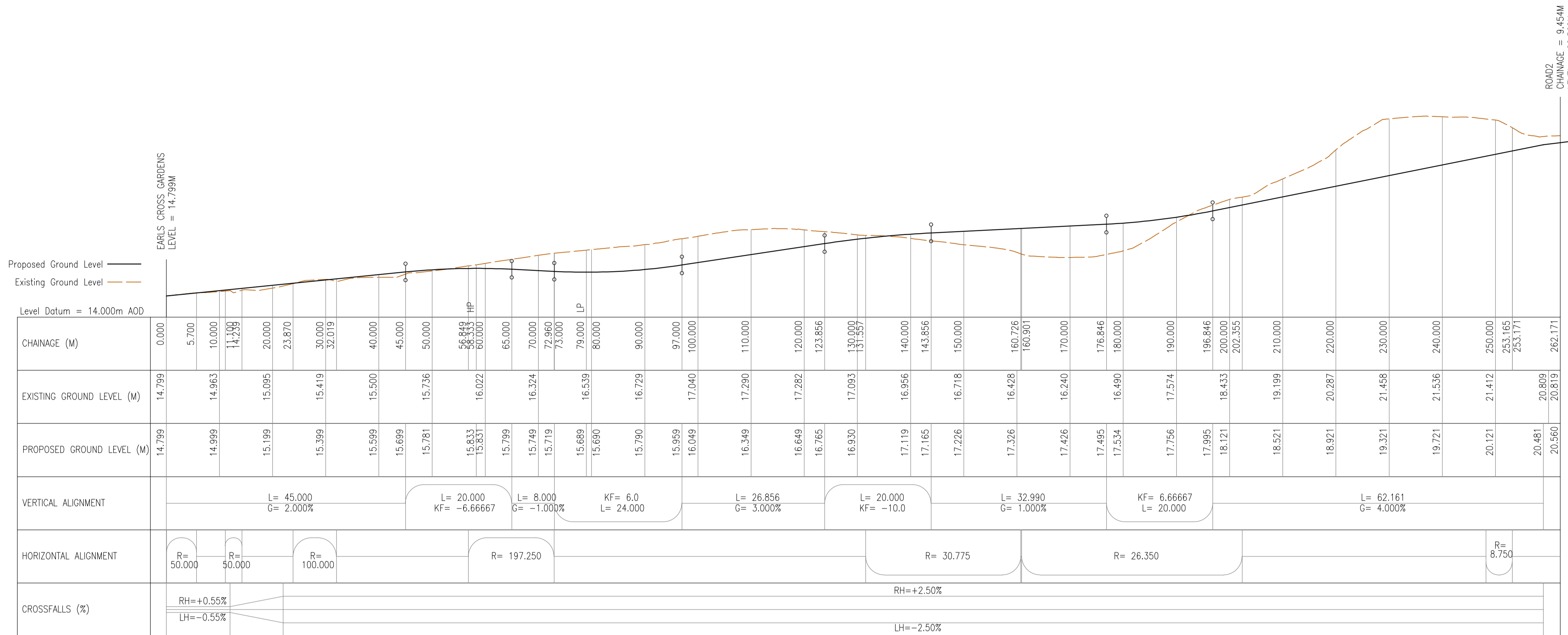
refuse collection area

emergency vehicles access only

