

Perth and Kinross Council
Development Management Committee – 15 October 2014
Report of Handling by Development Quality Manager

Approval of Matters specified in planning permission 09/01311/IPM for erection of foodstore with associated landscaping, ancillary works, car parking and relocation of existing Park and Ride facility at Land 50 Metres North East Of Scone Park And Ride Car Park David Douglas Avenue.

Ref. No: 14/00874/AMM
Ward No: 2 - Strathmore

Summary

This report assesses the application for the finalised details specified by certain conditions for the approved foodstore and relocation of the Park and Ride facility under planning permission 09/01311/IPM. Further submissions will be required to discharge some of the remaining conditions. The report recommends approval of the application.

BACKGROUND AND PROPOSAL

- 1 The site extends to about 2.3ha and is located to the north east of Scone between the Angus Road (A94 Perth to Forfar public road) to the north and Balgarvie Farm to the south. A large part of the site is presently used as a Park and Ride facility while the rest is unused land. The surrounding land comprises open fields apart from a short section of the south western boundary which is shared with the Balgarvie housing development and a roundabout on the A94 designed to serve the housing and the Park and Ride facility.
- 2 In January 2010 Perth and Kinross Council granted planning permission in principle (09/01331/IPM) for the foodstore development, ancillary works and relocation of existing Park and Ride facility.
- 3 The applicant has explained they were unable to progress with a detailed design due to the economic downturn and in February 2013 the Council granted planning permission (12/02018) FLM) to extend the standard time limit condition of 09/01311/IPM by a further 2 years through the Section 42 process of the Town and Country Planning (Scotland) Act 1997. The provision of an additional two years has helped the applicant bring the detailed elements of this site forward.
- 4 The application is for the approval of matters specified in certain conditions contained in the 09/01311/IPM planning application. The application specifically deals with the following conditions.

- 5 **Condition 2:** *Development shall not commence until the following matters have been approved by the Planning Authority: the siting, design and external appearance of the development, the landscaping of the site, all means of enclosure, the car parking and means of access to the site*
- 6 The submitted plans show a foodstore measuring 4,029sqm (gross) with an internal sales area of 2,374sqm (net) located within the northern half of the site. The southern half of the site shows a car parking area (248 spaces) and the relocated Park and Ride facility with its separate car park area. The number of spaces proposed for the relocated Park and Ride facility is reduced from 56 to 50 spaces.
- 7 The submitted elevation and streetscape plans show a modern store design using both modern and traditional materials of timber cladding glazing and white rainscreen panels.
- 8 Access to the foodstore is initially shared for customers, staff and service vehicles but the latter is separated once access to the store's car parking area is achieved.
- 9 **Condition 5:** *All existing trees and vegetation along the A94 boundary shall be retained where possible and shall be supplemented by additional boundary planting along the other boundaries all to be the subject of a detailed Landscape Plan to be submitted and agreed prior to any work on site and shall be to the satisfaction of the Council as Planning Authority.*
- 10 The Landscape Plan shows there will be some planting retained along the boundary with the A94 with new shrubs underneath the retained trees. The northern end of the site will contain significant existing planting and a new hedgerow to help screen the rear area of the store including the service yard. The remainder of the site boundary with the agricultural land will be protected by a combination of hedges and fences.
- 11 **Condition 13:** *As part of the matters referred to in Condition 2 above full details of the phasing, operation and relocation of the Park and Ride facility shall be submitted all to the satisfaction of the Planning Authority.*
- 12 A phasing strategy was submitted with the application which shows the following;
- Phase 1: Access track to agricultural land will be formed.
 - Phase 2: Relocation of existing Park and Ride facility to south east corner.
 - Phase 3: Development of foodstore and car park.
- 13 The applicant confirms that the existing Park and Ride facility will remain open whilst the relocated facility is being constructed and once completed will operate as it does currently.

- 14 **Condition 14:** *Vehicular access to the field to the rear of the site shall be retained and details demonstrating this shall be included as part of the details lodged in pursuance of Condition 2.*
- 15 All the submitted plans including the Phasing Plan clearly show that access to the agricultural land to the rear of the site will be retained as it is currently.
- 16 In addition to the above conditions, the proposed plans submitted have been developed with regard to Conditions 4 (Design Standards) and 10 (Scale of Foodstore).
- 17 All other conditions of the 09/01311/IPM planning permission relate to the operation of the development or will require compliance during later stages of construction / operation. These will be addressed in due course by the applicant by way of future submissions.

