Institute of Hydrology Report No.124 - Flood Estimation for Small Catchments (IH124)

Flow Calculation

	User Defined
	Calculated

Project No.	368688
Project Title	Hopeman
Version No.	1

Calculation by:	JMC	**Date:**	01/10/2016
Checked by:	KIMD	**Date:**	02/11/2016

	Return Period (years)	Flow (m^3/s)	Flow (l/s)	Flow (Ml/d)
Flow Summary:	2	0.12	119	10.25
	5	0.16	158	13.66
	10	0.19	191	16.51
	25	0.24	238	20.60
	50	0.28	279	24.13
	100	0.33	327	28.23
	200	0.37	369	31.88
	200+cc	0.44	443	38.25

OS Grid Ref: NJ 14942 69173

AREA: 62 Ha (0.62 km^2) — Catchment area.

Development size	Method
0 - 50 ha	The Institute of Hydrology Report 124 *Flood estimation for small catchments* (Marshall & Bayliss, 1994) is to be used to determine peak greenfield runoff rates for QBAR. Where developments are smaller than 50 ha, the analysis for determining greenfield discharge rate should use 50 ha in the formula but linearly interpolate the flow rate value based on the ratio of the size of the development to 50 ha. FSSR 14 (IH, 1993) regional growth curve factors should be used to calculate greenfield peak flow rates for 1-, 30- and 100-year return periods.
50-200 ha	IH Report 124 should be used to calculate greenfield peak flow rates. Regional growth factors to be applied.
Above 200 ha	IH Report 124 can be used for catchments that are much larger than 200 ha. However, for schemes of this size it is recommended that the Flood Estimation Handbook (FEH) (IH, 1999) should be applied. Both the statistical approach and the unit hydrograph approach should be used to calculate peak flow rates. However, where FEH is not considered appropriate for the calculation of greenfield runoff for the development site, for whatever reasons, IH 124 should be used.

SAAR: 612 mm — From FEH CD-ROM / literature.
NB If catchment not defined in FEH, assume SAAR from neighbouring FEH-defined catchments

SOIL: 0.35 — SOIL = 0.15 x (WRAP1) + 0.30 x (WRAP2) + 0.40 x (WRAP3) + 0.45 x (WRAP4) + 0.50 x (WRAP5)
(See Winter Rain Acceptance Potential Map)

WRAP Class	1	2	3	4	5
Factor	0.15	0.3	0.4	0.45	0.5
Fraction	0	0.5	0.5	0	0

$QBAR_{rural}$

$QBAR_{rural}$: 0.13 m^3/s — $QBAR = 0.00108*AREA^{0.89}*SAAR^{1.17}*SOIL^{2.17}$ (IH124 7.1)

if site is <50ha — Area Reduction: 1.24 (ratio of size of site to 50ha)
$QBAR_{rural\ (adjusted)}$: 0.13 m^3/s — Applicable if area is < 50 ha

$QBAR_{urban}$

CWI: 83.56 — Catchment Wetness Index

SAAR	<835	>=835
CWI	=0.1745*SAAR-23.238	=0.0024*SAAR+120.5

CIND: 24.24 — Catchment Index — CIND = 102.4*SOIL+0.28*(CWI-125) (IH124 7.2)

NC: 0.77 — Rainfall Continentality Factor
NC = 0.92-0.00024*SAAR (for 500≤SAAR≤1100mm)
NC = 0.74-0.000082*SAAR (for 1100≤SAAR≤3000mm)
(IH124 7.3)

NC	0.77312
	0.689816

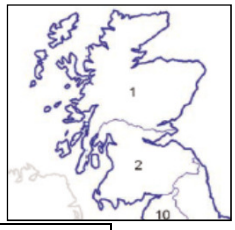
URBAN: 0 — Fraction of catchment under urban land use

$QBAR_{urban}/QBAR_{rural}$: 1.00 — $QBAR_{urban}/QBAR_{rural} = [1+URBAN]^{2NC}*[1+URBAN\{(21/CIND)-0.3\}]$ (IH124 7.4)

$QBAR_{urban}$: 0.13 m^3/s

For conservative design, choose higher of $QBAR_{urban}$ and $QBAR_{rural}$
QBAR: 0.13 m^3/s

Hydrometric Area: 1 — See map opposite for hydrometric areas within Scotland



Growth Curve Factors

Region	Hydrometric Area	Return Period 2	5	10	25	50	100	200	500
N Scotland	1	0.9	1.2	1.45	1.81	2.12	2.48	2.8	3.25
S Scotland	2	0.91	1.11	1.42	1.81	2.17	2.63	3	3.45
	$Q_{return\ period}$ (m^3/s)	0.12	0.16	0.19	0.24	0.28	0.33	0.37	0.43

(Growth factors and hydrometric areas taken from CIRIA SUDS Manual C697)

Planning Support Statement

Hopeman Development – May 2020

Author: Victoria Mungall – Springfield Real Estate Management

on behalf of Co-Operative Society for Moray Council

Planning Reference No: - 20/00474/APP

Contents:

1.0 Introduction & Proposal

1.1 This statement sets out the background, provides an overview of the site and corresponding proposals alongside a review of relevant development plan policy (Moray Council LDP 2015 and the 2020 emerging LDP) as well as other material planning considerations. The Town and Country Planning (Scotland) Act 1997, as amended by the Planning (Scotland) Act 2006 which requires all planning applications to be determined in accordance with adopted Development Plan policies unless material considerations indicate otherwise.

1.2 This statement demonstrates that we have assessed the proposals against the current (2015) and emerging (2020) development plan(s) and considered relevant material considerations including the Council's Supplementary Guidance regarding Affordable Housing, Climate Change, Urban Design (and Quality Audits) alongside the relevant Development polices for Industry/ Business.

1.3 The site although not specifically identified for housing within the Local Development Plan, does benefit from being identified within the LDP for development (Business Use). In Summary this statement is in support of our client's proposal to demolish a previous service station/ car garage which has fallen into a state of disrepair, clear the site and construct a retail unit, a small light industrial business starter unit and 2no blocks of residential cottage style flats (Cawdor).

1.4 Located on a 'brownfield' site, it is dilapidated and in a severe state of disrepair, readily suitable for redevelopment. Situated on the main B9040 through Hopeman spanning from Lossiemouth westerly towards Burghead it detracts significantly on Eastern approach into Hopeman. The area has a number of local amenities including Hopeman Primary School, Hopeman Stores, and Post Office (Premier), Cost cutters, a general store, hairdressers and beauty salon, a butcher shop, a chemist, a fish & chip shop and recreational facilities. There is currently no supermarket provision.

1.5 We propose a high-quality, place-making focused development of homes suitable for the location and site, a small retail and business element which would provide employment - supporting local economy growth, providing space for a small local business/ businesses to grow as well as reducing the need for local residents to commute into Elgin or the larger town centres to access a supermarket facility. We conclude that the proposals accord with development plan policies and other material considerations and as such should be approved in line with the LDP and deliver much needed new affordable housing for the area, bring employment opportunities, improve the character and approach into Hopeman, improve pedestrian and cycle ways and reduce travel thus providing a greener, more accessible place.

1.6 The site is identified within the LDP as designated for Business Use, but it is clear that the site is not being utilised for business use and will without substantial investment, deteriorate further over time. We propose high-quality, cottage style flats 1 and 3/4 storey, (amended elevations have been submitted with this statement, following review of planning and objection commentary) suitable for the location and site as well as a light industrial business starter unit to ensure the business element of the site remains.

1.7 The planning application and this statement is accompanied by a number of supporting documents, including:

- Amended Drawings following consultation
- Drainage Impact Assessment
- Retail Statement
- Flood Risk Assessment
- Transport Statement
- Bat Survey

2.0 Site Information

2.1 Site Description

2.1.1 The Site extending to 0.67ha, is currently a brownfield site located South of Forsyth Street (B9040) The Northern edge of the boundary is bound by this road which is the main route through the town from Lossiemouth in the East towards Burghhead.

2.1.2 Adjacent to the site, on the opposite side of Forsyth street, it is lined with residential property, this is mixed with single storey terraced standstone cottage dwellings which have undergone refurbishment and now bore painted white render fronts, with upgraded slate roofing alongside detached bungalows with a more modern palette and a large detached sandstone dwelling, which consists of slate roofing and timber windows and doors. 2.1.3 Part of the Eastern boundary from Forsyth Street to within 1/3 of the site is bound by a block work wall (bearing no historical significance), which leads to the edge of an existing industrial unit, changing to kerbing which leads towards the rear of the site.

2.1.4 Beyond the eastern boundary line, is a business premises, currently occupied by Tulloch of Cummings, this building looks almost residential in appearance, and is more modern than the sandstone residential properties on the opposite side of Forsyth Street.

2.1.5 The Western Edge is bound by a sandstone wall leading to an existing traditional stone front house, this runs approximately ¾ of the way towards the back of the site, with hedge planting along the remainder of the boundary. It is proposed that both shall remain untouched.

2.1.6 Bounding the South edge of the site is a telephone exchange, which is in poor condition with spalling render, decaying metal doors and dilapidated brickwork. Further south lies gently undulating farmland, with scattered farm buildings.

EXISTING SITE IMAGES

View on approach along the B9040 heading West towards Burghead

Looking inwards to the proposed site from the North West corner

Residential Properties adjacent to the proposed site entrance

View along lane off of Inverugie Road towards the old telephone exchange

2.2 Planning History of the Site

89/00952/ADV	October 1989	Advertising consent to erect free standing pole	Granted
95/00498/FUL	July 1995	Extension to garage to add spare parts store	Granted
16/01799/APP	January 2017	Application to extend existing garage building	Granted (Never Constructed)

2.2.1 3 historical applications can be found on the Moray Council planning pages, from 1989 – 2017. The first was an application for signage to be erected directly off of Forsyth Street to highlight as a garage/ car sales for passing trade. It was inevitable a large volume of traffic would be attracted to the site, however established structured parking was never created.

2.2.2 The second application in July 1995 was an application to extend the garage to create a parts store, details/ drawings were not available on the Moray Council website, but it is apparent from visiting the site a small store was constructed on the western gable of the existing garage building.

2.2.3 In 2017 a further application was made with the intention of extending the garage to double the footprint in size. Although approved, this was never constructed. At some stage (unknown) a temporary unit has been added, this adjoins the garage and it is apparent it has been in-situ for a significant period of time.

2.3 Current Use of Site

2.3.1 Currently a brownfield site, it was obvious on visiting that although once a thriving car garage and car sales location, the site has fallen into a serious state of disrepair. There is no operational business currently on the site, and it has not been operational for some time. It is understood that the previous owner had been using the garage facility for personal use having taken up employment elsewhere. Historically, the site also had facility as a working filling station, there is a clear point of entry and exit from Forsyth Street and a small central island still apparent as to where the pumps would have been located previously. The nature of the business on the site historically would have undoubtedly attracted a high volume of traffic, both for access to the filling station and those arriving to deposit vehicles for repair at the garage. Entry and exit points do not constitute formal junctions and would certainly not comply with today's roads safety standards. It is believed although not known for certain that the bus stop adjacent to the site (concealed within a lane) would have been erected sometime after the garage business was established on the site.

2.3.2 There is a palisade fence which houses a small enclosed yard area, this was previously used as a storage area for a gardening services business, and this is no longer occupied now lying dormant.

2.3.3 The driving factor behind the proposals for a mixed use development is that historical precedents exploring the above suggests the site requires careful consideration regarding the success of business use only upon the site largely due to a more rural setting, and although contrary to plans set out in the current and evolving Moray Council LDP, mixed use is something that should be considered when assessing our client's application to allow the regeneration of a prominent site regenerating the area, injecting a new sense of purpose.

3.0 Supporting Design Statement

3.1 Site Layout & Design

3.1.1 SUMMARY OF PROPOSAL

This statement is submitted to Moray Council in support of our planning application proposals for Business, Retail and Residential development on a site as described above. The application seeks detailed planning permission for the erection of:

- 2 no blocks of cottage flats, comprising of 8 dwellings
- 372sqm Retail Unit
- 111sqm Light industrial business starter
- Associated Parking and Infrastructure
- Landscaping
- Improved Pedestrian and Cycleways

3.1.2 CONTEXT AND MASS

Located close to the centre of Hopeman, the site is an ideal location for local residents to reach the site easily on foot or bicycle, which our proposals address by creating a new crossing point on Forsyth Street allowing the site to become accessible safely with the previous footpath stopping abruptly on the western edge. As the main vehicular route through the town, used well by both local residents commuting largely towards Lossiemouth, Elgin and Burghead, it is also a highly popular costal route for tourists.

The Business Unit proposed is single storey build with designated parking to the front ensuring the business element under the sites designation is the most prominent on the Eastern approach. Proposed materials are in keeping with the larger unit immediately behind on the adjoining site and it is proposed the metal cladding will conform to a grey pallet to compliment the use of grey Caithness stone on the main elevation of the retail unit and the residential.

The proposed retail element has been positioned directly off of Forsyth Street with parking easily accessible via a newly compliant formal junction from Forsyth Street. The retail element proposed is single storey, with the massing of the residential units located at the back of the site (Southern Edge) to remain sympathetic to the streetscape along Forsyth Street. They have also been positioned to ensure no overshadowing to the existing residential property on the Western boundary. The entrance to the retail unit has been situated on the North East side, this allows it to be closest to the proposed new crossing point on Forsyth Street and to allow bicycle hoops to be carefully positioned on the wider section of the footpath.

The proposed residential units are known as ‘Cawdor’ and are 1 ¾ stories, this is to ensure the proposed massing is in keeping with the existing residential style(s) within Hopeman. Living and Kitchen areas are at the front of the blocks to ensure maximum North light, and to offer views out towards Forsyth Street and towards the newly landscaped areas at the front. Bedrooms have been located to the rear to give

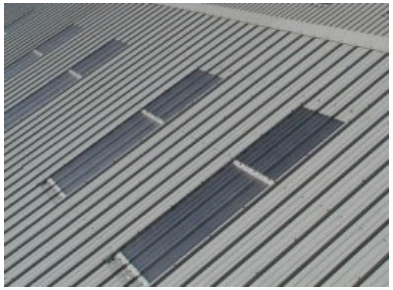
maximum privacy and views from 1st floor beyond the telephone exchange to the undulating farmland in the south. Bathrooms have been positioned within the East and West gables further privacy is offered by applying obscure glazing.

3.1.3 MATERIALITY

BUSINESS (INDUSTRIAL UNIT):

It is proposed to use a contemporary external materials and finishes palette. This would include the use of a high-quality metal cladding system (Kingspan or Equivalent). The main elements light grey in colour with doors, framing, flashings in a darker grey to compliment the use of stone on the Forsyth street elevation of the retail unit and in keeping with the stained grey timber/ Caithness stone proposed for the residential units at the rear of the site.

External Walls – 80mm Composite insulate metal panel (goosewing grey) Metal roof trims and flashings (graphite grey)
Roofing - 80mm Composite Insulated metal roof panels (goosewing grey) Metal roof trims and flashings (graphite grey)
Windows/ Rooflights – Double glazed units
Insulated Sectional Overhead Doors – Metal (meets secure by design criteria) RAL 7024 Graphite Grey
Personnel Doors – Metal (meets secure by design criteria) RAL 7024 Graphite Grey



RETAIL:
It is proposed to use a contemporary external materials and finishes palette. This would include the use of high-quality Kingspan metal standing seam roof tiles, modern K-Rend roughcast render wall finishes with larch timber cladding and Caithness stone cladding a contemporary but complimentary detail on the Forsyth street elevation to relate to the adjacent stone used on facing residential properties. The Service Yard to the rear would be enclosed using a high quality powder coated metal post with timber infill system to ensure

External Walls Type 1 – Smooth K-Rend White Render
External Walls Type 2 - 145x23mm 'NORDIC SPRUCE' VERTICAL SHIPLAP TIMBER EXTERNAL CLADDING BOARD
External Walls Type 3 – Caithness Stone Cladding Panel (grey)
Roofing – Metal Kingspan standing seam roof panels (grey)
Windows - Powder coated aluminium finish – Ral 7043 Traffic Grey
Doors – Powder coated aluminium finish – Ral 7043 Traffic Grey




RESIDENTIAL:
It is proposed to use a contemporary external materials and finishes palette. This would include the use of high-quality concrete smooth grey roof tiles, modern K-Rend roughcast render wall finishes with larch timber cladding and elements of Caithness stone. Sensitive boundary treatments would be provided to give a modern aesthetic character and aid place making.

External Walls – Smooth White Render/ Timber cladding/ Caithness Stone
Roofing – Marley Edgemere Grey with Teracotta Ridge
Windows – Timber Stained Grey
Doors – Timber stained Grey

Front Elevation 1:100


Side Elevation 1:100


3.1.4 ROADS & PARKING

A new junction is proposed, formed off of Forsyth Street to the left of the proposed retail unit leading into the site. A new layby is also proposed directly in front of the retail unit which prevents large commercial vehicles entering or turning within the proposed site, all retail deliveries would arrive into the layby, to be offloaded and taken into the store through the back of house entrance (refer to Drawing L-106 Proposed Elevations). It has been considered however that refuse vehicles will have to enter the site to reach the residential bin store, and a Swept Path analysis has been prepared in support of this application. (Refer to 10054-C-40). The service yard for the retail element is accessible only on foot via the service lane running upside the western edge or via rear doors through back of house.

Residential, Retail and Business premise Parking has been kept distinctly separate, with residential park situated closest to the flats and clear of all retail & business proposed spaces. There are designated parking bays allocated for business use, they are accessible directly from Forsyth Street and are located to the front of the industrial unit. A further 12 bays have been designated for residential parking only, positioned immediately in front of the residential blocks, it is intended bay no's would be allocated and appropriate signage installed to highlight spaces are for residential use only. In addition there are 21 spaces provided for retail, under Moray Council parking guidelines, this falls short by 2 spaces, this has also been considered however and given the rural location and following discussions with the Co-op it is evident from precedents within the retail statement, carpark areas are unexpected to ever require full capacity. It is also expected that with improved pedestrian and cycle ways both within and immediately outside the boundary this will greatly reduce parking need. 2 Spaces have been allocated as disabled, with a space identified for electrical vehicle charging. Initial proposals had shown parking bays allocated within the proposed loading bay, these have subsequently been removed and reallocated to the rear. (Refer to L-0003B Proposed Site Plan). Proposals align with guidance set out in the Moray Council 2015 LDP as noted below;

"On all streets a minimum of 75% of car parking must be provided to the side or rear and behind the building line with a maximum of 25% car parking within the front curtilage or on street,"

Cycle Bays are to be provided to the left of the proposed entrance into the retail unit, with 2 additional cycle storage areas highlighted immediately outside both residential units.

3.1.5 IMPROVED PEDESTRIAN AND CYCLEWAYS

New connections would be created with the existing road and path network to allow for the provision of a walkable neighbourhood, which is safe and well integrated into the surrounding area. A crossing is proposed to the left of the proposed junction over Forsyth Street allowing pedestrians and cyclists a safe route of passage with the majority of those on foot/ cycle to be approaching from the North where the majority of residential properties lie. A second crossing point as indicated on the proposed site plan is located within the newly formed junction allowing both pedestrian and cyclists a safe point of crossing to approach the proposed retail element, or to safely pass through the site to the third proposed crossing leading towards the proposed residential units.

Additional street lighting would be proposed in line with legislation and consultation with Moray Council's Roads and Transport team. Specifically to ensure the newly formed junction is well lit, as well as the relocation of existing street lighting which is currently located where the

new junction is to be formed. The carpark would include additional street lighting along with feature bollard lighting to highlight pedestrian routes and promote wayfinding. A BT box located in front of the retail unit where the existing footpath disconnects would remain in its current location. Cycle hoops are proposed for both the retail and residential to promote greener travel, and to reduce the volume of traffic visiting the site.

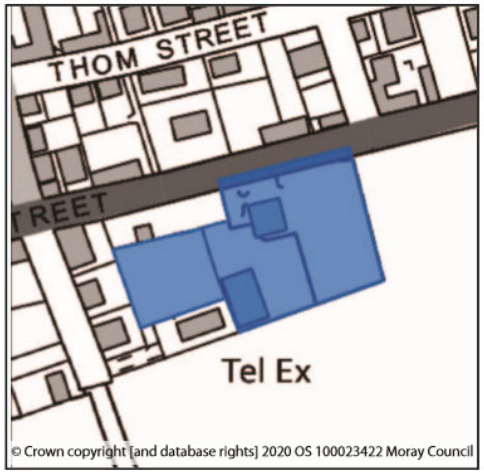
3.1.6 DRAINAGE AND SUDS

A fully detailed DIA has been prepared and will be submitted in support of this submission (Document Ref 10045/Civil/R001) It is intended that Roads, Parking and Roof (Surface Treatment) will be treated by means of an existing offsite swale and detention basin, This was constructed 200m west of the site as part of a Springfield Homes development further treatment is proposed by use of porous paving which will be added as a feature within the parking areas. Full details are provided within the DIA. Foul connections will be made into the existing Scottish Water network.

3.1.7 LANDSCAPING

Areas of landscaping are proposed principally fronting the north elevations of the residential units, this is to provide screening from the car parking area and to conceal the roadside bin stores necessary for refuse collection. The strip of landscaping will create a distinct boundary between residential and retail/ business and will consist of semi mature trees with shrub and bulb planting beneath. . Appropriate hedgerow and tree planting would be retained along the East and Western boundary edges of the site, ensuring undisturbed privacy to neighbouring plots.

I1 Forsyth Street Existing Business Area



- Flood Risk Assessment (FRA) required.
- Drainage Impact Assessment (DIA) required.
- Noise Impact Assessment (NIA) may be required depending on use.
- Existing roadside verge along site frontage must be retained for future footway/cycleway provision.

Extract from Moray Council LDP 2015 highlighting area designation

3.2 Proposed Industrial

Scottish Planning Policy requires development plans to designate sites that meet the diverse needs of different types and sizes of business in a way that is flexible enough to accommodate changing circumstances. The top priority of the Community Planning Partnerships 10 year plan, Moray 2026 is “a growing, diverse and sustainable economy.” (Moray Council LDP 2020). The introduction of a modern new, light industrial unit which has the adaptability to be easily reconfigured internally to potentially accommodate 2 small businesses, has been designed with a small start-up business in mind.

In rural areas the Council would wish to support economic development and sustain employment in rural areas. The policy seeks to support rural business proposals that fit into the environment and can be adequately serviced. Locational need is where it is necessary for a proposed development to be located at or in close vicinity of the development site; necessary in this context means more than convenience. (Moray Council LDP 2020 - DP5 Business & Industry.

Given that the site is earmarked for Business use, it is not expected that this element will be contentious.

3.3 Proposed Retail

3.3.1 It is important to note that a full detailed Retail Statement has been prepared and will be submitted in support of this application. This report was prepared by:

North Plan Development
2nd Floor Tay House
Glasgow
G2 4JR

The proposed retail element is a single storey building comprising of 372sqm, along with associated landscaping, parking and improved pedestrian routes. A service yard is to be located at the rear, however it is important to note that the yard would be accessible by foot only, with all deliveries received within a proposed loading bay at the front of the store, this would remove the need for any delivery vehicles to have to enter or exit the site.

3.3.2 The Moray LDP 2015 sets out a vision that places an emphasis on supporting Scottish Government’s aims of promoting sustainable economic growth, promoting a generous housing land supply, along with a low carbon economy and emphasis on design and place making. Its spatial strategy directs the main growth towards the area’s largest settlements. It places implementation of its priorities via a series of primary policies, these are reviewed hereafter. The site sits within the settlement of Hopeman, as identified in the adopted LDP. Whilst part of the site

is affected by Policy I1, which supports business and industrial uses, the front part of the application site, over which the Co-op store is proposed, appears to be 'white land' and so that part is not affected by Policy I1.

"Small shops that are intended to primarily serve the convenience needs of a local neighbourhood within a settlement boundary will be supported. Depending on scale, proposals may be required to demonstrate that they will not have an unacceptable adverse impact on the vitality and viability of the network of town centres (Table 6), by a Retail Impact Assessment or Retail Statement. Within a neighbourhood one unit of up to 400m² designed to meet the day to day convenience needs of the neighbourhood will be supported. DP7 retail and town centres" (Moray Council LDP 2020)

3.4 Proposed Residential

3.4.1 The site proposals are considered to provide an opportunity for much-needed and wholly affordable housing which could support local facilities and amenities. The site is not identified for housing in the Local Development Plan however recognising Scottish Government's pledge to deliver 50,000 affordable homes over the next 5 years, the Local Housing Strategy's priority for the delivery of traditional affordable housing for rent and the need for these in rural locations we would request that this proposal is attributed significant weight to allow for an acceptable departure from the LDP in this instance. It has been agreed with Moray Council via email exchange on that a commuted sum would be paid in support of the application.

The SHIP states that "a commuted payment will be sought from developers where … the planning proposals would require multi tenure/multi use provision under one communal roof structure e.g. a block of flats or mixed residential/commercial buildings.

* Policy H9 is not applicable as the number of units proposed does not meet the current threshold of 10 units.

3.4.2 SPP suggests that in 'rural areas, and increasingly in urban areas, innovative and flexible approaches will be required to deliver affordable houses in suitable numbers.' In looking at exceptional cases for rural areas planning authorities can allocate land for affordable housing which would generally not receive planning permission if it were for market housing only. PAN 2/2010, presents as a further option the promotion of sites 'specifically for affordable housing to meet requirements identified in the Housing Need and Demand Assessment (HNDA) and Local Housing Strategy (LHS). This approach is most likely to be appropriate for small scale sites within or adjoining existing villages to provide for locally arising needs.' In the absence of such a policy approach, other proactive alternatives to promote affordable housing to come forwards, such as a more flexible approach on delivering sites like this, should be encouraged.

"Housing Land Requirement / Housing Supply Targets Scottish Planning Policy requires local development plans to take a longer term approach to housing land. The Scottish Government has ambitious targets for the provision of 50,000 new affordable homes through the "More Homes Scotland" initiative. An "effective" supply of land for housing is a key aspect of delivering this ambition and meeting wider housing need and demand." (Moray Council LDP 2020)

3.4.3 Policy E9 Settlement Boundaries states that ‘boundaries are drawn around each of the towns, villages and rural communities representing the limit to which these settlements can expand during the Local Development Plan period’. It further states that ‘development proposals immediately out with the boundaries of these settlements will not be acceptable, unless the proposal is a designated “LONG” term development site which is being released for development under the terms of Policy H2.

3.4.3 The settlement boundaries are defined on the proposals maps for the purpose of guiding development to the towns and villages sustainably, preventing ribbon development and maintaining a clear distinction between the built up area and the countryside. The Forsyth Road development is within the settlement boundary, so it is therefore not going against the limitations set out within the LDP. Development of this site would not unduly impact on Hopeman’s countryside hinterland and in doing so would not represent an erosion of its character or setting.

3.4.4 The selected Cawdor style has been proposed to allow for fully accessible flatted properties to cater for a wide variety of potential residents from first time buyers, small families, to pensioners. The introduction of housing with a retail element in such close proximity supports residents within this site, but also within the new homes which have been approved for construction to the west and those within existing residential areas towards the North.

4.0 Key Planning Requirements

4.1 Sustainability & Energy Efficiency

4.1.1 The materials used within construction will be locally sourced where possible, tendering for the project will be restricted to locally based contractors.

BUSINESS/ INDUSTRIAL:
The business starter unit(s) have been designed to be unheated, however, composite insulated panels are being utilized, ready for tenants to line out should they wish to. This forward thinking creates a superior comfort to the units, minimising the need for heating within the buildings.

The unit(s) have extensive roof lights to maximising daylight. The buildings will make use of energy efficient fittings, with LED energy efficient lighting specified by the M&E consultants. External lighting to the building will have three settings to be 'on', 'off' or 'auto', as required and to lower electricity consumption. The unit(s) are to remain unheated and any heating system would be to the tenant's specification at a later stage.

The units will be naturally ventilated through the sectional overhead doors and pass door to the front of each unit. The WCs will be mechanically ventilated.

RETAIL:
The retail unit has been designed to allow natural light and ventilation internally without the need for mechanical extraction. Walls floor and roof are specified to better the values set out within the Scottish Building Standards.

HOUSING:
The residential units have been designed with a focus on sustainability, carbon reduction and customer energy saving through highly efficient building fabric specification, technology and renewable energy sources. The houses have been orientated to take best advantage of passive solar gain with maximum North and South light throughout the day. The design ensures, all dwellings will be fitted with triple glazed high performance timber windows. Narrow plan forms allow for good natural daylighting

The houses incorporate enhanced day lighting using large windows and natural ventilation as considered potentially greater value and more user friendly than technologically driven techniques.

The houses are also to have good air tightness, and the floors, walls and roof are well insulated. Bettering the requirements set out within the Scottish Building Standards.

4.2 Active Travel

A transport survey is being undertaken as part of this application for Planning. This report will cover items relating to public transport, cycling and driving. The site as a whole provides ample parking which is clearly defined and designated to each specific element.

PUBLIC TRANSPORT

Situated on the B9040 which acts as he main through route within Hopeman, there are a number of bus stops located along Forsyth Street with one immediately adjacent to the proposed site. A frequent bus service along this route makes the site easily accessible by use of public transport. Introducing a safer pedestrian crossing point on Forsyth Street ensures the adjacent bus stop is utilised.

CAR CHARGING POINTS

An electric car charging point is proposed and located to the rear of the site to promote the use of electric cars. These charging points will be fed by a landlords electricity supply, under current legislation and on approval by the Scottish Energy Trust. It is proposed that the charge point available will be a fast charge point, and the bay will be easily identifiable with signage and demarcation.

CYCLING

Cycle racking has been incorporated to encourage cycling to work and business premises this is detailed within the transport statement which has been prepared to accompany this design statement.

The promotion of cycling is intended to reduce CO2 emissions and promote healthy lifestyle and wellbeing. The site makes best use of this by incorporating cycle bays in close proximity to the retail entrance and by incorporating 2 no cycle stores in close proximity to the entrances on the rear of the residential blocks.

4.3 Resource Efficiency

WATER

The small unit(s) proposed use is for WCs and wash hand basins meaning water consumption is low. Within the retail unit again it is expected a maximum of 6-7 staff with a minimal staffroom/ tea prep area proposed. Residential units will allow for the collection of rainwater to be harvested for use in landscaped/ garden areas.

The surface water drainage and rainwater run-off from the units is dealt with by means of an offsite SUDS system, full details can be found in the accompanying DIA as noted above. Porous paviours will be used within the car park area to provide and additional level of treatment if required. The drainage has been designed holistically for the site by the engineers, creating a comprehensive solution that will be agreeable to Scottish Water.

WASTE

Business:

The nature of the tenants would suggest that the majority of waste will be light industrial and should be within lease agreements that this must be disposed of responsibly and appropriately, and should be included within individual tenancy agreements.

Retail:

Waste will be stored within the secure service area at the rear of the store. The co-op have a detailed waste management strategy to promote recycling. Waste is collected from the store under private arrangements.

Residential:

Bin Stores have been located in close proximity to the residential blocks, and will comprise of secure lockable units. A further bin store has been provided on the edge of the residential parking area to allow ease of collection by the local authority on designated days.

4.4 Climate Change Adaption

Designed Building Flexibility

The proposed starter unit has been designed with the intention of promoting small scale business and start-up companies. The unit is perfectly suited to accommodate a small business but has been designed in a way that internal division is possible to split the unit and accommodate 2 smaller businesses. The retail unit will be constructed as a 'shell' and will be leased on a long term arrangement, the space could be refurbished to accommodate other business use if the retail element was unsuccessful.

Flood Prevention

As above – Drainage & SUDS

Low maintenance Build Materials

Robust and low maintenance building materials have been specified with the intention of reducing maintenance needs as well as any impact and pollution from carrying out maintenance works.

4.0 Conclusion

Now within a serious state of disrepair, with no past or current interest to redevelop with the exception of our client, there is a risk that without the gaining of consent to do so the site will become dormant and fall further into a state of dilapidation having a detrimental effect on the charm and character that is Hopeman. Once a former filling station/ garage, with potential to extend and adapt, sadly these proposals never came to fruition.

It is highlighted very clearly in the Moray Council LDP 2015 alongside the evolving 2020 LDP this site is designated for Business Use only. However, the proposals set out in this report are intended to offer a mixed use development that we feel has been carefully considered, one that we feel has the best chance of success given that precedent shows this area is unlikely to thrive if developed solely for business use. The proposed residential element is not significant with only 8 dwellings proposed, but one which we feel will bring a renewed sense of community and place to the area. The retail element is a small footprint and should not be viewed as a large scale commercial entity, but a far smaller retail outlet, which will offer residents an accessible option by foot or cycle preventing unnecessary travel to the larger surrounding towns.

Our client's intention is to work with Moray Council and the local residents to ensure that any approved proposal enhances the area not solely by regeneration of the site, but also by making significant contribution to the upgrade of areas out with the site boundary to ensure a safe, secure and accessible environment improving both pedestrian and cycle links.

ECS
TRANSPORT PLANNING LIMITED

Proposed Mixed Use Development, Forsyth Street, Hopeman

Transport Statement

July 2020

ECS Transport Planning Limited
Centrum Offices, 38 Queen Street, Glasgow, G1 3DX
www.ECSTransportPlanning.com

TRANSPORT PLANNING LIMITED

Client Name:	Springfield Real Estate Management Ltd
Document Reference:	01
Project Number:	20044

Issue	Date	Prepared by	Checked by	Approved by
01	10.07.20	Steven Scott	Michael Summers	Michael Summers

Comments

[redacted]

Comments

Content

Figures

Tables

Appendices

1. Introduction

1.1. ECS Transport Planning Limited (ECS) has been commissioned by Springfield Real Estate Management Ltd to produce a Transport Statement (TS) in support of a proposed mixed-use development with associated parking on the Hopeman Service Station site adjacent to the B9040 Forsyth Street, Hopeman.

1.2. The proposals seek permission to demolish the existing service station and garage and construct a small food retail convenience store, a light industrial / commercial starter unit and 2 no. blocks of residential dwellings containing a total of 8 cottage flats with associated access, servicing and parking facilities.

1.3. This report examines the key transportation issues and access opportunities associated with all modes of travel from development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.

1.4. The findings of this study are based on a review of the comments provided by Moray Council's Transport Planning Department (MC) within a consultation response to the planning application, consideration of representations by the public, a site visit, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning polices, including 'Designing Streets'.

1.5. The subsequent chapters of this report are structured as follows:-

- Development Proposals;
- Local & National Transport Policy;
- Sustainable Accessibility;
- Existing & Future Traffic; and
- Summary & Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

2.1. Hopeman is a seaside village in Moray, on the coast of the Moray Firth, founded in 1805 to house and re-employ people displaced during the Highland Clearances. According to the 2011 census, Hopeman has a population of 1,724 residents within circa 701 dwellings.

2.2. The site extends 0.67ha and currently hosts a service station and garage which has fallen into a state of disrepair in its current condition. The site is considered to currently be dilapidated and detrimental to the character of Hopeman.

2.3. This site, which is brownfield in nature, is bounded to the north by the B0940 Forsyth Street, to the east by Tulloch of Cummings, to the south by a telephone exchange and agricultural land and to the west by residential properties between the site and Inverugie Road. The location of the site, in a local context, is highlighted in red within *Figure 1* below:-

Figure 1: Site Location

Based upon the Ordnance Survey's (1:1250) Map of 2020 with permission of the controller of Her Majesty's Stationery Office, Crown copyright reserved. ECS Transport Planning Ltd Centrum Offices, 38 Queen Street, Glasgow, G1 3DX. License No: 100055056

2.4. The area has a number of local amenities including Hopeman Primary School, Hopeman Stores, and Post Office (Premier), Costcutters, a general store, hairdressers and beauty salon, a butcher shop, a chemist, a fish & chip shop and recreational facilities.

2.5. The site is identified within the Local Development Plan as designated for Business Use, but it is clear that the site is not being utilised for business use and will, without substantial investment, deteriorate further over time. The site is well located in terms of access to arterial routes and public transport services to key areas of employment, such as, Elgin.

2.6. *Figures 2 & 3* below present the site in its current form. *Figure 2* displays a view of the site frontage looking south from Forsyth Street, with *Figure 3* illustrating the existing access arrangements.

Figure 2: View of Site from Forsyth Street

Figure 3: Existing Access Arrangements

Proposed Residential Development

Development & Access Overview

2.7. The proposals involve the demolition of the existing service station and garage onsite, and construction of a retail unit, a small light industrial unit and 2no blocks of residential cottage style flats. The development content will comprise of the following:-

- 372msq Gross Floor Area (GFA) Food Retail (Convenience Store);
- 112msq GFA Light Industrial / Business Use (Starter Business); and
- 8 cottage flats split equally between two blocks.

2.8. The site frontage will be reconfigured, with the access arrangement condensed and footway on the southern side of the carriageway reinstated. The large existing egress at the western side of the site will be removed and a new standard priority junction introduced to replace the eastern access. A new delivery / loading layby will be created on the southern side of Forsyth Street to the west of the enhanced site access with the footway routing around the rear. In additional to the proposed delivery bay, 4 new car parking spaces will be introduced on the northern western boundary at the rear of the footway accessible via dropped kerb.

2.9. The site access junction will provide a route to the central area of the site with parking located either side. The internal road will be introduced in a T-Shaped arrangement to support larger vehicle turning manoeuvres. The minor section of the internal T-Shaped arrangement will operate as a parking courtyard and will host parking facilities either side.

2.10. The light industrial unit will be positioned to the east of the access junction directly south of the 4 proposed site frontage parking spaces and east of the site spine road. The convenience retail store will be located on the northern boundary of the site, to the south of the proposed delivery loading bay. To the south of the access roads and parking facilities, the cottage flats will sit on the southern boundary side by side.

2.11. Pedestrian access to the site will be provided from the northern boundary via Forsyth Street. A new dropped kerb crossing with tactile paving will be introduced between the enhanced site access junction and the proposed frontage car parking spaces. Access to the light industrial unit will be via an entrance on the northern elevation which will front the footway, as will access to the retail unit with entrance directly south of the delivery bay.

2.12. A zebra crossing will be introduced within the private internal spine road to support pedestrians crossing the minor arm of the junction. Access to the residential cottage flats will be introduced via a footway between the retail building and the parking bays on the western side of the site spine road. Another zebra crossing will be introduced over the parking court providing access to a surfaced area around the perimeter of both flatted buildings.

2.13. The proposed site layout is illustrated on Drawing L-003 Rev B contained within *Appendix A*.

Development Parking Provision

2.14. The proposed development will provide a total of 37 car parking spaces, which will consist of 4 frontage access spaces from Forsyth Street in support of the light industrial unit, 12 bays for the residential dwellings located either side of the internal parking court and 21 spaces for the convenience retail store positioned adjacent to the main spine road. The provision for the convenience store will include 2 disabled bays and one electric charging station.

2.15. As requested within MC's consultation response, parking provision for the residential element of the site has been introduced in accordance with Moray Council's Parking Standards as 1.5 spaces per flat which equates to a total of 12 spaces. Given the provision also accounts for visitor use, the spaces will not be allocated which ensures more efficient use of parking spaces.

2.16. Furthermore, the ratio of 3 spaces per 100msq GFA has also been applied to the light industrial use. However, given that some of the residential parking will be vacant during key retail demand periods, it is not considered necessary to apply the full food retail parking requirement to the site given the potential for shared use. The proposed retail element will provide a total of 21 spaces which is two short of the recommended 23 space provision. Co-Op, who are likely to be the tenant of the proposed unit, are comfortable that the proposed provision is sufficient to accommodate demand based on knowledge of operations at similar sized stores in areas with comparable characteristics. Given the remote location of the store, the proposed unit includes a larger storage area than would be standard, as such, applying the full parking ratio to this area is onerous.

2.17. Cycle parking will be provided in accordance with Moray Council's Parking Standards, with 3 Sheffield Cycle Stands introduced at the rear of the retail building which will support a total of 6 bicycles at any time.

The provision is in excess of the minimum requirements for both the retail and industrial elements of the site as set out in MC's guidance.

2.18. Cycle parking for the residential element of the site will be provided in a secure sheltered facility at the rear of the buildings adjacent to the bin stores.

Service & Refuse Vehicle Access

2.19. Servicing, for the retail store, will be undertaken from a dedicated layby on the southern side of the Forsyth Street carriageway adjacent to the unit. A traffic regulation Order will be promoted to restrict parking within the area. The dimension of the bay is more than adequate to support a standard 10m rigid delivery vehicle at a width of 3m and length of 18m. Servicing, if required, for the light industrial unit is envisaged to be undertaken by a small panel van.

2.20. Refuse collection will be undertaken internally for all three land uses. The refuse vehicle will enter the site in a forward gear route south on the spine road and turn right into the parking court. Once the bins have been collected the vehicle will reverse into the T-Shaped turning head arrangement and exit the site in a forward gear.

2.21. Drawing 20044_002, contained within *Appendix B,* demonstrates a service vehicle entering and exiting the proposed loading layby on Forsyth Street. Drawing 20044_001, also contained within Appendix B, demonstrates a refuse vehicle can be safely accommodated within the proposals, allowing vehicles to enter and exit the site in a forward gear, with Drawing 10045_401 illustrating fire tender access to the site.

3. Local & National Transport Policy

3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places.

3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing Scotland's carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking an important role.

3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site will be reviewed against within this report.

National / Central Government Transport Planning Policy

The Government's White Paper

3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- *the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;*
- *the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;*
- *bus services that are reliable, flexible, convenient and tailored to local needs;*
- *making walking and cycling a real alternative for local trips; and*
- *ports and airports providing improved international and domestic links."*

Scottish White Paper

3.5. The Scottish White Paper, 'Scotland's Transport Future, Section 2: Objectives' outlines new objectives for achieving an integrated and sustainable transport system in Scotland:-

"Our objectives are to:-

- *promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;*
- *promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;*

- *protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;*
- *improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;*
- *improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport".*

Scottish Planning Policy

3.6. National policy for transport is detailed in Scottish Planning Policy (SPP). The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

Planning Advice Note 75: Planning for Transport

3.7. Planning Advice Note (PAN) 75 accompanies SPP and provides a good practice guide for planning authorities and developers in relation to carrying out policy development, proposal assessment and project delivery. The aim of the document focuses on how planning and transport can be managed; the role of different bodies / professions in the planning process and provides reference to other sources of information.

3.8. Respectively, paragraphs 7 and 24 of the document state the following in terms of transport:

"The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel."

"Development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network that have a potential for higher density development and a potential for mixed use development with an emphasis on high quality design and innovation. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having a less significant role. Mixed use development, for example the inclusion of local shops and services within larger housing developments can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses."

3.9. Furthermore, maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport are contained within PAN 75. From paragraph B13, the document states the following:-

"Accessibility to public transport services:

- *For accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services."*

"Accessibility to local facilities by walking and cycling:

- *A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour."*

Designing Streets

3.10. This document is the first policy statement in Scotland for street design and sits alongside Designing Places, setting out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets updates and replaces PAN 76 New Residential Streets (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues.

3.11. The key policies from Designing Streets that should be considered are as follows:

- *"Street design must consider place before movement.*
- *Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.*
- *Street design should meet the six qualities of successful places, as set out in Designing Places.*
- *Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.*
- *Street design should run planning permission and Road Construction Consent (RCC) processes in parallel."*

Scottish Executive Development Department: Transport Assessment Guidance (TAG)

3.12. The above document was published in 2012 and seeks to provide a best practice guide to help identify and deal with the likely impacts of development proposals in-terms of transport. As with SPP, this guidance focuses on the overall accessibility of the development. Detailed below are the key aims of a Transport Assessment.

- Reducing the need to travel, especially by private vehicle;
- Reducing environmental impact of development;
- Encouraging accessibility of development / location; and
- Promotion of measures that influence sustainable travel behaviour.

3.13. TAG provides recommendations for pedestrians, cyclists and public transport accessibility in relation to new development, defining mechanisms for identifying the location and measures.

3.14. Paragraph 2.9 of the document states that:

"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."

"In many cases, vehicle impacts will still be important and, in terms of the principals involved in the analytical process, will generally follow the well-established IHT procedures…"

Let's Get Scotland Walking - The National Walking Strategy

3.15. Let's Get Scotland Walking is a strategy to increase the number of Scots who are physically active and build on Scotland's outstanding opportunities for walking both in urban and rural areas. The foreword of the document states:

"There are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall."

3.16. The vision and aims of the document are as follows:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

3 Strategic Aims are:

- *Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being*
- *Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone*
- *Enable easy, convenient and safe independent mobility for everyone*

Cycling Action Plan for Scotland

3.17. The actions in this document aim to increase cycling across Scotland, supporting both new and experienced cyclists. It outlines a framework for delivering the vision, setting out what the Scottish Government will do, what they expect others to do and what outcomes they expect that action will achieve.

3.18. The Scottish Government's purpose is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This first ever Cycling Action Plan for Scotland (CAPS) sets out how cycling, within the wider context of walking and active travel, contributes to this purpose, particularly through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.

3.19. Currently 1% of all journeys by Scottish residents are made by bicycle (Scottish Household Survey Travel Diary, 2008), and the Scottish Government would like to see this increased tenfold to 10% by 2020. Although this is an ambitious vision, the Scottish Government believe it is achievable. Around half the short journeys made (under 2 miles) are made by car; many of these could be switched to bike. This Action Plan aims to provide a framework to help create an environment which is attractive, accessible and safe for cycling.

Local Transport Planning Policy

Local Transport Strategy

3.20. Transport is an important part of the economy in Moray, particularly given its rural and peripheral nature. Developing a transport system that supports economic development, sustainable development, equality, social inclusion and health improvement principles will be a major challenge. A further challenge is safeguarding the quality of life for the citizens of Moray by finding new ways to maintain and increase sustainable economic development, without causing undue traffic growth, congestion and environmental damage.

3.21. The general need for reduction in levels of road traffic in parts of Scotland is not being challenged in the LTS, and there is general agreement that wherever possible efforts should be made to encourage the use of modes of transport other than the private car. The Council is currently pursuing various initiatives which would at least make a small contribution to this objective. These include Safer Routes to School, Rural Transport Initiatives and the preparation of Access and Cycling Strategies. Nevertheless, it must be acknowledged that the character of Moray, which is dictated by its rural location and the particular constraints which apply to public transport, means that some measures which might be successful in other parts of Scotland would be wholly inappropriate in this area. Therefore, it is not considered that setting targets to reduce traffic volumes on non-trunk roads is appropriate in Moray.

3.22. The purpose of the LTS is to set out a framework for taking forward transport policy and infrastructure within Moray nut can be summarised as follows:

VISION

3.23. Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment.

OBJECTIVES

Introduction

3.24. The following objectives have been developed, as a result of the consultation process. These have been split into two categories, comprising of Key Objectives and Sub-Objectives.

Key Objectives

3.25. The Key Objectives provide a framework for progress at a local level and provide a basis for the LTS.

- K1: Support and enable economic development through a sustainable transport infrastructure;
- K2: Promote safer, inclusive and affordable travel for all;
- K3: Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network;
- K4: Improve accessibility to jobs, services and facilities;
- K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health;
- K6: Promote integration across different modes, policies and land-use planning.

Sub-Objectives

- S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe;
- S2: Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Government, developers and others to minimise predicted problems;
- S3: Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network;
- S4: Review the role of Moray harbours;
- S5: Ensure adequate car parking provision to meet the need of communities;
- S6: Support improvements to passenger and freight rail services;
- S7: Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe;
- S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives;
- S9: Work with others to improve transport infrastructure related to recreation and tourism;
- S10: Support access to the countryside and well being initiatives.

Delivery and monitoring

3.26. Like many other authorities, the success of the Local Transport Strategy will be constrained by competing demands on budgets. Annual budget and implementation reports will continue to be brought forward for Committee approval. Details of the approved budgets and plans will be made available on the Councils website.

3.27. Data collection and monitoring will continue. This will include aspects such as existing key performance indicators including road condition monitoring, lighting repairs and road accidents.

Summary

3.28. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.

3.29. The promotion and connection to public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The policies all highlight transport sustainability in terms of social inclusion, environmental impact, successful integration and safety.

3.30. In addition, the Scottish Government document "Transport Assessment Guidance" supports the need for consideration of a sustainable approach to transportation planning.

4. Sustainable Accessibility

4.1. The following provides an overview of the likely travel demand for sustainable modes of travel created by the proposed development. The predicted uplift in walking, cycling and public transport trips is assessed in line with the existing provision and facilities in the surrounding area, with improvements to enhance accessibility by each mode considered, where necessary.

4.2. There are various measures of accessibility and methods of calculation. Determining the accessibility of a site generally requires calculating the travel time by different modes; i.e. walking, cycling, public transport and private car. From 'Transport Assessment Guidance' Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling.

4.3. In line with PAN 75, when assessing a development site, it is good practice to consider travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The suggested walking distances to public transport interchanges and local facilities are as follows:-

- 400m to bus services;
- 800m to rail services; and,
- 1,600m to local facilities / amenities.

4.4. It should be noted that the distances detailed above are recommended acceptable walking distances from a development site to surrounding facilities, however, theses distances are often exceeded in rural locations.

Multi-Modal / People Trip Assessment

4.5. It is stated within 'Transport Assessment Guidance' that *"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."*

4.6. In accordance with 'Transport Assessment Guidance', a person trip assessment has been undertaken to determine the likely multi-modal characteristics of the residential element of the proposed site. To appreciate the future travel characteristics of the development site, reference has been made to Scottish Census 2011 website (http://www.scotlandscensus.gov.uk), which defines 'Method of Travel to Work or Study' for the local area that applies to the location of the proposed development site. A summary of the corresponding mode share statistics are shown in *Table 1* overleaf, with the full 2011 National Census outputs detailed within *Appendix C*.

4.7. To assess the level of person trips, the corresponding weekday AM and PM proposed development peak hour (two-way) traffic generation, as indicated in *Table 5*, was applied to the percentage modal split for 'car drivers' (i.e. 49.62%). The remaining mode related trips were proportioned in line with the traffic generation, as indicated in *Table 2* overleaf.

Table 1: 2011 National Census 'Method of Travel to Work or Study Statistics

Mode	Census Output	Modal Split
Underground	2	0.19%
Train	43	4.13%
Bus	150	14.42%
Taxi	9	0.87%
Car or Van	516	**49.62%**
Passenger	82	7.88%
Motorcycle, Scooter or Moped	5	0.48%
Bicycle	18	1.73%
On Foot	172	16.54%
Other	43	4.13%
Total People	**1040**	100%

Table 2: Proposed Residential Development Modal Split and Mode Share (Two-Way)

Mode of Travel	Modal Split	AM Peak	PM Peak
Underground	0.19%	0	0
Train	4.13%	0	0
Bus / Coach	14.42%	2	1
Taxi / Minicab	0.87%	0	0
Driver Car / Van	**49.62%**	**6**	**4**
Passenger Car / Van	7.88%	1	1
Motorcycle / scooter	0.48%	0	0
Bicycle	1.73%	0	0
Walking	16.54%	2	1
Other	4.13%	0	0
Total	100%	**11**	**7**

Minor discrepancies are associated with rounding

4.8. The census information indicates that approximately 9% of adults work from home in and around the Hopeman area which has not been accounted for in the above calculations ensuring the assessment of each mode is robust. Clearly, those working from home would not impact on the commuter peak periods which would limit the impact on the existing transport infrastructure.

4.9. To determine the likely future travel choice associated with the retail unit, reference has been made to the industry standard Trip Rate Information and Computer System (TRICS) database. This database collates survey data for various development types and, based on the available information, 'Suburban' and 'Edge

of Town' has been used to assess the travel demand associated with the retail element of the site. The multi-modal travel information extracted from this database is contained within *Appendix C* with the resulting multi-modal / people trip generation (two-way) detailed in *Table 3* below.

Table 3: Proposed Retail Development Person Trip Generation (Two-Way)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Total Trip Rate	Total Trips	Total Trip Rate	Total Trips
Walk	18.354	68	21.347	79
Cycle	0.630	2	1.260	5
Public Transport	0.748	3	2.599	10

4.10. The light industrial proposals on site are of a size that is not comparable with any survey sites within the TRICS database, as a result, any movements to / from this facility during peak periods are considered to be insignificant and negligible on the network.

4.11. Furthermore, there has been no consideration take of the extant consent secured on the site and the associated generation that would be removed from the network with the change of land use.

4.12. The following paragraphs provide an overview of the existing walking, cycling and public transport opportunities, in line with the hierarchy of travel modes set out in SPP, demonstrating that the proposed development site is ideally located to be accessible by a range of travel modes, regardless of any additional facilities introduced as a part of the proposals.

Sustainable Travel Opportunities

Walking

Existing

4.13. At present, pedestrian facilities along the site frontage on the southern side of the Forsyth Street carriageway are intermittent and in a poor state of repair. However, there is a continuous footway present on the northern side of the carriageway which is in good condition, of a standard width and benefits from street lighting.

4.14. The footway on the northern side of the carriageway provides a connection to facilities on both sides of Harbour Street with dropped kerbs available to support crossing at regular intervals. Harbour Street is the main street through the centre of the village and provides a link to local amenities and the surrounding residential streets.

4.15. As would be expected within an established built-up village, the footways are interconnecting and penetrate the surrounding residential streets in a grid type arrangement.

4.16. *Figures 4 & 5* overleaf present the footway infrastructure adjacent to the site. *Figure 4* displays a view of the footways on Forsyth Street looking east, with *Figure 5* illustrating the facilities looking west.

Figure 4: View of facilities on Forsyth Street looking east

Figure 5: Facilities on Forsyth Street looking west

Proposed

4.17. From *Tables 2 & 3*, the proposed mixed use development could generate up to 70 and 80 (two-way) trips on foot during the AM and PM peak periods, respectively. However, it is expected that the level of walking trips could be increased given the walk-in catchment and the general accessibility to the village as a whole.

4.18. It is expected that the main pedestrian desire lines will be to the north of the development site, given the location of the village and majority of residential properties.

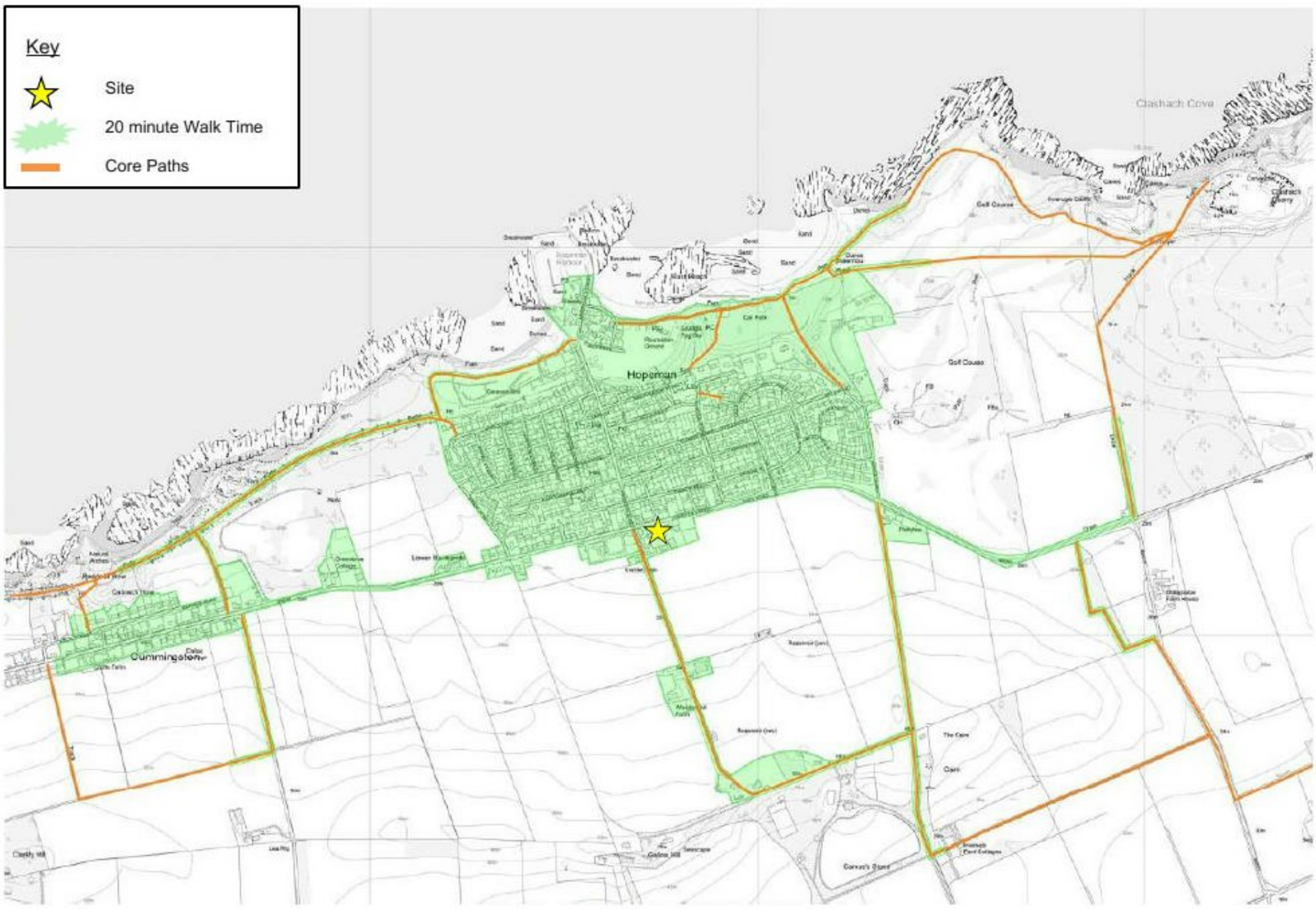
4.19. As part of the development proposals, the footway will be reinstated and upgraded along the site frontage with access provided direct to the retail and industrial unit entrances. Existing lighting columns will be relocated to assist with the introduction of the site access junction and the delivery layby. A zebra crossing will be introduced over the private internal access road to provide pedestrians with a safe crossing point over the minor access.

4.20. In addition to the crossing over the internal access, a new external crossing with be introduced over the B9040 Forsyth Street to the east of the proposed access junction. The crossing point will consist of dropped kerbs with tactile paving supporting access to the public transport facilities on the opposite side of the carriageway and also linking the site with the village.

4.21. Internally, residents of the cottage flats will be directed south via a footpath between the retail unit and the main spine road. A zebra crossing will be introduced to provide residents with support over the parking court aisle and a connection with the entrance to the dwellings.

4.22. From 'Transport Assessment Guidance' journey times of 20 – 30 minutes (circa. 1,600m – 2,500m based on an average walking speed of 1.4m/s) are considered to be appropriate for walking. These figures are broadly in line with the guidance set out in PAN75 which indicates a maximum walking catchment of 1,600m for local facilities and amenities. *Figure 6* presents a 20 minute (1,600m) walking isochrone in relation to the proposed development indicating that residential settlements and bus stops are available in the local area.

Figure 6: Walking Isochrones



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4.23. The site is an excellent example of the 'walkable neighbourhoods' aspiration outlined in Designing Streets where residents can work, live and shop within the local area without the need to utilise a private car.

4.24. It is expected that the inclusion of external footway connections with Forsyth Street and introduction of a new crossing facility over the site access junction and Forysth Street as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity. It is therefore considered that the pedestrian generation calculated within the multimodal assessment will be exceeded, thereby reducing reliance on private car use for local trips.

Safe Routes to Schools

4.25. In line with Transport Planning Policy, Transport Statements / Assessments produced in support of residential developments should consider the safest route for young children travelling on foot or by bicycle to the nearest places of education. It is likely that children residing at the development site will be educated at Hopeman Primary School to the northeast of the site.

4.26. Hopeman Primary School is located on the east side of the village and has approximately 250 registered pupils. The catchment area includes Hopeman and nearby villages of Duffus and Cummingston.

4.27. As highlighted, the development will introduce a new crossing facility on Forsyth Street supporting access to the existing footway on the northern side of the carriageway. Approximately 170m east of the site, the footway on the northern carriageway of Forsyth Street connects with the footway on the western side of School Road. Pedestrians will require to cross minor junctions to reach School Road, but dropped kerb crossing facilities are present at both locations. The footway on School Road routes north terminating at a crossing point on Mid Street which connects the site to the Hopeman School gate. The route is less and 450m in length and well within the recommended walking distance of 1,600m to local facilities as outlined within PAN75.

Cycle Infrastructure

Existing

4.28. The residential nature of the surrounding road network is conducive to cycling with low vehicle speeds, generally 30mph speed restrictions, and low volumes of traffic.

4.29. Circa 4km south of the development site, National Cycle Route 1, Dover to the Shetland Islands, NCR1, intersects the B9013 south of Bank of Roseisle. The route provides access to the centre of Elgin in the east and Forres, Nairn and Inverness in the west. This cycle network runs along a combination of off-road and on-road routes, including the A96 Trunk Road.

4.30. The local Moray core path network also operates as shared cycle paths / footpaths. As previously described, there are several on and off-road core path / cycle routes within the village. Forsyth Street, along the development frontage, is detailed as a promoted path for cyclists. The paths connect the village with Burghead in the west and Lossiemouth in the east.

4.31. *Figure 6*, walking isochrones, indicates areas that can be reached within a 1,600m catchment of the development site, which equates to less than an 8 minute cycle time, indicating that cycling would be an attractive mode of travel for staff / customers accessing the site from the local residential areas. In addition, Lossiemouth and Elgin are within a circa 10km catchment of the development site, which equates to a cycle time of between 30 – 40 minutes which will be attractive to many of the residents accessing local employment centres.

Proposed

4.32. Results from the multi-modal assessment indicate that the development is likely to increase the number of cycling trips on the local road network by 2 movements during the AM peak period and 5 movements during the PM commuter peak. However, with the introduction of connections to cycling facilities and the promotion of a Travel Pack it is considered that cycling will be more attractive to residents than the multi-modal assessment suggests. The key cycle destinations from the residential site will be to education, amenities or public transport facilities for multi-modal travel.

4.33. Cycle parking for the retail unit will be provided in the form of three Sheffield Cycle Stands at the rear of the building which exceeds the minimum requirements detailed within Moray Council's Parking Standards. It is envisaged that these facilities will also support any demand from the small light industrial unit.

4.34. Secure and covered cycle parking for the residential element of the site will be provided at the rear of the buildings adjacent to the bin stores.

4.35. Based on the existing cycle opportunities, connections to cycle routes in the area and nature of the local road network, it is considered that the anticipated demand for cycling can be adequately accommodated.

Public Transport

Existing

4.36. The site is ideally located to access public transport facilities within the local area with bus services within easy reach of the site. Bus stops are located on Forsyth Street directly adjacent to the site frontage and benefit from shelters and timetable information.

4.37. At present, Stagecoach Service 32 services operates in the immediate locale of the development site. Details of bus provision available at the stop surrounding the site is summarised within *Table 4* below.

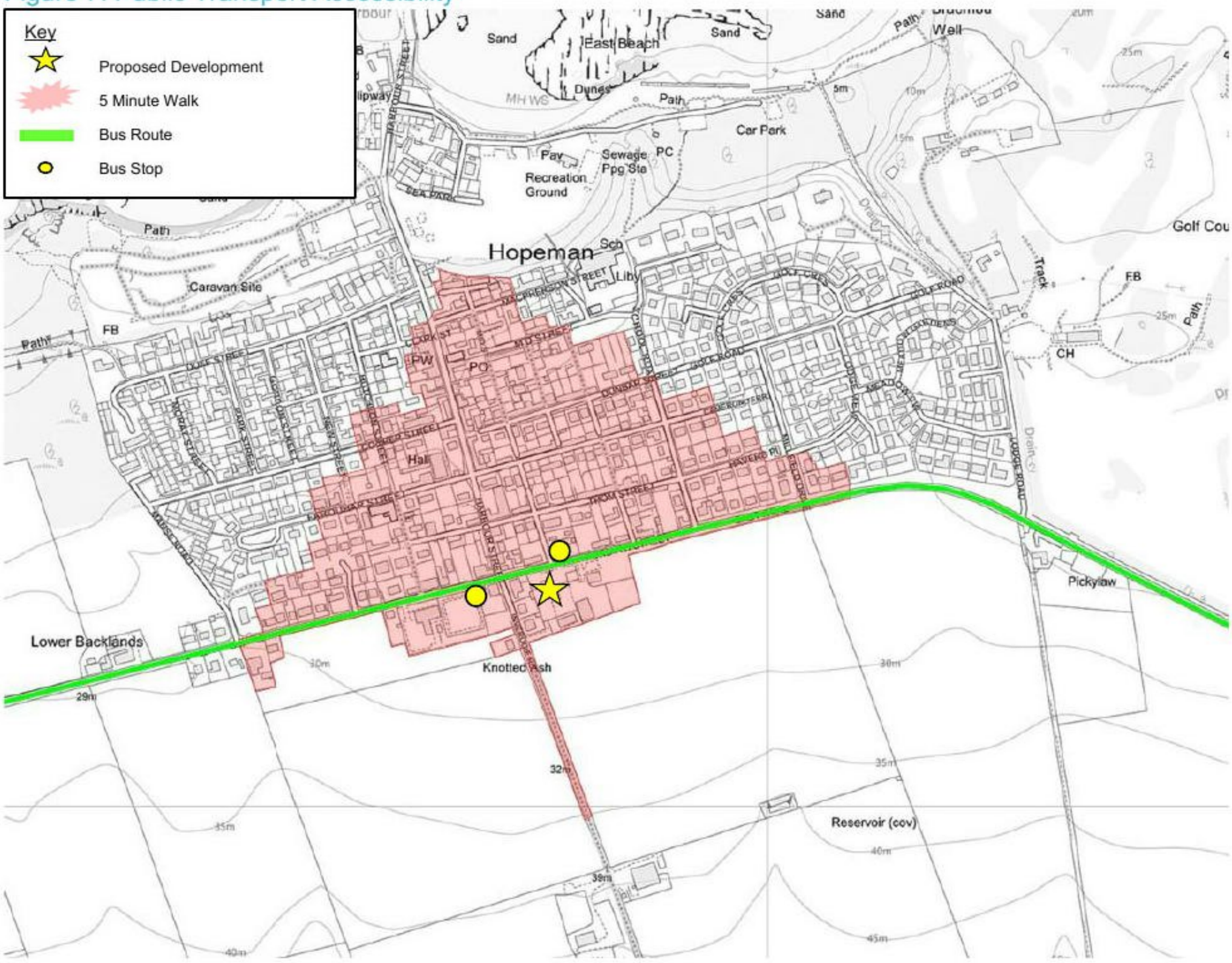
Table 4: Existing Bus Services

Operator	Service	Route	Frequency (mins)					
			Monday-Friday		Saturday		Sunday	
			Day	Night	Day	Night	Day	Night
Stagecoach	32	Elgin – Burghead	60	60	60	60	-	-

4.38. *Table 4* indicates that there is a regular service between Burghead and Elgin routing through Hopeman along Forsyth Street and past the front of the development site. As such, the services adjacent to the site provide an excellent service throughout the day and at evening during both the weekday and on a Saturday.

4.39. *Figure 7* indicates the location of public transport infrastructure in the vicinity of the site and the local bus routes.

Figure 7: Public Transport Accessibility



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Proposed

4.40. It is expected that there will be a regular demand for travelling by public transport to / from the development site during various times throughout the day, however, the largest demand will be associated with employment based trips. As a result, this public transport review focuses on the peak commuting periods, with up to 5 and 11 (two-way) trips estimated to be generated during the AM and PM peaks, respectively.

4.41. Given the location of the bus stops, and the residential settlements / employment centres accessible via these services, it is considered that the additional patronage generated by the development proposals can be easily accommodated by the existing provision.

4.42. It is considered that the available public transport within the area ensures that the development is located in an accessible area and will provide residents and staff with an alternative option to the private car, with timetables accommodating commuter travel.

Travel Plan Framework (Employment)

4.43. It is expected that a full travel plan will form a condition of any consent to ensure that relevant information reflective of Care Concerns specific operation and working conditions can inform the plan. The following provides a framework for a travel plan which will provide the basis for a full travel plan which will be completed in conjunction with MC.

4.44. In line with Transport Assessment Guidance, Travel Plans should first be introduced within the TS. However, a Travel Plan cannot be fully developed until the development is operational, therefore, the Travel Plan Framework below will be used to establish the requirements of the future Travel Plan for the employment element of the development.

4.45. The framework detailed below is not intended to represent a Travel Plan, but is intended to allow consideration of what may be required and is aimed primarily at staff travelling to the development site.

4.46. The Department of Transport (DoT) 'A guide on travel plans for developers' states:

'A travel plan is a strategy for managing all travel and transport within an organisation. It seeks to improve access to a site or development by sustainable models of transport. A travel plan contains both physical and behavioural measures to increase travel choices and reduce reliance on single-occupancy car travel'

4.47. The aim of travel plans, as outlined by Central Government Guidelines, is to address potential means of reducing reliance on staff single-occupancy car use and encouraging the use of alternative forms of travel.

4.48. A Travel Plan involves the development of a set of mechanisms, initiatives and targets that together enable organisations to reduce the impact of travel.

Objectives

4.49. There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

- Influence travel behaviour;
- Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Reduce the need for unnecessary journeys;
- Reduction in overall mileage;
- Help improve the health of staff; and,
- Accommodating those journeys that need to be made by car.

Targets

4.50. The objectives given above provide the framework for the Travel Plan measures. Where applicable, targets can be included to help achieve the objectives and there are two main types that are applicable. The most easily demonstrated is a commitment to deliver the package of measures set out in the plan. These measures include initiatives to promote increases in the use of walking, cycling, car-sharing and public transport use.

4.51. The second form of target is aspirational and related to proportional changes in the travel modes used to access the site. Aspirational targets are not generally set in advance of the development opening as the modal split of staff for the retail development is not known. Results of a staff travel survey (normally

undertaken within 6 months of the development opening) would provide information on the prevailing travel choices of employees and a basis for the setting of aspirational targets in a later revision of the Travel Plan.

4.52. The Travel Plan will be implemented by the end users, who will work in conjunction with MC and other interested parties in its continuing progression and be responsible for managing and implementing.

Initiatives

4.53. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the occupier(s) of the development:

- Provision of travel information - e.g. bus timetable information on staff notice boards;
- Measures to promote walking / cycling - washing and changing facilities, bicycle users group, information on walk / cycle routes; and,
- Car sharing - Promote a staff car sharing scheme as a means of reducing single occupancy car trips.

4.54. Travel Plans are primarily focussed on staff and therefore the majority of measures proposed within a plan are intended to encourage staff to use more sustainable modes of transport when travelling to the development.

Monitoring & Review

4.55. An objective of the Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary.

Residential Travel Pack

4.56. Changes in travel behaviour can be further influenced through a Travel Plan, which involves the development of a set of mechanisms, initiatives and targets that will ultimately help to reduce the impact of travel.

4.57. The aim of travel plans, as outlined by Central Government guidelines, is to address potential means of reducing reliance on single-occupancy car use and encouraging the use of alternative forms of transport thus helping to reduce the impact of travel.

4.58. The value of school and workplace travel plans is now widely accepted and the majority of local authorities recognise the influence they can have on ensuring efficient travel planning in such environments. As it is now widely recognised that residents also benefit from an environment, which offers a wide range of public transport facilities and where intrusion by traffic is minimised, this concept is now being extended to residential developments, where it has become a vital tool in delivering sustainable communities.

4.59. Although a Travel Plan cannot be fully developed until the proposals are fully operational, a framework document can be used to establish the requirements of the Plan. The focus of this Residential Travel Plan is to help deliver a sustainable community and provide informed transport choices for residents.

4.60. There are a number of objectives, both at national and local level, that the implementation of the travel plan is intended to help fulfil:

- Influence travel behaviour of residents;
- Reduce the need for unnecessary journeys;
- Reduction in overall mileage;

- Help improve the health and wellbeing of residents;
- Accommodating those journeys that need to be made by car.