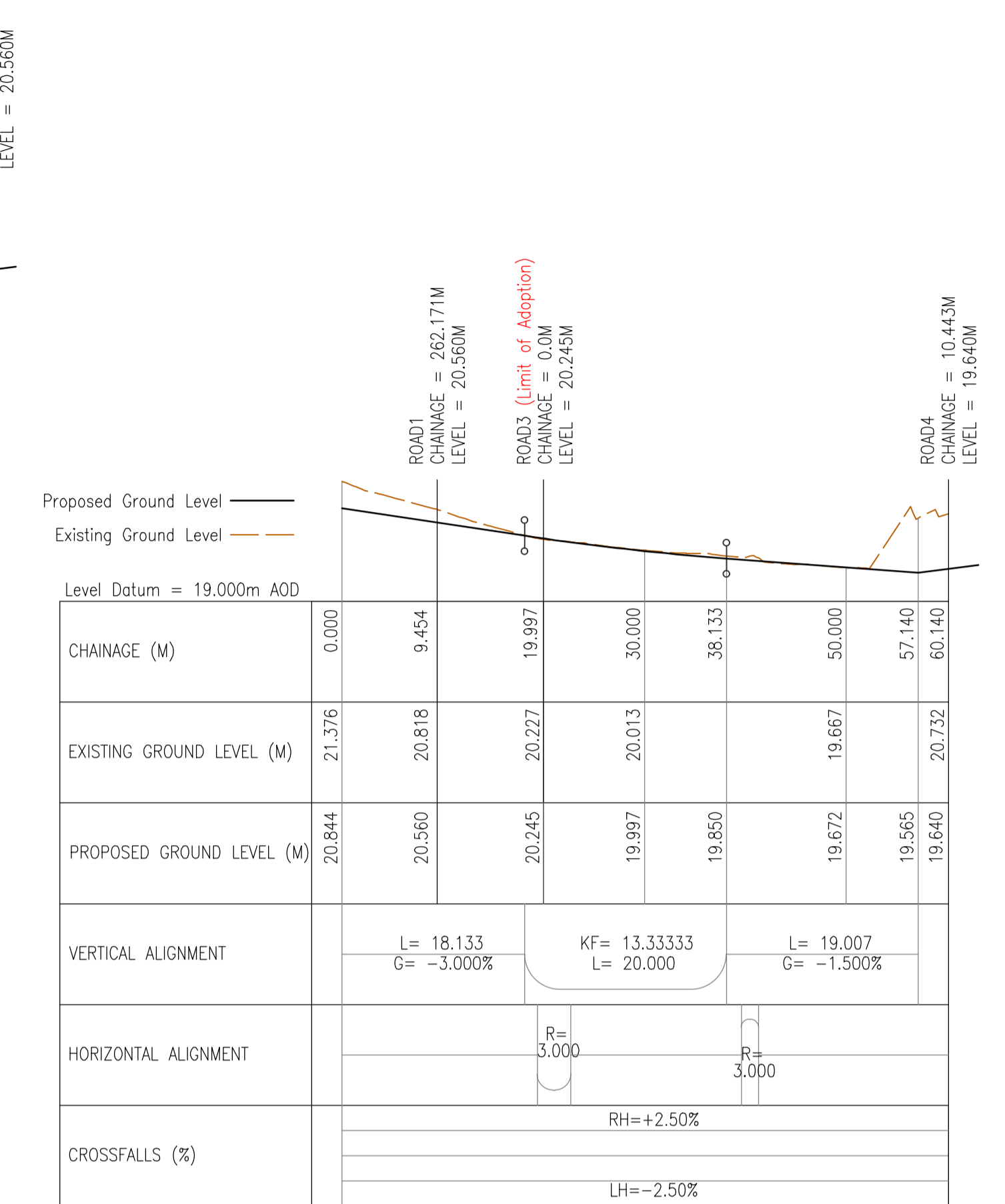
Stone

EARLS CROSS GARDENS

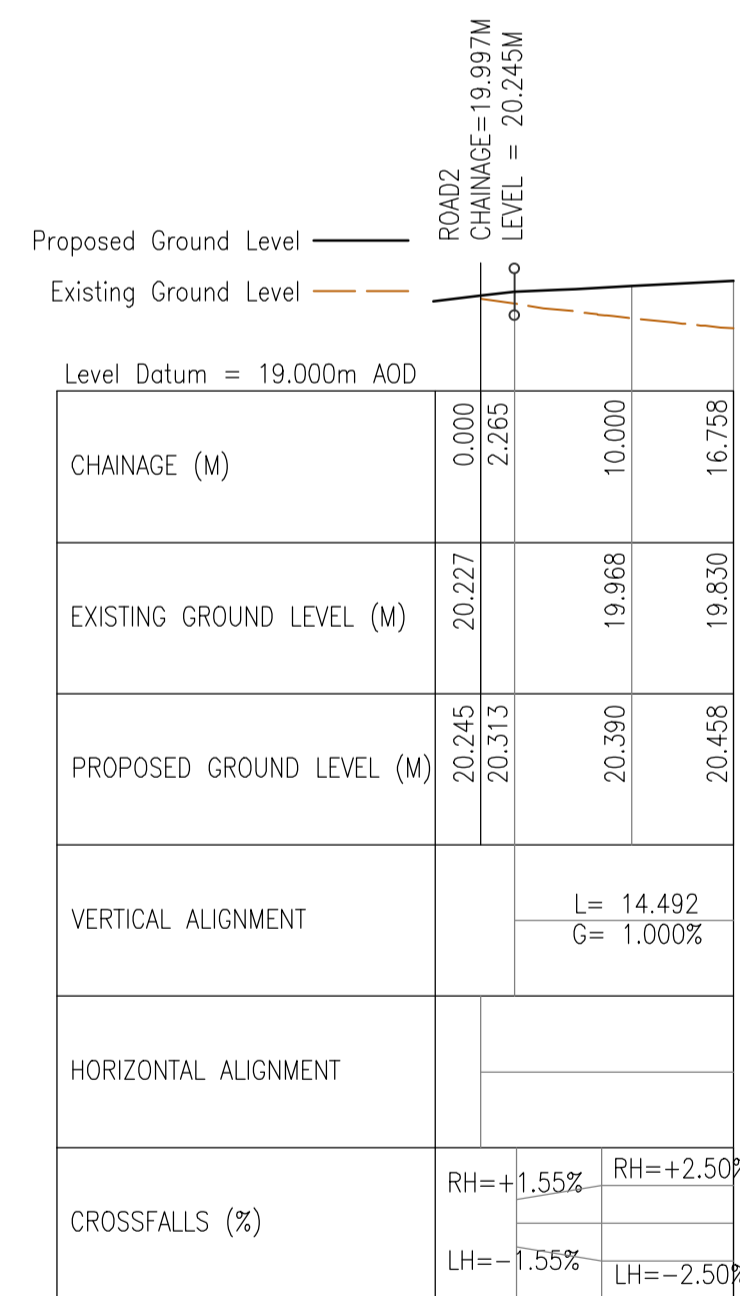