PRE-APPLICATION CONSULTATION

- 18 Because the application is an Approval of Matters Specified application dealing with the discharge of certain planning conditions there is no statutory requirement for pre-application consultation in this instance.

NATIONAL POLICY and GUIDANCE

- 19 The Scottish Government expresses its planning policies through the National Planning Framework 1, 2 and 3 the Scottish Planning Policy (SPP) 2014 and Planning Advice Notes (PANs).

The Scottish Planning Policy 2014

- 20 The SPP is a statement of Scottish Government policy on land use planning and contains:
- the Scottish Government's view of the purpose of planning,
 - the core principles for the operation of the system and the objectives for key parts of the system,
 - statutory guidance on sustainable development and planning under Section 3E of the Planning etc. (Scotland) Act 2006,
 - concise subject planning policies, including the implications for development planning and development management, and
 - the Scottish Government's expectations of the intended outcomes of the planning system.
- 21 Of relevance to this application are
- Paragraphs 24 - 35: Sustainability
 - Paragraphs 36 – 57: Placemaking
 - Paragraphs 58 - 73 : Promoting Town Centres

- Paragraphs 92- 108: Supporting Business and Employment
- Paragraphs 269-291: Promoting Sustainable Transport and Active Travel

DEVELOPMENT PLAN

- 22 The Development Plan for the area consists of the Tayplan Strategic Development Plan 2012 – 2032 adopted June 2012 and the Perth and Kinross Local Development Plan adopted February 2014.

TAYplan Strategic Development Plan 2012

- 23 The vision set out in the TAYplan states that:

“By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice, where more people choose to live, work and visit and where businesses choose to invest and create jobs.”

- 24 Under the SDP, the following principal policies apply:

- 25 **Policy 1: Location Priorities:** (a) focuses the majority of development in the region’s principal settlements and (b) and prioritise land release for all principal settlements using the sequential approach in this Policy; and prioritise within each category, as appropriate, the reuse of previously developed land and buildings.
- 26 **Policy 2: Shaping Better Quality Places:** (b) integrate new development with existing community infrastructure; (c) ensure the integration of transport and land use to reduce the need to travel and improve accessibility by foot, cycle and public transport.

PERTH AND KINROSS COUNCIL LOCAL DEVELOPMENT PLAN – ADOPTED FEBRUARY 2014

- 27 Within the LDP, the site is identified as MU4 and is allocated for uses such as a supermarket (existing planning permission), Park and Ride and employment.
- 28 **PM1: Placemaking**
PM1A: Development must contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place.
- 29 PM1B: All proposals should meet the placemaking criteria set out.
- 30 **ED1: Employment and Mixed Use Areas**
ED1A: Areas identified for employment uses should be retained for such uses and any proposed development must be compatible with surrounding land uses.

- 31 ED1B: Within areas identified for mixed use a range of uses such as housing, offices, light industry, surgeries and leisure uses would be acceptable providing they are compatible with the amenity of adjoining uses.
- 32 **TA1: Transport Standards and Accessibility Requirements**
TA1A: Encouragement will be given to the retention and improvement of transport infrastructure identified in the plan.
- 33 TA1B: Development proposals that involve significant travel generation should be well served by all modes of transport (in particular walking, cycling and public transport), provide safe access and appropriate car parking. Supplementary Guidance will set out when a travel plan and transport assessment is required.
- 34 **NE2: Forestry, Woodland and Trees**
NE2A: Support will be given to proposals where forests, woodland and trees are protected, where woodland areas are expanded and where new areas of woodland are delivered, securing establishment in advance of major development where practicable.
- 35 NE2B: Where there are existing trees on a development site, any application should be accompanied by a tree survey. Where the loss of individual trees or woodland cover is unavoidable, mitigation measures should be provided.
- 36 **EP1: Climate Change, Carbon Reduction and Sustainable Construction**
Sustainable design and construction will be integral to new development within Perth and Kinross.
- 37 EP1A: Development will only be permitted on areas of undisturbed carbon rich soils, including peatland, where it has been clearly demonstrated that there is no viable alternative, or where the economic and social benefits of the development outweigh any potential detrimental effect on the environment.
- 38 **EP2: New Development and Flooding**
There is a general presumption against proposals for built development or land raising on a functional flood plain and in areas where there is a significant probability of flooding from any source, or where the proposal would increase the probability of flooding elsewhere.
- 39 **EP3: Water Environment and Drainage**
EP3A: Proposals which do not accord with the Scotland River Basin Management Plan and any relevant associated Area Management Plans will be refused unless they are considered to be of significant specified benefit to society and / or the wider environment.
- 40 EP3B: Foul drainage from all developments within and close to settlement envelopes that have public sewerage systems will require connection to the public sewer. A private system will only be considered as a temporary measure or where there is little or no public sewerage system and it does not have an

