

Agenda Item	7.3
Report No	PLN/029/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee
Date: 10.06.2026
Report Title: 25/04583/PIP: Highlands And Islands Enterprise
Land 280M East Of Lochshell
Reiss

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Erection of buildings for use as business (Class 4), general industry (Class 5), storage and distribution (Class 6) and storage and distribution with trade counter, access, roads, parking, open space, landscaping, drainage, utilities and associated works

Ward: 03 - Wick And East Caithness

Development category: Major development

Reason referred to Committee: Major development

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

Recommendation

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

1. PROPOSED DEVELOPMENT

- 1.1 The proposed development comprises Phase 2 of the Wick Business Park. The application includes the erection of buildings totalling up to 12,500sqm for use as business (Class 4), general industry (Class 5), storage and distribution (Class 6) and storage and distribution with trade counter, associated infrastructure including access, internal roads, parking, open space, landscaping, drainage, utilities and associated works. The table below sets out the maximum permitted gross floorspace to be undertaken:

Land Use	Maximum of gross floorspace of new buildings	Development scenario for masterplan (illustrative new build gross floorspace)
Business (Class 4)	12,500sqm	6,000sqm
General Industry (Class 5)	12,500sqm	2,500sqm
Storage and Distribution (Class 6)	12,500sqm	2,500sqm
Storage and Distribution with Trade Counter	2,250sqm	1,500sqm
Total Gross Floorspace	12,500sqm	12,500sqm

(Source: submitted Planning Statement, Table 1 – ‘Phase 2, Wick Business Park: Proposed type and quantum of land uses’)

- 1.2 The application site would be served from the existing adopted internal road network within Phase 1 of Wick Business Park, which connects directly to the A99 trunk road via the approved Business Park junction. Phase 1 comprises a range of established office, light industrial and storage uses, supported by associated infrastructure and a structured landscape framework of mature coniferous and mixed woodland planting. This existing planting provides effective screening along the southern boundary of the site and would form an integral part of the landscape structure for the proposed development area. Wick John O’Groats Airport and associated navigational infrastructure such as the DVOR/DME beacon, are located to the east.
- 1.3 Pre Application Consultation: 25/02165/PREMAJ, issued 10 September 2025: the principle of development is considered to be acceptable.
- 1.4 Supporting Information:
- Concept Masterplan
 - Unexploded Ordnance Risk Assessment

- Flood Statement
- Historic Environment Desk-Based Assessment
- Landscape and Visual Impact Appraisal (+ figures and methodology)
- Transport Assessment
- Transport Assessment Addendum: Technical Note
- Outline Landscape Specification
- Pre-Application Consultation Report (+ appendices)
- Preliminary Ecological Appraisal (+ figures)
- Ecological Impact Assessment (+ appendices)
- Schedule of Mitigation
- Documents Registers
- Ground Investigation Report
- Biodiversity Metric
- Biodiversity Net Gain Report
- Community Wealth Building Statement
- Drainage Impact Assessment

1.5 Variations: Drainage Layout Plan and Landscaping Plan amended to take account of consultees' comments.

2. SITE DESCRIPTION

2.1 The application site extends to approximately 5.57 hectares and is located on the north-western edge of Wick, around 2 kilometres from the town centre, immediately adjoining Phase 1 of Wick Business Park, located to the south-west. The site lies to the west of Wick John O'Groats Airport. The land is generally flat with a gentle fall in levels from approximately 35 metres AOD in the northeast to around 31 metres AOD along the southern boundary. The site's historic use was part of the former RAF Wick airfield, with remnants of overgrown tarmac hardstanding evident in places. The site is currently used for livestock grazing and comprises predominantly arable cropland, areas of semi-improved neutral grassland, some bare ground, and a small area of coniferous woodland to the south. The site is bounded by agricultural land to the west, with the nearest residential properties at Ackergill located approximately 250 metres from the site boundary, and there are no nature conservation designations affecting the site.

3. PLANNING HISTORY

3.1	25/02757/PAN	Erection of buildings (overall total gross floorspace up to a maximum 12,500sqm) for use as business (Class 4), general industry (Class 5), storage and distribution (Class 6) and storage and distribution with trade counter, associated infrastructure including access, internal	Case Closed 24.09.20 25
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roads, parking, open space, landscaping, drainage, utilities and associated works (Phase 2, Wick Business Park)

- 3.2 25/03286/
SCRE Phase 2 of Wick Business Park comprising erection of buildings for use as business (class 4), general industry (class 5), storage and distribution (class 6) and storage and distribution with trade counter (gross floor space of buildings up to a maximum 12,500sqm), associated infrastructure including access, internal roads, parking, open space, landscaping, drainage, utilities and associated works. EIA Not Required 18.09.2025

4. PUBLIC PARTICIPATION

- 4.1 Advertised: John O’Groat Journal, ‘Unknown Neighbour’ - 14 days

Date Advertised: 19 December 2025

Representation deadline: 2 January 2026

Timeous representations: none

Late representations: none

- 4.2 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 **Access Officer:** no objection. No comments regarding recreational access. However, the informal central (and the secondary area) green space, with furniture and pavilions is welcome.

- 5.2 **Community Wealth Building Team:** advise they are aware of the application.

- 5.3 **Contaminated Land Officer:** no objection. Having reviewed the report submitted in support of the above proposed development, it is considered that sufficient information has been provided to determine no significant risk in terms of potential contaminated land issues at the site. However, should any suspected contamination be encountered during development, all works should halt until further actions are agreed with the Council.

- 5.4 **Development Plans Team:** no objection.

The proposal relates to business and industrial development on the allocated site WK21 (North of Wick Business Park) as identified in the Caithness and Sutherland Local Development Plan (CaSPlan). The development is supported in principle, as it aligns with the site allocation and is considered consistent with relevant local and national planning policy, including National Planning Framework 4 (NPF4) Policy 26 (Business and Industry).

Key developer requirements for the site include connection to the Wick wastewater treatment works, provision of covered long-stay cycle parking, bus infrastructure, and

integration with the active travel network.

A wide range of policies from NPF4, the Highland-wide Local Development Plan, and CaSPlan will apply, particularly those relating to climate, biodiversity, design, transport, infrastructure, flooding, and amenity.

Future applications must demonstrate compliance with all developer requirements and submit supporting assessments addressing environmental, transport, drainage, and amenity considerations. Developer contributions may be required in accordance with national policy and the Council's Developer Contributions Guidance.

The proposal should also explain how it will support Community Wealth Building, as required by NPF4 Policy 25, including local economic benefits, supply-chain opportunities and community resilience. Community Benefit is a separate, non-planning matter, but the Council's Social Values Charter for Renewables Investment sets expectations for voluntary community contributions.

Overall, the proposal is welcomed and considered broadly policy-compliant, subject to detailed assessment and mitigation of impacts through any future planning submission.

5.5 **Ecology Officer:** response awaited.

5.6 **Environmental Health Officer:** no objection.

Construction Noise

Construction noise is not normally controlled through planning conditions, as powers exist under the Control of Pollution Act 1974. However, a construction noise assessment would be required where works audible at noise-sensitive properties are proposed outwith standard hours (08:00–19:00 Mon–Fri, 08:00–13:00 Sat) or where daytime noise levels are likely to exceed 75dB(A) for short-term works or 55dB(A) for long-term works (over 6 months). Any assessment should follow BS 5228-1:2009 and identify mitigation and working hours. Regardless of assessment requirements, the contractor would be expected to employ best practicable means to minimise noise, including from construction traffic and reversing alarms.

Operational Noise

The application includes Class 5 industrial use, which has the greatest potential to generate operational noise. As end uses are currently unknown, a detailed assessment is not possible at this stage. A condition is therefore recommended requiring a noise impact assessment to inform any necessary mitigation prior to occupation.