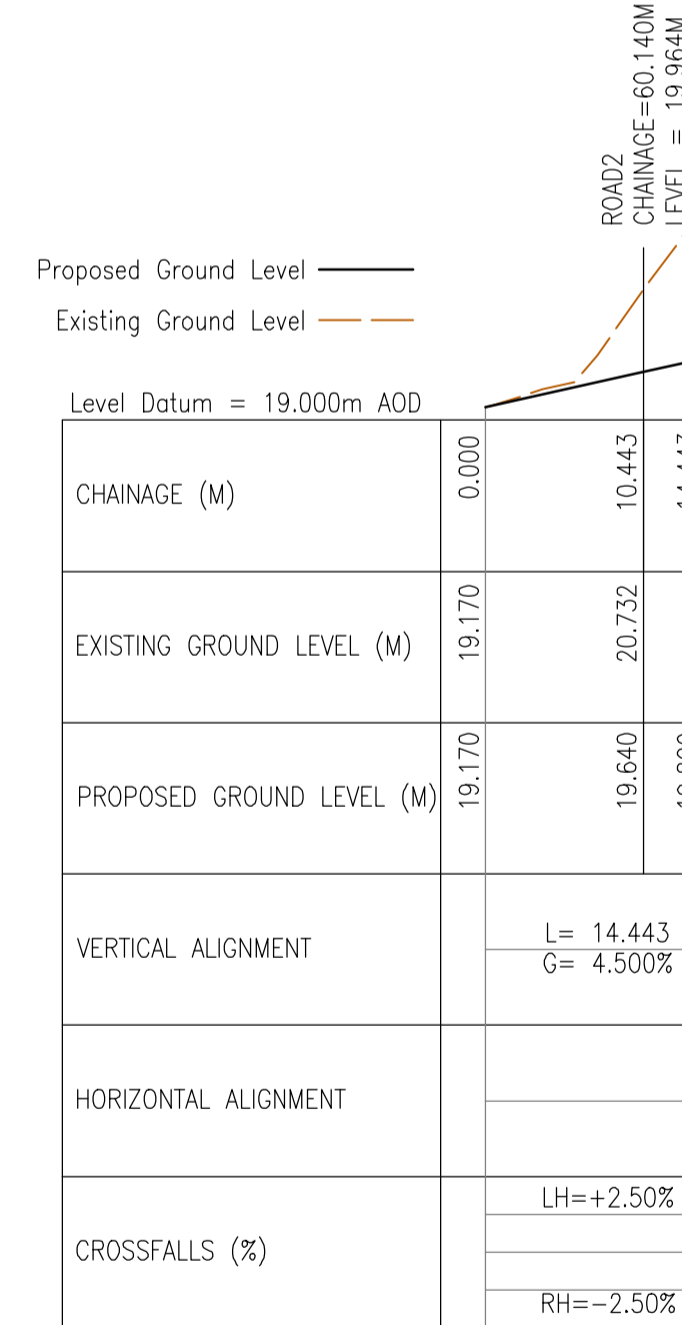
LONGITUDINAL SECTION THROUGH ROAD 01  
(SCALE: Horizontal 1:500, Vertical 1:100)