adverse effect on the natural and built environment, surrounding uses and the amenity of the area.

- 41 EP3C: All new development will be required to employ Sustainable Urban Drainage Systems (SUDS) measures.

OTHER DOCUMENTS

- 42 Perth and Kinross Council Employment and Mixed Use Areas Supplementary Guidance – June 2012
- 43 Sustainable Design and Zero Carbon Development Supplementary Guidance April 2014

PLANNING SITE HISTORY

- 44 09/00823/PAN Proposal of Application Notice for the Erection of a Class 1 foodstore with associated landscaping, ancillary works, car parking and relocation of existing park and ride facility. Content of PAN Approved June 2009.
- 45 09/01311/IPM Erection of a Class 1 foodstore with associated landscaping, ancillary works, car parking and relocation of existing park and ride facility Approved 06/01/2010 (DM Committee 09/12/2009).
- 46 12/00006/PAN Variation of time limit condition of existing permission (09/01311/IPM). Content of PAN Approved September 2012.
- 47 12/02018/FLM Variation of time limit condition of existing permission (09/01311/IPM). Approved 22/02/2013 (DM Committee 20/02/2013).

CONSULTATIONS

- 48 **Scone and District Community Council:** No comments received.
- 49 **Scottish Environment Protection Agency:** No objection as application is for the discharge of Conditions 2, 5, 13 and 14 of 09/01311/IPM. They note that the applicant will seek to discharge Condition 12 (Drainage) in due course and therefore they expect to be re-consulted.
- 50 **Scottish Water:** No comments received.
- 51 **Environmental Health:** No objections in principle. Request that an updated Traffic Assessment to inform Air Quality be sought by the imposition of a condition.
- 52 **Flood Risk:** Objects to the proposal due to lack of information on management of surface water run-off. It is important to point out though that this application is not seeking to discharge the drainage condition and the applicant has

confirmed that a separate application will be submitted for this. No development will be permitted on site until this requirement is discharged.

- 53 **Tree Officer:** Ideally would like to see a 10 metre (minimum) landscape buffer along the main road. Following a revised landscaping plan it has been agreed that a 6.5 metre landscape buffer will be acceptable.

REPRESENTATIONS

- 54 The application has attracted no letters of representation.

ADDITIONAL STATEMENTS

55	Environment Statement	Not Required
	Screening Opinion	Not Required
	Environmental Impact Assessment	Not Required
	Appropriate Assessment	Not Required
	Design Statement/Design and Access Statement	Not Required
	Report on Impact or Potential Impact	Not Required.

APPRAISAL

- 56 Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the area comprises the TAYplan Strategic Development Plan 2012-2032 and the Perth and Kinross Local Development Plan 2014.
- 57 The determining issues in this case are whether: - the development would be consistent with the relevant provisions of the adopted Development Plan; or if an exception to these provisions is justified by other material considerations.

Policy

- 58 The Council's Local Development Plan has allocated the site (MU4) for a supermarket, employment uses and for a Park and Ride facility. The principle of a foodstore on the site has already been approved by the 09/01311/IPM planning application. The need for convenience provision on the east side of the Perth Core Area remains and the submitted plans showing a foodstore with associated car parking and the relocation of the existing Park and Ride facility accords with the LDP's allocation.