Summary

Environmental Health raises no objection but notes potential for noise impacts on nearby residents. Noise-related planning conditions are recommended to ensure appropriate assessment and mitigation.

5.7 **Flood Risk Management Team:** objection withdrawn.

The Flood Risk Management Team initially accepted that flood risk to the site would be low but objected to the proposed drainage strategy, noting that surface water discharge was only limited to the 1 in 200-year greenfield rate, resulting in excessive flows for more frequent events. They advised that discharge rates should be restricted across a full range of storm events and raised concerns regarding the proposed private ownership of all drainage infrastructure, including roads, which would not meet adoption sleeve standards without compliance with Sewers for

Scotland. Following submission of a revised Drainage Impact Assessment (March 2026), which demonstrated attenuation to greenfield rates for events up to the 1 in 200-year plus climate change using SUDS and on-plot storage, and clarified that the wider drainage network would be designed for vesting, the Team confirmed they were satisfied and withdrew their objection, subject to condition.

5.8 **Forestry Officer:** response awaited.

5.9 **HET Archaeology:** no objection.

The submitted desk-based assessment is welcomed and confirms that wider setting impacts on designated heritage assets will be limited due to the low-profile design. However, there is still potential for unrecorded archaeological remains to be present below ground.

To address this, a condition should be attached to require an initial archaeological evaluation of the development area to determine what, if any, archaeological deposits are present. Depending on the findings, additional investigation may be required before and during construction to record any remains.

The evaluation must be supported by further desk-based research, resulting in a report that outlines the findings and any necessary mitigation. The applicant will be required to appoint a qualified archaeological contractor to carry out this work.

5.10 **HET Conservation:** no objection.

5.11 **Landscape Officer:** no response received.

5.12 **Transport Planning Team:** holding objection withdrawn.

No objection in principle to the proposed development, advising that access, parking and wider transport matters could be satisfactorily addressed through planning conditions. These would include requirements for a Transport Statement, provision of adoptable road infrastructure, compliance with parking standards, cycle parking provision, and submission of a Construction Traffic Management Plan. The development would also require to demonstrate adequate provision for public transport and active travel connections, including safe pedestrian access to nearby bus stops.

A holding objection originally lodged in relation to the submitted surface water drainage strategy has been withdrawn.

A Transport Assessment Technical Note has been submitted, to aid the assessment of active travel measures – this is further controlled by attached conditions.

5.13 **HIAL:** holding objection lodged.

Concerns expressed that elements of the proposed planting scheme could increase bird activity in proximity to Wick Airport, thereby presenting a potential aviation safety hazard.

In particular, it is noted that the scheme includes a relatively high proportion of fruit and berry-producing species, which are known to attract birds. It is advised that such species would be minimised, or, where considered essential to the scheme, dispersed among non-fruiting varieties to reduce their attractiveness as a food source.

In addition, given the site's proximity to Wick Airport, any tree planting would be required to be restricted to a maximum height of 9 metres.

- 5.14 **NATS:** response awaited.
- 5.15 **Scottish Water:** no objection. There is currently sufficient capacity in the Loch Calder Water Treatment Works to service the proposed development. There is currently sufficient capacity for a foul only connection in the Wick Waste Water Treatment works to service the proposed development.
- 5.16 **SEPA:** no objection. This application falls below the thresholds for which SEPA provides site specific advice.
- 5.17 **Developer Contributions Officer:** no objection – refer to Transport Planning and Active Travel Teams.
- 5.18 **Transport Scotland:** no objection.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application:

6.1 Highland Wide Local Development Plan 2012

- 28 - Sustainable Design
- 29 - Design Quality & Place-making
- 31 - Developer Contributions
- 34 - Settlement Development Areas
- 41 - Business and Industrial Land
- 51 - Trees and Development
- 55 - Peat and Soils
- 56 - Travel
- 57 - Natural, Built & Cultural Heritage
- 58 - Protected Species
- 61 - Landscape
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage

6.2 Caithness and Sutherland Local Development Plan (CaSPlan)

Within Wick's Settlement Development Area.

Allocated site WK21: North Of Wick Business Park.

Use: Business. Area (ha): 8.8

Developer Requirements: Extension required to connect to Wick waste water treatment works; Installation of covered long stay cycle parking as well as a bus shelter/bus information/real time information; Part of Active Travel Network.

6.3 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 2018)
Flood Risk and Drainage Impact Assessment (Jan 2013)
Highland's Statutorily Protected Species (March 2013)
Managing Waste in New Developments (March 2013)
Public Art Strategy (March 2013)
Standards for Archaeological Work (March 2012)
Sustainable Design Guide (Jan 2013)
Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL CONSIDERATIONS

7.1 None.

8. PLANNING APPRAISAL

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

8.1 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

8.2 The key considerations in this case are:

- a) Compliance with the development plan and other planning policy
- b) Siting, Layout and Design
- c) Privacy and Amenity
- d) Landscape and Visual Impact
- e) Flood Risk and Drainage
- f) Access and Parking
- g) Biodiversity
- h) Any other material considerations
- i) Impact on infrastructure and services and proposed mitigation (developer contributions).

Development plan/other planning policy

8.3 The proposed business park development is supported in principle. The site is allocated for business use under WK21: North of Wick Business Park within the Caithness and Sutherland Local Development Plan, and the proposal aligns with the intended role of this allocation in delivering employment land for the area. The proposed development is assessed below against the current Development Plan, comprising National Planning Framework 4 (2023), the Highland-wide Local Development Plan (2012), the Caithness and Sutherland Local Development Plan

(2018), and relevant Supplementary Guidance.

- 8.4 National Planning Framework 4 (2023) establishes Scotland's spatial strategy and provides a suite of policies covering sustainable, liveable and productive places. Its policies must be read collectively, and support expressed within any policy is support in principle, subject to compliance with other provisions.
- 8.5 NPF4 Policies 1-3 apply to all development proposals nationwide. When considering all development proposals, significant weight will be given to the global climate and nature crises. Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- 8.6 NPF4 Policy 25 encourages developments that contribute positively to local economic wellbeing. The applicant will be expected to outline how the proposal supports community wealth building, including opportunities for local supply chains, employment and long-term economic benefit.
- 8.7 NPF4 Policy 26 supports business and industrial uses on allocated sites, and the proposal is consistent with this policy approach. A sequential assessment is not required given the site's allocation, and a retail impact assessment is unlikely to be necessary. Developer requirements for allocation WK21 include active travel infrastructure and wastewater treatment capacity, which the proposal is expected to address.
- 8.8 CaSPlan promotes sustainable growth in settlements across Caithness and Sutherland by identifying opportunities for housing, employment and infrastructure. In relation to employment uses, the plan recognises opportunities associated with offshore energy, renewables and wider industrial activity, supporting flexible approaches to business and industrial land to meet future requirements. The proposed development accords with this strategy, , with the application site allocated for business use.
- 8.9 The Highland-wide Local Development Plan remains in force alongside NPF4 until replaced by the forthcoming Highland-wide Local Development Plan. Where conflict exists between the two, the more recent national framework will take precedence. The ongoing development of the new HLDP will eventually consolidate and replace existing plans, supported by an updated suite of guidance.
- 8.10 Development proposals must furthermore mitigate their impacts on infrastructure in line with NPF4 Policy 18, HwLDP Policy 31 and the Council's Developer Contributions Supplementary Guidance.
- 8.11 The applicant's stated objectives for Phase 2 are as follows:
 - To build upon the established commercial presence and design principles of Phase 1;
 - To respond to identified demand for employment land in Caithness, supporting

the retention and growth of local business;

- To contribute to the wider strategic objectives set out in HIE’s Strategy 2023-2038, including improving community resilience, increasing local spending, supporting local supply chains and creating employment opportunities in Wick and the surrounding area; and
- To deliver a development framework that is responsive to the constraints of the site, including its proximity to Wick John O’Groats Airport and the associated aviation navigational infrastructure.