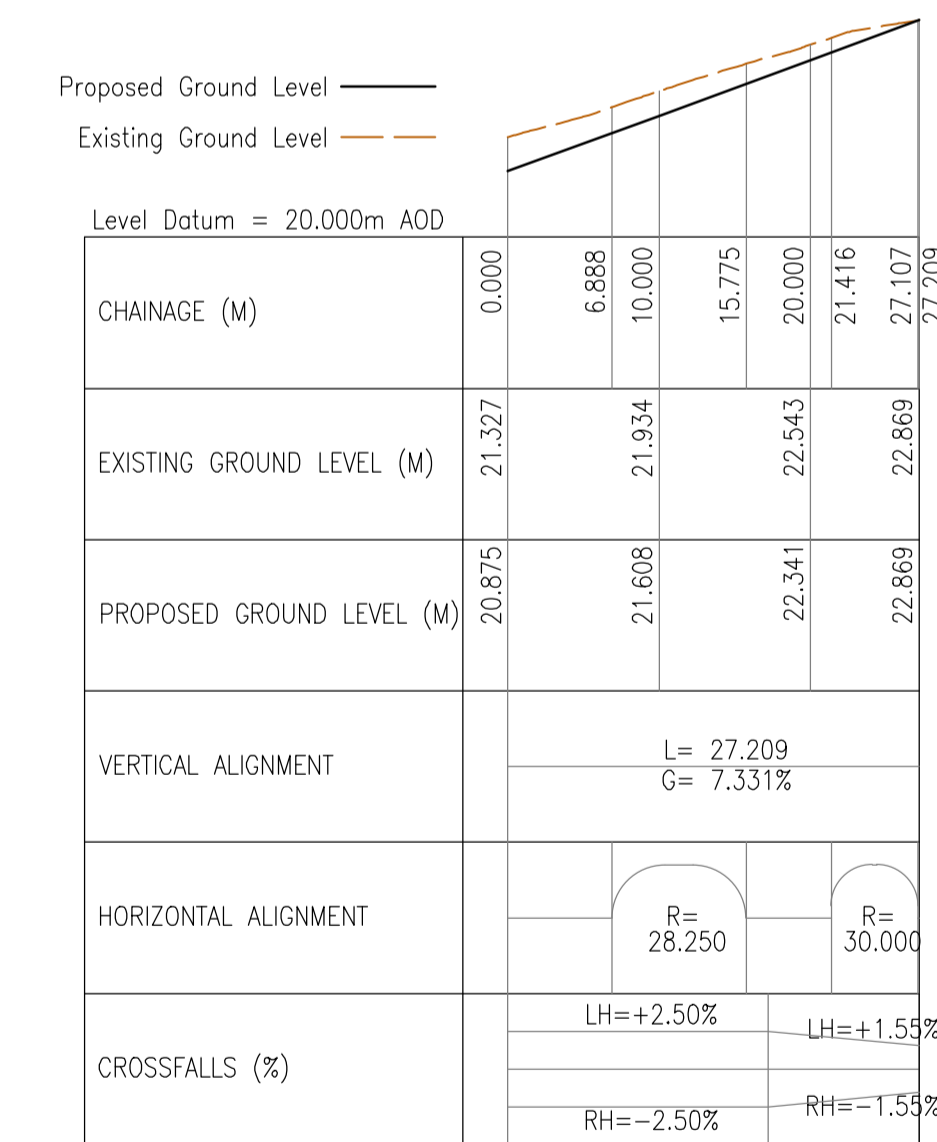
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LONGITUDINAL SECTION THROUGH ROAD 03  
(SCALE: Horizontal 1:500, Vertical 1:100)