Condition 2: Siting, design, external appearance, landscaping, means of enclosure, car parking and access

- 59 Siting
The proposed siting of the foodstore and its orientation within the northern half of the site is considered to be acceptable as it will provide a balance between

the requirement for the store to be visible from a commercial perspective and for the less attractive elements of the proposal (car park and service yard area) to be adequately screened.

60 The proposed position of the foodstore will have a minimal impact on the nearby residential area as the nearest dwelling will be over 150 metres away.

61 Design

It is understood that the submission of a detailed store design will assist in the marketability of the site to prospective operators. The proposed store design is of a modern format and specification using both modern and traditional materials and is considered acceptable at this location. The design is of a style that would suit most of the major foodstore operators in the country and therefore should also help improve the site's marketability.

62 External Appearance

In terms of the external appearance, the front elevation (south facing) will be primarily timber clad with a large area of glazing to allow as much natural light into the store as possible. The use of glazing on the south facing front elevation will help reduce the energy demands such a facility requires. The side elevation facing onto the A94 will be entirely timber clad while the rear and side elevations facing onto the agricultural land will be primarily clad with white rainscreen panels. The proposed store is considered to be consistent with most modern foodstore designs. The exterior materials proposed are considered to be reasonably sustainable and are acceptable at this location. The proposed design and materials accord with LDP Policy PM1 – Placemaking as it complements the surrounding area.

63 Landscaping and means of enclosure

The submitted Landscape Plan provides an appropriate level of screening from the southern end of the site, along the boundary of the A94 and at the northern end of site to screening the rear of the proposed store and service yard. There is also an appropriate level of planting at the access point to the site and for the Park and Ride facility. Most of the proposed boundary trees shown on the Landscape Plan are native species (Ash, Beech and Sycamore) while the hedging is blackthorn.

64 Within the foodstore car park there is a sufficient level of planting proposed to help soften the visual impact of the car park area.

65 The Council's Tree Officer initially asked for a 10 metre (minimum) landscape buffer along the A94 boundary. This will not be possible to achieve with the scale of the foodstore already approved at In Principle stage. In addition there is a recognised need for the foodstore to have a degree of visibility to customers from a commercial perspective. It is therefore considered the proposed landscape buffer of 6.5 metres along the A94 with trees and new shrub under-planting will provide an acceptable balance of effective screening of the car park area but will ensure the store will be reasonably visible.

66 The most important area of landscaping in terms of screening is the rear area of the foodstore which contains the service yard. The proposed retention of

trees and blackthorn hedge planting should help achieve this. The Council's Tree Officer has considered that the Landscape Plan provides an acceptable level of screening and visibility.

67 Car parking and access

The Council's Transport Planner has confirmed that the applicant has mitigated as many transport issues as possible and therefore has raised no objections to the proposal in terms of road safety, access and car parking arrangements. The proposed access and car parking of both the foodstore and Park and Ride meets the required standards and therefore complies with LDP Policy TA1 (Transport Standards and Accessibility Requirements).

Condition 5: Boundary Trees

68 Condition 5 of 09/01311/IPM asks for all trees and vegetation along the A94 boundary to be retained where possible. Based on the In Principle approval for a foodstore with a sales area of 2,450sqm (net) site the submitted plans clearly show that full retention of trees along the A94 boundary is not possible or achievable.

69 The boundary along the A94 currently contains a thick area of mixed vegetation and trees (native and non-native) and provides an effective screening of the current Park and Ride facility. It is considered that the proposed landscaping plans provides an appropriate level of screening from the southern end of the site, along the boundary of the A94 and at the northern end of site to screen the rear of the proposed store and service yard.

70 As mentioned already in the landscaping section of this report the Council's Tree Officer considers the proposed landscape buffer of 6.5 metres along the A94 with trees and new shrub under-planting will provide an acceptable balance of effective screening of the car park area but will ensure the store will be reasonably visible and is considered to comply with Condition 5.

Condition 13: Phasing, operation and relocation of Park and Ride facility

71 The Site Plan shows the Park and Ride facility is to be relocated to the south east corner of the site and will remain within the ownership of the applicant. The number of parking spaces to be provided will be reduced from 56 to 50. Access to the Park and Ride facility will be provided off the access to the foodstore. A Phasing Plan has been submitted with the application.