Siting, Layout and Design

8.12 The submitted application is accompanied by a proposed masterplan and corresponding explanatory document, however as an ‘in principle’ application, this information is clearly marked to be considered on an indicative basis only. It acts to provide a high-level approach to how Phase 2 of Wick Business Park is likely to be developed. Should the Committee agree to grant permission in principle, conditions recommended for inclusion in the permission will require the applicant/developer to provide a revised masterplan along with other requirements, to ensure that the broad principles set out in the submitted documentation are adhered to as the wider scheme evolves and is finalised.

8.13 To ensure that the mix of uses within the development is appropriate (with particular reference to ancillary uses) a maximum gross floorspace for these ancillary uses has been specified in the application as being up to 12,500 sqm of gross floorspace. The table below sets out the maximum permitted gross floorspace to be undertaken:

Land Use	Maximum of gross floorspace of new buildings	Development scenario for masterplan (illustrative new build gross floorspace)
Business (Class 4)	12,500sqm	6,000sqm
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Total Gross Floorspace	12,500sqm	12,500sqm

(Source: submitted Planning Statement, Table 1 – ‘Phase 2, Wick Business Park: Proposed type and quantum of land uses’)

8.14 The proposed indicative site layout masterplan shows a continuation of the existing business park structure, with a series of development plots arranged around an

internal access road that would connect to the established Phase 1 road network and, in turn, the A99 trunk road. This approach would allow each plot to be independently serviced while maintaining flexibility in plot size and use, consistent with a Business land allocation. The masterplan demonstrates a rational hierarchy of movement, with vehicle circulation clearly separated from boundary constraints associated with adjacent Wick John O'Groats Airport, reflecting known safeguarding and navigational considerations.

- 8.15 In spatial terms, the submitted masterplan appears to respond appropriately to the application site's context and constraints. Built development would be set back from the northern and eastern boundaries adjoining the airport, while the southern edge would integrate with the established landscape framework of Phase 1, retaining the role of existing woodland planting as structural screening. The overall disposition of plots reflects the generally flat topography of the site and the presence of former hardstanding, which would be conducive to redevelopment. The indicative layout suggests an efficient use of land without over-intensive coverage, while allowing scope for additional landscaping, surface water management, and soft screen buffering where required. Taken as a whole, the indicative masterplan is considered to demonstrate that the site is capable of accommodating an appropriate form of business park expansion in principle.
- 8.16 The submitted Planning Statement states that buildings are not expected to exceed seven metres in height, allowing for high bay and mezzanine floors where desired. No detailed building designs have been submitted at this stage, however all buildings delivered within Phase 1 have been of a single storey – given nearby aviation navigation constraints, it would be advantageous for this trend to be continued into Phase 2. The following guiding design principles have been established for the proposed second phase to take these identified constraints into account:
- Maximise distance between new buildings and the beacon;
 - Reduce heights, ideally following the 1:50 slope criteria (of the cone);
 - Avoid large horizontal areas (inc. buildings, gantries, signs, cranes during construction, cables);
 - Maximise use of non-conductive materials, including cladding; and
 - Consider a radial alignment (in line, not a wide angular spread) for significant structures with respect to the beacon.
- 8.17 Building materials would also be assessed during any subsequently-submitted detailed application. As a benchmark, however, recently-delivered Phase 1 units display the following external construction materials:
- Grey profiled metal sheet roofing;
 - Grey fibre cement weatherboard cladding (charred timber cladding originally approved);
 - Grey profiled metal cladding on gable ends;
 - Grey aluminium window frames;
 - Aluminium flashing; and

- Brickwork basecourse (concrete upstand originally approved).

Incorporation of similar construction materials in relation to Phase 2 would be acceptable, in the interest of visual uniformity. Recently-delivered units are served by air source heat pumps; it is additionally expected that proposed Phase 2 units would accommodate electric vehicle charging infrastructure, to be further assessed by the Building Standards Authority.

Privacy and Amenity

- 8.18 The nearest existing residential receptors are located over 250 metres west of the application site. A belt of native trees is proposed to be planted along the application site's westernmost edge, providing a good degree of visual screening. No unacceptable amenity or overlooking impact is therefore anticipated.
- 8.19 The Environmental Health Officer has raised the impact of noise on nearby receptors as a potential issue. This is controlled by attached conditions and will be assessed in subsequent detailed application submissions. It is furthermore proposed to introduce a Class 5 exclusion area within the application site's westernmost section, in order to increase the separation distance between (potentially noise-inducing) General Industrial premises and existing residential receptors.

Landscape and Visual Impact

- 8.20 An assessment of landscape and visual effects has been undertaken through the submitted Landscape and Visual Appraisal. The site is located approximately 2km north-west of Wick, within a gently sloping lowland landscape characterised by agricultural land, limited woodland, and existing built development associated with Wick Airport and Phase 1 of the business park. The site itself contains remnants of a former airfield, and there are no national or local landscape designations within the study area.
- 8.21 The appraisal adopts a 5km study area and is informed by a Zone of Theoretical Visibility (ZTV) and agreed viewpoints. The ZTV indicates that theoretical visibility is relatively limited, with extensive screening provided by existing landform, built development, and established woodland planting, particularly to the south and east. In practice, visibility is largely confined to localised areas to the south, west and north-west.
- 8.22 The proposed development would comprise low-rise business units arranged within a landscaped setting, using existing access infrastructure. Embedded mitigation includes structural woodland planting along the western and northern boundaries, internal landscaping, and green space provision, which would assist in integrating the development into its surroundings and reducing visual effects over time.
- 8.23 In landscape terms, effects are predicted to be limited and largely confined to the Farmed Lowland Plain Landscape Character Type within which the site is located. Direct effects would arise from the loss of a small area of grassland and brownfield land, assessed as minor to moderate. Indirect effects on surrounding landscape character types would be minor to moderate and occur at distance, with no effects identified for the Sweeping Moorland and Flows character type.

- 8.24 Visual effects are similarly localised. The greatest effects would occur from nearby receptors, particularly at the Road to Ackergillshore and the Ackergill/A99 junction, where moderate (and locally moderate-major) effects are predicted. Elsewhere, including more distant viewpoints such as Reiss and Janetstown, effects would be negligible due to distance and screening. Effects on road users and core path users would generally be moderate and transient, reducing over time as mitigation planting establishes.
- 8.25 The proposed development is not expected to result in significant visual impacts within the wider landscape context. The site is viewed in association with existing built development and infrastructure in the surrounding area, including the large hangars at Wick John O’Groat’s Airport, the nearby Tesco store, and adjacent residential housing. As a result, the development will be seen as part of an established developed setting, limiting its prominence and reducing the overall magnitude of visual change experienced by receptors.
- 8.26 Overall, the assessment concludes that landscape and visual effects would be limited in extent and largely localised, with no widespread or significant adverse effects. Proposed mitigation, particularly woodland planting, would further reduce effects over time and assist in assimilating the development into the surrounding landscape, with any cumulative impacts considered to be minor. The Planning Authority agrees with this assessment and considers the submitted Landscape and Visual Impact Assessment to be acceptable, noting that the extension of the existing business park is not anticipated to give rise to any sensitive issues or unacceptable impacts in landscape or visual terms.