LONGITUDINAL SECTION THROUGH ROAD 04  
(SCALE: Horizontal 1:500, Vertical 1:100)



LONGITUDINAL SECTION THROUGH ROAD 05  
(SCALE: Horizontal 1:500, Vertical 1:100)

**SAFETY HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION.

RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.

**CONSTRUCTION:**

**DEMOLITION:**

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.

NOTES:  
1. For proposed roads layout please refer to Fairhurst drawing no. 117951/101.

Client:  
GEG CAPITAL  
(NORTH) LTD

Project Title:  
HOUSING DEVELOPMENT AT  
EARLS CROSS, DORNOCH



Scale of A1: 1:500H 1:100V	Status: PLANNING APPROVAL
Drawn: CM	Checked: DE
Date: 14/03/2019	Date: 18/03/2019
Approved: ARM	Date: 18/03/2019
Drawing No: 117951/102	Revision:

Rev.	Date	Description	Drawn	Checked	Approved

Do not scale from this drawing.

**SAFETY HEALTH AND ENVIRONMENTAL INFORMATION**

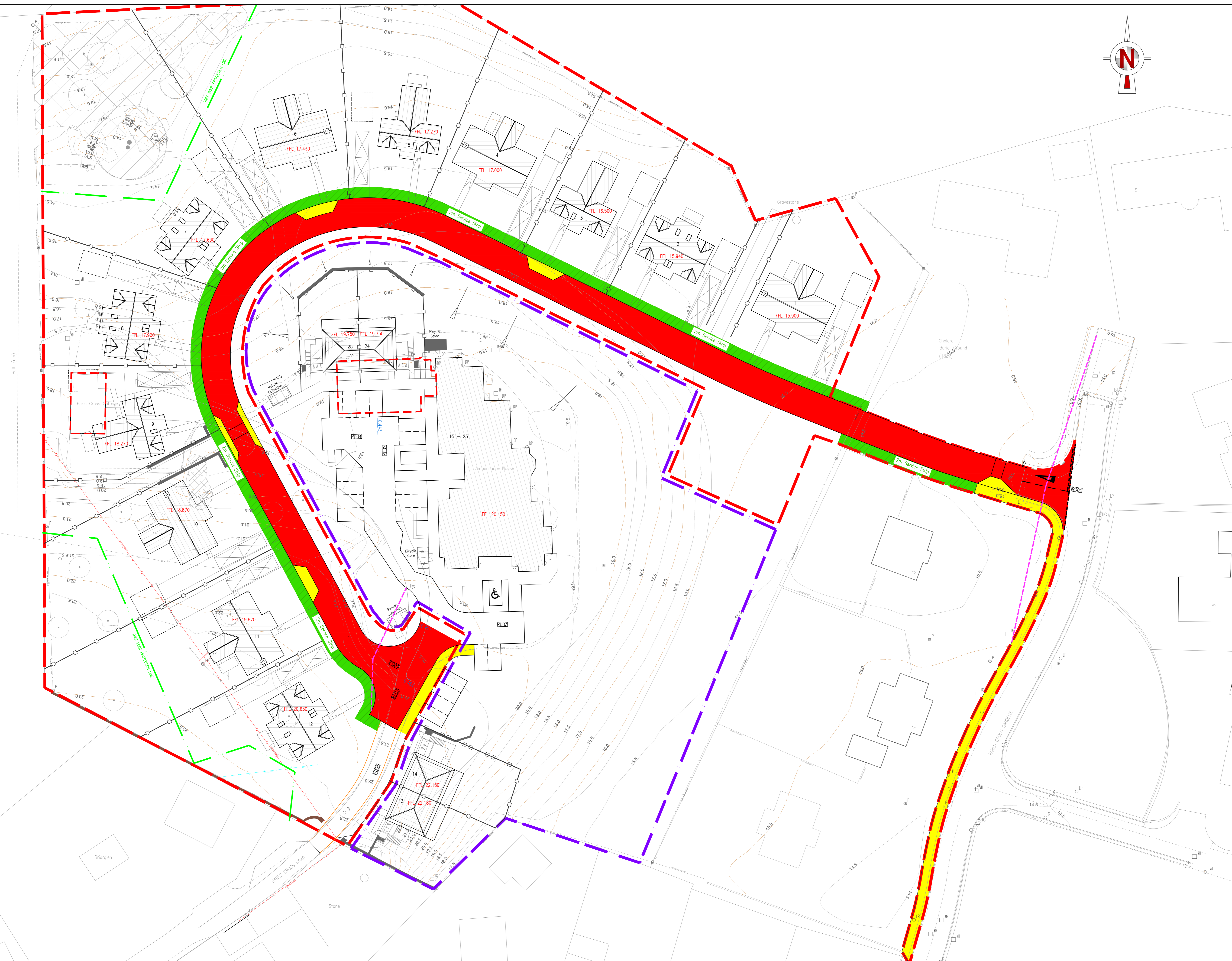
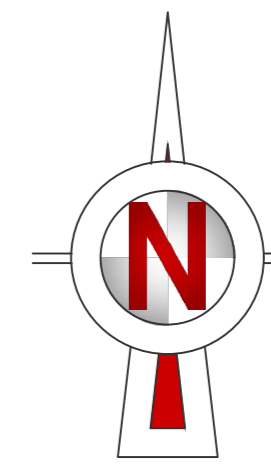
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING RISKS AND INFORMATION. RISKS LISTED HERE ARE NOT EXHAUSTIVE. REFER TO DESIGN ASSESSMENT FORM NO.