4.61. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the developer, such as:

- Information on the 'on and off road' pedestrian network routes for residents, and include any maps;
- Information on the local cycle network routes to residents, which will include any maps; and
- Provide up-to-date public transport information including timetables and bus company contact information.

4.62. One such method of providing residents with the above information is through issue of a Welcome Pack, however, the preparation of such a package is ultimately the responsibility of the builder. It is hoped that making residents more aware of local public transport facilities by such measures will encourage a modal shift from the private car to more sustainable forms of transport.

4.63. The provision of a residential travel planning leaflet would require to be in line with Moray Council's expectations and this should provide details of sustainable accessibility, in terms of walking, cycling and public transport.

4.64. The leaflet should cover a range of users and function and include the following information:

- School children travelling to / from school (primary and secondary);
- Disabled and elderly access;
- Leisure routes in the vicinity of the site;
- Access to the town centre; and
- Access to local amenities, including convenience stores and shops.

Sustainable Travel Summary

4.65. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking and cycling provision in the area is sufficient to accommodate the expected future demand from the site.

4.66. As part of the internal site design, connections to the existing footway networks are provided which link with existing public transport facilities enhancing connectivity with the surrounding area. A new crossing will be introduced on Forsyth Street to link the site with the wider residential area and public transport facilities on the opposite site of the carriageway. Finally, a travel plan will be developed for the employment elements of the site to encourage staff to travel by sustainable mode and a residential travel pack will be distributed to residents upon occupation of each property to highlight sustainable travel options and encourage a shift in mode choice.

4.67. The site is accessible to a range of sustainable modes of transport, integrates well with the surrounding residential area and is compliant with the principles of Designing Streets thereby ensuring that the site is compliant with the national and local policies highlighted within *Chapter 3*.

5. Vehicular Accessibility

5.1. The following presents a review of the surrounding road network and details how the likely level of private car use will be generated.

Surrounding Road Network

5.2. This section of the report describes the most likely routes vehicles will travel to the development site from residential settlements and from the site to places of education, work and recreation. The following provides an overview of the key route corridors.

Existing

5.3. *Figure 1*, Site Location, identifies the site, surrounding road network and its environs. The site is ideally located to access strategic transport links, such as, the B9040, B9012, B9013 and the A96(T).

5.4. The site is bound to the north by the B9040 Forsyth Street. Forsyth Street is a single carriageway road circa 6.5m in width operating in an east-west direction along the southern extent of the village. Subject to a 30mph speed restriction within the built-up area of Hopeman, the route hosts residential road characteristics, such as, frontage access, on-street parking and is a bus route, despite being of local distributor standard. Beyond the limits of the village the speed limit increases to national speed restriction and connects the village with Burghead in the west with Lossiemouth in the east.

5.5. The village of Hopeman has been developed around a traditional grid style road network with serval of the interconnecting road forming priority junctions with the B9040 on the northern side of the carriageway. The main street in Hopeman, Harbour Street, forms a cross-road priority junction with the B9040 Forsyth Street and Inverugie Road circa 30m west of the site.

5.6. Harbour Street, also a single carriageway road, penetrates the centre of the village and hosts many of the villages' local amenities and recreational facilities whilst also providing a link to the Harbour in the north.

5.7. The B9040 forms a priority junction with the B9013 St Aethans Road to the south of Burghead circa 2.5km west of the site. The B9013 is a single carriageway distributor road linking Burghead in the north with the A96 Trunk Road in the south. The A96 is the main arterial route in the area and provides the village with a link to Inverness in the west and Aberdeen in the east, via Elgin.

5.8. Alternative routes are available to the centre of Elgin, namely the B9012, which is also a single carriageway road subject to a 60mph speed restriction. The B9012 forms a priority junction with the B9040 less than 1,250m east of the site and routes through the village of Duffus before connecting with Morriston Road.

5.9. The road network surrounding the site provides directly links to the centre of the village and easy access to key distributor road providing links to the trunk road network and the main surrounding employment centres.

Proposed

5.10. As described within *Chapter 2*, the current access arrangement to the site with Forsyth Street on the northern boundary will be reconfigured and a single priority junction introduced to replace the former access / egress layout. The proposed / replacement junction will be introduced as a standard priority junction towards the eastern area of the site with standard Designing Street visibility splays provided.

5.11. The priority junction will support a single carriageway spine road which will connect to a parking courtyard in the south west of the site via a priority junction. The main internal spine road will terminate in a T-Shaped turning head.

5.12. Reconfiguration of the site access will permit the introduction of 4 dropped kerb parking spaces at the rear of the footway on the eastern side of the proposed priority junction and a new delivery layby on the western side of the junction. The delivery / loading bay will be subject to a Traffic Regulation Order to restrict public parking and control delivery times.

5.13. Parking for the site will be provided internal either side of the access spine road and both sides of the parking aisle within the courtyard.

5.14. The proposed access arrangement including visibility splays is presented on Drawing 20044_003 contained within *Appendix A*.

5.15. There have been various local representations submitted to Moray Council commenting on the means of access to the site and the nature of the adjacent road network. The standard of Forsyth Street and the volume of through traffic on the route are mentioned within many of the representations.

5.16. A food store should be located on a primary route, such as, Forsyth Street, to ensure pass-by traffic can easily access the site without the need to significantly divert through residential streets. Furthermore, the background traffic on Forsyth Street is not, in road design terms, significant.

5.17. As previously mentioned, the site has an extant land use which benefits direct from Forsyth Street which ensures that the means of access is committed in planning terms. It is understood that a residential development is currently under construction to the west of the site which benefits from direct access from Forsyth Street, thereby further demonstrating direct access from Forsyth Street is appropriate

Development Traffic

5.18. The industry standard TRICS database has been utilised to determine an appropriate vehicle trip rate for the retail and residential elements of the proposals as presented in *Tables 5 & 6* below and overleaf. A copy of the TRICS output is contained within *Appendix C*. As detailed within *Chapter 4*, there are no similar light industrial / business type developments of a comparable size on the database, therefore, it is considered that any generation, particularly during the commuter peak periods associated with this element of the proposals with be negligible.

5.19. It is estimated that the site will generate in the region of 69 and 77 (two-way) vehicle movements during the weekday AM and PM peak hours, respectively, which are expected to coincide with the peak background traffic periods.

Table 5: Residential Development Traffic Generation

8 Residential Units	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	0.210	0.481	0.691	0.259	0.185	0.444
Traffic Generation	2	4	6	2	2	4

Table 6: Residential Development Traffic Generation

372msq Food Retail	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	8.665	8.350	17.015	10.240	9.413	19.653
Traffic Generation	32	31	63	38	35	73

5.20. As highlighted within the tables *above*, two-way traffic generation associated with the development site is estimated to be marginally over 1 two-way vehicle movement every minute, on average, during the peak periods.

5.21. In addition, the site previously operated as a service station / garage which generated vehicle traffic at peak times. As the service station / garage will be removed to accommodate the mixed-use development the traffic associated with this use is considered 'committed' on the road network which would considerably reduce the nett increase of traffic on the road network as a result of the development proposals.

5.22. On the basis, MC confirmed within the consultation response, by the request for a Transport Statement, that a full assessment and detailed capacity analysis was not necessary.

Accident Review

5.23. When considering an appropriate access arrangement, consideration is given to the adjacent route network. As part of the consideration process, a review of Crashmap.com was undertaken to determine whether there were any safety issues surrounding the site. The review highlighted that there has only been one collision reported in the past 5 years on the B9040. The accident took place circa 400m east of the site and involved 3 vehicles. There were two slight injuries associated with the collision, which is considered to be caused by driver error.

5.24. The above review confirms that there are no safety issues with the current network arrangement in the vicinity of the site. Furthermore, the development proposals will rationalise the access points on the site, effectively improving road safety.

Construction Traffic Management Plan

5.25. Generally, the chosen haulage route is the shortest available to the strategic road network and focuses on trunk / distributor standard roads which are suitable to accommodate construction traffic vehicles. At this stage the specific construction route is unknown, but all routes to / from the A96 will be considered in due course.

5.26. Immediately upon commencement of the construction, all deliveries, operatives and visitors to the construction site will report to the site office. This will be communicated to all works contractors at their pre-start meeting. They will be informed by site staff of emergency procedures, assembly points, First Aid, site rules, etc.

5.27. Manned traffic management procedures will be adopted when very large loads are delivered to site. This is only for exceptional items and these movements will only occur occasionally and will be minimised, where possible.

5.28. Construction vehicles will be managed by the Project Manager overseeing direction of the project and by the Site Supervisor responsible for on-site activities. Contact details for both the Project Manager and Site Supervisor shall be provided to MC prior to works commencing and made visible on the site security hoarding.

5.29. Security hoarding around access points will be periodically inspected for damage by the site manager and remedial maintenance will be carried out if necessary.

5.30. Large vehicle deliveries will be coordinated directly between the project team and the supplier. Deliveries to the site by vehicles in excess of 3.5 tonnes will only be carried out between the hours of 09:00 and 17:00 Monday to Friday, and 08:00 to 13:00 on Saturday, however will be coordinated to avoid conflict with school opening and closing time periods.

5.31. All subcontractors will stipulate to the site manager their vehicle size, times for deliveries, access route and site access arrangement prior to delivery.

5.32. Deliveries will be restricted to site working hours as set out above or otherwise agreed with MC to reduce disruption to local residents and businesses.

5.33. Banksman will be provided for all HGV movements into and out of the site to minimise the potential impact on the public highway.

5.34. Wheel washing facilities are to be provided. These will be located on the egress of the site on an area of hard standing concrete. Jet washing wheels will be carried out by a traffic marshal or contracted labour.

5.35. The developer will ensure that the roads and footways surrounding the site are swept on a daily basis. This process is to ensure that any debris or dirt from the construction vehicles avoids getting transferred around the road network.

5.36. The owner will take reasonable steps to minimise noise and supress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.

5.37. The main contractor and sub-contractors will subscribe to the “Considerate Contractors Scheme” and adhere to the guidelines set out by the scheme.

Vehicular Accessibility Summary

5.38. In summary, the nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

6. Summary & Conclusions

Summary

6.1. ECS Transport Planning Limited has been commissioned by Springfield Real Estate Management Ltd to produce a Transport Statement in support of a proposed mixed-use development with associated parking on the Hopeman Service Station site adjacent to the B9040 Forsyth Street, Hopeman.

6.2. The proposals seek permission to demolish the existing service station and garage, and construct a small food retail convenience store, a light industrial / commercial starter unit and 2 no. blocks of residential dwellings containing a total of 8 cottage flats with associated access, servicing and parking facilities.

6.3. This report examines the key transportation issues and access opportunities associated with all modes of travel from development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.

6.4. The findings of this study are based on a review the comments provided by Moray Council's Transport Planning Department (MC) within a consultation response to the planning application, a site visit, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning polices, including 'Designing Streets'.

6.5. The development content will comprise of the following:-

- 372msq Gross Floor Area (GFA) Food Retail (Convenience Store);
- 112msq GFA Light Industrial / Business Use (Starter Business); and
- 8 cottage flats split equally between two blocks.

6.6. The site frontage will be reconfigured, with the access arrangement condensed and footway on the southern side of the carriageway reinstated. The large existing egress at the western side of the site will be removed and a new standard priority junction introduced to replace the eastern access. A new delivery / loading layby will be created on the southern side of Forsyth Street to the west of the enhanced site access with the footway routing around the rear. In additional to the proposed delivery bay, 4 new car parking spaces will be introduced on the northern western boundary at the rear of the footway accessible via dropped kerb.

6.7. The site access junction will provide a route to the central area of the site with parking located either side. The internal road will be introduced in T-Shaped arrangement to support larger vehicle turning manoeuvres. The minor section of the internal T-Shaped arrangement will operate as a parking courtyard and will host parking facilities either side.

6.8. The light industrial unit will be positioned to the east of the access junction directly south of the 4 proposed site frontage parking spaces and east of the site spine road. The convenience retail store will be located on the northern boundary of the site, to the south of the proposed delivery loading bay. To the south of the access roads and parking facilities, the cottage flats will sit on the southern boundary side by side.

6.9. Pedestrian access to the site will be provided from the northern boundary via Forsyth Street. A new dropped kerb crossing with tactile paving will be introduced between the enhanced site access junction and the proposed frontage car parking spaces. Access to the light industrial unit will be via an entrance on the

northern elevation which will front the footway, as will access to the retail unit with entrance directly south of the delivery bay.

6.10. A zebra crossing will be introduced within the private internal spine road to support pedestrians crossing the minor arm of the junction. Access to the residential cottage flats will be introduced via a footway between the retail building and the parking bays on the western side of the site spine road. Another zebra crossing will be introduced over the parking court providing access to a surfaced area around the perimeter of both flatted buildings.

6.11. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the walking, cycling and public transport provision in the area is excellent and sufficient to accommodate the expected future demand. The development will be designed to link to the existing transport infrastructure and encourages access by all modes.

6.12. The nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

Conclusions

6.13. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users, therefore, in transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

APPENDICES

Forsyth Street, Hopeman
Project Number: 20044
Document Reference: 01

A. Site Layout

A1

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced in any way without express written consent.

N

PLANNING

FORSYTH STREET

INVERUGIE ROAD

1

35

33

37

Existing Bus Shelter

New Crossing Point

Existing lighting column

Existing lighting column relocated

Relocated lighting column position

18000

3000

DELIVERY / LOADING

BT

Secure gate

4000 SQFT RETAIL UNIT

4 PARKING BAYS (UNIT)

1200 SQFT UNIT

EXISTING WALL

21 PARKING BAYS (RETAIL UNIT)

CYCLE HOOPS

12 PARKING BAYS (RESIDENTIAL)

EV CHARGE POINT

SERVICE YARD 50m²

BIN

BIN

BIN

4x4.5m PLANT AREA

BIN STORE (FLATS)

CYCLE STORE

CYCLE STORE

LEGEND:

- SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.
- PEDESTRIAN ACCESS TO RETAIL/ RESIDENTIAL.
- PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
- SERVICE YARD / DELIVERY ACCESS.

SCALE 1:200

0 10m

Rev.	Date	Remarks	By	Ch.
B	03.07.2020	Amendments to suit topo.	BRL	-
A	30.06.2020	Scheme revised for Planning.	BRL	-

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:200	24.02.2020	BRL	VM

Drawing no. L-003

Rev B

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Notes:-

Visibility Splay 2.4m x 43m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project

PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title

INDICATIVE ACCESS ARRANGEMENT

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
1:500	10.07.20

Project No.	Drawing No.	Rev
20044	20044_003	-

Purpose of Issue

☐ Preliminary ☐ For Tender ☐ For Construction
☐ _____ ☑ For Information ☐ For Approval ☐ As Built

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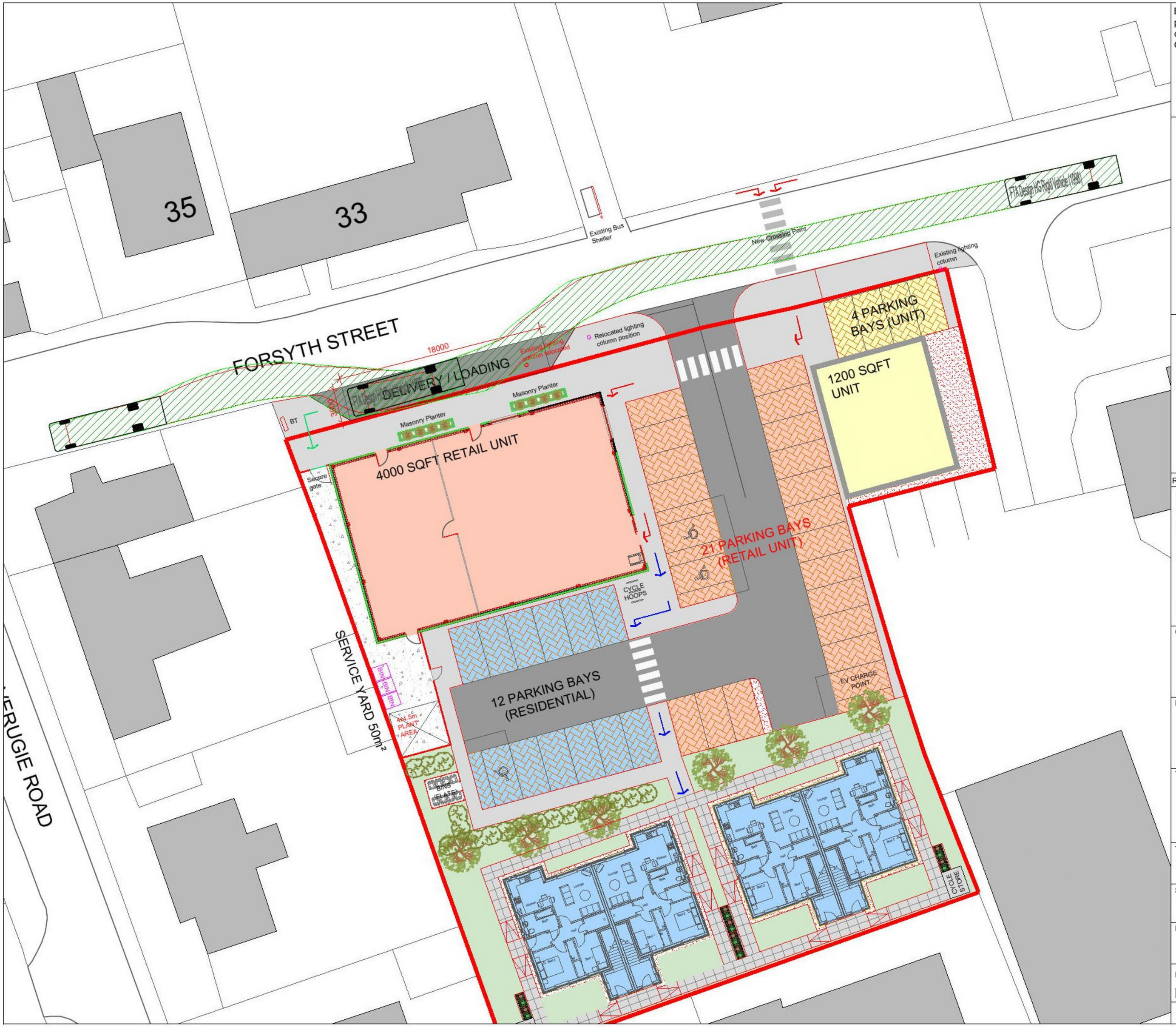
B. Vehicle Swept Paths



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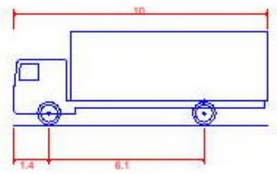

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

ECS TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project

PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title

SERVICE VEHICLE SWEPT PATHS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
N.T.S	10.07.20

Project No.	Drawing No.	Rev
20044	20044_002	-

Purpose of Issue

- ☐ Preliminary
- ☐ For Tender
- ☐ For Construction
- ☐ _____
- ☑ For Information
- ☐ For Approval
- ☐ As Built

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33

YTH STREET

Existing Bus Shelter

New Crossing Point

Existing lighting column

18000

DELIVERY / LOADING

Existing lighting column relocated

Relocated lighting column position

3000

BT

Masonry Planter

Masonry Planter

4000 SQFT RETAIL UNIT

Secure gate

4 PARKING BAYS (UNIT)

1200 SQFT UNIT

21 PARKING BAYS (RETAIL UNIT)

CYCLE HOOPS

12 PARKING BAYS (RESIDENTIAL)

EV CHARGE POINT

SERVICE YARD 50m²

BIN BIN BIN

4x4.5m PLANT AREA

BINS (FLATS)

Kitchen Lounge Lounge Kitchen Bath Hall

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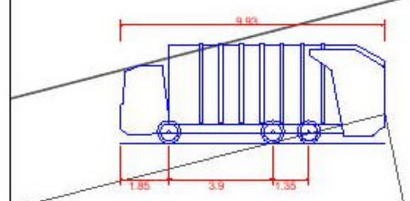

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project

PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title

REFUSE VEHICLE SWEPT PATHS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
N.T.S	10.07.20

Project No.	Drawing No.	Rev
20044	20044_001	-

Purpose of Issue

- ☐ Preliminary
- ☐ For Tender
- ☐ For Construction
- ☐ _____
- ☑ For Information
- ☐ For Approval
- ☐ As Built

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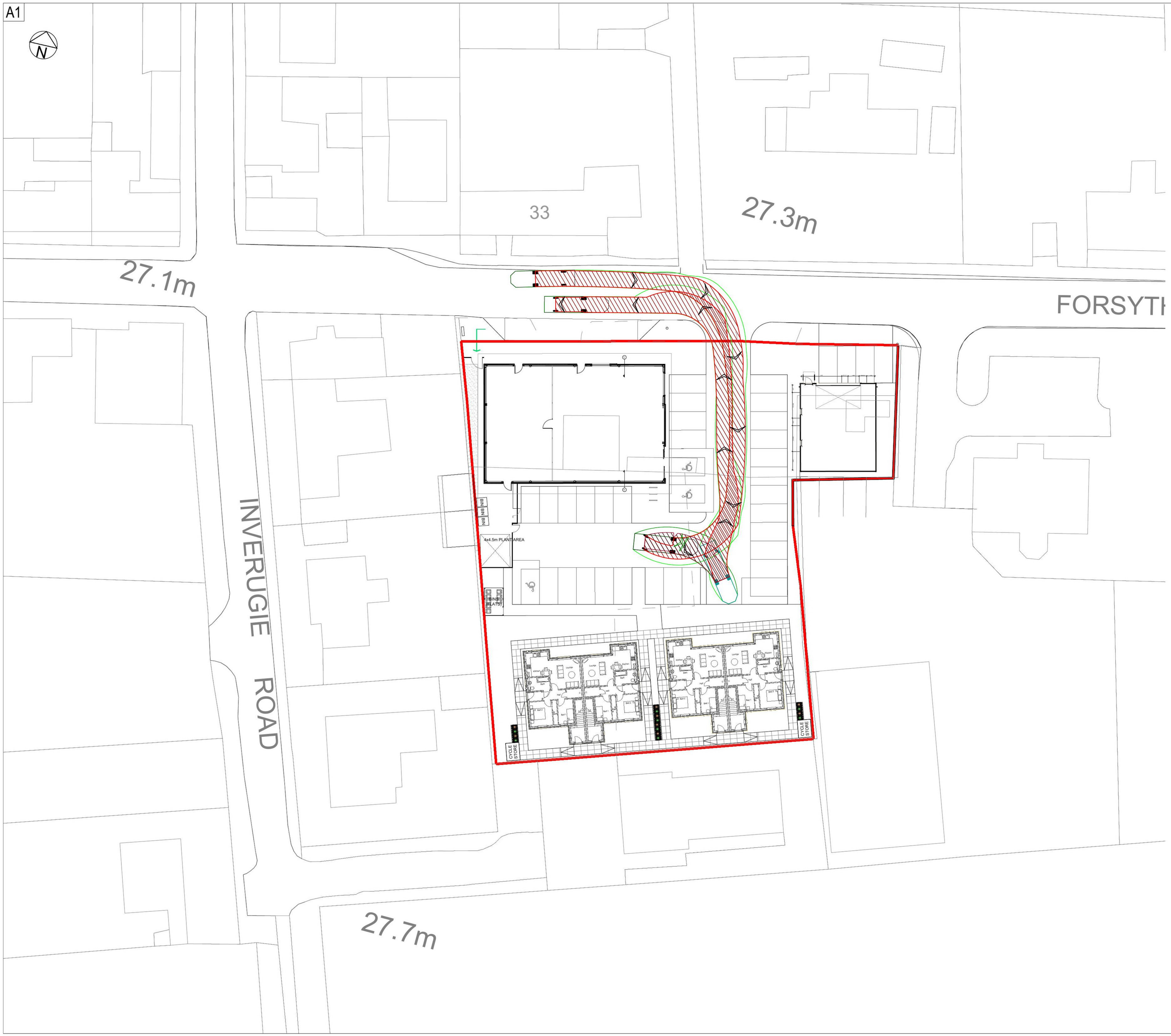
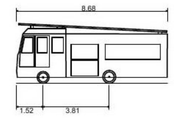
A1





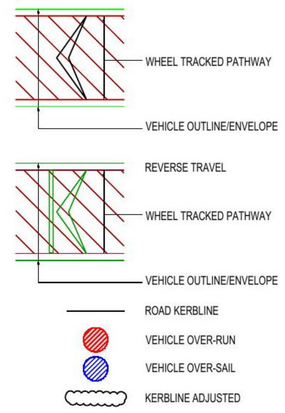
DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NOTES:

1. SITE MEASUREMENTS OR VEHICLE TRACKING SHOULD BE ASSESSED ON A LARGE SCALE ENGINEERING TOPOGRAPHICAL SURVEY OR ARCHITECTS PRECISION LAYOUTS TO VERIFY THAT ADEQUATE CLEARANCES CAN BE ACHIEVED.

LEGEND



Important notes for clients / contractors
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PLANNING

Rev.	Date	Remarks	By	Ch.

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
VEHICLE SWEPT PATH

Scale	Date	Drawn by	Checked by
1:250	08.07.20	PD	

Drawing no.
10045-C-401

Rev

C. Census / TRICS / Multi-Modal

C11

Scotland's Census 2011 - National Records of ScotlandTable QS702SC - Method of travel to work or study (1)All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census
Datazone 2011 by Transport to place of work or study by Term-time Address (Indicator) and In education or employment
Counting: Person

Filters:
Default Summation Person
Term-time Address Resident
In education or emp In education or employment - Part time students

Transport to place of work or study	All people	Work or study mainly at or from	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Datazone 2011												
S01011143	630	56	2	24	80	3	279	36	3	10	103	34
S01011144	518	52	0	19	70	6	237	46	2	8	69	9

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

	1148	108	2	43	150	9	516	82	5	18	172	43
		9.41%										
	1040		0.19%	4.13%	14.42%	0.87%	49.62%	7.88%	0.48%	1.73%	16.54%	4.13%

20044 Forsyth Street, Hopeman

Hopeman - All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

Total People	Works or studies mainly at or from home	Not currently working or studying	Underground, tube, metro or light rail	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	TOTAL
1148	108		2	43	150	9	516	82	5	18	172	43	1040
			0.19%	4.13%	14.42%	0.87%	49.62%	7.88%	0.48%	1.73%	16.54%	4.13%	100.00%

Residential Vehicle Trips Only

	IN	OUT	TOTAL
AM	2	4	6
PM	2	1	4

Residential People Trips Only

	IN	OUT	TOTAL
AM	3	8	11
PM	4	3	7

		Underground	Train	Bus	Taxi	Car Driver	Passenger	M/cycle	Bicycle	Foot	Other	Total
AM	IN	0	0	0	0	2	0	0	0	1	0	**3**
	OUT	0	0	1	0	4	1	0	0	1	0	**8**
	TOTAL	**0**	**0**	**2**	**0**	**6**	**1**	**0**	**0**	**2**	**0**	**11**
PM	IN	0	0	1	0	2	0	0	0	1	0	**4**
	OUT	0	0	0	0	1	0	0	0	0	0	**3**
	TOTAL	**0**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**1**	**0**	**7**

Calculation Reference: AUDIT-654801-200709-0719

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED

VEHICLES

Selected regions and areas:

04 EAST ANGLIA
SF SUFFOLK 1 days
05 EAST MIDLANDS
LN LINCOLNSHIRE 1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE
NY NORTH YORKSHIRE 1 days
08 NORTH WEST
CH CHESHIRE 2 days
11 SCOTLAND
AG ANGUS 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range 7 to 24 (units:)
Range Selected by User 5 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range All Surveys Included

Bedrooms per Dwelling Range All Surveys Included

Percentage of dwellings privately owned All Surveys Included

Public Transport Provision:
Selection by: Included in all surveys

Date Range 01/01/12 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:
Tuesday 4 days
Wednesday 1 days
Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:
Manual count 6 days
Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:
Suburban Area (PPS6 Out of Centre) 6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:
Residential Zone 6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
5,001 to 10,000 1 days
10,001 to 15,000 1 days
15,001 to 20,000 3 days
20,001 to 25,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
25,001 to 50,000 1 days
50,001 to 75,000 2 days
75,001 to 100,000 2 days
100,001 to 125,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 3 days
1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:
Yes 1 days
No 5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:
No PTAL Present 6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD
ARBROATH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY 22/05/12 Survey Type: MANUAL

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY 05/06/19 Survey Type: MANUAL

4 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROCKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY 18/09/12 Survey Type: MANUAL

5 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY 10/05/17 Survey Type: MANUAL

6 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORWICH ON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY 23/10/12 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.074	6	14	0.395	6	14	0.469
08:00 - 09:00	6	14	0.210	**6**	**14**	**0.481**	**6**	**14**	**0.691**
09:00 - 10:00	6	14	0.198	6	14	0.222	6	14	0.420
10:00 - 11:00	6	14	0.123	6	14	0.123	6	14	0.246
11:00 - 12:00	6	14	0.136	6	14	0.123	6	14	0.259
12:00 - 13:00	6	14	0.185	6	14	0.160	6	14	0.345
13:00 - 14:00	6	14	0.148	6	14	0.210	6	14	0.358
14:00 - 15:00	6	14	0.198	6	14	0.247	6	14	0.445
15:00 - 16:00	6	14	0.222	6	14	0.173	6	14	0.395
16:00 - 17:00	**6**	**14**	**0.259**	6	14	0.185	6	14	0.444
17:00 - 18:00	6	14	0.259	6	14	0.136	6	14	0.395
18:00 - 19:00	6	14	0.148	6	14	0.074	6	14	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.160			2.529			4.689

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	7 - 24 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays	0
Number of Sundays:	0
Surveys automatically removed from selection	0
Surveys manually removed from selection	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AJDT-654801-200709-0735

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : 0 - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST	
	WL WILTSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY NORTH YORKSHIRE	1 days
	SY SOUTH YORKSHIRE	1 days
	WY WEST YORKSHIRE	1 days
09	NORTH	
	DH DURHAM	1 days
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Gross floor area
Actual Range	292 to 539 (units: sqm)
Range Selected by User	70 to 1300 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 07/04/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:
C1 7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:
5,001 to 10,000 2 days
10,001 to 15,000 2 days
15,001 to 20,000 2 days
25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:
5,001 to 25,000 1 days
25,001 to 50,000 1 days
100,001 to 125,000 1 days
125,001 to 250,000 4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:
0.6 to 1.0 4 days
1.1 to 1.5 3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:
Included in the survey count 0 days
Excluded from count or no filling station 7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not

Travel Plan:
No 7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans

PTAL Rating:
No PTAL Present 7 days

This data displays the number of selected surveys with PTAL Ratings

LIST OF SITES relevant to selection parameters

1 DH-01-O-01 SAINSBURY'S LOCAL DURHAM
132 STATION LANE
HARTLEPOOL
SEATON CAREW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY 26/11/12 Survey Type: MANUAL

2 NF-01-O-01 TESCO EXPRESS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY 26/10/12 Survey Type: MANUAL

3 NY-01-O-03 CO-OPERATIVE NORTH YORKSHIRE
FOREST ROAD
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 303 sqm
Survey date: MONDAY 19/09/16 Survey Type: MANUAL

4 SY-01-O-02 SAINSBURY'S LOCAL SOUTH YORKSHIRE
ECCLESALL ROAD
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 306 sqm
Survey date: FRIDAY 14/12/12 Survey Type: MANUAL

5 TW-01-O-02 CO-OPERATIVE TYNE & WEAR
ETHEL TERRACE
SUNDERLAND
CASTLETOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 330 sqm
Survey date: FRIDAY 07/04/17 Survey Type: MANUAL

6 WL-01-O-01 ONE STOP WILTSHIRE
THE CIRCLE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 292 sqm
Survey date: FRIDAY 23/09/16 Survey Type: MANUAL

7 WY-01-O-02 CO-OPERATIVE WEST YORKSHIRE
AINSTY ROAD
WETHERBY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 539 sqm
Survey date: MONDAY 26/09/16 Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	4.203	3	381	4.028	3	381	8.231
07:00 - 08:00	7	363	7.759	7	363	7.247	7	363	15.006
08:00 - 09:00	7	363	8.665	7	363	8.350	7	363	17.015
09:00 - 10:00	7	363	6.341	7	363	5.711	7	363	12.052
10:00 - 11:00	7	363	6.144	7	363	6.065	7	363	12.209
11:00 - 12:00	7	363	5.317	7	363	5.553	7	363	10.870
12:00 - 13:00	7	363	7.995	7	363	7.404	7	363	15.399
13:00 - 14:00	7	363	5.790	7	363	5.632	7	363	11.422
14:00 - 15:00	7	363	6.735	7	363	6.617	7	363	13.352
15:00 - 16:00	7	363	7.562	7	363	7.838	7	363	15.400
16:00 - 17:00	7	363	9.059	7	363	8.074	7	363	17.133
17:00 - 18:00	7	363	10.240	7	363	9.413	7	363	19.653
18:00 - 19:00	**7**	**363**	**11.422**	**7**	**363**	**11.934**	**7**	**363**	**23.356**
19:00 - 20:00	7	363	8.153	7	363	9.137	7	363	17.290
20:00 - 21:00	6	375	3.738	6	375	5.296	6	375	9.034
21:00 - 22:00	6	375	2.804	6	375	3.249	6	375	6.053
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			113.846			114.107			227.953

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	292 - 539 (units: sqm)
Survey date date range:	01/01/12 - 07/04/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL CYCLISTS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	0.438	3	381	0.350	3	381	0.788
07:00 - 08:00	7	363	0.433	7	363	0.394	7	363	0.827
08:00 - 09:00	7	363	0.315	7	363	0.315	7	363	0.630
09:00 - 10:00	7	363	0.197	7	363	0.158	7	363	0.355
10:00 - 11:00	7	363	0.118	7	363	0.079	7	363	0.197
11:00 - 12:00	7	363	0.158	7	363	0.158	7	363	0.316
12:00 - 13:00	7	363	0.315	7	363	0.276	7	363	0.591
13:00 - 14:00	7	363	0.118	7	363	0.197	7	363	0.315
14:00 - 15:00	7	363	0.315	7	363	0.315	7	363	0.630
15:00 - 16:00	7	363	0.433	7	363	0.473	7	363	0.906
16:00 - 17:00	**7**	**363**	**0.709**	7	363	0.512	7	363	1.221
17:00 - 18:00	7	363	0.630	**7**	**363**	**0.630**	7	363	1.260
18:00 - 19:00	7	363	0.709	7	363	0.591	**7**	**363**	**1.300**
19:00 - 20:00	7	363	0.433	7	363	0.354	7	363	0.787
20:00 - 21:00	6	375	0.089	6	375	0.267	6	375	0.356
21:00 - 22:00	6	375	0.134	6	375	0.134	6	375	0.268
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.544			5.203			10.747

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PEDESTRIANS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	3.415	3	381	3.327	3	381	6.742
07:00 - 08:00	7	363	7.168	7	363	6.144	7	363	13.312
08:00 - 09:00	7	363	9.492	7	363	8.862	7	363	18.354
09:00 - 10:00	7	363	7.680	7	363	6.656	7	363	14.336
10:00 - 11:00	7	363	7.168	7	363	6.932	7	363	14.100
11:00 - 12:00	7	363	7.917	7	363	7.562	7	363	15.479
12:00 - 13:00	7	363	8.232	7	363	7.956	7	363	16.188
13:00 - 14:00	7	363	9.137	7	363	9.571	7	363	18.708
14:00 - 15:00	7	363	8.822	7	363	9.098	7	363	17.920
15:00 - 16:00	**7**	**363**	**12.288**	7	363	11.579	**7**	**363**	**23.867**
16:00 - 17:00	7	363	9.965	7	363	10.358	7	363	20.323
17:00 - 18:00	7	363	10.752	7	363	10.595	7	363	21.347
18:00 - 19:00	7	363	11.737	**7**	**363**	**11.776**	7	363	23.513
19:00 - 20:00	7	363	10.004	7	363	11.461	7	363	21.465
20:00 - 21:00	6	375	7.299	6	375	7.655	6	375	14.954
21:00 - 22:00	6	375	6.231	6	375	7.076	6	375	13.307
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			137.307			136.608			273.915

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	0.000	3	381	0.000	3	381	0.000
07:00 - 08:00	7	363	0.197	7	363	0.079	7	363	0.276
08:00 - 09:00	7	363	0.394	7	363	0.354	7	363	0.748
09:00 - 10:00	7	363	0.315	7	363	0.236	7	363	0.551
10:00 - 11:00	7	363	0.630	7	363	0.670	7	363	1.300
11:00 - 12:00	7	363	0.354	7	363	0.315	7	363	0.669
12:00 - 13:00	7	363	0.315	7	363	0.551	7	363	0.866
13:00 - 14:00	7	363	0.236	7	363	0.197	7	363	0.433
14:00 - 15:00	7	363	0.591	7	363	0.433	7	363	1.024
15:00 - 16:00	7	363	0.315	7	363	0.315	7	363	0.630
16:00 - 17:00	7	363	0.236	7	363	0.158	7	363	0.394
17:00 - 18:00	**7**	**363**	**1.260**	**7**	**363**	**1.339**	**7**	**363**	**2.599**
18:00 - 19:00	7	363	0.709	7	363	0.591	7	363	1.300
19:00 - 20:00	7	363	0.158	7	363	0.197	7	363	0.355
20:00 - 21:00	6	375	0.089	6	375	0.089	6	375	0.178
21:00 - 22:00	6	375	0.045	6	375	0.045	6	375	0.090
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.844			5.569			11.413

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE

MULTI-MODAL TOTAL PEOPLE

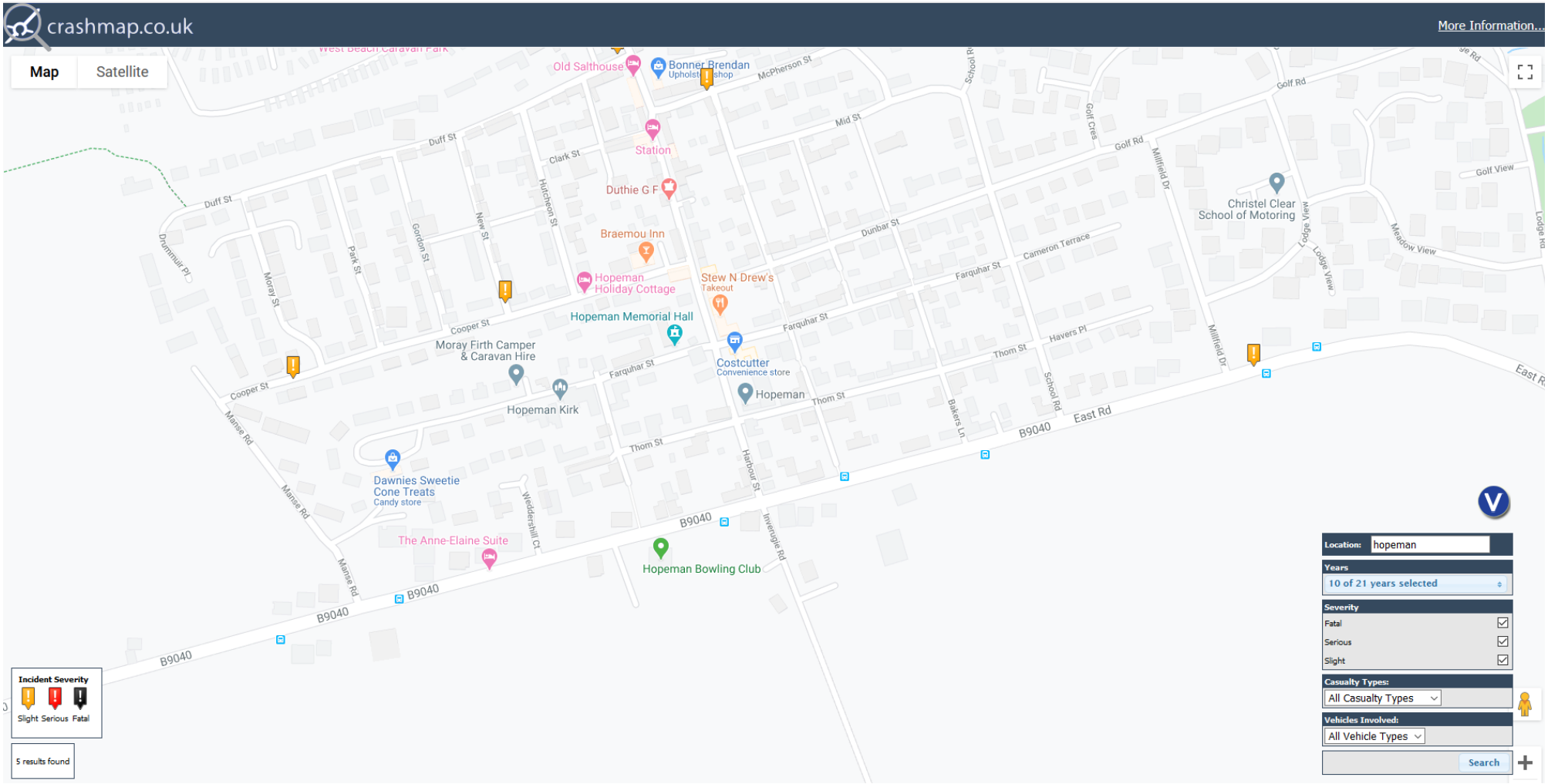
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	8.406	3	381	7.968	3	381	16.374
07:00 - 08:00	7	363	16.857	7	363	15.163	7	363	32.020
08:00 - 09:00	7	363	20.520	7	363	19.575	7	363	40.095
09:00 - 10:00	7	363	15.794	7	363	13.864	7	363	29.658
10:00 - 11:00	7	363	14.927	7	363	14.376	7	363	29.303
11:00 - 12:00	7	363	14.691	7	363	14.533	7	363	29.224
12:00 - 13:00	7	363	17.881	7	363	17.093	7	363	34.974
13:00 - 14:00	7	363	16.266	7	363	16.660	7	363	32.926
14:00 - 15:00	7	363	17.290	7	363	17.290	7	363	34.580
15:00 - 16:00	7	363	22.450	7	363	22.135	7	363	44.585
16:00 - 17:00	7	363	22.686	7	363	21.583	7	363	44.269
17:00 - 18:00	7	363	25.167	7	363	24.262	7	363	49.429
18:00 - 19:00	**7**	**363**	**28.082**	**7**	**363**	**28.279**	**7**	**363**	**56.361**
19:00 - 20:00	7	363	20.835	7	363	23.119	7	363	43.954
20:00 - 21:00	6	375	12.639	6	375	14.953	6	375	27.592
21:00 - 22:00	6	375	10.191	6	375	11.660	6	375	21.851
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			287.454			286.138			573.592

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*


crashmap.co.uk
More Information...
Map
Satellite
Old Salthouse
Bonner Brendan
Upholstery shop
McPherson St
Station
Duthie G F
Braemou Inn
Hopeman Holiday Cottage
Stew N Drew's
Takeout
Hopeman Memorial Hall
Moray Firth Camper & Caravan Hire
Costcutter
Convenience store
Hopeman
Hopeman Kirk
Dawnies Sweetie Cone Treats
Candy store
The Anne-Elaine Suite
Hopeman Bowling Club
Christel Clear School of Motoring
Duff St
Clark St
Mid St
Golf Rd
Golf Cres
Golf View
Millfield Dr
Lodge View
Meadow View
Dunbar St
Cameron Terrace
Farquhar St
Havers Pl
Thom St
Cooper St
Drummuir Pl
Moray St
Park St
Gordon St
New St
Hutcheon St
School Rd
Bakers Ln
Harbour St
Manse Rd
Weddershill Ct
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East Rd
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5 results found
Location: hopeman
Years
10 of 21 years selected
Severity
Fatal
Serious
Slight
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search

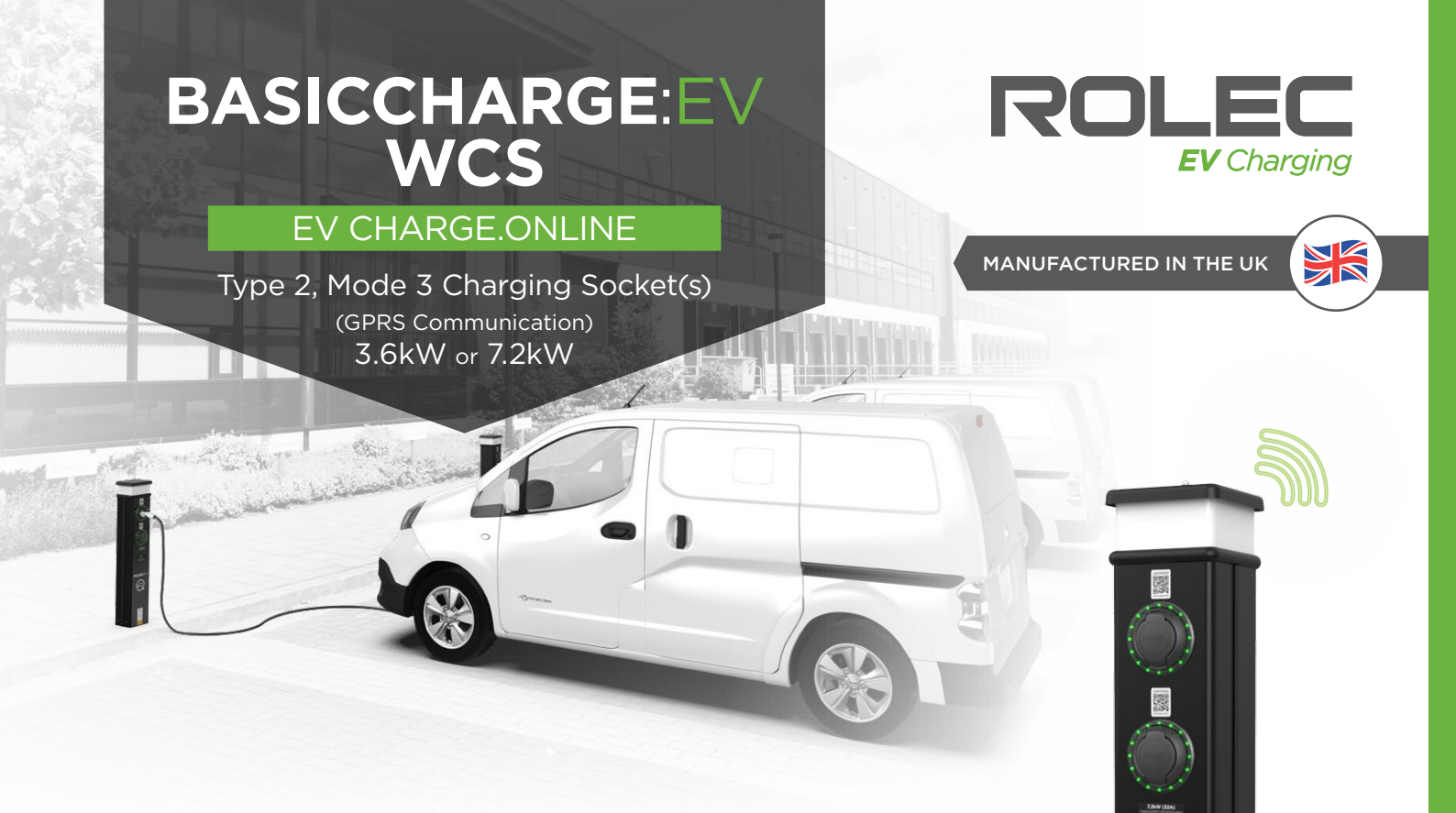
BASICCHARGE:EV WCS

EV CHARGE.ONLINE

Type 2, Mode 3 Charging Socket(s)
(GPRS Communication)
3.6kW or 7.2kW

ROLEC EV Charging

MANUFACTURED IN THE UK



The BASICCHARGE:EV CHARGE.ONLINE pedestal replicates Rolec's world-leading Classic utility pedestal, which provides a simple and effortless EV charging experience for all users.

This versatile, future-proof pedestal allows free-to-use charging and/or a simple pay-to-charge solution via the EV driver's smartphone.

Available in either 1way or 2way versions, providing Mode 3 fast charging in 3.6kW or 7.2kW speeds, this unit features a GPRS antenna communication connection.

Unit shown: BASICCHARGE:EV
EV CHARGE.ONLINE
2way Socket (Type 2) Charging Pedestal

PRODUCT FEATURES

- Mode 3 (IEC 61851-1) fast charging
- Available in 1way / 2way & 3.6kW (16A) / 7.2kW (32A) versions
- Type 2 (IEC 62196) charging socket(s) c/w security hatchlock(s)
- Photocell controlled LED amenity lighting head
- Surface or root mountable
- Built-in AC overload and fault current protection
- Built-in DC sensitive protection
- Built-in LED charging status indicator socket halo(s)
- Built-in class 1 **MID** compliant kWh meter(s)
- EV driver Pay-to-Charge smartphone integration
- OLEV Grant Fundable under the Workplace Charging Scheme
- Easy to install & maintain
- IP rated
- UV stabilised
- Corrosion resistant

EV CHARGE.ONLINE **PAY-TO-CHARGE** PAYMENT PARTNERS/ASSOCIATES

worldpay VISA mastercard

See the EV CHARGE.ONLINE Overview for details

GPRS Connectivity

Grant Fundable

EV Driver Multi-Device Access

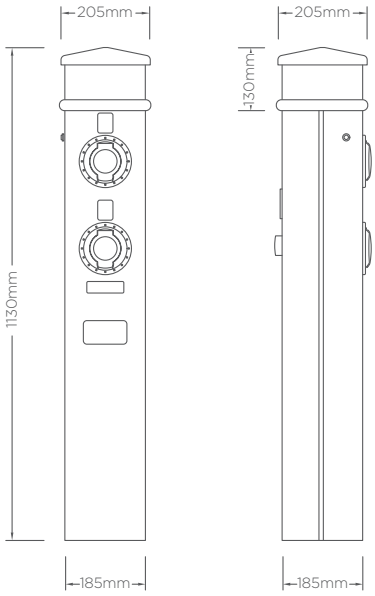
Branding & Colour Options Available

LED Amenity Lighting

IP Rated & UV Stabilised

SPECIFICATIONS

Product Code	EVGM0210	EVGM0211	EVGM0220	EVGM0221
Charging Socket(s)	1x Type 2 (IEC 62196)		2x Type 2 (IEC 62196)	
Rated Output	3.6kW	7.2kW	3.6kW	7.2kW
Rated Current	16A	32A	16A	32A
Charge Protocol	Mode 3			
Input Voltage	230V AC/50Hz (Single Phase)			
AC Overload Protection	1x 20A	1x 40A	2x 20A	2x 40A
AC Fault Protection	30mA			
DC Fault Protection	6mA			
Cable Terminals	3 x 35mm			
Communications	GPRS (Recommended signal strength of 14 CSQ or above)			
Standby Consumption	Approx 0.3kW per day			
Certifications & Compliances CE	EV Charging Compliance – EN 61851-1:2001, EN 61851-21:2002, EN 61851-22:2002 Wiring Regulations – BS 7671 EMC Compliance – EN 61000-6-3:2007, EN 61000-6-2:2005 Safety Compliance (LVD) – 2014/35/EU Environmental Protection – Enclosure IP65, Socket IP54 (BS EN 60529:1992+A2:2013)			
Dimensions	205mm x 1130mm x 205mm (W x H x D)			
Pedestal Material	High impact resistant aluminium composite outer shell			
Internal Chassis	Heavy duty, hot dipped galvanised steel			
Operating Temperature	-30°C to +50°C			
Standard Body Colour	Black (Other colours available upon request)			



EV CHARGE.ONLINE

- Built-in modem and GPRS signal antenna
- Built-in roaming Sim card connects directly to the strongest signal
- Smart charging control via the EV Charge.Online mobile app*
- EV Charge.Online Back Office management system*

EV CHARGE.ONLINE **PAY-TO-CHARGE** PARTNERS/ASSOCIATES

worldpay VISA mastercard

OPTIONS & ACCESSORIES

- Load Manager system (electrical distribution management)
- Corporate branding (colours, logo badge, etc.)
- Galvanised steel ground mounting base
- Protection barriers
- Charge point signage
- EV charging cables (Type 1 to Type 2 or Type 2 to Type 2)

*Full App functionality dependent on chosen data management plan, please refer to the EVCharge.Online Overview Sheet for more information

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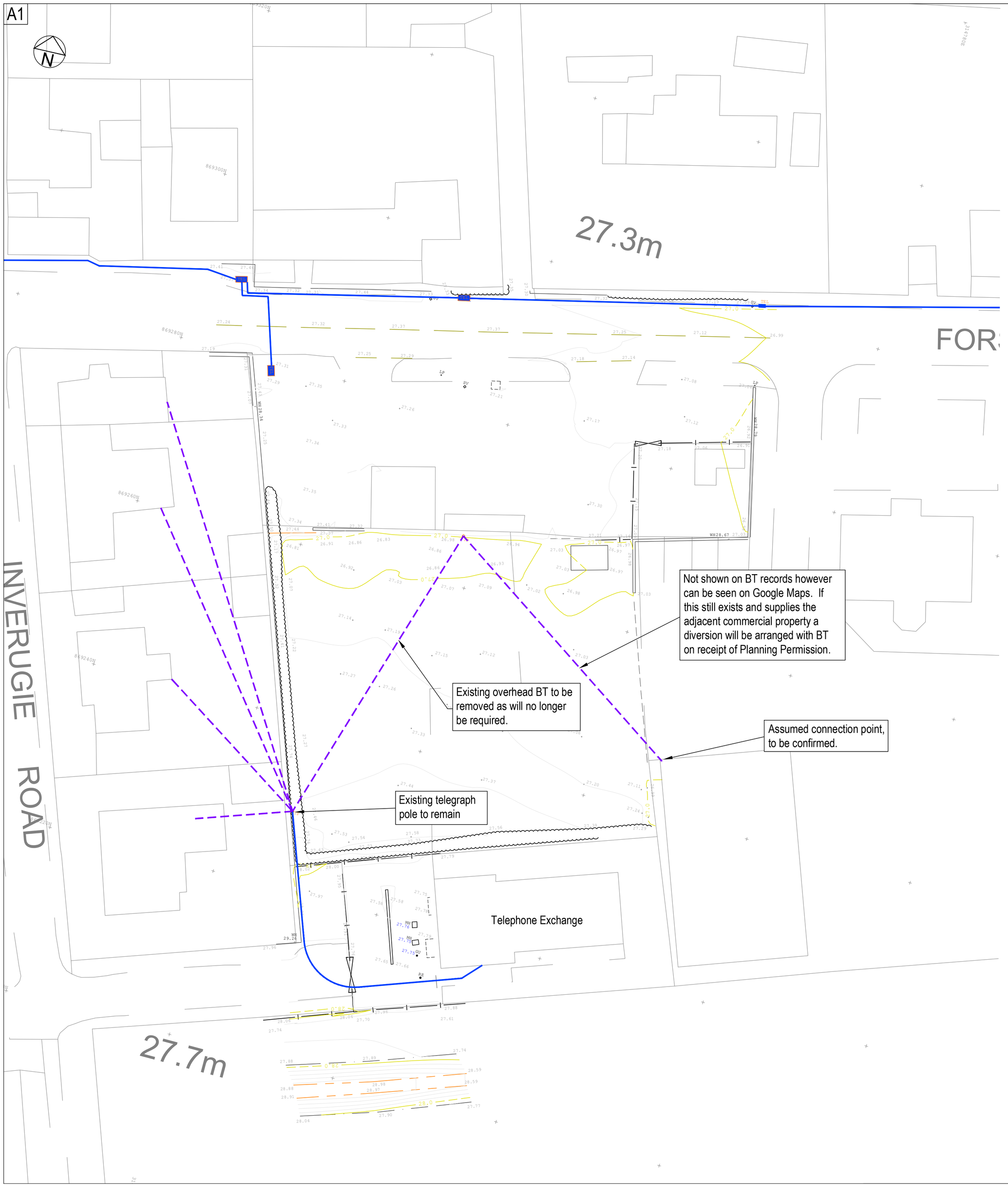
Head office contact:
t: +44 (0) 1205 724754
f: +44 (0) 1205 724876
rolec@rolecserv.co.uk

Rolec Services Ltd
Ralphs Lane, Frampton West
Boston, Lincolnshire
UK. PE20 1QUT

@RolecEV
/Rolec-Services
www.rolecserv.com

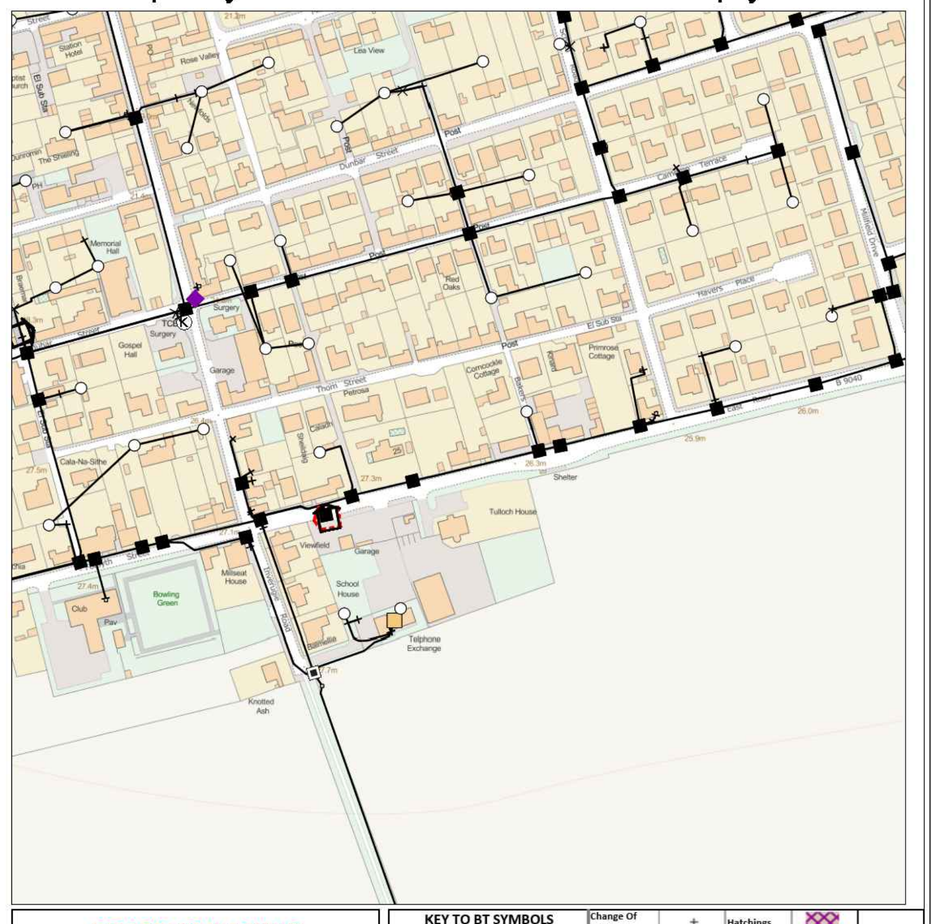
A1



Legend

- Existing Overhead BT
- Existing Underground BT
- Existing BT Junction Box

Maps by email Plant Information Reply



IMPORTANT WARNING

Information regarding the location of BT apparatus is given for your assistance and is intended for general guidance only. No guarantee is given of its accuracy.
It should not be relied upon in the event of excavations or other works being made near to BT apparatus which may exist at various depths and may deviate from the marked route.

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KEY TO BT SYMBOLS

	Planned	Live
PCP		
Pole		
Box		
Manhole		
Cabinet		

	Pending Add	In Place	Pending Remove	Not In Use
Power Cable				
Power Duct				N/A

Change Of State	+	Hatchings	
Split Coupling		Built	
Duct Tee		Planned	
Building		Inferred	
Kiosk	(K)	Duct	

Other proposed plant is shown using dashed lines. BT Symbols not listed above may be disregarded. Existing BT Plant may not be recorded. Information valid at time of preparation. Maps are only valid for 90 days after the date of publication.

BT Ref : SYX101852
Map Reference : (centre) NJ1479369316
Easting/Northing : (centre) 314793,869316
Issued : 24/09/2018 10:18:54

WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: nnhc@openreach.co.uk

Important notes for clients / contractors
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PLANNING

Rev.	Date	Remarks	By	Ch.

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
EXISTING BT APPARATUS

Scale	Date	Drawn by	Checked by
1:250	20.08.20	PD	

Drawing no.
10045-C-501

Rev

Response to Transportation Comments
Date Comments Received: 11th August 2020
Planning Ref: 20/00474/APP

This Response has been prepared in response to the comments received from Moray Council in regards to the above application for proposed retail, residential and light industrial on land located of Forsyth Street Hopeman. Comments received are in black, responses are noted in Green.

1.0 Parking

1.1 Food Retail Unit (371 sqm) = 6 per 100sqm = 22 Standard spaces (of which 2 Rapid EV charging spaces required), 2 PTW Spaces, 3 Disabled Spaces, 3 cycle spaces.
The actual available retail space is 232sqm (BoH = 139sqm). In reference to the current available parking standards legislation set by Moray Council, Appendix 2 notes "a **maximum** of 6spaces/100m2 of GFA" it does not differentiate between standard or disabled bays. Our current proposals are calculated at 5.66/100m2 of GFA. As a precedent, the approved planning application for a Co-op store in Lhandbryde, (15/02252/APP) was approved on the basis 190sqm (retail space) 94sqm (BoH) = Total 17 spaces which was inclusive of disabled bays.

Please refer to the updated site plan (Revision E) which includes 22 Bays for retail inclusive of 2no PTW spaces, 2 disabled (1 highlighted as residential but can be changed) and 3 Cycle spaces. We also note there were no EV charge points installed at this location, it is therefore difficult to understand why 2 are required on what is considered a small development (not major).

In addition to the above, please refer to the Transport Statement (Section 2.16) which notes:

"However, given that some of the residential parking will be vacant during key retail demand periods, it is not considered necessary to apply the full food retail parking requirement to the site given the potential for shared use.

Co-op who are the likely tenant of the proposed unit, are comfortable that the proposed provision is sufficient to accommodate demand based on knowledge of operations at similar sized stores in areas with compatible characteristics. Given the remote location of the store, the proposed unit includes a larger storage area than would be standard, as such applying the full parking ratio to this area is onerous.

It is also hoped that consideration will be given to the improved pedestrian and cycle routes carefully designed to promote green travel. Close proximity to the adjacent bus stop and the fact the site is located on a main bus route through Hopeman should also be considered. As each application is assessed individually we trust through the above response and any subsequent discussions provide a suitable outcome on the required level of parking.

1.2 Light Industrial Unit (111 sqm) = 4 per 100sqm = 4 spaces.
Correct No as per site plan.

1.3 8no 2 Bed Flats =3 per flat (+1 per 4 flats for visitor parking) = 16 standard spaces and 2 visitor spaces (EV provision required for a minimum of 1 space per flat), 1 secure cycle store per flat.
Correct No as per updated site plan. 16 + 2 visitor

1.4 No details for the proposed siting of EV charging points and cable access have been submitted. Details required.
We have undertaken several surveys for the site at significant expense, in order to provide a fully detailed design strategy for EV charge points, we would require input from a suitably qualified engineer. This is unreasonable to expect the client to incur such expense without securing planning. There is no reason why this could not be conditioned.

Whilst we can provide a generic brochure (attached on email response to Lisa McDonald 31/08), this is not necessarily what will be installed and is dependent on changing legislation, grant availability and other external factors. As with all developments, the feed for the EV charge points would be as per the Scottish Energy Trust Scotland guidelines – whereby the Landlord would pay for the energy supply for a min of 12 months. Charge posts will be located centrally at the front of the spaces, and these will most likely be fed from a meter within the communal stairs within the residential elements, however as noted above, routes would be agreed at detailed design to offer a cost effective solution.

1.5 Swept paths for key (difficult) parking spaces have not been provided.
All parking spaces and courts have been designed to the required guidelines.
However please indicate exactly which spaces this is required for to enable us to further assess. Visibility splays from the junction have been demonstrated, and spaces set back adequately from the proposed junction. Please refer to Appendix A of the transport statement.

2.0 Deliveries/ Servicing

2.1 Commercial/Retail development should provide all loading and other servicing to be carried out on site. Frontage layby servicing should only be considered acceptable where there is no other viable alternative. This site is of an adequate size to accommodate dedicated servicing for the retail unit within the site.
As indicated within the supporting Transport Statement, the Co-Op store will only require one large vehicle delivery per day which will be parked within the lay-by for a maximum of 30mins on average. In addition there will be 4 short stay deliveries from small vehicles of under 10 minutes duration. Accommodating the service vehicle within the site would require a larger turning facility and internal loading area as a minimum which will have a detrimental impact on the site layout and development potential. Forsyth Street has on-street parking along the full length which limits visibility at junctions and there has been no issue with accidents (see attached accident data).

Compromising the development potential of a site for a vehicle movement which occurs once a day would not be consistent with good land use planning principles and would result in a layout being dictated by a low frequency large vehicle movement which is not consistent with the principles of Designing Streets.

Convenience stores are often served by lay-by arrangement or direct street front loading bays which are consistent with the proposals at Hopeman. Indeed, the Co-Op store at St Andrew's Road, Lhanbryde has a very similar arrangement with a lay-by on the store frontage which is within the car park access visibility splay and was supported by MC. The co-op would be more than happy to ensure the layby is fully utilised by others and would be happy for this to be conditioned as was the case at the Lhanbryde store. Furthermore, the Lhanbryde example also has a bus stop on the opposite side from the store which would again be within the visibility splay.

There are numerous examples of service lay-by's and loading bays at convenience stores throughout Scotland which result in a temporary reduction in visibility splay at access junctions which are considered acceptable given the temporary nature of the restriction. Indeed, many of the existing junctions on Forsyth Street experience a similar restriction to visibility given the lack of controlled on-street parking along the route and it should be noted that there are no recognised accident concerns based on current data.

The applicant is prepared to promote a Traffic Regulation Order to ensure that the lay-by is used for loading only. Furthermore, the applicant and convenience store operator would be agreeable to a planning condition requiring a delivery management strategy to be submitted and approved by MC to ensure that delivery times are out with busy periods on Forsyth Street and safe delivery protocol is followed at all times.

Further to the above having carefully considered the site layout, it would seem more problematic if a delivery vehicle were to enter the site, and position to drop deliveries to within the service yard area and potentially block in residents. On rubbish collection days, this could provide further issue if you have 2 larger vehicles trying to enter or turn within the site at the same time.

2.2 No vehicular swept paths have been provided for Refuse Collection Vehicles (RCV's) to demonstrate that the proposals are feasible and safe. Swept paths for a fire tender which were submitted on Drawing 10045-C-401 are not acceptable.
Please refer to Appendix B of TS. We are unsure as to why the drawing demonstrating adequate turning provision for a fire appliance is not acceptable? Please also find attached MacLeod Jordan drawing, 1002, providing evidence of a working swept path for refuse vehicle.

2.3 Large vehicles parking in the layby would obscure visibility for vehicles exiting the car park which is a road safety issue. A Stage 1/2 Road Safety Audit is required for the proposal.
A stage 1 / 2 road safety audit would be undertaken at the detailed design stage and would accompany the RCC design package for the access junction and delivery lay-by.

Forsyth Street has on-street parking along the full length which limits visibility at junctions and there has been no issue with accidents (see attached accident data). The loading bay would only be occupied for 30mins per day which is not excessive and the time can be controlled to quieter times of the day.

3.0 Site Layout

3.1 No visibility splay details have been provided for the site access onto the B9040.)Visibility splay required 2.4m x 70m in both directions). The potential for larger vans and service vehicles to block visibility splay is not acceptable.
See Appendix A of TS.

3.2 Residential bins are shown located within the curtilage of the flatted units. A bin store is also shown to the northwest of the flats Access to the bin store for refuse collection is obstructed by the 'Plant Area' this arrangement is not considered viable. Revised Proposals for bin storage and collection are required.
Please refer to updated site plan showing repositioning of bin storage. It is proposed to have a centrally located bin store/collection point at the front of the residential properties. We are currently awaiting a response from Moray Council Environmental & Commercial Services on their preference for individual or communal bins for this development.

3.3 There is only 0.5m offset between the parking bays and the entrance to the retail unit. This will require customers to use the disabled bay hatched area to access the store and some disabled customers will have to go around the rear of the parking space to enter the store. Disabled users accessing vehicles may temporarily block access to the store whilst entering and exiting vehicles, this arrangement is unacceptable. Revised proposals required to ensure access will not be obstructed and disabled parking us useable. EV provision also needs to provide for disabled parking/access.
Please refer to updated site plan – Revision E

3.4 Residents of the cottage flats have no traffic free route from their properties to the footways along the frontage of the site and all users will have to walk through a busy retail car park. This is a safety issue.
Please refer to updated site plan (Revision E), a pedestrian route is proposed from Forsyth street to the residential elements alongside the Eastern edge of the site. This offers a traffic free unobstructed pathway.

4.0 Connectivity

4.1 No details have been submitted which identify where customers would come from, and the routes they would use to access the site, or comparisons of the pre and post development trips and movements to identify where the most appropriate crossing points should be provided and whether a crossing island may be necessary.
See Chapter 4 of the TS. Please also note diagrammatic arrows shown on site plan which clearly indicate pedestrian routes. The siting of crossing point(s) have been located by taking pedestrian routes into consideration. Taking into account all previous comments, the site has now been amended to provide a fully pedestrianised route from Forsyth street to the residential elements with no further crossing points.

4.2 No assessment of existing accident data for the B9040 has been submitted. See attached accident information. Accident reviews are required to consider the previous 5 years. We have included 10 years as there are no accidents at the site frontage in this period indicating that there is no road safety issue near to the site. One minor accident located near to Mill field Drive which is not relevant to the site proposals.

5.0 Infrastructure

5.1 The existing (and proposed) street lighting has not been shown.
This is not required for planning and should be agreed at RCC stage. It is not acceptable to expect the applicant to take on costs for a fully detailed lighting design layout at this stage.

5.2 Existing telecoms infrastructure which would require to be relocated has not been shown.
Please refer to attached sketch proposal (Dwg 10045-C-501). Again this is a detailed element, however it is expected that all overhead BT cabling will be removed as part of the demolition works and all new development will be served via underground ducts. This would require consultation with BT and input from a suitably qualified engineer.

5.3 A Street Engineering Review (SER) is required for the proposed development.
A small cul de sac is all that can be provided given the site boundary etc. It is felt that this is extremely unnecessary.

Proposed mixed-use development

Forsyth Street
Hopeman
IV30 5ST

Planning Noise Assessment

On behalf of

Springfield Real Estate Management Limited

Project Reference: 89408 | Revision: 01 | Date: 28th August 2020
Revised 22nd October 2020

T: 01252 519881
W: noisesolutions.co.uk
E: hello@noisesolutions.co.uk
Noise Solutions Ltd, Unit 5, Oriel Court, Omega Park, Alton, GU34 2YT Reg no. 3483481

Document Information

Project Name	:	**Mixed-use development, Forsyth Street, Hopeman**
Project Reference	:	**89408**
Report Title	:	**Planning Noise Assessment Report**
Doc Reference	:	**89408/PNA**
Date	:	**28th August 2020**

	Name	Qualifications	Initials	Date
Prepared by:	Nigel Chandler	BSc(Hons), MIOA	NAC	28th August 2020
Reviewed and approved by:	Jon Stump	BSc(Hons), MIOA	JS	28th August 2020
For and on behalf of Noise Solutions Ltd				

Revision	Date	Description	Prepared	Reviewed/ Approved
01	22 Oct 2020	Clarification of details following feedback from local authority	NAC	JS

Noise Solutions Ltd (NSL) disclaims any responsibility to the Client and others in respect of any matters outside the scope of this report. This report has been prepared with reasonable skill, care and diligence within the terms of the Contract with the Client and generally in accordance with the appropriate ACE Agreement and taking account of the manpower, resources, investigations and testing devoted to it by agreement with the Client. This report is confidential to the Client and NSL (Noise Solutions Ltd) accepts no responsibility of whatsoever nature to third parties to whom this report or any part thereof is made known. Any such party relies upon the report at their own risk.