72 The proposed relocation of the Park and Ride site does not pose any significant issues. Normally the loss of parking spaces would be a concern but as the current facility is considerably underused, the reduced provision of 6 spaces is considered to be acceptable in this instance and under these circumstances.

73 The Phasing Plan shows that the existing Park and Ride facility will remain open while the relocated facility is being constructed. Consequently, there will

be no impact on the users of the Park and Ride facility as continuity of provision will be maintained.

- 74 Transport Planning has not raised any issues about the proposed access or parking spaces to be provided nor its relocation or loss of six parking spaces. The Site Plans and Phasing Plan are considered acceptable to comply with the requirements of Condition 13.

Condition 14: Vehicular Access to agricultural fields

- 75 The Site Plan clearly shows that vehicular access to the agricultural fields to the rear of the site has been retained. Transport Planning has raised no issue regarding this access and it is therefore considered acceptable. The Site Plan complies with the requirements of Condition 14.

Other Issues

- 76 Flood Risk
The Council's Local Flood Risk team has objected to the proposal due to a lack of information for this proposal regarding the anticipated management of surface water run-off for the development.
- 77 However the current application is not in relation to the discharge of Condition 12 of the 09/01311/IPM planning permission. The discharge of this condition will require a further submission by the applicant and they are aware of this requirement. It is also important to note that no development will be allowed to commence on site until this condition is discharged.
- 78 The applicant has been made aware of current capacity issues regarding the surrounding drainage networks capacity at this location (namely the Barrel Drain and the Road Drainage Network). An informative can be added to the decision notice to ensure that a Drainage Impact Assessment should be submitted in relation to the discharge of Condition 12 at a later stage.
- 79 Air Quality
Whilst Environmental Health have no objections in principle to the application they did comment that a revised Transport Assessment including an Air Quality Assessment be submitted as part of the application. It is considered that as the 09/01311/IPM application dealt with the potential impact of the foodstore and that this application solely relates to the discharge of certain conditions, that it is too late in the planning process to request such additional information.
- 80 The 09/01311/IPM application concluded that the development will have the potential to remove traffic from the Bridgend signalised junction especially at peak times during weekdays. Transport Planning agreed with the content and conclusions of the TIA at the time and accepted that there will be no significant impact on the operation of the local road network and were encouraged by the benefit at the Bridgend junction.

- 81 In addition the submission of a revised Transport Assessment including Air Quality Assessment should not be required given the circumstances of the In Principle consent having already been granted.

Economic Impact

- 82 It is considered that the economic impact during construction and in particular when the foodstore is operational will be significant. The eastern area of the Perth Core Area lacks a main foodstore for the population and will help to retain expenditure in the area. It is possible that people in eastern Perthshire will use the foodstore rather than travel to Forfar or Dundee.

LEGAL AGREEMENTS

- 83 None required.

DIRECTION BY SCOTTISH MINISTERS

- 84 Under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008, regulations 30 – 32 there have been no directions by the Scottish Government in respect of an Environmental Impact Assessment screening opinion, call in or notification relating to this application.

CONCLUSION AND REASONS FOR RECOMMENDATION

- 85 The use of the site for a foodstore and Park and Ride facility is already approved and meets the uses specified in its allocation in the adopted Local Development Plan.
- 86 The siting, design, layout and landscaping of the foodstore and Park and Ride facility is of an acceptable standard to comply with LDP policies PM1, ED1 and TA1 to warrant a recommendation of approval. The foodstore in particular will provide a positive contribution to main food shopping facilities on the east side of the Perth Core Area. The proposal will have a minimal impact on the residential amenity of the nearby residential properties.

RECOMMENDATION

A Approve the application subject to the following conditions:

1. The proposed development must be carried out in accordance with the approved plans, unless otherwise provided for by conditions imposed on the planning consent.

Reason: To ensure that the development is carried out in accordance with the plans approved.

2. Prior to the commencement of development details of the exact colour of the proposed external finishing materials to be used shall be submitted for the

approval of the Planning Authority. The scheme as approved shall be implemented prior to the occupation and/or use of the development.

Reason: In the interests of visual amenity; to ensure a satisfactory standard of local environmental quality.