**CONSTRUCTION:**  
Location of existing private sewers servicing Earls Cross Cottage & Ambassador House to be confirmed and located on site prior to works commencing.

**DEMOLITION:**

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



**LEGEND:**

- Proposed flush road channel
- Proposed back of footpath
- Proposed 2m grassed service strip
- Proposed 3.5m emergency access road channel
- Proposed 4.5m x 30m/kerb tangent visibility splays
- Proposed site boundary
- Land in client ownership
- Extent of Highland Council adoptable carriageways.
- Extent of Highland Council adoptable footpaths.
- Extent of Highland Council adoptable grass service strips.

**NOTES:**

1. Please refer to Fairhurst drawing 117951/101 for roads layout.
2. For proposed roads longitudinal sections please refer to Fairhurst drawing no. 117951/102.
3. Existing road and drainage tie-in levels to be checked on site by contractor and confirmed to engineer prior to commencement of works.
4. Site plan extract adopted from G.H Johnston Building Consultants Proposed Housing Layout drawing no. PL220.
5. Horizontal road alignment designed in accordance with The Highland Councils' Roads and Transport Guidelines for New Developments.
6. Refer to architects drawing for site boundary.
7. Levels in metres and to Ordnance datum unless specified otherwise.

Road Legend Table	
	= Diagram 602
	= Diagram 1003
	= Diagram 1004
	= Diagram 1009
	= Diagram 1023

Rev.	Date	Description	Drawn	Checked	Approved

Client:  
GEG CAPITAL  
(NORTH) LTD

Project Title:  
HOUSING DEVELOPMENT AT  
EARLS CROSS, DORNOCH



Drawing Title:  
HIGHLAND COUNCIL ROADS  
DEPARTMENT ADOPTABLE AREAS

Scale of A3	Scale	Drawn	Checked	Approved
1:250	PLANNING APPROVAL	CM	DE	ARM
Date:	Date:	Date:	Date:	Date:
14/03/2019	18/03/2019	18/03/2019		
Drawing No.:				
117951/103				

Do not scale from this drawing.

