

Keith And Cullen WARD 02_07

**09/01471/OUT
31st July 2009**

Outline application for formation of development platform and establishing electricity converter station at Blackhillock, Keith, Moray, AB55 5PA for Scottish And Southern Electricity Transmission Limited

Comments:

- MEMBERS WILL HAVE VISITED THE SITE
- Application is a major development as the gross floorspace area of the proposed building exceeds 2,000m², and comprise a site of more than 2ha.
- Advertised as a departure from the Moray Structure Plan 2007 and Moray Local Plan 2008.

Procedure:

- As a "significant" departure (on account of its scale) requires to be referred to a pre-determination Hearing in the event of objections. (No objections have been lodged)
- This application was received prior to the 3rd of August 2009 and is therefore registered as an outline application rather than a 'PPP' application for planning permission in principle.
- Notwithstanding the fact that this is a major application, because it was registered prior to the 3rd of August 2009, the Pre-Application Notification and community consultation requirements do not apply.

Recommendation: **Permit - Subject To The Following: -**

1. The approval hereby granted is for planning permission in principle and prior to the commencement of the development approval of matters specified in conditions, including the siting, design and external appearance of the building(s) the means of access thereto and the landscaping of the site shall be obtained from the Council, as Planning Authority.
2. The grant of planning permission hereby granted for the proposed development shall be carried out only in accordance with detailed drawings which shall previously have been submitted to and approved by the Council, as Planning Authority. These drawings shall show the matters specified in conditions numbered 3-7 below.
3. Plans, sections and elevations of all buildings proposed with details of the type and colour of all external materials and finishes shall be submitted in accordance with condition no. 2 above.
4. The proposed layout of the site showing the exact position of the site boundaries, the position of all buildings, the means of access, areas for vehicle parking and the arrangements for the disposal of foul and surface water (i.e. a SUDS system or equivalent) shall be submitted in accordance with condition no. 2 above.
5. Details of the exact extent, type and finish of all other works including walls, fences and other means of enclosure and screening shall be submitted in accordance with condition no. 2 above.

6. Sections through the site showing the development on its finished levels in relation to existing levels shall be submitted in accordance with condition no. 2 above.
7. Landscaping proposals showing any existing trees/hedges/shrubs to be retained or removed together with details of the type, position and number of all planting to be undertaken and details of all surfacing materials shall be submitted in accordance with condition no. 2 above.
8. Prior to the commencement of development, a detailed survey of the chosen route for delivery shall be carried out to determine the locations of structures (e.g. bridges) and street furniture affected by any construction and abnormal load vehicle movements. The applicants shall discuss and agree any roads improvements/strengthening required as a result of the survey prior to any movements of any construction and abnormal load traffic.
9. Traffic Management Plan shall be provided to show the methods of dealing with the large delivery vehicles. This plan shall include vehicle swept path analysis and the methods of marshalling and manoeuvring at junctions on the public road network.
10. An abnormal load trial run must be undertaken prior to the commencement of construction and deliveries to identify any restrictions not previously addressed and the frequency and location of abnormal load passing places/oncoming vehicle holding areas. Representatives from Highland and Moray Council Transportation (Traffic), the Trunk Road Authority and Grampian Police must be invited to the trial run.
11. The applicant must run 'before and after' condition video surveys of the proposed delivery and construction traffic routes, provide a copy of the survey to Moray Council Transportation (Traffic) and make good any damage which may be caused to the road network, including the verge, as a result of the construction traffic and passing vehicles.
12. The detailed drawings of all construction accesses onto the public road shall be provided as part of any detailed planning application. The drawings must demonstrate the provision and control of appropriate visibility splays at each proposed construction access along with any works required to facilitate and improve the necessary visibility splays.
13. A programme for the works associated with the laying of the cable, including the timing of any temporary road closure to facilitate the opening of any road, shall be submitted to Moray Council Transportation (Traffic). Road opening permits will be required for any works in the public road, including the verge.
14. The new access junction onto the U43H Blackhillock Road shall have visibility splays of 4.5m x 120m. A temporary speed limit, restricting vehicle speeds to 40 mph, shall be in operation at the access location for the duration of the construction and decommissioning of the electricity sub-station. The full details of the temporary Road Traffic Order required for temporary speed limit shall be agreed with Moray Council Transportation (Traffic). The costs associated with the promotion and implementation of the temporary Road Traffic Order will be met by the applicant.

15. The new access shall be kerbed to a minimum radius of 15m using 254mm x 127mm h.p.c.c. kerbs.
16. The proposed new access shall be surfaced using Hot Rolled Asphalt for a minimum distance of 30m or the length of the longest vehicle and load, whichever is greater, if the access is not to be constructed to an adoptable road standard.
17. A 50m length of Hot Rolled Asphalt shall be provided on the U43H Blackhillock Road (25m either side of the centreline of the new junction) and the U43H Blackhillock Road widened to at least 6.0m over the length of the Hot Rolled Asphalt including appropriate tapers, such that the delivery/construction vehicles do not have to mount the verges when negotiating the access junction.
18. A scheme for appropriate road signs at the proposed access junction shall be submitted for approval by Moray Council Transportation (Traffic).
19. Dedicated parking areas shall be provided during construction to prevent vehicles parking on the public road verge, the locations of which shall be agreed with Moray Council Transportation.
20. Prior to the commencement of construction the diversion routes for local footpaths and cycleways during the construction period shall be agreed with Moray Council Planning (Core Paths). All signage associated with the diversion routes shall be agreed with Moray Council.
21. Suitably located, intervisible passing places and on-coming vehicle holding areas to accommodate construction traffic, abnormal load delivery vehicles and on-coming traffic shall be provided along the U43H Blackhillock Road, between the A96/ U43H Blackhillock Road junction and the site access junction, on ground over which the applicant has or can obtain control at location(s) agreed with and constructed in accordance with The Moray Council specification.
22. Only single abnormal loads shall be transported along the U43H Blackhillock Road between the A96 and the site. A holding area for the other vehicles in the convoy shall be provided near the A96/U43H junction on ground over which the applicant has or can obtain control at location(s) agreed with by Moray Council Transportation (Traffic) and constructed in accordance with The Moray Council specification.
23. Verge hardening shall be undertaken at any locations determined by the vehicle swept path analysis and abnormal load trial run to accommodate the wide turning circle of the abnormal load vehicles transporting sub-station components over the areas determined within the Traffic Management Plan. Any dropped kerbs required must be installed during the construction period to enable over running onto the hardened verge.
24. No water shall be permitted to drain or loose material be carried onto the public footway/carriageway.

