

Agenda Item	6.7
Report No	PLN/086/21

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 19 October 2021

Report Title: 21/03487/FUL: Ullapool Harbour Trust
Land 100M South Of 16 Shore Street, Shore Street, Ullapool

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Construction of revetment and beach access, Shore Quay reclamation and pontoons

Ward: 05 - Wester Ross, Strathpeffer And Lochalsh

Development category: Local

Reason referred to Committee: Five or more objections received

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

Recommendation

Members are asked to agree the recommendation to **GRANT** the application as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 The current planning application is seeking permission for the reclamation of land to the South of Shore street, which will be used to form a new revetment wall and rock armour. Under the proposals, a 9.5m wide strip will be reclaimed from the sea, 6.6m of which will be brought up to a height to match the level of the widened road. The remaining width will slope seawards under the rock armour revetment, which will protect and provide structural support for the widening of Shore Street. These widening works do not require to be included in this application due to the Permitted Development rights held by Transport Scotland in respect of the Trunk Road.
- 1.2 The beach will be replenished utilising dredge material to a depth of up to 500mm. Two reinforced concrete access ramps at each end of Shore Street from the promenade through the rock armour down to beach level are proposed, and a set of concrete steps at the centre. The promenade will also have a reinforced concrete wave wall along its seaward edge which will be capped and faced with stone. Permission is effectively being sought for the aspects of development that occur above Mean Low Water Springs (MLWS) and fall out with the permitted development rights of Transport Scotland.
- 1.3 A small area of urban realm works is proposed for a portion of the promenade which falls within the planning application boundary and includes street furniture and public art. In addition, the proposals include provision of new berthing pontoons, a deepened inner harbour with a new shore quay and a floating attenuator breakwater, all located at the west of the site. These facilities are intended to replace small boat provision that will otherwise be lost at the west end of Shore Street through the carriageway widening and promenade development.
- 1.4 As detailed in Statutory Instrument 1979 No.1116, Shore Street is classified as a trunk road. Under the Roads (Scotland) Act 1984, Transport Scotland has the permissive powers to maintain and improve the trunk road and the footpaths either side of the road, which falls under The Town and Country Planning (General Permitted Development) (Scotland) Order 1992, as amended. As such, the works between the buildings on Shore Street and the toe of the existing sea wall are not subject to planning consent. Therefore, the committee are not being asked to consider aspects of the wider project such as the widening of the road, the re-design and resurfacing of the parking and loading areas, or the intended traffic management scheme during the construction phase. The committee are instead being asked to consider the works relating to the application site, which are the reclamation of land to form a new area of rock armour, the two associated access ramps and set of stairs and a small area of promenade to the West of the site.
- 1.5 Supporting Information: Dredge Layout, Surfacing Layout, Benthic Survey, Design Statement, Ferry Timetables, Supporting Statement, Noise and Vibration Impact Assessment, Underwater Noise Assessment, Wave Study, Traffic Transport and Access Management Plan, Traffic Management Schedule, Clarification Statement and Site Section Plans.

- 1.6 Variations: Revised drawings were submitted on 17 September 2021 with the planning red line boundary noted on each plan for clarification as to the area where the works requiring local authority planning permission were located. A clarification statement was also submitted. The description of the application was amended to remove references to the widening of Shore Street as it was considered that the previous description erroneously implied that permission was being sought for these aspects of work, when in fact they fall within the permitted development rights of Transport Scotland. The amended description and drawings warranted a period of readvertisement accordingly.

2. **SITE DESCRIPTION**

- 2.1 The area within the planning application site is currently shingle, sand and water within Loch Broom, South of Shore Street, Ullapool, Wester Ross and is immediately adjacent to the conservation area. To the North of the site is an existing revetment wall and rock armour supporting Shore Street. Shore Street is also a Trunk Road (A893) maintained by Transport Scotland. The street is protected from the sea by a small seawall and concrete block revetment on the seaward side of the promenade. The 40-year-old concrete block revetment sea defence is in poor condition due to age related damage and undercutting.
- 2.2 The existing trafficable width of Shore Street is currently around 7.5m, including an on-street parking strip on the landward side of the carriageway which is 2.5m wide, leaving a carriageway width of 5m. Transport Scotland are planning to undertake works to widen the carriageway, and to construct a new shoreside promenade in place of the existing footway. These works fall within the permitted development rights of Transport Scotland.

3. **PLANNING HISTORY**

- | | | | |
|-----|--------------|---|--|
| 3.1 | 3 April 2020 | 20/00743/SCRE Request for EIA Screening Opinion – Widening of Road, formation of promenade and small boat harbour | SCREENING APPLICATION
EIA NOT
REQUIRED |
|-----|--------------|---|--|

4. **PUBLIC PARTICIPATION**

- 4.1 Advertised: Unknown neighbour and development affecting conservation area
Date Advertised: 30th July 2021
Date Re-advertised: 17th September 2021
Representation deadline: 1st October 2021
- Timeous representations: 7 representations (6 Households)
Late representations: None

- 4.2 Material considerations raised are summarised as follows:
- a) No details of the proposed street furniture or public art have been provided as part of the application despite the area falling within the Ullapool Conservation Area.
Comment: This is addressed within paragraph 8.10.
 - b) The construction period would be disruptive to residents and businesses on Shore Street due to noise, loss of parking and the signalised traffic regulation.
Comment: This is addressed within paragraph 8.8.
 - c) Larger and more ambitious proposals should have been proposed to reroute ferry traffic away from Shore Street.
Comment: This is addressed within paragraph 8.8.
 - d) Community input as part of the consultations has not resulted in adequate proposals for the choice of materials and design of the public realm.
Comment: This is addressed within paragraph 8.10.
 - e) The details that are provided regarding the choice of materials for the carriageway of Shore Street and the small area of promenade within the planning application boundary are not appropriate for the Conservation Area.
Comment: This is addressed within paragraph 8.10.
- 4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