Flood Risk and Drainage

- 8.27 SEPA’s Flood Risk Map identifies only a few very minor pockets of the application site to be at risk of any present or future surface water flooding. The proposed development would therefore comply with the principles of risk avoidance set out within national and local policy, subject to the implementation of the submitted mitigation measures. It is not considered that the development would result in an unacceptable risk to property or infrastructure, nor would it materially increase flood risk elsewhere.
- 8.28 A comprehensive drainage strategy has been prepared for the site, incorporating Sustainable Drainage Systems (SuDS) and appropriate attenuation measures. The strategy is intended to control surface water runoff rates and volumes, with discharge limited to an acceptable rate and designed to accommodate extreme rainfall events, including an allowance for climate change. The approach to drainage includes a combination of on-site infrastructure and wider network connections, with provisions for future adoption where appropriate and clear arrangements for maintenance. The use of SuDS features would provide both quantity and quality treatment of surface water, ensuring that runoff from the development is appropriately managed and does not adversely affect the receiving environment. The Flood Risk Management Team has confirmed that it is satisfied with the overall drainage strategy and has withdrawn its objection to the proposal, subject to the attachment of a planning condition requiring the submission and approval of the detailed surface water drainage design, including confirmation of any necessary agreements for connection and adoption.

- 8.29 Foul drainage would be addressed via connection to the public sewer network, with new infrastructure designed in accordance with relevant standards and with a view to future adoption. The detailed design and layout of the foul drainage system would be finalised at a later stage in consultation with Scottish Water.
- 8.30 Subject to the recommended condition securing the final drainage design, the proposal would be acceptable in terms of flood risk and drainage. The development would accord with the relevant provisions of NPF4 and the Highland Council's supplementary guidance, and it is therefore considered that there are no technical reasons on flood risk or drainage grounds to withhold planning permission.

Access and Parking

- 8.31 It is proposed to avail of an existing priority junction onto the A99 trunk road, which incorporates a ghost island right-turn lane and is considered to operate effectively with no recorded safety issues over the preceding five-year period. This access would serve the proposed Phase 2 development, with the internal road network extended to accommodate the development through an adoptable loop road layout capable of accommodating service and HGV movements. Swept path analysis confirms that the internal layout would be suitable for large vehicles, and a secondary/emergency access is also indicated. Junction modelling demonstrates that the local road network has sufficient capacity to accommodate the predicted increase in traffic, with no significant impact or requirement for off-site road improvements identified.
- 8.32 With regard to parking, the level of provision would be established at detailed design stage in accordance with the Council's Roads and Transport Guidelines, with capacity identified to accommodate demand across the range of proposed uses. The development could accommodate approximately 316 new spaces in accordance with adopted standards, based on the proposed indicative mix of uses. Parking would be integrated within individual plots and designed to be flexible, with 50% of spaces ducted to allow future electric vehicle charging and active charging points provided from the outset, thereby supporting the transition to low carbon transport.
- 8.33 The site is well located in relation to existing active travel infrastructure, including a shared active travel route along the A99 trunk road which connects directly into Wick and to key facilities such as the railway station, industrial estate and town centre. The development would build upon this by providing a comprehensive internal network of 2m wide footways and permeable pedestrian routes linking all parts of the site to existing and proposed bus stops. In addition, landscaped corridors and green routes are proposed throughout the development, creating attractive and functional walking and cycling connections and safeguarding future links to adjoining land.
- 8.34 The proposal would also deliver enhancements to the wider active travel network, in line with the Wick Active Travel Masterplan, including improved connections to the A99 corridor and integration with the existing core path network. The site lies within a 400m (5-minute) walk of existing bus stops and within a wider walking and cycling catchment of key services and residential areas, with all of Wick accessible within approximately a 30-minute cycle. Secure and covered cycle parking (52 spaces) is proposed in accessible locations close to building entrances, supported by a Travel

Plan framework to encourage modal shift, including measures such as travel information, cycle promotion and monitoring of provision.

- 8.35 Public transport accessibility would be supported through existing bus services on the A99 trunk road, with potential for formalisation and enhancement of bus stop infrastructure or diversion of services into the site via the proposed loop road. Subject to improvements such as shelters, real time information and safe crossing facilities being secured by condition, the above matters are considered to be acceptable.

Ecology

The Preliminary Ecological Appraisal identified that the survey area provides suitable nesting and roosting habitat for a range of bird species, including passerines, corvids and ground-nesting birds. In order to avoid disturbance to nesting birds, any vegetation clearance or removal of brash piles associated with the proposed development should be undertaken outside the bird nesting season (March to August inclusive), unless a nesting bird check is first completed by a suitably qualified ecologist. The appraisal also identified suitable habitat for reptiles, including common lizard and slowworm. Consequently, any vegetation clearance works should be carried out with due care, with any reptiles encountered allowed to disperse naturally from the area to avoid harm.

Biodiversity

- 8.36 The submitted Biodiversity Net Gain (BNG) Report confirms that the application site is predominantly of low to medium ecological value, comprising arable land, poor-quality semi-improved neutral grassland, areas of bare ground and a very small area of existing coniferous woodland, with no irreplaceable habitats identified. In accordance with NPF4 Policy 3 and The Highland Council's Biodiversity Enhancement Planning Guidance, the proposal has been informed by an understanding of the site's baseline ecological characteristics and applies the mitigation hierarchy. Biodiversity enhancement has been assessed using the DEFRA Statutory Biodiversity Metric, which demonstrates that the development would achieve a net gain of approximately 12.5% (equating to an uplift of around 2.15 biodiversity units), thereby exceeding the minimum 10% requirement. This net gain would be secured primarily through habitat retention, habitat creation and landscape-led design measures integrated across the site, to be secured by condition. An orchard area as originally proposed has been removed on amended landscaping plans at the request of HIAL, having been consulted, as birds attracted to fruit trees could potentially pose a flight hazard. HIAL has not to date confirmed withdrawal of its holding objection on the basis of amended information, however the Planning Authority is content that its concerns appear to have been adequately addressed.
- 8.37 The proposed enhancement strategy focuses on the creation and management of a network of native habitats integrated with the overall landscape and drainage design. Substantial areas of species-rich meadow seeding are proposed across the site, complemented by extensive native shrub and groundcover planting (classified as mixed scrub for BNG purposes), native hedge planting, and the planting of native specimen trees together with groups of feathered and multi-stem trees. Existing woodland along the southern and south-eastern edges of the site would be retained

and supplemented by new areas of native woodland planting, strengthening habitat continuity with Phase 1 of Wick Business Park and reinforcing the wider green network. Sustainable drainage systems, including a SuDS basin and attenuation features, are integrated within landscaped areas and would provide additional biodiversity benefits while supporting surface water management. The layout demonstrates opportunities for wildlife movement through landscaped corridors and within open spaces around development plots.

- 8.38 Habitat creation and enhancement would be supported by a long-term management and monitoring regime over a 30-year period to ensure target conditions are achieved and maintained. Subject to these measures being secured by condition, the proposal is considered capable of delivering meaningful biodiversity enhancement measures in a manner compliant with relevant national and local Planning policies.

Other material considerations

8.39 **Community Wealth Building:**

NPF4 Policy 25 (Community Wealth Building) seeks to encourage, promote and facilitate a strategic approach to economic development. It states that development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported.

- 8.40 The submitted Community Wealth Building Statement confirms that Phase 2 of Wick Business Park would deliver significant socio-economic benefits at both the local and regional levels. The proposal would support the expansion of existing businesses, attract new enterprises to Caithness, and provide up to 12,500sqm of business, industrial, storage and distribution floorspace on land specifically allocated for such uses. Construction would take place over a phased period of approximately 10-15 years, generating employment, training and apprenticeship opportunities, alongside increases in gross value added (GVA) and income during both construction and subsequent operation. The proposed development aligns with both NPF4 Policy 25 and HIE's wider place-based economic strategy, contributing to improved community resilience, increased local spend, and greater use of local supply chains. Collectively, these benefits are considered to represent a significant contribution to local prosperity and the long-term sustainability of Wick and the wider Caithness area, and weigh positively in favour of the proposed development.

Non-material considerations

- 8.41 None.