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Reg no. 3483481 Trading office Unit 5, Oriel Court, Omega Park, Alton, Hampshire, GU34 2YT

Contents

Appendices

1.0 Introduction

1.1. Noise Solutions Ltd (NSL) has been commissioned by Springfield Real Estate Management Limited to undertake a planning-stage noise assessment for a proposed mixed-use development to the south of Forsyth Street, Hopeman. The development comprises two residential buildings, a 4000 sq ft retail unit and a 1200 sq ft light industrial Starter unit.

1.2. This report presents the results of an environmental noise survey, the applicable policies and guidance, and a noise impact assessment demonstrating the suitability of the site for the proposed residential development.

1.3. Guidance is provided on plant noise emissions from the proposed retail store, and an assessment is made of noise from delivery activities.

1.4. An outline assessment is made of noise from the light industrial unit.

1.5. To assist with the understanding of this report a brief glossary of acoustic terms can be found in **Appendix A**. A more in-depth glossary of acoustic terms can be assessed at the following web address http://www.acoustic-glossary.co.uk/.

2.0 Site layout and development proposals

2.1. The site is located to the south of the Forsyth Street, Hopeman, to the east of its junction with Inverugie Road.

2.2. The proposed development comprises eight flats within two two-storey buildings at the south of the site, and a 4000 sq ft retail store and 1200 sq ft industrial unit at the north, flanking the access road. The middle of the site is occupied by retail and residential car parking.

2.3. The retail unit is to be within a single-storey detached building with a monopitch roof. The customer entrance will be on the east elevation, with service doors on the north and south elevations. Plant serving the store will be located in a service yard to the south of the store, at the western edge of the site. A delivery bay for the retail store will be located on the Forsyth Street frontage adjacent to the store building and thereby reducing the haul distance for trolleys and cages to a minimum.

2.4. The light industrial Starter unit is to be within a single storey detached building with a roller shutter door and a parking bay in front.

2.5. **Appendix B** contains an aerial photograph showing the site and surrounding area, with an overlay of the proposed development. A site plan and elevations of each building are shown in **Appendix C**.

3.0 Noise policy

Scottish Planning Policy, PAN and TAN

3.1. PAN 1/2011 provides guidance and advice in relation to noise and Scottish planning policy.

3.2. Technical Advice Note – Assessment of noise published by the Scottish Government sets out a methodology of assessing the impact of a new noise source on noise sensitive residential property. The change in noise level, $L_{Aeq,T}$ before and after the development is operational is assigned a Magnitude according to the following:

Table 1 Assigning Magnitudes of noise impact

Magnitude	Change in noise level, $L_{Aeq,T}$ dB (After – Before)
Major	≥5
Moderate	3 to 4.9
Minor	1 to 2.3
Negligible	0.1 to 0.9
No change	0

Moray Council

3.3. James, Harris, Senior Environmental Health Officer at Moray Council, has advised[1] that:

> *I would anticipate the noise consultant to consider the application in particular with respect to BS 4142:2014 and consider all significant noise aspects, including the use and times of operation of the delivery area. Other relevant guidance that may be considered is the consideration of the application against internal noise rating (NR) curves whereby, in the absence of tonality, NR 25 within a living apartment with window ajar would be appropriate during daytime hours (0700-2300 hours) to protect the existing residential amenity, and NR 20 in a bedroom during night time (2300 to 0700 hours).BS 8233: 2014 contains further comment on noise rating curves.*

[1] Letter refernce 20/01712/PLANEH, 20/03686/GCOMP dated 27 May 2020

4.0 Acoustic Standards and Guidance

Institute of Acoustics Professional Practice Guidance

4.1. The Institute of Acoustics published a guidance document for new residential development in May 2017, in conjunction with the ANC and the Chartered Institute of Environmental Health, "*to provide practitioners with guidance on a recommended approach to the management of noise …*". While that document was prepared with the English planning system in mind, it does provide appropriate guidance for all residential use.

4.2. The document advocates a two-stage process for consideration of noise affecting new residential developments. Stage 1 is an initial risk assessment of the proposed development site, based on the ambient noise levels in the area. Stage 2 recommends consideration of four main elements:

- demonstration of a "good acoustic design process"
- observation of internal noise guidelines
- an assessment of noise affecting external amenity areas
- consideration of other relevant issues

4.3. The initial risk assessment considers the indicative daytime and night-time equivalent continuous noise levels which indicates an "increasing risk of adverse effect" with increasing noise levels[2].

4.4. For Stage 2, the ProPG document recommends that the guidance in BS 8233:2014 is followed.

BS 8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings.

4.5. This Standard provides recommended guideline values for internal noise levels within dwellings which are similar in scope to guideline values contained within the World Health Organisation (WHO) document, Guidelines for Community Noise (1999[3]). These guideline noise levels are shown in Table 2, below:

[2] Figure 1, IoA ProPG for New Residential Development, May 2017
[3] World Health Organisation Guidelines for Community Noise, 1999

Table 2 BS 8233:2014 Desirable Internal Ambient Noise Levels for Dwellings

Activity	Location	07:00 to 23:00 hours	23:00 to 07:00 hours
Resting	Living room	35 dB $L_{Aeq,16h}$	-
Dining	Dining room/area	40 dB $L_{Aeq,16h}$	-
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16h}$	30 dB $L_{Aeq,8h}$

4.6. BS 8233:2014 advises that: *"regular individual noise events…can cause sleep disturbance. A guideline value may be set in terms of SEL or $L_{Amax,F}$ depending on the character and number of events per night. Sporadic noise events could require separate values."* While the current edition of the standard gives no specific guidance on internal night-time L_{Amax} sound levels, the previous edition[4] recommended that:

> *For a reasonable standard in bedrooms at night, individual noise events (measured with F time-weighting) should not normally exceed 45 dB L_{AMax}.*

4.7. The standard also provides advice in relation to design criteria for external noise. It states that:

> *"for traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB $L_{Aeq,T}$, with an upper guideline value of 55 dB $L_{Aeq,T}$ which would be acceptable in noisier environments. However, it is also recognized that these guideline values are not achievable in all circumstances where development might be desirable.*
>
> *In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.*
>
> *…*
>
> *In high-noise areas, consideration should be given to protecting these areas by screening or building design to achieve the lowest practicable levels. Achieving levels of 55 dB $L_{Aeq,T}$ or less might not be possible at the outer edge of these areas, but should be achievable in some areas of the space."*

[4] BS 8233:1999 Sound insulation and noise reduction for buildings – Code of practice

BS 4142:2014 Methods for Rating and Measuring Industrial and Commercial Sound

4.8. British Standard (BS) 4142:2014 describes a method for rating and assessing sound of an industrial or commercial nature, which includes:

- Sound from industrial and manufacturing processes;
- Sound from fixed installations which comprise mechanical and electrical plant and equipment;
- Sound from the loading and unloading of goods and materials at industrial and/or commercial premises; and
- Sound from mobile plant and vehicles that is an intrinsic part of the overall sound emanating from premises or processes, such as that from forklift trucks, or that from train or ship movements on or around an industrial and/or commercial site.

4.9. The industrial or commercial sound is assessed outside a dwelling or premises used for residential purposes, upon which sound is incident.

4.10. The procedure contained in BS 4142 is to quantify the "specific sound level", which is the measured or predicted level of sound from the source in question over a one hour period for the daytime and a 15-minute period for the night-time. Daytime is defined in the standard as 07:00 to 23:00 hours, and night-time as 23:00 to 07:00 hours.

4.11. The specific sound level is converted to a rating level by adding penalties on a sliding scale to account for either potentially tonal or impulsive elements. The standard sets out objective methods for determining the presence of tones or impulsive elements, but notes that it is acceptable to subjectively determine these effects.

4.12. The penalty for tonal elements is between 0dB and 6dB, and the standard notes: "Subjectively, this can be converted to a penalty of 2 dB for a tone which is just perceptible at the noise receptor, 4 dB where it is clearly perceptible, and 6 dB where it is highly perceptible."

4.13. The penalty for impulsive elements is between 0dB and 9dB, and the standard notes: "Subjectively, this can be converted to a penalty of 3 dB for impulsivity which is just perceptible at the noise receptor, 6 dB where it is clearly perceptible, and 9 dB where it is highly perceptible."

4.14. The background sound level should be established in terms of the LA90 noise index. The standard states that the background sound level should be measured over a period of sufficient length to obtain a representative value. This should not normally be less than 15-minute intervals. The standard states that: "A representative level ought to account for the range of background sound levels and ought not automatically to be assumed to be either the minimum or modal value."

4.15. The assessment outcome results from a comparison of the rating level with the background sound level. The standard states:

> *a) Typically, the greater this difference, the greater the magnitude of the impact.*
>
> *b) A difference of around +10 dB or more is likely to be an indication of a significant adverse impact, depending on the context.*
>
> *c) A difference of around +5 dB is likely to be an indication of an adverse impact, depending on the context.*
>
> *d) The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background sound level, this is an indication of the specific sound source having a low impact, depending on the context.*
>
> *Adverse impacts include, but are not limited to, annoyance and sleep disturbance. Not all adverse impacts will lead to complaints and not every complaint is proof of an adverse impact."*
>
> *The standard goes on to note that: "Where background sound levels and rating levels are low, absolute levels might be as, or more, relevant than the margin by which the rating level exceeds the background. This is especially true at night."*

4.16. In addition to the margin by which the Rating Level of the specific sound source exceeds the Background Sound Level, the 2014 edition places emphasis upon an appreciation of the context, as follows:

> *"An effective assessment cannot be conducted without an understanding of the reason(s) for the assessment and the context in which the sound occurs/will occur. When making assessments and arriving at decisions, therefore, it is essential to place the sound in context."*

4.17. BS 4142 requires uncertainties in the assessment to be considered, and where the uncertainty is likely to affect the outcome of the assessment, steps should be taken to reduce the uncertainty.

5.0 Environmental sound levels

Environmental sound survey

5.1. An unattended environmental sound pressure level survey was undertaken between 12:30 hours on Friday 21st August and 12:30 hours on Monday 24th August 2020. Measurements were made on Forsyth Street, at position L1 as shown in **Appendix B**.

5.2. Full details of the surveys are provided in **Appendix D** with a history graph of the unattended measurements.

5.3. The relevant results of the survey have been summarised in Table 3 below.

Table 3 Summary of survey results

Measurement location	Measurement period	Range of recorded sound pressure levels (dB)			
		$L_{Aeq(15mins)}$	$L_{AFmax(15mins)}$	$L_{A10(15mins)}$	$L_{A90(15mins)}$
Forsyth Street (L1)	Daytime (07.00 – 23.00 hours)	53 - 69	76 - 96	47 - 73	32 - 56
	Night-time (23.00 – 07.00 hours)	32 - 65	40 - 86	32 - 69	28 - 46

5.4. The data presented above are the free-field levels recorded from the meter.

5.5. Table 4 below presents the incident free field noise levels at L1 in terms of daytime and night-time levels measured during the monitoring period.

Table 4 Daytime and night-time sound pressure levels (free field levels)

Period	Parameter	Sound pressure level, dB
21 Aug 2020 daytime*	$L_{Aeq,T}$	65
21-22 Aug 2020 night-time	$L_{Aeq,8hours}$	56
22 Aug 2020 daytime	$L_{Aeq,\ 16\ hours}$	65
22-23 Aug 2020 night-time	$L_{Aeq,\ 8\ hours}$	56
23 Aug 2020 daytime	$L_{Aeq,\ 16\ hours}$	64
23-24 Aug 2020 night-time	$L_{Aeq,\ 8\ hours}$	56
24 Aug 2020 daytime*	$L_{Aeq,T}$	66
Overall daytime	**$L_{Aeq,\ 16\ hours}$**	**65**
Overall night-time	**$L_{Aeq,\ 8\ hours}$**	**56**

not complete 16 hour measurements.

5.6. Measured octave band sound pressure levels corresponding to the overall values above are given in Table 5.

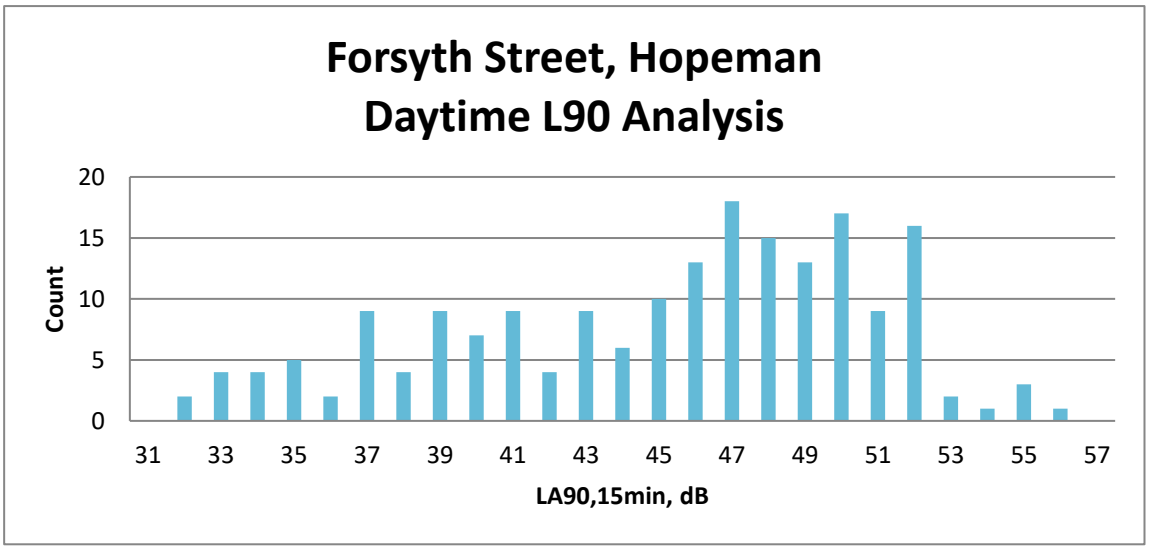
Table 5 Measured octave band sound pressure levels at the measurement location

Period	Incident sound pressure levels (dB) at Octave Band Centre Frequencies (Hz)								
	63	125	250	500	1000	2000	4000	8000	dB(A)
Daytime $L_{eq, 16\ hours}$	65	62	60	59	63	57	50	44	65
Night-time $L_{eq, 8\ hours}$	56	50	49	49	54	50	43	33	57

Background sound levels

5.7. Background ($L_{A90\ 15min}$) sound levels have been analysed to determine representative values, as required by BS 4142:2014. Data has been analysed for the full daytime and night-time periods and for the likely weekday delivery hours (07.00 to 20.00 hours) and Sunday delivery hours (08.00 to 18.00 hours).

Figure 1 Histogram of daytime L_{A90} background sound pressure levels



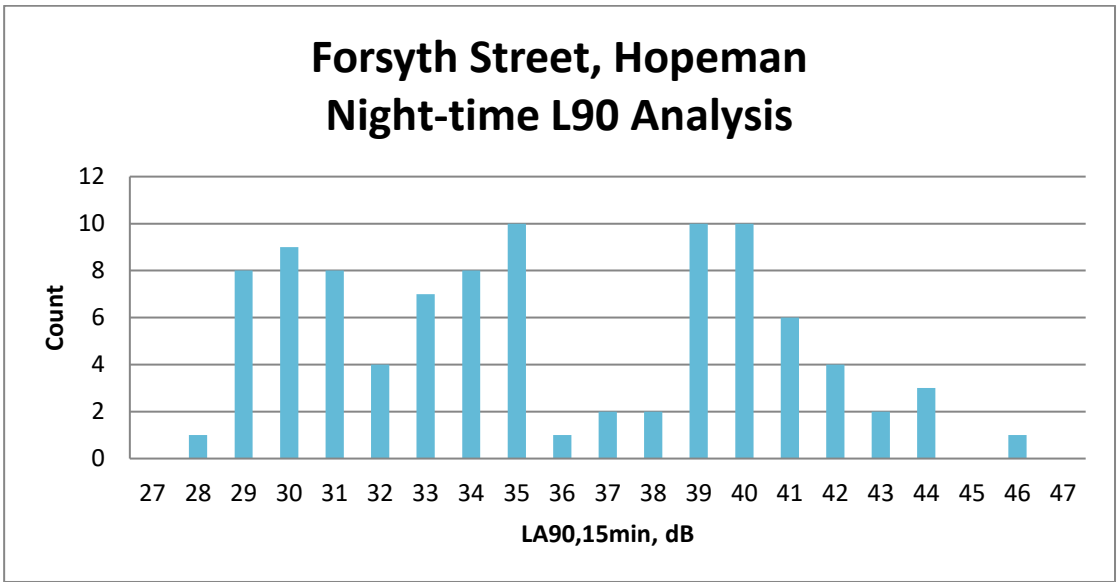
5.8. Additional statistical analysis has been undertaken. As shown in Table 6, the mean, median, and modal values have been calculated:

Table 6 Statistical analysis of $L_{A90,15min}$ levels during the daytime period

dB, L_{A90} daytime period	
Mean	45
Mode	47
Median	46

5.9. From reviewing the above histogram, 37dB has been selected to be representative for the background sound level in this area.

Figure 2 Histogram of night-time L_{A90} background sound pressure levels



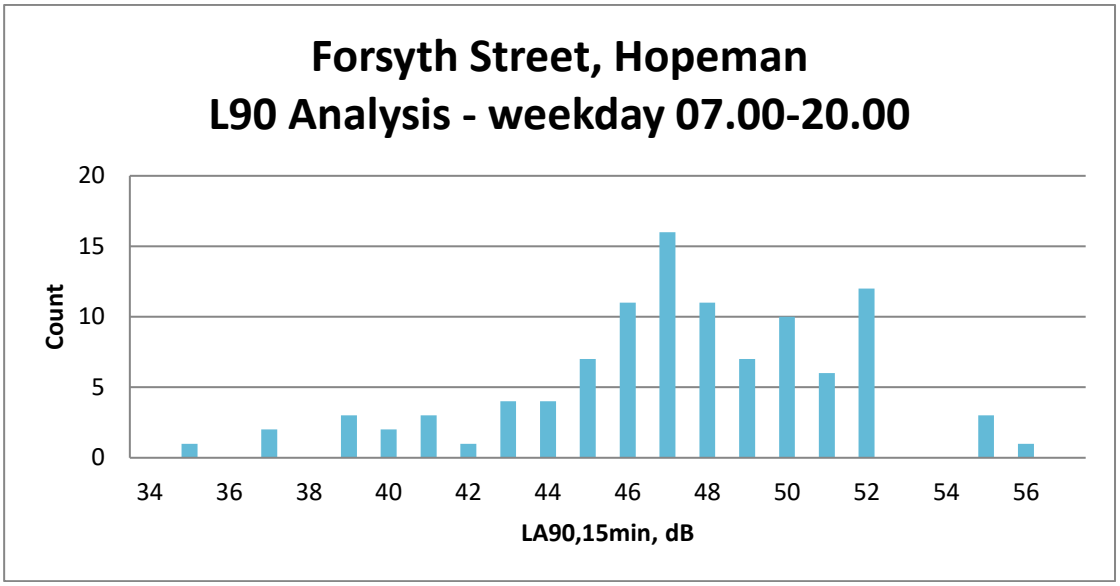
5.10. Additional statistical analysis has been undertaken. As shown in Table 7, the mean, median, and modal values have been calculated:

Table 7 Statistical analysis of $L_{A90,15min}$ levels during the Night-time period

dB, L_{A90} night-time period	
Mean	36
Mode	35
Median	35

5.11. From reviewing the above histogram, 30dB has been selected to be representative of the night-time background sound level in this area.

Figure 3 Histogram of L_{A90} background sound pressure levels, weekdays 07.00 – 20.00 hours



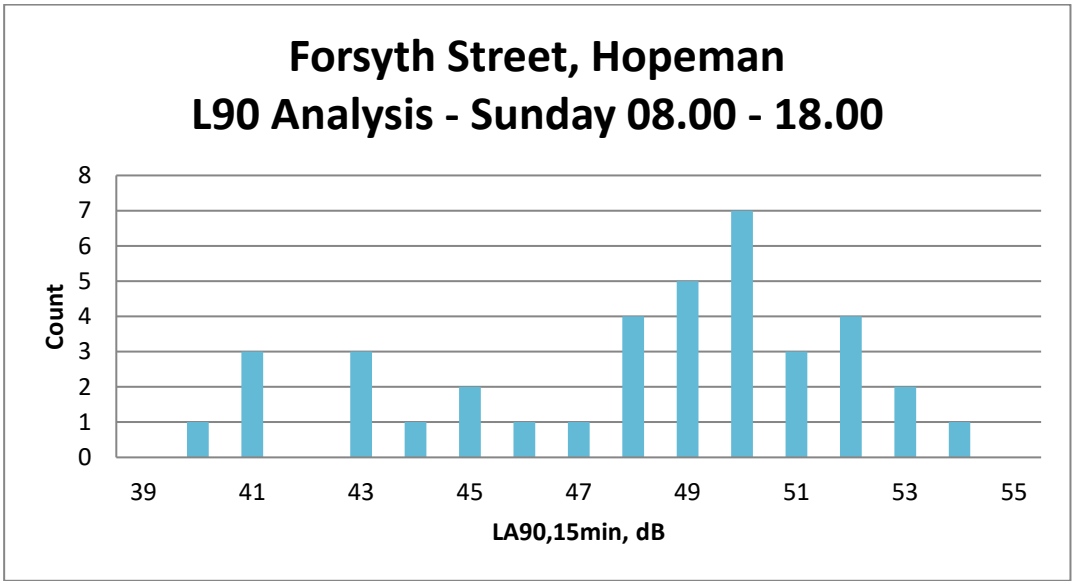
5.12. Additional statistical analysis has been undertaken. As shown in Table 8, the mean, median, and modal values have been calculated:

Table 8 Statistical analysis of $L_{A90,15min}$ levels during likely weekday delivery hours

dB, L_{A90} Sunday 07.00-20.00 hours	
Mean	47
Mode	47
Median	47

5.13. From reviewing the above histogram, 43dB has been selected to be representative of the night-time background sound level in this area.

Figure 4 Histogram of L_{A90} background sound pressure levels, Sunday 08.00 – 18.00 hours



5.14. Additional statistical analysis has been undertaken. As shown in Table 9, the mean, median, and modal values have been calculated:

Table 9 Statistical analysis of $L_{A90,15min}$ levels during likely Sunday delivery hours

dB, L_{A90} Sunday 08.00-18.00 hours	
Mean	48
Mode	50
Median	49

5.15. From reviewing the above histogram, 43dB has been selected to be representative of the night-time background sound level in this area.

5.16. Therefore, the following values are considered as representative of the existing background sound pressure levels at nearby noise sensitive premises:

- 37dB L_{A90} during the daytime period; and
- 30dB L_{A90} during the night-time period
- 43 dB L_{A90} between 07.00 and 20.00 hours Monday to Saturday
- 43 dB L_{A90} between 08.00 and 18.00 hours on Sunday

6.0 Residential noise assessment

Incident sound levels used in assessment

6.1. The measurement position was approximately 1m from the edge of the carriageway. The nearest façades of the proposed houses are significantly further from the road and it is therefore appropriate to apply a correction for the relative distances. In the case of the south façade it is also appropriate to make corrections for acoustic screening provided by the houses. A distance correction of 9dB, and a screening correction of 5dB for the south façade, is considered appropriate.

6.2. Octave band incident sound pressure levels for the residential façades have been calculated based on the measured data and the distance and screening corrections noted above. The data used in the assessment is given in Table 10.

Table 10 Predicted incident octave band sound pressure levels at residential façades

Façade	Period	Incident sound pressure levels (dB) at Octave Band Centre Frequencies (Hz)								
		63	125	250	500	1000	2000	4000	8000	dB(A)
North	Daytime $L_{eq,\ 16\ hours}$	56	53	51	50	54	48	41	35	56
	Night-time $L_{eq,\ 8\ hours}$	47	41	40	40	45	41	34	24	48
South	Daytime $L_{eq,\ 16\ hours}$	51	48	46	45	49	43	36	30	51
	Night-time $L_{eq,\ 8\ hours}$	42	36	35	35	40	36	29	19	43

Initial risk assessment

6.3. As noted in Table 10, the daytime incident noise levels are predicted to be between 56dB $L_{Aeq,16hr}$ on the north façade and 51dB $L_{Aeq,16hr}$ on the south façade, while night-time levels are in the range 48 dB $L_{Aeq,8hr}$ to 43 dB $L_{Aeq,8hr}$ at the same locations.

6.4. The noise levels at the residential façades are therefore are within the "low" ranges of noise levels in Figure 1 of the IoA ProPG document.

6.5. The ProPG document notes that:

> *At low noise levels, the site is likely to be acceptable from a noise perspective provided that a good acoustic design process is followed and is demonstrated in an ADS[5] which confirms how the adverse impacts of noise will be mitigated and minimised in the finished development.*

Building fabric assessment

6.6. In order to assess the suitability of the site for the proposed dwellings it is important to predict the internal noise levels within habitable rooms.

6.7. BS 8233:2014 indicates that typically an open window provides a sound reduction of approximately 15 dBA (i.e. the internal reverberant sound level is 15 dBA lower than the external incident sound level). The external noise levels across the site are such that the internal noise levels with open windows would be marginally higher than those recommended in Table 2, and therefore ventilation should not normally be provided by opening the windows.

6.8. The composite acoustic performance required of any portion of the building envelope will depend on its location relative to the principal noise sources around the site and the nature of the spaces behind it (noise criteria, size, room finishes etc.).

[5] Acoustic Design Statement (i.e. this report)

6.9. The variation in incident noise levels on the different façades, along with differences in internal layouts and size of glazed areas, implies that a number of different sound insulation performance levels may be required in order for a specific internal ambient noise level to be reached. Logistically, this could result in increased costs for the development due to bespoke solutions, effects on programme and increase of errors during construction.

6.10. Therefore, it is not practical to specify a large number of different external building fabric constructions and this is also not supported by national policy on noise.

6.11. The detailed calculation methodology described in BS 8233:2014 has been used in the assessment. Table 11 below presents the input data used to predict the resultant internal noise level in the habitable rooms. These calculations are based on the room dimensions shown on the project drawings referenced in **Appendix C**.

Table 11 Source data for the noise break-in assessment

Kitchen / living room	
Room Volume (m^3)	62
Room Type	Kitchen/living room
Room Furnishings	Curtains, sofa, part-timber floor finish
Area of window (m^2)	3.4
Area of external wall (m^2)	26
Bedroom	
Room Volume (m^3)	23
Room Type	Bedroom
Room Furnishings	Curtains, bed, timber floor finish
Area of window (m^2)	1.4
Area of external wall (m^2)	14

6.12. Based on the information above, and the noise spectrum data shown in Table 10, the resulting internal sound levels may be calculated. The results of the assessment are shown in Table 12. These predictions are based on the following typical glazing and ventilator constructions:

- Standard (e.g. 4/16/4 thermal double glazing) to all habitable rooms;
- Standard non-acoustic trickle ventilators to all habitable rooms;
- Traditional brick-block cavity walls with slate/tile roof and plasterboard ceiling under roof joists.

6.13. The minimum airborne sound insulation performance of each of these constructions is as set out in Table 13.

Table 12 Predicted internal sound pressure levels (closed windows)

Façade	Room type	Period/ Parameter	Internal sound level, dB	Criterion, dB	Excess, dB
North	Kitchen-living room	Daytime $L_{Aeq\ 16hr}$	24	35	-9
South	Bedrooms	Daytime $L_{Aeq\ 16hr}$	21	35	-14
		Night-time $L_{Aeq\ 8hr}$	12	30	-18

6.14. The minimum sound insulation values for the various building envelope constructions considered are as shown in Table 13.

Table 13 Proposed building envelope specifications

Envelope Specification	External building fabric element	Construction element	Sound reduction indices or Normalised Level Difference (for ventilators) dB at Octave band Centre Frequencies (Hz)				
			125	250	500	1k	2k
Standard glazing	Glazing configuration, glass mm/airgap mm/glass mm	4mm glass, 16 mm airgap, 4 mm glass	24	23	30	33	33
Non-acoustic trickle ventilator			32	32	31	33	31
Brick/block cavity wall			41	45	45	54	58

6.15. It should be noted that glazing configurations and other constructions described above are for guidance and costings purposes only. It will be the responsibility of the manufacturer to provide evidence of compliance with the required octave band sound reduction performances.

External noise levels

6.16. Gardens are to be provided to the south of the residential building, and are therefore screened from Forsyth Street. Daytime ambient noise levels would therefore be around 48dB $L_{Aeq\ 16hour}$, as noted in Table 10 for the south façade. Noise levels in the garden would therefore be below the guidance values in BS 8233:2014.

Conclusion

6.17. The assessment has demonstrated that, taking into consideration the provision of reasonable practicable measures (i.e. the provision of good quality thermal double glazing and non-acoustic trickle ventilators) adverse effects of noise can be minimised for the development proposals.

7.0 Retail store plant noise guidance

Nearest noise sensitive receptor

7.1. The nearest noise-sensitive receptor to the proposed plant area is the house immediately to the west of the site, on Inverugie Road (shown as Receptor R1 in **Appendix B**). This is approximately 14m from the plant area and may be screened from some or all of the plant by the boundary fence. For the purposes of this initial guidance assessment, however, it is assumed that the fence will provide no significant acoustic screening.

Proposed plant noise criteria

7.2. It is considered appropriate that the cumulative plant noise rating level of proposed plant should be controlled to a level that does not exceed the representative L_{A90} background sound level at the nearest residential property. This would result in, at worst, a 'low impact' according to BS 4142:2014 (depending on the context) and therefore avoid any adverse impact.

7.3. The cumulative noise level for the proposed plant at the nearest residential windows should not therefore exceed the limits shown in the table below:

Table 14 Proposed plant noise emissions level limits at noise sensitive residential receptors

Period	Cumulative plant rating noise level, dB(A)	Resulting internal NR level
Daytime (07.00 – 23.00 hours)	37	17
Night-time (23.00 – 07.00 hours)	30	10

7.4. Plant details are to be finalised. Plant noise spectrum data is therefore not available at present. For typical plant of the type used in stores of this kind, the NR level at 10m is (numerically) around 5 dB lower than the dBA value at 10m. The predicted resulting internal NR levels also include a 15dB reduction for a partially opened window, as described in BS 8233:2014.

Outline guidance - AC and refrigeration plant noise limits

7.5. Taking account of the distance between the plant and the nearest noise sensitive receptors, noise levels from the proposed refrigeration and AC plant should not exceed the following limits in order to demonstrate compliance with the criteria detailed in Table 14:

Table 15 Guidance on maximum AC and refrigeration plant noise emission limits

Plant	Period	Maximum plant noise emission level (L_{Aeq})
AC units (each, based on two operating)	Daytime (07.00 – 23.00 hours)	53dB at 1m*
	Night-time (23.00 – 07.00 hours)	-
Refrigeration plant (total)	Daytime (07.00 – 23.00 hours)	30dB at 10m
	Night-time (23.00 – 07.00 hours)	30dB at 10m

**Limits based on typical split AC units; refer to NSL for limits for VRF/VRV units*

7.6. The above limits are likely to be met with typical plant used at a store of this size.

8.0 Retail store delivery noise assessment

Deliveries

8.1. For stores of this type, main warehouse deliveries are typically made by vehicles no bigger than 12m rigid lorries. Each delivery will take no longer than one hour to complete, the deliveries would not be within the same hour, and no overlap would occur.

8.2. Smaller deliveries will be made via third party suppliers (bread, sandwiches, newspapers, etc.); however, the vehicles and loads associated with these deliveries are not anticipated to result in any significant noise impact, since they are smaller vehicles and metal roll cages are not used.

8.3. The proposed loading bay is on Forsyth Street, alongside the north elevation of the store. The loading bay location means that the vehicle does not need to reverse to arrive or leave, minimising the time on site and the manoeuvring required. Goods will be unloaded into the BOH by trolleys.

Nearest noise sensitive receptors

8.4. The nearest noise sensitive properties to the loading bay and BoH entrance are on the north side of Forsyth Street (Receptor R2 in **Appendix B**), approximately 14m from the loading bay, trolley route and entrance.

Sound pressure levels of activities associated with store deliveries

8.5. The sound pressure levels associated with refrigerated lorry deliveries were established by measurement of a delivery at a similar convenience store in operation. The measurements included all aspects of the delivery including, but not limited to, the arrival, unloading, movement of cages and the departure of the lorry. The sound pressure levels were normalised to a distance of 10m from the delivery area and have been converted to Sound Exposure Levels (SEL) for ease of comparison/calculation. Typical L_{Amax} levels were also established.

8.6. It should be noted that the example delivery represented a standard operation; the refrigeration unit was switched off as standard.

8.7. Table 16, below, details typical source noise levels, used within the assessment, with the data presented in terms of SEL and maximum individual noise event levels (L_{AFmax}).

Table 16 Reference noise data for delivery activities (at 10m)

Noise Source	SEL, dB(A)	L_{Afmax}, dB(A)
Lorry arrival	68	62
Unloading cages on to lift	71	74
Unloading pallets on to lift	75	73
Lift up	73	65
Lift down	71	71
Unloading cages into BoH	78	75
Lorry departure	75	68

Predicted impact

8.8. The information contained in Table 16 was used to 'build-up' a source noise level based on the number of activity events over the required assessment period using the following equation:

$$L_{Aeq,T} = SEL + 10.\log\left(\frac{1}{T}\right) + 10.log(N) \quad \text{(Equation 1)}$$

Where:
SEL is the L_{Aeq} over a one second period, and represents the noise energy from an event (e.g. cage movement) compressed into one second;
T is the reference time period in seconds; and
N is the number of movements in the time period, T.

8.9. The delivery noise level at the nearest receptor has been predicted. Full calculations are shown in **Appendix E** and are summarised in Table 17.

Table 17 Predicted delivery noise levels

Receptor	Predicted noise levels at window of most affected residential dwelling	
	$L_{Aeq,T}$, dB	Range of L_{Afmax} (dB)
R2, 33 Forsyth Street	53 $L_{Aeq,1hr}$	59-72

BS 4142:2014 delivery noise assessment

8.10. Table 18 below presents the initial assessment of the likely impact during the daytime period in accordance with the BS 4142:2014 methodology at the identified receptor:

Table 18 Assessment of predicted external delivery noise levels at Receptor R2 using BS 4142:2014 during the daytime

Results	Mon-Sat 07.00 – 20.00, Sunday 08.00 – 18.00	Relevant Clauses of BS 4142:2014	Commentary
Background Sound level	L_{A90} = 43dB	8.1, 8.2	Representative typical background sound level during permitted delivery period, determined from a range of measurements
Assessment made during the daytime, so the reference interval is one hour		7.2	
Specific Sound Level	$L_{Aeq,T}$ = 53dB	7.3.6	Calculations presented in Appendix E
Acoustic Feature Correction	6dB	9.2	Impulsivity (bangs and clatters) could be perceptible
Rating Level	(53+6) dB = 59dB		
Excess of Rating Level over background sound level	(59-43) dB = +16dB		
Context	Site is on a road with local traffic, including buses, producing short periods of high noise levels		
Assessment of impact:	Potential adverse impact		

8.11. The assessment indicates that, for deliveries made within the typical delivery periods as noted, the rating level is above the representative background sound level and there is therefore the possibility of an adverse noise impact.

8.12. From analysis of the noise survey data, the ambient ($L_{Aeq\ 15min}$) sound level during the delivery periods noted are between 59dB and 69dB Monday to Saturday and between 61dB and 67dB on Sunday. The predicted delivery specific sound level noted above would lead to an increase of no more than 1dB in the $L_{Aeq\ 1hour}$ sound level and would therefore represent, at worst, a "Minor" noise impact, according to the TAN methodology set out in Table 1.

Recommended Delivery Noise Mitigation

8.13. It is recommended that the store implements a noise management plan to reduce the noise impact of deliveries on the neighbours as much as possible. A typical set of mitigation measures is given below.

Noise Management Plan for deliveries

- Drivers contact the store prior to arrival to ensure staff are ready to assist;
- Deliveries are scheduled and agreed with the store to reduce to a minimum the time taken to deliver the goods and therefore limit potential for noise impact;
- Delivery doors are well maintained to minimise noise when opening / closing;
- Lorry engine and refrigeration is turned off as soon as practicable and they are not left running during deliveries;
- An isolating mat is placed under the tail/scissor lift to reduce the noise of the plates on the pavement or the loading bay;
- The radio in the lorry cabin is switched off / muted before arrival;
- All employees speak in hushed voices;
- All employees avoid going over drains and loose paving when moving cages.
- There is a general requirement for all drivers to minimise noise at all times;
- Delivery vehicles are driven around the area in a considerate manner, e.g. speed being kept to a practical minimum and all items properly fastened in order to ensure rattles and bangs are kept to a minimum;
- If a complaint arises, employees will follow a set of guidelines which set out how to deal with complaints quickly and effectively and to address any issues raised.

9.0 Industrial unit outline noise impact assessment

Likely source noise level

9.1. Operational noise sources within the Starter Unit will depend on its use. This could be a relatively quiet use, such as storage and light works, or a noisier car workshop or sheet metal workshop. It is reasonable to consider the latter as a worst-case.

9.2. Guidance published by the Health and Safety Executive[6] indicates that short-term noise levels due to the use of orbital sanders may be up to 97dB(A) at the operator's ear. Sheet metal workshops could have similar noise levels.

9.3. The following assessment is based on the unit operating only between 07.00 hours and 18.00 hours, Monday to Saturday.

Noise sensitive receptors

9.4. The nearest noise-sensitive receptors to the starter unit are at on the north side of Forsyth Street and Tulloch House (Receptors R2 and R3 respectively in **Appendix B**). The front windows of the nearest properties to the north are approximately 25m from the closest corner of the starter unit. The side windows of Tulloch House are approximately 14m from the closest corner of the unit.

Calculation methodology and assessment

9.5. The noise levels at the nearest residential receptors due to noise within the starter unit may be predicted by applying corrections for typical duration of operation during a worst-case hour, reverberant field corrections within the workshop, the sound insulation of the external building envelope of the workshop and the distance between the unit and the receptor. The likely impact of the noise source may then be assessed using the method described in BS 4142:2014 and the TAN impacts table.

9.6. It is understood that the proposed construction of the starter unit is lightweight cladding, with windows from Perspex or similar. The airborne sound insulation of these building elements will depend on the precise constructions and products used, but would typically be around R_w 30dB for the cladding and windows and R_w 20 dB for the roller shutter / sectional door. These values are at the low-end of the range of likely performance values; higher values would be achievable by internal linings, the use of double-glazed windows, and installation of high-performance doors, for example.

[6] HSG261 *Health and safety in motor vehicle repair and associated industries*

9.7. The predicted noise levels at the nearest receptors have been calculated in **Appendix F** and are summarised in Table 19.

Table 19 Predicted noise levels – breakout from industrial unit

Receptor	Predicted noise levels at window of most affected residential dwelling
	$L_{Aeq,T}$, dB
R2, Forsyth Street	37 $L_{Aeq,1hr}$
R3, Tulloch House	39 $L_{Aeq,1hr}$

9.8. Table 20 presents the assessment of the likely impact during the daytime period in accordance with the BS 4142:2014 methodology at Receptor R3, where the predicted breakout noise-level is highest. In accordance with the methodology in BS 4142:2014, the predicted rating noise level due to noise from the unit industrial unit is compared with the representative background sound level during the proposed periods at which those operations will take place (i.e. Monday to Saturday, 07.00 to 18.00 hours, as noted in Paragraph 5.16).

Table 20. Assessment of predicted external noise levels (08.00 to 18.00 hours)

Results	Mon-Sat 07.00 – 18.00	Relevant Clauses of BS4142:2014	Commentary
Background Sound level	L_{A90} = 43dB	8.1, 8.2	Representative typical background sound level determined from a range of measurements
Assessment made during the daytime, so the reference interval is one hour		7.2	
Specific Sound Level	$L_{Aeq,T}$ = 39dB	7.3.6	Calculations presented in Appendix F
Acoustic Feature Correction	10dB	9.2	Tonality of some tools could be perceptible; impulsivity may be clearly perceptible
Rating Level	(39+10) dB =49dB		
Excess of Rating Level over background sound level	(49-43) dB = +6dB		
Assessment of impact: Potential adverse impact (depending on context)		11	

9.9. This assessment shows that during a worst-case hour with the noisiest likely noise levels within the starter unit, the BS 4142:2014 rating level may be 6dB above the existing representative background sound level, when a pessimistic 10dB feature correction is included.

9.10. From analysis of the noise survey data, the ambient ($L_{Aeq\ 15min}$) sound level during the proposed hours of operation of the industrial unit as noted are between 59dB and 69dB Monday to Saturday. The predicted specific sound level noted above would lead to less than 0.1 dB increase in the $L_{Aeq\ 1hour}$ sound level and would therefore represent, "No change", according to the TAN methodology set out in Table 1.

10.0 Discussion of results and uncertainties

10.1. Where possible uncertainty in the above assessments has been minimised by taking the following steps:

- The measurement of the background sound levels was taken over a 72-hour weekend period.
- The meter and calibrator used have a traceable laboratory calibration and was field calibrated before and after the measurements.
- Uncertainty in the calculated impacts has been reduced by the use of well-established calculation methods.

11.0 Summary

11.1. Noise Solutions Limited has been commissioned by Springfield Real Estate Management Limited to undertake a planning stage noise assessment for a proposed mixed-use development at Forsyth Street, Hopeman.

11.2. The results of the assessments were analysed and reviewed in line with the aims and advice contained within the relevant planning policies and recognised Standards and guidance.

11.3. The external building fabric assessment found that within all assessed rooms, the calculated internal noise meets the guidance in recognised Standards and professional guidance. The assessment has demonstrated that taking into consideration the provision of reasonable practicable measures (i.e. the provision of trickle ventilators for background ventilation and good quality thermal double glazing) adverse effects of noise can be minimised for the residential development proposals. The site can, therefore, be considered suitable for residential development.

11.4. Guidance on the maximum noise emissions from the proposed plant has been provided. NSL should be consulted once the final layout/selections have been confirmed.

11.5. For main store deliveries made between 07.00 hours and 20.00 hours Monday to Saturday and between 08.00 hours and 18.00 hours on Sunday, there would be no worse than a "minor" noise impact, as assessed using the method described in the TAN guidance. The impact may be minimised by implementation of an appropriate noise management plan.

11.6. For the noisiest likely activities within the start unit, between 07.00 hours and 18.00 hours Monday to Saturday, there would be "no change" as assessed using the method described in the TAN guidance.

11.7. Based on the findings of this assessment, noise should not be grounds for refusal of planning permission for the proposed development.

Appendix A Acoustic terminology

Parameter	Description
Ambient Noise Level	The totally encompassing sound in a given situation at a given time, usually composed of a sound from many sources both distant and near ($L_{Aeq,T}$).
Decibel (dB)	A scale for comparing the ratios of two quantities, including sound pressure and sound power. The difference in level between two sounds s1 and s2 is given by 20 $\log_{10}$ (s1/s2). The decibel can also be used to measure absolute quantities by specifying a reference value that fixes one point on the scale. For sound pressure, the reference value is 20µPa. The threshold of normal hearing is in the region of 0 dB and 140 dB is the threshold of pain. A change of 1 dB is only perceptible under controlled conditions.
dB(A), L_{Ax}	Decibels measured on a sound level meter incorporating a frequency weighting (A weighting) which differentiates between sounds of different frequency (pitch) in a similar way to the human ear. Measurements in dB(A) broadly agree with people's assessment of loudness. A change of 3 dB(A) is the minimum perceptible under normal conditions, and a change of 10 dB(A) corresponds roughly to halving or doubling the loudness of a sound. The background noise in a living room may be about 30 dB(A); normal conversation about 60 dB(A) at 1 metre; heavy road traffic about 80 dB(A) at 10 metres; the level near a pneumatic drill about 100 dB(A).
Fast Time Weighting	Setting on sound level meter, denoted by a subscript F, that determines the speed at which the instrument responds to changes in the amplitude of any measured signal. The fast time weighting can lead to higher values than the slow time weighting when rapidly changing signals are measured. The average time constant for the fast response setting is 0.125 (1/8) seconds.
Free-field	Sound pressure level measured outside, far away from reflecting surfaces (except the ground), usually taken to mean at least 3.5 metres
Façade	Sound pressure level measured at a distance of 1 metre in front of a large sound reflecting object such as a building façade.
$L_{Aeq,T}$	A noise level index called the equivalent continuous noise level over the time period T. This is the level of a notional steady sound that would contain the same amount of sound energy as the actual, possibly fluctuating, sound that was recorded.
$L_{max,T}$	A noise level index defined as the maximum noise level recorded during a noise event with a period T. L_{max} is sometimes used for the assessment of occasional loud noises, which may have little effect on the overall L_{eq} noise level but will still affect the noise environment. Unless described otherwise, it is measured using the 'fast' sound level meter response.
$L_{10,T}$	A noise level index. The noise level exceeded for 10% of the time over the period T. L_{10} can be considered to be the "average maximum" noise level. Generally used to describe road traffic noise. $L_{A10,18h}$ is the A –weighted arithmetic average of the 18 hourly $L_{A10,1h}$ values from 06:00-24:00.
$L_{90,T}$	A noise level index. The noise level that is exceeded for 90% of the measurement time interval, T. It gives an indication of the lower levels of fluctuating noise. It is often used to describe the background noise level and can be considered to be the "average minimum" noise level and is a term used to describe the level to which non-specific noise falls during quiet spells, when there is lull in passing traffic for example.

Appendix B Aerial photograph of site with overlaid development plan

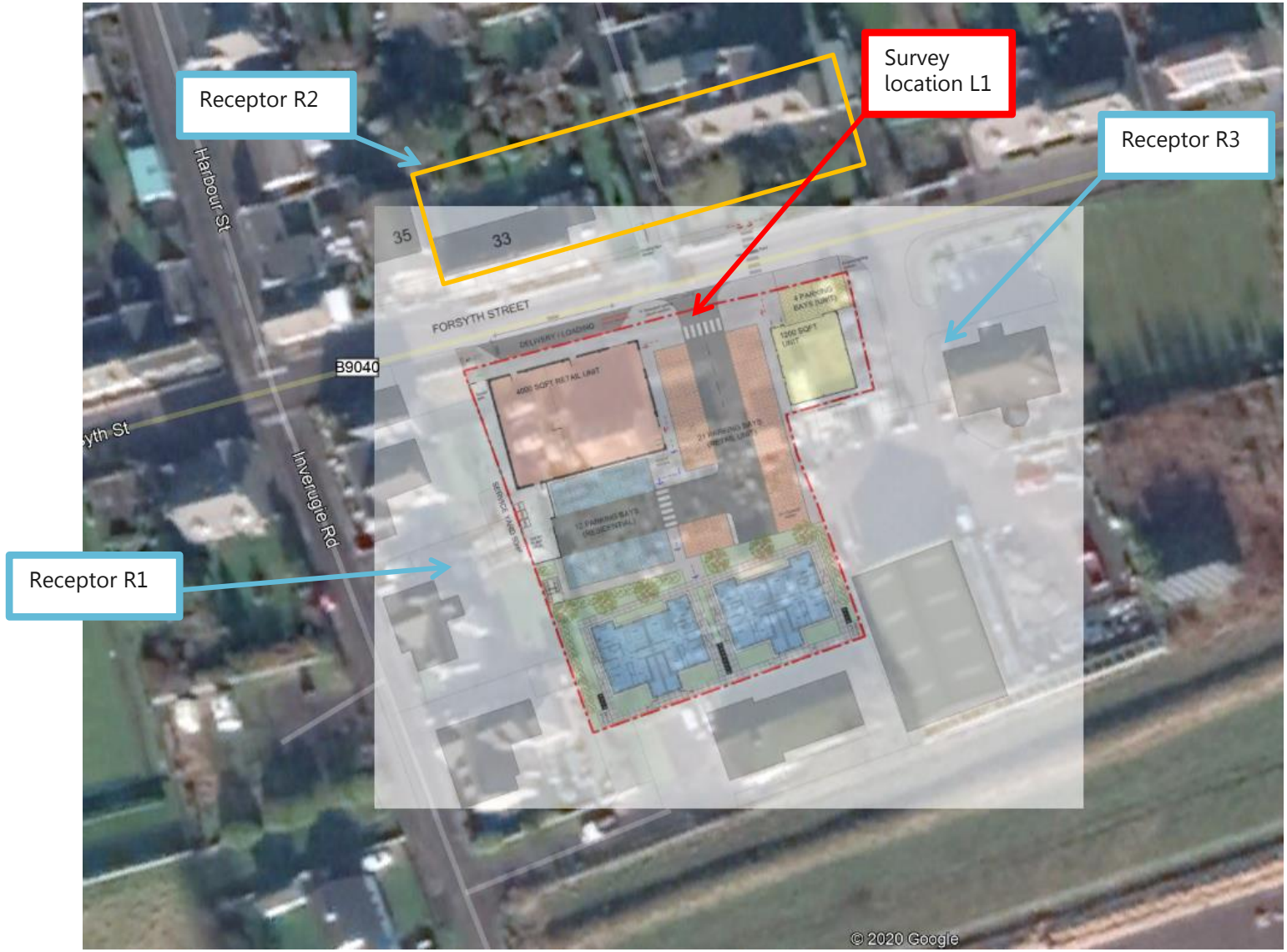
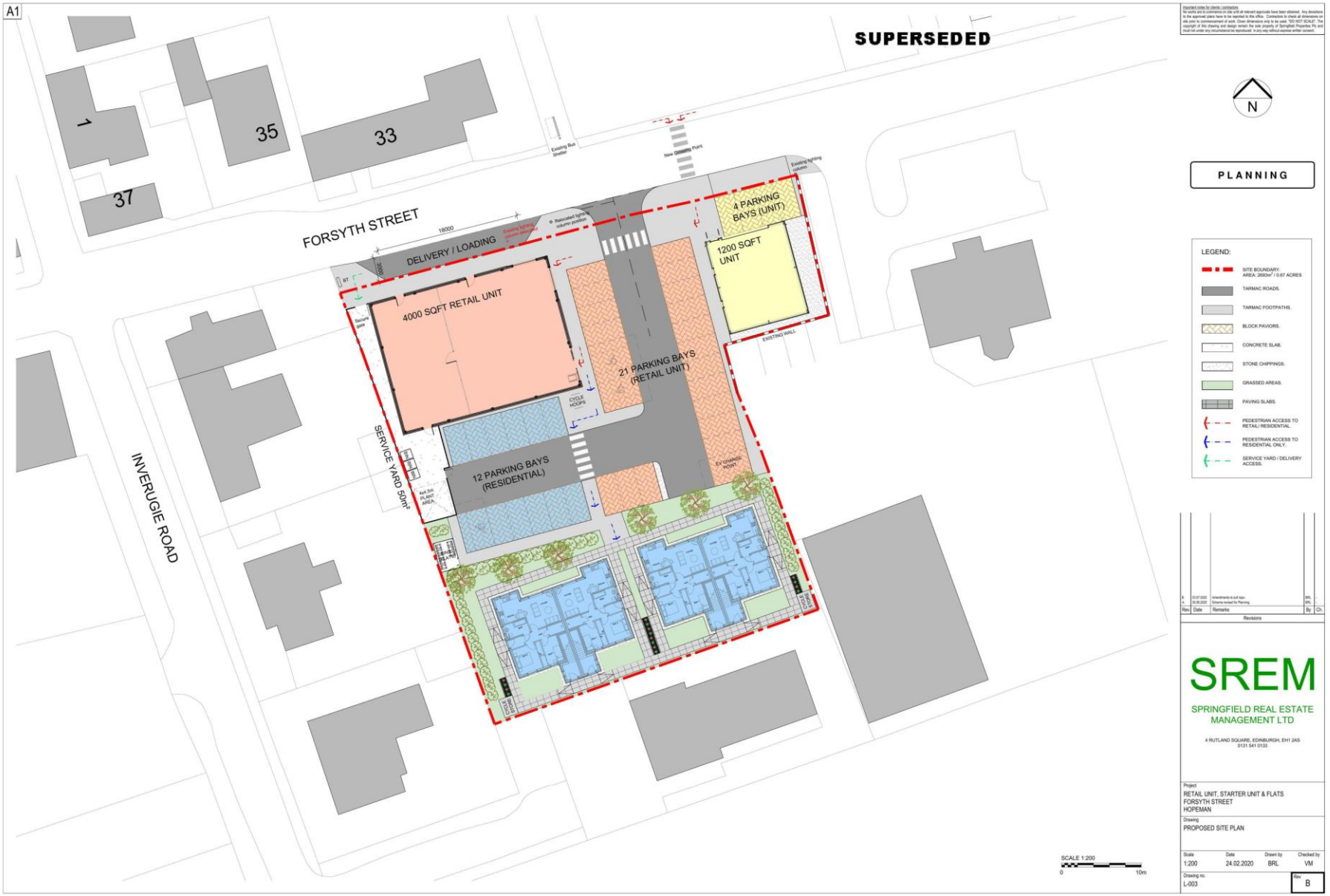
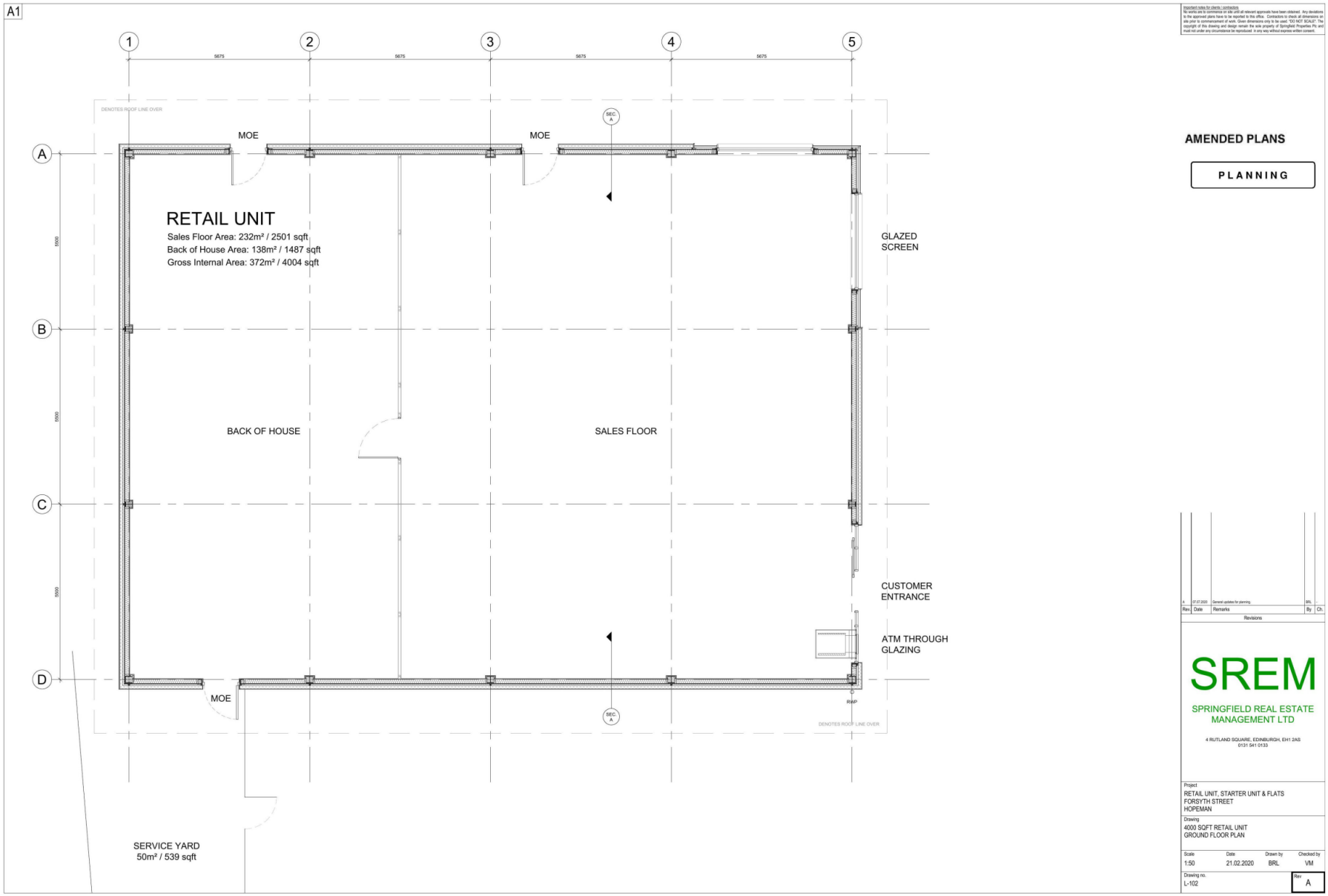


Image © Google 2020

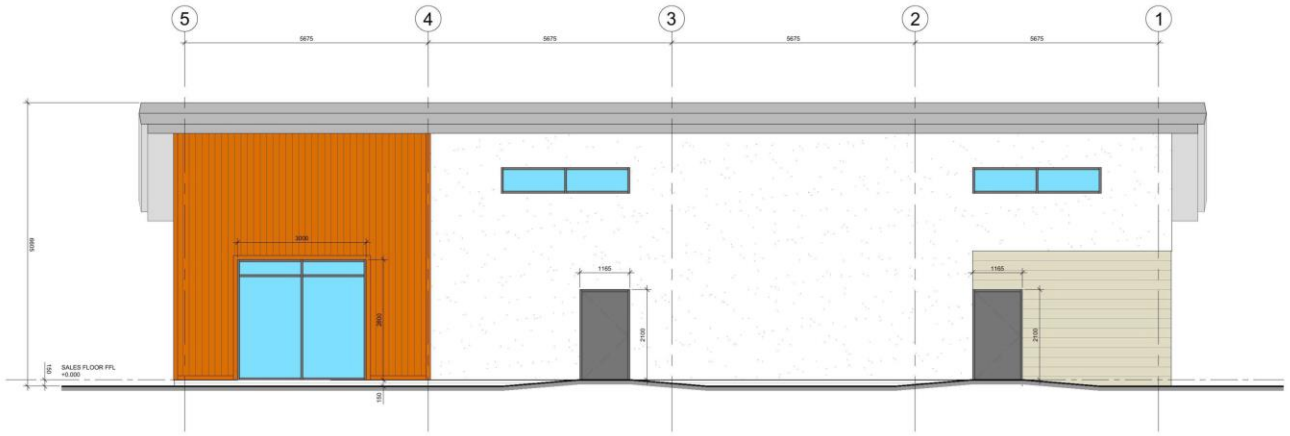
Appendix C Development plans and elevations



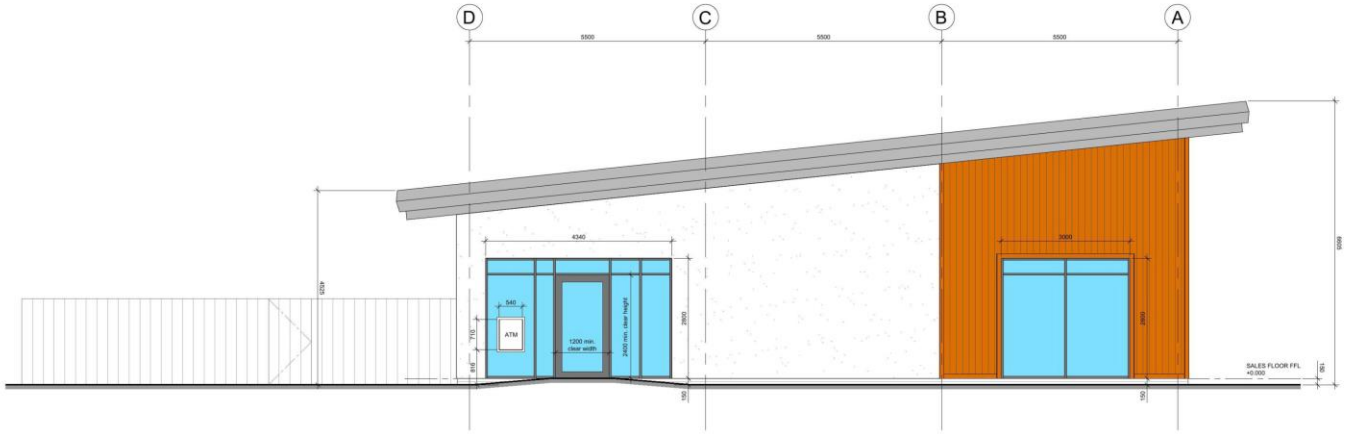

A1
8813
Rear Elevation 1:100
Side Elevation 1:100
Front Elevation 1:100
Side Elevation 1:100
PLANNING
0m 2 4 6 8
scale bar 1:100
0m 1 2 3 4
scale bar 1:50
FINISHES LEGEND:
NORDIC SPRUCE VERTICAL SHIPLAP EXTERNAL GRADE TIMBER CLADDING BOARDS
MARLEY 'EDGEMERE' CONCRETE TILE SMOOTH GREY
20mm THICK DRY DASH K-REND FINISH TO EXTERNAL WALLS. COLOUR: WHITE.
CAITHNESS STONE FEATURE TO EXTERNAL WALLS.
RAL 7016 GREY UPVC WINDOWS
RAL 7016 GREY COMPOSITE DOORS
RAL 7016 UPVC SOFFIT AND FASCIA
15436
13165
Kitchen
Lounge
Lounge
Kitchen
Bath
Bath
Hall
C
C
Hall
W
W
W
W
Bed 2
Bed 1
Bed 1
Bed 2
Ground Floor Plan 1:50
15436
13165
Kitchen
Lounge
Lounge
Kitchen
Bath
Bath
C
Hall
Hall
C
W
W
W
W
Bed 2
Bed 1
Bed 1
Bed 2
First Floor Plan 1:50
AMENDED PLANS
Rev. Date Remarks By Ch.
Revisions
SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133
Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN
Drawing
CAWDOR COTTAGE APARTMENTS
PLANNING SUBMISSION PLANS AND ELEVATIONS
Scale 1:50 / 1:100
Date 10/07.2020
Drawn by SM
Checked by BW
Drawing no. L-300
Rev –


A1
1
2
3
4
5
5675
5675
5675
5675
A
B
C
D
5500
5500
5500
DENOTES ROOF LINE OVER
MOE
MOE
MOE
SEC. A
RETAIL UNIT
Sales Floor Area: 232m² / 2501 sqft
Back of House Area: 138m² / 1487 sqft
Gross Internal Area: 372m² / 4004 sqft
BACK OF HOUSE
SALES FLOOR
GLAZED SCREEN
CUSTOMER ENTRANCE
ATM THROUGH GLAZING
RAMP
SERVICE YARD
50m² / 539 sqft
AMENDED PLANS
PLANNING
Rev Date Remarks By Ch.
Revisions
SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133
Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN
Drawing
4000 SQFT RETAIL UNIT
GROUND FLOOR PLAN
Scale 1:50
Date 21.02.2020
Drawn by BRL
Checked by VM
Drawing no. L-102
Rev A

A1



FORSYTH STREET ELEVATION



STORE ENTRANCE ELEVATION

AMENDED PLANS

PLANNING

FINISHES LEGEND:

- KINGSPAN KINGZIP KS1000 STANDING SEAM ROOF PANELS. COLOUR OF PANELS & FLASHINGS: RAL 7035.
- NORDIC SPRUCE VERTICAL SHIPLAP EXTERNAL GRADE TIMBER CLADDING BOARDS
- 20mm THICK DRY DASH K-REND FINISH TO EXTERNAL WALLS. COLOUR: WHITE.
- CAITHNESS STONE FEATURE TO EXTERNAL WALLS.

Rev	Date	Remarks	By	Ch.
A	07.07.2020	General updates for planning	BRL	

Revisions

SREM

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

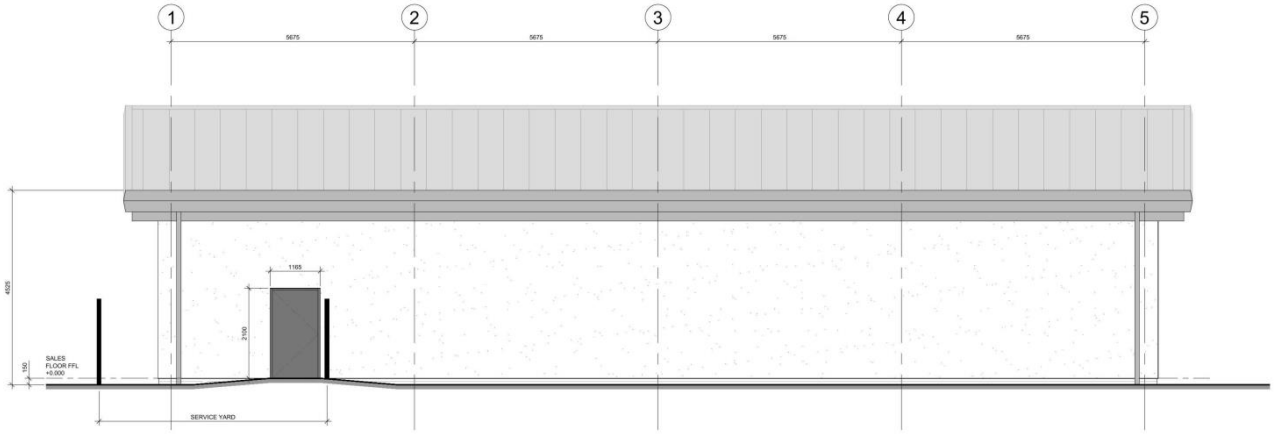
Drawing
4000 SQFT RETAIL UNIT
ELEVATIONS
SHEET 1

Scale	Date	Drawn by	Checked by
1:50	21.02.2020	BRL	VM

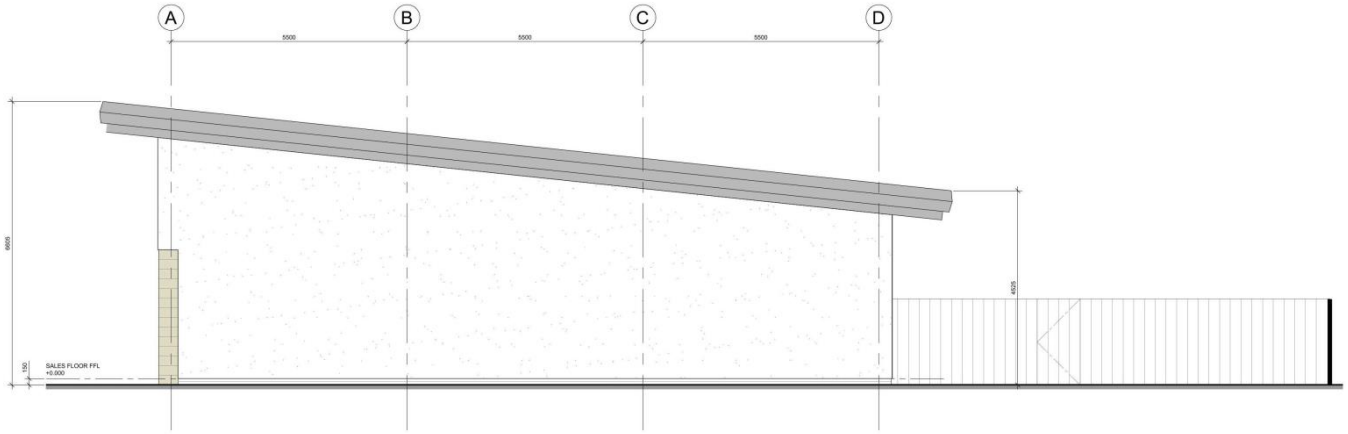
Drawing no. L-106

Rev A

A1



CAR PARK/ SERVICE YARD ELEVATION



GABLE ELEVATION

AMENDED PLANS

PLANNING

FINISHES LEGEND:

- KINGSPAN KINGZIP KS1000 STANDING SEAM ROOF PANELS. COLOUR OF PANELS & FLASHINGS: RAL 7035.
- NORDIC SPRUCE VERTICAL SHIPLAP EXTERNAL GRADE TIMBER CLADDING BOARDS
- 20mm THICK DRY DASH K-REND FINISH TO EXTERNAL WALLS. COLOUR: WHITE.
- CAITHNESS STONE FEATURE TO EXTERNAL WALLS.