5. CONSULTATIONS

- 5.1 **Environmental Health Officer** – Does not object provided that no construction works will occur during evening hours between 7pm - 7am.
- 5.2 **Flood Risk Management Team** – Does not object to the proposals. They have reviewed the Wave Study Report provided (IBE1403 Ullapool Wave Study, Additional Computational Model Studies, RPS Group. 7/10/19) and conclude that it is clear from the results presented in section 3.3 of the report that the proposed new revetment will reduce wave overtopping and therefore decrease the risk of coastal flooding to Shore Street.
- 5.3 **Historic Environment Team (Archaeology)** – Does not object and no mitigation in regard to any archaeological issues is recommended for this application.
- 5.4 **Transport Planning Team** – Does not object provided that conditions are attached regarding a Construction Traffic Management Plan and the restriction of the HGV construction traffic for the development to access and egress the site within the built-up area of Ullapool using the A893 and the A835 roads only. They note that application is complex as both the Harbour Authority and the Trunk Road Authority have permitted development rights. The interests of the Council as Local Roads Authority are mainly confined to the impact of the construction traffic and the temporary loss of parking during construction on the local road network and the community.
- 5.5 **Historic Environment Team (Conservation)** – Does not object to the proposals. They note that a small area of urban realm street works falls within the Conservation Area boundary. The surfacing proposals are acceptable in this area. All street

furniture, including lighting columns, litter/recycling bins, seating, bus stops, bike storage racks etc, will need to be appropriately designed for its significant heritage context. The design of all street furniture should be secured by condition and the designs, once approved, should be consistently applied across the entire proposal, including the areas subject to permitted development for the benefit of the Conservation Area. Equally, a commitment to public art and improvements to public information, especially in relation to upgrades to interpretation panels is expected.

- 5.6 **NatureScot 27th August 2021** – Does not object. The proposal is adjacent to the Wester Ross NCMPA for a number of marine features and is close to the Inner Hebrides and the Minches SAC for harbour porpoise, but the designated areas for these fall out with the planning application boundary. It is considered unlikely that the proposal will have a significant effect on the qualifying interest, harbour porpoise, either directly or indirectly. An appropriate assessment is therefore not required.

The proposed development includes the installation of sheet piles, which can produce noise levels capable of causing injury and disturbance to marine mammals. However, the application has included an underwater noise assessment and we agree with the conclusions in the report, that due to the location of the proposed works and the likely noise levels produced by the piling works, any noise that reaches the SAC is likely to be below background noise.

- 5.7 **SEPA** – Does not object. Refer to standing advice.
- 5.8 **Transport Scotland** – Fully supports the proposals and cites statutory development rights confirming that they can be used to enable the development within the Trunk Road boundary. Also confirm that in addition to the existing areas of footway and carriageway, the new promenade and seawall will also become part of the Trunk Road and will fall under Transport Scotland asset management and maintenance processes.
- 5.9 **Marine Scotland** – Does not object but confirms that a Marine License will be required for the proposed works.

6. **DEVELOPMENT PLAN POLICY**

The following policies are relevant to the assessment of the application

6.1 **Highland Wide Local Development Plan 2012**

- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 30 - Physical Constraints
- 34 - Settlement Development Areas
- 43 - Tourism
- 49 - Coastal Development
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 60 - Other Important Habitats
- 64 - Flood Risk
- 66 - Surface Water Drainage

6.2 **West Highlands and Islands Local Development Plan 2019**

Within Ullapool SDA

6.5 **Highland Council Supplementary Planning Policy Guidance**

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

Developer Contributions (March 2018)

Flood Risk and Drainage Impact Assessment (Jan 2013)

Highland Historic Environment Strategy (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Physical Constraints (March 2013)

Public Art Strategy (March 2013)

Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (as amended December 2020)

Historic Environment Policy for Scotland (HEPS) May 2019

Historic Environment Circular 1 (June 2016)

Historic Environment Scotland – Managing Change in the Historic Environment

National Planning Framework 3

Designing Streets

Creating Places

8. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

- 8.3 The key considerations in this case are:
- a) compliance with the development plan and other planning policy
 - b) transportation and access

c) design quality within the Conservation Area

Development plan/other planning policy

- 8.4 The proposed development is considered to accord with the relevant Development Plan policy noted in section 6.1. It is recognised that the works are ancillary to a wider investment in and upgrading of Shore Street, which is a major thoroughfare for local traffic, tourism and haulage within Ullapool. The potential for the proposal to impact on various aspects has been assessed against the relevant policies within the HwLDP and no objections have been received by any of the statutory or internal consultees.
- 8.5 Subject to the relevant conditions being applied to the permission, it is considered that the development accords with the development plan.

Transportation and Access

- 8.6 It is recognised that the proposed development constitutes ancillary works relating to the investment in and upgrading of Shore Street, Ullapool, which will facilitate two-way traffic along the carriageway and widen the pedestrian areas. The proposed development will however impact upon both pedestrian and vehicle users during the construction phase. A Traffic, Transport and Access Management Plan has been submitted by the applicant, which proposes to undertake the works in 5 phases, with a total construction period of approximately 33 weeks. Two-way traffic will be retained along Shore Street for the duration of construction, and a traffic light system will be implemented during some phases to facilitate this. The Transport Planning Team have been consulted and have raised no objection provided that a Construction Traffic Management Plan is approved and in place prior to commencement of the transporting of bulk materials, and that damage to the local roads network (outside the trunk road) is avoided by restricting HGV traffic to the site by means of the A835 and A893 Trunk roads only.
- 8.7 Pedestrian access to businesses and residential properties is to be maintained for the duration of construction, and this will require temporary arrangements to be put in place during some phases and appropriate safety segregation (fencing) to prevent the public interacting with the construction works. Stretches of the parking lane on the landward side of Shore Street will also be lost temporarily when appropriate to allow traffic to continue to flow in both directions and avoid the need for a diversion through the more minor residential streets of the town. Alternative parking options are proposed at suitable locations to offset this temporary loss. At least one loading bay space and one disabled parking space will be maintained on the western half of Shore Street throughout the works, to maintain deliveries and access to shops in that area.
- 8.8 It is noted that some of the representations received have objected to the proposal due to transport-related issues; both the impact of the development on transport and access during the construction phase, and separately the scope of the wider works to widen Shore Street. As the latter falls out with the remit of the planning application, it is not for The Planning Authority to consider given that it falls out with the planning application boundary and that Transport Scotland have the necessary permitted development rights to maintain and upgrade the trunk road as they deem

appropriate. The former issue regarding the impact of the development during the construction phase is however recognised, and consultation responses from Environmental Health and Transport Planning have raised no objection and the conditions they have requested relating to the hours of construction and the traffic management of the development are considered appropriate to mitigate the effects accordingly. It is understood that the works are for a temporary period and the proposals to maintain two-way traffic on Shore Street and avoid detours onto minor residential streets within the town is supported given the proportion of HGV traffic on the street, particularly during the times where the ferry terminal is operational. Maintaining adequate flows of traffic on Shore Street therefore not only mitigates the impact of the development within the town itself, but also does so for areas further afield, such as other areas of Wester Ross and as far as the Outer Hebrides.