Matters to be secured by Section 75 Agreement

- 8.42 In order to mitigate the impact of the development on infrastructure and services the following matters require to be secured prior to planning permission being issued:

a) None.

- 8.43 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

or other appropriate mechanism to secure mitigation for the impacts of the development agreed by the Planning Service, to deliver to the Council a signed legal agreement. Should an agreement or other appropriate mechanism to secure the mitigation agreed by the Planning Service not be delivered within four months, the application may be refused under delegated powers for the following reason:

9. CONCLUSION

- 9.1 Expansion of Wick Business Park is proposed on land allocated for business use under site WK21 within the Caithness and Sutherland Local Development Plan. As such, the principle of development is firmly established and supported by the Development Plan, with the proposal aligning with the intended role of the site in delivering employment land and supporting economic growth in Wick and the wider Caithness area.
- 9.2 It has been demonstrated above that the application site is capable of accommodating the proposed development without giving rise to any unacceptable impacts. Matters relating to siting, design, infrastructure, flood risk and drainage, landscape, amenity and biodiversity can all be satisfactorily addressed through the imposition of appropriate conditions and through the subsequent submission of further details at an Approval of Matters Specified in Conditions stage.
- 9.3 The proposal would contribute positively to local economic objectives, including job creation, business growth and community wealth building, and would reinforce the established role of the wider business park. There are no material considerations which would outweigh the strong policy support for the development. Accordingly, approval is recommended.
- 9.4 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

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

11. RECOMMENDATION

Action required before decision issued:

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. An application or applications for the approval of matters specified in conditions attached to this planning permission in principle must be made no later than whichever is the latest of the following:
 - I. The expiration of THREE YEARS from the date on this decision notice;
 - II. The expiration of SIX MONTHS from the date on which an earlier application for the requisite approval was refused; or
 - III. The expiration of SIX MONTHS from the date on which an appeal against such refusal was dismissed.

The development to which this planning permission in principle relates must commence no later than TWO YEARS from the date of the requisite approval of any matters specified in conditions (or, in the case of approval of different matters on different dates, from the date of the requisite approval for the last such matter being obtained), whichever is the later. If development has not commenced within this period, then this planning permission in principle shall lapse.

Reason: In accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. Planning Permission in Principle is hereby granted for a business development comprising the erection of buildings for business (Class 4), general industrial (Class 5), storage and distribution (Class 6), and storage and distribution with trade counter (sui generis), together with associated access, roads, parking, landscaping, open space, drainage, utilities and related infrastructure, all in accordance with the following parameters:

1. Floorspace Limitation

The total gross floorspace of all buildings within the application site shall not exceed 12,500 square metres.

2. Use Classes

Development shall be restricted to the following uses only, capped at their respective limits up to a total of 12,500sqm across the development site:

- Class 4 (Business) – 6,000sqm;

- Class 5 (General Industrial) – 2,500 sqm;
- Class 6 (Storage and Distribution) – 2,500 sqm; and
- Storage and distribution with trade counter (sui generis) – 1,500 sqm.

3. Trade Counter Floorspace

Floorspace associated with storage and distribution with trade counter uses shall not exceed 2,250 square metres gross floorspace within the overall cap specified in Part 1 of this condition.

4. Scale of Buildings

Buildings shall be predominantly single storey and shall not exceed 7 metres in height, unless otherwise approved through subsequent approval of Matters Specified in Conditions, having regard to aviation safeguarding requirements.

5. Form of Development

The development shall comprise a business park layout of flexible plots and units, capable of subdivision and/or amalgamation, with the detailed number, size, siting and design of buildings to be approved through subsequent approval of Matters Specified in Conditions.

6. Access and Movement

Access to the development shall be taken from the existing junction onto the A99 trunk road via Phase 1 of Wick Business Park, with provision for an internal road network, parking, servicing and active travel routes, the details of which shall be subject to approval through a subsequent Matters Specified in Conditions application.

7. Infrastructure and Landscaping

The development shall include provision for:

- Internal roads and access infrastructure;
- Parking and servicing areas;
- Open space and landscaping framework;
- Surface water drainage and foul drainage infrastructure; and
- Utilities and associated works,

as shall be agreed through subsequent approval of Matters Specified in Conditions.

8. Phasing

Development shall proceed on a phased basis, with estate infrastructure (including roads, drainage and structural landscaping) provided in advance of, or in conjunction with, the construction of buildings.

Reason: To define the extent and terms of the development consent.

3. No development shall commence until an application, or applications, for the

approval of Matters Specified in Conditions has/have been submitted to, and approved in writing by, the Planning Authority in respect of the following matters:

- a) The siting, design, and external appearance of all buildings and other structures;
- b) The layout of the site, including building footprints, other structures, and site boundary treatment;
- c) Road layout including the road hierarchy, junction layouts and design;
- d) Details of finished site and floor levels;
- e) Details of external lighting to minimise sky glow;
- f) The provision of car and cycle parking;
- g) Means of dealing with commercial waste;
- h) Details of proposed water supply and waste water connections;
- i) The final surface water drainage design, inclusive of calculations that demonstrate that storms up to and including a 1 in 200 year plus climate change event will be managed within the site without flooding to buildings or increasing flood risk to others; and
- j) k) the details of, and timetable for delivery of, any and all landscaping.

Reason: To enable the Planning Authority to consider these aspects of the development in detail.

4. No works in connection with the development hereby approved shall commence unless an archaeological Written Scheme of Investigation (WSI) has been submitted to and approved in writing by the planning authority and a programme of archaeological works has been carried out in accordance with the approved WSI. The WSI shall include details of how the recording and recovery of archaeological resources found within the application site shall be undertaken, and how any updates, if required, to the written scheme of investigation will be provided throughout the implementation of the programme of archaeological works. Should the archaeological works reveal the need for post excavation analysis the development hereby approved shall not be occupied or brought into use unless a Post-Excavation Research Design (PERD) for the analysis, publication and dissemination of results and archive deposition has been submitted to and approved in writing by the planning authority. The PERD shall be carried out in complete accordance with the approved details.

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

5. Unless otherwise authorised in writing by the Planning Authority, construction activities associated with the approved development (including deliveries, the loading and unloading of delivery vehicles, plant, or other equipment) for which noise is audible at the curtilage of any noise sensitive property, shall not take place outside the following hours:

- Monday to Friday: 08:00 – 19:00
- Saturday: 08:00 – 13:00
- No construction activity shall take place on Sundays.

Reason: To safeguard the amenity of nearby noise-sensitive properties by controlling construction noise at appropriate times.

6. Prior to the commencement of any construction works, a Construction Noise and Vibration Management Plan (CNVMP) shall be submitted to, and approved in writing by, the Planning Authority. The CNVMP shall be prepared in accordance with BS 5228-1:2009+A1:2014 and shall include:

- Details of the mitigation measures to be implemented to minimise noise and vibration arising from construction activities;
- Proposals for monitoring noise and vibration throughout the construction period;
- Details of community liaison arrangements, including communication of potential impacts to affected residents and procedures for handling complaints.

Thereafter, the development shall be carried out in accordance with the approved CNVMP, and all identified mitigation measures shall be implemented prior to the commencement of construction, unless otherwise agreed in writing by the Planning Authority.

Reason: To safeguard residential amenity by ensuring appropriate management, mitigation, and monitoring of construction-related noise and vibration.

7. Prior to the commencement of any construction works, a Construction Dust Mitigation Scheme shall be submitted to, and approved in writing by, the Planning Authority. The scheme shall set out the best practicable measures to be implemented to minimise the impact of construction-related dust.

Thereafter, the development shall be carried out in accordance with the approved Construction Dust Mitigation Scheme, and all specified mitigation measures shall be in place prior to the commencement of construction, unless otherwise agreed in writing by the Planning Authority.