Rev	Date	Remarks	By	Ch.
A	07.07.2020	General updates for planning	BRL	

Revisions

SREM

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
4000 SQFT RETAIL UNIT
ELEVATIONS
SHEET 2

Scale	Date	Drawn by	Checked by
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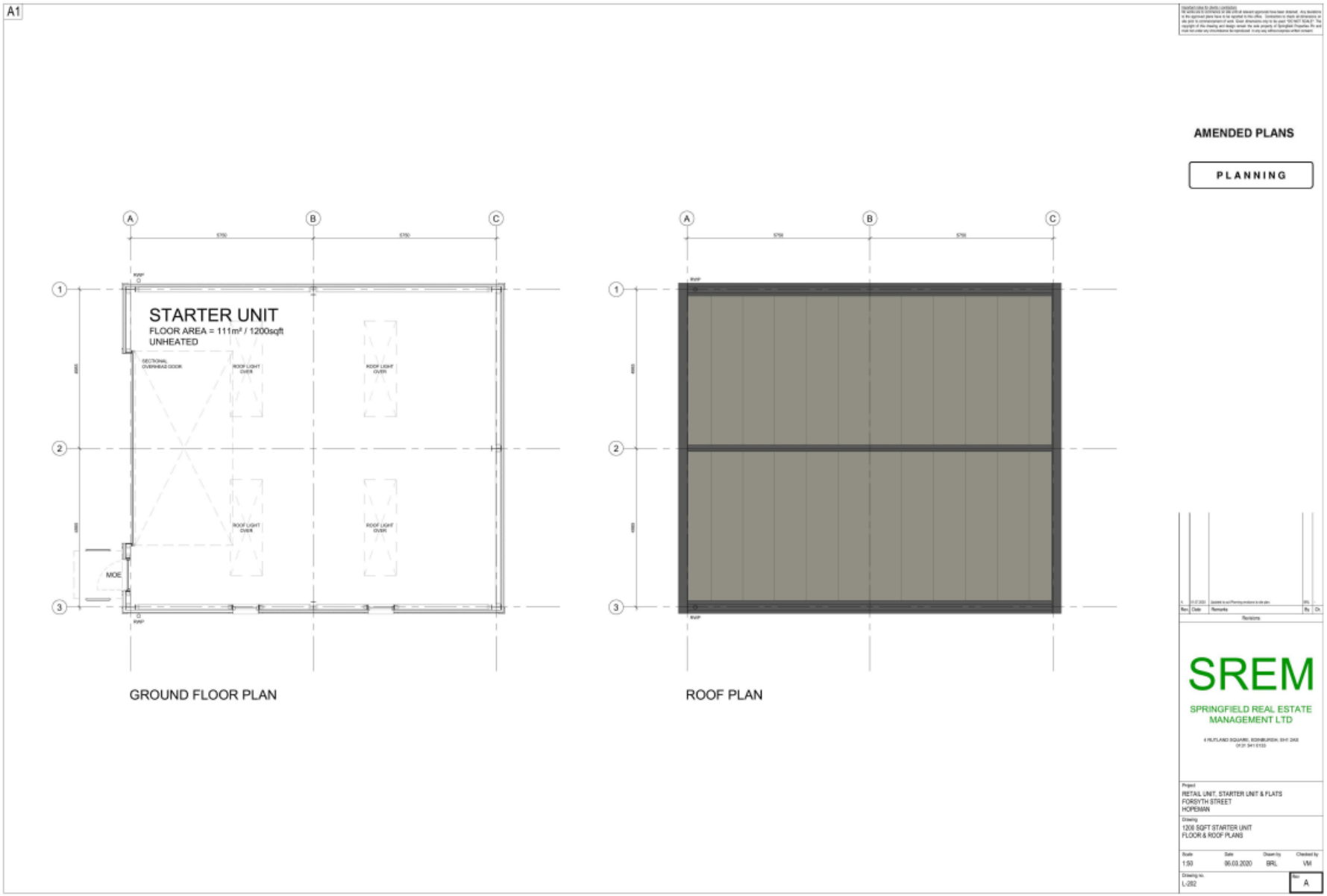
Drawing no.
L-107

Rev
A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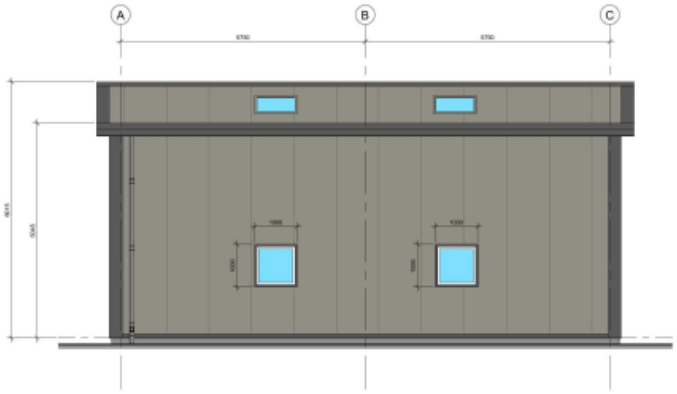
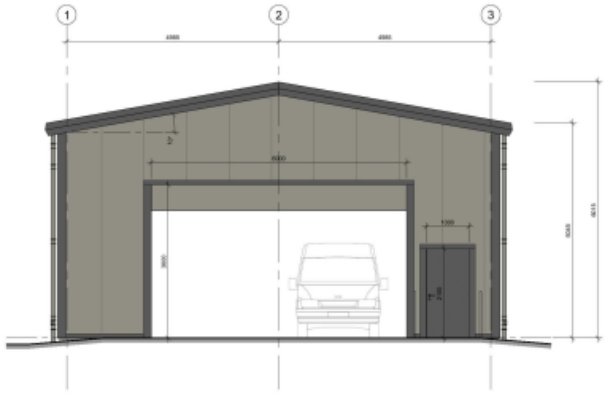
AMENDED PLANS
PLANNING
STARTER UNIT
FLOOR AREA = 111m² / 1200sqft
UNHEATED
GROUND FLOOR PLAN
ROOF PLAN
SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN
1200 SQFT STARTER UNIT
FLOOR & ROOF PLANS
1:50
06.03.2020
BRL
VM
L-282
A

A1



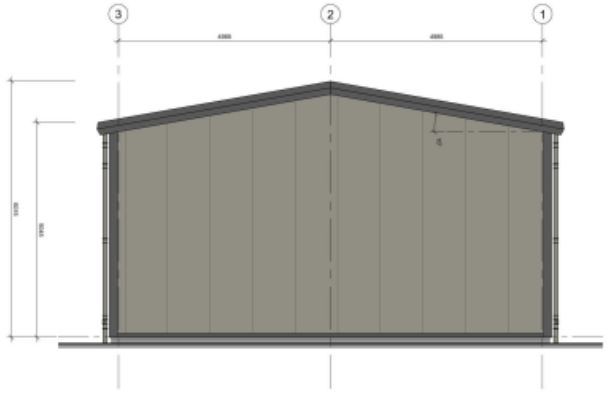
CAR PARK ELEVATION



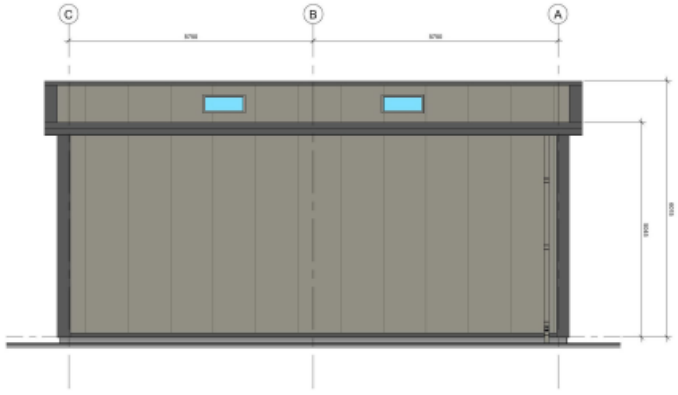
FORSYTH STREET ELEVATION

AMENDED PLANS

PLANNING



GABLE ELEVATION



REAR ELEVATION

Revisions

SREM

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
1306 SQFT STARTER UNIT
ELEVATIONS

Scale	Date	Drawn by	Checked by
1:50	06.03.2020	BRL	VM

Drawing no. L-285 Rev A

Appendix D Environmental sound survey

Details of environmental sound survey

D.1 Measurements of the sound pressure levels at the site were undertaken between 12.30 hours on Friday 21st August and 12:30 hours on Monday 24th August 2020.

D.2 The sound level meters were programmed to record the A-weighted L_{eq}, L_{90}, L_{10} and L_{max} noise indices for consecutive 15-minute sample periods for the duration of the survey.

Measurement position

D.3 Unattended measurements were made at position L1 shown in **Appendix B**. The meter was secured to a lamp column with the microphone approximately 3m above the ground.

D.4 In accordance with BS 7445-2:1991 *'Description and measurement of environmental noise – Part 2: Guide to the acquisition of data pertinent to land use'*, the measurements were undertaken under free-field conditions.

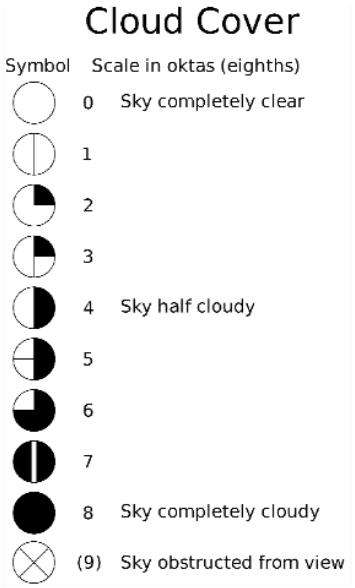
Equipment

D.5 Details of the equipment used during the survey are provided in the table below. The sound level meter was calibrated before and after the survey; no significant change (+/-0.2 dB) in the calibration level was noted.

Location	Description	Model / serial no.	Calibration date	Calibration certificate no.
L1	Class 1 Sound level meter	Svantek 977 / 36190	16/07/2020	TCRT20/1383
	Condenser microphone	ACO Pacific 7052E / 57366		
	Preamplifier	Svantek SV12L / 41504		
	Calibrator	Svantek SV33A / 73430	15/07/2020	TCRT/1380

Weather Conditions

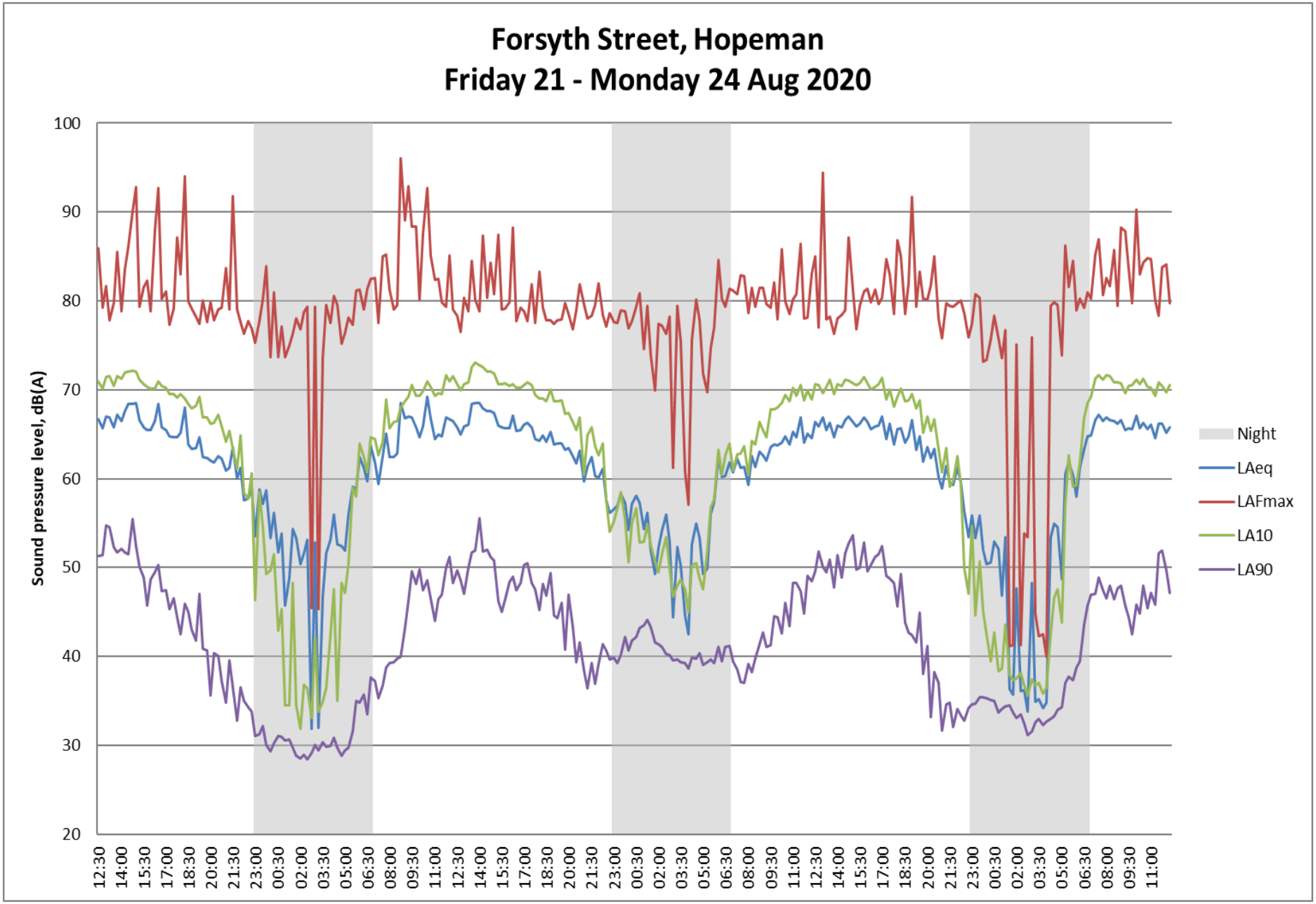
D.6 Weather conditions were determined both at the start and on completion of the survey. It is considered that the meteorological conditions were appropriate for environmental noise measurements. The table below presents the weather conditions recorded on site at the beginning and end of the survey.

Weather Conditions				
Measurement Location	**Date/Time**	**Description**	**Beginning of Survey**	**End of Survey**
As indicated on Appendix B	12:30 21 Aug 2020-12:30 24 Aug 2020	Temperature (°C)	17	14
		Precipitation:	Light	No
		Cloud cover (oktas - see guide)	6	2
		Presence of fog/snow/ice	No	No
		Presence of damp roads/wet ground	No	No
		Wind Speed (m/s)	2	1
		Wind Direction	NW	NW
		Conditions that may cause temperature inversion (i.e. calm nights with no cloud)	No	No

Results and observations

D.7 The noise climate at the measurement position was dominated by local road traffic, including buses, with aircraft from RAF Lossiemouth occasionally audible.

D.8 The results of the unattended survey are presented in a time history graph overleaf.


Forsyth Street, Hopeman
Friday 21 - Monday 24 Aug 2020
Sound pressure level, dB(A)
100
90
80
70
60
50
40
30
20
12:30
14:00
15:30
17:00
18:30
20:00
21:30
23:00
00:30
02:00
03:30
05:00
06:30
08:00
09:30
11:00
12:30
14:00
15:30
17:00
18:30
20:00
21:30
23:00
00:30
02:00
03:30
05:00
06:30
08:00
09:30
11:00
12:30
14:00
15:30
17:00
18:30
20:00
21:30
23:00
00:30
02:00
03:30
05:00
06:30
08:00
09:30
11:00
Night
LAeq
LAFmax
LA10
LA90

Appendix E Delivery noise calculations

Receptor R2

Activity	Measured noise levels		Correction for no. of occurrences		Distance correction		Resultant SEL at receptor (dB)	Resultant L_{Amax} at receptor (dB)
	SEL @ 10m	L_{Amax} @10m	No. of occurrences	Correction (dB)	Distance (m)	Correction (dB)		
Lorry arrival	68	62	1	0	14	-3	65	59
Unloading cages on to lift	71	74	10	10	14	-3	78	71
Unloading pallets on to lift	75	73	10	10	14	-3	82	70
Lift up	73	65	10	10	14	-3	80	62
Lift down	71	71	10	10	14	-3	78	68
Trollies moved from lorry to store entrance	78	75	10	10	14	-3	85	72
Lorry departure	75	68	1	0	14	-3	72	65
						Cumulative SEL:	89	
						$L_{Aeq\ (1\ hour)}$:	53	
						Range of L_{Amax}:		59-72

Appendix F Noise from industrial starter unit

Noise break-out to Receptor R2

Reference		dB(A)	Notes
Noise level at operator's ear, dB(A)	Sander	97	
Reverberant field correction within workshop, dB		-5	Based on workshop dimensions
On-time correction	30min / hour	-3	Worst-case operation in noisiest hour
Reverberant sound pressure level within workshop, dB(A)	$L_{Aeq, 1hr}$	89	
Sound reduction of building envelope, dB R_w		-20	Typical roller shutter / sectional door
Wall area correction, dB	$22m^2$	+13	Door 6m x 3.6m
Inside-outside correction, dB		-6	
Sound power level of building envelope, dB(A)		76	
Distance correction to receiver, dB	25m	-39	Nearest windows with a view of the door
Resultant workshop noise level at receptor, dB(A)		37	

Noise break-out to Receptor R3

Reference		dB(A)	Notes
Noise level at operator's ear, dB(A)	Sander	97	
Reverberant field correction within workshop, dB		-5	Based on workshop dimensions
On-time correction	30min / hour	-3	Worst-case operation in noisiest hour
Reverberant sound pressure level within workshop, dB(A)	$L_{Aeq, 1hr}$	89	
Sound reduction of building envelope, dB R_w		-30	Typical for lightweight cladding
Wall area correction, dB	100m^2	+20	Two elevations visible from receptor
Inside-outside correction, dB		-6	
Sound power level of building envelope, dB(A)		73	
Distance correction to receiver, dB	14m	-34	
Resultant workshop noise level at receptor, dB(A)		39	

North Planning & Development
2nd Floor
Tay House
300 Bath Street
Glasgow G2 4JR

06 November 2020

Moray Council
Planning Department

Dear Sir/Madam

PLANNING APPLICATION 20/00474/APP

DEMOLISH EXISTING SERVICE STATION AND GARAGE AND ERECT RETAIL UNIT, LIGHT INDUSTRIAL UNIT AND 2 NO. BLOCKS OF RESIDENTIAL FLATS AT HOPEMAN SERVICE STATION, FORSYTH STREET, HOPEMAN

Springfield Real Estate Management Ltd have instructed North Planning Development to review and respond to the Bidwells Further Comments relative to the above application, as provided by email on the 3rd November 2020.

As set out in our earlier Retail Planning Statement and letter of 18th September 2020, one of the most important considerations in this matter is the lack of any town centre within Hopeman or any of the other towns in the catchment area of the proposed new retail store, as that establishes a position where there is no planning policy that affords primacy to existing stores and/or that requires other sites within the catchment to be considered in the manner of a sequential assessment.

Notwithstanding that, the suggestion made by Bidwells, that evidence should be provided of other sites having been considered, indicates that the principle of retail development in Hopeman is considered acceptable, otherwise why ask for other sites to be considered. That the Forsyth Street site is not in their opinion the "optimum" is not material to the consideration of the Springfield application.

Bidwells also refer to the 2020 LDP and Hopeman Caravan Park "being capable of providing ancillary services to appropriate tourist development including uses such as a shop in the village". Whilst it is unclear if capacity, impact and/or sequential assessments were carried out to support this statement in the LDP, it does nevertheless indicate that the Council is supportive of additional retail provision within Hopeman.

Our Retail Planning Statement defines a catchment area – which has not been questioned – and we demonstrated that there is convenience goods expenditure of at least £4.85m within the Hopeman catchment, not accounting for tourist expenditure that likely occurs, and also that the existing shops in the town have a combined average turnover of £1.38m. Setting aside the fact that none of the existing stores are within a town centre, we nevertheless applied £1.38M of expenditure to these stores, and that leaves at least £3.47m remaining. Most of tht £3.47M likely currently leaks from the catchment to larger stores in Elgin and/or Forres, with consequent car trips and carbon impacts, linked trips benefits to those locations and jobs being supported there rather than in Hopeman. The

remaining £3.47M of expenditure is available for drawing back to the catchment, and as the proposed retail store is predicted to have a turnover £2M there is at least £1.47M of expenditure still available with the proposed store in place.

With regards to the comments made by Bidwells about the Floorspace Split we would reiterate that the intended occupier of the proposed retail unit is the Co-op, and in our capacity as planning consultant acting for the Co-op acting across Scotland we know that 70/30 is a typical floorspace split across all new Co-op units. This is supported by the Co-op store at Lhanbryde – also in Moray Council area – with the committee report for that application (ref. 15/02252/APP) confirming the sales/trading space in that store is 189 sqm and the back of house/storage is 86sqm, which equates to a 69% /31% split, which is essentially 70/30. The Bidwells assertion that this floorspace split is low and not representative is not supported by this local, recent, and directly comparable or any other evidence.

The Bidwells Further Comments say that it is "difficult to make direct comparisons to the Co-op application in Lhanbryde", but we cannot agree with this as there are several relevant and straightforward comparisons to make between the two, and we set these out in detail in our earlier letter. By way of summary, the Lhanbryde Co-op is an equivalent size of store to that now proposed in Hopeman, in a town with similar population, where there is no town centre designation, and with a broadly similar existing number of shops. The Lhanbryde Co-op now exists and trades alongside the previously existing shops without any closures having resulted. These comparisons and provide compelling evidence to support the case we have made for permission to be granted for an equivalent new Co-op convenience retail store in Hopeman.

I trust that the content of this letter and earlier submissions will be considered by the Council when determining this application.

Yours sincerely

David Campbell MRTPI
Director
North Planning & Development

david@northplan.co.uk
T. 0141 212 2627

DRUMMOND BLACK CONSULTING LTD

Springfield Real Estate Management (SREM) Ltd.

Proposed Mixed Use Development
Forsyth Street, Hopeman

Combined Stage 1 & 2 Road Safety Audit

Report No. D00041 – RSA2

4 Kempston Place
South Queensferry
Edinburgh,
EH30 9QW

Date: 18 January 2021

DOCUMENT CONTROL

Document:	Combined Stage 1 & Stage 2 Road Safety Audit
Project:	Proposed Mixed Use Development, Forsyth Street, Hopeman
Client:	SREM
Job Number:	D00041
File Origin:	C:\DBC Projects\D00041 - Forsyth Street, Hopeman\Reports\Forsyth St Hopeman RSA St1_2 (For Issue).docx

Document Checking:

Primary Author	Richard Pearson	Initialled:	RP
Contributor		Initialled:	
Review By	Kevin Nicholson	Initialled:	KN

Issue	Date	Status	Checked for Issue
1	18 January 2021	For Issue	KN

Contents

Appendices

1 Introduction

1.1 This report results from a Combined Stage 1 & Stage 2 Road Safety Audit carried out on the proposed mixed-use development on the south side of Forsyth Street, Hopeman at the request of Springfield Real Estate Management (SREM) Ltd. on behalf of The Moray Council (TMC) as the Overseeing Organisation. The project comprises of a simple priority junction access (to replace the existing 2 former garage forecourt accesses) to access parking for 2 retail units and 8 residential apartments. As part of the proposal a crossing will be provided across Forsyth Street.

1.2 The scope of the Road Safety Audit is to review the access junction and internal layout of the proposed scheme.

1.3 A road safety audit brief was provided by SREM in the form of an instructional email containing design drawings, street engineering review and a Transport Statement. It is not general practice of TMC to approve the audit brief and audit team prior to an audit, however the audit is considered acceptable, so long as qualification criteria and process of national standard has been followed. The Audit Team accepted the brief.

1.4 This site is a former Garage/Petrol Filling Station. Forsyth Street is a long straight road subject to a 30-mph limit with footways and street lighting on both sides of the street at the location of the site. There is a bus stop directly opposite the site (eastbound) and westbound bus stops either side of the site.

1.5 An initial investigation of collision history of the location shows no collisions in the past 5 years in the immediate vicinity of the site.

1.6 The audit was carried out by the following:

Audit Team Leader

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.
Edinburgh

Audit Team Member

Kevin Nicholson BSc CMaths MCIHT FSoRSA
HE Approved Certificate of Competency
Director, Nicholson Sloan Consultancy Limited

1.7 The audit took place during January 2021 and comprised of a desk top study of the plans and reports provided, which are listed in **Appendix A.** A site visit was also carried out at 12 noon on the 13th January 2021. The site visit was carried out by the Audit Team Leader alone as a result of COVID restrictions in place. At the time of the site visit it was overcast and the road surface was damp from earlier rain. Traffic was light.

1.8 The terms of reference of the audit are generally as described in DMRB Volume 5 Section 2 GG119 (Rev 2) "Road Safety Audit". As this standard is primarily focused on the strategic road network and TMC does not have its own standard, the Audit Team has followed guidance from the CIHT Guidelines for Road Safety Audit on implementing the standard as appropriate to this scheme. The points not followed in particular are the approval of audit team and brief (See para. 1.3) and the Audit Team deals directly with the Design Team and not the Overseeing Organisation.

1.9 The team has examined and reported only on the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria. Reference may be made to certain design standards however this report is not intended to provide a design check. The team has examined and reported only on the road safety implications of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or the construction of the scheme.

1.10 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise the likelihood of a collision. The location of the site and the locations of any specific problems are referenced on the plans in **Appendix B**.

2 Items Raised at Previous Road Safety Audits

2.1 The Audit Team has not been advised of any previous Road Safety Audits on this scheme.

3 Items Raised at this Combined Stage 1 & Stage 2 Road Safety Audit

NON-MOTORISED USERS

3.1 PROBLEM

Location: Proposed crossing facilities.

Summary: The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.

Dropped kerbs and tactile paving are not shown with the proposed crossing facilities. Notwithstanding that the Local Highway Authority may have a policy to install dropped facilities only in areas of heavy pedestrian traffic, if these are not provided, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions and of overturning. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.

RECOMMENDATION

It is recommended that dropped kerbs and tactile paving are provided at the crossing facilities.

3.2 PROBLEM

Location: Proposed Disabled parking.

Summary: Absence of dropped kerbs at disabled parking bays.

No kerbing details are shown on the design to indicate the location of the proposed dropped kerbs. It is not clear if a dropped kerb is to be provided adjacent to the disabled parking bays within the car park. The absence of dropped kerbs to assist mobility impaired users to gain access to the footway could be hazardous and result in trip and fall accidents as well as a risk of wheelchair users overturning.

RECOMMENDATION

It is recommended that dropped kerbs are provided adjacent to the disabled parking bays.

3.3 PROBLEM

Location: Westbound bus stops on Forsyth Street.

Summary: Absence of footway connections to westbound bus stops.

There is currently no direct footway connection to either of the westbound bus stops. The absence of provision could result in pedestrians walling on the carriageway or on the grass verge, risking being struck by a vehicle or risking trip and fall accidents.

Figure 1: Route to westbound bus stops

RECOMMENDATION

It is recommended that a direct footway connection is provided. It is understood that TMC have plans for a footway to the west of the site. The design team should discuss this with them and ensure this co-ordinates with the development proposals.

3.4 PROBLEM (read in conjunction with 3.5 below)

Location: Proposed crossing facilities on Forsyth Street.

Summary: Insufficient detail of proposed crossing.

The drawings (and Transport Statement) specify the provision of zebra crossing facilities, however, the drawings do not include full details of the required beacons and road markings for these types of crossing. The absence of markings and beacons can result in drivers failing to stop and colliding with pedestrians. The absence of zig-zag markings could also result in parking in close proximity of the crossing, restricting visibility.

RECOMMENDATION

It is recommended that the crossing is designed with the full markings and beacons as required for these crossing types.

3.5 PROBLEM (read in conjunction with 3.4 above)

Location: Proposed crossing facilities on the development access road.

Summary: The location of the crossing could increase the risk of collisions.

The Transport Statement and drawings identify a Zebra crossing for the access road. If this in installed to full specification, motorists will be obliged to give way to pedestrians once they have established precedence by stepping on to the crossing. This could result in drivers of long turning vehicles braking suddenly and overhanging the carriageway on Forsyth Street, with the attendant risk of collisions involving westbound vehicles.

RECOMMENDATION

It is recommended that the crossing point is installed as an informal facility.

3.6 PROBLEM

Location: Proposed Forsyth Street crossing.

Summary: Potential collisions with pedestrians and manoeuvring vehicles.

The proposed zebra crossing in close proximity to the access to the 4 parking bays could potentially create a risk of collisions between pedestrians and manoeuvring vehicles. The Audit Team are particularly concerned where vehicles may be reversing out of spaces where they could collide with pedestrians either on the crossing or on the footway. Visibility for these drivers may also be restricted by the wall to the east of the parking bays.

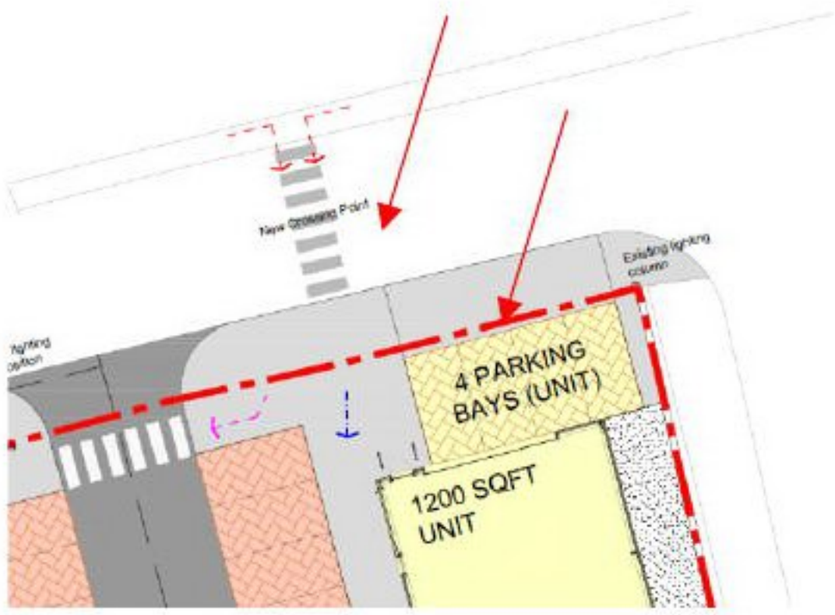


Figure 2: Parking Bays

RECOMMENDATION

It is recommended that the parking bays are moved directly adjacent to the carriageway with the footway behind. It is also recommended the crossing be relocated slightly east to allow space for a reversing car to not encroach onto the crossing point.

SIGNING, ROAD MARKINGS & LIGHTING

3.7 PROBLEM

Location: Proposed access and crossing on Forsyth Street

Summary: Increase in use and lack of junction and crossing warning signs could result in a variety of collision types at the crossing/ access junction.

As the junction proposals will facilitate an increase in use and with the introduction of a new controlled crossing, there is likely to be an increase in traffic turning into the access from Forsyth Street. With drivers not expecting this increase in turning movements, this could result in motorists following too close and with some hesitation, could result in rear shunt type collisions. In addition to this, drivers may not expect this level of traffic to emerge from the minor arm access. This could increase risk of side impact collisions. The introduction of the crossing with the absence of warning signs could increase risk of rear shunt collisions or vehicles overshooting the crossing and colliding with pedestrians.

RECOMMENDATION

It is recommended that advanced junction warning signs are provided on both approaches to the junction and crossing. A “New Road Layout Ahead sign” would appear to be the most appropriate.

4 Audit Team Statement

4.1 We certify that the terms of reference of the audit are generally in accordance with GG119 and additional guidance set out in CIHT guidelines for Road Safety Audit.

Audit Team Leader

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.
4 Kempston Place
South Queensferry
Edinburgh
EH30 9QW
Tel: +44(0) 7866 851654

Signed: [redacted]

Date: 18 January 2021

Audit Team Member

Kevin Nicholson BSc CMaths MCIHT FSoRSA
HE Approved Certificate of Competency
Director, Nicholson Sloan Consultancy Limited.
Cherry Tree Cottage
Hayton
Brampton
Cumbria
CA8 9HT

Signed: [redacted]

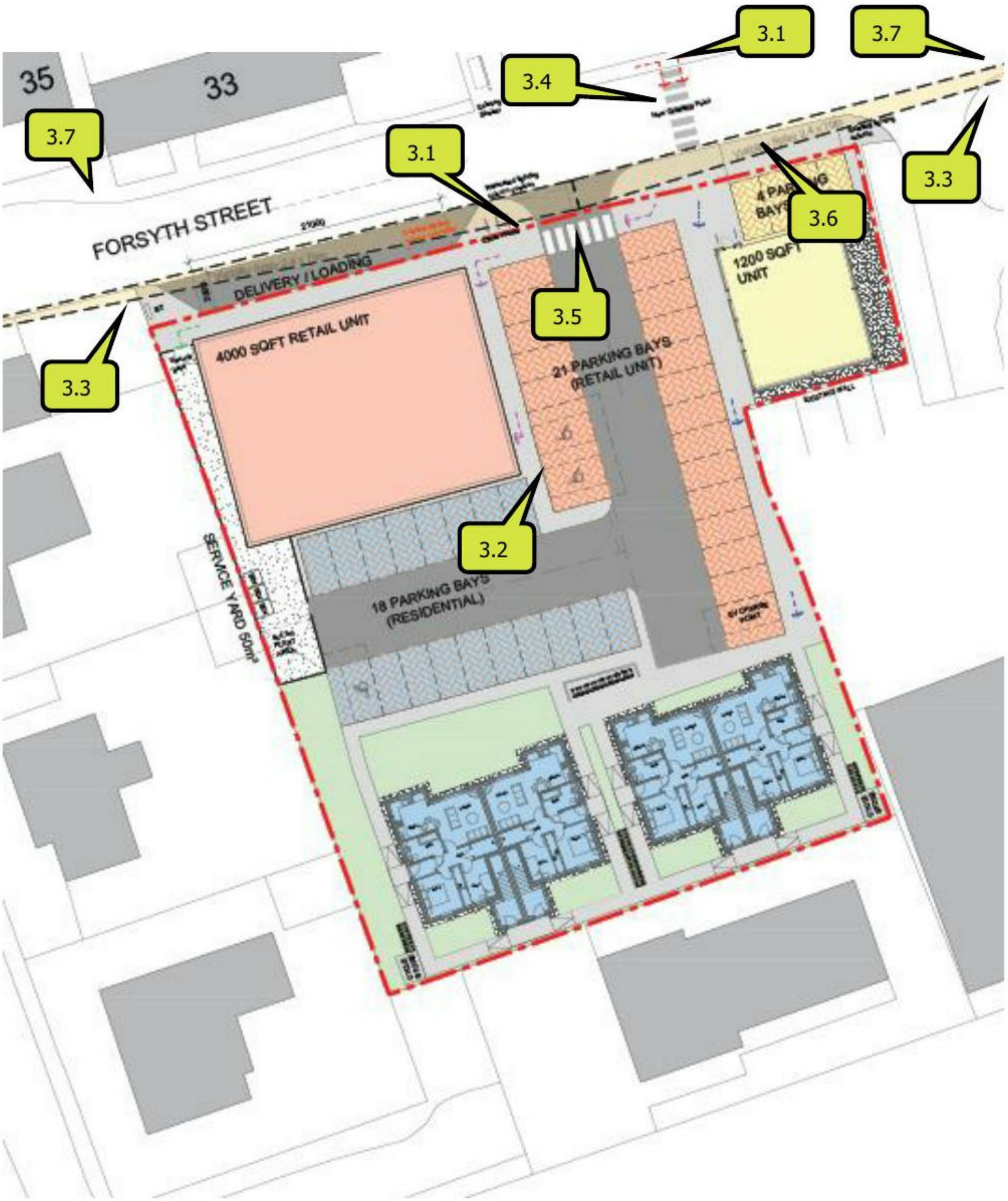
Date: 18 January 2021

Appendix A – List of drawings/documents provided

List of Drawings and Documents Provided

Doc. No.	Doc Title
20044	Transport Statement
L001	Location Plan
L003-D	Proposed Site Plan
10045-301-B	Levels Layout
N/A	Street Engineering Review (August 2020) – Containing detailed drawings

Appendix B – Location plan of problems identified


35
33
3.7
3.1
3.4
3.7
3.1
3.3
3.6
FORSYTH STREET
DELIVERY / LOADING
3.5
1200 SQFT UNIT
3.3
4000 SQFT RETAIL UNIT
21 PARKING BAYS (RETAIL UNIT)
3.2
SERVICE YARD 50m²
18 PARKING BAYS (RESIDENTIAL)

Hopeman Service Station(20/00474/APP)

Response to Transportation comments dated 6 January 2021

Road Safety

This response should be read in conjunction with the Combined Stage 1 & 2 Road Safety Audit, Report No. D00041 – RSA2 dated 18 January 2021, prepared by Drummond Black Consultants Limited.

Drawing 20044-005 submitted as part of this response which indicates a visibility splay of 2.4 x 43m with the envelope out with 3rd party land. The visibility splay is taken from the Scottish Government document Designing Streets which clearly indicates on page 4 that this document should apply within urban areas. The visibility splay is also consistent with that applied to the recently approved residential development on Forsyth Street.

ECS drawings 20044-06 & 20044-07, submitted with this response, indicate that the visibility splay from the proposed access with a rigid and articulated vehicle, respectively. The drawings confirm that a 2.4m x 43m visibility splay can still be achieved to the oncoming traffic lane which ensures that adequate visibility can be maintained during delivery times.

The existing wall adjacent to the starter unit is approximately 2.8m from the existing channel line and is below 1.05m for a further 2.5m. We are not aware of this being an issue for the existing neighbouring access.

Footpath width between retail unit and service lay-by has been increased to 2m.

Pedestrian crossing at the site access has been deleted and is not required given the estimated pedestrian and vehicle generation.

The building standards require a minimum access width of 1200mm if serving not more than 10 dwellings. All proposed private footpath widths are above the minimum requirement. The footpaths are not through routes and will only serve the residential aspect of the development which is estimated to generate a maximum of 2 pedestrians during the worst-case peak hour as indicated in the supporting Transport Statement. Therefore, it is evident that the proposed footway provision is adequate to serve the anticipated demand.

The proposed cycle hoops have now been relocated as indicated on the revised planning layout.

The zebra crossing on Forsyth Street has been removed as this is not required and recent guidance from Transport Scotland indicates that zebra crossings are not a preferred form of controlled crossing. The zebra crossing has been replaced by 2 dropped kerb crossings on either side of the retail store which will serve the pedestrian desire lines from both the east and west. These are located on the Eastern side of the access and at the North-West corner of the development.

Servicing

Frontage layby servicing arrangements have been approved and accepted on other Coop retail sites within the Moray area. These have been subject to an agreed Delivery Management Plan being required through conditions attached to the planning approval. The Coop are prepared to accept similar conditions for this development. The Delivery Management Plan is an establish method used

by them throughout Scotland and can be programmed to avoid peak times. The delivery times for this store will be short duration.

As stated in our previous response there are a number of instances along the length of Forsyth Street of on street parking at junctions and private driveways which do not appear to be problematic and the submitted accident data would support this.

Drawing 1002/A is submitted indicating the tracking for the recommended refuse collection vehicle.

Drainage

Proposed drainage layout, 10045 – 201C, is submitted as part of this response.

Parking and EV Charging

The parking bay size of 2.4m x 4.8m is a recognised and accepted design for off street private parking and is used by the Coop throughout its stores in Scotland.

As stated in previous submissions although the gross footprint is 371m2 there is a proportionately greater Back of House area of 139m2 leaving a retail floor area of 232m2. Taking the nett sales floor area into consideration we would request flexibility within the standards in regard to parking provision and hope an acceptable level of parking can be agreed.

The Coop have also confirmed that due to the short stay nature of convenience stores, the average stay being 6 minutes, they do not need a higher number of parking spaces.

In relation to the Rapid Charger for electric vehicle spaces we are agreeable to the specification being covered under condition.

The 3no. cycle stands have been relocated adjacent to the starter unit.

Fast EV charging points have been indicated for the 8no. residential properties.

Cycle stores are indicated on the layout and we are agreeable to the design and detail of the stores being covered under condition.

The current occupant of the existing garage will be relocating to the starter unit. Our understanding is that he will garage and maintain his own private vehicles from this facility. Provision for an EVCP has been indicated at one of the bays and a disabled bay has been shown.

We would like to note that the application was validated on 4 May 2020 with the parking levels being designed to the guidelines in place at that time. The layout is now being assessed against the current guidelines adopted on 27 July 2020 which require a greater level of residential parking leading to a shortfall in the retail parking. We would request that this factor is taken into consideration by the planning authority when assessing the development in parking terms.

Neil Donaghy.

SREM

SPRINGFIELD REAL ESTATE
MANAGEMENT LTD

Street Engineering Review (SER)

Forsyth Street

Hopeman

Revision A

February 2021

Street Engineering Review (SER)

As detailed in the Designing for Streets Manual (Page 57) the SER should include:

– Vehicle tracking of layout
– Approval of key visibility splays
– Speed control
– Agreement of drainage discharge rates
– Agreement of SUDS techniques
– Schematic drainage layout for foul and surface water including dimension requirements against building and landscaping
– Key materials palette
– Utilities strategy

- **Vehicle Tracking of Layout** – refer to Vehicle Swept Path Layout Drawing NO. 110045/401 and 15424-1002 **(Appendix A).** The swept path analysis was checked for Refuse Vehicle and Fire Appliance vehicle types.

- **Approval of Visibility Splays** – refer to Site Layout Drawing No. L-003 **(Appendix B).** Visibility Splays have been added to the layout and meet the requirements of design criteria outlined in Designing for Streets/Moray Council guidelines.

- **Speed Control** – refer to Site Layout Drawing No. L-003 **(Appendix B).** The nature and size of this development meant it did not require any specific traffic calming. The parking access road will naturally provide traffic calming.

- **Agreement of drainage discharge rates -** Refer to Drawing no. 10045/201 **(Appendix C).** The surface water will discharge into the existing swale and then eventually on to the existing off-site detention basin and swale to the east was previously constructed by Springfield Properties. The outfall from the site will connect into the existing swale before it reaches the detention basin. The greenfield run-off rate was calculated for the site using the HR Wallingford online greenfield estimation tool as being 0.54l/sec. Refer to the Drainage Impact Assessment Report for more information.

- **Drainage Layout** – refer to Drainage Layout Drawing NO. 10045/201 **(Appendix C)** Separate foul and surface water design of sewers.

  Surface Water - The surface water from the development will receive the following levels of treatment –

  - Residential Roofs – Existing Swale and Detention Basin off site
  - Commercial Roofs – Existing Swale and Detention Basin off site
  - Roads and Car Park – Porous Paving and Detention Basin

  All surface water drainage has been checked so that no properties flood during a 1 in 200 year flood event plus climate change.

  Foul Drainage – The foul drainage network is gravity fed and discharges into the existing foul sewer on Forsyth Street.

- **Key materials palette**
  Refer to Site Layout Drawing No. L-003 **(Appendix B).**

- **Utilities Strategy**
  All utilities will be below footways and service strips and will be to the depths as shown on the detail in the Road Construction Details Drawing, drawing no. 10045/302 **(Appendix D).**

  BT – Overhead BT cables that currently serve the existing garage will be removed. There may be an existing overhead BT cable serving the adjacent commercial building crossing the site. This will be diverted as required following consultation with BT. Refer to the drawing no. 10045/501 (**Appendix E)** detailing the existing BT information.

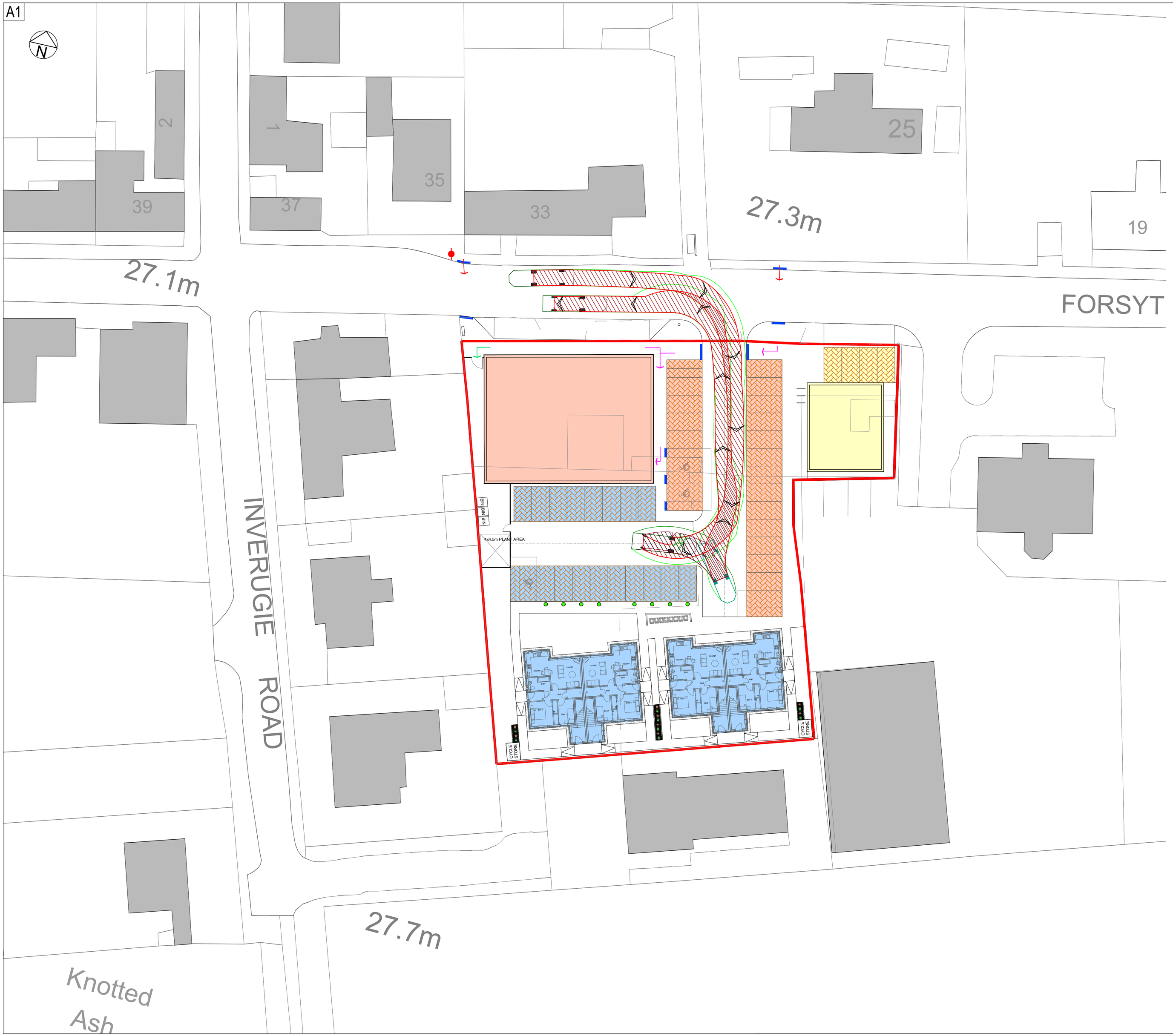
  Electricity – There is currently a LV electricity supply for the garage which will be disconnected/removed. An electricity design will be carried out by the chosen supplier on receipt of the quotations in due course. The record plans are shown in **Appendix E**.

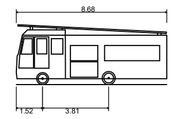
  Water – There is an existing 8" water main in the near side footpath adjacent to the site. A water design will be carried out by an approved designer and will be approved by Scottish Water in sue course. The record plans are shown in **Appendix E.**

  Street Lighting – There is an existing street lighting column locate in front of the development which will have to be locally relocated to accommodate a new lay-by. An indicative street lighting design is shown on Drawing No. 10045/502 **(Appendix E)**. A detailed design will be carried out by a street lighting designer to ensure that the commercial and residential properties are suitably lit.

APPENDIX A

A1





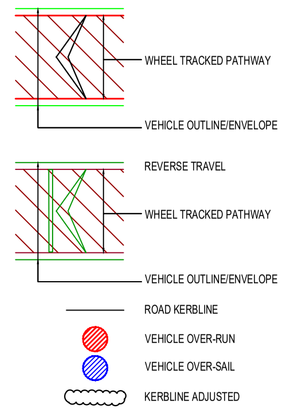
DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NOTES:

1. SITE MEASUREMENTS OR VEHICLE TRACKING SHOULD BE ASSESSED ON A LARGE SCALE ENGINEERING TOPOGRAPHICAL SURVEY OR ARCHITECTS PRECISION LAYOUTS TO VERIFY THAT ADEQUATE CLEARANCES CAN BE ACHIEVED.

LEGEND



Important notes for clients / contractors

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PLANNING

Rev.	Date	Remarks	By	Ch.
B	05.02.21	Layout revised.	PD	
A	26.08.20	Layout revised.	PD	

Revisions

SREM

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

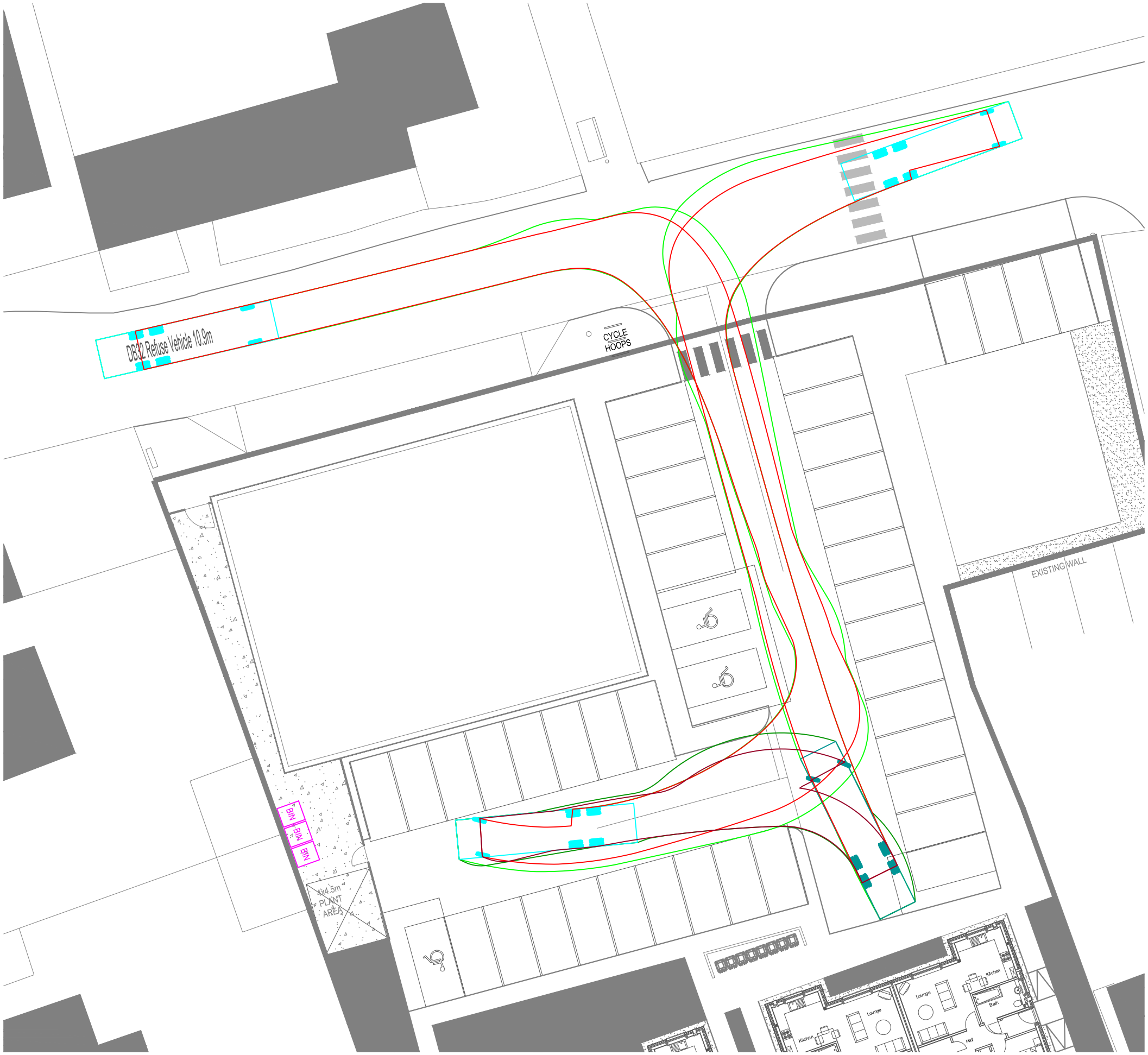
Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
VEHICLE SWEPT PATH

Scale	Date	Drawn by	Checked by
1:250	08.07.20	PD	

Drawing no.
10045-C-401

Rev
B



REFUSE VEHICLE ENTERING SITE, TURNING AND EXITING SITE
Scale 1:250

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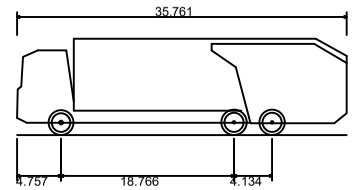

DB32 Refuse Vehicle 10.9m	
Overall Length	10.900m
Overall Width	2.400m
Overall Body Height	3.185m
Min Body Ground Clearance	0.390m
Max Track Width	2.400m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	9.625m

Revision	Date	By	Comments
A	25.01.21	FM	Analysis updated to show 10.9m long refuse vehicle

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MACLEOD JORDAN

16 Albert Street
Aberdeen
AB25 1XQ

Tel: (01224) 646 555
info@macleodjordan.co.uk
www.macleodjordan.co.uk

Client
SREM LTD.

Project
RETAIL UNIT, STARTER UNIT & FLATS AT FORSYTH STREET, HOPEMAN, ELGIN

Title
REFUSE VEHICLE SWEPT PATH ANALYSIS

Drawn By	MJ	Date	19.08.20
Checked By	RM		
Status	REVIEW	Scale at A3	1:250
Project No.	15424	Drawing No.	1002
Rev.	A		

APPENDIX B

A1

Important notes for clients / contractors
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N

PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.
- PEDESTRIAN ACCESS TO RETAIL/ RESIDENTIAL.
- PEDESTRIAN ACCESS TO RETAIL ONLY.
- PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
- SERVICE YARD / DELIVERY ACCESS.
- DROPPED KERB WITH TACTILE PAVING.
- NEW ROAD SIGN - "NEW ROAD LAYOUT AHEAD".
- POTENTIAL EV CHARGE POINT FOR FLATS.

1
35
33
37
FORSYTH STREET
INVERUGIE ROAD
Existing Bus Shelter
New Crossing Point
New sign "New Road Layout Ahead".
Relocated lighting column position
Existing lighting column to be relocated
Existing lighting column
21000
2850
DELIVERY/ LOADING
BT
Secure gate
4000 SQFT RETAIL UNIT
2 MOTORCYCLE BAYS
22 PARKING BAYS (RETAIL UNIT)
4 PARKING BAYS (UNIT)
1200 SQFT UNIT
Cycle Hoops
EXISTING WALL
EV CHARGE POINT
18 PARKING BAYS (RESIDENTIAL)
SERVICE YARD 50m²
BIN
BIN
BIN
4x4.5m PLANT AREA
BIN COLLECTION POINT
CYCLE STORE
CYCLE STORE
New sign "New Road Layout Ahead".

SCALE 1:200
0 10m

Rev.	Date	Remarks	By	Ch.
G	03.02.2021	Footpath widened on Forsyth Street.	BRL	-
F	27.01.2021	Road safety audit & Planning updates.	BRL	-
E	31.08.2020	Motorcycle bays and bin collection note added.	BRL	-
D	21.08.2020	Loading bay extended. Pedestrian routes updated.	BRL	-
C	18.08.2020	Parking reconfigured & footpath to east boundary added to suit Planning feedback.	BRL	-
B	03.07.2020	Amendments to suit topo.	BRL	-
A	30.06.2020	Scheme revised for Planning.	BRL	-

Revisions

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SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:200	24.02.2020	BRL	VM

Drawing no. L-003
Rev G

APPENDIX C

A1

N

35

33

19

15

FORSYTH STREET

New sign "New Road Layout Ahead".

Existing Bus Shelter

F3
Build on Existing Sewer
CL27.25
IL23.89(200mm)
IL23.94(150mm)

Existing 200mm FW Sewer Approx 1 in 246

Channel Drain

Relocated lighting column position

Existing lighting column

BT

RE

Secure gate

4000 SQFT RETAIL UNIT

FFL
27.50

1200 SQFT UNIT

FFL
27.25

S1

25.960

150mm 1 in 100

150mm 1 in 60

Porous Paving - Total Depth 1m

RWP

SERVICE YARD 50m²

S2

25.270

25.539

24.539

F2

S3

24.969

F1

Diam 600 Grad 1 in 500

Diam 150 Grad 1 in 60

600mm 1 in 500

150mm 1 in 11

24.285

25.285

F4

S6

Grad 1 in 10

23.219

Diam 600

Hydro-brake MH S4
0.54l/sec
DH 1.05m
CTL-SHE-0032-5000-1050-5000

S4

CL27.30
IL26.30

225mm 1 in 170

FFL
27.60

FFL
27.45

CYCLE STORE

Surface Water treatment for the roofs is provided in the off-site attenuation basin

5m Wayleave. Third party land agreements to be put in place ASAP.

Tulloch House

Diam 300 Grad 1 in 45
Type PLASTIC Length 64.854

25.42

25.42

CL27.07

S5

Refer to the Drainage Impact Assessment Report for details of the off-site detention basin

Diam 300 Grad 1 in 200
Type PLASTIC Length 95.303

25.89

25.89

S4

CL27.73

Diam 300 Grad 1 in 200
Type PLASTIC Length 94.989

Connect into existing swale which connects into the existing Attenuation Basin

S5

Existing Swale to Detention Basin

27.7m

26.3m

LEGEND:

- Proposed Surface Water Sewer (Private)
- Proposed Foul Water Sewer (Private)
- Existing Surface Water Drainage (Scottish Water)
- Existing Foul Drainage (Scottish Water)
- Proposed Gully within Porous Paving (Private)
- Proposed Porous Paving (Private)

1. All existing drainage to be checked by contractor prior to construction.
2. All drainage filter trenches to be continuous protected from ingress of construction materials during the construction phase of the works.
3. Prior to concreting all filter trenches to be washed down into silt traps and waste material to be removed when washings running clear.
4. All silt traps to be continuously monitored during construction and cleaned out weekly during construction phase of works
5. On completion of works, all pipework and filter trenches to be cleared of detritus and made ready to accept rainwater runoff from the site
6. The maintenance required to be adopted should initially be based on a bi-monthly routine during both wet and dry seasons when silt traps and pipework are routinely inspected and cleaned
7. It is anticipated that this will increase to quarterly cycle as the system acquires maturity and usage of the storage areas are determined
8. Channel drainage should be constructed to manufacturers specifications.

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PLANNING

Rev.	Date	Remarks	By	Ch.
D	05.02.21	Layout revised. Channel drain added at loading bay.	PD	
C	26.08.20	Layout revised.	PD	
B	16.06.20	Surface Water outfall amended to connect to existing swale. Invert levels amended.	PD	
A	03.04.20	Surface Water outfall amended to exit through the rear properties land. Wayleave required.	PD	

Revisions

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4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED DRAINAGE LAYOUT

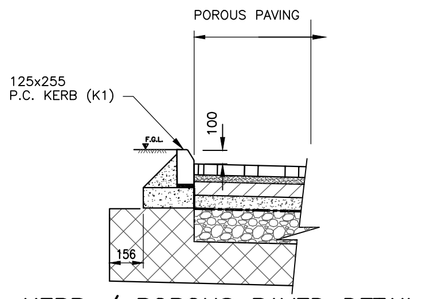
Scale	Date	Drawn by	Checked by
1:250	26.03.20	PD	

Drawing no.
10045-C-201

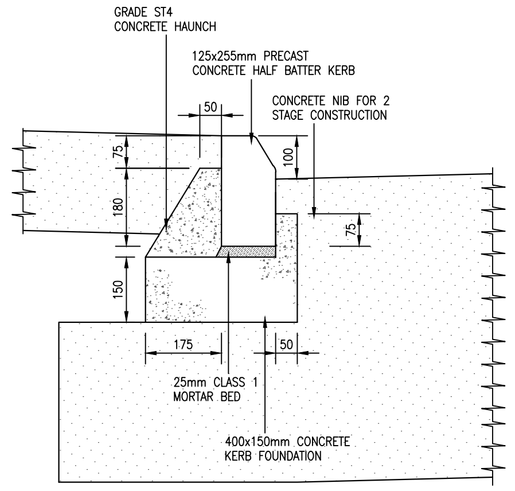
Rev
D

APPENDIX D

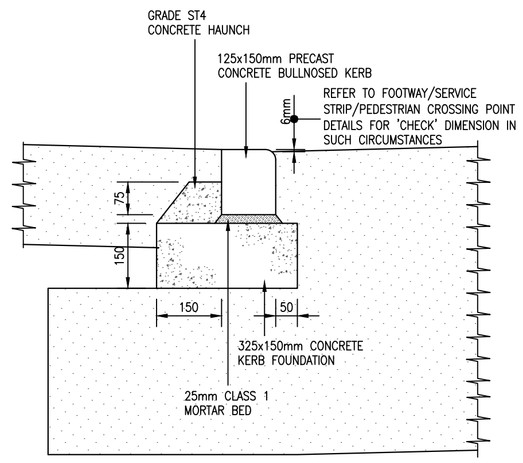
A1



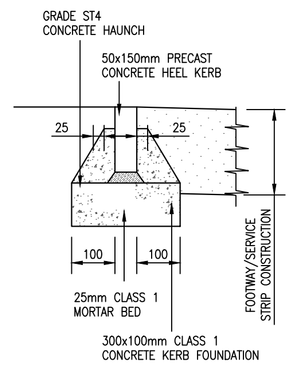
KERB / POROUS PAVED DETAIL



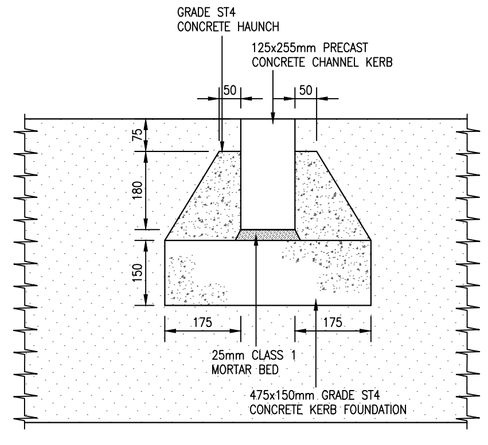
KERB TYPE K1 – 100mm UPSTAND
1:10



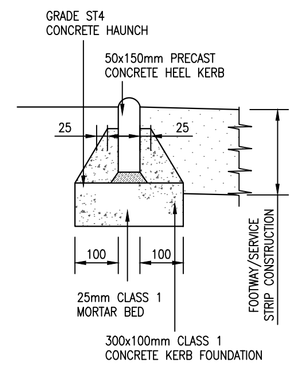
KERB TYPE K3 – DROP KERB DETAIL
1:10



KERB TYPE K4 – EDGING KERB
1:10



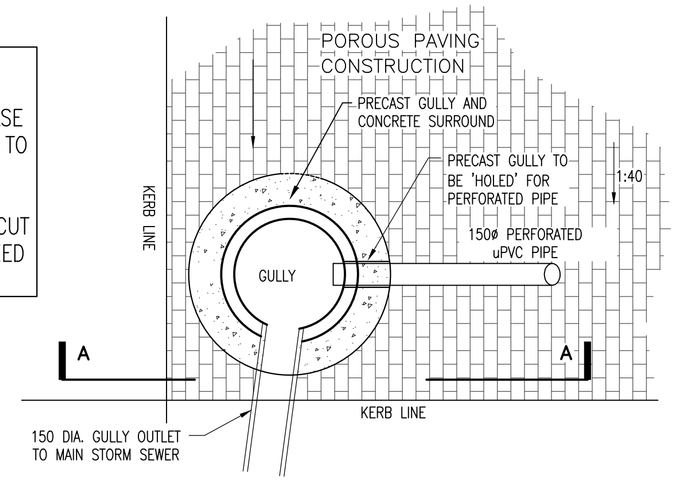
KERB TYPE K5 – CHANNEL KERB
1:10



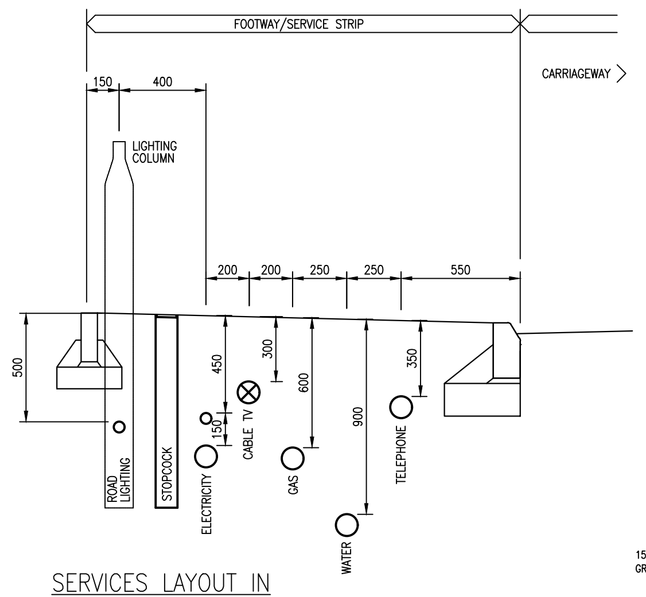
KERB TYPE K6 – EDGING KERB (round top)
1:10

POROUS PAVIOR CONSTRUCTION NOTE:

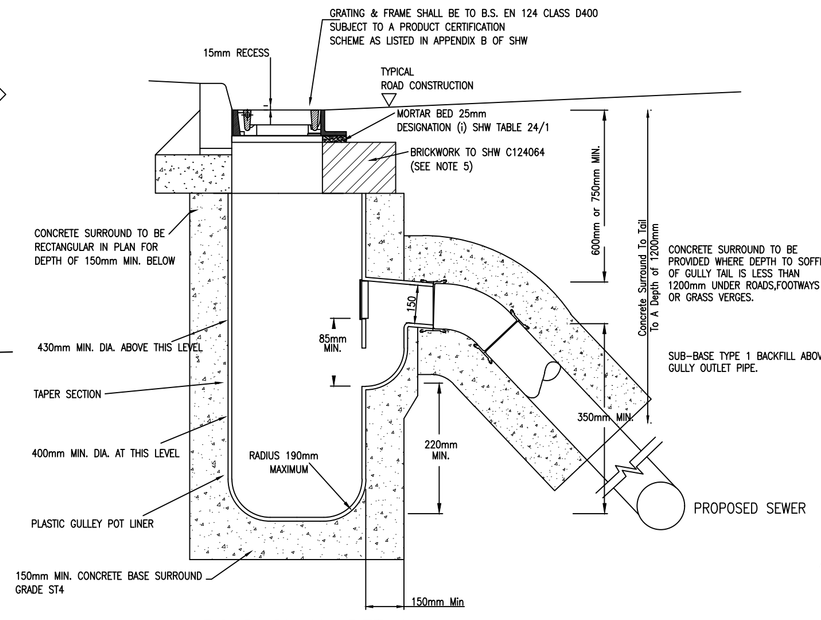
THE DBM LAYER IS REQUIRED FOR PROTECTION TO PERMEABLE SUB-BASE PRIOR TO LAYING OF BLOCKS AND LAYING COURSE. IMMEDIATELY PRIOR TO LAYING BLOCKS, DBM SURFACE TO BE CLEANED THEN DRILLED WITH 100mmø HOLES AT 1m CENTRES. HOLES TO BE FILLED WITH 2–6mm AGGREGATE AS PER LAYING COURSE. HOLES TO BE DRILLED OR CORE CUT IN AREAS OF POROUS BLOCK PAVING ONLY. ROAD NOT TO BE TRAFFICKED BY CONSTRUCTION VEHICLES AFTER BLOCKS HAVE BEEN LAID.



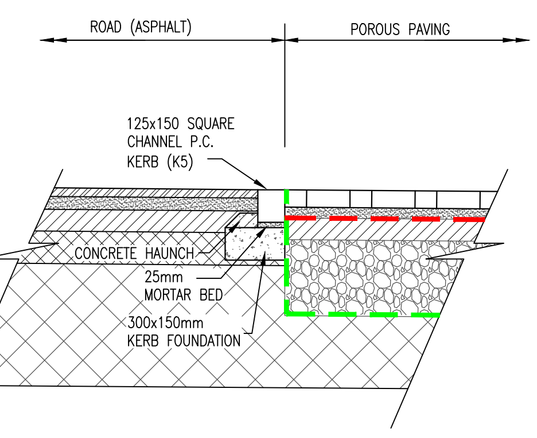
TYPICAL DETAIL AT POROUS PAVING DRAINAGE OUTLET
1:20



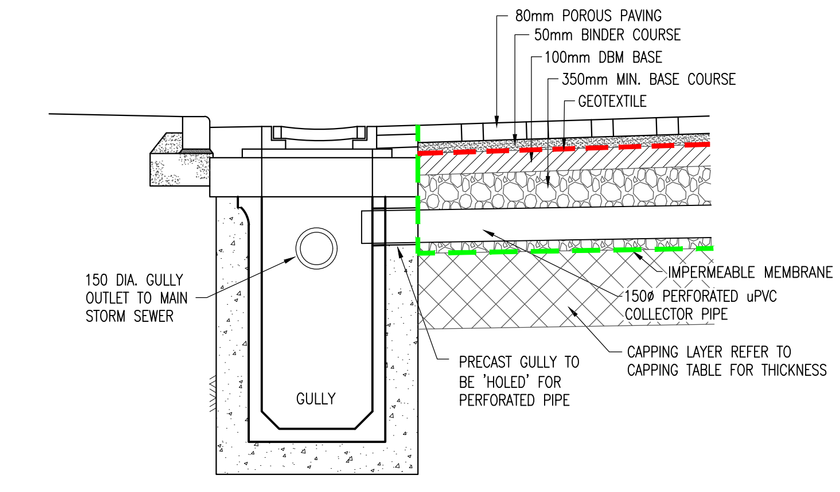
SERVICES LAYOUT IN FOOTWAY/SERVICE STRIP DETAIL
1:20



ROAD GULLY DETAIL
1:20

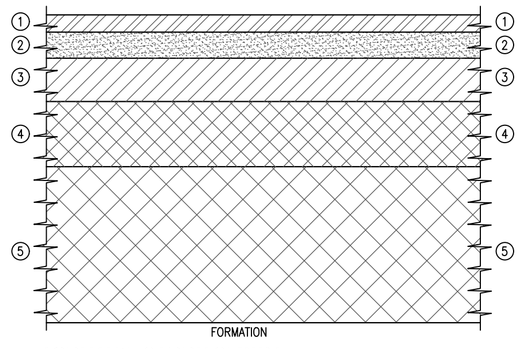


JUNCTION BETWEEN ASPHALT ROAD AND POROUS PAVING PARKING
1:20



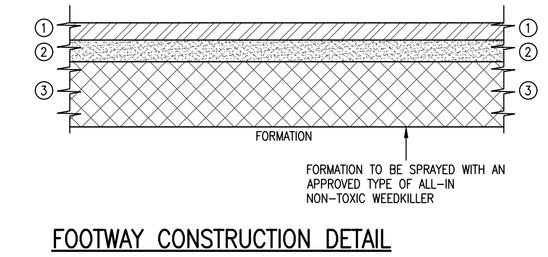
SECTION A–A
1:20

CONSTRUCTION SPECIFICATION			
LAYER	THICKNESS (mm)	DESCRIPTION	CLAUSE
1. WEARING COURSE (SURFACE COURSE)	45	ASPHALT SURFACE COURSE	911
2. BASE COURSE (BINDER COURSE)	55	DENSE BITUMEN MACADAM	906
3. ROAD–BASE (BASE)	80	ROAD BASE	906
4. SUB–BASE	REFER TO SUB–BASE & CAPPING REQUIREMENT TABLE	TYPE 1	803
5. CAPPING		TYPE 1	803

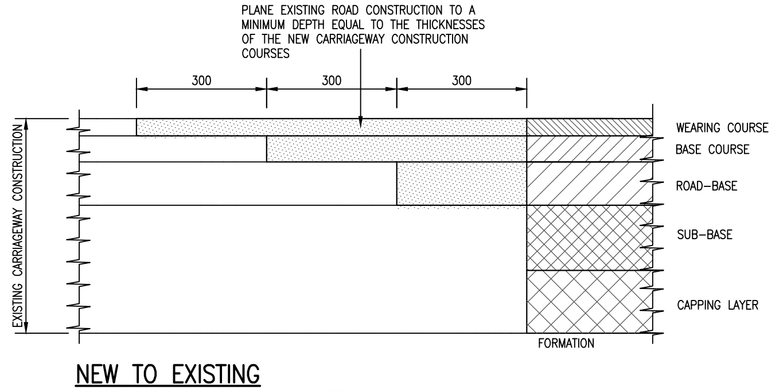


ASPHALT CARRIAGEWAY CONSTRUCTION DETAIL
1:10

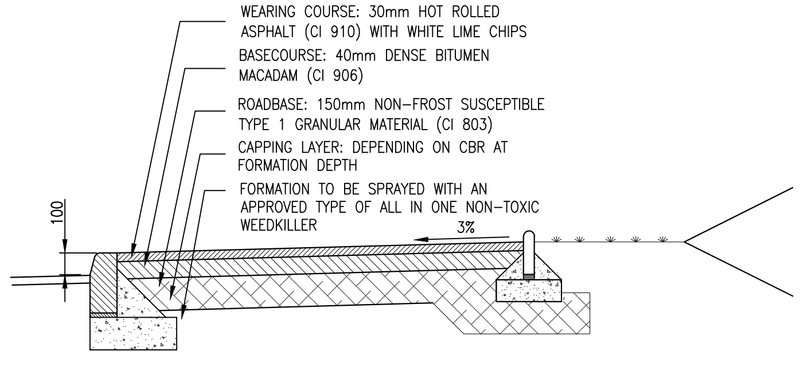
CONSTRUCTION SPECIFICATION			
LAYER	THICKNESS (mm)	DESCRIPTION	CLAUSE
1. WEARING COURSE (SURFACE COURSE)	30	HOT ROLLED ASPHALT	910
2. BASE COURSE (BINDER COURSE)	40	DENSE BITUMEN MACADAM	906
3. ROAD–BASE (BASE)	150	TYPE 1	803



FOOTWAY CONSTRUCTION DETAIL
1:10



NEW TO EXISTING CARRIAGEWAY TIE–IN DETAIL
1:10



TYPICAL FOOTWAY CONSTRUCTION (TARMAC)
1:20

Important notes for clients / contractors

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ROAD CONSTRUCTION NOTES

1. ALL ROAD DESIGNS SHOWN ARE ONLY RELEVANT FOR AREAS FALLING UNDER "NIXON CONSULTANT" REMIT. FOR ALL OTHER AREAS REFER TO ARCHITECT'S DRAWINGS.
2. ROAD CONSTRUCTION LAYER DEPTHS SHOULD BE DETERMINED USING SITE INVESTIGATION CBR RESULTS AND RECOMMENDATIONS. CBRs SHOULD BE INSITU TESTED AS AN ADDITIONAL CHECK, HOWEVER, INSITU CBR RESULTS SHOULD NOT BE USED FOR ROAD CONSTRUCTION DESIGN. SHOULD CBR RESULTS BE <15%, CAPPING AND SUB–BASE LAYERS SHOULD BE CONSTRUCTED FOLLOWING THE BELOW TABLE:

SUB–BASE & CAPPING REQUIREMENTS		
CBR VALUE	SUB–BASE DEPTH †	CAPPING DEPTH
≤2%	150mm	600mm
>2%≤5%	150mm	350mm
>5%≤15%	225mm	0mm
>15%	150mm	0mm

SUB–BASE FIGURES NOT RELEVANT FOR PERMEABLE PAVING CONSTRUCTION †

ANY DEVIATION FROM THE SHOWN MAKE–UPS WILL REQUIRE AGREEMENT WITH THE TRANSPORTATION DEPARTMENT.