**SAFETY HEALTH AND ENVIRONMENTAL INFORMATION**

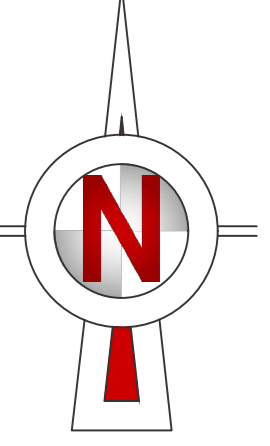
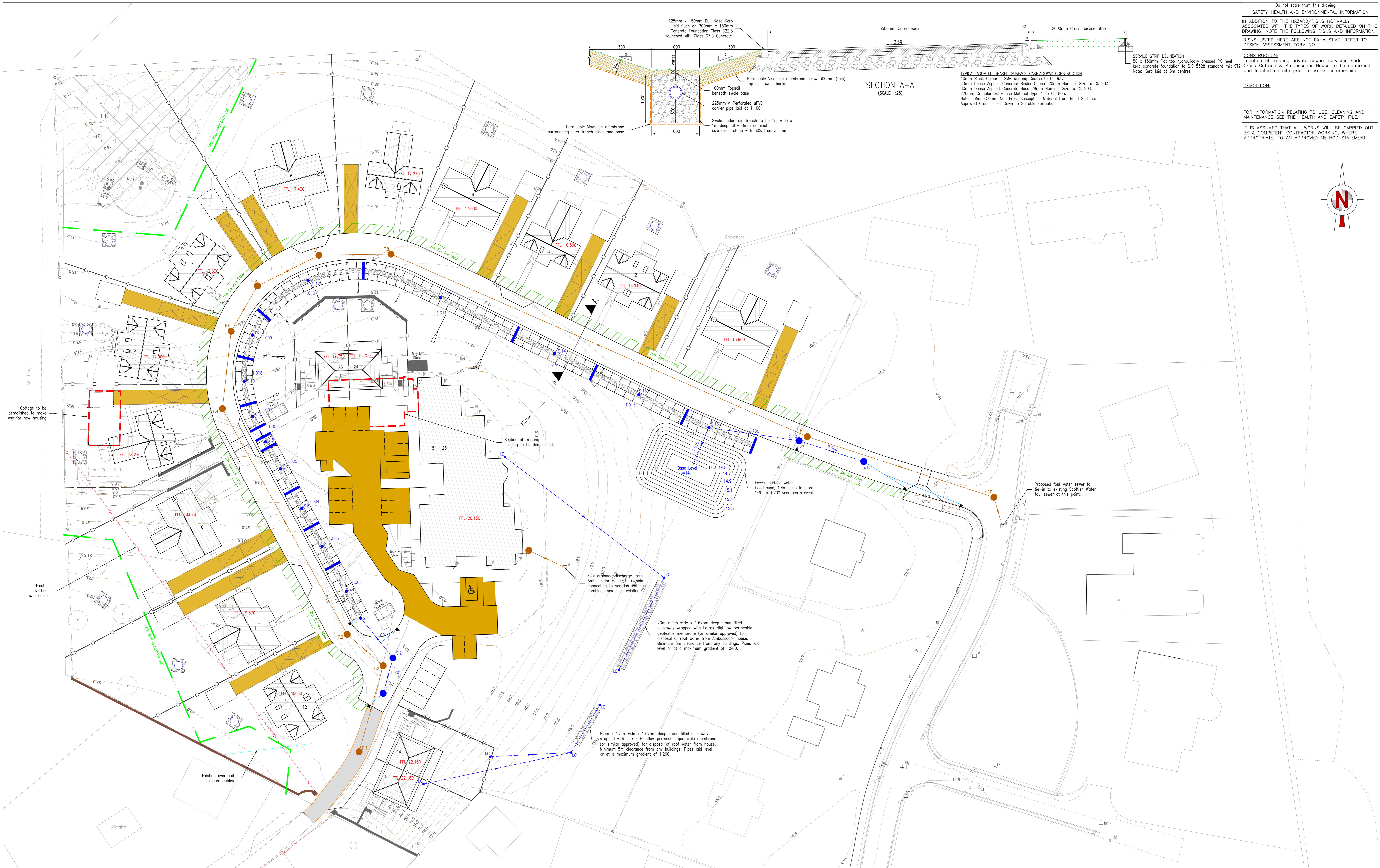
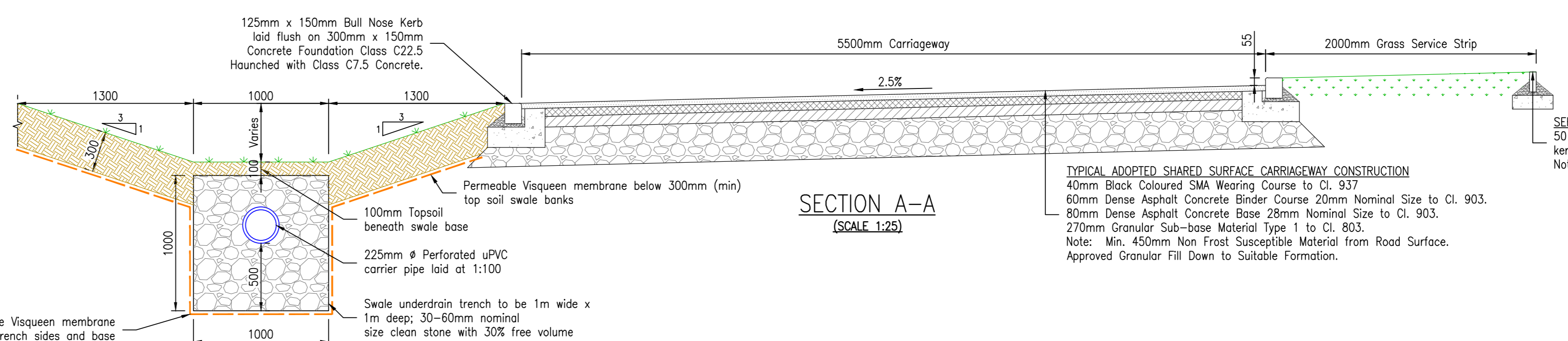
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**CONSTRUCTION:**  
Location of existing private sewers servicing Earls Cross Cottage & Ambassador House to be confirmed and located on site prior to works commencing.