Reason: To safeguard the amenity of nearby properties by ensuring appropriate measures are taken to control dust emissions during construction.

8. The external lighting system shall be designed and installed in accordance with the best practice contained in the Institute of Lighting Professionals document 'Guidance Notes for the Reduction of Obtrusive Light'.

Reason: To safeguard the amenity of nearby properties and the surrounding area by ensuring that external lighting is designed to minimise obtrusive light, glare, and sky glow, in accordance with recognised best practice.

9. Prior to the commencement of development or the occupation of each unit identified as Class 5, details of the design measures supported by an appropriate noise assessment confirming that the design and installation of any plant, machinery or equipment shall be such that any associated noise does not exceed NR20 when measured within any residential unit, and no structure borne vibration is perceptible within any residential unit, shall be submitted to the Local Planning Authority for prior approval.

Reason: To protect the amenity of nearby residential properties by ensuring that plant, machinery and equipment associated with Class 5 uses are designed and installed to prevent excessive noise and vibration.

10. No development falling within Class 5 (General Industry) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), shall be carried out or operated within the area identified as the 'General Industry (Class 5) Exclusion Area' as identified on the approved Land Use Parameters Plan ref. 002. For the avoidance of doubt, Class 5 uses shall be strictly prohibited within this Exclusion Area at all times.

Reason: To safeguard the residential amenity of neighbouring properties.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), no development, engineering operations, landraising or hardstanding shall take place within 50 metres of the top of the bank of any watercourse, ditch or drainage channel within or adjacent to the site. No storage of materials, machinery, spoil, or equipment shall be undertaken within this 50-metre buffer zone at any stage of construction or operation unless permission has been granted, in writing, on prior application to the Planning Authority.

Reason: To ensure the proposed development is appropriately protected from the risk of flooding; to allow for natural watercourse processes to occur.

12. Any details pursuant to Condition 3 above shall include a detailed Landscaping Plan and Maintenance Programme. The Landscaping Plan shall be implemented in full during the first planting season following commencement of development, with maintenance thereafter being carried out in accordance with the Maintenance Programme. For the avoidance of doubt, any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species. Plants that produce fruit or berries shall be limited in number and dispersed across the development site, mixed among non-fruiting species where they are planted.

Reason: in the interest of biodiversity net gain.

13. Any details pursuant to Condition 3 above shall be informed by and include a Construction Environmental Management Plan (CEMP) and no development shall commence within each Phase, or sub-Phase, until the CEMP has been submitted to and approved in writing by the Planning Authority. The document

shall specify and include:

a) A Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and set out in the relevant planning conditions;

b) Processes to control / action changes from the agreed Schedule of Mitigation;

c) Habitat Management Plan (HMP), to include the following:

i. Proposed biodiversity enhancement measures of the site detailing the creation and management of the biodiversity enhancements. The HMP shall include a plan of the biodiversity enhancements and show a minimum biodiversity net gain (BNG) of 10% using the Defra BNG Metric, or any other justified and appropriate metric available at the time;

ii. The HMP shall include provision for the regular monitoring and review of the HMP's objectives over a minimum 30-year period from the completion of development and include measures for securing amendments or additions in the event that the HMP's objectives are not being met;

iii. Unless and until otherwise agreed in advance in writing with the Planning Authority, the approved HMP (as amended from time to time with the written approval of the Planning Authority) shall be implemented in full;

d) Pollution prevention plan, including water management by way of SUDS;

e) Dust management plan, including from construction traffic;

f) Construction Noise, Vibration and Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites – Part 1: Noise, with:

i. A description of the most significant noise sources in terms of equipment; processes or phases of construction;

ii. The proposed operating hours and the estimated duration of the works for each phase;

iii. A detailed plan showing the location of noise sources, noise sensitive premises and any survey measurement locations if required);

iv. A description of noise mitigation methods that will be put in place including the proposals for community liaison. The best practice found in BS5228 Code of practice for noise and vibration control on construction and open sites should be followed. Any divergence requires to be justified;

g) Site waste management plan, including details of a materials handling plan with details of existing and proposed site levels, with the plan to specify the

removal of inert waste and re-worked material from the top 1m of the site;

h) Measures to protect private water supplies; including an emergency response plan;

i) Details of existing site boundary walls and fences to be retained, repaired or enhanced, and details of construction site access and means of enclosure; and,

j) Details of the location and extent of all construction compound and laydown areas, as well as timescales for their removal with ground restoration / re-instatement.

k) Details of the appointment of an appropriately qualified Environmental Clerk of Works with roles and responsibilities;

l) Methods of monitoring, auditing, reporting and communication of environmental management on site and with the client, Planning Authority and other relevant parties; and,

m) Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs. Thereafter, the development shall proceed in accordance with the approved CEMP.

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

14. Any details pursuant to Condition 3 above shall include the finalised surface water drainage design for the development site, demonstrating compliance with the principles of Sustainable Urban Drainage Systems (SuDS) and designed in accordance with the standards set out in Sewers for Scotland, Fourth Edition (or any superseding guidance prevailing at the time).

The submitted details shall also include written confirmation from Scottish Water it accepts the proposed discharge into its existing sewer network and that it is prepared to vest the new drainage infrastructure.

No development shall commence until the above details have been submitted to and approved in writing by the Planning Authority in consultation with the Flood Risk Management Team, and thereafter the approved drainage scheme shall be implemented in full prior to the development being brought into use.

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

15. Any details pursuant to Condition 3 above shall show full details of the internal road layout to the satisfaction of the Planning Authority, in consultation with the Roads Authority. Thereafter, the development shall be carried out in accordance with the approved details.

The submitted details shall demonstrate that:

- The internal road layout replicates the form and standard of the previously completed phase of development unless otherwise agreed in

writing by the Planning Authority;

- All carriageways shall be designed to a minimum width of 7.3 metres;
- Continuous footways shall be provided on both sides of all streets, each with a minimum width of 2 metres; and
- All internal junctions shall be designed in accordance with The Highland Council's published standards, including visibility splays, junction geometry and adoptable construction standards, reflecting the intention that the roads will be offered for adoption.

Reason: To ensure that the internal road network is designed to an appropriate and consistent standard, in the interests of road safety, accessibility, and future adoption by the Roads Authority.

16. Any details pursuant to Condition 3 above shall show car parking spaces provided and formed in accordance with The Highland Council's 'Roads and Transport Guidelines for New Developments' prior to the first occupation of the element of the development to which they relate, and thereafter maintained for this use in perpetuity.

A parking assessment shall be submitted for each use class based on the gross floor area of each unit. In addition, the layout and design of all car parking spaces, turning areas and manoeuvring space shall meet The Highland Council's standards for industrial areas.

The submitted details shall also demonstrate that a minimum of 50% of the car parking provision is ducted to facilitate the future installation of electric vehicle charging infrastructure. Active electric vehicle charging bays shall be provided in accessible locations close to the entrance of each building prior to first occupation. Thereafter, the level of electric vehicle charging provision shall be monitored and expanded as required to meet demand.

Reason: To ensure adequate provision of car parking.

17. Any details pursuant to Condition 3 above shall be informed by and include a Waste Management Strategy. This shall demonstrate that the site layout is suitable for refuse vehicles to access all waste collection areas, that adequate space is provided for the storage of waste and that the proposed bin capacities comply with the guidance set out in The Highland Council's 'Managing Waste in New Developments'. A swept path analysis shall detail refuse vehicle collection routes. Thereafter this shall be implemented in accordance with the approved details.

Reason: In the interests of amenity, to manage waste and prevent pollution.