TRAFFICKING OF THESE LAYERS BY CONSTRUCTION PLANT MAY REQUIRE AN INCREASED CONSTRUCTION SPECIFICATION. IN THIS INSTANCE A SUITABLE DESIGN SHOULD BE PROVIDED BY THE CONTRACTOR TO THE ENGINEER FOR COMMENT.

WHERE A CAPPING LAYER IS REQUIRED, IN–SITU CBR TESTS TO THE CAPPING SURFACE SHOULD BE CARRIED OUT TO ENSURE A MIN VALUE OF 15% IS ACHIEVED.

3. NON–FROST SUSCEPTIBLE MATERIAL TO BE 450mm MINIMUM DEPTH FROM THE FINAL SURFACE.
4. ALL SOFT SPOTS I.E PEAT, SOFT CLAYS, SATURATED SILTS, AND RUNNING SAND MUST BE REMOVED FROM THE CONSTRUCTION CORRIDORS AND REPLACED WITH SUITABLE COMPACTED MATERIAL.
5. ALL MATERIALS AND DEPTHS SPECIFIED ARE SUBJECT TO APPROVAL BY THE CLIENT.
6. TACTILE PAVING TO BE LAID ALIGNED WITH THE DIRECTION OF TRAVEL.
7. ALL KERB LINES LESS THAN 12m RADIUS SHALL BE CONSTRUCTED USING RADII KERBS.
8. ALL KERBING 90° INTERNAL OR EXTERNAL CHANGES IN DIRECTION SHALL BE FORMED USING STANDARD CORNER UNITS.

Rev.	Date	Remarks	By	Ch.

Revisions

SREM

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED CONSTRUCTION DETAILS

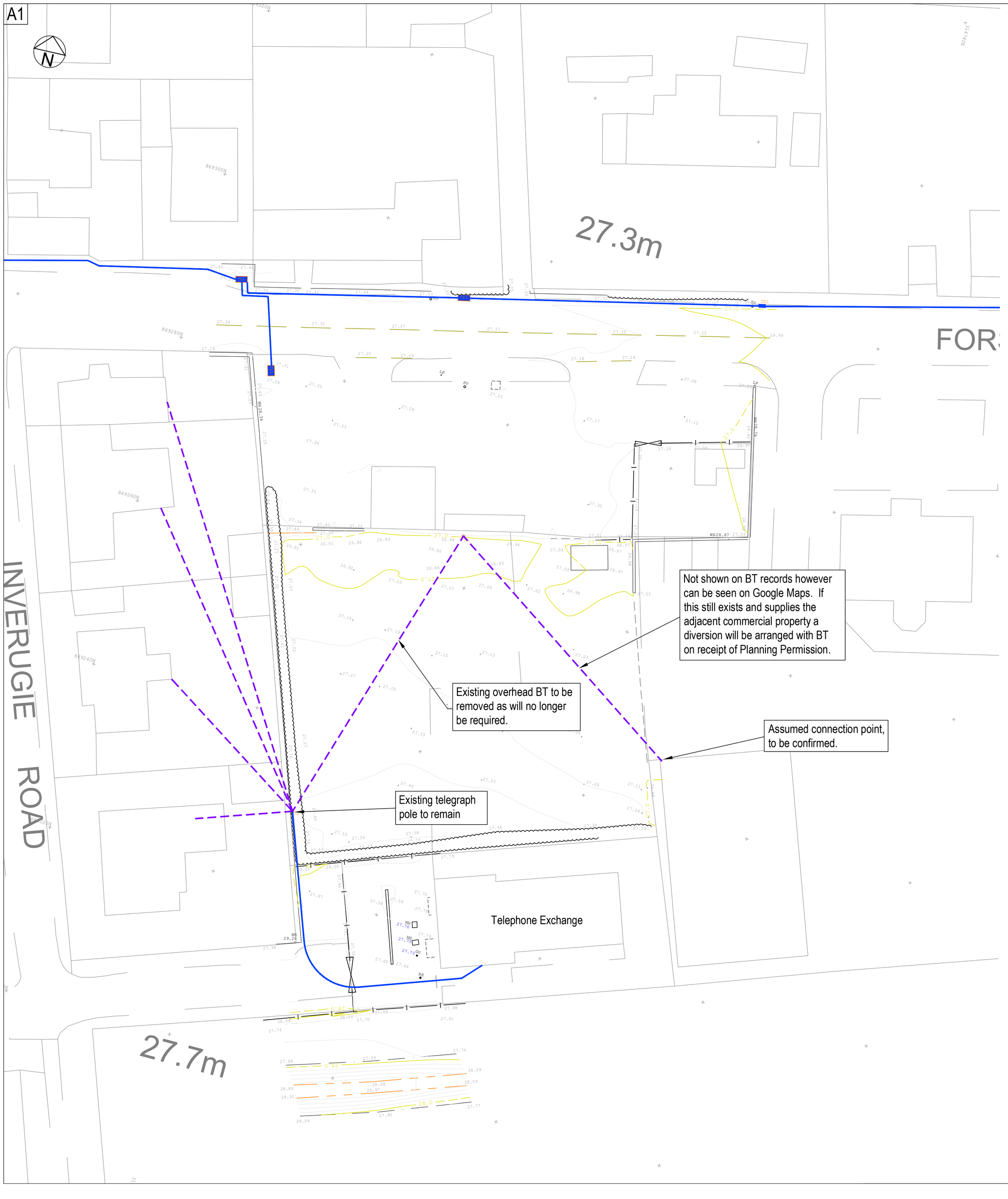
Scale	Date	Drawn by	Checked by
See Dwg	21.08.20	PD	

Drawing no.
10045-C-302

Rev

APPENDIX E

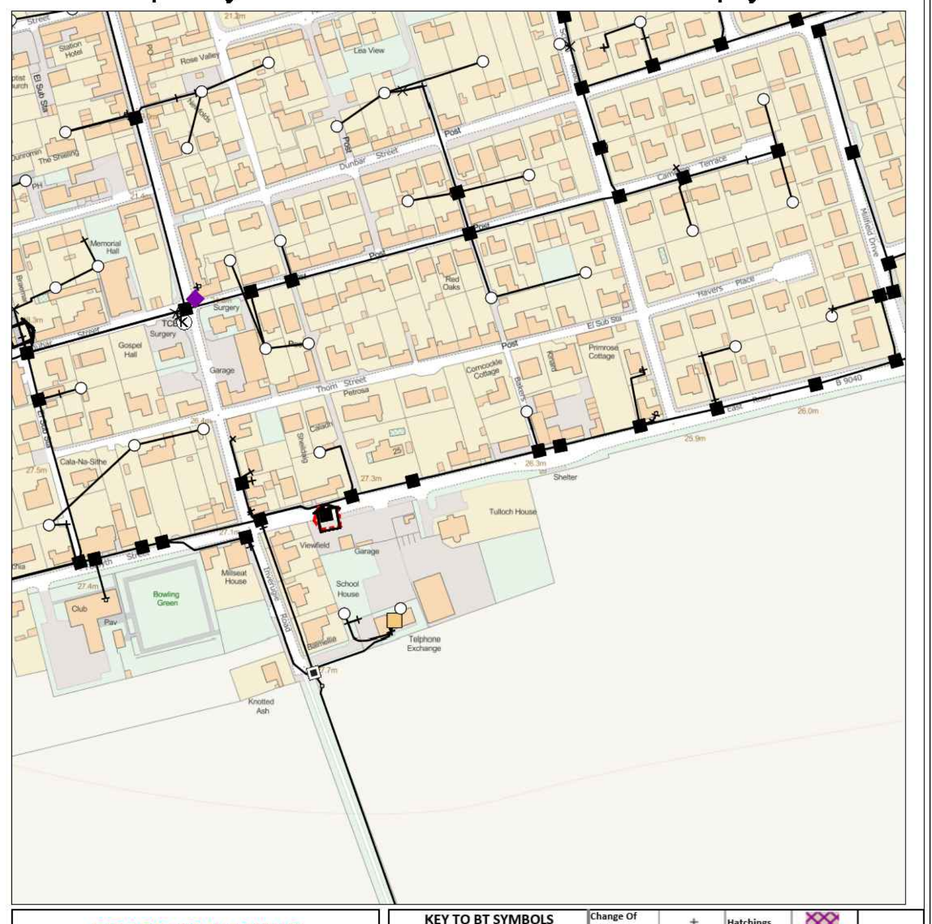
A1



Legend

- Existing Overhead BT
- Existing Underground BT
- Existing BT Junction Box

Maps by email Plant Information Reply



IMPORTANT WARNING

Information regarding the location of BT apparatus is given for your assistance and is intended for general guidance only. No guarantee is given of its accuracy.
It should not be relied upon in the event of excavations or other works being made near to BT apparatus which may exist at various depths and may deviate from the marked route.

openreach

CLICK BEFORE YOU DIG
FOR PROFESSIONAL FREE ON SITE ASSISTANCE PRIOR TO COMMENCEMENT OF EXCAVATION WORKS INCLUDING LOCATE AND MARKING SERVICE
email cbyd@openreach.co.uk
ADVANCE NOTICE REQUIRED
(Office hours: Monday - Friday 08.00 to 17.00)
www.openreach.co.uk/cbyd

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KEY TO BT SYMBOLS

	Planned	Live
PCP		
Pole		
Box		
Manhole		
Cabinet		

	Pending Add	In Place	Pending Remove	Not In Use
Power Cable				
Power Duct				N/A

Change Of State	+	Hatchings	
Split Coupling		Built	
Duct Tee		Planned	
Building		Inferred	
Kiosk	(K)	Duct	

Other proposed plant is shown using dashed lines. BT Symbols not listed above may be disregarded. Existing BT Plant may not be recorded. Information valid at time of preparation. Maps are only valid for 90 days after the date of publication.

BT Ref : SYX101852
Map Reference : (centre) NJ1479369316
Easting/Northing : (centre) 314793,869316
Issued : 24/09/2018 10:18:54

WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: nnhc@openreach.co.uk

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PLANNING

Rev.	Date	Remarks	By	Ch.

Revisions

SREM
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4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
EXISTING BT APPARATUS

Scale	Date	Drawn by	Checked by
1:250	20.08.20	PD	

Drawing no.
10045-C-501

Rev

Maps by email Plant Information Reply

IMPORTANT WARNING

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KEY TO BT SYMBOLS

	Planned	*Live*
PCP		
Pole		
Box		
Manhole		
Cabinet		

Change Of State	+	Hatchings	
Split Coupling	×	Built	
Duct Tee	▲	Planned	
Building		Inferred	
Kiosk	K	Duct	

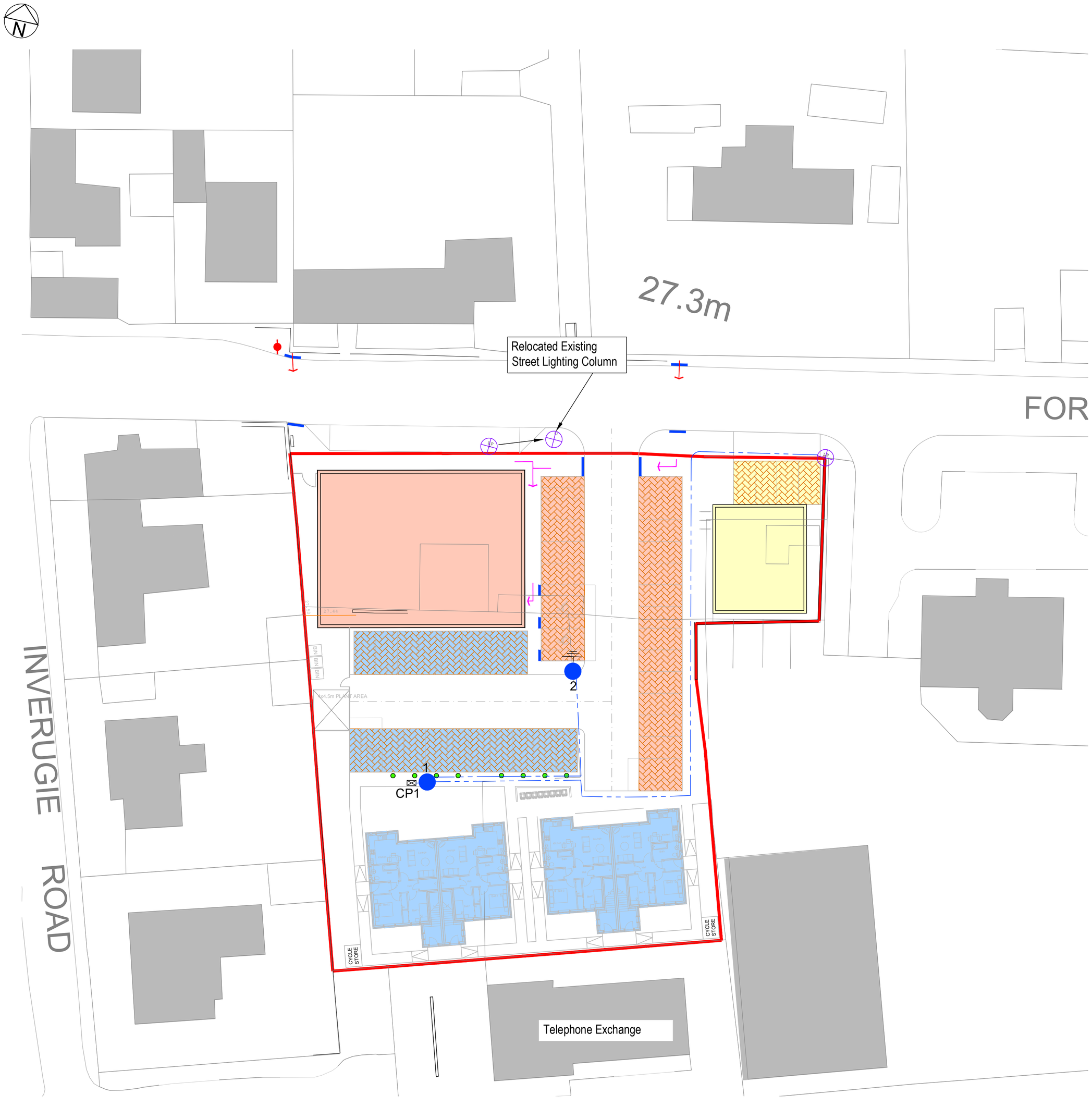
Other proposed plant is shown using dashed lines.
BT Symbols not listed above may be disregarded.
Existing BT Plant may not be recorded.
Information valid at time of preparation. Maps are only valid for 90 days after the date of publication.

	Pending Add	*In Place*	*Pending Remove*	*Not In Use*
Power Cable				
Power Duct				N/A

BT Ref : SYX10185Z
Map Reference : (centre) NJ1479369316
Easting/Northing : (centre) 314793,869316
Issued : 24/09/2018 10:18:54

WARNING: IF PLANNED WORKS FALL INSIDE HATCHED AREA IT IS ESSENTIAL BEFORE PROCEEDING THAT YOU CONTACT THE NATIONAL NOTICE HANDLING CENTRE. PLEASE SEND E-MAIL TO: nnhc@openreach.co.uk

A1



Legend

- Existing Street Lighting Column
- Proposed 6m Lighting Column (to Moray Council Specification)
- CP1 — Proposed Private Control Pillar

Street lighting design to be finalised by street lighting designer and approved by Moray Council.

Important notes for clients / contractors
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PLANNING

Rev.	Date	Remarks	By	Ch.
A	05.02.21	Layout revised.	PD	

Revisions

SREM
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0131 541 0133

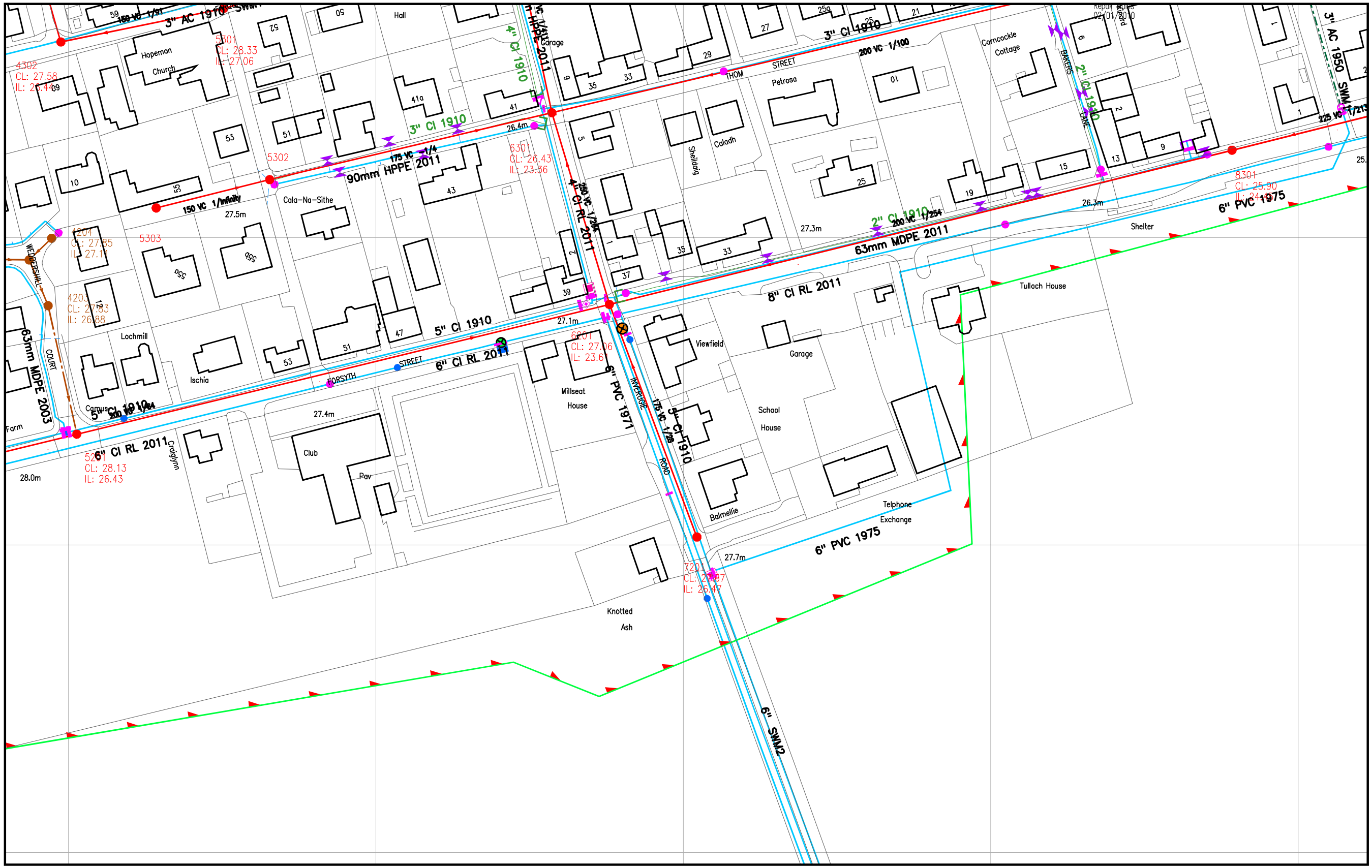
Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED & EXISTING STREET LIGHTING LAYOUT

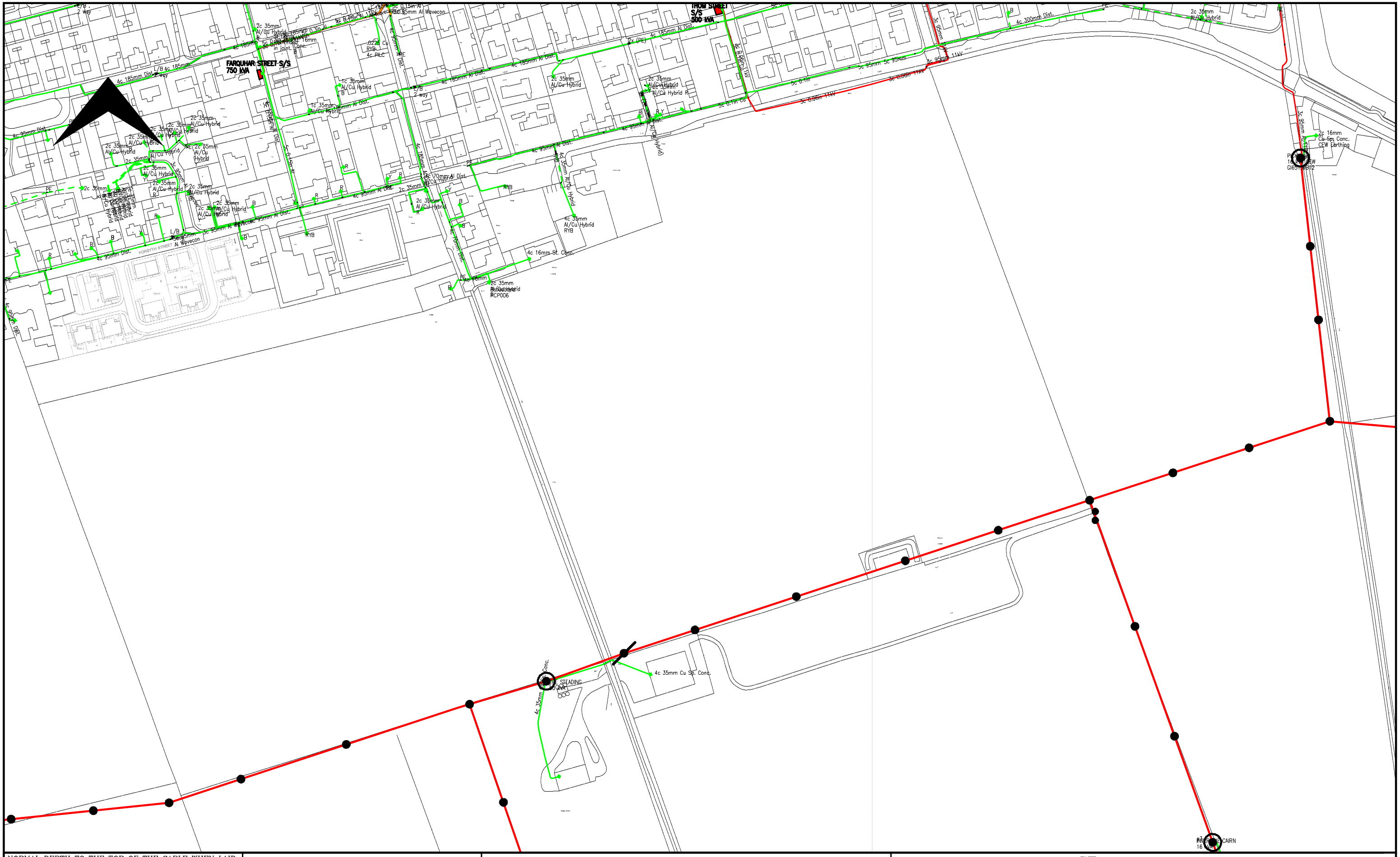
Scale	Date	Drawn by	Checked by
1:250	20.08.20	PD	

Drawing no.
10045-C-502

Rev
A



N	The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District Office.	Forsyth Street Hopeman	(c) Crown copyright and database rights 2017 Ordnance Survey 100023460. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form	Scottish Water Always serving Scotland Castle House, 6 Castle Drive, Dunfermline, KY11 8GG Tel No: 0845 601 8855
	Date Plotted: 25/03/2020	0 — 118 metres Scale: 1:1250	Plotted By: spring01	



NORMAL DEPTH TO THE TOP OF THE CABLE WHEN LAID.				
	services l.v.	h.v.	e.h.v.	
FOOTPATH	0.40m	0.45m	0.60m	0.75m
ROAD CROSSING	0.60m	0.60m	0.75m	0.90m
l.v./services	– up to 1000V.			
h.v.	– over 1000V to 11,000V.			
e.h.v.	– 22,000V to 132,000V,			

WARNING

There may have been subsequent alterations to the surface levels. Trial holes must be taken to determine positions and depth of cables. HS (G) 47 Booklet from the Health and Safety Executive – Avoiding Danger from Buried Cables – should be consulted before commencing excavation work. (available from THE HSE)

WHEN WORKING IN THE VICINITY OF OVERHEAD LINES THE HEALTH AND SAFETY GUIDANCE NOTE GS6 SHOULD BE CONSULTED. (AVAILABLE FROM THE HSE)

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Scottish & Southern Electricity Networks

NORTH EAST DISTRICT
Tel: 01224 667200

Grid Ref: NJ14876909
Scale: 1:2500
Date: 21/02/2018
All Voltages

Drainage Impact Assessment

For

Saltire Business Parks Limited

Forsyth Street, Hopeman

10045/CIVIL/R001C

February 2021

Document History

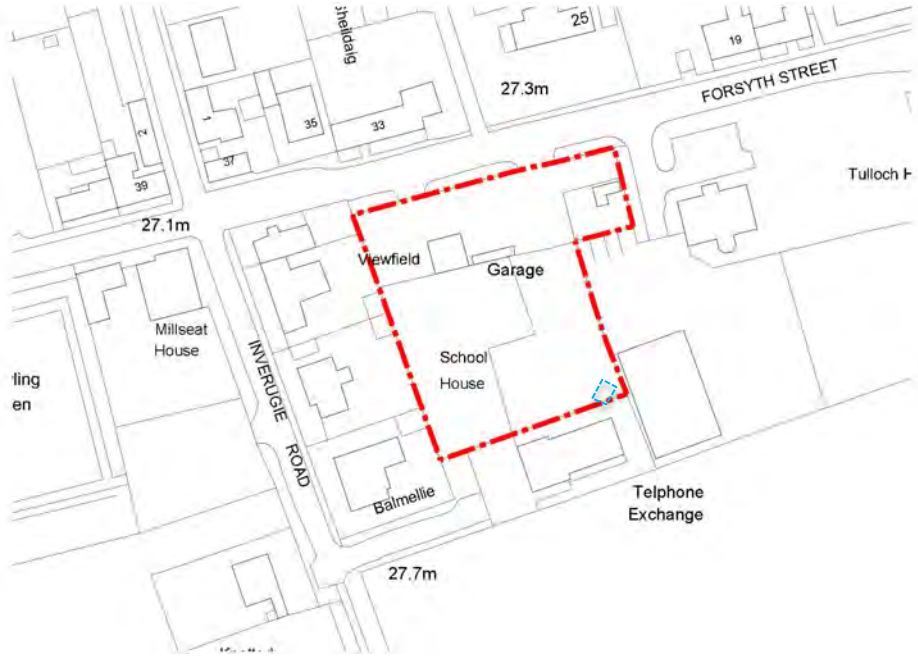
Issue	Date	Purpose	Author	Checked
04	25/02/21	Rev C	PD	ND
03	15/02/21	Rev B	PD	ND

Table of Contents

1 Introduction

1.1 Current Use and Introduction

This report is written to support the Planning Application to Moray Council for the Planning Application No. 20/00474/APP.



1.2 Development Proposals

This site is a former garage located on Forsyth Street in the centre of Hopeman. The proposals for the site consist of a retail unit, a starter unit and cottage flats. There will be associated roads, parking and landscaping.

Refer to **Appendix A** for the Site Layout.

1.3 Data Collection

The table below indicates the data that has been collected and used within this assessment and sets the basis of the proposed methodology. This will be reflected throughout the report.

Purpose	**Data and Source**
Hydrological Data	Flood Estimation Handbook (FEH-13)
Site Features	Site visit
Proposed Layout	Site Plan
Site Survey	Site Topographic Survey

2 Site Drainage Characteristics

2.1 Existing Drainage Infrastructure

There is an existing 200mm foul water sewer running from east to west directly in front of the site on Forsyth Street as shown on the Scottish Water record plans in **Appendix B**. There was no record of any Scottish Water surface water sewers within the immediate vicinity.

2.2 Existing Drainage Scheme

Springfield Properties constructed a Drainage Scheme to the south of this development in agricultural land as part of their development 200m west of the site and to assist with existing overland flow. The scheme involved the construction of a swale and detention basin. This development area was within the catchment area for this sheme. Details of the catchment areas and these works are shown in **Appendix C**.

3 Flood Risk

3.1 Scottish Planning Policy Requirements

SPP requires that –

"Infrastructure and Buildings should generally be designed to be free from surface water flooding in rainfall events where the annual probability of occurrence is greater than 0.5% (1 in 200 years)".

To achieve this, the drainage system will require either to contain such an event or the site should be designed such that any volumes leaving or not entering the system should be stored above ground or routed overland without flooding any new or existing buildings or infrastructure.

This enables compliance with the requirement that new developments do not increase the risk of surface water flooding on the site or elsewhere.

3.2 Development Drainage Modelling

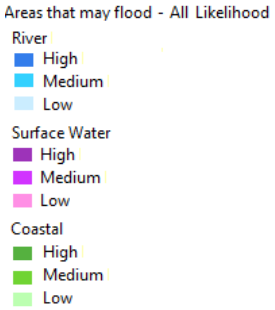
Hydraulic modelling or detailed calculations should be undertaken as part of the detailed design process. This should be undertaken using industry standard modelling software such as WinDes, Flow or other recognised form of calculation. Note that Sewers for Scotland 4 (SfS4) advises that rainfall input data should be taken from the FEH.

Detailed modelling should include the following:

- Simulation for the 1 in 30 year storm event including an allowance of 35% for climate change without surcharging. No allowance was required for urban creep as the site is mainly hardstanding.
- Simulation for the 1 in 200 year storm event.

3.3 Assessment of Fluvial, Coastal and Pluvial Flood Risk

Due to site location, the development was not deemed to be at risk from coastal flooding or from fluvial flooding. The site is not at risk from pluvial flooding however areas near the site are shown to have been at risk. The site is outlined in red on the SEPA flood maps below.



4 Surface Water Drainage Proposals

4.1 Proposed Drainage Strategy including SUDS

The drainage strategy for the site access road, parking and roof surface water requires that the surface water is treated to a standard that satisfies the SEPA Simple Index Tool. The proposals for the site are to treat the surface water as listed below. The Simple Index Tool results are shown in **Appendix E**.

- Residential Roofs – Existing Swale and Detention Basin off site
- Commercial Roofs – Existing Swale and Detention Basin off site
- Roads and Car Park – Porous Paving and Detention Basin

The greenfield run-off rate was calculated for the site using the HR Wallingford online greenfield estimation tool as being **0.04l/sec**.

HR Wallingford recommend where the Q_{BAR} is less than 2l/sec then the flow rate should be calculated from 2l/sec/ha which would equate to **0.54 l/sec** (0.27ha x 2). See **Appendix F** for calculation.

We propose to use a Hydro-brake flow control device in MH S4 to restrict the flow to 0.54l/sec.

The porous paving depth of stone has been increased so that as well as providing at source treatment it also provides attenuation. We have also upsized pipes to provide the further attenuation.

The existing off site detention basin and swale to the east was previously constructed by Springfield Properties. The outfall from the site will connect into the existing swale before it reaches the detention basin.

The foul drainage will discharge into the existing 200mm combined sewer on Forsyth Street.

Refer to Appendix D for the Drainage Layout and Drainage Details.

4.2 Flow Drainage Software

The pipe network was added to the Flow software using the greenfield run-off rate. The 30yr and 1:200yr + 35% climate change storm events where run and confirmed that was no flooding within the network within these storm events.

Flow calculations can be found in **Appendix G**.

4.3 SEPA Consultation

SEPA were not required to be consulted for the site.

5 Maintenance Proposals

5.1 Maintenance

An operation and maintenance manual will be produced and will include -

- Location of all SUDS, i.e the porous paving
- Brief summary of design
- Depth of silt that will trigger requirement for removal
- Visual indicators that will trigger maintenance
- A Maintenance Plan
- An action plan for dealing with accidental spillages of pollutants

5.2 Maintenance Plan

The maintenance will come under 3 categories of

1. Regular Maintenance - leaf collection, litter collection, check that inlets and outlets are free of blockages etc
2. Occasional Maintenance - sediment removal
3. Remedial Maintenance – Jetting and brushing to remove clogging

It is vital that a maintenance record is kept of the inspections and maintenance work that has been carried out. This allows the response of the system to different regimes to be assessed in future.

6 Maintenance of Existing Drainage Scheme

6.1 Maintenance

The existing drainage scheme maintenance schedule is shown below. This was included in the Envirocentre report that formed part of this original approval.

Monthly maintenance	Half Yearly	As Required
Litter & debris removal	Grass cutting (spring and autumn)	Re-seed areas of poor vegetation growth.
Manage vegetation		Prune & trim trees
Inspect outlets and inlets from blockages.		Remove sediment from pre-treatment swale (when 50% full)
Inspect banksides, structures and pipework for damage.		Repair of any damages or blockages. Rehabilitation of any surfaces as required.

APPENDIX A

Site Layout

A1

Important notes for clients / contractors
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N

PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.
- PEDESTRIAN ACCESS TO RETAIL/ RESIDENTIAL.
- PEDESTRIAN ACCESS TO RETAIL ONLY.
- PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
- SERVICE YARD / DELIVERY ACCESS.
- DROPPED KERB WITH TACTILE PAVING.
- NEW ROAD SIGN - "NEW ROAD LAYOUT AHEAD".
- POTENTIAL EV CHARGE POINT FOR FLATS.

1
35
33
37
FORSYTH STREET
INVERUGIE ROAD
Existing Bus Shelter
New Crossing Point
New sign "New Road Layout Ahead".
Relocated lighting column position
Existing lighting column to be relocated
Existing lighting column
21000
2850
DELIVERY/ LOADING
BT
Secure gate
4000 SQFT RETAIL UNIT
2 MOTORCYCLE BAYS
22 PARKING BAYS (RETAIL UNIT)
4 PARKING BAYS (UNIT)
1200 SQFT UNIT
Cycle Hoops
EXISTING WALL
EV CHARGE POINT
18 PARKING BAYS (RESIDENTIAL)
SERVICE YARD 50m²
BIN
BIN
BIN
4x4.5m PLANT AREA
BIN COLLECTION POINT
CYCLE STORE
CYCLE STORE
New sign "New Road Layout Ahead".

SCALE 1:200
0 10m

Rev.	Date	Remarks	By	Ch.
G	03.02.2021	Footpath widened on Forsyth Street.	BRL	-
F	27.01.2021	Road safety audit & Planning updates.	BRL	-
E	31.08.2020	Motorcycle bays and bin collection note added.	BRL	-
D	21.08.2020	Loading bay extended. Pedestrian routes updated.	BRL	-
C	18.08.2020	Parking reconfigured & footpath to east boundary added to suit Planning feedback.	BRL	-
B	03.07.2020	Amendments to suit topo.	BRL	-
A	30.06.2020	Scheme revised for Planning.	BRL	-

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

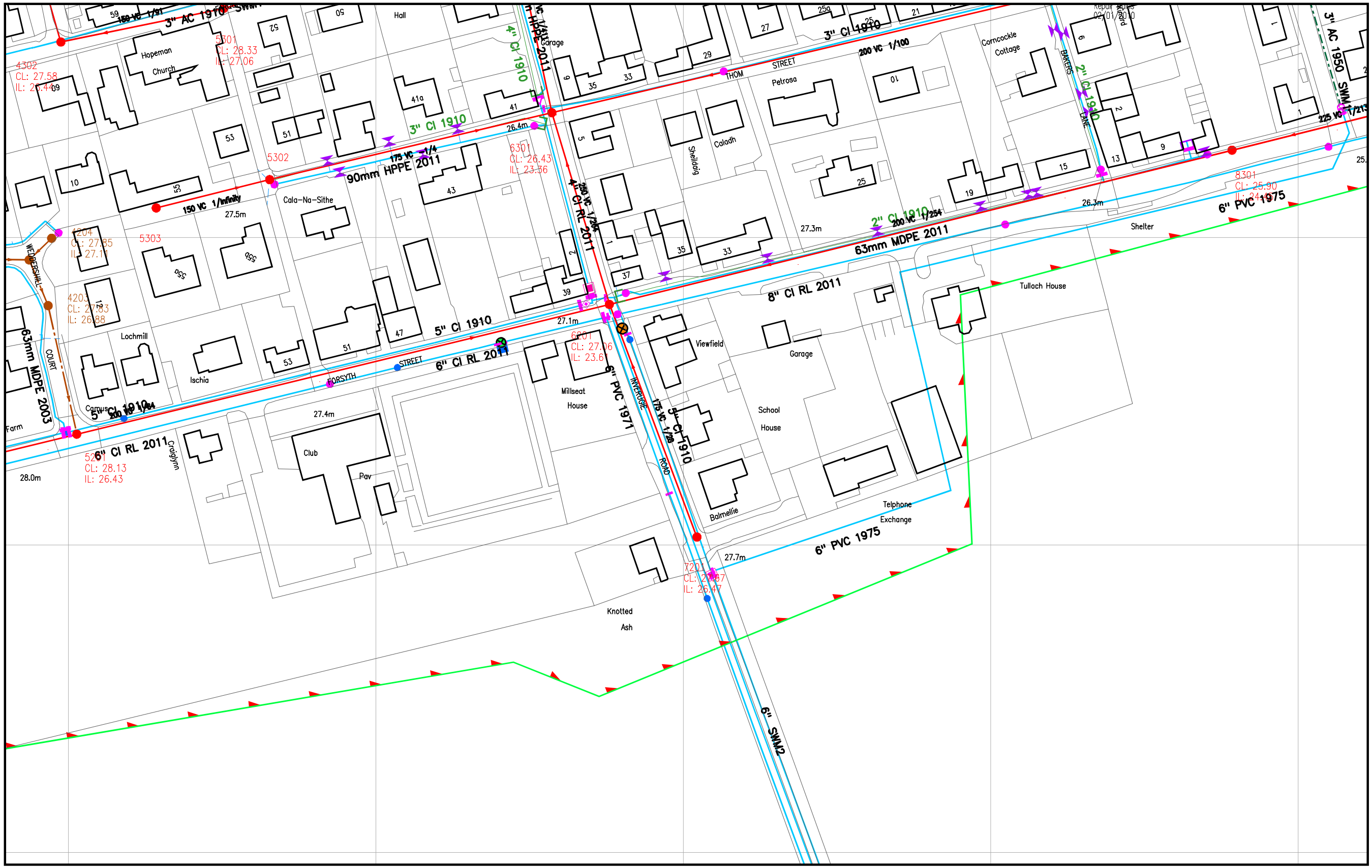
Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:200	24.02.2020	BRL	VM

Drawing no. L-003
Rev G

APPENDIX B

Scottish Water Record Plans

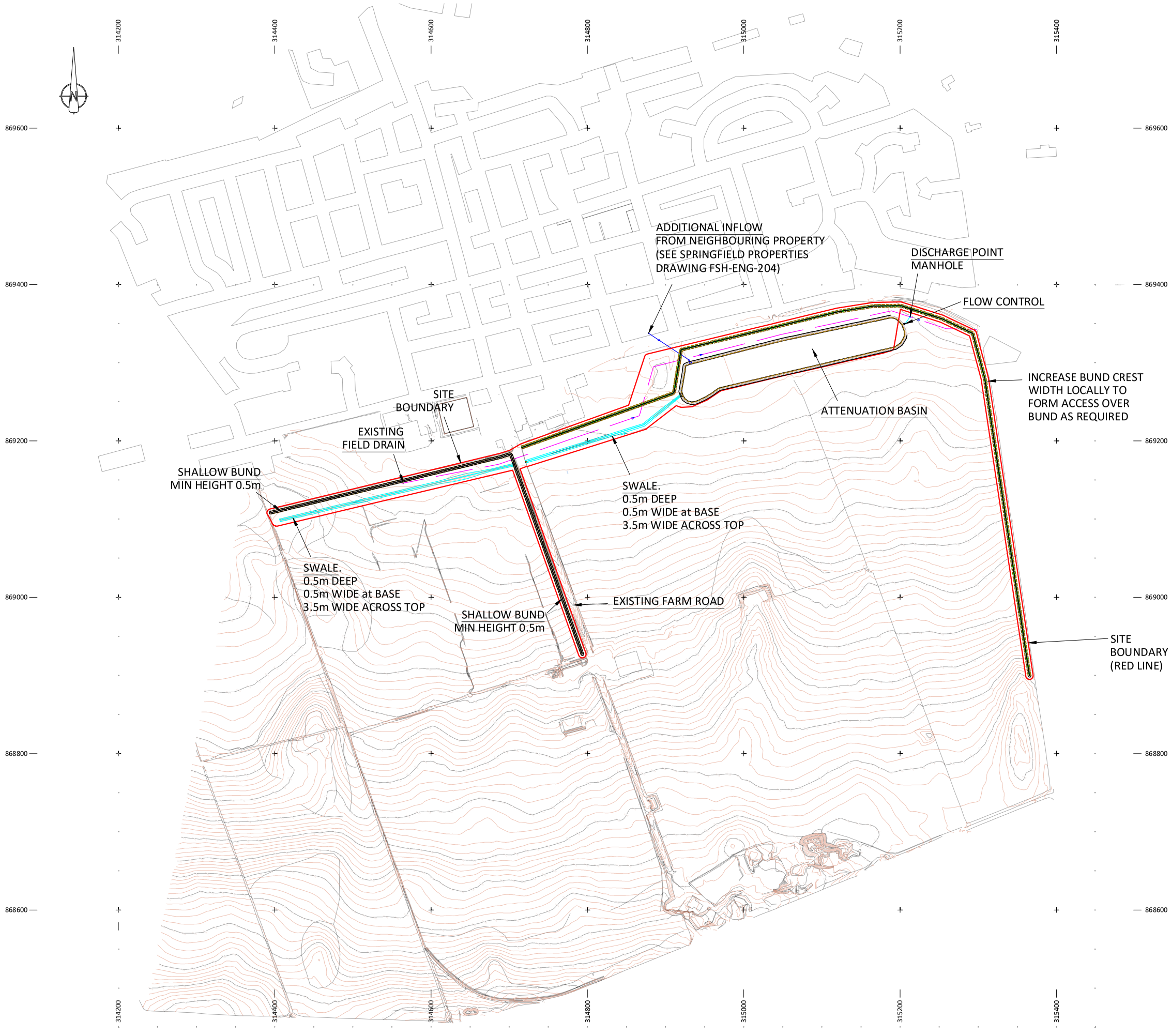


N	The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District Office.	Forsyth Street Hopeman 0 — 118 metres	(c) Crown copyright and database rights 2017 Ordnance Survey 100023460. You are permitted to use this data solely to enable you to respond to, or interact with, the organisation that provided you with the data. You are not permitted to copy, sub-licence, distribute or sell any of this data to third parties in any form
	Date Plotted: 25/03/2020	Scale: 1:1250	Plotted By: spring01

Scottish Water
Always serving Scotland
Castle House,
6 Castle Drive,
Dunfermline,
KY11 8GG
Tel No: 0845 601 8855

APPENDIX C

Existing Drainage Scheme



Notes

1. Levels to be confirmed by supervising engineer prior to works commencing.
2. Envirocentre Ltd is not supervising construction works. Works to be supervised by a suitably qualified, experienced professional with design details to be confirmed as suitable for site conditions by works supervisor.
3. Pollution prevention measures to be in place and works to comply with agreed construction method statement.
4. All dimensions in metres (unless otherwise stated) and levels stated to Ordnance Datum.
5. Design includes detention pond with basal area, 11,313m^2, and top surface area, 13,435m^2 . See section detail drawing 670830-007.
6. Design includes 523m linear length of swale. See section detail drawing 670830-007.
7. Design includes 1679m linear length of shallow bund. See section detail drawing 670830-008.

Do not scale this drawing

Rev	Date	Amendment	Initials
A	01/10/2018	Updated Layout	SMC

ENVIRO Centre
Craighall Business Park, Eagle Street, Glasgow, G4 9XA
Tel: 0141 341 5040
Fax: 0141 341 5045

Client
Springfield Properties PLC.

Project
Land at Hopeman, Moray

Title
Hopeman Overall Layout and Location Plan

Status
CONSTRUCTION DRAWING

Drawing No.
670830-001

Revision

File path:k:\670830\drgs\cad

Scale		Date
1:5000	A3	03 August 2018

Drawn	Checked	Approved
CM	NG	NG

Legend

- Site Catchment
- Western Fields Catchment
- Culvert
- Field Drain
- 5m Contours

Do not scale this map

Client
Springfield Properties Ltd

Project
Land at Hopeman, Moray

Title
Field Drain Catchment

Status
Final

Drawing No.
368688 - 005

Revision

Scale
1:7,500

A3

Date
08 Dec 2016

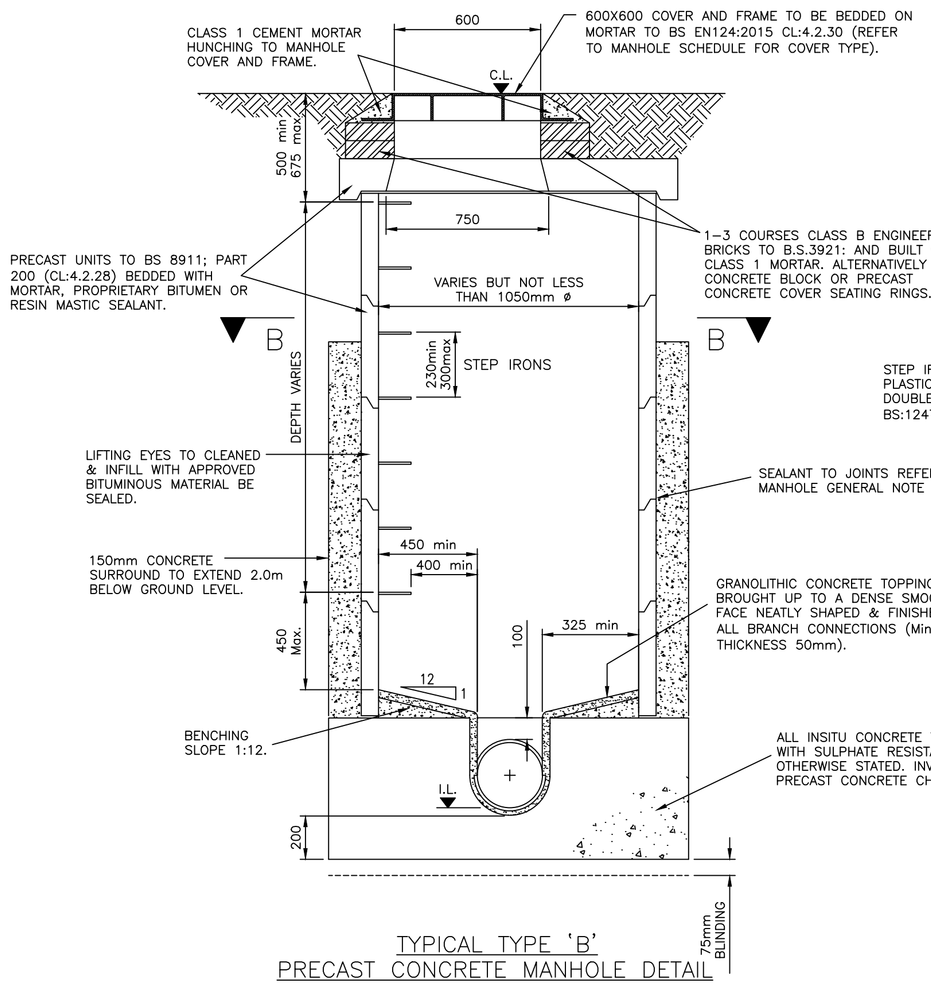
Drawn	Checked	Approved
JMC	NG	NG

ENVIRO Centre
Craighall Business Park, Eagle Street, Glasgow, G4 9XA
Tel: 0141 341 5040
Fax: 0141 341 5045

APPENDIX D

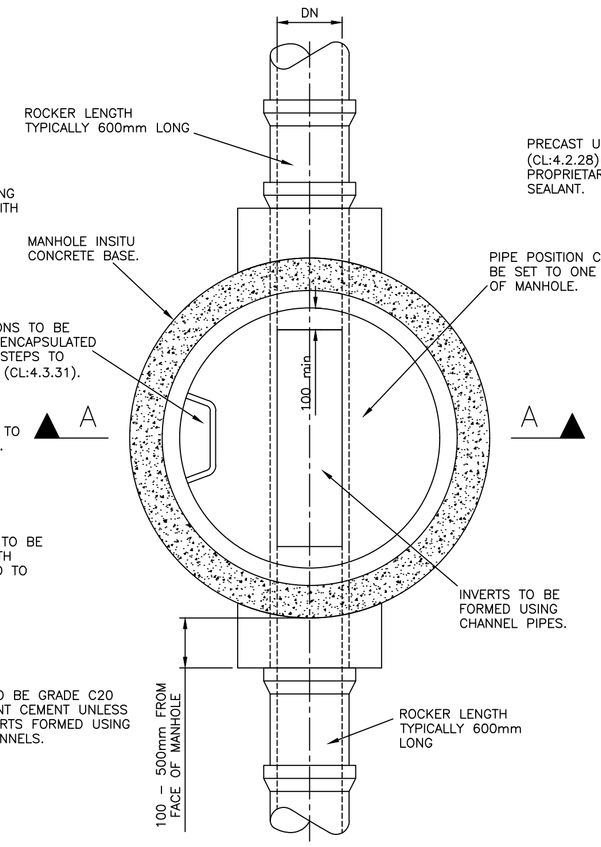
Drainage Layout and Details

A1



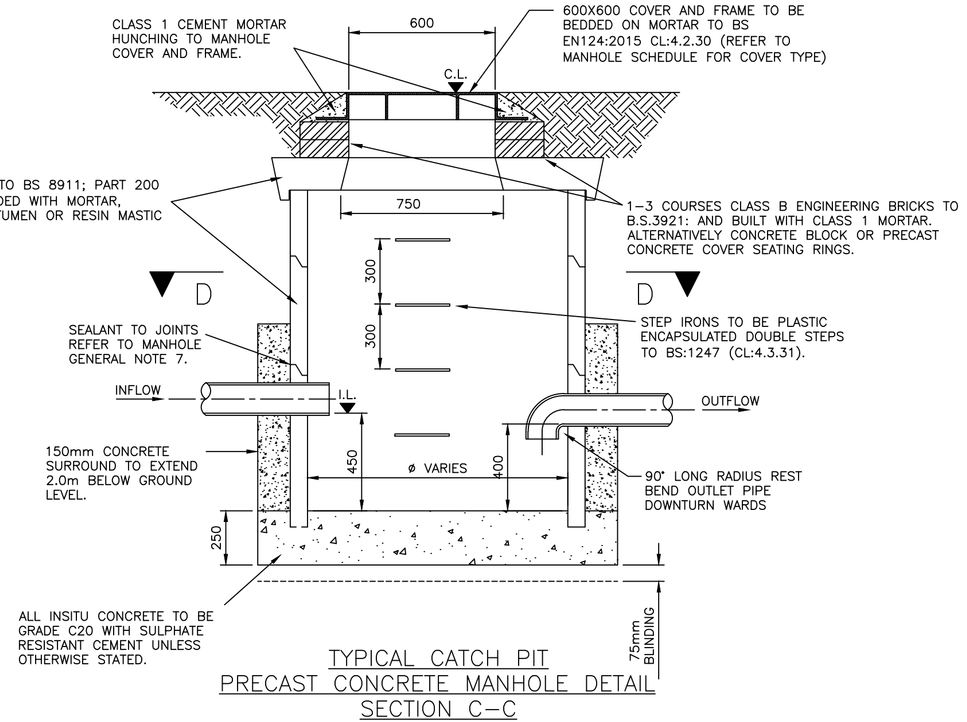
TYPICAL TYPE 'B'
PRECAST CONCRETE MANHOLE DETAIL
SECTION A–A

DEPTH FROM GROUND LEVEL TO SOFFIT 1.5m – 3.0m
(Scale 1:20)



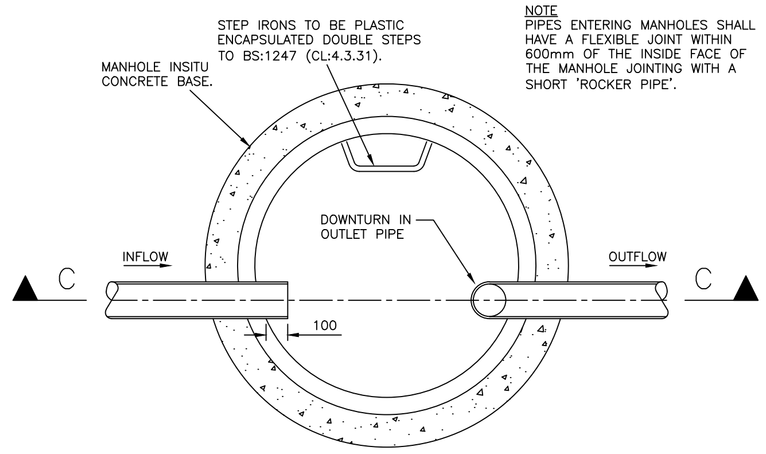
TYPICAL TYPE 'B'
PRECAST CONCRETE MANHOLE DETAIL
PLAN SECTION B–B

DEPTH FROM GROUND LEVEL TO SOFFIT 1.5m – 3.0m
(Scale 1:20)



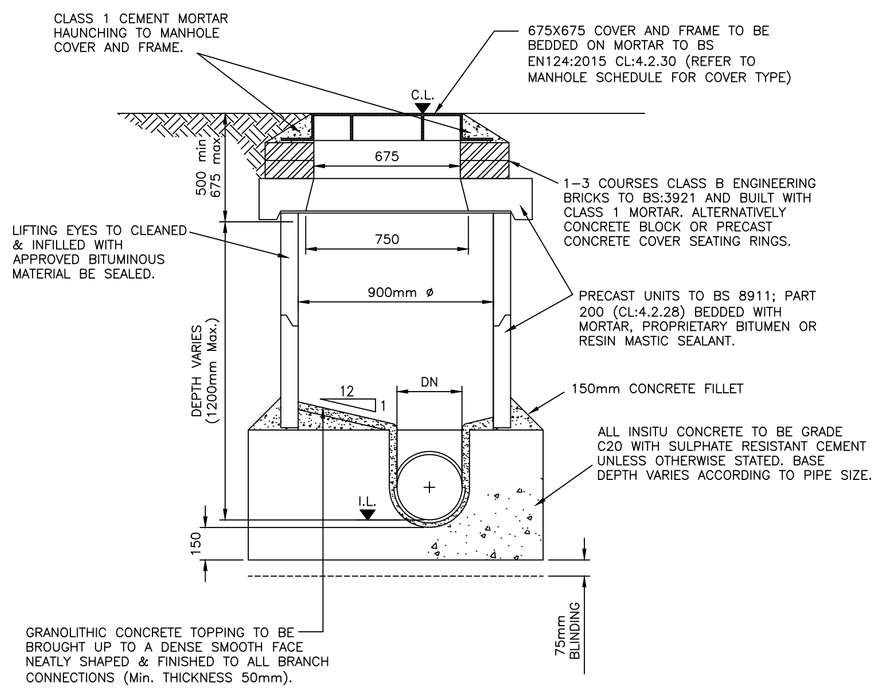
TYPICAL CATCH PIT
PRECAST CONCRETE MANHOLE DETAIL
SECTION C–C

DEPTH FROM GROUND LEVEL TO SOFFIT 1.5m – 3.0m
(Scale 1:20)



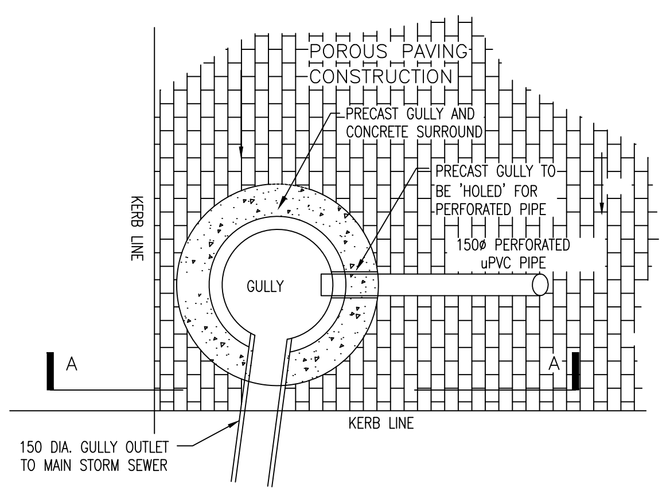
TYPICAL CATCH PIT
PRECAST CONCRETE MANHOLE DETAIL
PLAN SECTION D–D

DEPTH FROM GROUND LEVEL TO SOFFIT 1.5m – 3.0m
(Scale 1:20)



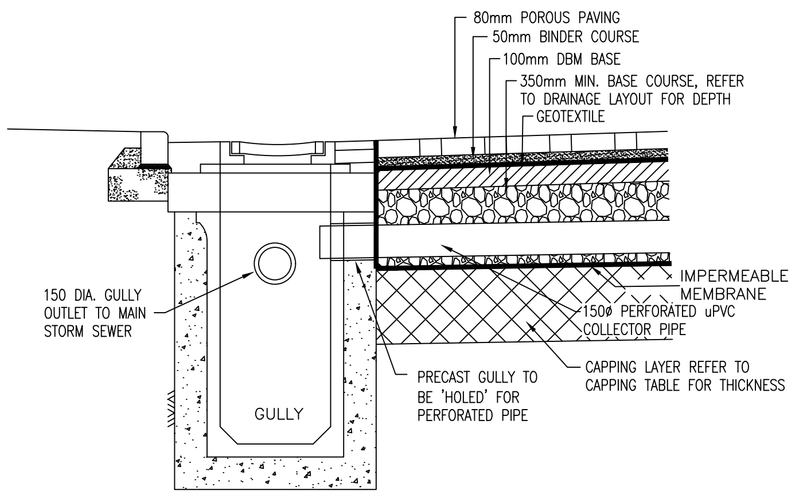
TYPICAL PRECAST MANHOLE
INSPECTION CHAMBER

DEPTH FROM GROUND LEVEL TO SOFFIT 0.9m – 1.5m
(Scale 1:20)



TYPICAL DETAIL AT POROUS
PAVING DRAINAGE OUTLET

1:20



SECTION A–A

1:20

GENERAL MANHOLE NOTES

1 ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH RELEVANT CODES OF PRACTICE AND BRITISH STANDARDS IN COMPLAISANCE WITH BUILDING CONTROL AND SEPA REGULATIONS.

2 ALL ADOPTED SEWERS MUST BE CONSTRUCTED IN ACCORDANCE WITH SEWERS FOR SCOTLAND 4th EDITION.

3 ALL DIMENSIONS ARE IN MILLIMETERS AND ALL LEVELS ARE IN METERS.

4 MANHOLE COVERS WITHIN TRAFFICKED AREAS TO BE SAINT–GOBAIN, INTER–AX D400–N, HEAVY DUTY, DOUBLE TRIANGULAR, DUCTILE IRON TO BS:EN 124, 600x600 CLEAR OPENING, NON ROCK, LOCKABLE COVER OR EQUAL APPROVED.

5 MANHOLE COVERS IN AREAS ACCESSIBLE TO PEDESTRIANS ONLY TO BE SAINT–GOBAIN, TROJAN MEDIUM DUTY B125, SINGLE PIECE, DUCTILE IRON TO BS:EN 124, 600x600 CLEAR OPENING, SCREW DOWN COVER OR EQUAL APPROVED.

6 ALL MANHOLE & ACCESS COVERS WITHIN BUILDING FOOTPRINT TO BE DOUBLED SEALED. COVERS IN OPEN SPACE TO BE VENTILATED. REFER TO MANHOLE SCHEDULE FOR TYPE AND LOCATION.

7 FIRST FLEXIBLE JOINTS IN PIPES ADJACENT TO A MANHOLE SHALL BE A MAXIMUM OF 600mm FROM INSIDE FACE OF MANHOLE, CONNECTING TO ROCKER PIPE. REFER TO MANHOLE DIMENSIONS TABLE FOR ROCKER PIPE LENGTH.

8 MANHOLE CHAMBERS RINGS SHALL BE PRECAST UNITS TO BS:8911;PART 200 (CL:4.2.28) BEDDED WITH MORTAR, PROPRIETARY BITUMEN OR RESIN MASTIC SEALANT OR OTHER SIMILAR APPROVED MATERIAL APPLIED IN ACCORDANCE WITH THE MANUFACTURERS INSTRUCTIONS.

9 THE LOWEST CHAMBER RING BEARING ON THE FOUNDATION AND THE HIGHEST CHAMBER RING RECEIVING THE COVER SLAB SHALL HAVE PLAIN ENDS AND BE BEDDED IN MORTAR.

10 MANHOLE ACCESS HOLE AND STEP IRON POSITIONS TO BE LOCATED TO GIVE GREATEST FREE AREAS OF BENCHING IMMEDIATELY BELOW.

11 STEP IRONS NOT TO PROTRUDE INTO 675 SQUARE ACCESS OPENING SHAFT COVER SLAB. STEP IRONS TO BE PLASTIC ENCAPSULATED DOUBLE STEPS TO BS:1247 (CL:4.3.31).

12 TOP STEP IRON TO BE LOCATED NOT LESS THAN 500 AND NOT GREATER THAN 675 FROM THE FINISHED MANHOLE COVER LEVEL.

13 CONCRETE FOUNDATION TO BE SCRABBLED BEFORE PLACING BENCHING.

14 WHERE OUTLET PIPE DIAMETER IS GREATER THAN INLET, PIPE SOFFIT TO BE THE SAME LEVEL UNLESS NOTED OTHERWISE. A MINIMUM FALL OF 50mm SHOULD BE ACHIEVED ACROSS MANHOLE IN DIRECTION OF FLOW

15 GRANOLITHIC CONCRETE TOPPING TO BE BROUGHT UP TO A DENSE SMOOTH FACE NEATLY SHAPED & FINISHED TO ALL BRANCH CONNECTIONS (Min. THICKNESS 50mm).

16 BENCHING SHALL BE TROWEL SMOOTH AND SLOPED TOWARDS THE CHANNEL AT 1 IN 12.

17 SELF CLEANING TOE HOLES TO BE PROVIDED WHERE CHANNELS EXCEED 600mm WIDE.

18 BRANCH BENDS AND BENCHING TO BE CURVED IN THE DIRECTION OF FLOW AND FORMED FROM GRANOLITHIC CONCRETE, HIGH STRENGTH CONCRETE TOPPING OR WITH GRADE C20/20 CONCRETE TOWELED SMOOTH MONOLITHICALLY WITH THE BASE SLAB.

19 MANHOLES WITH OUTGOING PIPES GREATER THAN 450mm DIAMETER SHALL BE FITTED WITH GUARD BARS, SAFETY CHAINS OR OTHER SAFETY DEVICES.

20 ALL PRECAST CONCRETE PRODUCTS (i.e. PIPES, MANHOLE RINGS etc.) SHALL BE TO DESIGN SULPHATE CLASS DS–2 AND CHEMICAL DESIGN DC–3, IN ACCORDANCE WITH BRE SPECIAL DIGEST 1 AND BS:5911.

21 REFER TO SITE INVESTIGATION REPORT OR STRUCTURAL FOUNDATION DRAWINGS FOR IN–STU CONCRETE SULPHATE CLASSIFICATION.

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced in any way without express written consent.

Rev.	Date	Remarks	By	Ch.

Revisions

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4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
FORSYTH STREET
HOPEMAN

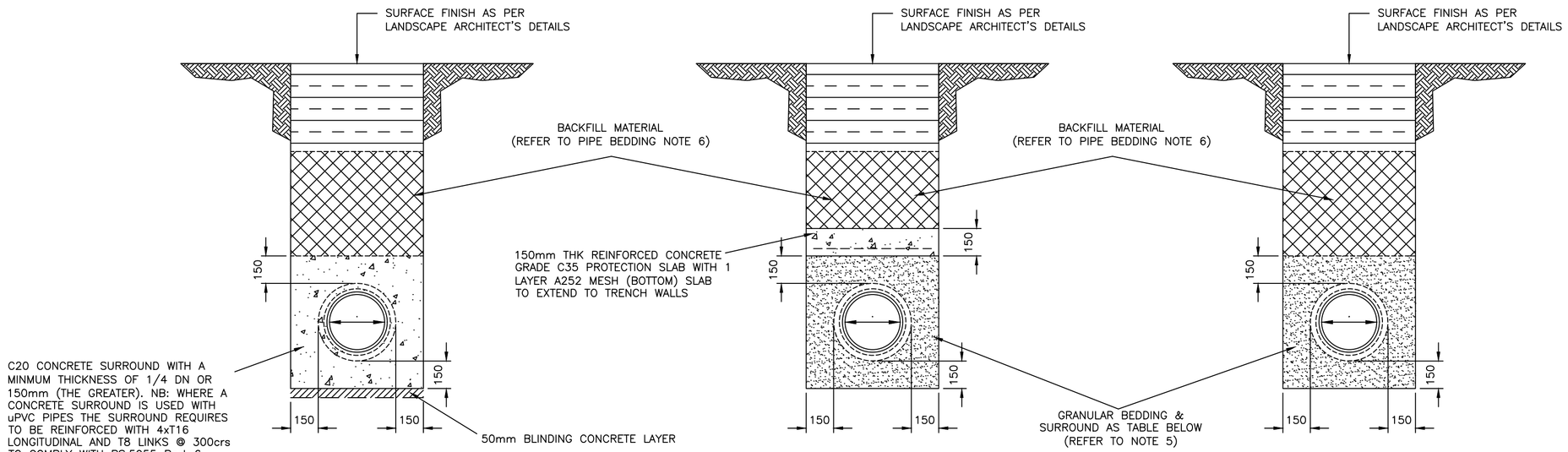
Drawing
PROPOSED DRAINAGE
CONSTRUCTION DETAILS
SHEET 1 OF 2

Scale	Date	Drawn by	Checked by
See Dwg	08.07.20	PD	

Drawing no.
10045-C-202

Rev

A1



PIPE BEDDING SPECIFICATION TABLE

(THIS TABLE TO BE READ IN CONJUNCTION WITH W.I.S. No. 4–08–02A:2008)

PIPE NOMINAL BORE	CLASS OF BEDDING	NOMINAL MAXIMUM PRACTICLE SIZE	Max. CF VALUE NON–PRESSURE PIPE	Max. CF VALUE PRESSURE PIPE	MATERIALS SPECIFIED IN BRITISH STANDARDS
100mm	'S'	10mm	0.15 0.30	0.30	10mm NOMINAL SINGLE SIZE
100 – 150mm	'S'	15mm	0.15 0.30	0.30	10 OR 14mm NOMINAL SINGLE SIZE OR 14mm TO 5mm GRADED
150 – 300mm	'S'	20mm	0.15 0.30	0.30	10, 14 OR 20mm NOMINAL SINGLE SIZE OR 14mm TO 5mm GRADED OR 20mm TO 5mm GRADED
300 – 550mm	'S'	20mm	0.15 0.30	0.30	14 OR 20mm NOMINAL SINGLE SIZE OR 14mm TO 5mm GRADED OR 20mm TO 5mm GRADED
<550mm	'S'	40mm	0.15 0.30	0.30	14, 20 OR 40mm NOMINAL SINGLE SIZE OR 14mm TO 5mm GRADED OR 20mm TO 5mm GRADED OR 40mm TO 5mm GRADED

PIPE BEDDING REQUIREMENT

LOCATION	COVER TO PIPE SOFFIT	BEDDING TYPE
ROADS (ADOPTED SEWERS)	>1.2m	CLASS 'S' GRANULAR BED & SURROUND
	<1.2m	CONCRETE SURROUND
	<1.5m	CONCRETE SURROUND
UNDER BUILDING SLAB	>0.45m	CLASS 'B' GRANULAR BED & SURROUND
	<0.45m	CONCRETE SURROUND

PIPE TYPE & BEDDING NOTES

1 THE FOLLOWING PIPE STRENGTHS SHALL BE ADOPTED UNLESS NOTED OTHERWISE:–

uPVC SHALL BE DOUBLE STRUCTURED WALL SEWER PIPE SHALL COMPLY WITH THE RELEVANT PROVISIONS OF WIS–4–35–01 IN ACCORDANCE WITH BS EN1401 PE 1 2009.

uPVC JOINTS & FITTINGS FOR GRAVITY SEWERS SHALL COMPLY WITH THE RELEVANT PROVISIONS OF BS:4346 Part 3. AND BS:4660:2000, SOLVENT CEMENT MAY ALTERNATIVELY COMPLY WITH BS:6209.

PIPES UP TO AND INCLUDING 300mm ø TO BE UNPLASTICISED PVC DOUBLE STRUCTURED WALL UNLESS NOTED OTHERWISE.

PIPES ABOVE 300mm ø TO BE CLASS M CONCRETE UNLESS NOTED OTHERWISE.

2 REFER TO LAYOUT PLAN FOR PIPEWORK TYPE & LOCATION.

3 WHERE COVER IS LESS THAN 1.2m Dp BELOW TRAFFICKED AREA OR 0.9m DP BELOW LANDSCAPE AREAS SHALL BE PROVIDED WITH CONCRETE SURROUND TO COMPLY WITH BS:5955 Part 6 REQUIREMENT OR THE ALTERNATIVE CONCRETE SURROUND DETAIL SHOULD BE ADOPTED.

4 ALL WORK AND MATERIAL TO COMPLY WITH THE SEWERS FOR SCOTLAND 4th EDITION.

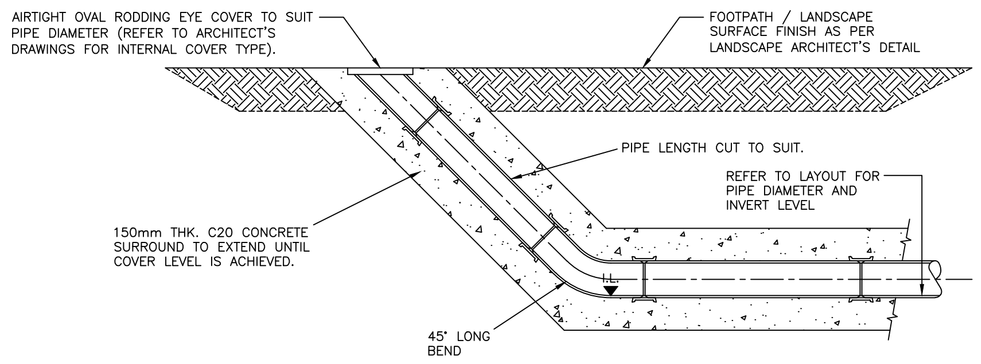
5 SPECIFICATION FOR BEDDING AND SIDEWALL MATERIALS TO BE WATER INDUSTRY SPECIFICATION (WIS) 4–08–02A:2008

6 BACKFILL SHALL BE UNIFORM READILY COMPATIBLE MATERIAL FREE FROM VEGETABLE MATTER, BUILDING RUBBISH, FROZEN SOIL, MATERIAL SUSCEPTIBLE TO SPONTANEOUS COMBUSTION & CLAY LUMPS & STONE RETAINED ON 75mm SIEVE & 37.5mm SIEVE RESPECTIVELY.