Design quality within the Conservation Area

- 8.9 Section 64 of the Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 states “special attention shall be paid to the desirability of preserving or enhancing the character or appearance of the area” by planning authorities. A small area of the planning application site falls within the proposed promenade area and it is recognised that a high quality of public realm and public art should be achieved, although no details have been submitted regarding the proposed lighting, street furniture or public art. All of the objections received have mentioned the lack of details regarding the proposed public realm and object on the grounds that there is no information to determine whether the materials and designs used will enhance the Conservation Area.
- 8.10 The applicant and Transport Scotland have undertaken public consultations and have advised that they intend to continue to do so before submitting definitive proposals relating to the lighting, street furniture and public art as it is recognised that these details are likely to be iterative, requiring several stages of consultation. The Historic Environment (Conservation) Team have raised no objection to the proposal and note that the surfacing proposals within drawing ref “2127 581 - GENERAL PLAN - PROPOSED SURFACING LAYOUT” are acceptable in this area. This includes granite paving, Caithness slab for the retaining wall and gravel bound resin for the promenade ground surface. All street furniture, including lighting columns, litter/recycling bins, seating, bus stops, bike storage racks etc, will need to be appropriately designed for its significant heritage context. The design of street furniture within the application area can be secured by condition. Designs, once approved, should be consistently applied across the entire proposal, including the areas subject to permitted development for the benefit of the conservation area. The applicant has agreed to this.
- 8.11 Road signage and street furniture should, however, be kept to a minimum and an unnecessary proliferation of such should be avoided, as this would adversely affect the character and appearance of the conservation area. Where multiple items of signage/street furniture are required they should be clustered wherever practicable. Equally, we would expect to see a commitment to public art and improvements to public information, especially in relation to upgrades to interpretation panels.

Other material considerations

- 8.12 The issues raised within the representations relating to the widening of the road, and disruption to parking and loading areas and the flows of traffic along Shore Street are out with the scope of the application as they relate to works which are not seeking consent due the permitted development rights of Transport Scotland.
- 8.13 The issue regarding the appearance of the rock armour was raised within the representations with objectors maintaining that rock armour is not desirable owing to its appearance and negative impact on coastal flooding. The Flood Risk Management have raised no objection to the proposal having reviewed the Wave Study submitted by the applicant. Similarly, the presence of the existing rock armour is not considered to detract from the Ullapool Conservation Area and no objections have been received from the Historic Environment (Conservation) team regarding this matter.

Non-material considerations

- 8.14 The issue raised within the representations of whether the proposals are ambitious enough to provide a larger rerouting of traffic through the town is not a material planning consideration and lies out with the scope of the planning application.

9. CONCLUSION

- 9.1 The proposed development is considered to accord with the HwLDP, and issues relating to both transportation and the design characteristics within the Conservation Area can be suitably addressed through condition. No objections have been submitted by the Statutory or internal consultees. Overall, the development presents no significant technical or amenity issues.
- 9.2 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Applicable

11. RECOMMENDATION

Action required before decision issued N

Notification to Scottish Ministers N

Conclusion of Section 75 Obligation N

Revocation of previous permission N

Subject to the above actions, it is recommended to

GRANT the application subject to the following conditions and reasons

1. No external street furniture, including refuse bins, recycling facilities, secure cycle racks and bollards shall be installed, other than that for which full details have previously been submitted to, and approved in writing by, the Planning Authority.

Reason: In order to enable the planning authority to consider these matters in detail in the interests of preserving or enhancing the character or appearance of the conservation area.

2. No external street lighting to be used within the site and/or along its boundaries and/or access shall be installed, other than that for which full details have been previously submitted to, and approved in writing by, the Planning Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light.

Reason: In order to enable the planning authority to consider these matters in detail in the interests of preserving or enhancing the character or appearance of the conservation area and in the interests of road safety.

3. No public art to be used within the site and/or along its boundaries and/or access shall be installed other than that for which full details have been submitted to, and approved in writing by, the Planning Authority. Such details shall include details of the location, materials and external finishes.

Reason: To ensure that a high quality of public art is achieved within the site, appropriate to the Conservation Area

4. All directional road and street name signage, and public information within the development shall be bilingual, with Gaelic and English afforded equal weight and importance. No signage shall be installed other than that which has previously been submitted to, and approved in writing by, the Planning Authority. All approved signage shall be erected prior to the first usage of the development.

Reason: In order to support the use and promotion of the Gaelic language in accordance with Policy

5. No haulage of the dredging arisings and/or the bulk construction materials by road shall commence until a Construction Traffic Management Plan (CTMP) is submitted and approved in writing by the Planning Authority.
- The CTMP shall confirm the named point of contact for the Traffic Management and the mitigation agreed with the High School.
 - The CTMP shall include the volumes of bulk materials to be imported and exported from the site and shall confirm the type and number of HGV movements proposed.
 - The location of the bulk material suppliers or the quarries to be used for storage of arisings shall be confirmed on a plan showing the construction traffic routes to and from these sites.
 - Where the Council confirm that there are concerns about the structural integrity of the routes identified on the local road network due to the proposed increase in the volume of HGV traffic then photographic condition surveys of these routes shall be submitted as part of the CTMP.

Reason: In order to ensure the safety and free flow of traffic on the public road, facilitate servicing outwith the carriageway and maintain the integrity of the public road carriageway.

6. For the avoidance of doubt the HGV construction traffic for the development shall access and egress the site within the built-up area of Ullapool using the A893 and the A835 roads only.

Reason: In order to ensure the safety and free flow of traffic on the public road, facilitate servicing outwith the carriageway and maintain the integrity of the public road carriageway.