18. Any details pursuant to Condition 3 above shall include details of cycle parking provision for both staff and visitors. The submitted details shall demonstrate that:

- The number (to be no fewer than 52 spaces), location, design and dimensions of cycle parking spaces accord with the Council's adopted standards;

- All staff cycle parking will be provided in a covered form to ensure bicycles are protected from the weather;
- Cycle parking for both staff and visitors will be sited as close as reasonably practicable to principal building entrances; and
- Cycle parking will not be located in remote or inaccessible areas.

Thereafter, the approved cycle parking shall be provided in full prior to the first occupation of the development and retained and maintained in perpetuity for that use.

Reason: In order to facilitate the use of a variety of modes of transport.

19. Any details pursuant to Condition 3 above for each phase or sub-phase shall be supported by a Construction Traffic Management Plan (CTMP), which shall be submitted to and approved in writing by the Planning Authority, in consultation with the Roads Authority and Transport Scotland. No development shall commence until the CTMP has been approved.

The CTMP shall include, but not be limited to:

- a) Identification of construction traffic routes and details of the number and type of vehicle movements anticipated;
- b) Scheduling and timing of construction traffic movements, avoiding sensitive periods such as school pick-up and drop-off times;
- c) Traffic management measures on construction routes, including temporary speed limits, construction traffic signage, road markings, and the use of speed-activated signs and banksmen/escort vehicles where required;
- d) Procedures for regular monitoring of road conditions and implementation of any necessary remedial works;
- e) Consultation with neighbouring properties;
- f) Measures to ensure all affected public roads are kept free from mud, dirt and debris arising from the development;
- g) Provision of a Wear and Tear Agreement under Section 96 of the Roads (Scotland) Act 1984, including pre- and post-construction road condition surveys and a financial bond to cover any extraordinary damage to the road network;
- h) Arrangements for emergency vehicle access at all times;
- i) A timetable for implementation of all measures contained within the CTMP;
- j) Details of all construction access points designed in accordance with Council standards (geometry, visibility and surfacing);
- k) Identification of a nominated contact for road safety issues, procedures for community liaison including consultation with neighbouring properties and the local Community Council, and arrangements for handling complaints;
- l) Identification of welfare facilities, parking, material storage and plant areas sized to prevent overspill onto the public road network.

The approved CTMP shall be implemented in full prior to the commencement of development and shall remain in place for the duration of the construction period.

Reason: In the interests of road safety, to limit the impacts on the local road network and to limit the amenity impacts of the construction phase of the development on local residents and operators.

20. Any details pursuant to Condition 3 above shall include details of all existing and

proposed bus stop locations within a 400m radius of the application site, including all associated infrastructure (comprising signs, lay-bys, shelters and provision of real-time bus information), together with a timetable for their delivery. These details shall be submitted to and approved in writing by the Planning Authority prior to the commencement of development.

The approved scheme shall thereafter be implemented in full in accordance with the approved details and timetable, and shall be completed prior to the occupation of any part of the development, unless otherwise agreed in writing by the Planning Authority.

Reason: In order to facilitate the use of a variety of modes of transport.

21. Prior to the first occupation of any part of the development hereby approved, a Travel Plan Framework shall be submitted to and approved in writing by the Planning Authority. The Framework shall set out the overarching strategy for reducing dependency on the private car and provide the basis for the preparation of individual Travel Plans for each building or end user.

The Framework and associated Travel Plans shall include:

- i. Measures to promote sustainable travel, including opportunities to extend and/or increase the frequency of local bus services;
- ii. Targets for reducing car use and encouraging walking, wheeling, cycling and public transport;
- iii. Details of management, monitoring, review and reporting arrangements;
- iv. An implementation programme, including the duration of the Travel Plan(s).

Individual Travel Plans shall be prepared in accordance with the approved Framework as buildings are occupied. The approved Framework and Travel Plans shall thereafter be implemented, monitored and reviewed from the date of first occupation of each part of the development, unless otherwise agreed in writing by the Planning Authority.

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

22. The approved development shall be undertaken in accordance with the recommendations of the Preliminary Ecological Appraisal Report (received on 28.11.2025) in respect of recommended mitigation measures, all to the satisfaction of the Planning Authority. In particular, vegetation clearance works should avoid the main bird breeding season (15 March – 15 August).

Reason: To minimise disturbance to nature conservation interests within the application site and ensure the protection of protected species and habitats.

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. The granting of 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 & 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.

The approved internal roads are intended to be put forward for adoption. A Road Bond will not be required, however inspection fees will apply.

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: <https://www.highland.gov.uk/roads-pavements/guidelines-new-road-developments>

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

<https://www.highland.gov.uk/roads-pavements/occupying-working-public-roads>

Mud & Debris on Road

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

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

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act

1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

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

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>

HIAL

The applicant/developer may expect to be contacted by HIAL to continue discussion on appropriate proposed biodiversity enhancement measures. Additional guidance on this matter can be obtained via Advice Note 3, Wildlife Hazards Around Aerodromes:

<https://www.caa.co.uk/media/0vjkbbyeh/cast-advice-note-3-wildlife-hazards-around-aerodromes-april-2024.pdf>

Signature: Dafydd Jones
Designation: Area Planning Manager – North
Author: Craig Simms
Background Papers: Documents referred to in report and in case file.
Relevant Plans:

Document Type	Document No.	Version No.	Date Received
1. SITE LAYOUT PLAN – INDICATIVE MASTERPLAN LAYOUT	001	REV D	21.04.2026

2. SITE LAYOUT PLAN - LAND USE PARAMETERS	002		28.11.2025
3. LANDSCAPING PLAN	1308-100	REV F	21.04.2026
4. LOCATION PLAN	WBP - ES - 0	REV A	10.12.2025
5. DRAINAGE LAYOUT PLAN	250268-000-CAM-DR-C-400	REV A	21.04.2026

Phase 2: Wick Business Park, Wick
Indicative Masterplan Layout

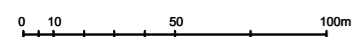
For Illustrative Purposes Only - Not for Approval

— Planning Application Boundary





Drawing no. 001 Rev D 20 April 2026

1:2500 @A3



Phase 2: Wick Business Park, Wick
Land-use Parameters

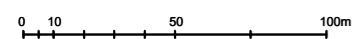
For Illustrative Purposes Only - Not for Approval

-  Planning Application Boundary
-  General Industry (Class 5) Exclusion Area



Drawing no. 002

1:2500 @A3





Highs-Roads:
 1 in 1 Year Discharge Rate - 9.436/s
 Greenfield 16.35/s
Artifice:
 Invert Level - 31.1m
 Diameter - 0.187m
 1 in 30 Year +CC Discharge Rate - 30.148/s
 Greenfield 31.41/s
 Water Level - 31.52m (120mm Freeboard)
Water:
 Invert Level - 31.29m
 1 in 200 Year +CC Discharge Rate - 53.925/s
 Greenfield 54.63/s
 Water Level - 31.44m (10mm Freeboard)

Woodland/Meadow amended and Safeguarded 12.03.20 F
 road access added to proposals 20.02.20 E
 Revisions to proposals resulting from BNG 24.02.20 D
 Insertion of SUDS 10.12.25 C
 Updated with revised base drawing (boundaries and scope) 27.11.25 B
 Orchard areas added 19.11.25 A
 Landscape proposal updated to revised masterplan
 Revision Date No.