3. The detailed landscaping and planting scheme for the site which is hereby approved shall be implemented as part of the site development programme and thereafter maintained.

Reason: In the interests of visual amenity and to ensure the satisfactory implementation of the proposed planting scheme.

4. Any planting failing to become established within five years shall be replaced in the following planting season with others of similar size and species.

Reason: In the interests of visual amenity and to ensure the satisfactory implementation of the proposed planting scheme.

5. Prior to the commencement of development all matters regarding the disposal of surface water by means of a suitable Sustainable Urban Drainage System to meet the requirements of best management practices, shall be in accordance with the standards required by the Council as Planning Authority.

Reason: In the interests of best practice surface water management; to avoid undue risks to public safety and flood risk.

6. Storm water drainage from all paved surfaces, including the access, shall be disposed of by means of suitable sustainable urban drainage systems to meet the requirements of best management practices.

Reason: In the interests of best practice surface water management; to avoid undue risks to public safety and flood risk.

7. Prior to the commencement of development a Lighting Plan shall be submitted to the Planning Authority that shows all external lighting to be installed shall be sufficiently screened and aligned so as to ensure that there is no direct illumination of neighbouring land and that light spillage beyond the boundaries of the site is minimised.

Reason: In the interest of vehicle and pedestrian safety and in accordance with the policies of the adopted Development Plan.

8. All plant or equipment (including any ventilation system) shall be so enclosed, attenuated and/or maintained such that any noise therefrom shall not exceed International Standards Organisation (ISO) Noise Rating 30 between 0700 and 2300 hours daily, or Noise Rating 25 between 2300 and 0700 hours daily, within any nearby residential property, with all windows slightly open, when measured and/ or calculated and plotted on an ISO rating curve chart.

Reason: In the interest of residential amenity; to ensure a satisfactory standard of local environmental quality.

9. The delivery of goods to the premises shall take place in the designated delivery yard and shall take place between 7am to 9pm Mondays to Saturdays and at no other time unless otherwise agreed in writing with the Planning Authority. The idling of delivery vehicle engines is prohibited.

Reason: In the interest of residential amenity; to ensure a satisfactory standard of local environmental quality.

10. An effective ventilation system commensurate with the nature and scale of any cooking to be undertaken shall be installed, operated and maintained, within the commercial areas, such that cooking odours are not exhausted into or escape into any nearby residential property.

Reason: In the interest of residential amenity; to ensure a satisfactory standard of local environmental quality.

11. Prior to the occupation of the foodstore details of the proposed recycling facility shown on the Site Plan will be submitted to and agreed in writing to the satisfaction of the Council as Planning Authority.

Reason: In the interests of public health.

B JUSTIFICATION

The proposal is considered to comply with the Development Plan and there are no other material considerations that would justify a departure therefrom.

C PROCEDURAL NOTES

None.

D INFORMATIVES

- 1 The development hereby permitted shall be commenced no later than the expiration of two years from the date of this consent or from the date of subsequent approval of matters specified in conditions, or three years from the date of planning permission in principle, whichever is the later.
- 2 Under Section 27A of the Town and Country Planning (Scotland) Act 1997 (as amended) the person undertaking the development is required to give the Planning Authority prior written notification of the date on which it is intended to commence the development. A failure to comply with this statutory requirement would constitute a breach of planning control under section 123(1) of that Act, which may result in enforcement action being taken.
- 3 This development will require the 'Display of notice while development is carried out', under Section 27C (1) of the Town and Country Planning Act 1997,

as amended, and Regulation 38 of the Development Management Procedure (Scotland) Regulations 2008. The form of the notice is set out in Schedule 7 of the Regulations and a draft notice is included for your guidance. According to Regulation 38 the notice must be:

- Displayed in a prominent place at or in the vicinity of the site of the development
 - Readily visible to the public
 - Printed on durable material.
- 4 As soon as practicable after the development is complete, the person who completes the development is obliged by Section 27B of the Town and Country Planning (Scotland) Act 1997 (as amended) to give the Planning Authority written notice of that position.
 - 5 The applicant is advised that in terms of Section 56 of the Roads (Scotland) Act 1984 he must obtain from the Council as Roads Authority consent to open an existing road or footway prior to the commencement of works. Advice on the disposal of surface water must be sought at the initial stages of design from Scottish Water and the Scottish Environment Protection Agency.
 - 6 The applicant is advised that the granting of planning consent does not guarantee a connection to Scottish Water's assets. The applicant must make a separate application to Scottish Water Planning & Development Services team for permission to connect to the public wastewater system and/or water network and all their requirements must be fully adhered to.
 - 7 No work shall be commenced until an application for building warrant has been submitted and approved.