REASON FOR DECISION

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

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.

INFORMATIVES

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.

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.

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

Trunk Roads Authority Consent

You are informed that this consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland. Please contact the Route Manager via 0141 272 7100 to obtain permission. The Operating Company have responsibility for co-ordination and supervision of works and after permission has been granted it is the developer's contractor's responsibility to liaise with the Operating Company during the construction period to ensure that all necessary permissions are obtained.

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 for more information.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if

the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

Protected Species - Contractors' Guidance

You must ensure that all contractors and other personnel operating within the application site are made aware of the possible presence of protected species. They must also be provided with species-specific information (incl. guidance on identifying their presence) and should be made aware of all applicable legal requirements (incl. responsibilities and penalties for non-compliance).

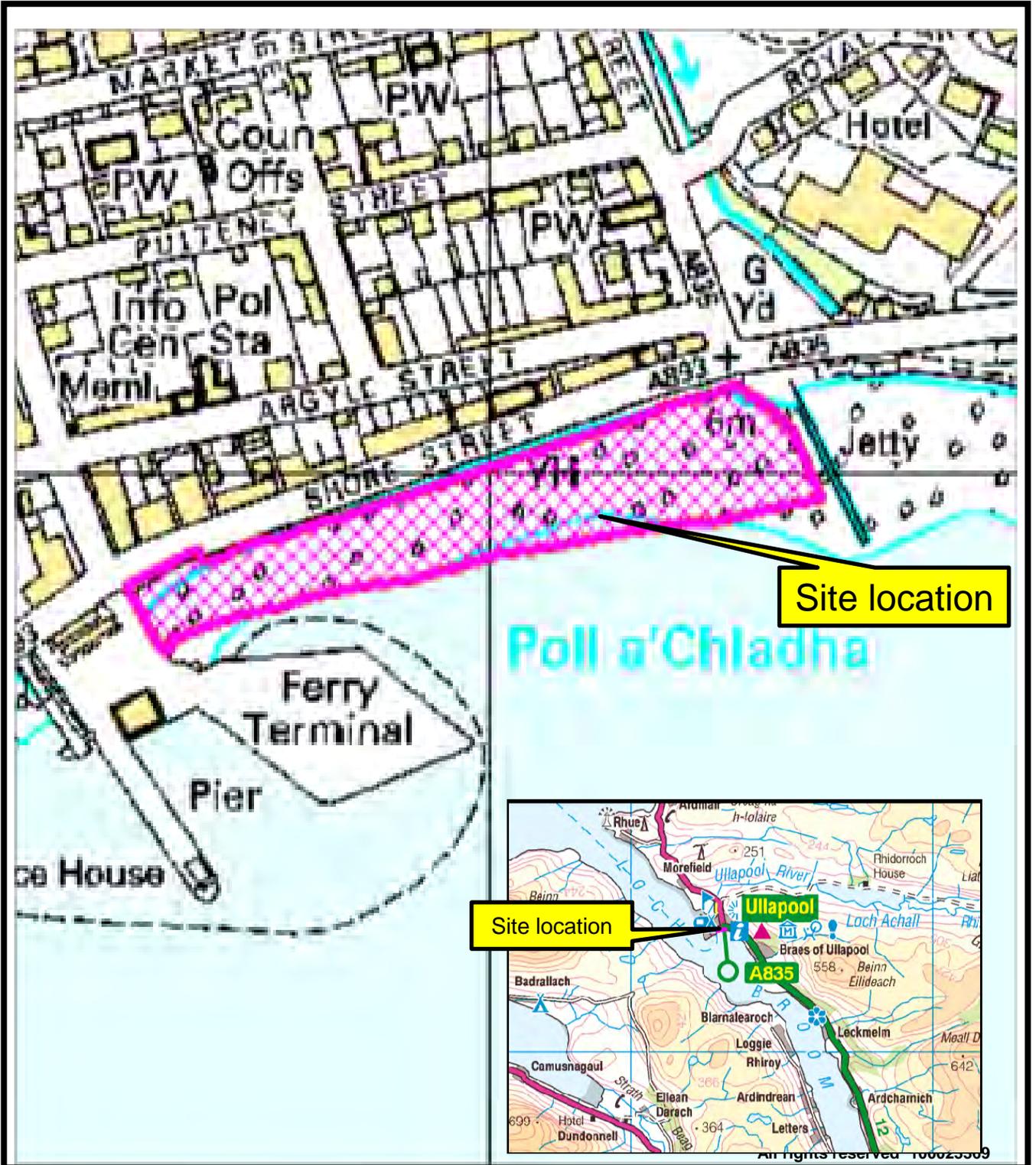
Damage to the Public Road

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.

Bilingual Signage

In line with the Council's Gaelic Language Plan and policies, you are encouraged to consider the use of both Gaelic and English on signage within in this development (both internal and external signs). For further guidance, you may wish to contact the Council's Gaelic Development Manager (01463 724287) or Comunn na Gàidhlig (01463 234138).

Designation: Acting Head of Development Management
Author: Meadhbh Maguire
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 - 2127 951 REV D GENERAL PLAN – Planning Boundary
Plan 2 - 2127 956 REV A SITE LAYOUT PLAN – Planning Boundary
Plan 3 - 2127 914 REV C – SECTION PLAN
Plan 4 - 2127 581 GENERAL PLAN – Proposed Surfacing Layout