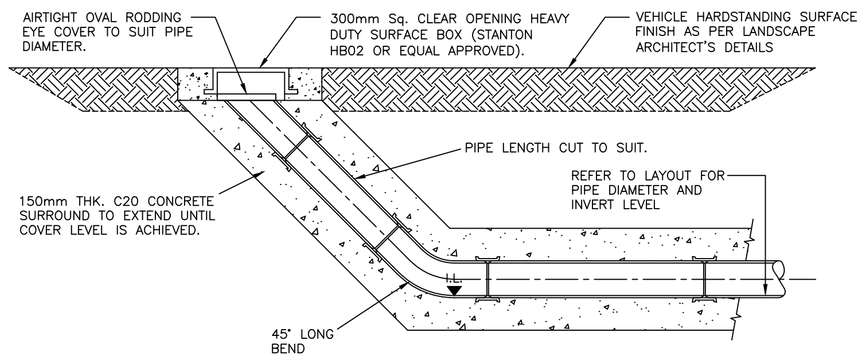
7 ALL PIPE RUNS TO BE LAID WITH FLEXI–JOINTS.

8 ALL PIPE BENDS TO SUIT DIRECTION OF FLOW.

9 FOR DETAILS OF GROUND CONDITIONS REFER TO GROUND INVESTIGATION REPORT.

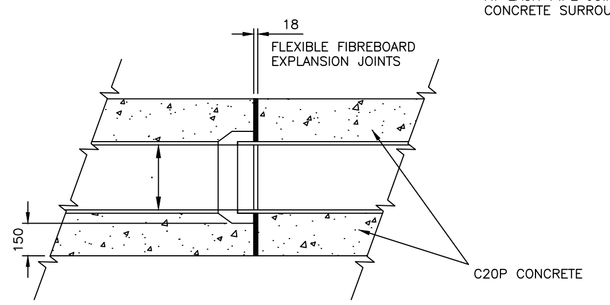


TYPICAL RODDING EYE DETAIL
NON–TRAFFICKED AREAS
(Scale 1:20)

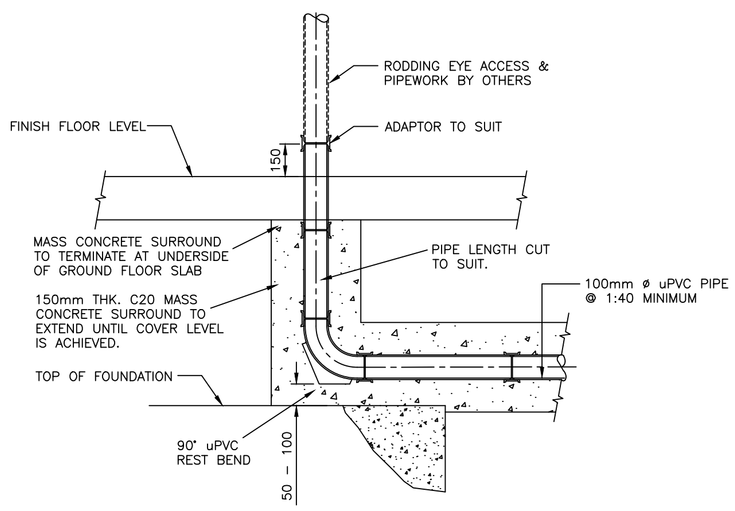


TYPICAL RODDING EYE DETAIL
TRAFFICKED AREAS
(Scale 1:20)

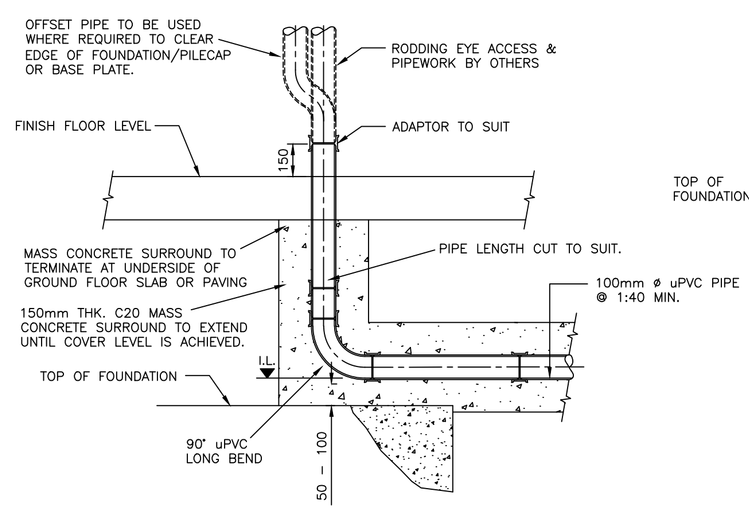
NOTE
EXPANSION JOINTS TO BE USED AT EACH PIPE JOINT WHERE CONCRETE SURROUND IS USED.



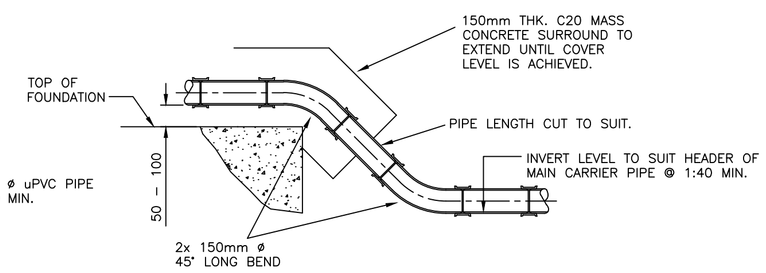
SECTION THRO' EXPANSION JOINT IN CONCRETE SURROUND
(SCALE 1:20)



TYPICAL SOIL VENT PIPE
OUTLET DETAIL
(Scale 1:20)



TYPICAL RAINWATER DOWNPIPE
OUTLET DETAIL
(Scale 1:20)



TYPICAL PIPE DETAIL
OVER FOUNDATION
(Scale 1:20)

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced in any way without express written consent.

Rev.	Date	Remarks	By	Ch.

Revisions

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4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED DRAINAGE CONSTRUCTION DETAILS
SHEET 2 OF 2

Scale	Date	Drawn by	Checked by
See Dwg	08.07.20	PD	

Drawing no.
10045-C-203

Rev

A1

N

35

33

19

15

New sign "New Road Layout Ahead".

Existing Bus Shelter

F3
Build on Existing Sewer
CL27.25
IL23.89(200mm)
IL23.94(150mm)

Existing 200mm FW Sewer Approx 1 in 246

FORSYTH STREET

26.3m

Channel Drain

Relocated lighting column position

Existing lighting column

BT

RE

Secure gate

4000 SQFT RETAIL UNIT

FFL
27.50

1200 SQFT UNIT

FFL
27.25

S1

25.960

150mm 1 in 100

150mm 1 in 60

Porous Paving - Total Depth 1m

RWP

SERVICE YARD 50m²

Porous Paving - Total Depth 1m

S3

S2

25.270

25.539

24.969

24.539

F1

F2

Diam 600 Grad 1 in 500

Diam 150 Grad 1 in 60

Grad 1 in 150

25.219

600mm 1 in 500

150mm 1 in 11

24.285

25.285

F4

S6

Hydro-brake MH S4
0.54l/sec
DH 1.05m
CTL-SHE-0032-5000-1050-5000

Porous Paving - Total Depth 1m

Porous Paving - Total Depth 1m

Diam 600

S4

CL27.30
IL26.30

1.174

RWP

RE

FFL
27.60

FFL
27.45

CYCLE STORE

225mm 1 in 170

Surface Water treatment for the roofs is provided in the off-site attenuation basin

5m Wayleave. Third party land agreements to be put in place ASAP.

Tulloch House

New sign "New Road Layout Ahead".

Diam 300 Grad 1 in 45
Type PLASTIC Length 64.854

25.42

CL27.07

S5

Refer to the Drainage Impact Assessment Report for details of the off-site detention basin

Diam 300 Grad 1 in 200
Type PLASTIC Length 95.303

25.89

25.89

S4

CL27.73

Diam 300 Grad 1 in 200
Type PLASTIC Length 94.989

Connect into existing swale which connects into the existing Attenuation Basin

S5

Existing Swale to Detention Basin

27.7m

LEGEND:

- Proposed Surface Water Sewer (Private)
- Proposed Foul Water Sewer (Private)
- Existing Surface Water Drainage (Scottish Water)
- Existing Foul Drainage (Scottish Water)
- Proposed Gully within Porous Paving (Private)
- Proposed Porous Paving (Private)

1. All existing drainage to be checked by contractor prior to construction.
2. All drainage filter trenches to be continuous protected from ingress of construction materials during the construction phase of the works.
3. Prior to concreting all filter trenches to be washed down into silt traps and waste material to be removed when washings running clear.
4. All silt traps to be continuously monitored during construction and cleaned out weekly during construction phase of works
5. On completion of works, all pipework and filter trenches to be cleared of detritus and made ready to accept rainwater runoff from the site
6. The maintenance required to be adopted should initially be based on a bi-monthly routine during both wet and dry seasons when silt traps and pipework are routinely inspected and cleaned
7. It is anticipated that this will increase to quarterly cycle as the system acquires maturity and usage of the storage areas are determined
8. Channel drainage should be constructed to manufacturers specifications.

Important notes for clients / contractors
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PLANNING

Rev.	Date	Remarks	By	Ch.
D	05.02.21	Layout revised. Channel drain added at loading bay.	PD	
C	26.08.20	Layout revised.	PD	
B	16.06.20	Surface Water outfall amended to connect to existing swale. Invert levels amended.	PD	
A	03.04.20	Surface Water outfall amended to exit through the rear properties land. Wayleave required.	PD	

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED DRAINAGE LAYOUT

Scale	Date	Drawn by	Checked by
1:250	26.03.20	PD	

Drawing no.
10045-C-201

Rev
D

APPENDIX E

SEPA Simple Index Tool

SIMPLE INDEX APPROACH: TOOL

HRW shall not be liable for any direct or indirect damage claim, loss, cost, expense or liability howsoever arising out of the use or impossibility to use the tools, even when HRW has been informed of the possibility of the same. The user hereby indemnifies HRW from and against any damage claim, loss, expense or liability resulting from any action taken against HRW that is related in any way to the use of the tool or any reliance made in respect of the output of such use by any person whatsoever. HRW does not guarantee that the tool's functions meet the requirements of any person, nor that the tool is free from errors.

1. The steps set out in the tool should be applied for each inflow or 'runoff area' (ie each impermeable surface area separately discharging to a SuDS component).

2. The supporting 'Design Conditions' stated by the tool must be fully considered and implemented in all cases.

3. The process that is automated in this tool is described in the SuDS Manual, Chapter 26 (Section 26.7)

3. Relevant design examples are included in the SuDS Manual Appendix C.

4. Each of the steps below are part of the process set out in the flowchart on Sheet 3.

5. Sheet 4 summarises the selections made below and indicates the acceptability of the proposed SuDS components.

6. Interception should be delivered for all upstream impermeable areas as part of the strategy for water quantity and quality control for the site. This is required in order to deliver both of the water quality criteria set out in Chapter 4 of the SuDS Manual

DROP DOWN LIST — RELEVANT INPUTS NEED TO BE SELECTED FROM THESE LISTS, FOR EACH STEP

USER ENTRY — USER ENTRY CELLS ARE ONLY REQUIRED WHERE INDICATED BY THE TOOL

STEP 1: Determine the Pollution Hazard Index for the runoff area discharging to the proposed SuDS scheme

This step requires the user to select the appropriate land use type for the area from which the runoff is occurring

If the land use varies across the 'runoff area', either:

- use the land use type with the highest Pollution Hazard Index

- apply the approach for each of the land use types to determine whether the proposed SuDS design is sufficient for all. If it is not, consider collecting more hazardous runoff separately and providing additional treatment.

If the generic land use types suggested are not applicable, select 'Other' and enter a description of the land use of the runoff area and agreed user defined indices in the row below the drop down lists.

	Runoff Area Land Use Description	*Hazard Level*	*Pollution Hazard Indices* Total Suspended Solids	Metals	Hydrocarbons
Select land use type from the drop down list (or 'Other' if none applicable): →	Non-residential car parking with frequent change (eg hospitals, retail)	Medium	0.7	0.6	0.7
If the generic land use types in the drop down list above are not applicable, select 'Other' and enter a description of the land use of the runoff area and agreed user defined indices in this row:					
Landuse Pollution Hazard Index		**Medium**	**0.7**	**0.6**	**0.7**

DESIGN CONDITIONS: 1; 2

STEP 2A: Determine the Pollution Mitigation Index for the proposed SuDS components

This step requires the user to select the proposed SuDS components that will be used to treat runoff - before it is discharged to a receiving surface waterbody or downstream infiltration component

If the runoff is discharged directly to an infiltration component, without upstream treatment, select 'None' for each of the 3 SuDS components and move to Step 2B

This step should be applied to evaluate the water quality protection provided by proposed SuDS components for discharges to receiving surface waters or downstream infiltration components (note: in England and Wales this will include components that allow any amount of infiltration, however small, even where infiltration is not specifically accounted for in the design).

If you have fewer than 3 components, select 'None' for the components that are not required

If the proposed component is bespoke and/or a proprietary treatment product and not generically described by the suggested components, then 'Proprietary treatment system' or 'User defined indices' should be selected and a description of the component and agreed user defined indices should be entered in the rows below the drop down lists

	SuDS Component Description	*Pollution Mitigation Indices* Total Suspended Solids	Metals	Hydrocarbons
Select SuDS Component 1 (i.e. the upstream SuDS component) from the drop down list: →	Pervious pavement (where the pavement is not designed as an infiltration component)	0.7	0.6	0.7
Select SuDS Component 2 (i.e. the second SuDS component in a series) from the drop down list: →	Detention basin	0.5	0.5	0.6
Select SuDS Component 3 (i.e. the third SuDS component in a series) from the drop down list: →	None	0	0	0
If the proposed SuDS components are bespoke/proprietary and/or the generic indices above are not considered appropriate, select 'Proprietary treatment system' or 'User defined indices' and enter component descriptions and agreed user defined indices in these rows:		0.5	0.33	0.8
Aggregated Surface Water Pollution Mitigation Index		**0.95**	**0.85**	**>0.95**

DESIGN CONDITIONS: 1; 2; 3

SuDS components can only be assumed to deliver these indices if they follow design guidance with respect to hydraulics and treatment set out in the relevant technical component chapters of the SuDS Manual. See also checklists in Appendix B

SuDS components can only be assumed to deliver these indices if they follow design guidance with respect to hydraulics and treatment set out in the relevant technical component chapters of the SuDS Manual. See also checklists in Appendix B

Detention basins should be designed to ensure the effective retention and management of sediment, such that the sediment will not be re-suspended and washed out in subsequent events

Note: If the total aggregated mitigation index is > 1 (which is not a realistic outcome), then the outcome is fixed at ">0.95". In this scenario, the proposed components are likely to have a very high mitigation potential for reducing pollutant levels in the runoff and should be sufficient for any proposed land use (note: where risk assessment is required, this outcome would need more detailed verification).

Is the runoff now discharged to an infiltration component?

Yes ? Go to Step 2B
No ? Go to Step 2C

STEP 2B: Determine the Pollution Mitigation Index for the proposed Groundwater Protection

This step requires the user to select the type of groundwater protection that is either part of the SuDS component or that lies between the component and the groundwater

This step should be applied where a SuDS component is specifically designed to infiltrate runoff (note: in England and Wales this will include components that allow any amount of infiltration, however small, even where infiltration is not specifically accounted for in the design).

'Groundwater protection' describes the proposed depth of soil or other material through which runoff will flow between the runoff surface and the underlying groundwater.

Where the discharge is to surface waters and risks to groundwater need not be considered, select 'None'

If the proposed groundwater protection is bespoke and/or a proprietary product and not generically described by the suggested measures, then a description of the protection and agreed user defined indices should be entered in the row below the drop down list

	Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Select type of groundwater protection from the drop down list: → None			
If the proposed groundwater protection is bespoke/proprietary and/or the generic indices above are not considered appropriate, select 'Proprietary product' or 'User defined indices' and enter a description of the protection and agreed user defined indices in this row:			
Groundwater Protection Pollution Mitigation Index	**0**	**0**	**0**

DESIGN CONDITIONS: 1; 2; 3; 4

STEP 2C: Determine the Combined Pollution Mitigation Indices for the Runoff Area

This is an automatic step which combines the proposed SuDS Pollution Mitigation Indices with any Groundwater Protection Pollution Mitigation Indices

	Combined Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Combined Pollution Mitigation Indices for the Runoff Area	**0.95**	**0.85**	**>0.95**

Note: If the total aggregated mitigation index is > 1 (which is not a realistic outcome), then the outcome is fixed at ">0.95". In this scenario, the proposed components are likely to have a very high mitigation potential for reducing pollutant levels in the runoff and should be sufficient for any proposed land use (note: where risk assessment is required, this outcome would need more detailed verification).

STEP 2D: Determine Sufficiency of Pollution Mitigation Indices for Selected SuDS Components

This is an automatic step which compares the Combined Pollution Mitigation Indices with the Land Use Hazard Indices, to determine whether the proposed components are sufficient to manage each pollutant category type

When the combined mitigation index exceeds the land use pollution hazard index, then the proposed components are considered sufficient in providing pollution risk mitigation.

In England and Wales, where the discharge is to protected surface waters or groundwater, an additional treatment component (ie over and above that required for standard discharges), or other equivalent protection, is required that provides environmental protection in the event of an unexpected pollution event or poor system performance. Protected surface waters are those designated for drinking water abstraction. In England and Wales, protected groundwater resources are defined as Source Protection Zone 1. In Northern Ireland, a more precautionary approach may be required and this should be checked with the environmental regulator on a site by site basis.

Note: In order to meet both Water Quality criteria set out in the SuDS Manual (Chapter 4), Interception should be delivered for all impermeable areas wherever possible. Interception delivery and treatment may be met by the same components, but Interception requires separate evaluation.

Sufficiency of Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Sufficient	**Sufficient**	**Sufficient**

DESIGN CONDITIONS: 1

Reference to local planning documents should also be made to identify any additional protection required for sites due to habitat conservation (see *Chapter 7 The SuDS design process*). The implications of developments on or within close proximity to an area with an environmental designation, such as a Site of Special Scientific Interest (SSSI), should be considered via consultation with relevant conservation bodies such as Natural England

SIMPLE INDEX APPROACH: TOOL

HRW shall not be liable for any direct or indirect damage claim, loss, cost, expense or liability howsoever arising out of the use or impossibility to use the tools, even when HRW has been informed of the possibility of the same. The user hereby indemnifies HRW from and against any damage claim, loss, expense or liability resulting from any action taken against HRW that is related in any way to the use of the tool or any reliance made in respect of the output of such use by any person whatsoever. HRW does not guarantee that the tool's functions meet the requirements of any person, nor that the tool is free from errors.

1. The steps set out in the tool should be applied for each inflow or 'runoff area' (ie each impermeable surface area separately discharging to a SuDS component).

2. The supporting 'Design Conditions' stated by the tool must be fully considered and implemented in all cases.

3. The process that is automated in this tool is described in the SuDS Manual, Chapter 26 (Section 26.7)

3. Relevant design examples are included in the SuDS Manual Appendix C.

4. Each of the steps below are part of the process set out in the flowchart on Sheet 3.

5. Sheet 4 summarises the selections made below and indicates the acceptability of the proposed SuDS components.

6. Interception should be delivered for all upstream impermeable areas as part of the strategy for water quantity and quality control for the site. This is required in order to deliver both of the water quality criteria set out in Chapter 4 of the SuDS Manual

DROP DOWN LIST — RELEVANT INPUTS NEED TO BE SELECTED FROM THESE LISTS, FOR EACH STEP

USER ENTRY — USER ENTRY CELLS ARE ONLY REQUIRED WHERE INDICATED BY THE TOOL

STEP 1: Determine the Pollution Hazard Index for the runoff area discharging to the proposed SuDS scheme

This step requires the user to select the appropriate land use type for the area from which the runoff is occurring

If the land use varies across the 'runoff area', either:

- use the land use type with the highest Pollution Hazard Index

- apply the approach for each of the land use types to determine whether the proposed SuDS design is sufficient for all. If it is not, consider collecting more hazardous runoff separately and providing additional treatment.

If the generic land use types suggested are not applicable, select 'Other' and enter a description of the land use of the runoff area and agreed user defined indices in the row below the drop down lists.

	Runoff Area Land Use Description	*Hazard Level*	*Pollution Hazard Indices* Total Suspended Solids	Metals	Hydrocarbons
Select land use type from the drop down list (or 'Other' if none applicable):	Commercial/Industrial roofing: Inert materials	Very low	0.3	0.2	0.05
If the generic land use types in the drop down list above are not applicable, select 'Other' and enter a description of the land use of the runoff area and agreed user defined indices in this row:					
Landuse Pollution Hazard Index		**Very low**	**0.3**	**0.2**	**0.05**

DESIGN CONDITIONS: 1 | 2

STEP 2A: Determine the Pollution Mitigation Index for the proposed SuDS components

This step requires the user to select the proposed SuDS components that will be used to treat runoff - before it is discharged to a receiving surface waterbody or downstream infiltration component

If the runoff is discharged directly to an infiltration component, without upstream treatment, select 'None' for each of the 3 SuDS components and move to Step 2B

This step should be applied to evaluate the water quality protection provided by proposed SuDS components for discharges to receiving surface waters or downstream infiltration components (note: in England and Wales this will include components that allow any amount of infiltration, however small, even where infiltration is not specifically accounted for in the design).

If you have fewer than 3 components, select 'None' for the components that are not required

If the proposed component is bespoke and/or a proprietary treatment product and not generically described by the suggested components, then 'Proprietary treatment system' or 'User defined indices' should be selected and a description of the component and agreed user defined indices should be entered in the rows below the drop down lists

	SuDS Component Description	*Pollution Mitigation Indices* Total Suspended Solids	Metals	Hydrocarbons
Select SuDS Component 1 (i.e. the upstream SuDS component) from the drop down list:	Detention basin	0.5	0.5	0.6
Select SuDS Component 2 (i.e. the second SuDS component in a series) from the drop down list:	None	0	0	0
Select SuDS Component 3 (i.e. the third SuDS component in a series) from the drop down list:	None	0	0	0
If the proposed SuDS components are bespoke/proprietary and/or the generic indices above are not considered appropriate, select 'Proprietary treatment system' or 'User defined indices' and enter component descriptions and agreed user defined indices in these rows:		0.5	0.33	0.8
Aggregated Surface Water Pollution Mitigation Index		**0.5**	**0.5**	**0.6**

DESIGN CONDITIONS: 1 | 2 | 3

SuDS components can only be assumed to deliver these indices if they follow design guidance with respect to hydraulics and treatment set out in the relevant technical component chapters of the SuDS Manual. See also checklists in Appendix B

Detention basins should be designed to ensure the effective retention and management of sediment, such that the sediment will not be re-suspended and washed out in subsequent events

Note: If the total aggregated mitigation index is > 1 (which is not a realistic outcome), then the outcome is fixed at ">0.95". In this scenario, the proposed components are likely to have a very high mitigation potential for reducing pollutant levels in the runoff and should be sufficient for any proposed land use (note: where risk assessment is required, this outcome would need more detailed verification).

Is the runoff now discharged to an infiltration component?

Yes ? Go to Step 2B

No ? Go to Step 2C

STEP 2B: Determine the Pollution Mitigation Index for the proposed Groundwater Protection

This step requires the user to select the type of groundwater protection that is either part of the SuDS component or that lies between the component and the groundwater

This step should be applied where a SuDS component is specifically designed to infiltrate runoff (note: in England and Wales this will include components that allow any amount of infiltration, however small, even where infiltration is not specifically accounted for in the design).

'Groundwater protection' describes the proposed depth of soil or other material through which runoff will flow between the runoff surface and the underlying groundwater.

Where the discharge is to surface waters and risks to groundwater need not be considered, select 'None'

If the proposed groundwater protection is bespoke and/or a proprietary product and not generically described by the suggested measures, then a description of the protection and agreed user defined indices should be entered in the row below the drop down list

	Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Select type of groundwater protection from the drop down list: None			
If the proposed groundwater protection is bespoke/proprietary and/or the generic indices above are not considered appropriate, select 'Proprietary product' or 'User defined indices' and enter a description of the protection and agreed user defined indices in this row:			
Groundwater Protection Pollution Mitigation Index	**0**	**0**	**0**

DESIGN CONDITIONS: 1 | 2 | 3 | 4

STEP 2C: Determine the Combined Pollution Mitigation Indices for the Runoff Area

This is an automatic step which combines the proposed SuDS Pollution Mitigation Indices with any Groundwater Protection Pollution Mitigation Indices

	Combined Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Combined Pollution Mitigation Indices for the Runoff Area	**0.5**	**0.5**	**0.6**

Note: If the total aggregated mitigation index is > 1 (which is not a realistic outcome), then the outcome is fixed at ">0.95". In this scenario, the proposed components are likely to have a very high mitigation potential for reducing pollutant levels in the runoff and should be sufficient for any proposed land use (note: where risk assessment is required, this outcome would need more detailed verification).

STEP 2D: Determine Sufficiency of Pollution Mitigation Indices for Selected SuDS Components

This is an automatic step which compares the Combined Pollution Mitigation Indices with the Land Use Hazard Indices, to determine whether the proposed components are sufficient to manage each pollutant category type

When the combined mitigation index exceeds the land use pollution hazard index, then the proposed components are considered sufficient in providing pollution risk mitigation.

In England and Wales, where the discharge is to protected surface waters or groundwater, an additional treatment component (ie over and above that required for standard discharges), or other equivalent protection, is required that provides environmental protection in the event of an unexpected pollution event or poor system performance. Protected surface waters are those designated for drinking water abstraction. In England and Wales, protected groundwater resources are defined as Source Protection Zone 1. In Northern Ireland, a more precautionary approach may be required and this should be checked with the environmental regulator on a site by site basis.

Note: In order to meet both Water Quality criteria set out in the SuDS Manual (Chapter 4), Interception should be delivered for all impermeable areas wherever possible. Interception delivery and treatment may be met by the same components, but Interception requires separate evaluation.

Sufficiency of Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Sufficient	**Sufficient**	**Sufficient**

DESIGN CONDITIONS: 1

Reference to local planning documents should also be made to identify any additional protection required for sites due to habitat conservation (see *Chapter 7 The SuDS design process*). The implications of developments on or within close proximity to an area with an environmental designation, such as a Site of Special Scientific Interest (SSSI), should be considered via consultation with relevant conservation bodies such as Natural England

SIMPLE INDEX APPROACH: TOOL

HRW shall not be liable for any direct or indirect damage claim, loss, cost, expense or liability howsoever arising out of the use or impossibility to use the tools, even when HRW has been informed of the possibility of the same. The user hereby indemnifies HRW from and against any damage claim, loss, expense or liability resulting from any action taken against HRW that is related in any way to the use of the tool or any reliance made in respect of the output of such use by any person whatsoever. HRW does not guarantee that the tool's functions meet the requirements of any person, nor that the tool is free from errors.

1. The steps set out in the tool should be applied for each inflow or 'runoff area' (ie each impermeable surface area separately discharging to a SuDS component).

2. The supporting 'Design Conditions' stated by the tool must be fully considered and implemented in all cases.

3. The process that is automated in this tool is described in the SuDS Manual, Chapter 26 (Section 26.7)

3. Relevant design examples are included in the SuDS Manual Appendix C.

4. Each of the steps below are part of the process set out in the flowchart on Sheet 3.

5. Sheet 4 summarises the selections made below and indicates the acceptability of the proposed SuDS components.

6. Interception should be delivered for all upstream impermeable areas as part of the strategy for water quantity and quality control for the site. This is required in order to deliver both of the water quality criteria set out in Chapter 4 of the SuDS Manual

DROP DOWN LIST — RELEVANT INPUTS NEED TO BE SELECTED FROM THESE LISTS, FOR EACH STEP

USER ENTRY — USER ENTRY CELLS ARE ONLY REQUIRED WHERE INDICATED BY THE TOOL

STEP 1: Determine the Pollution Hazard Index for the runoff area discharging to the proposed SuDS scheme

This step requires the user to select the appropriate land use type for the area from which the runoff is occurring

If the land use varies across the 'runoff area', either:

- use the land use type with the highest Pollution Hazard Index

- apply the approach for each of the land use types to determine whether the proposed SuDS design is sufficient for all. If it is not, consider collecting more hazardous runoff separately and providing additional treatment.

If the generic land use types suggested are not applicable, select 'Other' and enter a description of the land use of the runoff area and agreed user defined indices in the row below the drop down lists.

	Runoff Area Land Use Description	*Hazard Level*	*Pollution Hazard Indices* Total Suspended Solids	Metals	Hydrocarbons
Select land use type from the drop down list (or 'Other' if none applicable):	Residential roofing	Very low	0.2	0.2	0.05
If the generic land use types in the drop down list above are not applicable, select 'Other' and enter a description of the land use of the runoff area and agreed user defined indices in this row:					
Landuse Pollution Hazard Index		**Very low**	**0.2**	**0.2**	**0.05**

DESIGN CONDITIONS: 1 | 2

STEP 2A: Determine the Pollution Mitigation Index for the proposed SuDS components

This step requires the user to select the proposed SuDS components that will be used to treat runoff - before it is discharged to a receiving surface waterbody or downstream infiltration component

If the runoff is discharged directly to an infiltration component, without upstream treatment, select 'None' for each of the 3 SuDS components and move to Step 2B

This step should be applied to evaluate the water quality protection provided by proposed SuDS components for discharges to receiving surface waters or downstream infiltration components (note: in England and Wales this will include components that allow any amount of infiltration, however small, even where infiltration is not specifically accounted for in the design).

If you have fewer than 3 components, select 'None' for the components that are not required

If the proposed component is bespoke and/or a proprietary treatment product and not generically described by the suggested components, then 'Proprietary treatment system' or 'User defined indices' should be selected and a description of the component and agreed user defined indices should be entered in the rows below the drop down lists

	SuDS Component Description	*Pollution Mitigation Indices* Total Suspended Solids	Metals	Hydrocarbons
Select SuDS Component 1 (i.e. the upstream SuDS component) from the drop down list:	Detention basin	0.5	0.5	0.6
Select SuDS Component 2 (i.e. the second SuDS component in a series) from the drop down list:	None	0	0	0
Select SuDS Component 3 (i.e. the third SuDS component in a series) from the drop down list:	None	0	0	0
If the proposed SuDS components are bespoke/proprietary and/or the generic indices above are not considered appropriate, select 'Proprietary treatment system' or 'User defined indices' and enter component descriptions and agreed user defined indices in these rows:		0.5	0.33	0.8
Aggregated Surface Water Pollution Mitigation Index		**0.5**	**0.5**	**0.6**

DESIGN CONDITIONS: 1 | 2 | 3

SuDS components can only be assumed to deliver these indices if they follow design guidance with respect to hydraulics and treatment set out in the relevant technical component chapters of the SuDS Manual. See also checklists in Appendix B

Detention basins should be designed to ensure the effective retention and management of sediment, such that the sediment will not be re-suspended and washed out in subsequent events

Note: If the total aggregated mitigation index is > 1 (which is not a realistic outcome), then the outcome is fixed at ">0.95". In this scenario, the proposed components are likely to have a very high mitigation potential for reducing pollutant levels in the runoff and should be sufficient for any proposed land use (note: where risk assessment is required, this outcome would need more detailed verification).

Is the runoff now discharged to an infiltration component?

Yes ? Go to Step 2B

No ? Go to Step 2C

STEP 2B: Determine the Pollution Mitigation Index for the proposed Groundwater Protection

This step requires the user to select the type of groundwater protection that is either part of the SuDS component or that lies between the component and the groundwater

This step should be applied where a SuDS component is specifically designed to infiltrate runoff (note: in England and Wales this will include components that allow any amount of infiltration, however small, even where infiltration is not specifically accounted for in the design).

'Groundwater protection' describes the proposed depth of soil or other material through which runoff will flow between the runoff surface and the underlying groundwater.

Where the discharge is to surface waters and risks to groundwater need not be considered, select 'None'

If the proposed groundwater protection is bespoke and/or a proprietary product and not generically described by the suggested measures, then a description of the protection and agreed user defined indices should be entered in the row below the drop down list

	Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Select type of groundwater protection from the drop down list: None			
If the proposed groundwater protection is bespoke/proprietary and/or the generic indices above are not considered appropriate, select 'Proprietary product' or 'User defined indices' and enter a description of the protection and agreed user defined indices in this row:			
Groundwater Protection Pollution Mitigation Index	**0**	**0**	**0**

DESIGN CONDITIONS: 1 | 2 | 3 | 4

STEP 2C: Determine the Combined Pollution Mitigation Indices for the Runoff Area

This is an automatic step which combines the proposed SuDS Pollution Mitigation Indices with any Groundwater Protection Pollution Mitigation Indices

	Combined Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Combined Pollution Mitigation Indices for the Runoff Area	**0.5**	**0.5**	**0.6**

Note: If the total aggregated mitigation index is > 1 (which is not a realistic outcome), then the outcome is fixed at ">0.95". In this scenario, the proposed components are likely to have a very high mitigation potential for reducing pollutant levels in the runoff and should be sufficient for any proposed land use (note: where risk assessment is required, this outcome would need more detailed verification).

STEP 2D: Determine Sufficiency of Pollution Mitigation Indices for Selected SuDS Components

This is an automatic step which compares the Combined Pollution Mitigation Indices with the Land Use Hazard Indices, to determine whether the proposed components are sufficient to manage each pollutant category type

When the combined mitigation index exceeds the land use pollution hazard index, then the proposed components are considered sufficient in providing pollution risk mitigation.

In England and Wales, where the discharge is to protected surface waters or groundwater, an additional treatment component (ie over and above that required for standard discharges), or other equivalent protection, is required that provides environmental protection in the event of an unexpected pollution event or poor system performance. Protected surface waters are those designated for drinking water abstraction. In England and Wales, protected groundwater resources are defined as Source Protection Zone 1. In Northern Ireland, a more precautionary approach may be required and this should be checked with the environmental regulator on a site by site basis.

Note: In order to meet both Water Quality criteria set out in the SuDS Manual (Chapter 4), Interception should be delivered for all impermeable areas wherever possible. Interception delivery and treatment may be met by the same components, but Interception requires separate evaluation.

Sufficiency of Pollution Mitigation Indices Total Suspended Solids	Metals	Hydrocarbons
Sufficient	**Sufficient**	**Sufficient**

DESIGN CONDITIONS: 1

Reference to local planning documents should also be made to identify any additional protection required for sites due to habitat conservation (see *Chapter 7 The SuDS design process*). The implications of developments on or within close proximity to an area with an environmental designation, such as a Site of Special Scientific Interest (SSSI), should be considered via consultation with relevant conservation bodies such as Natural England

APPENDIX F

Greenfield Run-off Calcs

Greenfield runoff rate estimation for sites

www.uksuds.com | Greenfield runoff tool

Calculated by:	Pauline Davies
Site name:	Forsyth Street
Site location:	Hopeman

This is an estimation of the greenfield runoff rates that are used to meet normal best practice criteria in line with Environment Agency guidance "Rainfall runoff management for developments", SC030219 (2013) , the SuDS Manual C753 (Ciria, 2015) and the non-statutory standards for SuDS (Defra, 2015). This information on greenfield runoff rates may be the basis for setting consents for the drainage of surface water runoff from sites.

Site Details

Latitude:	57.70511° N
Longitude:	3.43284° W
Reference:	324391664
Date:	Jun 08 2020 14:51

Runoff estimation approach

IH124

Site characteristics

Total site area (ha): 0.27

Methodology

Q_{BAR} estimation method:	Calculate from SPR and SAAR
SPR estimation method:	Calculate from SOIL type

Soil characteristics

	Default	Edited
SOIL type:	1	1
HOST class:	N/A	N/A
SPR/SPRHOST:	0.1	0.1

Hydrological characteristics

	Default	Edited
SAAR (mm):	611	611
Hydrological region:	1	1
Growth curve factor 1 year:	0.85	0.85
Growth curve factor 30 years:	1.95	1.95
Growth curve factor 100 years:	2.48	2.48
Growth curve factor 200 years:	2.84	2.84

Notes

(1) Is Q_{BAR} < 2.0 l/s/ha?

When Q_{BAR} is < 2.0 l/s/ha then limiting discharge rates are set at 2.0 l/s/ha.

As QBar is less than 2l/sec
= 2 x 0.27ha =0.54l/sec

(2) Are flow rates < 5.0 l/s?

Where flow rates are less than 5.0 l/s consent for discharge is usually set at 5.0 l/s if blockage from vegetation and other materials is possible. Lower consent flow rates may be set where the blockage risk is addressed by using appropriate drainage elements.

(3) Is SPR/SPRHOST ≤ 0.3?

Where groundwater levels are low enough the use of soakaways to avoid discharge offsite would normally be preferred for disposal of surface water runoff.

Greenfield runoff rates

	Default	Edited
Q_{BAR} (l/s):	0.04	0.04
1 in 1 year (l/s):	0.03	0.03
1 in 30 years (l/s):	0.08	0.08
1 in 100 year (l/s):	0.1	0.1
1 in 200 years (l/s):	0.11	0.11

This report was produced using the greenfield runoff tool developed by HR Wallingford and available at www.uksuds.com. The use of this tool is subject to the UK SuDS terms and conditions and licence agreement , which can both be found at www.uksuds.com/terms-and-conditions.htm. The outputs from this tool are estimates of greenfield runoff rates. The use of these results is the responsibility of the users of this tool. No liability will be accepted by HR Wallingford, the Environment Agency, CEH, Hydrosolutions or any other organisation for the use of this data in the design or operational characteristics of any drainage scheme.

APPENDIX G

Surface Water Details and Storm Events

Design Settings

Rainfall Methodology	FEH-13	Minimum Velocity (m/s)	1.00
Return Period (years)	30	Connection Type	Level Soffits
Additional Flow (%)	0	Minimum Backdrop Height (m)	1.000
CV	0.750	Preferred Cover Depth (m)	1.500
Time of Entry (mins)	5.00	Include Intermediate Ground	✓
Maximum Time of Concentration (mins)	30.00	Enforce best practice design rules	x
Maximum Rainfall (mm/hr)	50.0		

Nodes

Name	Area (ha)	T of E (mins)	Cover Level (m)	Diameter (mm)	Easting (m)	Northing (m)	Depth (m)
1	0.037	5.00	27.225	1200	314746.090	869281.920	1.350
7	0.040	5.00	27.091	1500	314753.783	869253.202	1.714
2	0.057	5.00	27.151	1500	314751.832	869260.484	1.948
3	0.035	5.00	27.303	1500	314724.814	869253.274	2.170
4	0.000		27.250	1500	314724.780	869241.317	2.147
5	0.000		27.000	1200	314744.152	869186.773	2.237
6			27.000	1200	314747.095	869185.560	2.256

Links

Name	US Node	DS Node	Length (m)	ks (mm) / n	US IL (m)	DS IL (m)	Fall (m)	Slope (1:X)	Dia (mm)	T of C (mins)	Rain (mm/hr)
1.000	1	2	22.192	0.600	25.875	25.653	0.222	100.0	150	5.37	50.0
2.000	7	2	7.539	0.600	25.377	25.358	0.019	400.0	600	5.10	50.0
1.001	2	3	27.963	0.600	25.203	25.133	0.070	400.0	600	5.75	50.0
1.002	3	4	11.957	0.600	25.133	25.103	0.030	400.0	600	5.92	50.0
1.003	4	5	57.882	0.600	25.103	24.763	0.340	170.0	225	6.88	50.0
1.004	5	6	3.183	0.600	24.763	24.744	0.019	170.0	225	6.94	50.0

Name	Vel (m/s)	Cap (l/s)	Flow (l/s)	US Depth (m)	DS Depth (m)	Σ Area (ha)	Σ Add Inflow (l/s)	Pro Depth (mm)	Pro Velocity (m/s)
1.000	1.005	17.8	5.0	1.200	1.348	0.037	0.0	54	0.863
2.000	1.211	342.4	5.4	1.114	1.193	0.040	0.0	52	0.457
1.001	1.211	342.4	18.2	1.348	1.570	0.134	0.0	93	0.656
1.002	1.211	342.4	22.9	1.570	1.547	0.169	0.0	104	0.701
1.003	1.000	39.7	22.9	1.922	2.012	0.169	0.0	123	1.034
1.004	1.000	39.7	22.9	2.012	2.031	0.169	0.0	123	1.034

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Pipeline Schedule

Link	Length (m)	Slope (1:X)	Dia (mm)	Link Type	US CL (m)	US IL (m)	US Depth (m)	DS CL (m)	DS IL (m)	DS Depth (m)
1.000	22.192	100.0	150	Circular_Default Sewer Type	27.225	25.875	1.200	27.151	25.653	1.348
2.000	7.539	400.0	600	Circular_Default Sewer Type	27.091	25.377	1.114	27.151	25.358	1.193
1.001	27.963	400.0	600	Circular_Default Sewer Type	27.151	25.203	1.348	27.303	25.133	1.570
1.002	11.957	400.0	600	Circular_Default Sewer Type	27.303	25.133	1.570	27.250	25.103	1.547
1.003	57.882	170.0	225	Circular_Default Sewer Type	27.250	25.103	1.922	27.000	24.763	2.012
1.004	3.183	170.0	225	Circular_Default Sewer Type	27.000	24.763	2.012	27.000	24.744	2.031

Link	US Node	Dia (mm)	Node Type	MH Type	DS Node	Dia (mm)	Node Type	MH Type
1.000	1	1200	Manhole	Adoptable	2	1500	Manhole	Adoptable
2.000	7	1500	Manhole	Adoptable	2	1500	Manhole	Adoptable
1.001	2	1500	Manhole	Adoptable	3	1500	Manhole	Adoptable
1.002	3	1500	Manhole	Adoptable	4	1500	Manhole	Adoptable
1.003	4	1500	Manhole	Adoptable	5	1200	Manhole	Adoptable
1.004	5	1200	Manhole	Adoptable	6	1200	Manhole	Adoptable

Manhole Schedule

Node	Easting (m)	Northing (m)	CL (m)	Depth (m)	Dia (mm)	Connections	Link	IL (m)	Dia (mm)
1	314746.090	869281.920	27.225	1.350	1200	 0	1.000	25.875	150
7	314753.783	869253.202	27.091	1.714	1500	 0	2.000	25.377	600
2	314751.832	869260.484	27.151	1.948	1500	 1	2.000	25.358	600
						2	1.000	25.653	150
						0	1.001	25.203	600
3	314724.814	869253.274	27.303	2.170	1500	1  0	1.001	25.133	600
							1.002	25.133	600
4	314724.780	869241.317	27.250	2.147	1500	1  0	1.002	25.103	600
							1.003	25.103	225
5	314744.152	869186.773	27.000	2.237	1200	1  0	1.003	24.763	225
							1.004	24.763	225
6	314747.095	869185.560	27.000	2.256	1200	1 	1.004	24.744	225

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Simulation Settings

Rainfall Methodology	FEH-13	Analysis Speed	Normal	Additional Storage (m³/ha)	20.0
Summer CV	0.750	Skip Steady State	✓	Check Discharge Rate(s)	x
Winter CV	0.840	Drain Down Time (mins)	240	Check Discharge Volume	x

Storm Durations

15	30	60	120	180	240	360	480	600	720	960	1440

Return Period (years)	Climate Change (CC %)	Additional Area (A %)	Additional Flow (Q %)
30	35	0	0
200	35	0	0

Node 4 Online Hydro-Brake® Control

Flap Valve	x	Objective	(HE) Minimise upstream storage
Replaces Downstream Link	✓	Sump Available	✓
Invert Level (m)	25.103	Product Number	CTL-SHE-0032-5000-1050-5000
Design Depth (m)	1.050	Min Outlet Diameter (m)	0.075
Design Flow (l/s)	0.5	Min Node Diameter (mm)	1200

Node 1 Carpark Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Invert Level (m)	26.300	Slope (1:X)	125.0
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Depth (m)	
Safety Factor	2.0	Width (m)	5.000	Inf Depth (m)	
Porosity	0.40	Length (m)	18.600		

Node 1 Carpark Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Invert Level (m)	26.000	Slope (1:X)	125.0
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Depth (m)	
Safety Factor	2.0	Width (m)	5.000	Inf Depth (m)	
Porosity	0.40	Length (m)	15.000		

Node 7 Carpark Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Invert Level (m)	25.800	Slope (1:X)	125.0
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Depth (m)	
Safety Factor	2.0	Width (m)	5.000	Inf Depth (m)	
Porosity	0.40	Length (m)	16.000		

Node 2 Carpark Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Invert Level (m)	26.000	Slope (1:X)	125.0
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Depth (m)	
Safety Factor	2.0	Width (m)	5.000	Inf Depth (m)	
Porosity	0.40	Length (m)	7.500		

Node 3 Carpark Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Invert Level (m)	26.150	Slope (1:X)	125.0
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Depth (m)	
Safety Factor	2.0	Width (m)	5.000	Inf Depth (m)	
Porosity	0.40	Length (m)	16.200		

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Node 4 Carpark Storage Structure

Base Inf Coefficient (m/hr)	0.00000	Invert Level (m)	26.250	Slope (1:X)	125.0
Side Inf Coefficient (m/hr)	0.00000	Time to half empty (mins)		Depth (m)	
Safety Factor	2.0	Width (m)	5.000	Inf Depth (m)	
Porosity	0.40	Length (m)	16.200		

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Results for 30 year +35% CC Critical Storm Duration. Lowest mass balance: 99.78%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
1440 minute winter	1	1350	26.560	0.685	1.0	23.0961	0.0000	SURCHARGED
1440 minute winter	7	1350	26.560	1.183	2.2	24.9370	0.0000	SURCHARGED
1440 minute winter	2	1350	26.560	1.357	1.6	11.1527	0.0000	SURCHARGED
1440 minute winter	3	1350	26.560	1.427	2.0	14.1828	0.0000	SURCHARGED
1440 minute winter	4	1350	26.560	1.457	1.1	10.5348	0.0000	SURCHARGED
1440 minute winter	5	1350	24.783	0.020	0.6	0.0222	0.0000	OK
1440 minute winter	6	1350	24.763	0.019	0.6	0.0000	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
1440 minute winter	1	1.000	2	0.5	0.412	0.031	0.3907	
1440 minute winter	7	2.000	2	-1.6	0.297	-0.005	2.1236	
1440 minute winter	2	1.001	3	1.2	0.170	0.004	7.8765	
1440 minute winter	3	1.002	4	1.1	0.082	0.003	3.3680	
1440 minute winter	4	Hydro-Brake®	5	0.6				
1440 minute winter	5	1.004	6	0.6	0.356	0.015	0.0052	47.9

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Results for 200 year +35% CC Critical Storm Duration. Lowest mass balance: 99.78%

Node Event	US Node	Peak (mins)	Level (m)	Depth (m)	Inflow (l/s)	Node Vol (m³)	Flood (m³)	Status
960 minute winter	1	945	26.776	0.901	2.4	37.9140	0.0000	SURCHARGED
960 minute winter	7	945	26.776	1.399	2.9	32.3008	0.0000	SURCHARGED
960 minute winter	2	945	26.776	1.573	3.0	14.8851	0.0000	SURCHARGED
960 minute winter	3	945	26.776	1.643	3.8	21.6016	0.0000	SURCHARGED
960 minute winter	4	945	26.776	1.673	1.9	17.8840	0.0000	SURCHARGED
960 minute winter	5	945	24.783	0.020	0.6	0.0229	0.0000	OK
960 minute winter	6	945	24.763	0.019	0.6	0.0000	0.0000	OK

Link Event (Upstream Depth)	US Node	Link	DS Node	Outflow (l/s)	Velocity (m/s)	Flow/Cap	Link Vol (m³)	Discharge Vol (m³)
960 minute winter	1	1.000	2	-0.8	0.439	-0.046	0.3907	
960 minute winter	7	2.000	2	-2.1	0.330	-0.006	2.1236	
960 minute winter	2	1.001	3	1.8	0.193	0.005	7.8765	
960 minute winter	3	1.002	4	-2.2	0.115	-0.006	3.3680	
960 minute winter	4	Hydro-Brake®	5	0.6				
960 minute winter	5	1.004	6	0.6	0.363	0.015	0.0054	36.9

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Road Safety Audit Response

RSA File Ref

PROJECT DETAILS			
Report Title	Include RSA stage - Forsyth Street, Hopeman		
PREPARED BY			
Name	Pauline Davies	Date	01/02/2021
Position	Civil Design Engineer		
Organisation	Springfield Retail Estates Management		
Signed			
APPROVED BY			
Name		Date	
Position			
Organisation	Moray Council		
Signed			

INTRODUCTION

This report results from a Combined Stage 1 & Stage 2 Road Safety Audit carried out on the proposed mixed-use development. The project comprises of a simple priority junction access (to replace the existing 2 former garage forecourt accesses) to access parking for 2 retail units and 8 residential apartments.

The report was prepared by Richard Pearson of Drummond Black Consulting Limited.

RSA DECISION LOG

RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Number of problem from RSA REPORT	Insert problem from RSA REPORT	Insert recommendation from RSA report	Insert design organisation's response	Insert Overseeing Organisation's response	Insert design and Overseeing Organisation's agreed action
3.1	The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.	It is recommended that dropped kerbs and tactile paving are provided at the crossing facilities.	Dropped kerb/ tactile paving shown on plans		
3.2	Absence of dropped kerbs at disabled parking bays.	It is recommended that dropped kerbs are provided adjacent to the disabled parking bays.	Dropped kerbs shown to disabled bays		
3.3	Absence of footway connections to westbound bus stops.	It is recommended that a direct footway connection is provided. TMC have plans for a footway to the west of the site. Should discuss this with MC and co-ordinate with their proposals.	Pedestrian crossing removed. Dropped kerbs & tactile paving indicated on layout.		
3.4	Insufficient detail of proposed crossing.	It is recommended that the crossing is designed with the full markings and beacons as required for these crossing types.	Dropped kerbs & tactile paving indicated on layout.		
3.5	The location of the crossing could increase the risk of collisions.	It is recommended that the crossing point is installed as an informal facility.	Pedestrian crossing road markings removed. Dropped kerbs retained for 'informal crossing'		

3.6	Potential collisions with pedestrians and manoeuvring vehicles.	It is recommended that the parking bays are moved adj to the carriageway with the footway behind. It is recommended the crossing be relocated east to allow space for a reversing car to not encroach onto the crossing point.	Crossing moved closer to junction, parking bays moved towards wall, distance of 5.2m achieved		
3.7	Increase in use and lack of junction and crossing warning signs could result in a variety of collision types at the crossing/ access junction.	It is recommended that advanced junction warning signs are provided on both approaches to the junction and crossing. A "New Road Layout Ahead sign" would appear to be the most appropriate.	New road signs added to plan		

DESIGN ORGANISATION STATEMENT

On behalf of the design organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the Overseeing Organisation.

Name	Pauline Davies	Date	01.02.21
Position	Civil Design Engineer		
Organisation	Springfield retail Estate Management		
Signed			

OVERSEEING ORGANISATION STATEMENT

On behalf of the Overseeing Organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in the road safety audit have been discussed and agreed with the design organisation; and

2) the agreed RSA actions will be progressed.

Name		Date	

Position	
Organisation	Moray Council
Signed	

REPORT OF HANDLING

Ref No:	20/00474/APP	**Officer:**	Lisa Macdonald
Proposal Description/ Address	Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin		
Date:	29.03.2021	**Typist Initials:**	LMC

RECOMMENDATION		
Approve, without or with condition(s) listed below		**N**
Refuse, subject to reason(s) listed below		**Y**
Legal Agreement required e.g. S,75		**N**
Notification to Scottish Ministers/Historic Scotland		**N**
Hearing requirements	**Departure**	**N**
	Pre-determination	**N**

CONSULTATIONS		
Consultee	**Date Returned**	**Summary of Response**
Strategic Planning And Development	09/12/20	The proposal is not supported for the following reasons: • It introduces two non-conforming uses (retail and housing) on part of an existing business site (I1) contrary to LDP 2020 DP5 Part d) and the site designation • Non-conforming uses can only be considered where the redevelopment of the whole site is proposed. The application is for part of the I1 designation which is not acceptable • It would result in the loss of employment land and available sites for smaller businesses in the area to locate • The retail statement provided is insufficient and does not demonstrate that a retail proposal of this scale in Hopeman will not have an adverse impact on existing businesses in the locality. These are policy requirements LDP 2020 Policy DP1/DP7

		• Hopeman has two designated housing sites and there is currently an application being considered on the R1 Manse Road site. There is also surplus effective housing land available in the wider Elgin HMA as identified in the HLA2020. There is no requirement for additional housing land to be provided in Hopeman. • The design of the building is not acceptable for a prominent location on Forsyth Street and does not reflect the traditional settlement character in terms of siting and design. This fails to comply with DP1 and EP3, and the settlement statement of Hopeman which seeks to safeguard the distinctive character of the village and • Hopeman is located within a SLA and the proposal has failed to meet the requirements of policy EP3.
Moray Council Other Depts - Housing	12/05/20	No objection – the development is not suitable for on-site provision so a commuted sum would be sought.
Planning And Development Obligations	26/05/20	Obligations sought in relation to healthcare
Moray Flood Risk Management	29/07/20	No objection subject to a condition relating to the restoration of an existing bund through which a pipe has to be laid.
Moray Access Manager	14/05/20	No objection
Aberdeenshire Council Archaeology Service	19/05/20	No objection
Environmental Health Manager	05/02/21	No objection subject to 8 conditions related to noise
Contaminated Land	21/05/20	The site is a former petrol filling station. If approved a condition would be recommended requiring a strategy to identify and deal with potential contamination
Transportation Manager	12/03/21	Objection - Reason(s) for objection: • Road Safety - Proposals do not make adequate provision for site servicing, priority and safety of non-vehicular road users. Site access visibility, access to public transport and the proposed crossing locations raise potential road safety issues which are not adequately mitigated. MLDP 2020 - PP3 a(iii, vi), DP1 ii(a, c) • Servicing – Site servicing provision and assessment is not acceptable. MLDP 2020 – DP1 ii(a,c)

		• Drainage – Drainage details for the proposed service layby are not acceptable MLDP 2020 - PP3 a(viii) • Parking – Parking space dimensions are less than the quantity of parking required is not provided in accordance with requirements of the current Planning Policy and Supplementary Guidance MLDP 2020 - PP3 a(i), DP1 ii(a) The applicant has suggested that the shared use of the retail and residential parking would make a shortfall in the individual provisions acceptable. The Transportation Service accept where uses are compatible that can be the case however in this instance the peak periods of use are likely to overlap and that arrangement would not be considered acceptable • Electric Vehicle Charging – Insufficient details MLDP 2020 - PP3 a(iv)
Scottish Water	13/05/20	No objection but it is the responsibility of the developer to confirm that a connection is available.

DEVELOPMENT PLAN POLICY		
Policies	**Dep**	**Any Comments (or refer to Observations below)**
EP1 Natural Heritage Designation	N	
PP1 Placemaking	Y	
PP2 Sustainable Economic Growth	N	
PP3 Infrastructure and Services	N	
DP1 Development Principles	Y	
DP2 Housing	N	
DP5 Business and Industry	N	
DP7 Retail/Town Centres	Y	
EP2 Biodiversity	N	
EP13 Foul Drainage	N	
EP14 Pollution Contamination Hazards	N	
Hopeman - I1 Forsyth Street	Y	
EP3 Special Landscape Areas	Y	
EP12 Management and Enhancement Water	N	

REPRESENTATIONS		
Representations Received	YES	
Total number of representations received: 170 (165 objections 5 in support)		
Names/Addresses of parties submitting representations Name and address details of parties submitting representations withheld in accordance with the General Data Protection Regulations.		
Summary and Assessment of main issues raised by representations		
Issue: No need or want for a retail development in Hopeman. Large shops elsewhere are easily accessible from Hopeman. **Comments (PO):** The concerns of the community are noted. The compatibility of the development with surrounding uses and the retail impact of the development form part of the reasons for refusal.		
Issue: The retail unit will adversely impact on existing shops in Hopeman The loss of local shops which include facilities such as the post office would affect the character of the village and undermine the community s ability to be self-sufficient. **Comments (PO):** The potential impact in retail terms is dealt with in more detail below. The concerns are recognised and this forms part of the reasons for refusal.		
Issue: Local shops have been a lifeline for the community during the pandemic and should be supported in future. **Comments (PO):** This statement reflects a common theme across many of the representations. The concern within the community regarding the potential impact of the proposed retail unit is recognised.		
Issue: Comparisons with other similar sized shops in Moray such as Lossiemouth, Forres and Lhanbryde do not take account of the different contexts of these developments. **Comments (PO):** Every application is considered on its own merits.		
Issue: Contrary to the development plan, and aspirations for the village which seek to safeguard its distinctive character. **Comments (PO):** Concerns regarding the impact of some elements of the development on the village form part of the reason for refusal.		
Issue: Contrary to the development plan which designates the site for industrial uses and the loss of this employment land would make it difficult for a new or expanding business to be accommodated in Hopeman. **Comments (PO):** The concerns are noted. The potential loss of employment forms part of the reason for refusal.		
Issue: No requirement for additional housing in Hopeman as sites have been identified in the Moray LDP 2020. **Comments (PO):** It is recognised that two housing sites (R1 Manse Road R2 Forsyth Street) are identified in the current LDP. While there may be scope for small windfall development in Hopeman the allocated sites will principally address the demand for new housing in Hopeman.		

Issue: The reporter examining a previous local plan suggested the B9040 (Forsyth Street) should remain the southern boundary of the village and there should be no development beyond that.

Comments (PO): It should be noted that in the current LDP the settlement boundary extends as far as the southern boundary of the application site and part of the site is covered by the Hopeman I1 designation.

Issue: A previous application (89/00415/FUL) for a house on this site was refused.

Comments (PO): Planning history is a material consideration however given the passage of time and changes in policy in the intervening period minimal weight can be attached to this.

Issue: Sufficient land for growth and particularly housing is already identified in the LDP

Comments (PO): Part of this site is designated (Hopeman I1) for development in the LDP and the remaining land is within settlement boundary of the village where the Council seeks to encourage development. The site is not designated for residential uses and other housing sites are identified within the LDP which are considered sufficient to meet the demand for housing in Hopeman.

Issue: Proximity to the junctions of the B9040 and Inverugie Road and the B9040 and Harbour Street

Comments (PO): The Transportation Section has expressed concern about the position of service bay and this forms part of the reasons for refusal.

Issue: Speeding on the B9040 is already a problem.

Comments (PO): Breaches of the speed limit are a matter for the Police. This matter is separate to the consideration of the current planning application and would not constitute a material planning consideration upon which planning permission could be refused.

Issue: Congestion particularly around access to Harbour Street is already a problem and there is no capacity for increased traffic.

Comments (PO): The Transportation Section have objected to this application raising a number of issues in relation to road safety, servicing, road drainage and parking however they have not identified the inability of road network to accommodate additional traffic as an issue in this case.

Issue: Lack of parking will lead to increased parking on Forsyth Street (B9040).

Comments (PO): The lack of parking provision forms part of the reason for refusal.

Issue: Proximity of the bus stop to the access is a hazard especially for children getting off school busses etc.

Comments (PO): Concerns regarding road safety and in particularly desire lines for pedestrians and access to the bus stop have been raised by the Transportation Section and form part of the reasons for refusal.

Issue: The position of the service bay off Forsyth Street and the lack of connections to the footway is not safe for pedestrians.

Comments (PO): This forms part of the reasons for refusal.

Issue: Public transport connections are poor and the site is not easily accessible except by car.

Comments (PO): These concerns are noted. The site would be accessible to pedestrians from within Hopeman but concern has been raised about pedestrian connections which forms part of the reasons for refusal.

Issue: The road is not safe for cyclists due the traffic and the level of parked cars. This development will exacerbate this problem.

Comments (PO): The lack of parking within the site is part of the reasons for refusal. Parking restrictions outwith the site do not form part of the assessment of this application.

Issue: Transport Impact Study required.

Comments (PO): A Transport Statement supported by accident data, Road Safety Audit and Street Engineers Report have been provided.

Issue: No safe pedestrian crossing across Forsyth Street (B9040).

Comments (PO): Concerns regarding road safety form part of the reasons for refusal.

Issue: There should be no development on the coast between Findhorn and Buckie.

Comments (PO): Part of this site is designated for development in the LDP and the remainder is within the settlement of Hopeman where the Council would seek to encourage development rather than see it sprawl into the rural hinterland.

Issue: Tourism will be affected by congestion and character of the village being eroded.

Comments (PO): This is conjecture but the concerns of the contributor are noted. The impact of the design of the retail unit on the Special Landscape Area (SLA) forms part of the reasons for refusal.

Issue: Overdevelopment of the village.

Comments (PO): Part of the site is designated for development and is in part a brownfield site.

Issue: The design, style and finish of the development does not fit with the character and appearance of the village.

Comments (PO): The design of the proposed retail unit forms part of the reason for refusal. The design of the elements are considered to be acceptable in this context as there are more modern buildings in the immediate vicinity.

Issue: The design and appearance of the development is not in keeping with the Special Landscape Area.

Comments (PO): These concerns are noted and the impact of the retail unit on the SLA forms part of the reasons for refusal.

Issue: The proposed flats are not in keeping with surrounding traditional buildings and not a typical part of the housing mix in Hopeman.

Comments (PO): It is acknowledged that flats of this kind are not part of the traditional housing mix in Hopeman. The Council seeks to support a range of housing types and tenures to meet needs across various demographics. The absence of flats elsewhere in the settlement does not preclude demand or the need for them in the future.

REPORT OF HANDLING

Ref No:	20/00474/APP	**Officer:**	Lisa Macdonald
Proposal Description/ Address	Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin		
Date:	29.03.2021	**Typist Initials:**	LMC

RECOMMENDATION		
Approve, without or with condition(s) listed below		**N**
Refuse, subject to reason(s) listed below		**Y**
Legal Agreement required e.g. S,75		**N**
Notification to Scottish Ministers/Historic Scotland		**N**
Hearing requirements	**Departure**	**N**
	Pre-determination	**N**

CONSULTATIONS		
Consultee	**Date Returned**	**Summary of Response**
Strategic Planning And Development	09/12/20	The proposal is not supported for the following reasons: • It introduces two non-conforming uses (retail and housing) on part of an existing business site (I1) contrary to LDP 2020 DP5 Part d) and the site designation • Non-conforming uses can only be considered where the redevelopment of the whole site is proposed. The application is for part of the I1 designation which is not acceptable • It would result in the loss of employment land and available sites for smaller businesses in the area to locate • The retail statement provided is insufficient and does not demonstrate that a retail proposal of this scale in Hopeman will not have an adverse impact on existing businesses in the locality. These are policy requirements LDP 2020 Policy DP1/DP7

		• Hopeman has two designated housing sites and there is currently an application being considered on the R1 Manse Road site. There is also surplus effective housing land available in the wider Elgin HMA as identified in the HLA2020. There is no requirement for additional housing land to be provided in Hopeman. • The design of the building is not acceptable for a prominent location on Forsyth Street and does not reflect the traditional settlement character in terms of siting and design. This fails to comply with DP1 and EP3, and the settlement statement of Hopeman which seeks to safeguard the distinctive character of the village and • Hopeman is located within a SLA and the proposal has failed to meet the requirements of policy EP3.
Moray Council Other Depts - Housing	12/05/20	No objection – the development is not suitable for on-site provision so a commuted sum would be sought.
Planning And Development Obligations	26/05/20	Obligations sought in relation to healthcare
Moray Flood Risk Management	29/07/20	No objection subject to a condition relating to the restoration of an existing bund through which a pipe has to be laid.
Moray Access Manager	14/05/20	No objection
Aberdeenshire Council Archaeology Service	19/05/20	No objection
Environmental Health Manager	05/02/21	No objection subject to 8 conditions related to noise
Contaminated Land	21/05/20	The site is a former petrol filling station. If approved a condition would be recommended requiring a strategy to identify and deal with potential contamination
Transportation Manager	12/03/21	Objection - Reason(s) for objection: • Road Safety - Proposals do not make adequate provision for site servicing, priority and safety of non-vehicular road users. Site access visibility, access to public transport and the proposed crossing locations raise potential road safety issues which are not adequately mitigated. MLDP 2020 - PP3 a(iii, vi), DP1 ii(a, c) • Servicing – Site servicing provision and assessment is not acceptable. MLDP 2020 – DP1 ii(a,c)

		• Drainage – Drainage details for the proposed service layby are not acceptable MLDP 2020 - PP3 a(viii) • Parking – Parking space dimensions are less than the quantity of parking required is not provided in accordance with requirements of the current Planning Policy and Supplementary Guidance MLDP 2020 - PP3 a(i), DP1 ii(a) The applicant has suggested that the shared use of the retail and residential parking would make a shortfall in the individual provisions acceptable. The Transportation Service accept where uses are compatible that can be the case however in this instance the peak periods of use are likely to overlap and that arrangement would not be considered acceptable • Electric Vehicle Charging – Insufficient details MLDP 2020 - PP3 a(iv)
Scottish Water	13/05/20	No objection but it is the responsibility of the developer to confirm that a connection is available.

DEVELOPMENT PLAN POLICY		
Policies	**Dep**	**Any Comments (or refer to Observations below)**
EP1 Natural Heritage Designation	N	
PP1 Placemaking	Y	
PP2 Sustainable Economic Growth	N	
PP3 Infrastructure and Services	N	
DP1 Development Principles	Y	
DP2 Housing	N	
DP5 Business and Industry	N	
DP7 Retail/Town Centres	Y	
EP2 Biodiversity	N	
EP13 Foul Drainage	N	
EP14 Pollution Contamination Hazards	N	
Hopeman - I1 Forsyth Street	Y	
EP3 Special Landscape Areas	Y	
EP12 Management and Enhancement Water	N	

REPRESENTATIONS		
Representations Received	YES	
Total number of representations received: 170 (165 objections 5 in support)		
Names/Addresses of parties submitting representations Name and address details of parties submitting representations withheld in accordance with the General Data Protection Regulations.		
Summary and Assessment of main issues raised by representations		
Issue: No need or want for a retail development in Hopeman. Large shops elsewhere are easily accessible from Hopeman. **Comments (PO):** The concerns of the community are noted. The compatibility of the development with surrounding uses and the retail impact of the development form part of the reasons for refusal.		
Issue: The retail unit will adversely impact on existing shops in Hopeman The loss of local shops which include facilities such as the post office would affect the character of the village and undermine the community s ability to be self-sufficient. **Comments (PO):** The potential impact in retail terms is dealt with in more detail below. The concerns are recognised and this forms part of the reasons for refusal.		
Issue: Local shops have been a lifeline for the community during the pandemic and should be supported in future. **Comments (PO):** This statement reflects a common theme across many of the representations. The concern within the community regarding the potential impact of the proposed retail unit is recognised.		
Issue: Comparisons with other similar sized shops in Moray such as Lossiemouth, Forres and Lhanbryde do not take account of the different contexts of these developments. **Comments (PO):** Every application is considered on its own merits.		
Issue: Contrary to the development plan, and aspirations for the village which seek to safeguard its distinctive character. **Comments (PO):** Concerns regarding the impact of some elements of the development on the village form part of the reason for refusal.		
Issue: Contrary to the development plan which designates the site for industrial uses and the loss of this employment land would make it difficult for a new or expanding business to be accommodated in Hopeman. **Comments (PO):** The concerns are noted. The potential loss of employment forms part of the reason for refusal.		
Issue: No requirement for additional housing in Hopeman as sites have been identified in the Moray LDP 2020. **Comments (PO):** It is recognised that two housing sites (R1 Manse Road R2 Forsyth Street) are identified in the current LDP. While there may be scope for small windfall development in Hopeman the allocated sites will principally address the demand for new housing in Hopeman.		

Issue: The reporter examining a previous local plan suggested the B9040 (Forsyth Street) should remain the southern boundary of the village and there should be no development beyond that.

Comments (PO): It should be noted that in the current LDP the settlement boundary extends as far as the southern boundary of the application site and part of the site is covered by the Hopeman I1 designation.

Issue: A previous application (89/00415/FUL) for a house on this site was refused.

Comments (PO): Planning history is a material consideration however given the passage of time and changes in policy in the intervening period minimal weight can be attached to this.

Issue: Sufficient land for growth and particularly housing is already identified in the LDP

Comments (PO): Part of this site is designated (Hopeman I1) for development in the LDP and the remaining land is within settlement boundary of the village where the Council seeks to encourage development. The site is not designated for residential uses and other housing sites are identified within the LDP which are considered sufficient to meet the demand for housing in Hopeman.

Issue: Proximity to the junctions of the B9040 and Inverugie Road and the B9040 and Harbour Street

Comments (PO): The Transportation Section has expressed concern about the position of service bay and this forms part of the reasons for refusal.

Issue: Speeding on the B9040 is already a problem.

Comments (PO): Breaches of the speed limit are a matter for the Police. This matter is separate to the consideration of the current planning application and would not constitute a material planning consideration upon which planning permission could be refused.

Issue: Congestion particularly around access to Harbour Street is already a problem and there is no capacity for increased traffic.

Comments (PO): The Transportation Section have objected to this application raising a number of issues in relation to road safety, servicing, road drainage and parking however they have not identified the inability of road network to accommodate additional traffic as an issue in this case.

Issue: Lack of parking will lead to increased parking on Forsyth Street (B9040).

Comments (PO): The lack of parking provision forms part of the reason for refusal.

Issue: Proximity of the bus stop to the access is a hazard especially for children getting off school busses etc.

Comments (PO): Concerns regarding road safety and in particularly desire lines for pedestrians and access to the bus stop have been raised by the Transportation Section and form part of the reasons for refusal.

Issue: The position of the service bay off Forsyth Street and the lack of connections to the footway is not safe for pedestrians.

Comments (PO): This forms part of the reasons for refusal.

Issue: Public transport connections are poor and the site is not easily accessible except by car.

Comments (PO): These concerns are noted. The site would be accessible to pedestrians from within Hopeman but concern has been raised about pedestrian connections which forms part of the reasons for refusal.

Issue: The road is not safe for cyclists due the traffic and the level of parked cars. This development will exacerbate this problem.

Comments (PO): The lack of parking within the site is part of the reasons for refusal. Parking restrictions outwith the site do not form part of the assessment of this application.

Issue: Transport Impact Study required.

Comments (PO): A Transport Statement supported by accident data, Road Safety Audit and Street Engineers Report have been provided.

Issue: No safe pedestrian crossing across Forsyth Street (B9040).

Comments (PO): Concerns regarding road safety form part of the reasons for refusal.

Issue: There should be no development on the coast between Findhorn and Buckie.

Comments (PO): Part of this site is designated for development in the LDP and the remainder is within the settlement of Hopeman where the Council would seek to encourage development rather than see it sprawl into the rural hinterland.

Issue: Tourism will be affected by congestion and character of the village being eroded.

Comments (PO): This is conjecture but the concerns of the contributor are noted. The impact of the design of the retail unit on the Special Landscape Area (SLA) forms part of the reasons for refusal.

Issue: Overdevelopment of the village.

Comments (PO): Part of the site is designated for development and is in part a brownfield site.

Issue: The design, style and finish of the development does not fit with the character and appearance of the village.