- Legend**
- Application Boundary
 - existing woodland
 - native woodland planting
 - native shrub and ground cover planting ("Scrubs" for BNG purposes)
 - species rich meadow seeding
 - native specimen trees
 - native feathered and multi-stem trees
 - native hedge planting
 - proposed seating
 - proposed buildings
 - proposed car parking
 - proposed footpaths


horner + maclellan
 landscape architects

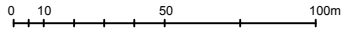
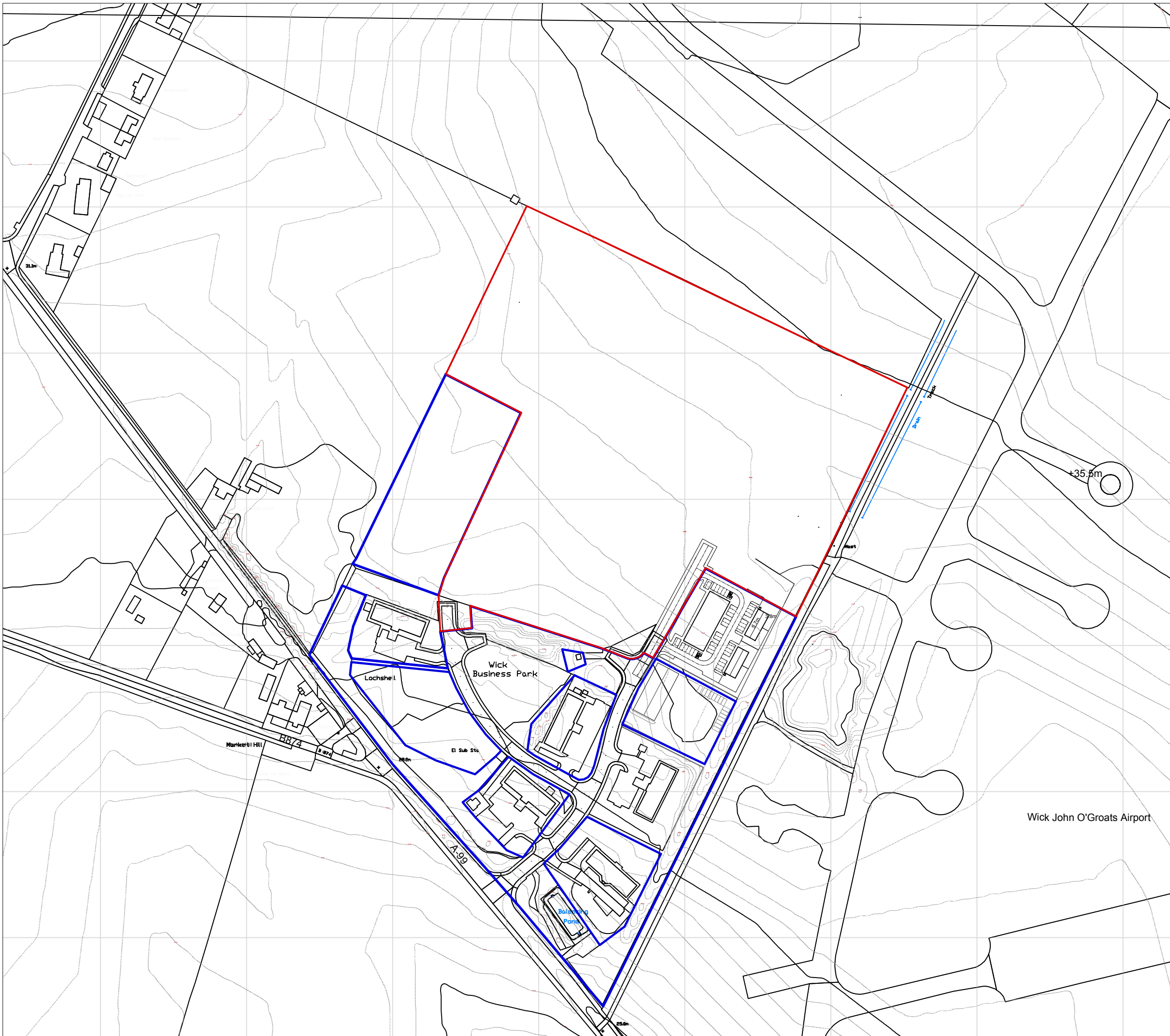
Client: HIE
 Project: Wick Business Park Phase 2

Drawing Title: Outline Landscape Proposals

Drawing No	Revision No	Revision
1308-100	F	
	E	
	D	
	C	
	B	
	A	

Status: For Illustrative Purposes
 Drawn By: JD
 Checked By: RM
 Scale: 1:1500
 Date: 10.12.25

82 Telford Road Inverness IV3 8JH
 t + 0 1 4 6 3 8 6 1 4 6 0
 i n v @ h o r n e r m a c l e l l a n . c o . u k



Phase 2, Wick Business Park,
Wick
Site Location Plan

Drawing no. WBP - ES - 0 Rev A

Scale: 1:2500 @A3

Date: November 2025

General notes:
 This drawing is to be read in conjunction with all relevant Engineers and Architects drawings.
 Refer to Architects design drawings for internal drainage runs and details.
 Drainage - all sewers to be constructed in accordance with Scottish Water's publication "Sewers for Scotland (v4.0) 2018 - A technical specification for the design and construction of sewage infrastructure"
 Sewers laid within roads should have a minimum cover of 1.5m from final road surface to pipe soffit level. Where this cannot be achieved then rigid pipes shall be protected by a full concrete surround, similarly, flexible pipes shall be protected by a concrete slab at a depth less than 1.2m.
 The Contractor is responsible for checking the line and level of all existing services prior to commencement of works. Any discrepancies from design information must be reported to the Site Manager and Site Engineer in writing.

- Surface Drainage**
- New surface water drain (smooth walled uPVC pipework) unless otherwise noted on drawing. To be adopted and maintained by Scottish Water.
 - esw dc New Disconnection Chamber. To remain private and be maintained by the landowner.
 - New surface water drain (smooth walled uPVC pipework) unless otherwise noted on drawing. To remain private and be maintained by the landowner.
 - Ex S7 Existing surface water manhole and sewer with reference number as per Scottish Waters GIS records.
 - S7 New surface water manhole. To be adopted and maintained by Scottish Water.
 - S7(C) New Proposed Surface Water Control Chamber.
 - Attenuation System. Each attenuation system to be controlled to a discharge rate of 0.9 L/s. Size and dimensions shown on each attenuation crates. To remain private and maintained by landowner.
 - New Proposed Detention Basin
 - New stone filled filter trench with the dimensions of 5.0m x 1.0m x 1.0m Deep to provide secondary treatment.
- Foul Drainage**
- Existing foul water sewer.
 - Existing foul water manhole with reference number as per Scottish Waters GIS records.
 - New foul water sewer (smooth walled uPVC pipework) unless otherwise noted on drawing. To be adopted and maintained by Scottish Water.
 - New Foul Water chamber. To be adopted and maintained by Scottish Water.

A	Drainage strategy revised to address Highland Council Planning Comments	GCO	18/02/2026
Rev	Revision Description	Initial	Date

Cameron+Ross
 CIVIL + STRUCTURAL ENGINEERING
 Forbes House | 15 Victoria Street | Aberdeen | AB10 1XB
 CameronRoss.co.uk
 Aberdeen 01224 642 400 | Edinburgh 0131 374 7960 | Inverness 01463 570 100

Client:
Highlands and Islands Enterprise

Project:
**Proposed Development
 Wick Phase 2**

Drawing Title:
Drainage Layout

Status:
Planning

Scale: 1:500 @ A1 Date: 18/02/2026
 By: CBA Checked: GCO Approved: GCO

Dwg. No. 250268-000-CAM-DR-C-400 Rev. A



Hydro-Brake:
 1 in 1 Year Discharge Rate - 9.438L/s
 (Greenfield 16.35L/s)
Orifice:
 Invert Level - 31.1m
 Diameter = 0.187m
 1 in 30 Year +CC Discharge Rate - 30.148L/s
 (Greenfield 37.51L/s)
 Water Level - 31.33m (120mm Freeboard)
Weir:
 Invert Level - 31.29m
 1 in 200 Year +CC Discharge Rate - 53.325L/s
 (Greenfield 54.63L/s)
 Water Level - 31.44m (10mm Freeboard)