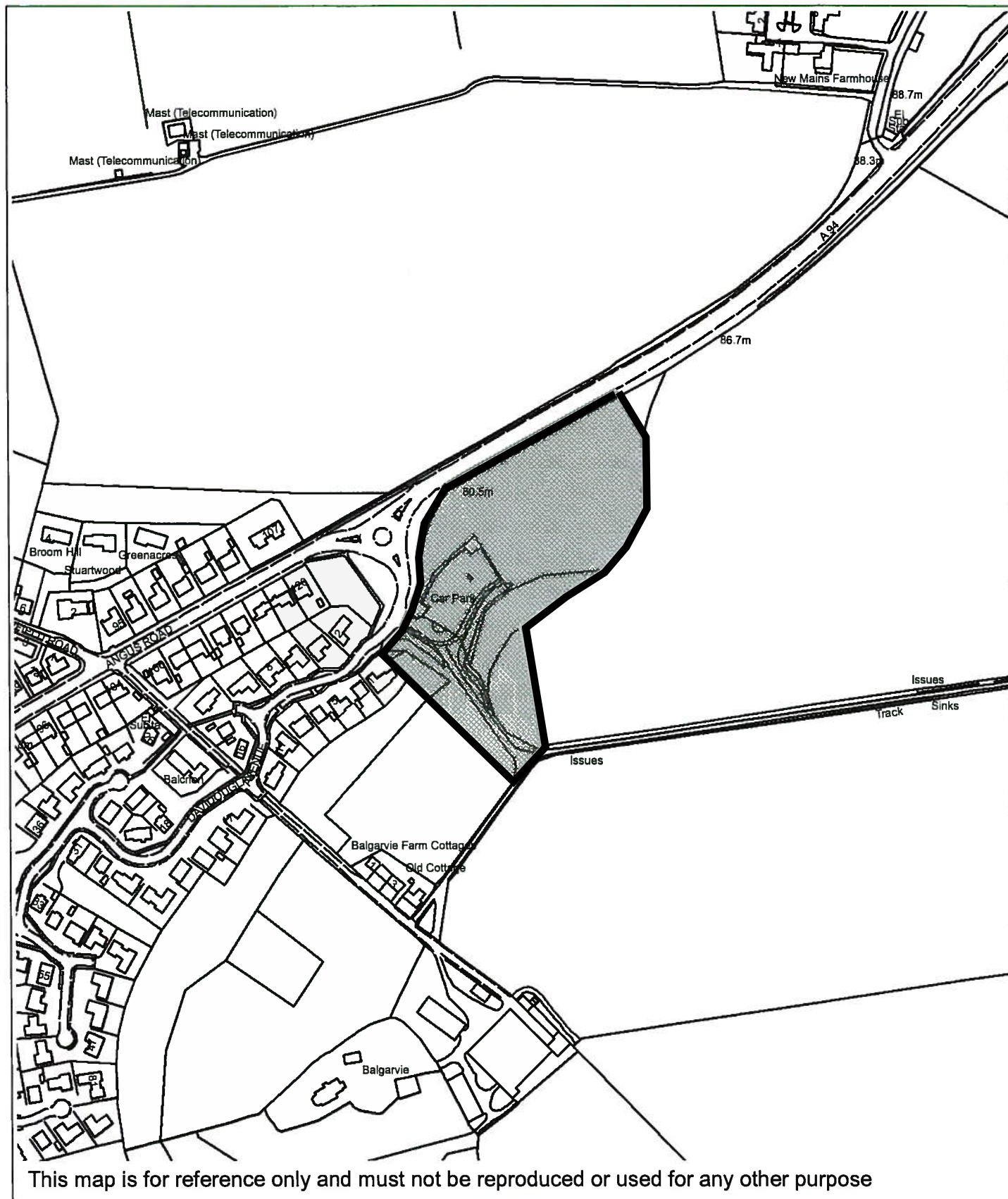
Background Papers: None
Contact Officer: Steve Callan
Date: 24 September 2014