Comments (PO): The design of the proposed retail unit forms part of the reason for refusal. The design of the elements are considered to be acceptable in this context as there are more modern buildings in the immediate vicinity.

Issue: The design and appearance of the development is not in keeping with the Special Landscape Area.

Comments (PO): These concerns are noted and the impact of the retail unit on the SLA forms part of the reasons for refusal.

Issue: The proposed flats are not in keeping with surrounding traditional buildings and not a typical part of the housing mix in Hopeman.

Comments (PO): It is acknowledged that flats of this kind are not part of the traditional housing mix in Hopeman. The Council seeks to support a range of housing types and tenures to meet needs across various demographics. The absence of flats elsewhere in the settlement does not preclude demand or the need for them in the future.

Issue: The retail and residential uses are incompatible with the builders yard and offices on the adjoining site.

Comments (PO): The concerns are noted. It is recognised that part of this site is designated for industrial uses in the LDP. It is a mixed village centre area and a range of uses are found.

Issue: Noise pollution.

Comments (PO): A Noise Impact Assessment (NIA) has been submitted. The Environmental Health Section has been consulted and have no objection but have recommended conditions to restrict the construction working hours, the opening hours of the industrial unit and to control noise from the retail and industrial parts of the development.

Issue: Litter and problems with seagulls.

Comments (PO): The proper management of litter etc would be a matter for the operators of the site. Concern over the seagull population is not a material planning application.

Issue: Loitering and anti-social behaviour.

Comments (PO): Criminal activity is a matter for the Police. It is speculative to suggest these proposals would result in antisocial behaviour.

Issue: Activity at unsociable hours.

Comments (PO): The Environmental Health Section has recommended a condition to limit the hours of operation of the industrial unit to 0800-1600 on weekdays, 0800 - 1300 on Saturdays and not at all on Sundays. No condition is recommended regarding the opening hours of the retail unit. It is likely that there would be activity into the evening but this would at a level that would be expected to be found in a mixed village area such as this.

Issue: Proximity of the proposed service yard for the retail unit to neighbouring properties.

Comments (PO): The service yard is on the western boundary of the site and abuts the gardens of neighbouring properties. The developer has submitted a plan which shows a 1.8m high fence along the western boundary of the site which should provide screening. It is noted that the site is currently used as a builder□s yard and is designated for industrial use in the LDP. Had the proposals been approved a condition requiring the submission of a noise management plan for the retail unit and to ensure that noise emissions are maintained within acceptable parameters.

Issue: The proximity of bins stores for the proposed flats to neighbouring properties.

Comments (PO): Two bin and cycle stores and one bin store are proposed. These are reasonably sited at the rear of the flats and siting perpendicular to the southern boundary of the site. The developer has submitted a plan which shows a 1.8m high fence along the western boundary of the site which notwithstanding the change in levels between the application site and the land to the west will provide some screening from the bin stores. The proper management of the bin stores would be a matter for the operator of the building.

Issue: Impact on air quality from increased traffic.

Comments (PO): The site is not within an air quality control area and Environmental Health have raised no objections in relation to air quality. The scale of the development would not give rise to any significant deterioration in air quality.

Issue: Height of flats will block out the sun.

Comments (PO): The proposed flats are to the east of the nearest houses. The flats do not sit wholly in line with any one house on the neighbouring street. There is a distance of at least 12m to the edge of the nearest property. Any impact on sunlight is considered to be minimal.

Issue: Overlooking and loss of privacy from the proposed flats.

Comments (PO): The proposed flats only have one upper floor window on the elevation (west) that looks onto neighbouring properties and that serves a bathroom so will have obscured glazing which will prevent overlooking. The upper floor windows on the front and rear elevations will face onto the retail unit and the telephone exchange respectively and will not create direct overlooking of neighbouring properties. The only ground floor opening on the western elevation is also a bathroom window and will also have obscured glazing which will protect the privacy of the neighbouring properties. An existing high hedge along the western boundary of the site is to be removed but an existing stone wall will be retained and the developer has submitted a plan confirming that a 1.8m fence would be provided along this boundary which would provide some screening.

Issue: Noise, dust and disruption during the construction phase.

Comments (PO): The Council's Environmental Health Section has been consulted and have recommended a condition limiting construction working houses to 0800 - 1900 hours on weekdays, 0800-1600 on Saturdays and not at all on a Sunday. Issues such as dust would be the responsibility of the site management. Any statutory nuisance would addressed by the Council's Environmental Health Section. The construction period will be for a limited period only.

Issue: The removal of an existing hedge between the application site and the houses to the west.

Comments (PO): An existing high hedge along the western boundary of the site is to be removed however a high stone wall will be retained which will safeguard amenity and privacy for the neighbouring properties. Additional planting is also proposed along the boundary.

Issue: The flats have limited curtilage or amenity space.

Comments (PO): the space available is typical of this type of development and not out of character with the high density development in more traditional parts of Hopeman.

Issue: The site should be retained as open space for the community.

Comments (PO): The site is within the settlement boundary of Hopeman and part of it is covered by the Hopeman I1 designation in the LDP. Other areas of open space are identified and given protection in the LDP. There remains a need to identify industrial designations within the settlement to support the economy.

Issue: Impact on the natural environment and in particular bats.

Comments (PO): The development is a brownfield site and as such there is limited flora and fauna across the site. A bat survey found no evidence of bats in the existing buildings. New planting and biodiversity enhancements including bird boxes around the proposed flats are proposed.

Issue: Flood Risk.

Comments (PO): A Flood Risk Assessment (FRA) has been provided which has concluded that the development will not increase the risk of flooding on site or elsewhere. Neither SEPA or Moray Flood Risk Management have objected.

Issue: The existing drainage network cannot accommodate additional development.

Comments (PO): A Drainage Impact Assessment (DIA) Moray Flood Risk Management and Scottish Water have been consulted and neither objects to the proposal.

Issue: Concerns regarding the existing drainage scheme (approved under 17/00894/APP) including its description in supporting documents, alleged deviations from the approved plans and maintenance of the scheme.

Comments (PO): It is noted that the original submission erroneously referred to the drainage scheme as a flood alleviation scheme. This has been addressed in a revised document. Issues relating to the permission for the drainage scheme will be addressed separately from this application.

Issue: Impact on local healthcare facilities.

Comments (PO): A developer obligation in relation to local healthcare facilities would be sought should the application be approved.

Issue: This development will set a precedent for further development on the south side of Forsyth Street (B9040) and forms part of a wider programme of development sought by this developer.

Comments (PO): Every application is considered on its own merits. The site is within the settlement boundary of Hopeman as identified in the MLDP and part of covered by a specific designation (Hopeman I1). Acceptable development on this site would be in accordance with policy.

Issue: Neighbour notification was not properly carried out.

Comments (PO): Neighbour notification must be served on all properties with an address the planning authority can identify that fall within 20m of the application site boundary. The matter has been investigated and notification of surrounding properties was properly carried out correctly.

Issue: Affordable housing should be allocated to people from the village.

Comments (PO): For the avoidance of doubt the proposed flats will be open market development. A separate financial contribution towards affordable housing would be sought should the application be approved.

Issue: The current restrictions due to the pandemic are allowing the developer to circumvent the system and preventing pre-application consultation and public meetings.

Comments (PO): The application is not a major application as defined by The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 therefore no formal pre-application consultation with the community was required in this case. Neighbour notification, advertisement and consultation have been unaffected by the pandemic. Procedures have been correctly followed. The application has been advertised twice and engagement with the process has been high.

Issue: The development is a schedule 3 development and should have been treated accordingly.

Comments (PO): Schedule 3 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 species classes of development that require additional publicity due to their location, nature or scale. These were previously known as 'bad neighbour' developments. The planning authority did not judge the application to be a schedule 3 development in part due the previous and existing uses of the site.

Issue: Criticism of the developer.

Comments (PO): The identity of the developer is not a material consideration.

Issue: Comments relating to the recent application for 22 houses to the west of this site. (16/01663/APP).

Comments (PO): Every application is considered on its own merits and this is not material in the consideration of this application. The development referred to was approved separately by the Scottish Government.

REPRESENTATIONS IN SUPPORT OF PROPOSAL

Issue: The development would tidy up a prominent site within the village.

Comments (PO): The comments are noted. Part of this site is allocated for development in the MLDP 2020 and proposals that accorded with policy and were acceptable in all other regards.

Issue: The proposed retail unit would provide more choice for consumers.

Comments (PO): The comments are noted. The planning authority does not seek to restrict choice or interfere in the market however there is a duty protect the vitality and viability existing centres and in this instance the impact is judged to be significantly detrimental.

Issue: The proposed flats would offer opportunities for local people to stay in the village.

Comments (PO): The comments are noted. The siting of the proposed flats is not in accordance with policy but other housing sites are identified within Hopeman.

Issue: Hopeman must continue to evolve for the sake of future generations and must consider the needs of all demographics.

Comments (PO): The comments are noted. The site is allocated for development in the MLDP 2020 and proposals that accorded with policy and were acceptable in all other regards. Future proposals should consider the needs of the whole community.

OBSERVATIONS – ASSESSMENT OF PROPOSAL

Section 25 of the 1997 Act as amended requires applications to be determined in accordance with the development plan i.e. the adopted Moray Local Development Plan 2020 (LDP) unless material considerations indicate otherwise. The main planning issues are considered below:

The Proposal

This application seeks Planning Permission for a 372m2 retail unit, 111m2 industrial/commercial unit and eight flats arranged in two 1 □ storey blocks. A total of 42 (18 for the flats, 20 for the retail unit (incorrectly noted as 22 on the submitted drawing) and 4 for the industrial unit) parking spaces are also proposed along with a service yard for the retail until and bin and bike shelters for the flats. The flats will have air source heat pumps installed. The retail unit has simple rectangular foot print and a mono-pitch roof. The building will be rendered with the entrance timber clad and another section finished in stone. A standing seam roof is proposed. The industrial/commercial unit is a simple rectangular building with a pitched roof and a large roller door on the northern (roadside) elevation. It will be metal clad. The flats consist of two identical 1 □ storey blocks which are designed in an essentially modern style with some traditional features. The flats will be rendered with some

elements picked out in stone and timber to add interest. These materials match those proposed for the retail unit. A concrete roof tile is proposed. It is proposed that the existing access from Forsyth Street is improved to serve the development. Surface water drainage will be connected to an existing system including an attenuation basin which has been built to the east of the site under a separate permission (17/00894/APP). The development will be connected to the public sewer and water supply.

The Site

The site is a brownfield site to the south of Forsyth Street in Hopeman. It was previously a garage and petrol filling station and a collection of buildings remain in the northern part of the site. The southern part of the site is partly used for the storage of building material and a collection of other items some of which may be linked to the previous use of the site. The public road (Forsyth Street) forms the northern boundary of the site is and there is currently direct access along the frontage of the site. There are houses to the west of the site on Inverugie Road. There is a builder's yard and offices to the east and a telephone exchange to the south. There is an existing hedge around the southern part of the site. The houses to the west have stone walls of varying heights along the boundary.

The site is wholly within the settlement boundary of Hopeman as identified in the Moray Local Development Plan (LDP) 2020. The southern part of the site including the proposed flats and a large portion of the proposed parking is covered by the Hopeman I1 designation which seeks to protect is an existing business area. The site is within the Burghead to Lossiemouth Coast Special Landscape Area (SLA) as identified in the LDP.

Principle of Development (DP1 & DP5)

Part of the site including the flats, a proportion of the proposed parking and the service yard for the retail unit are with the Hopeman I1 designation. This occupies the western portion of the I1 designation but not the whole of the designation. The proposed retail unit, the commercial/industrial unit and the rest of the parking sit outwith the I1 designation on "white land" within the settlement boundary. The application must be considered as a whole and it is noted that the retail proposal relies on parking and servicing within the I1 designation. The industrial/commercial unit is sited within "white land" and in principle would be acceptable in this location provided that the other requirements of the development plan were met. The agent has advised that this element is intended to be a small scale car garage operation following on from the previous use of the site. Should the application be approved the use of this unit should be controlled by condition.

The Hopeman I1 designation reflects the fact the site has historically had a business use and the site is considered as an "established business area" for the purposes of the LDP. The provision of employment land is required to support the aims of the Moray Economic Strategy. The provision of effective employment land is a long standing issue in Moray and it is important that a variety of sites are retained for business or employment uses especially in smaller settlements where there are fewer opportunities for local businesses. Policy DP5 Business and Industry (d) states that established business areas will be protected from non-confirming uses such as housing and uses such as retail which do not fall within the definition of business (class 4-6) will only be supported where the total redevelopment of the site is proposed. In this case the proposal introduces two non-conforming uses. The proposed flats are a non-conforming use sitting entirely within the I1 designation. The current LDP allocates two sites (R1 Manse Road R2 Forsyth Street) for the development of housing in Hopeman. These designations have a combined indicative capacity of 97 units. This will provide ample opportunity for development and expansion of the village. Hopeman is within the Elgin Local Housing Market Area where there is no shortfall in the provision of housing land coming forward. While the plan does recognise scope for some windfall development within settlements this should only happen where all other requirements of the LDP are met. There is no need for additional housing land in Hopeman and the proposed flats would lead to a loss of employment land within the village. The retail element of the proposal is reliant on a service yard and some parking within the I1 designation. Uses that are not-business (class 4-6) uses such as this

are only supported by policy DP5 where the total redevelopment of the site is proposed. The majority of the I1 designation would remain undeveloped in this case therefore the proposal does not comply with this part of the policy. This proposal would introduce non-conforming uses into a site with established business use and would result in the loss of future employment land from the village. It also has the potential to jeopardise the development of the remainder of the I1 site as there may be issues of compatibility between business, industrial or commercial uses and the proposed flats and retail unit. In introducing two non-conforming uses to the Hopeman I1 designation the proposal will undermine the effective supply of employment land contrary to policies DP5 (d) and the Hopeman I1 designation.

Retail Impact (DP7)
Policy DP7 Retail/Town Centres requires applications that will attract significant footfall to demonstrate that there is no unacceptable individual or cumulative impact on the vitality and viability of the network of town centres identified in Table 6 'Retail Centres and Roles' of policy DP7. Although Hopeman is not referred to in table 6, it is identified as a "smaller town and village" in the spatial strategy which is the same as settlements such as Rothes and Dufftown which are local centres within table 6. Hopeman does not have a town centre but Harbour Street effectively functions as the High Street of the settlement and contains a number of shops that cater for the convenience shopping needs of the community. It is therefore entirely reasonable to request that the impacts on Harbour Street and other retail within the catchment are properly assessed as any impacts could result in a change in Hopeman's distinctive character which the LDP settlement text explicitly seeks to protect. Significant trade diversion from Harbour Street could lead to shop closures which would alter the mixed character of the street and affect its historic role within the settlement. The proposed unit is sited on the edge of the settlement in a location that could discourage trips to the businesses on Harbour Street. A Retail Statement was therefore sought to demonstrate the impact in this case. It should be noted that while the policy seeks to protect existing centres it does not seek to artificially restrict competition. This is in line with Scottish Planning Policy paragraph 40 which states development should be directed to where it would have the most benefit for the amenity of local people and the vitality of the local economy.

A Retail Statement has been provided along with follow up comments in response to points raised by the Council. The Retail Statement identifies convenience goods expenditure in the Hopeman catchment area of £4.85m (not accounting for tourist expenditure) and states that existing shops within the town have a combined turnover of £1.38m. The £3.47m surplus is likely to currently leak to other shops in nearby larger centres. The proposed store has a predicted turnover of £2m and the Retail Statement contends that could accommodated entirely from the expenditure currently leaked to Elgin and Forres leaving at least £1.47m of expenditure available within the catchment for other businesses to absorb. While the figures are not disputed this is considered to be a significant over simplification of the situation. The proposed retail unit is presented as a local shop that would meet the needs of the community rather than a large super market with a broader catchment. It is unrealistic to assume that 100% of the turnover of the proposed retail unit will be from expenditure currently leaked to larger centres. In practice shoppers are unlikely to switch their entire weekly shop from a larger superstore in Elgin or Forres to a local small supermarket. It would be more useful to consider the level of leaked expenditure for convenience top-shopping but no figures on this have been provided so the assessment cannot be made. Furthermore, it is considered unreasonable for the Retail Statement to entirely discount the potential for trade diversion from existing shops in Hopeman as these shops principally provide 'top-up' convenience shopping and are therefore likely to be competing for the same type of expenditure. The absence of detail on 'top-up shopping' leakage and the unrealistic assumptions made in relation to potential trade diversion from existing shops in Hopeman means that no meaningful assessment of the retail impact can be made. The application has therefore failed to demonstrate that there will be no impact on the distinctive character or the vitality and viability of Hopeman and as such is contrary to policy DP7.

Access and Parking (DP1 & PP3)
The site will be accessed from Forsyth Street as it is at present and a service layby is proposed in

front of the proposed retail unit with direct access from Forsyth Street. Parking for the retail unit and flats is provided in the central part of the site. Parking for the industrial/commercial unit is provided in front of the proposed building directly off Forsyth Street. A Transport Statement supported by accident data, Road Safety Audit and Street Engineers Report has been submitted. The Transportation Section have raised concerns about road safety, servicing arrangements, road drainage and parking provision.

A Road Safety Audit (RSA) has been prepared with input from the Council as Roads Authority. The Audit identifies a number of issues and makes recommendations in respect of each. It is noted that the response submitted in support of this application by the designer was not provided to the auditor before submission and a number of the recommendations made have not been addressed. The RSA highlights that a footway is proposed to the west of the site beyond the proposed service bay for the retail unit but there is no indication of how these proposals would tie in with that and how road safety could be secured. The RSA also recommended moving the parking for the industrial/commercial unit directly adjacent to the road with the footway behind. This recommendation has not been followed through however it should be noted that while the currently proposed arrangement that would require vehicles to cross footway to access the parking is not acceptable on road safety grounds the Transportation Section do not support parking directly off the public road in this location. Where this is unavoidable a lay-by solution would be preferable to parking bays that would require reversing to or from the public road. Adequate visibility has not been demonstrated from these proposed parking bays and visibility is restricted to the east. The potential for vehicles to reverse across the footway and onto the public road is a significant road safety concern. In relation to road safety it is also noted that no assessment has been undertaken on likely desire lines for pedestrians coming from the village and particularly from Harbour Street. The most direct route would be at the west end of the proposed service bay where visibility is considered to be an issue. Similarly access to the west bound bus stop has not been addressed. Finally in relation to road safety it is noted that the foot way along the frontage of the site varies in width and at some points is less than 2m wide. A minimum 2m wide footway is required in this location to ensure the safety of pedestrians. The proposals do not make adequate provision for the priority and safety of non-vehicular road users and the site access visibility, access to public transport and the proposed crossing locations raise potential road safety issues which are not adequately mitigated. The proposal has failed to address the impact of the development in terms of safety and efficiency contrary to policy PP3 Infrastructure and Services (a) (iii) and failed to secure safe entry and exit for all road users or provide safe access to and from the road network and address impacts on road safety contrary to policy DP1 Development Principles (ii) (a □ c).

The proposed servicing arrangements are also a cause for concern. It is good practice for servicing and loading to take place on site and away from the public road. This site is considered to be of sufficient size to accommodate a servicing and delivery area within the site. The current proposal is for a service layby for the proposed retail unit in front of the building with direct access from Forsyth Street. Drawings have been provided which illustrate visibility for traffic approaching from the west but does not account for the possibility of vehicles been parked at the eastern end of the service layby which would significantly reduce visibility nor do they account for the positioning of motor bikes in the road. The proposed repositioning of a lighting column is also a concern as it could impact on visibility but this has not been considered.

Servicing is also likely to be required for the industrial/commercial unit but no details have been provided. Direct access from Forsyth Street is unlikely to be acceptable.

A bin collection area for the flats is provided within the site. This would require the bin lorry to enter the site and reverse in a private car park which is an arrangement the Council□s waste management policy seeks to avoid wherever possible. The proposed car park has a 6m wide aisle but the parking spaces are 200mm shorter than standard leaving very little room for reversing of a bin lorry. The swept path analysis provided demonstrates that this is possible but with no margin for error.

The proposed servicing arrangements and the assessments provided in support of them are not acceptable and do not provide infrastructure at a level appropriate for the development or adequately address the impacts of the development contrary to policy DP1 (ii) (a c).

The proposal also fails to adequately address the drainage from the proposed service layby. The drainage proposals provided in relation to the wider drainage of the site would not be sufficient to address the drainage from the service layby and ensure that it did not impact on the public road. The application has failed to demonstrate that drainage from the service bay can be appropriately managed and will not adversely impact on the public road. This element of the scheme does not accord with policies DP1 (ii) (c) (iii) (a) and EP12 Management and Enhancement of the Water Environment.

The proposed parking arrangements are also a significant cause for concern. Moray Council parking standards require parking bays of at least 5.0m x 2.5m. This is smaller than the National Road Development Guidelines which recommend 5.5m x 2.9m. All the proposed parking bays are 4.8m x 2.4m and therefore do not meet Moray Council Standards.

The revised site plan states that 22 parking spaces are provided for the proposed retail unit which is the amount required in line with the Council parking standards which requires 22 spaces and 3 disabled spaces for the development. However, the drawing shows only 18 spaces and 2 disabled spaces which are additional to the basic requirement. The required 18 spaces are shown for the proposed flats. The agent has suggested that sharing of parking spaces to overcome the shortfall however given that the peak periods of use are likely to overlap this is not considered to be a practicable or acceptable solution. Road safety concerns in relation to the positioning of the parking for the proposed industrial/commercial unit are noted above. It is also noted that the level of parking does not meet Council Standards for commercial development of this scale a two disabled spaces would be required and only one is shown. Overall there is a shortfall of 4 parking spaces and on disabled space for the proposed retail unit and one disabled space for the proposed industrial/commercial unit. Furthermore, the proposed spaces are not large enough to meet the minimum required by the Council parking standards. In failing to comply with the Council parking standards the proposal is contrary to policy DP1 (ii) (e).

Two Electric Vehicle (EV) charging spaces are shown on the plan for the retail unit which meets the minimum requirement in terms of number provided. The specification submitted does not meet the minimum Rapid Charger specification. The plans show 8 EV charging points for the proposed flats but no specification has been provided. One Fast EV charging point is required for the industrial/commercial unit but that is not shown on the proposed plans. In failing to provide adequate EV charging facilities the proposals are contrary to policy PP3 (a) (iv).

It is noted that cycle stands and storage are shown on the proposed layout at an acceptable level but no details are provided. Cycle storage must be covered and secured. This could be adequately controlled by condition should the application be approved.

Design and Materials (PP1, DP1 & EP3)
The settlement statement for Hopeman states that the distinctive character of the village should be safeguarded. The proposed retail unit is a simple rectangular building with a mono-pitched roof. The drawings show it finished in a white synthetic render system with elements of timber cladding and stone on the northern and eastern elevations. A standing seam roof is proposed. The building would sit parallel to Forsyth Street but the entrance is proposed to be on the eastern gable. No traditional shop frontage is proposed on either elevation. It is acknowledged that the building has been designed to be functional but the design does not reflect the distinctive character of the village. The northern elevation which fronts onto the road has one large window close the entrance to the shop along with two high level windows and two service doors. An attempt has been made to break up the northern elevation by introducing different materials but it lacks interest and features such as openings that will create activity on this elevation. Other buildings on Forsyth Street typically present

a strong frontage to the road and this proposal represents a deviation from this well established pattern of development. This is a central and prominent location within Hopeman and the proposed building fails to follow the established pattern of development or reflect the distinctive character of the village. The site is within the Burghead to Lossiemouth SLA where the Council seeks to encourage the highest standards of design and in failing to provide a strong roadside frontage the proposal is considered to fall below that standard and fails to reflect the traditional settlement character contrary to policy EP3 Special Landscape Areas and Landscape Character. Furthermore this part of the proposal is not of a character to that is appropriate to the surrounding area or creates a sense of place contrary to policy DP1 (i)(a) and policy PP1 Place making (i).

The proposed flats are arranged in two detached blocks each containing four units. The blocks are 1 storey with full height projecting gables on the front (northern) elevation and a single storey entrance projection on the rear (south). The walls will be finished in a white synthetic render system with some elements of timber and stone cladding with concrete tiles on the roof. The original design has been amended to given the buildings a slightly less suburban and more traditional appearance. The large entrance projection has been moved from the front to the rear and more traditional detailing has been added above the upper flow windows to create a stronger, more traditional frontage. Stone cladding has also been added to the central element of the front elevation to add interest and better reflect the appearance of surrounding traditional buildings. Some timber cladding has also been added. The design demonstrates a broadly traditional form and style and the incorporation of some more traditional materials is welcomed. The flats are well set back from the road and will not be read directly alongside existing traditional houses. The design and materials are considered to be acceptable in this setting and will not undermine the distinctive character of Hopeman. The design and materials of the flats complies with policies PP1 (i), DP1 (i) (a) and EP3.

The proposed industrial/commercial unit is simple and functional rectangular building with a pitched roof. It will be metal cladding. It is a simple and functional building that is relatively small and will not have a significant impact on the street scene. Functional buildings such as this are part of the architectural mix in Hopeman and it is the considered to be acceptable in this setting. The design and materials of this element complies with policies PP1 (i), DP1 (i) (a) and EP3.

Amenity (DP1 & EP14)
A Noise Impact Assessment (NIA) has been submitted which assesses the impact of noise associated with the retail unit and the commercial/industrial unit. The NIA concluded that noise from the development could be effectively managed in a way that did not adversely impact on the amenity of individuals or the wider area. Following clarifications to the NIA the Environmental Health Section have no objection but have recommended a series of conditions including limiting construction working houses to 0800 - 1900 hours on weekdays, 0800-1600 on Saturdays and not at all on a Sunday Comments and limiting the hours of operation of the industrial unit to 0800-1600 on weekdays, 0800 - 1300 on Saturdays and not at all on Sundays. No condition is recommended regarding the opening hours of the retail unit but the level of activity and noise this is likely to generate is considered to be acceptable in a village setting. A condition is recommended requiring the submission of a noise management plan for the retail unit and to ensure that noise emissions are maintained within acceptable parameters. The recommended conditions would ensure that the development had no unacceptable impact due to noise and would ensure that the development complied with policies DP1 (iii) (c) and EP14 Pollution, Contamination and Hazards.

In relation to privacy and overlooking in respect of the proposed flats it is noted that only bathroom windows are proposed on the western elevation and these will have obscured glazing. This will be sufficient to prevent any overlooking or loss of privacy from the properties to the west. . It is noted in response to representations specific concern has been expressed about the proximity of the service yard for the retail until and the bin stores for the flats to the properties to the west. The developer has submitted a plan which shows a 1.8m high fence along the western boundary of the site which will replace an existing high hedge. While there is a change of levels between the application site and the houses to the west the fence will provide a barrier and some screening. The development will not

adversely impact on neighbouring properties in terms of privacy and as such the proposal accords with policy DP1 (i) (e).

Flood Risk Drainage (DP1, EP12 & EP13)
The site is identified on the SEPA flood risk maps as at risk of surface water (pluvial) flooding. In addition it has been highlighted that there was a risk of pluvial flow from Gallow Hill accumulating south of the site within an existing ditch but not within the site. A Flood Risk Assessment (FRA) and Drainage Impact Assessment (DIA) have been submitted in support of the application.

In 2018 (17/00894/APP refers), a swale and attenuation basin was constructed to collect surface water from potential development around the south of Hopeman. This scheme includes a bund which runs to the south of the current application site and an attenuation basin to the east. This is not a flood alleviation scheme however the swale is designed to intercept flows from Gallow hill and will improve drainage around the site reducing risk of surface water flooding. Surface water from the proposed development will connect to the existing system (17/00894/APP). Moray Flood Risk Management have been consulted and have no objection. The existing arrangements have been designed to sufficient standard to accommodate the proposed development and will ensure that surface water from the development is dealt with in a sustainable manner in accordance with policies DP1 (iii)(a) and EP12 Management and Enhancement of the Water Environment (b). Furthermore these arrangements will ensure that the development does not increase the risk of flooding on site or elsewhere. This part of the proposal accords with policies DP1 (iii) (b) EP12 (a).

The development will be connected to the public sewer and water supply. Scottish Water have no objection thereby ensuring compliance with policy EP13 Foul Drainage. It remains the reasonability of the developer to secure a connection to public utilities.

Contaminated Land (EP14)
The site is a former petrol filling station. If approved a condition would be recommended requiring a strategy to identify and deal with potential contamination. Subject to the recommended condition the proposal would comply with policy EP14 Pollution, Contamination and Hazards.

Protected Species & Biodiversity (EP1 & EP2)
A bat survey of the existing garage building on site has been carried out. This found no evidence of bats using the building and no further work is required. The proposal complies with policy EP1 Natural Heritage Designations.

Policy EP2 Biodiversity requires that all developments retain, protect and enhance features of biological interest on site. This is a brownfield site that has become increasingly unkempt. There is limited biological interest on site. A non-native hedge will be removed along the western boundary and some replacement planting is proposed. Additional wild flower and native species planting could be sought by condition. The agent has updated the plans to show bird boxes on the flats which will increase the biodiversity on the site. Given the current condition of the site the proposals are acceptable in relation to biodiversity and comply with policy EP2.

Developer Obligations
A developer obligation of □8256 towards the expansion of Moray Coast Medical Practice has been sought. The applicant has expressed a willingness to pay should the application be approved.

Conclusion
The proposal would introduce non-compliant uses onto a site designated for business uses and would jeopardise the future development of the rest of the Hopeman I1 designation contrary to policy DP5 Business and Industry. There are two housing designations in Hopeman in the current LDP and there is no shortfall in the effective housing land supply in this local housing market. While the plan does recognise scope for some windfall development within settlements this should only happen where all other requirements of the LDP are met. There is no need for additional housing land in

Hopeman and the proposed flats would lead to a loss of employment land within the village. The application has failed to demonstrate that the proposed retail unit will not adversely impact the distinctive character or vitality and viability of Hopeman contrary to policy DP7 Retail/town Centres. The design of the proposed retail unit is not considered to be of sufficiently high standard to fit with the distinctive character of the settlement or the SLA. Furthermore the proposal has not provided satisfactory arrangements in relation to road safety, access, servicing, road drainage, parking or EV charging and is contrary to policies PP3 (a) (iv), DP1 (ii) (a , c □ e)□ (iii) (a) and EP12. The proposal has failed to meet a number of the requirements of policy and there are no material considerations that are considered sufficient to justify departing from policy to this extent. Planning Permission is refused.

OTHER MATERIAL CONSIDERATIONS TAKEN INTO ACCOUNT

None

HISTORY				
Reference No.	**Description**			
16/01799/APP	Extend existing garage facility at Hopeman Service Station Forsyth Street Hopeman Elgin Moray			
	Decision	Permitted	**Date Of Decision**	11/01/17
95/00498/FUL	Alter and extend building to form spare parts store at Hopeman Service Station Forsyth Street Hopeman Elgin Moray			
	Decision	Permitted	**Date Of Decision**	24/07/95
89/00952/ADV	Erect free standing pole sign Hopeman Service Station Forsyth Street Hopeman Elgin Moray			
	Decision	Permitted	**Date Of Decision**	20/11/89
89/00415/FUL	Erect dwellinghouse Hopeman Service Station Forsyth Street Hopeman Elgin Moray			
	Decision	Refuse	**Date Of Decision**	21/08/89

ADVERT		
Advert Fee paid?	**Yes**	
Local Newspaper	**Reason for Advert**	**Date of expiry**
Northern Scot	Departure from development plan	27/08/20
PINS	Departure from development plan	27/08/20
Northern Scot	Departure from development plan	11/06/20
PINS	Departure from development plan	11/06/20

DEVELOPER CONTRIBUTIONS (PGU)	
Status	**A contribution is sought toward Healthcare**

DOCUMENTS, ASSESSMENTS etc. * ** Includes Environmental Statement, Appropriate Assessment, Design Statement, Design and Access Statement, RIA, TA, NIA, FRA etc*		
Supporting information submitted with application	YES	
Summary of main issues raised in each statement/assessment/report		
Document Name: Bat Survey Main Issues: • No evidence of bats was found in the existing building • No mitigation is required		
Document Name: Drainage Impact Assessment Main Issues: • Assessment of current conditions and existing provision • Proposals for connecting to the existing public foul sewer • Proposals for connecting surface water to existing swales and off –site detention basin		
Document Name: Flood Risk Assessment Main Issues: Assessment of prevailing conditions and flood risk • Identifies that land to the south of the village is now protected by a swale and detention basin which intercepts flows from nearby Gallow Hill • Concludes that there is no risk of flooding on site or elsewhere as a result of the development		
Document Name: Planning Statement Main Issues: • Context and background to the proposal • Detail of the proposals • Compliance with policy		
Document Name: Transport Statement supported by accident data, Road Safety Audit and Street Engineers Report Main Issues: • Transport proposals • Compliance with relevant policy • Accessibility for a range of users • Concludes that the development will be effectively integrated in the existing transport network and safe access can be achieved.		
Document Name: Retail Statement supported by an addendum in response to comments Main Issues: • There is sufficient available convenience expenditure in the catchment area to support the proposed retail unit without any significant impacts on existing convenience stores • The proposed retail unit will address an existing gap in the convenience retail offer in Hopeman.		
Document Name: Noise Impact Assessment		

Main Issues:	• Assessment of noise from all elements of the proposal • Double glazing and non-acoustic trickle vents are proposed for the houses • Limits on maximum noise emissions from retail and industrial unit

S.75 AGREEMENT		
Application subject to S.75 Agreement		NO
Summary of terms of agreement:		
Location where terms or summary of terms can be inspected:		

DIRECTION(S) MADE BY SCOTTISH MINISTERS (under DMR2008 Regs)			
Section 30	Relating to EIA		NO
Section 31	Requiring planning authority to provide information and restrict grant of planning permission		NO
Section 32	Requiring planning authority to consider the imposition of planning conditions		NO
Summary of Direction(s)			

Please Note

- The applicant should be aware that we are unable to reserve capacity at our water and/or waste water treatment works for their proposed development. Once a formal connection application is submitted to Scottish Water after full planning permission has been granted, we will review the availability of capacity at that time and advise the applicant accordingly.

Surface Water

For reasons of sustainability and to protect our customers from potential future sewer flooding, Scottish Water will not accept any surface water connections into our combined sewer system.

There may be limited exceptional circumstances where we would allow such a connection for brownfield sites only, however this will require significant justification from the customer taking account of various factors including legal, physical, and technical challenges.

In order to avoid costs and delays where a surface water discharge to our combined sewer system is anticipated, the developer should contact Scottish Water at the earliest opportunity with strong evidence to support the intended drainage plan prior to making a connection request. We will assess this evidence in a robust manner and provide a decision that reflects the best option from environmental and customer perspectives.

General notes:

- Scottish Water asset plans can be obtained from our appointed asset plan providers:
    - Site Investigation Services (UK) Ltd
    - Tel: 0333 123 1223
    - Email: sw@sisplan.co.uk
    - www.sisplan.co.uk
- Scottish Water's current minimum level of service for water pressure is 1.0 bar or 10m head at the customer's boundary internal outlet. Any property which cannot be adequately serviced from the available pressure may require private pumping arrangements to be installed, subject to compliance with Water Byelaws. If the developer wishes to enquire about Scottish Water's procedure for checking the water pressure in the area, then they should write to the Customer Connections department at the above address.
- If the connection to the public sewer and/or water main requires to be laid through land out-with public ownership, the developer must provide evidence of formal approval from the affected landowner(s) by way of a deed of servitude.
- Scottish Water may only vest new water or waste water infrastructure which is to be laid through land out with public ownership where a Deed of Servitude has been obtained in our favour by the developer.
- The developer should also be aware that Scottish Water requires land title to the area of land where a pumping station and/or SUDS proposed to vest in Scottish Water is constructed.

- Please find information on how to submit application to Scottish Water at our Customer Portal.

Next Steps:

All Proposed Developments

All proposed developments require to submit a Pre-Development Enquiry (PDE) Form to be submitted directly to Scottish Water via our Customer Portal prior to any formal Technical Application being submitted. This will allow us to fully appraise the proposals.

Where it is confirmed through the PDE process that mitigation works are necessary to support a development, the cost of these works is to be met by the developer, which Scottish Water can contribute towards through Reasonable Cost Contribution regulations.

Non Domestic/Commercial Property:

Since the introduction of the Water Services (Scotland) Act 2005 in April 2008 the water industry in Scotland has opened to market competition for non-domestic customers. All Non-domestic Household customers now require a Licensed Provider to act on their behalf for new water and waste water connections. Further details can be obtained at www.scotlandontap.gov.uk

Trade Effluent Discharge from Non Dom Property:

- Certain discharges from non-domestic premises may constitute a trade effluent in terms of the Sewerage (Scotland) Act 1968. Trade effluent arises from activities including; manufacturing, production and engineering; vehicle, plant and equipment washing, waste and leachate management. It covers both large and small premises, including activities such as car washing and launderettes. Activities not covered include hotels, caravan sites or restaurants.
- If you are in any doubt as to whether the discharge from your premises is likely to be trade effluent, please contact us on 0800 778 0778 or email TEQ@scottishwater.co.uk using the subject “Is this Trade Effluent?". Discharges that are deemed to be trade effluent need to apply separately for permission to discharge to the sewerage system. The forms and application guidance notes can be found here.
- Trade effluent must never be discharged into surface water drainage systems as these are solely for draining rainfall run off.
- For food services establishments, Scottish Water recommends a suitably sized grease trap is fitted within the food preparation areas, so the development complies with Standard 3.7 a) of the Building Standards Technical Handbook and for best management and housekeeping practices to be followed which prevent food waste, fat oil and grease from being disposed into sinks and drains.

- The Waste (Scotland) Regulations which require all non-rural food businesses, producing more than 50kg of food waste per week, to segregate that waste for separate collection. The regulations also ban the use of food waste disposal units that dispose of food waste to the public sewer. Further information can be found at www.resourceefficientscotland.com

I trust the above is acceptable however if you require any further information regarding this matter please contact me on **0800 389 0379** or via the e-mail address below or at planningconsultations@scottishwater.co.uk.

Yours sincerely,

Planning Application Team
Development Operations Analyst
developmentoperations@scottishwater.co.uk

Scottish Water Disclaimer:

"It is important to note that the information on any such plan provided on Scottish Water's infrastructure, is for indicative purposes only and its accuracy cannot be relied upon. When the exact location and the nature of the infrastructure on the plan is a material requirement then you should undertake an appropriate site investigation to confirm its actual position in the ground and to determine if it is suitable for its intended purpose. By using the plan you agree that Scottish Water will not be liable for any loss, damage or costs caused by relying upon it or from carrying out any such site investigation."

MORAY COUNCIL
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997,
as amended

REFUSAL OF PLANNING PERMISSION

[Heldon And Laich]
Application for Planning Permission

TO [redacted]

With reference to your application for planning permission under the above mentioned Act, the Council in exercise of their powers under the said Act, have decided to **REFUSE** your application for the following development:-

Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin

and for the reason(s) set out in the attached schedule.

Date of Notice: **30 March 2021**

[redacted]

HEAD OF ECONOMIC GROWTH AND DEVELOPMENT
Economy, Environment and Finance
Moray Council
Council Office
High Street
ELGIN
Moray
IV30 1BX

Ref: 20/00474/APP

IMPORTANT
YOUR ATTENTION IS DRAWN TO THE REASONS and NOTES BELOW

SCHEDULE OF REASON(S) FOR REFUSAL

By this Notice, Moray Council has REFUSED this proposal. The Council's reason(s) for this decision are as follows: -

The proposal would be contrary to policies PP1, PP3, DP1, DP5, DP7, EP3, EP12 and Hopeman I1 Designation of the Moray Local Development Plan 2020 for the following reasons:

1. The proposal would introduce non-compliant uses (flats and retail) onto the Hopeman I1 site which is protected for business uses. There is no need for additional housing land in Hopeman as there are two housing sites identified in the Local Development Plan and no shortfall in the effective housing land supply. The proposed uses would lead to a loss of employment land within the village resulting in the loss of effective employment land from Hopeman and jeopardising the future development of the rest of the Hopeman I1 designation contrary to policy DP5 and Hopeman I1.
2. The application has failed to demonstrate that the proposed retail unit will not adversely impact on the distinctive character or vitality and viability of Hopeman contrary to policy DP7.
3. The design of the proposed retail unit and in particular the lack of a strong road frontage is not considered to be of sufficiently high design standard to fit with the distinctive character of Hopeman or create a strong sense of place. The proposal would be detrimental to the Burghead to Lossiemouth Special Landscape Area and contrary to policies DP1 (i)(a), PP1 (i) and EP3.
4. The application has failed to demonstrate satisfactory arrangements in relation to access for vehicles or pedestrians, access visibility, access to public transport, suitable crossing to the site or adequate servicing arrangements for any part of the development giving rise to conditions that would be detrimental to road safety contrary to policies PP3 (a) (iii) and DP1(ii) (a & c).
5. The application has failed to demonstrate that drainage from the proposed retail service bay can be dealt with in an acceptable manner contrary to policies DP1 and EP12
6. The application has failed to provide parking bays of sufficient size or number to comply with Moray Council parking standards contrary to policy DP1 (ii) (e).
7. The application has failed to provide adequate provision of Electric Vehicle Charging contrary to policy PP3 (a) (iv).

LIST OF PLANS AND DRAWINGS SHOWING THE DEVELOPMENT

The following plans and drawings form part of the decision:-

Reference Version	Title
1002 A	Refuse vehicle swept path analysis
L-300	Cawdor cottage apartment
10045-C-201 C	Proposed drainage layout
20044_006	Visibility layout
20044_007	Visibility layout
L-001	Location plan
L-007	Landscaping plan
10045-C-301 A	Levels layout
L-003 J	Proposed site plan
L-102 B	Retail unit - ground floor plan
L-103 A	Roof plan
L-106 A	Retail unit - elevations sheet 1
L-107 A	Retail unit - elevations sheet 2
L-108 A	Retail unit - Section A-A
L-109	Retail unit - specification notes
L-202 A	Starter unit - floor and roof plan
L-205 A	Starter unit - elevations
L-206 A	Starter unit - Section A-A
L-207	Starter unit - specifications
L-006 A	Proposed boundary treatment

DETAILS OF ANY VARIATION MADE TO ORIGINAL PROPOSAL, AS AGREED WITH APPLICANT (S.32A of 1997 ACT)

- Changes to layout and design including:
- Provision of additional parking.
- Changes to design of shop.
- Change to detailing of proposed flats including changes to external finishes.

NOTICE OF APPEAL
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The notice of review should be addressed to The Clerk, Moray Council Local Review Body, Legal

and Committee Services, Council Offices, High Street, Elgin IV30 1BX. This form is also available and can be submitted online or downloaded from www.eplanning.scotland.gov.uk

If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

APPENDIX 2

NOTICE OF REVIEW, GROUNDS FOR REVIEW & SUPPORTING DOCUMENTS

The Moray Council Council Office High Street Elgin IV30 1BX Tel: 0300 1234561 Email: development.control@moray.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100245151-014

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application) ☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	Springfield Real Estate Management Ltd		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Victoria	Building Name:	
Last Name: *	Mungall	Building Number:	4
Telephone Number: *	07895 705 779	Address 1 (Street): *	Rutland Square
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Edinburgh
Fax Number:		Country: *	Scotland
		Postcode: *	EH1 2AS
Email Address: *	victoria@sremltd.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Mr	You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	
First Name: *	Steven/ SREM	Building Number:	4
Last Name: *	Jefferies	Address 1 (Street): *	4 Rutland Square
Company/Organisation	Co-op	Address 2:	4 Rutland Square
Telephone Number: *	+447895705779	Town/City: *	Edinburgh
Extension Number:		Country: *	United Kingdom
Mobile Number:	+447895705779	Postcode: *	EH1 2AS
Fax Number:			
Email Address: *	victoria@sremltd.co.uk		

Site Address Details

Planning Authority:	Moray Council

Full postal address of the site (including postcode where available):

Address 1:	
Address 2:	
Address 3:	
Address 4:	
Address 5:	
Town/City/Settlement:	
Post Code:	

Please identify/describe the location of the site or sites

Northing	869279	Easting	314736

Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin

Type of Application

What type of application did you submit to the planning authority? *

☒ Application for planning permission (including householder application but excluding application to work minerals).

☐ Application for planning permission in principle.

☐ Further application.

☐ Application for approval of matters specified in conditions.

What does your review relate to? *

☒ Refusal Notice.

☐ Grant of permission with Conditions imposed.

☐ No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are a seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Our proposals offer a mixed use development providing significant employment opportunities should be welcomed particularly following the events of the last year and the impacts suffered by the COVID-19 pandemic A brownfield site, derelict and dilapidated with far more negative impact on the character of Hopeman, on the grounds of a very small number of flats and unfounded concerns about road safety impacts. A full supporting statement has been prepared and uploaded with this Notice of Review.

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? * ☐ Yes ☒ No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Supporting Statement Appendix 1-7

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

20/00474/APP

What date was the application submitted to the planning authority? *

06/04/2020

What date was the decision issued by the planning authority? *

30/03/2021

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

☐ Yes ☒ No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

Holding one or more hearing sessions on specific matters

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

Concerns over some of the information handling.

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? * ☒ Yes ☐ No

Is it possible for the site to be accessed safely and without barriers to entry? * ☒ Yes ☐ No

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. * ☒ Yes ☐ No

Have you provided the date and reference number of the application which is the subject of this review? * ☒ Yes ☐ No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? * ☒ Yes ☐ No ☐ N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? * ☒ Yes ☐ No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review * ☒ Yes ☐ No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mrs Victoria Mungall

Declaration Date: 28/06/2021

Refusal of Planning Permission Appeal Statement
June 2021

Planning Ref: 20/00474/APP

Demolish existing service station and garage erect retail unit light industrialunit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin

Contents

Appendices

1.1 INTRODUCTION

1.2 This Appeal Statement is submitted by Springfield Real Estate Management Ltd in support of our appeal against the decision of Moray Council to refuse planning permission for **the demolition of an existing service station and garage and the erection of a retail unit, light industrial unit and 2no blocks of residential flats at Hopeman Service Station, Forsyth Street Hopeman, Elgin.**

1.3 This appeal has been submitted under Section 43A of The Town and Country Planning (Scotland) Act 1997 (as amended). We can confirm that this appeal has been lodged within the prescribed three month period from the date of refusal of the application (ref: 20/00474/APP) dated 30th March 2021.

1.4 This statement provides a description of the subject site and proposals, it is important to note that the application was validated prior to the adoption of the Moray Council Local Development Plan 2020. **Therefore, the proposal and the principles behind it were based on the Moray Council LDP 2015 (adopted 31st July 2015) and the information available in relation to this LDP – considered current**. Although this statement of appeal outlines the relevant development planning policies of the LDP 2020 as noted in the refusal notice, (PP1, PP3, DP1, DP5, DP7, EP3, EP12) it should be considered that these policies had not yet been adopted, with many of the documents referred to not available to the public via the Moray Council website. No copies of any related policy information were communicated via email.

1.5 This statement outlines material planning considerations and sets out the associated grounds for appeal. A notice of review was submitted in line with the method of appeal as noted in the letter of refusal.

1.6 All necessary reports requested during the planning period were prepared and submitted in support of this application and are available. Reports include:

- Retail Statement
- Transport statement
- Noise Impact Assessment
- Road Safety Audit Stage 1 & 2
- Drainage Impact Assessment
- Flood Risk Assessment
- Bat Survey

Within these reports, and subsequent revisions to respond to points raised from Moray Council, the points raised within the refusal have been answered in significant detail and will be further evidenced within this statement.

2.0 REASONS FOR REFUSAL & CONTESTING INFORMATION

2.1 Moray Council Point 1:

The proposal would introduce non-compliant uses (flats and retail) onto the Hopeman I1 site which is protected for business uses. There is no need for additional housing land in Hopeman as there are two housing sites identified in the Local Development Plan and no shortfall in the effective housing land supply. The proposed uses would lead to a loss of employment land within the village resulting in the loss of effective employment land from Hopeman and jeopardising the future developmentof the rest of the Hopeman I1 designation contrary to policy DP5 and Hopeman I1.

2.1.1 Supporting Information to Contest Point 1

DP5 Business & Industry (f) Areas of Mixed Use

> *'will be considered favourably where evidence is provided to the authority's satisfaction that the proposed mix will enable the servicing of employment land and will not compromise the supply of effective employment land. A Development Framework that shows the layout of the whole site, range of uses, landscaping, open space and site specific design requirements must be provided.' Moray Council LDP 2020*

The proposals set out in this report are intended to offer a mixed use development that we feel has been carefully considered, one that we feel has the best chance of success given that precedent shows this area is unlikely to thrive if developed solely for business use. Also of particular significance to the consideration of this application is the fact that the adopted LDP does not identify a town centre or other retail policy designation in Hopeman or the other settlements that fall within the catchment of the proposed store (i.e. Cummingstown and Duffus). On that basis, as there is no town or other centre within either Hopeman or elsewhere in the catchment, which are afforded protection by planning policy, Policies R1 and R2 of the adopted LDP are not applicable to the consideration of this application.

The site is immediately next to residential. The proposed residential element is not significant with only 8 dwellings, however would bring a renewed sense of community and place to the area. Something which is particularly dominant within the Scottish Government National Planning Framework and within Moray Councils own Local Development Plan. The retail element is a small footprint and should not be viewed as a large scale commercial entity, rather, a far smaller retail outlet, which will offer residents an accessible option by foot or cycle preventing unnecessary travel to the larger surrounding towns offering a far greener solution. In refusing this application, it removes substantial employment opportunities and quality affordable housing.

The Town and Country Planning (Scotland) Act 1997 (as amended) requires planning applications to be determined in accordance with the Development Plan unless there are "material considerations" to justify doing otherwise. Material considerations are not defined statutorily. Examples of possible material considerations are set out in an Annex to Scottish Government National Planning Framework 3 and include Scottish Planning Policy, the benefits of the environmental impact of a proposal and its design and its relationship to its surroundings.

Scottish Planning Policy

Scottish National Planning Framework 3 (NPF 3) sets out the spatial expression of the Government Economic Strategy, and plans for infrastructure investment. It is about ambition to create great places that support sustainable economic growth across the

country. It contains a presumption in favour of development that contributes to sustainable development attributing due weight to net economic benefit, the delivery of housing and the efficient use of land and infrastructure. It continues to promote sustainable economic growth and places a renewed focus on enabling high-quality development to create vibrant, prosperous and sustainable communities. The delivery of new homes is given significant prominence with the provision of adaptable, well-designed and good quality housing seen as essential to contributing to successful place making.

NPF 3 suggests that innovative and flexible approaches will be required to deliver affordable houses in suitable numbers. It reiterates, that 'All of our people are entitled to a good quality living environment.' The population of Scotland is expected to rise from 5.31 million in 2012 to 5.78 million in 2037. The population is ageing, particularly in rural areas and household sizes are getting smaller: 2010-based projections indicate that we will have 2.89 million households by 2035, an increase of 23%, it is also of extreme importance to recognise the impact of the last 18 months and the impact of the Covid-19 pandemic and a significant jump in individuals relocating to more rural settings.

NPF 3 is focused on Scotland making best use of their assets providing a sustainable future, again with uncertainty over jobs and employment and the long term effects of the last 18 months uncertain, we must review different approaches, in particular the flexibility of a mixed use development which offers an alternative to a singular designation of land.

NPF 3 calls for the creation of walkable places with well-designed streets that link our open spaces and wider active travel networks, thus improving health and well-being. It is evident that the proposals improve and promote both walking and cycle routes and introduce landscaping and biodiversity to a current brownfield site.

Employment Opportunities

In reference to the Scottish Government national planning Framework 4 (Planning for Scotland in 2050), it notes:

> *"LDPs should allocate a range of sites for business, taking account of current market demand; location, size, quality and infrastructure requirements; whether sites are serviced or serviceable within five years; the potential for a mix of uses; their accessibility to transport networks by walking, cycling and public transport and their integration with and access to existing transport networks."*

The proposed store will support approximately 5 full time & 16 part time employees. In addition to this, it is intended the proposed industrial unit could employ an additional number of staff from 2-5. The site is 0.67 acres, this arguably creates significant employment numbers which would be unlikely to be achieved with an industrial building(s) only.

The Impact of Covid-19

Given the current situation and the the impact of Covid -19, employment opportunities now are more critical than ever. On 3rd September 2020 The Scottish Government published an independent report: Internal migration in Scotland and The UK. This article notes the no of people migrating to the UK far exceeds those departing. It also notes the no of people relocating from cities to more rural locations is growing considerably. These factors should be taken into account and the housing figures re-

evaluated.

Previous Use
Planning application reference 16/01799/APP was for development on part of the current application site, and the Report of Handling associated with that earlier application states that in January 2017 parts of the application site were used for storage and car sales by third party. Taken together, this confirms that the application site has an established use profile that includes petrol and car sales, both of which are roadside uses which attract vehicular traffic, thereby meaning that the site is affected by activities which result in the site having a commercial character. These established uses will have had and do have impacts by way of vehicle movements and associated noise etc, and this contributes to the established character of the site and it's surroundings.

2.2 Moray Council Point 2:
The application has failed to demonstrate that the proposed retail unit will not adversely impact on the distinctive character or vitality and viability of Hopeman contrary to policy DP7

2.2.1 Supporting Information to Contest Point 2

No Town Centre
The adopted LDP does not identify a town centre or other retail policy designation in Hopeman or the other settlements that fall within the catchment of the proposed store (i.e. Cummingstown and Duffus). On that basis, as there is no town or other centre within either Hopeman or elsewhere in the catchment, which are afforded protection by planning policy, Policies R1 and R2 of the adopted LDP are not applicable to the consideration of this application.

Greener Methods of Travel
Within DP7 Under Section b) Outwith Town centres the LDP states that proposals must demonstrate that Brownfield or OPP sites can be made easily accessible by pedestrians and public transport, this has been evidenced on the proposed site plan and within the transport statement. The proposals enhance both pedestrian and cycle routes, creating a safe crossing on Forsyth street and a safe route to navigate through the site. A bust stop directly adjacent ensures the site is easily accessible for any individual using public transport. In addition bicycle storage has been included and would encourage greener methods of travel.

We have provided evidence within the retail statement that the proposals provide a sustainable approach providing amenities not currently available within Hopeman reducing the need for residents to travel to Elgin or Lossiemouth. This will undoubtedly reduce the number of cars having to leave and enter Hopeman to travel for certain produce.

Materials
Undersection 8.0 – Site Photographs evidence is provided that many of the buildings adjacent and neighbouring the site have material palettes which are distinctly contrasting to the context identified within policy DP7

2.3 Moray Council Point 3:
The design of the proposed retail unit and in particular the lack of a strong road frontage is not considered to be of sufficiently high design standard to fit with the distinctive character of Hopeman or create a strong sense of place. The proposal would be detrimental to the Burghead to Lossiemouth Special Landscape Area and contrary to policies DP1 (i)(a), PP1 (i) and EP3.

2.3.1 Supporting Information to Contest Point 3

All of the elements, residential, retail and industrial have been designed to maximise solar gain with the frontal elevations North facing, with residential gardens to the south and the glazed frontage of the retail element designed to prevent overheating. All roofs are pitched to ensure renewables can easily be incorporated. Materials particularly for the retail unit with the most dominating road frontage have been selected to reflect many of the buildings within Hopeman and adjacent to the site. Evidence of this is further demonstrated within Section 8.0 of this statement.

The site is currently a brownfield site, in a serious state of dilapidation and disrepair. There have been no other applications for this site. Currently there are no landscaped areas within the site, and our proposals seek to introduce elements of landscaping within the development acting as screening for the residential element with incorporated amenity space to the rear promoting health and well-being. This site is not covered by a CAT policy or an ENV policy.

2.4 Moray Council Point 4:
The application has failed to demonstrate satisfactory arrangements in relation to access for vehicles or pedestrians, access visibility, access to public transport, suitable crossing to the site or adequate servicing arrangements for any part of the development giving rise to conditions that would be detrimental to road safety contrary to policies PP3 (a) (iii) and DP1(ii) (a & c).

2.4.1 Supporting Information to Contest Point 4
Access for Vehicles
A formal junction has been created into the site where currently one does not exist, cars enter the site and leave without clearly identifiable access and egress points.

Access for Pedestrians
Site Layout Drawing No. L-003 clearly identifies a pedestrian route with pedestrian crossing points on Forsyth Street easily identified and crossing points within the site also clearly annotated.

Access Visibility
Site Layout Drawing No. L-003 was prepared and submitted in support of the application. This drawing clearly shows visibility splays and provides evidence that they meet the requirements of design criteria outlined in Designing for Streets/Moray Council guidelines.

Access to Public Transport
Several bus services serve the community of Hopeman, a bus stop directly adjacent to

the site has been clearly noted on drawings. As the site is located directly on Forsyth Street, the site is quite clearly easily accessible by public transport.

Pedestrian Crossing

A stage 1 and stage 2 road safety audit has been prepared and submitted with the planning application on the 18th January 2021. A road safety audit brief was provided by SREM in the form of an instructional email to Drummond Black Consulting containing design drawings, street engineering review and a Transport Statement. It is not general practiceof TMC to approve the audit brief and audit team prior to an audit, however the audit was considered acceptable, as qualification criteria and process of national standard had been followed. The Audit Team accepted the brief. Several points were raised and resolutions were noted. On receipt of the audit, all points were addressed and changes implemented, ensuring road safety was acceptable.

A proposed crossing on Forsyth Street has been clearly shown on all drawings. This is enhanced by the implementation of safe crossing points throughout the site. The site currently has no formal pedestrian route along Forsyth Street and there is currently no formal junction into the site.

The nature and size of this development meant it does not require any specific traffic calming.The parking access road will naturally provide traffic calming.

Servicing Arrangements

Vehicle Swept Path Layout Drawing NO. 110045/401 and 15424-1002. This drawing was prepared and submitted in support of the application. The swept path analysis was checked for Refuse Vehicle andFire Appliance vehicle types providing evidence that both vehicles can enter the site.

2.5 Moray Council Point 5:

The application has failed to demonstrate that drainage from the proposed retail service bay can be dealt with in an acceptable manner contrary to policies DP1 and EP12

2.5.1 Supporting Information to Contest Point 5

Policy EP12 suggests that any new development will not be supported if it were to be at significant risk of flooding or to materially increase the risk of flooding elsewhere. A Level 1 Flood Risk Statement provided by Envirocentre and submitted on 25th June 2020 provides significant evidence that the site is not at risk of flooding or to increase flood risk elsewhere.

Surface water from the service bay appears to be of particular concern, it is to be collected within the proposed channel drain. It then discharges into the porous paving providing the two levels of treatment required. By discharging into the new developments drainage it is being attenuated prior to discharge.

2.6 Moray Council Point 6:

The application has failed to provide parking bays of sufficient size or number to comply with Moray Council parking standards contrary to policyDP1 (ii) (e).

2.6.1 Supporting Information to Contest Point 6

Noted within the Building Standards regulations (non domestic) 2020 - 2.4x4.8m is accepted as a standard bay size. This is also the size note within the parking standards UK guidance and is the common size used throughout Scotland on various new developments. The latest 2020 standards state 2.5x5m min, this information was not published at the time of submission.

RETAIL:
The parking standards used at the time stated a max. of 6 parking bays per 100sqm for the retail unit, however, no minimum is given. Our proposals achieved 16 standard, 2 disabled, 2 EV and 2 motorcycle. The latest guidelines state we require a min. of 6 bays per 100sqm, however The floor area of the retail unit is less than 400sqm therfor 72 should not equate to 6 full bays. The standards state the min. requirement is either 5.75 (larger settlement) or 6.0 bays (other settlement) per 100sqm. It does not state 'or part thereof' as is normally the case.

This means that parking should be reduced from 23 (Moray Council requests) to 17 spaces (based on 5.75).

Please refer to the Transport Statement (Section 2.16) which notes:

> *"However, given that some of the residential parking will be vacant during key retail demand periods, it is not considered necessary to apply the full food retail parking requirement to the site given the potential for shared use.*
>
> *Co-op who are the likely tenant of the proposed unit, are comfortable that the proposed provision is sufficient to accommodate demand based on knowledge of operations at similar sized stores in areas with compatible characteristics. Given the remote location of the store, the proposed unit includes a larger storage area than would be standard, as such applying the full parking ratio to this area is onerous.*

We should also emphasise that under Scottish Government legislation, we are providing cycle bays and improved pedestrian routes encouraging greener travel and this should be recognised.

RESIDENTIAL:
The original standards state 2 spaces per 2 bed flat, plus 1 visitor per 4 flats – giving a total of 18 bays. Our layout achieved 17 standard and 1 disabled. The latest guidelines state we need 1.5 spaces per flat – with 12 provided, we have over achieved the desired number.

INDUSTRIAL
No comment on number of spaces provided/ required.

2.7 Moray Council Point 7:
The application has failed to provide adequate provision of Electric Vehicle Charging contrary to policy PP3 (a) (iv).

2.7.1 Supporting Information to Contest Point 7
We feel it is completely unrealistic to ask the client to provide full detailed design of EV charge points and cable locations at planning stage. The expense incurred in appointing a specialist to do this is not viable nor is this ever requested by any other council. Additional

supporting information could easily be conditioned. The drawings provided show the proposed locations of the charge points. A specification for the charge points was also submitted via email to Moray council on 31/08/2020.

PP3 (a) (iv) states that car charging points must be provided to all commercial and residential facilities.

RETAIL:
The standards require we provide 1 EV point per 10 spaces.
Our layout provides 2 EV charge points and there are 20 non-EV bays in total (16 standard, 2 disabled, 2 motorcycle).

RESIDENTIAL:
The standards require one future connection per flat.
Our layout provided 8 future connections – one per flat.

3.0 SITE DESCRIPTION

3.1 The Site extending to 0.67ha, is currently a brownfield site located South of Forsyth Street (B9040) The Northern edge of the boundary is bound by this road which is the main route through the town from Lossiemouth in the East towards Burghhead. On the site is a portakabin and a small single storey garage, both are in a serious state of disrepair.

3.2 Adjacent to the site, on the opposite side of Forsyth street, it is lined with residential property, this is mixed with single storey terraced sandstone cottage dwellings which have undergone refurbishment and now bore painted white render fronts, with upgraded slate roofing alongside detached bungalows with a more modern palette and a large detached sandstone dwelling, which consists of slate roofing and timber windows and doors

3.3 Part of the Eastern boundary from Forsyth Street to within 1/3 of the site is bound by a block work wall (bearing no historical significance), which leads to the edge of an existing industrial unit, changing to kerbing which leads towards the rear of the site.

3.4 Beyond the eastern boundary line, is a business premises, currently occupied by Tulloch of Cummings, this building looks almost residential in appearance, and is more modern than the sandstone residential properties on the opposite side of Forsyth Street.

3.5 The Western Edge is bound by a sandstone wall leading to an existing traditional stone front house, this runs approximately ¾ of the way towards the back of the site, with hedge planting along the remainder of the boundary. It is proposed that both shall remain untouched.

3.5 Bounding the South edge of the site is a telephone exchange, which is in poor condition with spalling render, decaying metal doors and dilapidated roof.

4.0 PROPOSAL

4.1 Planning permission is sought to erect 2 blocks of flats, a retail unit and a light industrial unit. The proposed flats are towards the southern boundary, concealed in behind the proposed retail and industrial units to ensure the single storey elements are less intrusive along Forsyth Street. A landscape strip is proposed in

front of the flats to further screen from the retail/ industrial units and Forsyth Street beyond.

4.2 The proposed housing would be finished with a materials palette of white dry dash roughcast with sections of Caithness stone, larch cladding and grey roof tiles. The same material palette is intended for the retail and industrial units. Designated Parking is proposed for the flats, however it is intended that the parking for the retail element would serve as overspill parking as it is without doubt the no of spaces provided will never be at 100% capacity. (Refer to retail statement for evidence).

4.3 Amendments were sought by Moray Council and agreed by Springfield to amend materials, provide bin stores, cycle bays, all of those requestes were met and incorporated within the design. One week prior to the refusal notice being issued, a request for bird boxes was made. Pre application discussions were undertaken throughout the planning period and

4.4 The scheme allows for improved pedestrian routes, improved cyclepaths, improved green space, and improved crossing and traffic management on Forsyth Street

4.5 The proposals were prepared with pre-application discussions undertaken with officers over a period of time. Ammendments were requested and incorporated this was right up until the point of refusal.

5.0 DEVELOPMENT PLAN POLICY

Other material considerations

The Moray HNDA found that 424 units of affordable housing will be required each year, for the next 10 years to meet housing need. The HNDA sets out that the Elgin HMA (Housing Market Areas) itself needs 192 houses every year but currently hasa limited supply therefore there is a clear and recognised shortfall. With overall lowannual completions it is very unlikely that the total number of affordable homes required will be delivered unless more dedicated 100% affordable sites similar to this one come forward. Further in reference to the NPF 3 suggests that innovative and flexible approaches will be required to deliver affordable houses in suitable numbers. It reiterates, that 'All of our people are entitled to a good quality living environment.' The population of Scotland is expected to rise from 5.31 million in 2012 to 5.78 million in 2037. The population is ageing, particularly in rural areas. This needs to be addressed now, and areas such as Hopeman are crucial to develop supply for demand.

5.0 The LHS points to a '*significant shortfall in availability of affordable housing*.' It goes onto state that '*the resources available to the Council and its partners will be the key determinant of the number affordable of houses that can be delivered in Moray during the lifetime of the LHS*' and that '*the resources for new affordable housing supply in Moray have declined significantly since 2011 and are likely to be subject to ongoing constraints*.' Local authorities and Registered Social Landlords clearly require to look towards partnership approaches with housebuilders and landowner 'enablers' to offset the gulf in the supply demand ofaffordable housing. Small, sensitive 'infill' sites such as this could go some way toassist in the delivery of increased numbers of affordable housing in Moray.

5.1 We note that Scottish Government is committed *'to increase and accelerate the supply of new affordable homes across all tenures and support local authorities to deliver their housing priorities with quality homes in mixed communities that fit local needs*.' This commitment sets a target of at least 50,000 affordable homes during the lifetime of the current Parliament backed up with investment of over £3 billion in affordable housing. In order to achieve this and to '*accelerate the supply of new affordable homes, Scottish Government wishes to work across the public and private sectors to stretch available public resources and harness increased levels of private finance in innovative ways wherever possible*.' Our proposals, which incorporate affordable housing would make a positive and meaningful contribution to local needs and help towards achieving national targets.

5.2 Designing Streets (2010) sets out the Scottish Government's aspirations for design and the role of the planning system in delivering it. This statement sits alongside the policy Designing Places on architecture and is a material consideration in determining planning applications. It places an emphasis on high standards of street and place design and stresses that this can promote a better quality of living for everyone. Fundamentally, putting people before vehicles. It places good street design before movement and calls for balanced decision-making. Our proposals are formulated with these gooddesign principles from the onset to ensure good quality developments.

Moray Local Development Plan 2015 (on which the application should have been assessed)

5.3 The Moray LDP 2015 sets out a vision that places an emphasis on supporting Scottish Government's aims of promoting sustainable economic growth, the delivery of a generous housing land supply, along with a shift towards a low carbon economy and greater emphasis on design and place making. They also consider access arrangements to the site to be acceptable.

PP1 - Sustainable Economic Growth

5.4 The subject site is not specifically allocated for housing or retail development however currently a Brownfield Site, All principals within PP1 of the LDP have been applied, the layout provides good levels of natural surveillance, well-lit routes, it promotes walking and cycling. The design of the retail and light industrial units provide spaces for flexibility and can easily change to suit economic trends. Landscaping has been incorporated onto the site, an area where there is currently none. Residential has been orientated to maximise North light and to create South facing communal gardens to the rear. The orientation of the roof pitch allows for maximum solar gain and renewables easily incorporated. The site layout plan clearly shows public frontage with private backs. Further the transport statement and the Road safety audit both emphasise the benefits of creating a formal junction and the traffic calming measures this will naturally create. It is our opinion that we have created a design which satisfies the requirements of PP1 within the LDP.

5.5 Policy PP1 supports development which helps deliver the Moray Economic Strategy and contributes towards the delivery of sustainable economic growth and the transition of Moray towards a low carbon economy. Proposals will be supported where the quality of the natural and built environment is safeguarded and the relevant policies and site requirements are met. The site is for affordable housing, contributing toward the identified supply requirements across Moray by virtue of being a 'brownfield' site, utilising a dilapidated and derelict site, it is considered that the proposed development would have a positive contribution to the aims of the Strategy, helping to support the long term growth ofElgin by providing much needed affordable housing.

PP3 - Placemaking

5.6 PP3 requires all developments to incorporate the key principles of Designing Streets, Creating Places and the council's own Supplementary Guidance (SG) on Urban Design. This SG sets out various criteria which requires to be fulfilled via a checklist. Our proposals provide for a development with a high quality design and layout which has been influenced by the site's context and existing connections. We have embraced best practice in good design standards with the six key qualities – distinctiveness, safe and pleasant, easy to move around, welcoming, adaptable and welcoming all at the forefront of the design process. Our proposals fulfil the criteria of policy PP3 principles through appropriate design/siting, provision of a positive street frontage, massing of the residential pushed towards the Southern boundary, private backs and good connectivity with surrounding housing and Forsyth Street.

Moray Local Development Plan 2020 (on which the deemed refusal references)

DP1 – Development Principles
Requires scale density and character to be appropriate to the surrounding area and create a sense of place supporting the principles of a walkable neighbourhood. The proposal carefully considers the surroundings and is sympathetic to ensure the massing is appropriate with the residential elements nestled discreetly to the Southern edge of the site. The retail element is positioned towards the front with significant improvements made to the current pedestrian and cycle routes ensuring accessibility for all.

Currently a brownfield site with no existing trees, the proposals incorporate a landscape strategy which provides screening within the site to the residential element, amenity space is created to the rear of the residential units offering privacy promoting greener more useable space. The bordering stone wall along the Western age would remain untouched.

All of the elements, residential, retail and industrial have been designed to maximise solar gain with the frontal elevations North facing, with residential gardens to the south and the glazed frontage of the retail element designed to prevent overheating. All roofs are pitched to ensure renewables can easily be incorporated.

Car parking has been positioned to the rear and it has been clearly demonstrated emergency and refuse vehicles can safely enter and exit the site. A communal refuse collection point has been included to ensure ease of kerbside collection. A significant number of cycle hoops have been included and can be increased further ensuring it exceeds the minimum requirement. 2 EV charge points have been included with duct positions and future point locations identified on Drawing L-003.

A conclusive drainage strategy has been provided in support of this application demonstrating surface water from the service bay is to be collected within the proposed channel drain. It then discharges into the porous paving providing the two levels of treatment required. By discharging into the new developments drainage it is being attenuated prior to discharge. It is unclear why this was deemed unacceptable by Moray Council and no further information was given.

DP5 – Business & Industry
This policy notes, proposals for mixed use developments will be considered favourably where evidence is provided to the authority's satisfaction that the proposed mix will enable the servicing of employment land and will not compromise the supply of effective employment land. Referring back to our opening statement, the employment opportunities for this site are significant if a mixed use development is permitted. Again given the events of the last year and the uncertainty of the employment sector, we would question a designation of industrial use solely upon the site. A mixed use development not only contributes a small number of affordable houses, it introduces an element of retail where employment rates are significantly higher, supporting the local economy. The construction of a singular industrial unit(s) and viability is very uncertain.

This policy clearly states **'the use of previously used land that is now vacant or derelict is encouraged.'**

DP7 – Retail & Town Centres

As set out in the Retail Planning Statement prepared by North Planning and Development consultants and letter of 18th September 2020, one of the most important considerations in this matter is the lack of any town centre within Hopeman or any of the other towns in the catchment area of the proposed new retail store, as that establishes a position where there is no planning policy that affords primacy to existing stores and/or that requires other sites within the catchment to be considered in the manner of a sequential assessment.