25. Any existing ditch, watercourse or drain under any access or passing place or holding area shall be re-routed or piped using a suitable diameter of pipe, in agreement with the Moray Council Transportation (Roads Maintenance Manager). Any pipe shall be laid to a self-cleansing gradient.
26. A detailed operational noise impact assessment will be required in support of any detailed application for the site.
27. Any detailed application for development of the site shall be supported by comprehensive site plans and design drawings showing the locations of and justification for all the proposed watercourse realignment and engineering works and the proposed design of any watercourse crossings by cables or access tracks and attenuation ponds.
28. Any detailed application for development of the site shall include a full and detailed drainage plan taking into account SUDS provision and the potential for spillage through handling, transfer and/or maintenance of any dielectric fluids/oils which may be utilised on site.
29. That all interceptor and attenuation ponds shall be removed on the completion of construction.
30. Any detailed application will be supported by a Project Environmental Management Plan (PEMP) which should set out the measures for protecting the environment (including pre-construction surveys for protected species) and will address the following aspects:
 - landscaping and planting
 - building form and design
 - lighting
 - maintenance and management
 - reinstatement
31. Any detailed application for development of the site shall be supported by information detailing where and how the temporary storage of soils will be achieved, including mitigation measures to reduce the risk of pollution to surface and groundwater, and incorporating best practice guidelines provided by SEPA.
32. That the Project Environmental Management Plan (PEMP) shall include details of all works in connection with the installation of the underground cable.

Reasons:

1. In order to ensure that the matters specified can be fully considered prior to the commencement of development.
2. As the approval is granted for planning permission in principle only and in order that detailed consideration can be given to the matters specified.

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8. In the interests of road safety.
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26. In the interests of amenity and effective planning control.
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Delivery and Trigger Points

The required works to the public road network shall be completed prior to the delivery of any materials to the Electricity Converter Station site.

List of Informatives:

THE TRANSPORTATION MANAGER, DIRECT SERVICES, ACADEMY STREET, ELGIN has commented that: -

No building materials/scaffolding/builder's skip shall obstruct the public road (including footpaths) without permission from the Roads Authority.

Any construction work associated with the Public Road network will require Road Construction Consent (RCC) under s.21 of the Roads (Scotland) Act 1984.

The applicants shall be responsible for any necessary diversion of any utilities or drainage present at the locations where works are to be undertaken.

The applicants shall meet all costs of improvements to the road infrastructure, which are required as a result of the development.

The applicants shall meet all costs of removal and re-erection of road signage, which are required as a result of the delivery of the abnormal loads.

The applicants shall meet all costs of diverting any footpath or cycleway during the construction period, including signage.

The applicant shall be responsible for ensuring that surface/ground water does not run from the public road into his property.

The applicant shall ensure that their operations do not adversely affect any Public Utilities, which should be contacted prior to commencement of operations.

The applicants shall free and relieve the Roads Authority from any claims arising out of his operations on the road or extension to the road.

The Transportation Manager must always be contacted before any works commence. This includes any temporary access, which should be agreed with the Roads Authority prior to work commencing on it.

No retaining structures or embankments shall be constructed along the edge of the road, whether retaining the public road or ground adjoining the public road without prior consultation and agreement of the Roads Authority.

Bridges and Structures - The developer must contact Neil Fotheringham, Senior Engineer Moray Council Consultancy at Academy Street, Elgin - Tel (01343) 562542 to discuss the proposals.

Traffic Management - The developer must contact Andy Duff, Senior Engineer Traffic Section at Academy Street, Elgin - Tel (01343) 562537 to discuss the proposals.

Roads Construction Consent - The developer must contact Iain Robertson, Senior Technician at Academy Street, Elgin - Tel (01343) 562537 to discuss the proposals.

Roads Drainage - The developer must contact the Roads Authority Roads Maintenance Manager (East) at Ashgrove Depot, Elgin - Tel (01343) 557300, Ext. 7325 to discuss the proposals.

Road Opening Permits - The developer must contact David Gordon, Technician at Academy Street, Elgin - Tel (01343) 562513 to obtain the necessary permissions and permits.

THE ENVIRONMENTAL HEALTH MANAGER, DEVELOPMENT SERVICES, has commented that: -

Any noise emissions from the development should not result in a statutory nuisance as defined in the Environmental Protection Act 1990.

Regard should be had to BS 5228.2009 (Parts 1 and 2) Code of Practice for Noise and Vibration Control on Construction and Open Sites.