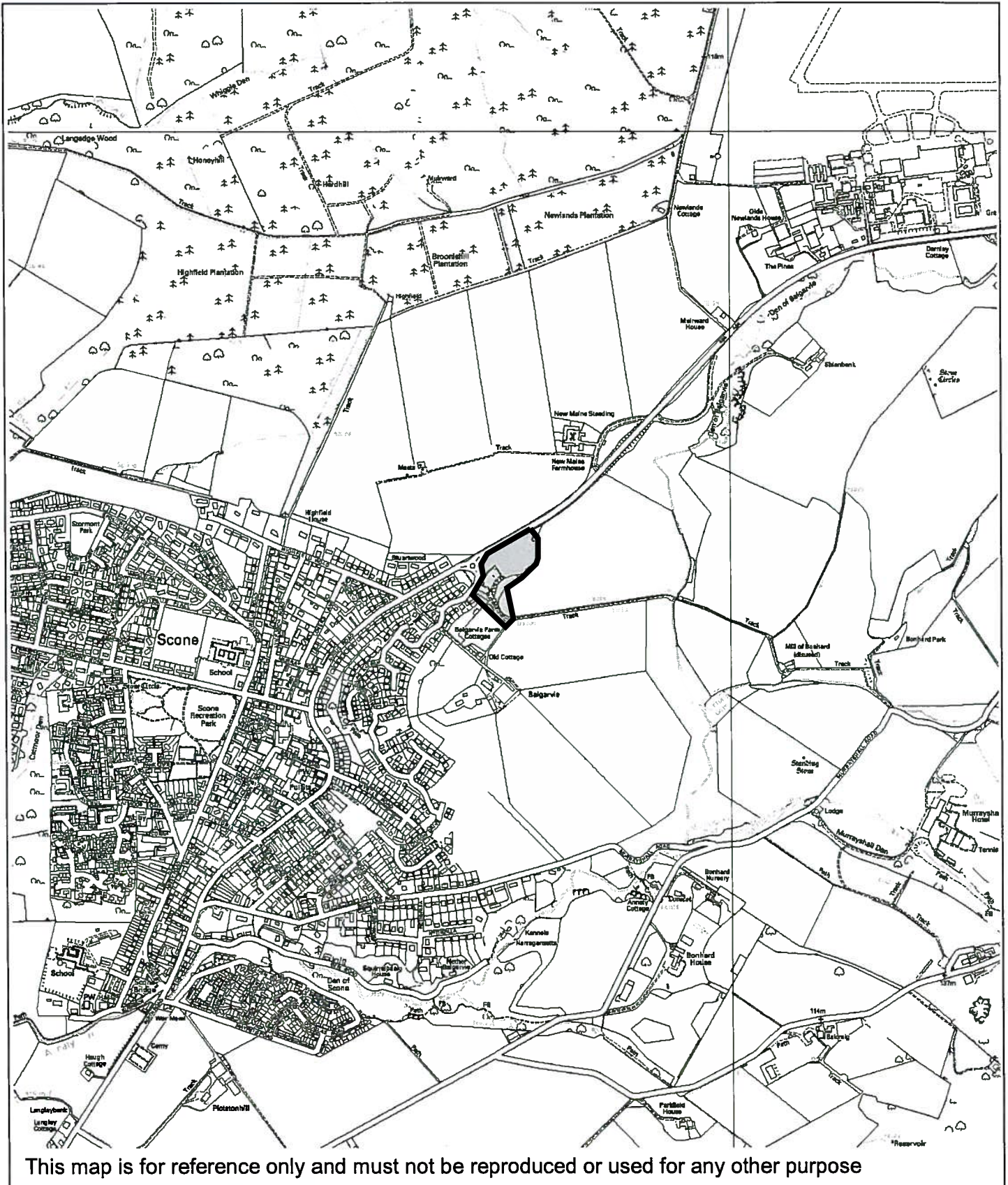
Nick Brian
Development Quality Manager

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