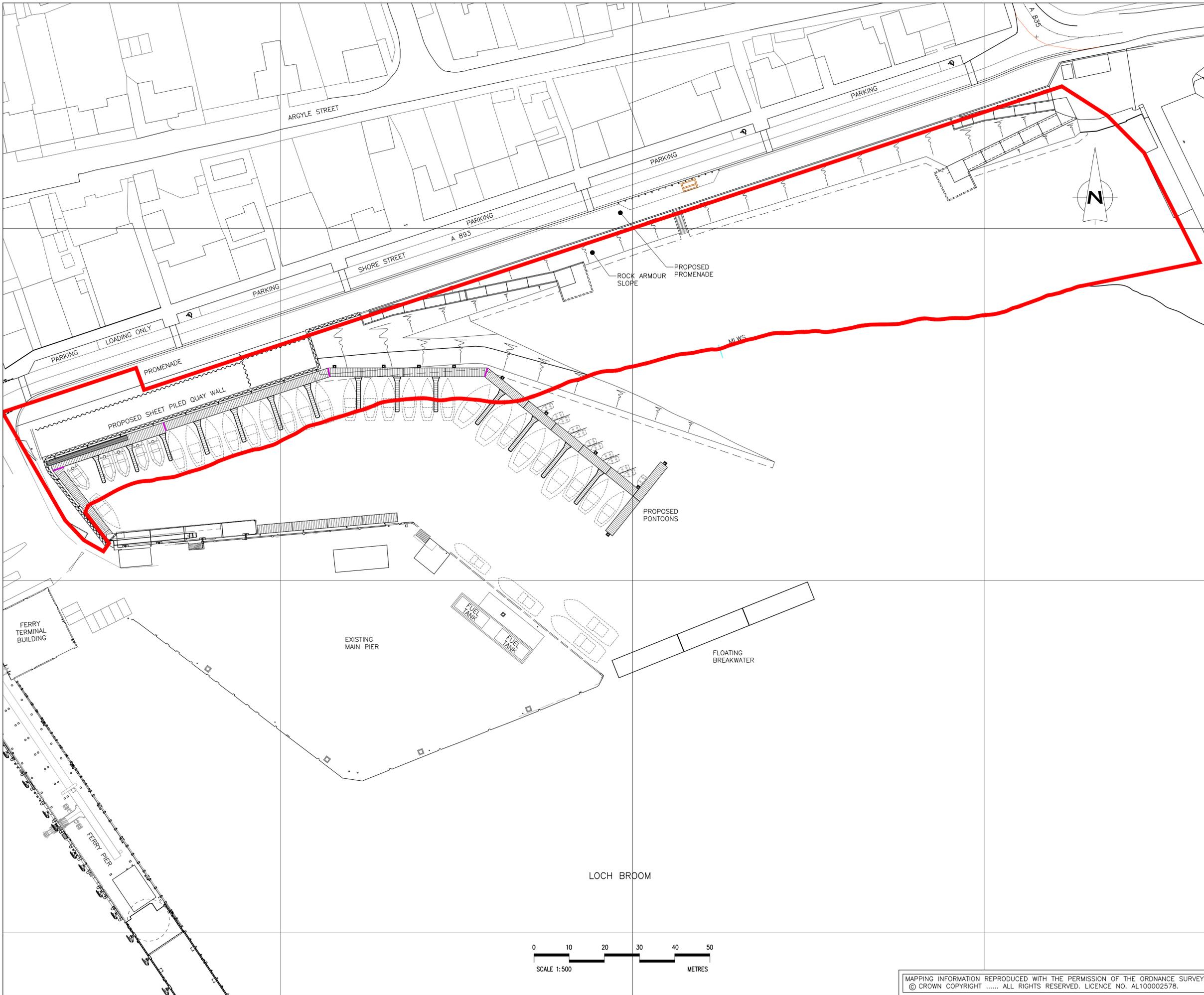


The Highland
Council
Comhairle na
Gàidhealtachd

Development & Infrastructure
Service

21/03487/FUL

Construction of revetment and beach access,
Shore Quay reclamation and pontoons
at Land 100M South Of 16 Shore Street
Shore Street, Ullapool
October 2021



- GENERAL NOTES**
1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
 2. ALL CONTOURS AND LEVELS ARE IN METRES RELATIVE TO CHART DATUM.
 3. CHART DATUM IS 2.75m BELOW ORDNANCE DATUM.
 4. MHWS +5.2mCD
MLWS +0.7mCD
 5. BERTHS PROVIDED 42 TOTAL.
 6. NORTHERN EDGE OF PLANNING BOUNDARY IS TAKEN FROM THE LIMIT OF PERMITTED DEVELOPMENT AREA INDICATED ON THE PLAN CONTAINED WITHIN THE SHORE STREET, ULLAPOOL, TRUNKING ORDER, 1979. SOUTHERN EDGE OF PLANNING BOUNDARY INDICATED IS THE CURRENT LINE OF MLWS.

LEGEND:

WORKS BOUNDARY 12,765m²

PLANNING CONSENT

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
D	14.09.21	PLANNING BOUNDARY REVISED	PM	TR	TR
C	25.06.21	PLANNING BOUNDARY REVISED	PM	TR	TR
B	09.06.21	PLATFORMS REVISED	PM	TR	TR
A	30.04.21	PROMENADE REVISED, PLATFORM ADDED AT EAST RAMP	PM	TR	TR

AMENDMENTS

CLIENT
ULLAPOOL HARBOUR TRUST

PROJECT
ULLAPOOL SHORE STREET & INNER HARBOUR IMPROVEMENTS

Wallace Stone
Consulting Civil Engineers

GLASGOW 0141 554 8233 glasgow@wallacestone.co.uk
DINGWALL 01349 866775 dingwall@wallacestone.co.uk
HEBRIDES 01851 612454 hebrides@wallacestone.co.uk