**DEMOLITION:**

FOR INFORMATION RELATING TO USE, CLEANING AND MAINTENANCE SEE THE HEALTH AND SAFETY FILE.

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.



Rev.	Date	Description	Drawn	Checked	Approved

**LEGEND:**

- Proposed 150/225mm uPVC surface water sewer
- Proposed 150mm uPVC foul water sewer
- Proposed 1.2m<sup>2</sup> surface/foul water precast concrete manhole
- Proposed 0.45m polypropylene surface water inspection chamber
- Proposed road water gully & connection
- Proposed 1.5m<sup>2</sup> lined soakaway, 2.25m Deep perforated precast concrete manhole ring with 3m sq. gravel surround
- Indicates extent of permeable construction

**NOTES:**

- For proposed roads layout please refer to Fairhurst drawing no. 117951/101.
- For proposed flood routing proposals, refer to Fairhurst drawing no. 117951/107.
- Existing road and drainage tie-in levels to be checked on site by contractor and confirmed to engineer prior to commencement of works.
- Housing plan adopted from G.H Johnston Building Consultants Proposed Housing Layout project no. 2402, drawing no. PL220.
- Sewage installation works to be carried out in accordance with Scottish Water 'Sewers For Scotland, Fourth Edition, October 2018'.
- All existing sewer and manhole positions/levels must be confirmed prior to any construction works commencing.
- The appointed Civil Engineering Contractor shall be responsible for setting out the Works and for the correctness of the position and dimensions of all parts of the works.
- Horizontal road alignment designed in accordance with the Highland Councils 'Roads and Transport Guidelines for New Developments'.
- Refer to architects drawing for site & plot boundaries.
- Levels in metres and to Ordnance datum unless specified otherwise.

Client:  
GEG CAPITAL  
(NORTH) LTD

Project Title:  
HOUSING DEVELOPMENT AT  
EARLS CROSS, DORNOCH

**FAIRHURST**  
Civil & Structural  
117951/106

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Drawing No.:	Revision:	
117951/106		