DRAWING TITLE
PROPOSED PONTOONS AND PROMENADE DEVELOPMENT PLANNING BOUNDARY

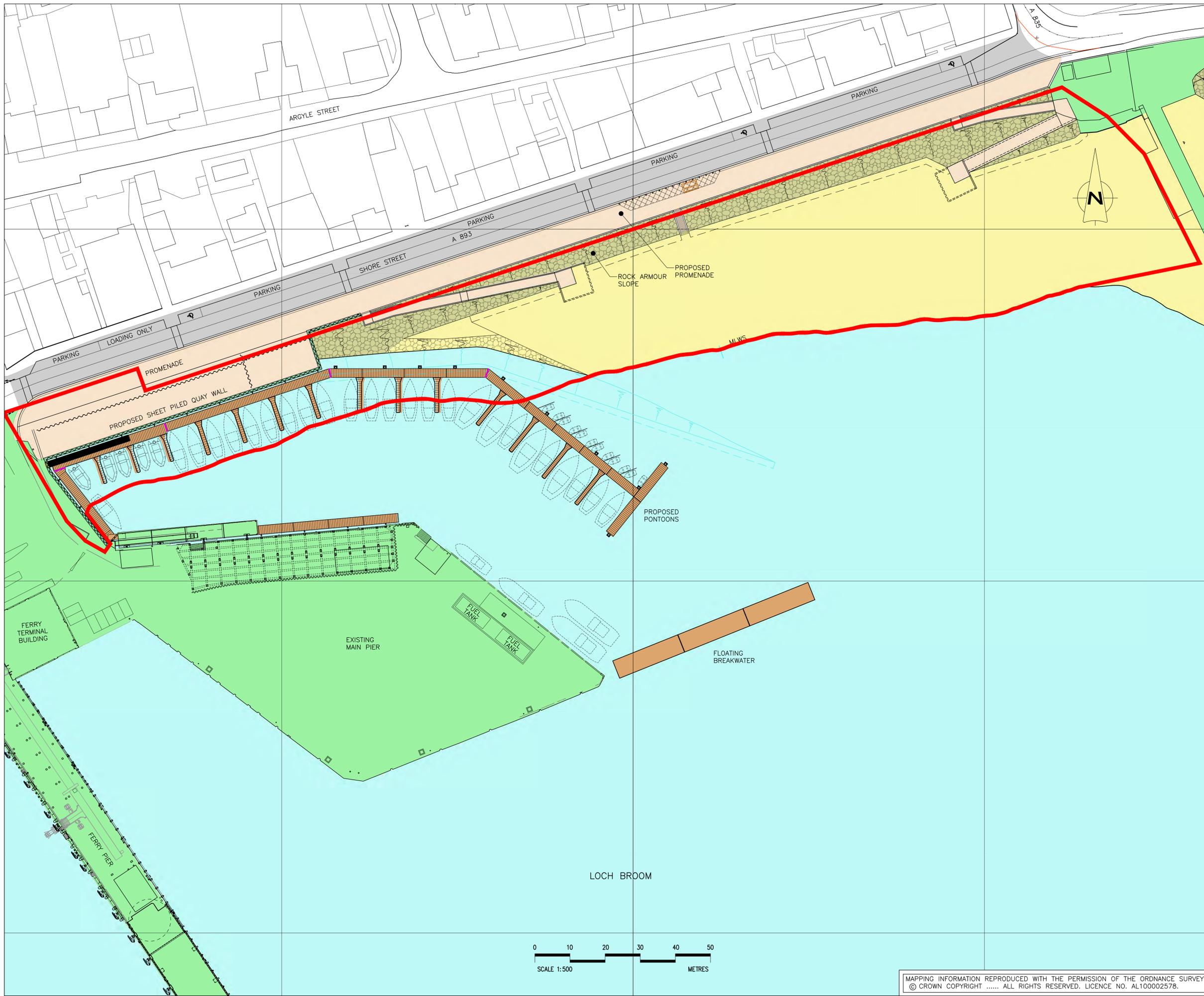
DRAWN PM	CHECKED TR	APPROVED TR
DATE 27.04.21	DATE 28.04.21	DATE 28.04.21

SCALE (A1) 1:500 (1:1000 AT A3)	STAGE CONSENTS
REVISION A B C D	

PROJECT No. 2127	DRAWING No. 951
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GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. ALL CONTOURS AND LEVELS ARE IN METRES RELATIVE TO CHART DATUM.
3. CHART DATUM IS 2.75m BELOW ORDNANCE DATUM.
4. MHWS +5.2mCD
MLWS +0.7mCD
5. BERTHS PROVIDED 42 TOTAL.
6. NORTHERN EDGE OF PLANNING BOUNDARY IS TAKEN FROM THE LIMIT OF PERMITTED DEVELOPMENT AREA INDICATED ON THE PLAN CONTAINED WITHIN THE SHORE STREET, ULLAPOOL, TRUNKING ORDER, 1979. SOUTHERN EDGE OF PLANNING BOUNDARY INDICATED IS THE CURRENT LINE OF MLWS.

No BERTHS	FINGER LENGTH (m)	BERTH LENGTH (m)
1	20	25
9	12	15
15	10	12
5	8	10
12	5	5

LEGEND:

- BELOW MLWS
- FORESHORE
- ROCK ARMOUR SLOPE
- PROPOSED PROMENADE
- PROPOSED PONTOONS
- SHORE STREET
- EXISTING HARBOUR AREA
- WORKS BOUNDARY PLANNING CONSENT (12,765m²)

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
A	08.09.21	PLANNING BOUNDARY AMENDED, NOTE 6 ADDED	PM	EC	EC

CLIENT
ULLAPOOL HARBOUR TRUST

PROJECT
ULLAPOOL SHORE STREET & INNER HARBOUR IMPROVEMENTS

Wallace Stone
Consulting Civil Engineers

GLASGOW 0141 554 8233
glasgow@wallacestone.co.uk

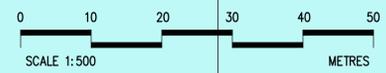
DINGWALL 01349 866775
dingwall@wallacestone.co.uk

HEBRIDES 01851 612454
hebrides@wallacestone.co.uk

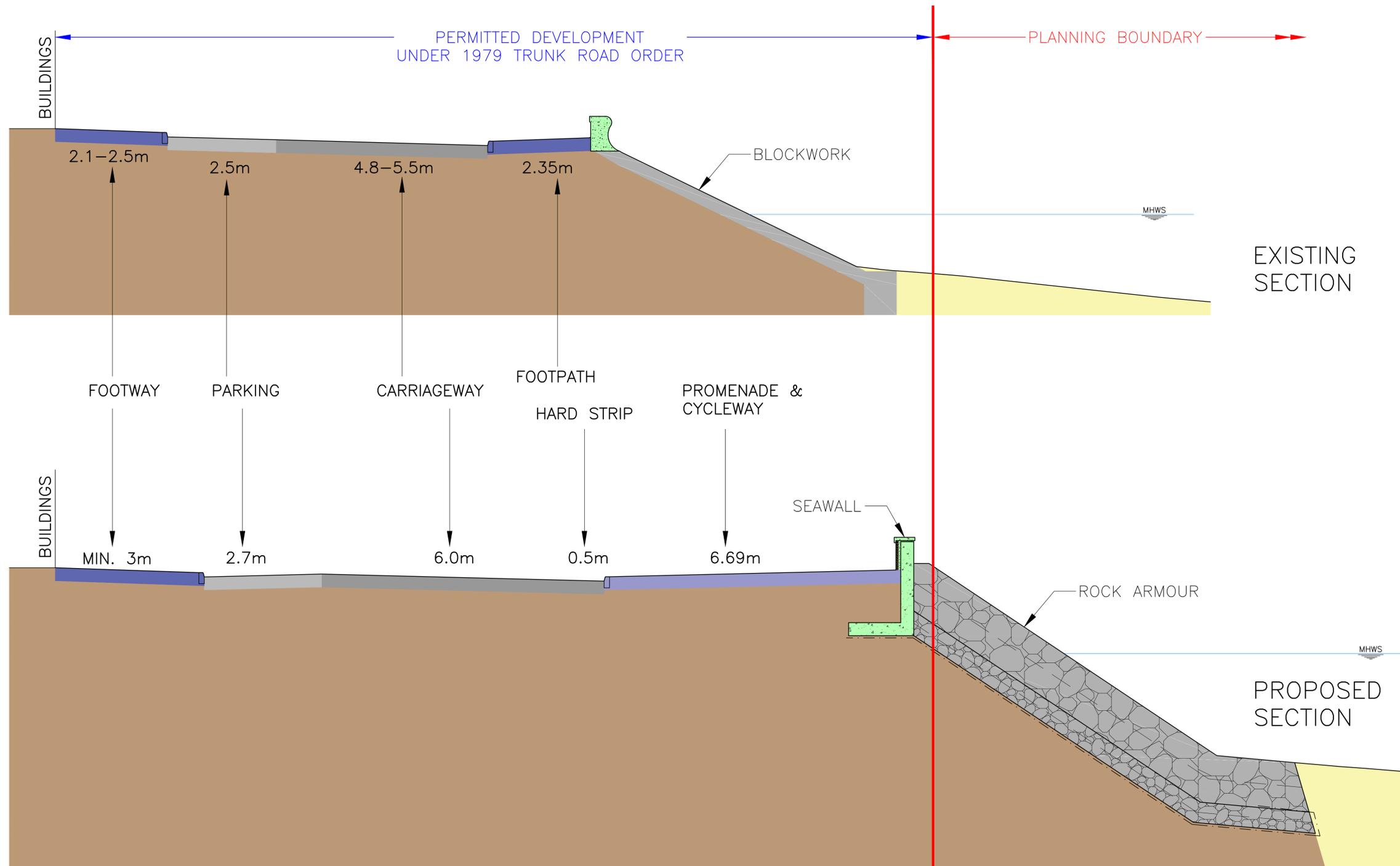
DRAWING TITLE
PROPOSED REVETMENT, SHORE QUAY & PONTOON PLANNING BOUNDARY

DRAWN	CHECKED	APPROVED
PM	TR	TR
DATE	DATE	DATE
08.09.21	08.09.21	08.09.21
SCALE (A1)	STAGE	
1:500	CONSENTS	
REVISION	A	

PROJECT No. 2127 DRAWING No. 956



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GENERAL NOTES

1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
2. ALL LEVELS ARE IN METRES RELATIVE TO CHART DATUM.
3. CHART DATUM IS 2.75m BELOW ORDNANCE DATUM.
4. MHWS +5.2mCD
MLWS +0.7mCD
5. INSHORE EDGE OF PLANNING BOUNDARY IS TAKEN FROM THE LIMIT OF PERMITTED DEVELOPMENT AREA INDICATED ON THE PLAN CONTAINED WITHIN THE SHORE STREET, ULLAPOOL, TRUNKING ORDER, 1979.

REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
C	08.09.21	TITLE REVISED, PLANNING BOUNDARY ADDED	PM	EC	EC
B	10.05.21	REVISED TO UPDATED LAYOUT	PM	TR	TR
A	25.02.21	WAVE OVERTOPPING ADDED	PM	EC	EC

AMENDMENTS

CLIENT
ULLAPOOL HARBOUR TRUST

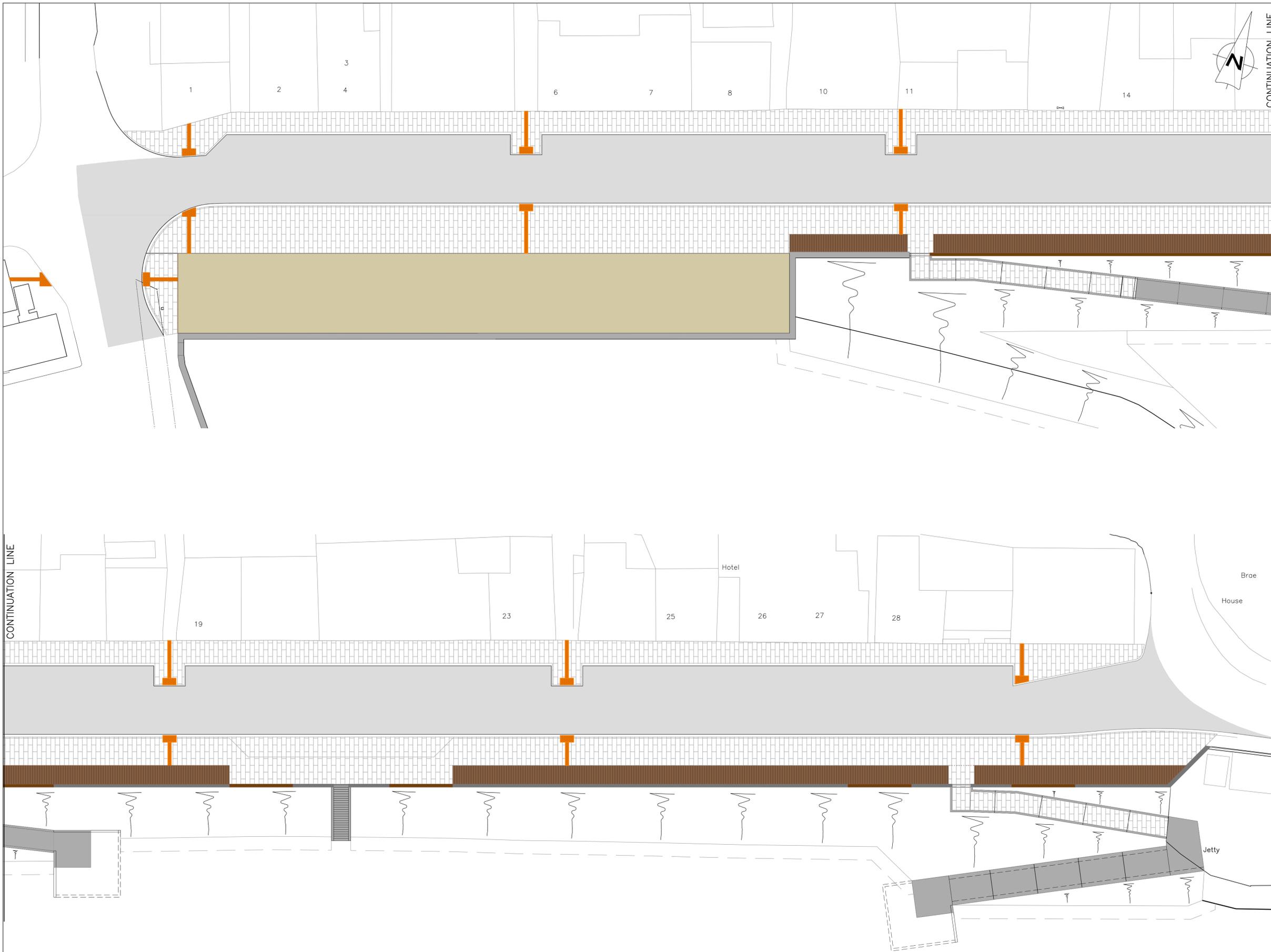
PROJECT
ULLAPOOL SHORE STREET & INNER HARBOUR IMPROVEMENTS

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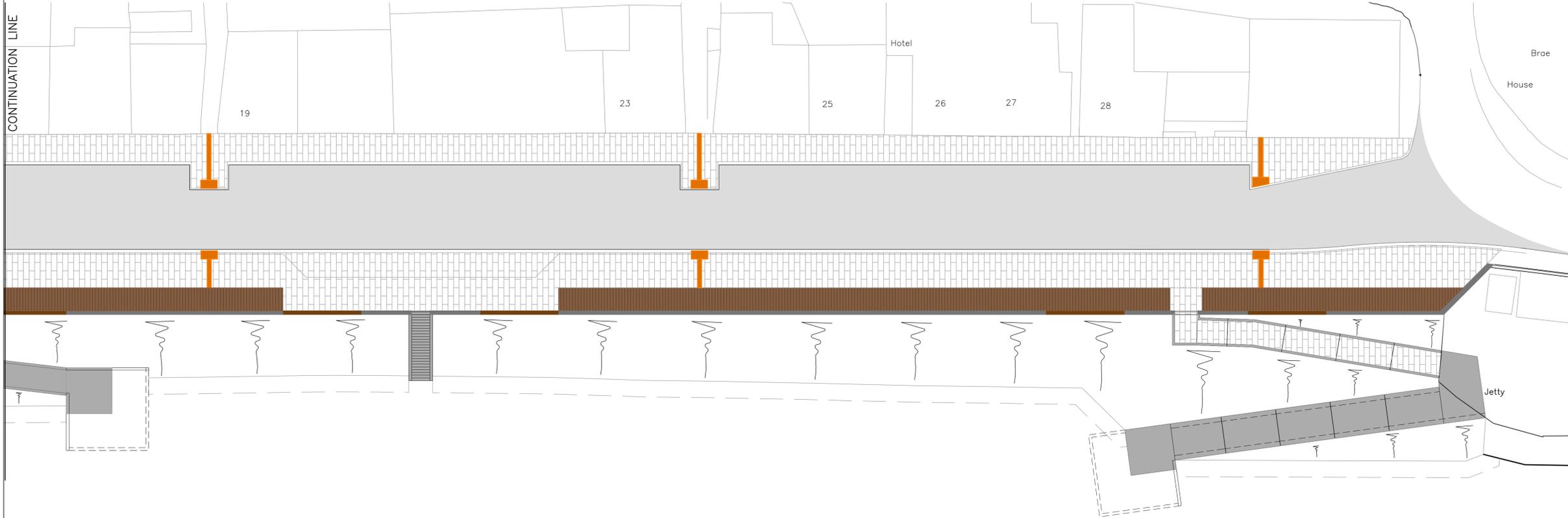
DRAWING TITLE
TYPICAL CROSS SECTIONS SHOWING PLANNING BOUNDARY

DRAWN PM	CHECKED EC	APPROVED TR
DATE 24.02.21	DATE 25.02.21	DATE 25.02.21
SCALE (A1) 1:50	STAGE CONSENTS	
REVISION	A	B C
PROJECT No. 2127	DRAWING No. 914	



- GENERAL NOTES**
1. ALL DIMENSIONS IN MILLIMETRES UNLESS OTHERWISE NOTED.
 2. ALL CONTOURS AND LEVELS ARE IN METRES RELATIVE TO CHART DATUM.
 3. CHART DATUM IS 2.75m BELOW ORDNANCE DATUM.
 4. MHWS +5.2mCD
MLWS +0.7mCD

- LEGEND:**
- BITUMINOUS CARRIAGEWAY SURFACING
 - GRANITE PAVING, ROUGHENED GRANITE RAMPS
 - HARDWOOD TIMBER DECKING
 - RESIN BOUND GRAVEL
 - TACTILE PAVING
 - CAITHNESS SLAB COPE FOR RETAINING WALL
 - TIMBER SEATING ON RETAINING WALL
 - CONCRETE CAPPING BEAM, RAMP & STEPS (TEXTURED ANTI SLIP)



REV	DATE	DETAILS	DRAWN	CHK'D	APP'D
AMENDMENTS					

CLIENT
ULLAPOOL HARBOUR TRUST

PROJECT
ULLAPOOL SHORE STREET & INNER HARBOUR IMPROVEMENTS

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DRAWING TITLE
PROPOSED SURFACING LAYOUT

DRAWN PM	CHECKED EC	APPROVED EC
DATE 15.09.21	DATE 16.09.21	DATE 16.09.21
SCALE (A1) 1:250	STAGE PRELIMINARY	
REVISION		

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PROJECT No. 2127	DRAWING No. 581
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