Notwithstanding that, the suggestion made by Bidwells, that evidence should be provided of other sites having been considered, indicates that the principle of retail development in Hopeman is considered acceptable, otherwise why ask for other sites to be considered. That the Forsyth Street site is not in their opinion the "optimum" is not material to the consideration of this application.

EP3 – Special Landscape Areas & Landscape Character
Policy EP3 Development proposals within SLA's will only be permitted where they do not prejudice the special qualities of the designated area set out in the Moray Local Landscape Designation Review, adopt the highest standards of design in accordance with Policy DP1. Within the Moray Local Landscape Designation Review, July 2018 it notes:

'The settlement of Hopeman was founded as a fishing port in 1805 with the harbour later expanded for export of stone from nearby quarries. Although this settlement has been considerably expanded on its periphery with modern housing development, it retains its distinct association with the coastal edge and has an intact historic core'

The proposed site is on the periphery, it is not located along the costal edge, and as noted within the review above, it is comparative to the more modern housing development previously approved by Moray Council.

Our proposal looks to introduce elements of landscaping where currently none exist thus improving the area significantly.

EP12 – Management & Enhancement of the Water Environment

Suggests that any new development will not be supported if it were to be at significant risk of flooding or to materially increase the risk of flooding elsewhere. A Level 1 Flood Risk Statement provided by Envirocentre and submitted on 25th June 2020 provides significant evidence that the site is not at risk of flooding or to increase flood risk elsewhere.

The flood risk statement is supported by SEPA flood maps and GIS analysis. An overland flow analysis and review of the SEPA flood maps highlighted that there was a risk of pluvial flow from Gallow Hill accumulating south of the site within an existing ditch but **not within the site**. In 2018, a swale and attenuation basin was constructed to collect surface water from potential developments around the south of Hopeman including the proposed site at Hopeman Service Station. The swale is designed to intercept flows from the hill and will improve drainage around the site reducing the pluvial flood risk. This existing drainage infrastructure is designed to protect the site against a 1 in 200 year RP overland flow from Gallow Hill. The assessment of flooding from all sources concluded there was no risk of flooding from fluvial, coastal or groundwater sources.

6.0 SUMMARY GROUNDS FOR APPEAL

6.1 The grounds for appeal respond to the reasons for the refusal of planning permission and demonstrate support for the proposal in relation to Development Plan policies and relevant material planning considerations as required by Section 25 of The Town and Country Planning (Scotland) Act 1997 (as amended).

6.2 Having reviewed the policy background and material considerations it is clear that sensitive proposals for the development of the site would accord with MLDP policies providing they show clear wide-ranging benefits that outweigh the value of the existing dilapidated brownfield site which is a significant detraction in its current state to the character of Hopeman.

6.3 It is now necessary to consider the main issues that arise from the proposal in relation to this appeal more specifically. The issues are considered to be the use of land not allocated for housing development and the implementation of retail. We have provided clear evidence that the provision of housing would allow for a mixed use development both assisting in the growing demand for housing but also to utilise a current brownfield site creating a successful 'place' as described in Moray Councils LDP section PP1.

6.4 The refusal report raises concerns with the parking and access arrangements, In terms of issues arising from concerns about parking and access the provided retail statement provides evidence based on a detailed analysis of other neighbouring retail units that the no of parking bays set out in the Moray Council standards is over zealous and not required The no of parking bays provided for the residential and industrial are achieved. The road safety stage 1& 2 audit provides evidence that the formation of a formal access will provide natural traffic calming and in addition to this, minor suggestions were made such as dropped kerbs and tactile paving at crossing points and disabled bays, new road layout signage to be applied. All of the items raised in the audit were implemented and revised drawings submitted to Moray Council. No evidence was provided to suggest the proposed layout could not be created safely. The provision of vehicle swept path drawings also submitted to Moray Council clearly evidence safe and adequate turning for both refuse and emergency vehicles.

7.0 CONCLUSION

7.1 The Town and Country Planning (Scotland) Act 1997, as amended, requires all planning applications to be determined in accordance with the development plan unless there are material considerations to justify doing otherwise.

7.2 Planning permission for the Erection of Affordable Housing, alongside retail and business elements providing significant employment opportunities should be welcomed particularly following the event of the last year and the impacts suffered by the COVID-19 pandemic A brownfield site, derelict and dilapidated with far more negative impact on the character of Hopeman, on the grounds of a very small number of flats and unfounded concerns about road safety impacts due to insufficient visibility splays for vehicle movements.

7.3 As highlighted previously this site has lain disused for many years, a previous garage which would have had a significant no of vehicles entering and leaving the site, and with no formal junctions in or out or any formal parking arrangements, there is no accident data to suggest there was ever a concern. Our proposals could only ever improve this with the formation of a formal junction, a safe pedestrian crossing and a safe route to navigate within the site for both pedestrians and bicycles, further promoting green travel.

7.4 We demonstrate and conclude that the proposals allow for much-needed affordable housing, our proposals provide landscaping and greenspace where there is currently none. Our proposal creates a sense of place, an area for the community and significant employment opportunities.

7.5 It is considered that the proposal is consistent with both national and local planning policies and as such Springfield Real Estate Management respectfully ask that that a positive recommendation is taken to allow this appeal.

8.0 Site Photographs – Hopeman

View along Forsyth Street looking South West

Neighbouring Property (Eastern Boundary)

Bowling Club – Forsyth Street

Adjacent Residential Property – White Render

Timber building (off of Harbour Street)

Blue Timber cladding/ White Render (Duff Street)

MORAY COUNCIL
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997, as amended

REFUSAL OF PLANNING PERMISSION

[Heldon And Laich]
Application for Planning Permission

TO SREM/ CO-OP
c/o Springfield Real Estate Management Ltd
4 Rutland Square
Edinburgh
EH1 2AS

With reference to your application for planning permission under the above mentioned Act, the Council in exercise of their powers under the said Act, have decided to **REFUSE** your application for the following development:-

Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin

and for the reason(s) set out in the attached schedule.

Date of Notice: **30 March 2021**

[redacted]

HEAD OF ECONOMIC GROWTH AND DEVELOPMENT
Economy, Environment and Finance
Moray Council
Council Office
High Street
ELGIN
Moray
IV30 1BX

Ref: 20/00474/APP

IMPORTANT
YOUR ATTENTION IS DRAWN TO THE REASONS and NOTES BELOW

SCHEDULE OF REASON(S) FOR REFUSAL

By this Notice, Moray Council has REFUSED this proposal. The Council's reason(s) for this decision are as follows: -

The proposal would be contrary to policies PP1, PP3, DP1, DP5, DP7, EP3, EP12 and Hopeman I1 Designation of the Moray Local Development Plan 2020 for the following reasons:

1. The proposal would introduce non-compliant uses (flats and retail) onto the Hopeman I1 site which is protected for business uses. There is no need for additional housing land in Hopeman as there are two housing sites identified in the Local Development Plan and no shortfall in the effective housing land supply. The proposed uses would lead to a loss of employment land within the village resulting in the loss of effective employment land from Hopeman and jeopardising the future development of the rest of the Hopeman I1 designation contrary to policy DP5 and Hopeman I1.
2. The application has failed to demonstrate that the proposed retail unit will not adversely impact on the distinctive character or vitality and viability of Hopeman contrary to policy DP7.
3. The design of the proposed retail unit and in particular the lack of a strong road frontage is not considered to be of sufficiently high design standard to fit with the distinctive character of Hopeman or create a strong sense of place. The proposal would be detrimental to the Burghead to Lossiemouth Special Landscape Area and contrary to policies DP1 (i)(a), PP1 (i) and EP3.
4. The application has failed to demonstrate satisfactory arrangements in relation to access for vehicles or pedestrians, access visibility, access to public transport, suitable crossing to the site or adequate servicing arrangements for any part of the development giving rise to conditions that would be detrimental to road safety contrary to policies PP3 (a) (iii) and DP1(ii) (a □ c).
5. The application has failed to demonstrate that drainage from the proposed retail service bay can be dealt with in an acceptable manner contrary to policies DP1 and EP12
6. The application has failed to provide parking bays of sufficient size or number to comply with Moray Council parking standards contrary to policy DP1 (ii) (e).
7. The application has failed to provide adequate provision of Electric Vehicle Charging contrary to policy PP3 (a) (iv).

LIST OF PLANS AND DRAWINGS SHOWING THE DEVELOPMENT

The following plans and drawings form part of the decision:-

Reference Version	Title
1002 A	Refuse vehicle swept path analysis
L-300	Cawdor cottage apartment
10045-C-201 C	Proposed drainage layout
20044_006	Visibility layout
20044_007	Visibility layout
L-001	Location plan
L-007	Landscaping plan
10045-C-301 A	Levels layout
L-003 J	Proposed site plan
L-102 B	Retail unit - ground floor plan
L-103 A	Roof plan
L-106 A	Retail unit - elevations sheet 1
L-107 A	Retail unit - elevations sheet 2
L-108 A	Retail unit - Section A-A
L-109	Retail unit - specification notes
L-202 A	Starter unit - floor and roof plan
L-205 A	Starter unit - elevations
L-206 A	Starter unit - Section A-A
L-207	Starter unit - specifications
L-006 A	Proposed boundary treatment

DETAILS OF ANY VARIATION MADE TO ORIGINAL PROPOSAL, AS AGREED WITH APPLICANT (S.32A of 1997 ACT)

- Changes to layout and design including:
- Provision of additional parking.
- Changes to design of shop.
- Change to detailing of proposed flats including changes to external finishes.

NOTICE OF APPEAL
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997

If the applicant is aggrieved by the decision to refuse permission for or approval required by a condition in respect of the proposed development, or to grant permission or approval subject to conditions, the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months from the date of this notice. The notice of review should be addressed to The Clerk, Moray Council Local Review Body, Legal

and Committee Services, Council Offices, High Street, Elgin IV30 1BX. This form is also available and can be submitted online or downloaded from www.eplanning.scotland.gov.uk

If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

A1

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced in any way without express written consent.

FORSYTH STREET

DELIVERIES / 3 ADDITIONAL RETAIL UNIT PARKING BAYS

4000 SQFT RETAIL UNIT

1200 SQFT UNIT

1 PARKING BAY (SHED)

15 PARKING BAYS (RETAIL UNIT)

14 PARKING BAYS (RESIDENTIAL)

SERVICE YARD 50m²

BIN BIN BIN

4x4.5m PLANT AREA

KITCHEN LOUNGE BATH HALL C W BEDROOM 1 BEDROOM 2 BEDROOM

N

PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.

SCALE 1:125
0 6.25m

Rev.	Date	Remarks	By	Ch.

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:125	24.02.2020	BRL	VM

Drawing no. L-003

Rev -

A1

AMENDED PLANS

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced in any way without express written consent.

N

PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.
- PEDESTRIAN ACCESS TO RETAIL/ RESIDENTIAL.
- PEDESTRIAN ACCESS TO RETAIL ONLY.
- PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
- SERVICE YARD / DELIVERY ACCESS.
- DROPPED KERB WITH TACTILE PAVING.
- NEW ROAD SIGN - "NEW ROAD LAYOUT AHEAD".
- POTENTIAL EV CHARGE POINT.
- BIRD BOX.

FORSYTH STREET

INVERURIE ROAD

1
35
33
37

Existing Bus Shelter
New Crossing Point
New sign "New Road Layout Ahead".
Relocated lighting column position
Existing lighting column removed
Existing lighting column
2850
21000
DELIVERY/ LOADING
BT
Secure gate
4000 SQFT RETAIL UNIT
2 MOTORCYCLE BAYS
22 PARKING BAYS (RETAIL UNIT)
4 PARKING BAYS (UNIT)
1200 SQFT UNIT
Cycle Hoops
EXISTING WALL
EV CHARGE POINT
EV CHARGE POINT
18 PARKING BAYS (RESIDENTIAL)
SERVICE YARD 50m²
BIN
BIN
BIN
4x4.5m PLANT AREA
BIN COLLECTION POINT
CYCLE STORE
CYCLE STORE

Town & Country Planning (Scotland) Act, 1997 as amended

REFUSED

30 March 2021

Development Management Environmental Services The Moray Council

SCALE 1:200
0 10m

Rev.	Date	Remarks	By	Ch.
J	16.02.2021	Landscaping updated.	BRL	-
H	05.02.2021	Door moved, disabled bay & EV added to starter unit. Additional EV point to retail parking	BRL	-
G	03.02.2021	Footpath widened on Forsyth Street.	BRL	-
F	27.01.2021	Road safety audit & Planning updates.	BRL	-
E	31.08.2020	Motorcycle bays and bin collection note added.	BRL	-
D	21.08.2020	Loading bay extended. Pedestrian routes updated.	BRL	-
C	18.08.2020	Parking reconfigured & footpath to east boundary added to suit Planning feedback.	BRL	-
B	03.07.2020	Amendments to suit topo.	BRL	-
A	30.06.2020	Scheme revised for Planning.	BRL	-

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:200	24.02.2020	BRL	VM

Drawing no. L-003

Rev J

NORTH
PLANNING & DEVELOPMENT

Retail Planning Statement

In Respect of Planning Application for Erection of retail unit (Class 1) etc at Hopeman Service Station, Forsyth Street, Hopeman
June 2020

Prepared by
North Planning and Development
2nd Floor, Tay House
300 Bath Street
Glasgow
G2 4JR

T 44 (0)141 221 2626
www.northplan.co.uk

RTPI
Chartered Town Planners

Contents

Quality Standards Control

The signatories below verify that this document has been prepared in accordance with our quality control requirements. These procedures do not affect the content and views expressed by the originator.

This document must only be treated as a draft unless it is has been signed by the Originators and approved by a Director.

DATE	ORIGINATORS	APPROVED
June 2020	David Campbell Director	Graeme Laing Director

[redacted]

Limitations

This document has been prepared for the stated objective and should not be used for any other purpose without the prior written authority of North Planning Development we accept no responsibility or liability for the consequences of this document being used for a purpose other than for which it was commissioned.

1.0 Application Site and Proposal

1.1 This Retail Planning Statement is submitted in support of a planning application that has been submitted to Moray Council by Springfield Real Estate Management Ltd/Co-op seeking planning permission to Demolish existing service station and garage, erect retail unit, light industrial unit and 2 no. blocks of residential flats at Hopeman Service Station, Forsyth Street, Hopeman. This Statement considers the retail element of the application against planning policy and other material considerations and sets out a clear rationale for planning permission to be granted.

1.2 The application seeks to introduce a new and modern convenience retail store which will be occupied by the Co-op, who wish to secure a presence in Hopeman to supplement their existing presence across Moray Council area, which includes stores at Forres, Lossiemouth and Lhanbryde.

1.3 The proposed new Co-op foodstore will be provided within a single storey building and with a gross floorspace of 372sqm, comprising approximately 260sqm of retail trading space and the remainder as back of house storage, staff etc areas. The main building elevations will incorporate glazing, and walls will be finished in a mix of white render and nordic spruce vertical shiplap cladding. The building will incorporate a mono pitched roof and will be finished in grey roof panels. The customer entrance is positioned on the left-hand side of the proposed building. The form and design of the building is responsive to the context provided by existing nearby buildings but is also contemporary in terms of design and materials, and the development will deliver a very positive new contribution to the streetscape. The drawings that are submitted with the application fully identify the proposals.

1.4 The proposed development will incorporate dedicated customer parking spaces and plant areas are located to the rear of the proposed retail building. The proposed shop will open 7 days a week for the daily shopping needs of residents and the store will support approximately 5 full and 16 part-time jobs.

1.5 The proposal seeks to redevelop the application site, which is currently occupied by the Hopeman Service Station which was formerly a petrol filling station. Planning application reference 16/01799/APP was for development on part of the current application site, and the Report of Handling associated with that earlier application states that in January 2017 parts of the application site were used for storage and car sales by third party. Taken together, this confirms that the application site has an established use profile that includes petrol and car sales, both of which are roadside uses which attract vehicular traffic, thereby meaning that the site is affected by activities that result in the site having a commercial character. These established uses will have had and do have impacts by way of vehicle movements and associated noise etc, and this contributes to the established character of the site and surrounds.

1.6 The proposed shop will supplement the existing shopping provision in Hopeman and will provide a high-quality shopping environment for customers and sell a wide range of products. The Co-op business is focussed on the provision of modern convenience shopping facilities and, as such, the

application seeks to facilitate the delivery of a new Co-op convenience shop for the residents of Hopeman and surrounding area. The new store will supplement the existing Co-op stores in the area and serves to demonstrate the Co-op's continued commitment to Moray Council area.

1.7 The new Co-op that is proposed will offer a wide range of convenience products, and due to the availability of convenience expenditure, as evidenced at part 3.0 of this Statement, the Co-op will have little or no impact on the other very limited existing shops in Hopeman. Rather, it is anticipated that the new Co-op store will help to retain expenditure in Hopeman that is currently going to retail stores elsewhere (i.e. Elgin and Forres) and that by drawing an element of this trade back to Hopeman will help support the vitality, viability and sustainability of the settlement by helping to reduce the need to travel, not only reducing car trips, but also ensuring that good quality shopping facilities are available in Hopeman for the elderly, the less mobile and tourists. The introduction of a new Co-op store in Hopeman will also create new jobs, a good proportion of which would be expected to be filled by residents. Retaining trade and expenditure in Hopeman through the introduction of a new Co-op shop may also lead to more linked trips to other existing shops and services within the settlement, with consequent further positive impacts in terms of money being spent locally and associated employment benefits in these other shops and facilities.

2.0 Planning Policy Assessment

2.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 provides that:

> *'where, in making any determination under the Planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise'*

Moray Local Development Plan

2.2 Moray Council adopted the current Local Development Plan (LDP) on 31st July 2015, and this sets out the key planning policies relevant to the consideration of this planning application.

2.3 The site sits within the settlement of Hopeman, as identified in the adopted LDP. Whilst part of the site is affected by Policy I1, which supports business and industrial uses, the front part of the application site, over which the Co-op store is proposed, appears to be 'white land' and so that part is not affected by Policy I1.

2.4 Also of particular significance to the consideration of this application is the fact that the adopted LDP does not identify a town centre or other retail policy designation in Hopeman or the other settlements that fall within the catchment of the proposed store (i.e. Cummingstown and Duffus). On that basis, as there is no town or other centre within either Hopeman or elsewhere in the catchment, which are afforded protection by planning policy, Policies R1 and R2 of the adopted LDP are not applicable to the consideration of this application.

2.5 Instead, Policy R3 of the adopted LDP is relevant, and this establishes as follows:

> *"Proposals for Neighbourhood and Local Shops, Ancillary Retailing, and Recreation or Tourist Related Retailing will generally be acceptable in the following circumstances:*
>
> *a) Small shops which are intended to primarily serve the convenience needs of a local neighbourhood within a settlement boundary*
>
> *These types of retailing are exempt from the sequential assessment requirement but may, when requested by the Planning Authority, be required to demonstrate that they will not have an adverse effect on the vitality and viability of the identified network of centres"*

2.6 The application proposal is for a Co-op shop which will predominantly serve the settlement of Hopeman, which has a resident population of approximately 1,700, and to a lesser extent the nearby settlements of Cummingstown and Duffus. The proposed shop will primarily serve the day-to-day convenience needs of residents within the local catchment area, and it is therefore clear that the retail element of the application proposals satisfies the requirements of Policy R3 of the adopted LDP.

n.b. It is relevant to note that Moray Council approved planning permission in 2016 for a new Co-op store in Lhanbryde. The store that was approved at Lhanbryde, and now built, is of a similar size to what is now proposed at Hopeman, the population of Lhanbryde is similar to Hopeman, and the new Co-op at Lhanbryde trades alongside a Keystore, thereby demonstrating that convenience stores can co-exist in settlements of this size. The Report of Handling associated with the Lhanbryde application justified approval of permission there due to the proposal complying with Policy R3 of the adopted LDP. This all serves to demonstrate that the Council should adopt the same approach to the retail proposal at Hopeman as they did at Lhanbryde, and conclude that the retail element of this application is in line with planning policy.

2.7 Notwithstanding the above, in addition to the retail specific policies, there are a number of other policies within the adopted Local Development Plan that provide support for the proposed retail development at Forsyth Street, Hopeman.

2.8 Primary Policy PP1 (Sustainable Economic Growth) of the adopted LDP establishes that development proposals which support the Moray Economic Strategy and contribute to the delivery of sustainable economic growth and the transition of Moray towards a low carbon economy will be supported. The application proposals meet the aims of this Policy as the development of a new foodstore here will deliver significant investment, create new jobs and reduce the need for customers to travel to other locations, thus reducing carbon emissions.

2.9 Primary Policy PP2 (Climate Change) of the adopted LDP establishes that in order to align with the Climate Change Act (Scotland) Act 2009 that new development should be in sustainable locations that make efficient use of land and infrastructure, reduce the need to travel, avoid areas at significant risk of flooding, landslip and coastal erosion. The application meets the aims of this Policy as the proposal is for the redevelopment of a brownfield site within the settlement boundary, so makes use of already developed land with existing infrastructure, the provision of a new retail store will reduce the need for residents within the catchment area to travel to other locations by private car and therefore help to reduce carbon emissions, and as the site is not affected by flooding, landslip or coastal erosion.

2.10 Policy ED8 (Tourism Facilities and Accommodation) of the adopted LDP establishes support for proposals that contribute to Moray's role as a tourist area where they demonstrate a locational need for a specific site. It is set out in the Retail Statement at part 3.0 of this report that the proposed retail store will serve the existing resident population of Hopeman and surrounding area. However, it is also anticipated that the retail store will serve to help meet the needs of tourists visiting the area. Part 3.0 of this report demonstrates that the existing shopping provision within the catchment does not provide for all of the convenience retail requirements of the catchment area, and so there is a specific locational need for a new store to be provided in Hopeman to meet the need that exists, and this is in line with terms and spirit of Policy ED8.

Proposed Moray Local Development Plan 2020

2.11 A replacement Local Development Plan is well advanced, and the planning policies that affect the application site and apply to the proposal are broadly the same as those contained in the adopted LDP.

2.12 The site is within the settlement boundary as identified in the Proposed LDP, and the site of the proposed Co-op is partly 'white land'. Policy DP7 (c) concerns Neighbourhood centres and establishes that:

> *"Small shops that are intended to primarily serve the convenience needs of a local neighbourhood within a settlement boundary will be supported. Depending on scale, proposal may be required to demonstrate that they will not have an unacceptable adverse impact on vitality and viability of the network of town centres (Table 6), by a Retail Impact Assessment or Retail Statement. Within a neighbourhood one unit of up to 400sqm designed to meet the day to day convenience needs of the neighbourhood will be supported… Neighbourhood hubs/centres should aim to contribute to the sense of community and place, the sustainability of an area, reduce the need to travel for day to day requirements and provide adequate parking and servicing areas"*

2.13 Policy DP7 repeats much of what is set out in Policy R3 in the adopted LDP and establishes a presumption in favour of the provision of neighbourhood retail facilities. The Co-op store that is proposed at Forsyth Street, Hopeman is intended to serve precisely this purpose, is for a store of less than the 400sqm referenced in Policy DP7, and will contribute to sustainability by reducing the need for local residents to travel by car for day to day shopping requirements. The application also proposes adequate and suitable parking and servicing for the proposed retail store.

3.0 Retail Statement

3.1 Notwithstanding our view that Policy R3 of the adopted Local Development Plan and Policy DP7 both establish a clear presumption in favour of the provision of neighbourhood retail facilities, and of up to 400sqm, as is proposed at Forsyth Street in Hopeman, we have, without prejudice and to help inform the determination of the application, given due consideration to retail planning matters.

3.2 In terms of issues relating to retail capacity and impact, the scale of the proposed development is such that retail impact analysis is not required. However, to assist the Council with their consideration of our client's proposals we have undertaken the following high level analysis, which demonstrates that the proposed convenience store can be comfortably accommodated without giving rise to any significant retail impact issues.

Catchment Area

3.3 In terms of a catchment, the proposed convenience store will serve Hopeman and its immediate surrounds, including Cummingstown and Duffus. It is not anticipated that the store would draw any trade from beyond these areas, owing to the scale and nature of the convenience retailing offer in Burghhead, Lossiemouth and Elgin.

Catchment Population

3.4 Data taken from the 2011 Census, indicates that the resident population of Hopeman, together with Cummingstown and Duffus is approximately **2,273 people**. This figure does not include any allowance for growth associated with existing LDP housing allocations.

Convenience Retail Expenditure

3.5 In terms of the convenience retail expenditure generated by the catchment population, reference is made to the national average convenience goods expenditure per head, which is approximately **£2,136** (Experian).

3.6 This allows us to estimate that the total convenience expenditure generated by the catchment population is in the order of **£4.85m**. This does not include any allowance for additional expenditure generated by tourists, with Moray Council reporting that the Moray economy benefits from some □128m of tourism spend annually. Consequently, our estimate of available expenditure is considered to be a conservative one.

Existing Convenience Floorspace

3.7 In terms of the existing convenience floorspace within the catchment, the table below provides a summary of the existing convenience stores, along with their estimated sales floorspaces, benchmark turnover rates, and average turnovers which have been estimated with reference

to data published by Retail Rankings. This analysis indicates that the existing convenience goods floorspace in the catchment is in the order of **£1.38m.**

Store	**Address**	**Gross Floorspace (sqm)**	**Benchmark Turnover Per Sqm**	**Estimated Average Turnover (£m)**
Costcutter	Harbour Street, Hopeman	200	□4,000	□0.80
W Reid Butcher	Harbour Street, Hopeman	60	□3,000	□0.18
Duthie Pharmacy	Harbour Street, Hopeman	60	□2,500	□0.15
Hopeman Post Office / Newsagent	Harbour Street, Hopeman	50	□2,500	□0.13
Duffus Village Shop	Gordonstoun Road, Duffus	50	□2,500	□0.13
Total				**£1.38m**

Proposed Store

3.7 The proposed Co-op convenience store will have a gross floorspace of 372sqm, with approximately 260sqm of sales space and 112sqm of back of house, non-trading space (storage, staff areas etc).

3.8 According to data published by Retail Rankings, the Co-operative Group's company average turnover is in the order of □8,000sqm. As such, the proposed Co-op convenience store is expected to have a company average turnover in the order of **£2.0m.**

Capacity to Support new Store

3.9 Taken together, there is a total available convenience goods expenditure of □4.85m within the Hopeman catchment and the existing convenience stores have a combined average turnover of £1.38m, leaving £3.47m of 'surplus' retail expenditure. As noted above, this is likely to be an underestimate as it does not take into account tourism expenditure and nor does it allow for any increases associated with population and expenditure growth.

Available Expenditure (□m)	Turnover of Existing Convenience Provision	Surplus Convenience Expenditure (□m)	Proposed Store Turnover (□m)	Residual Turnover (□m)
□4.85	□1.38	□3.47	□2.00	□1.47

3.10 The above table demonstrates how the existing catchment area provides sufficient available convenience expenditure to comfortably support the proposed store without any significant impacts on existing convenience outlets. Indeed, even after the proposed store is introduced, there would remain a residual £1.47m of convenience goods expenditure in the catchment, an amount greater than the total turnover of all the existing convenience floorspace in the catchment.

3.11 It is our considered opinion that the proposed store will serve to address an existing gap in the convenience retail offer in Hopeman, creating new employment opportunities and reducing the need for residents to travel to more remote locations by car in order to satisfy their day to day convenience shopping needs.

3.0 Summary and Conclusions

3.1 This Statement supports a planning application that has been submitted to Moray Council by Springfield Real Estate Management Ltd/Co-op seeking planning permission to Demolish existing service station and garage, erect retail unit, light industrial unit and 2 no. blocks of residential flats at Hopeman Service Station, Forsyth Street, Hopeman.

3.2 The foregoing Statement demonstrates that the retail element of the planning application, which is for a new Co-op store, satisfies the planning policy requirements that are set out in the adopted Moray LDP.

3.3 Having regard to all the foregoing points and the proposal's compliance with the development plan, the proposed development is commended to Moray Council and we respectfully request that Planning Permission be duly granted.

ECS
TRANSPORT PLANNING LIMITED

Proposed Mixed Use Development, Forsyth Street, Hopeman

Transport Statement

July 2020

ECS Transport Planning Limited
Centrum Offices, 38 Queen Street, Glasgow, G1 3DX
www.ECSTransportPlanning.com

Client Name: Springfield Real Estate Management Ltd
Document Reference: 01
Project Number: 20044

Issue	Date	Prepared by	Checked by	Approved by
01	10.07.20	Steven Scott	Michael Summers	Michael Summers

Comments [redacted]

Comments

Content

Figures

Tables

Appendices

1. Introduction

1.1. ECS Transport Planning Limited (ECS) has been commissioned by Springfield Real Estate Management Ltd to produce a Transport Statement (TS) in support of a proposed mixed-use development with associated parking on the Hopeman Service Station site adjacent to the B9040 Forsyth Street, Hopeman.

1.2. The proposals seek permission to demolish the existing service station and garage and construct a small food retail convenience store, a light industrial / commercial starter unit and 2 no. blocks of residential dwellings containing a total of 8 cottage flats with associated access, servicing and parking facilities.

1.3. This report examines the key transportation issues and access opportunities associated with all modes of travel from development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.

1.4. The findings of this study are based on a review of the comments provided by Moray Council's Transport Planning Department (MC) within a consultation response to the planning application, consideration of representations by the public, a site visit, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning polices, including 'Designing Streets'.

1.5. The subsequent chapters of this report are structured as follows:-

- Development Proposals□
- Local □ National Transport Policy□
- Sustainable Accessibility□
- Existing □ Future Traffic□and
- Summary □ Conclusions.

2. Development Proposals

Existing Site & Surrounding Area

2.1. Hopeman is a seaside village in Moray, on the coast of the Moray Firth, founded in 1805 to house and re-employ people displaced during the Highland Clearances. According to the 2011 census, Hopeman has a population of 1,724 residents within circa 701 dwellings.

2.2. The site extends 0.67ha and currently hosts a service station and garage which has fallen into a state of disrepair in its current condition. The site is considered to currently be dilapidated and detrimental to the character of Hopeman.

2.3. This site, which is brownfield in nature, is bounded to the north by the B0940 Forsyth Street, to the east by Tulloch of Cummings, to the south by a telephone exchange and agricultural land and to the west by residential properties between the site and Inverugie Road. The location of the site, in a local context, is highlighted in red within *Figure 1* below:-

Figure 1: Site Location

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2.4. The area has a number of local amenities including Hopeman Primary School, Hopeman Stores, and Post Office (Premier), Costcutters, a general store, hairdressers and beauty salon, a butcher shop, a chemist, a fish chip shop and recreational facilities.

2.5. The site is identified within the Local Development Plan as designated for Business Use, but it is clear that the site is not being utilised for business use and will, without substantial investment, deteriorate further over time. The site is well located in terms of access to arterial routes and public transport services to key areas of employment, such as, Elgin.

2.6. *Figures 2 & 3* below present the site in its current form. *Figure 2* displays a view of the site frontage looking south from Forsyth Street, with *Figure 3* illustrating the existing access arrangements.

Figure 2: View of Site from Forsyth Street

Figure 3: Existing Access Arrangements

Proposed Residential Development

Development Access Overview

2.7. The proposals involve the demolition of the existing service station and garage onsite, and construction of a retail unit, a small light industrial unit and 2no blocks of residential cottage style flats. The development content will comprise of the following:-

- 372msq Gross Floor Area (GFA) Food Retail (Convenience Store)
- 112msq GFA Light Industrial / Business Use (Starter Business)and
- 8 cottage flats split equally between two blocks.

2.8. The site frontage will be reconfigured, with the access arrangement condensed and footway on the southern side of the carriageway reinstated. The large existing egress at the western side of the site will be removed and a new standard priority junction introduced to replace the eastern access. A new delivery / loading layby will be created on the southern side of Forsyth Street to the west of the enhanced site access with the footway routing around the rear. In additional to the proposed delivery bay, 4 new car parking spaces will be introduced on the northern western boundary at the rear of the footway accessible via dropped kerb.

2.9. The site access junction will provide a route to the central area of the site with parking located either side. The internal road will be introduced in a T-Shaped arrangement to support larger vehicle turning manoeuvres. The minor section of the internal T-Shaped arrangement will operate as a parking courtyard and will host parking facilities either side.

2.10. The light industrial unit will be positioned to the east of the access junction directly south of the 4 proposed site frontage parking spaces and east of the site spine road. The convenience retail store will be located on the northern boundary of the site, to the south of the proposed delivery loading bay. To the south of the access roads and parking facilities, the cottage flats will sit on the southern boundary side by side.

2.11. Pedestrian access to the site will be provided from the northern boundary via Forsyth Street. A new dropped kerb crossing with tactile paving will be introduced between the enhanced site access junction and the proposed frontage car parking spaces. Access to the light industrial unit will be via an entrance on the northern elevation which will front the footway, as will access to the retail unit with entrance directly south of the delivery bay.

2.12. A zebra crossing will be introduced within the private internal spine road to support pedestrians crossing the minor arm of the junction. Access to the residential cottage flats will be introduced via a footway between the retail building and the parking bays on the western side of the site spine road. Another zebra crossing will be introduced over the parking court providing access to a surfaced area around the perimeter of both flatted buildings.

2.13. The proposed site layout is illustrated on Drawing L-003 Rev B contained within *Appendix A*.

Development Parking Provision

2.14. The proposed development will provide a total of 37 car parking spaces, which will consist of 4 frontage access spaces from Forsyth Street in support of the light industrial unit, 12 bays for the residential dwellings located either side of the internal parking court and 21 spaces for the convenience retail store positioned adjacent to the main spine road. The provision for the convenience store will include 2 disabled bays and one electric charging station.

2.15. As requested within MC's consultation response, parking provision for the residential element of the site has been introduced in accordance with Moray Council's Parking Standards as 1.5 spaces per flat which equates to a total of 12 spaces. Given the provision also accounts for visitor use, the spaces will not be allocated which ensures more efficient use of parking spaces.

2.16. Furthermore, the ratio of 3 spaces per 100msq GFA has also been applied to the light industrial use. However, given that some of the residential parking will be vacant during key retail demand periods, it is not considered necessary to apply the full food retail parking requirement to the site given the potential for shared use. The proposed retail element will provide a total of 21 spaces which is two short of the recommended 23 space provision. Co-Op, who are likely to be the tenant of the proposed unit, are comfortable that the proposed provision is sufficient to accommodate demand based on knowledge of operations at similar sized stores in areas with comparable characteristics. Given the remote location of the store, the proposed unit includes a larger storage area than would be standard, as such, applying the full parking ratio to this area is onerous.

2.17. Cycle parking will be provided in accordance with Moray Council's Parking Standards, with 3 Sheffield Cycle Stands introduced at the rear of the retail building which will support a total of 6 bicycles at any time.

The provision is in excess of the minimum requirements for both the retail and industrial elements of the site as set out in MC's guidance.

2.18. Cycle parking for the residential element of the site will be provided in a secure sheltered facility at the rear of the buildings adjacent to the bin stores.

Service Refuse Vehicle Access

2.19. Servicing, for the retail store, will be undertaken from a dedicated layby on the southern side of the Forsyth Street carriageway adjacent to the unit. A traffic regulation Order will be promoted to restrict parking within the area. The dimension of the bay is more than adequate to support a standard 10m rigid delivery vehicle at a width of 3m and length of 18m. Servicing, if required, for the light industrial unit is envisaged to be undertaken by a small panel van.

2.20. Refuse collection will be undertaken internally for all three land uses. The refuse vehicle will enter the site in a forward gear route south on the spine road and turn right into the parking court. Once the bins have been collected the vehicle will reverse into the T-Shaped turning head arrangement and exit the site in a forward gear.

2.21. Drawing 20044_002, contained within *Appendix B,* demonstrates a service vehicle entering and exiting the proposed loading layby on Forsyth Street. Drawing 20044_001, also contained within Appendix B, demonstrates a refuse vehicle can be safely accommodated within the proposals, allowing vehicles to enter and exit the site in a forward gear, with Drawing 10045_401 illustrating fire tender access to the site.

3. Local & National Transport Policy

3.1. The planning system is used to make decisions about the future development and use of land in our towns, cities and countryside. It considers where development should happen and how development affects its surroundings. The system balances different interests, including transport, to make sure that land is used and developed in a way that creates high quality, sustainable places.

3.2. To inform this process, National and Local Government have developed a series of policy documents / statements and guidance in terms of transportation. As most forms of transport are fundamental to modern life, whether moving people to school, work, shopping or recreation, the integration of transport and land use is a key element to support economic growth, as well as, social inclusion. In reducing Scotland's carbon footprint, the promotion of public transport is seen as key for new developments with walking and cycling taking an important role.

3.3. The following provides an overview of the current national / central and local government policies and guidelines, which the development proposals and site will be reviewed against within this report.

National / Central Government Transport Planning Policy

The Government's White Paper

3.4. The White Paper 'The Future of Transport: A Network for 2030, Executive Summary, Paragraph 6' states that:-

"We need a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve our environmental objectives. This means coherent transport networks with:-

- *the road network providing a more reliable and free-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;*
- *the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;*
- *bus services that are reliable, flexible, convenient and tailored to local needs;*
- *making walking and cycling a real alternative for local trips; and*
- *ports and airports providing improved international and domestic links."*

Scottish White Paper

3.5. The Scottish White Paper, 'Scotland's Transport Future, Section 2: Objectives' outlines new objectives for achieving an integrated and sustainable transport system in Scotland:-

"Our objectives are to:-

- *promote economic growth by building, enhancing, managing and maintaining transport services, infrastructure and networks to maximise their efficiency;*
- *promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network;*

- *protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy;*
- *improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff;*
- *improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport".*

Scottish Planning Policy

3.6. National policy for transport is detailed in Scottish Planning Policy (SPP). The relevant aim of planning policy is to support and accommodate new investment and development in locations accessible by a range of means of transport which seek to minimise the impact on existing transport networks and the environment.

Planning Advice Note 75: Planning for Transport

3.7. Planning Advice Note (PAN) 75 accompanies SPP and provides a good practice guide for planning authorities and developers in relation to carrying out policy development, proposal assessment and project delivery. The aim of the document focuses on how planning and transport can be managed□the role of different bodies / professions in the planning process and provides reference to other sources of information.

3.8. Respectively, paragraphs 7 and 24 of the document state the following in terms of transport:

"The intention is for new developments to be user focused and for the transport element to promote genuine choice, so that each mode contributes its full potential and people can move easily between different modes. Consideration should be given to freight logistics as well as person travel."

"Development plan policy should encourage development of significant travel generating proposals at locations which are key nodes on the public transport network that have a potential for higher density development and a potential for mixed use development with an emphasis on high quality design and innovation. These locations should encourage modal shift of people and freight by providing good linkages to rail, walking and cycling networks and with vehicular considerations, including parking, having a less significant role. Mixed use development, for example the inclusion of local shops and services within larger housing developments can encourage multi-purpose trips and reduce overall distances travelled by car by bringing together related land uses."

3.9. Furthermore, maximum travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport are contained within PAN 75. From paragraph B13, the document states the following:-

"Accessibility to public transport services:

- *For accessibility of housing to public transport the recommended guidelines are less than 400m to bus services and up to 800m to rail services."*

"Accessibility to local facilities by walking and cycling:

- *A maximum threshold of 1,600m for walking is broadly in line with observed travel behaviour."*

Designing Streets

3.10. This document is the first policy statement in Scotland for street design and sits alongside Designing Places, setting out government aspirations for design and the role of the planning system in delivering these. Together, they are the Scottish Government's two key policy statements on design and place making. Both documents are national planning policy and are supported by a range of design-based Planning Advice Notes (PANs). Designing Streets updates and replaces PAN 76 New Residential Streets (which is now withdrawn) and, in doing so, marks a distinct shift, raising the importance of street design issues.

3.11. The key policies from Designing Streets that should be considered are as follows:

- *"Street design must consider place before movement.*
- *Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.*
- *Street design should meet the six qualities of successful places, as set out in Designing Places.*
- *Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.*
- *Street design should run planning permission and Road Construction Consent (RCC) processes in parallel."*

Scottish Executive Development Department: Transport Assessment Guidance (TAG)

3.12. The above document was published in 2012 and seeks to provide a best practice guide to help identify and deal with the likely impacts of development proposals in-terms of transport. As with SPP, this guidance focuses on the overall accessibility of the development. Detailed below are the key aims of a Transport Assessment.

- Reducing the need to travel, especially by private vehicle
- Reducing environmental impact of development
- Encouraging accessibility of development / location and
- Promotion of measures that influence sustainable travel behaviour.

3.13. TAG provides recommendations for pedestrians, cyclists and public transport accessibility in relation to new development, defining mechanisms for identifying the location and measures.

3.14. Paragraph 2.9 of the document states that:

"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."

"In many cases, vehicle impacts will still be important and, in terms of the principals involved in the analytical process, will generally follow the well-established IHT procedures…"

Let's Get Scotland Walking - The National Walking Strategy

3.15. Let's Get Scotland Walking is a strategy to increase the number of Scots who are physically active and build on Scotland's outstanding opportunities for walking both in urban and rural areas. The foreword of the document states:

"There are many benefits from getting Scotland walking, including: more people will use active travel more often and will walk more for pleasure and for recreation; children will have safer routes to school and local facilities; older people will feel more connected with their communities; employers will have a healthier and more productive workforce; Scotland will reduce its use of carbon; and local economies will benefit from increased footfall."

3.16. The vision and aims of the document are as follows:

"A Scotland where everyone benefits from walking as part of their everyday journeys, enjoys walking in the outdoors and where places are well designed to encourage walking."

3 Strategic Aims are:

- *Create a culture of walking where everyone walks more often as part of their everyday travel and for recreation and well-being*
- *Better quality walking environments with attractive, well designed and managed built and natural spaces for everyone*
- *Enable easy, convenient and safe independent mobility for everyone*

Cycling Action Plan for Scotland

3.17. The actions in this document aim to increase cycling across Scotland, supporting both new and experienced cyclists. It outlines a framework for delivering the vision, setting out what the Scottish Government will do, what they expect others to do and what outcomes they expect that action will achieve.

3.18. The Scottish Government's purpose is to focus government and public services on creating a more successful country, with opportunities for all of Scotland to flourish, through increasing sustainable economic growth. This first ever Cycling Action Plan for Scotland (CAPS) sets out how cycling, within the wider context of walking and active travel, contributes to this purpose, particularly through improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars.

3.19. Currently 1□ of all journeys by Scottish residents are made by bicycle (Scottish Household Survey Travel Diary, 2008), and the Scottish Government would like to see this increased tenfold to 10□ by 2020. Although this is an ambitious vision, the Scottish Government believe it is achievable. Around half the short journeys made (under 2 miles) are made by car□many of these could be switched to bike. This Action Plan aims to provide a framework to help create an environment which is attractive, accessible and safe for cycling.

Local Transport Planning Policy

Local Transport Strategy

3.20. Transport is an important part of the economy in Moray, particularly given its rural and peripheral nature. Developing a transport system that supports economic development, sustainable development, equality, social inclusion and health improvement principles will be a major challenge. A further challenge is safeguarding the quality of life for the citizens of Moray by finding new ways to maintain and increase sustainable economic development, without causing undue traffic growth, congestion and environmental damage.

3.21. The general need for reduction in levels of road traffic in parts of Scotland is not being challenged in the LTS, and there is general agreement that wherever possible efforts should be made to encourage the use of modes of transport other than the private car. The Council is currently pursuing various initiatives which would at least make a small contribution to this objective. These include Safer Routes to School, Rural Transport Initiatives and the preparation of Access and Cycling Strategies. Nevertheless, it must be acknowledged that the character of Moray, which is dictated by its rural location and the particular constraints which apply to public transport, means that some measures which might be successful in other parts of Scotland would be wholly inappropriate in this area. Therefore, it is not considered that setting targets to reduce traffic volumes on non-trunk roads is appropriate in Moray.

3.22. The purpose of the LTS is to set out a framework for taking forward transport policy and infrastructure within Moray nut can be summarised as follows:

VISION

3.23. Excellent connections and accessibility are achieved for Moray through a safe, integrated, reliable and affordable transport system that is inclusive and supports economic development and the needs of local communities whilst safeguarding the environment.

OBJECTIVES

Introduction

3.24. The following objectives have been developed, as a result of the consultation process. These have been split into two categories, comprising of Key Objectives and Sub-Objectives.

Key Objectives

3.25. The Key Objectives provide a framework for progress at a local level and provide a basis for the LTS.

- K1: Support and enable economic development through a sustainable transport infrastructure
- K2: Promote safer, inclusive and affordable travel for all
- K3: Maintain and improve the existing transport infrastructure to enable an effective and reliable transport network
- K4: Improve accessibility to jobs, services and facilities
- K5: Increase sustainable travel choices to promote travel behaviour change and reduce the need for car use and the environmental impact associated with transport and health
- K6: Promote integration across different modes, policies and land-use planning.

Sub-Objectives

- S1: Support the improvement of connections (road, rail, sea and air) to the rest of Scotland, the UK and Europe
- S2: Develop solutions to traffic safety and capacity problems within Moray and work with the Scottish Government, developers and others to minimise predicted problems
- S3: Support good quality and affordable public transport systems and where appropriate provide and maintain a network of socially desirable bus services to supplement the commercial network
- S4: Review the role of Moray harbours
- S5: Ensure adequate car parking provision to meet the need of communities
- S6: Support improvements to passenger and freight rail services
- S7: Work with others to reduce additional transport costs related to Moray's location in Scotland, the UK and Europe
- S8: Encourage less car dependent forms of transport and where appropriate encourage road traffic reduction, walking, cycling and other active travel initiatives
- S9: Work with others to improve transport infrastructure related to recreation and tourism
- S10: Support access to the countryside and well being initiatives.

Delivery and monitoring

3.26. Like many other authorities, the success of the Local Transport Strategy will be constrained by competing demands on budgets. Annual budget and implementation reports will continue to be brought forward for Committee approval. Details of the approved budgets and plans will be made available on the Councils website.

3.27. Data collection and monitoring will continue. This will include aspects such as existing key performance indicators including road condition monitoring, lighting repairs and road accidents.

Summary

3.28. Both Local and National Government policy highlight the need to consider sustainable transportation modes when considering the likely impacts of development sites.

3.29. The promotion and connection to public transport is seen as key to providing an access strategy for new development, with walking and cycling taking an important role. The policies all highlight transport sustainability in terms of social inclusion, environmental impact, successful integration and safety.

3.30. In addition, the Scottish Government document "Transport Assessment Guidance" supports the need for consideration of a sustainable approach to transportation planning.

4. Sustainable Accessibility

4.1. The following provides an overview of the likely travel demand for sustainable modes of travel created by the proposed development. The predicted uplift in walking, cycling and public transport trips is assessed in line with the existing provision and facilities in the surrounding area, with improvements to enhance accessibility by each mode considered, where necessary.

4.2. There are various measures of accessibility and methods of calculation. Determining the accessibility of a site generally requires calculating the travel time by different modes i.e. walking, cycling, public transport and private car. From 'Transport Assessment Guidance' Journey times of up to 20-30 mins are appropriate for walking and 30-40 mins for cycling.

4.3. In line with PAN 75, when assessing a development site, it is good practice to consider travel distances for walking and cycling, as well as, establishing how far people would be prepared to walk to access public transport. The suggested walking distances to public transport interchanges and local facilities are as follows:-

- 400m to bus services
- 800m to rail services and,
- 1,600m to local facilities / amenities.

4.4. It should be noted that the distances detailed above are recommended acceptable walking distances from a development site to surrounding facilities, however, theses distances are often exceeded in rural locations.

Multi-Modal / People Trip Assessment

4.5. It is stated within 'Transport Assessment Guidance' that *"Accessibility analysis and location considerations will lead the process of assessment. Person trips will form the platform for all numerical and computational work with numbers associated with car and non-car modes being appropriately addressed in accordance with current policy."*

4.6. In accordance with 'Transport Assessment Guidance', a person trip assessment has been undertaken to determine the likely multi-modal characteristics of the residential element of the proposed site. To appreciate the future travel characteristics of the development site, reference has been made to Scottish Census 2011 website (http://www.scotlandscensus.gov.uk), which defines 'Method of Travel to Work or Study' for the local area that applies to the location of the proposed development site. A summary of the corresponding mode share statistics are shown in *Table 1* overleaf, with the full 2011 National Census outputs detailed within *Appendix C*.

4.7. To assess the level of person trips, the corresponding weekday AM and PM proposed development peak hour (two-way) traffic generation, as indicated in *Table 5*, was applied to the percentage modal split for 'car drivers' (i.e. 49.62%). The remaining mode related trips were proportioned in line with the traffic generation, as indicated in *Table 2* overleaf.

Table 1: 2011 National Census 'Method of Travel to Work or Study Statistics

Mode	Census Output	Modal Split
Underground	2	0.19□
Train	43	4.13□
Bus	150	14.42□
Taxi	9	0.87□
Car or Van	516	**49.62%**
Passenger	82	7.88□
Motorcycle, Scooter or Moped	5	0.48□
Bicycle	18	1.73□
On Foot	172	16.54□
Other	43	4.13□
Total People	**1040**	100□

Table 2: Proposed Residential Development Modal Split and Mode Share (Two-Way)

Mode of Travel	Modal Split	AM Peak	PM Peak
Underground	0.19□	0	0
Train	4.13□	0	0
Bus / Coach	14.42□	2	1
Taxi / Minicab	0.87□	0	0
Driver Car / Van	**49.62%**	**6**	**4**
Passenger Car / Van	7.88□	1	1
Motorcycle / scooter	0.48□	0	0
Bicycle	1.73□	0	0
Walking	16.54□	2	1
Other	4.13□	0	0
Total	100□	**11**	**7**

Minor discrepancies are associated with rounding

4.8. The census information indicates that approximately 9□ of adults work from home in and around the Hopeman area which has not been accounted for in the above calculations ensuring the assessment of each mode is robust. Clearly, those working from home would not impact on the commuter peak periods which would limit the impact on the existing transport infrastructure.

4.9. To determine the likely future travel choice associated with the retail unit, reference has been made to the industry standard Trip Rate Information and Computer System (TRICS) database. This database collates survey data for various development types and, based on the available information, 'Suburban' and 'Edge

of Town' has been used to assess the travel demand associated with the retail element of the site. The multi-modal travel information extracted from this database is contained within *Appendix C* with the resulting multi-modal / people trip generation (two-way) detailed in *Table 3* below.

Table 3: Proposed Retail Development Person Trip Generation (Two-Way)

Mode	AM Peak (08:00-09:00)		PM Peak (17:00-18:00)	
	Total Trip Rate	Total Trips	Total Trip Rate	Total Trips
Walk	18.354	68	21.347	79
Cycle	0.630	2	1.260	5
Public Transport	0.748	3	2.599	10

4.10. The light industrial proposals on site are of a size that is not comparable with any survey sites within the TRICS database, as a result, any movements to / from this facility during peak periods are considered to be insignificant and negligible on the network.

4.11. Furthermore, there has been no consideration take of the extant consent secured on the site and the associated generation that would be removed from the network with the change of land use.

4.12. The following paragraphs provide an overview of the existing walking, cycling and public transport opportunities, in line with the hierarchy of travel modes set out in SPP, demonstrating that the proposed development site is ideally located to be accessible by a range of travel modes, regardless of any additional facilities introduced as a part of the proposals.

Sustainable Travel Opportunities

Walking

Existing

4.13. At present, pedestrian facilities along the site frontage on the southern side of the Forsyth Street carriageway are intermittent and in a poor state of repair. However, there is a continuous footway present on the northern side of the carriageway which is in good condition, of a standard width and benefits from street lighting.

4.14. The footway on the northern side of the carriageway provides a connection to facilities on both sides of Harbour Street with dropped kerbs available to support crossing at regular intervals. Harbour Street is the main street through the centre of the village and provides a link to local amenities and the surrounding residential streets.

4.15. As would be expected within an established built-up village, the footways are interconnecting and penetrate the surrounding residential streets in a grid type arrangement.

4.16. *Figures 4 & 5* overleaf present the footway infrastructure adjacent to the site. *Figure 4* displays a view of the footways on Forsyth Street looking east, with *Figure 5* illustrating the facilities looking west.

Figure 4: View of facilities on Forsyth Street looking east

Figure 5: Facilities on Forsyth Street looking west

Proposed

4.17. From *Tables 2 & 3*, the proposed mixed use development could generate up to 70 and 80 (two-way) trips on foot during the AM and PM peak periods, respectively. However, it is expected that the level of walking trips could be increased given the walk-in catchment and the general accessibility to the village as a whole.

4.18. It is expected that the main pedestrian desire lines will be to the north of the development site, given the location of the village and majority of residential properties.

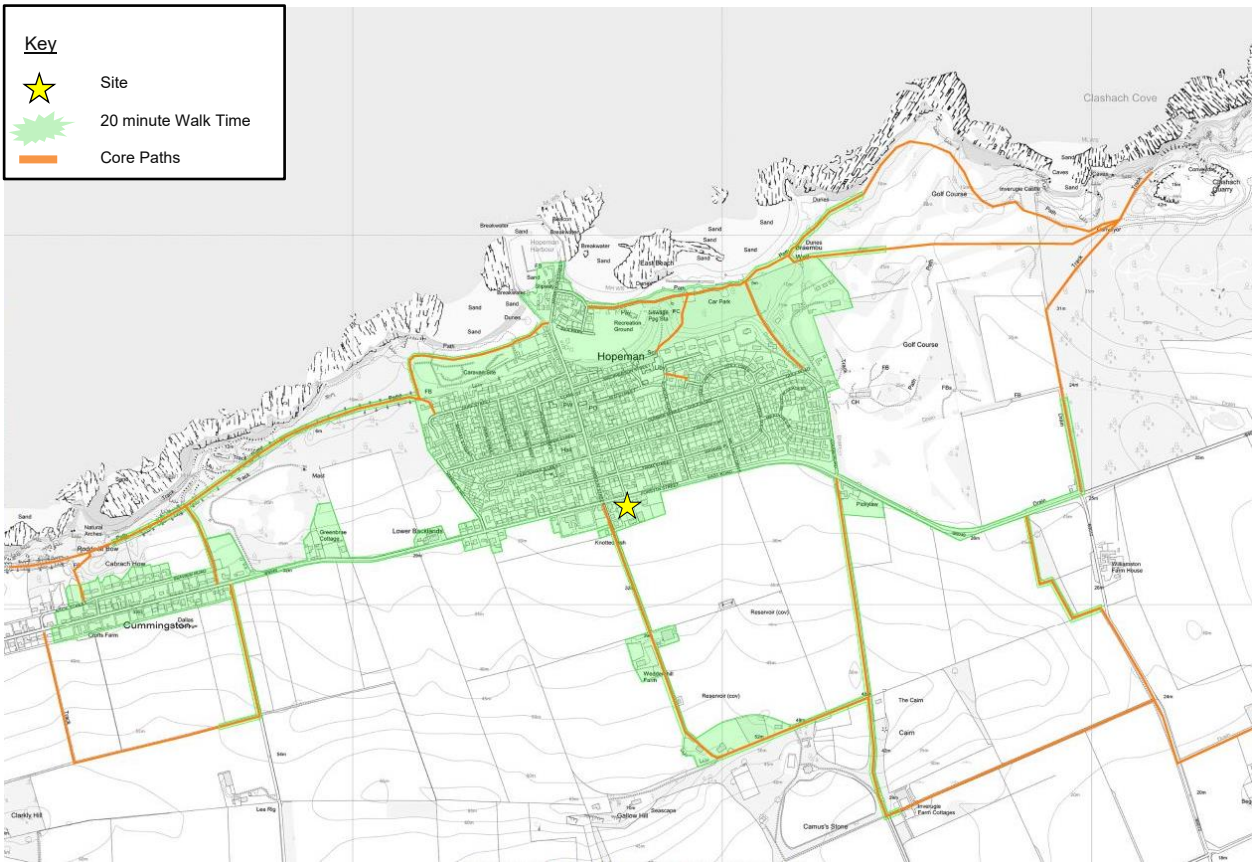
4.19. As part of the development proposals, the footway will be reinstated and upgraded along the site frontage with access provided direct to the retail and industrial unit entrances. Existing lighting columns will be relocated to assist with the introduction of the site access junction and the delivery layby. A zebra crossing will be introduced over the private internal access road to provide pedestrians with a safe crossing point over the minor access.

4.20. In addition to the crossing over the internal access, a new external crossing with be introduced over the B9040 Forsyth Street to the east of the proposed access junction. The crossing point will consist of dropped kerbs with tactile paving supporting access to the public transport facilities on the opposite side of the carriageway and also linking the site with the village.

4.21. Internally, residents of the cottage flats will be directed south via a footpath between the retail unit and the main spine road. A zebra crossing will be introduced to provide residents with support over the parking court aisle and a connection with the entrance to the dwellings.

4.22. From 'Transport Assessment Guidance' journey times of 20 – 30 minutes (circa. 1,600m – 2,500m based on an average walking speed of 1.4m/s) are considered to be appropriate for walking. These figures are broadly in line with the guidance set out in PAN75 which indicates a maximum walking catchment of 1,600m for local facilities and amenities. *Figure 6* presents a 20 minute (1,600m) walking isochrone in relation to the proposed development indicating that residential settlements and bus stops are available in the local area.

Figure 6: Walking Isochrones



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4.23. The site is an excellent example of the 'walkable neighbourhoods' aspiration outlined in Designing Streets where residents can work, live and shop within the local area without the need to utilise a private car.

4.24. It is expected that the inclusion of external footway connections with Forsyth Street and introduction of a new crossing facility over the site access junction and Forysth Street as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity. It is therefore considered that the pedestrian generation calculated within the multimodal assessment will be exceeded, thereby reducing reliance on private car use for local trips.

Safe Routes to Schools

4.25. In line with Transport Planning Policy, Transport Statements / Assessments produced in support of residential developments should consider the safest route for young children travelling on foot or by bicycle to the nearest places of education. It is likely that children residing at the development site will be educated at Hopeman Primary School to the northeast of the site.

4.26. Hopeman Primary School is located on the east side of the village and has approximately 250 registered pupils. The catchment area includes Hopeman and nearby villages of Duffus and Cummingston.

4.27. As highlighted, the development will introduce a new crossing facility on Forsyth Street supporting access to the existing footway on the northern side of the carriageway. Approximately 170m east of the site, the footway on the northern carriageway of Forsyth Street connects with the footway on the western side of School Road. Pedestrians will require to cross minor junctions to reach School Road, but dropped kerb crossing facilities are present at both locations. The footway on School Road routes north terminating at a crossing point on Mid Street which connects the site to the Hopeman School gate. The route is less and 450m in length and well within the recommended walking distance of 1,600m to local facilities as outlined within PAN75.

Cycle Infrastructure

Existing

4.28. The residential nature of the surrounding road network is conducive to cycling with low vehicle speeds, generally 30mph speed restrictions, and low volumes of traffic.

4.29. Circa 4km south of the development site, National Cycle Route 1, Dover to the Shetland Islands, NCR1, intersects the B9013 south of Bank of Roseisle. The route provides access to the centre of Elgin in the east and Forres, Nairn and Inverness in the west. This cycle network runs along a combination of off-road and on-road routes, including the A96 Trunk Road.

4.30. The local Moray core path network also operates as shared cycle paths / footpaths. As previously described, there are several on and off-road core path / cycle routes within the village. Forsyth Street, along the development frontage, is detailed as a promoted path for cyclists. The paths connect the village with Burghead in the west and Lossiemouth in the east.

4.31. *Figure 6*, walking isochrones, indicates areas that can be reached within a 1,600m catchment of the development site, which equates to less than an 8 minute cycle time, indicating that cycling would be an attractive mode of travel for staff / customers accessing the site from the local residential areas. In addition, Lossiemouth and Elgin are within a circa 10km catchment of the development site, which equates to a cycle time of between 30 – 40 minutes which will be attractive to many of the residents accessing local employment centres.

Proposed

4.32. Results from the multi-modal assessment indicate that the development is likely to increase the number of cycling trips on the local road network by 2 movements during the AM peak period and 5 movements during the PM commuter peak. However, with the introduction of connections to cycling facilities and the promotion of a Travel Pack it is considered that cycling will be more attractive to residents than the multi-modal assessment suggests. The key cycle destinations from the residential site will be to education, amenities or public transport facilities for multi-modal travel.

4.33. Cycle parking for the retail unit will be provided in the form of three Sheffield Cycle Stands at the rear of the building which exceeds the minimum requirements detailed within Moray Council's Parking Standards. It is envisaged that these facilities will also support any demand from the small light industrial unit.

4.34. Secure and covered cycle parking for the residential element of the site will be provided at the rear of the buildings adjacent to the bin stores.

4.35. Based on the existing cycle opportunities, connections to cycle routes in the area and nature of the local road network, it is considered that the anticipated demand for cycling can be adequately accommodated.

Public Transport

Existing

4.36. The site is ideally located to access public transport facilities within the local area with bus services within easy reach of the site. Bus stops are located on Forsyth Street directly adjacent to the site frontage and benefit from shelters and timetable information.

4.37. At present, Stagecoach Service 32 services operates in the immediate locale of the development site. Details of bus provision available at the stop surrounding the site is summarised within *Table 4* below.

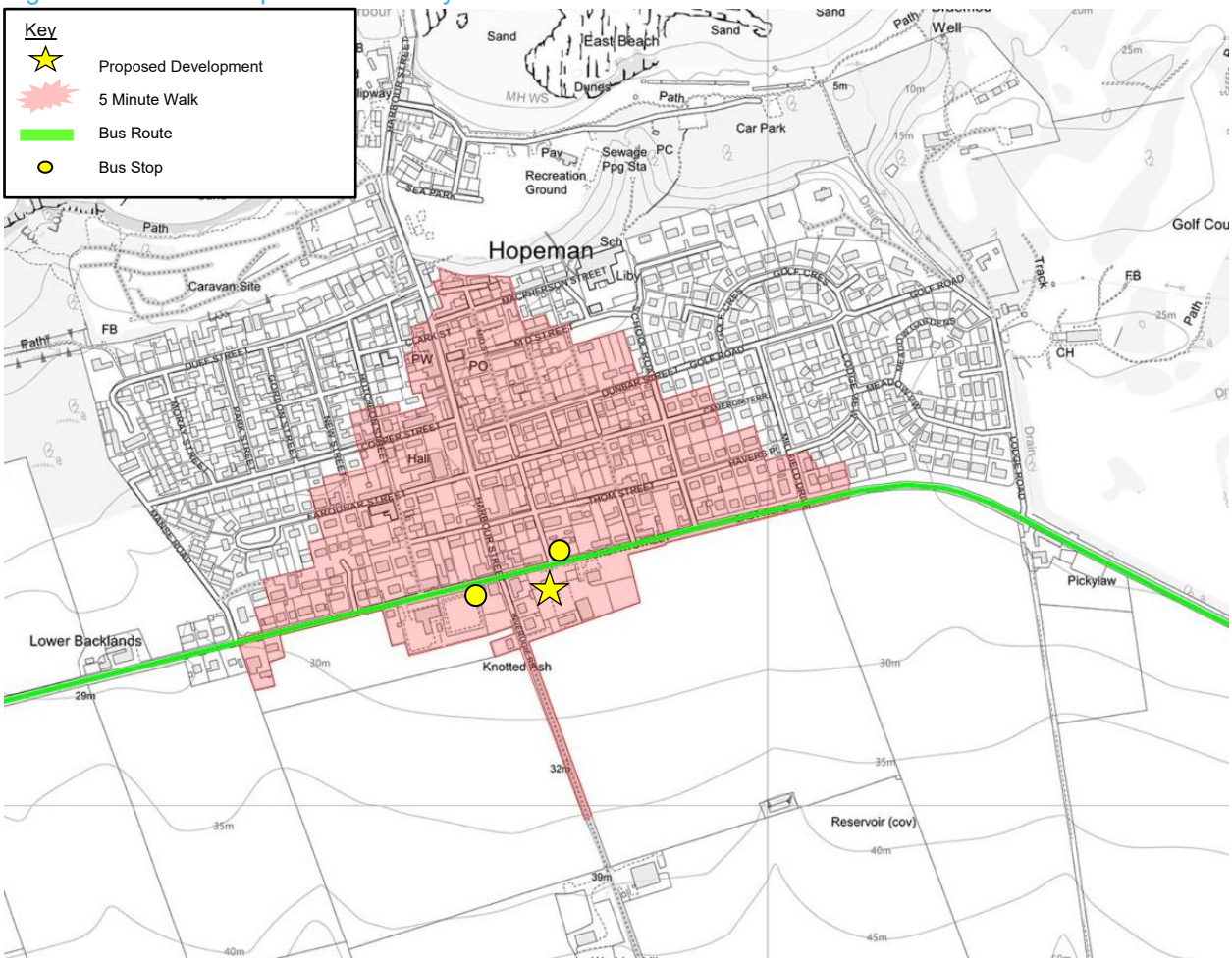
Table 4: Existing Bus Services

Operator	Service	Route	Frequency (mins)					
			Monday-Friday		Saturday		Sunday	
			Day	Night	Day	Night	Day	Night
Stagecoach	32	Elgin – Burghead	60	60	60	60	-	-

4.38. *Table 4* indicates that there is a regular service between Burghead and Elgin routing through Hopeman along Forsyth Street and past the front of the development site. As such, the services adjacent to the site provide an excellent service throughout the day and at evening during both the weekday and on a Saturday.

4.39. *Figure 7* indicates the location of public transport infrastructure in the vicinity of the site and the local bus routes.

Figure 7: Public Transport Accessibility



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Proposed

4.40. It is expected that there will be a regular demand for travelling by public transport to / from the development site during various times throughout the day, however, the largest demand will be associated with employment based trips. As a result, this public transport review focuses on the peak commuting periods, with up to 5 and 11 (two-way) trips estimated to be generated during the AM and PM peaks, respectively.

4.41. Given the location of the bus stops, and the residential settlements / employment centres accessible via these services, it is considered that the additional patronage generated by the development proposals can be easily accommodated by the existing provision.

4.42. It is considered that the available public transport within the area ensures that the development is located in an accessible area and will provide residents and staff with an alternative option to the private car, with timetables accommodating commuter travel.

Travel Plan Framework (Employment)

4.43. It is expected that a full travel plan will form a condition of any consent to ensure that relevant information reflective of Care Concerns specific operation and working conditions can inform the plan. The following provides a framework for a travel plan which will provide the basis for a full travel plan which will be completed in conjunction with MC.

4.44. In line with Transport Assessment Guidance, Travel Plans should first be introduced within the TS. However, a Travel Plan cannot be fully developed until the development is operational, therefore, the Travel Plan Framework below will be used to establish the requirements of the future Travel Plan for the employment element of the development.

4.45. The framework detailed below is not intended to represent a Travel Plan, but is intended to allow consideration of what may be required and is aimed primarily at staff travelling to the development site.

4.46. The Department of Transport (DoT) 'A guide on travel plans for developers' states:

'A travel plan is a strategy for managing all travel and transport within an organisation. It seeks to improve access to a site or development by sustainable models of transport. A travel plan contains both physical and behavioural measures to increase travel choices and reduce reliance on single-occupancy car travel'

4.47. The aim of travel plans, as outlined by Central Government Guidelines, is to address potential means of reducing reliance on staff single-occupancy car use and encouraging the use of alternative forms of travel.

4.48. A Travel Plan involves the development of a set of mechanisms, initiatives and targets that together enable organisations to reduce the impact of travel.

Objectives

4.49. There are a number of objectives, both at national and local level, that the implementation of the Travel Plan is intended to help fulfil:

- Influence travel behaviour;
- Generate fewer single-occupancy car trips than would otherwise be the case by encouraging a modal shift in travel to the site;
- Reduce the need for unnecessary journeys;
- Reduction in overall mileage;
- Help improve the health of staff; and,
- Accommodating those journeys that need to be made by car.

Targets

4.50. The objectives given above provide the framework for the Travel Plan measures. Where applicable, targets can be included to help achieve the objectives and there are two main types that are applicable. The most easily demonstrated is a commitment to deliver the package of measures set out in the plan. These measures include initiatives to promote increases in the use of walking, cycling, car-sharing and public transport use.

4.51. The second form of target is aspirational and related to proportional changes in the travel modes used to access the site. Aspirational targets are not generally set in advance of the development opening as the modal split of staff for the retail development is not known. Results of a staff travel survey (normally

undertaken within 6 months of the development opening) would provide information on the prevailing travel choices of employees and a basis for the setting of aspirational targets in a later revision of the Travel Plan.

4.52. The Travel Plan will be implemented by the end users, who will work in conjunction with MC and other interested parties in its continuing progression and be responsible for managing and implementing.

Initiatives

4.53. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the occupier(s) of the development:

- Provision of travel information - e.g. bus timetable information on staff notice boards
- Measures to promote walking / cycling - washing and changing facilities, bicycle users group, information on walk / cycle routes and,
- Car sharing - Promote a staff car sharing scheme as a means of reducing single occupancy car trips.

4.54. Travel Plans are primarily focussed on staff and therefore the majority of measures proposed within a plan are intended to encourage staff to use more sustainable modes of transport when travelling to the development.

Monitoring & Review

4.55. An objective of the Travel Plan is that there will be an on-going improvement process including periodic monitoring, where necessary.

Residential Travel Pack

4.56. Changes in travel behaviour can be further influenced through a Travel Plan, which involves the development of a set of mechanisms, initiatives and targets that will ultimately help to reduce the impact of travel.

4.57. The aim of travel plans, as outlined by Central Government guidelines, is to address potential means of reducing reliance on single-occupancy car use and encouraging the use of alternative forms of transport thus helping to reduce the impact of travel.

4.58. The value of school and workplace travel plans is now widely accepted and the majority of local authorities recognise the influence they can have on ensuring efficient travel planning in such environments. As it is now widely recognised that residents also benefit from an environment, which offers a wide range of public transport facilities and where intrusion by traffic is minimised, this concept is now being extended to residential developments, where it has become a vital tool in delivering sustainable communities.

4.59. Although a Travel Plan cannot be fully developed until the proposals are fully operational, a framework document can be used to establish the requirements of the Plan. The focus of this Residential Travel Plan is to help deliver a sustainable community and provide informed transport choices for residents.

4.60. There are a number of objectives, both at national and local level, that the implementation of the travel plan is intended to help fulfil:

- Influence travel behaviour of residents
- Reduce the need for unnecessary journeys
- Reduction in overall mileage

- Help improve the health and wellbeing of residents
- Accommodating those journeys that need to be made by car.

4.61. In order to ensure that the opportunities for modal shift can be realised there are a number of measures that will be considered and encouraged by the developer, such as:

- Information on the on and off road pedestrian network routes for residents, and include any maps
- Information on the local cycle network routes to residents, which will include any maps and
- Provide up-to-date public transport information including timetables and bus company contact information.

4.62. One such method of providing residents with the above information is through issue of a Welcome Pack, however, the preparation of such a package is ultimately the responsibility of the builder. It is hoped that making residents more aware of local public transport facilities by such measures will encourage a modal shift from the private car to more sustainable forms of transport.

4.63. The provision of a residential travel planning leaflet would require to be in line with Moray Council's expectations and this should provide details of sustainable accessibility, in terms of walking, cycling and public transport.

4.64. The leaflet should cover a range of users and function and include the following information:

- School children travelling to / from school (primary and secondary)
- Disabled and elderly access
- Leisure routes in the vicinity of the site
- Access to the town centre and
- Access to local amenities, including convenience stores and shops.

Sustainable Travel Summary

4.65. In accordance with local and national transport policy, an assessment of the development proposals has been undertaken for all sustainable modes of travel. This indicates that the current walking and cycling provision in the area is sufficient to accommodate the expected future demand from the site.

4.66. As part of the internal site design, connections to the existing footway networks are provided which link with existing public transport facilities enhancing connectivity with the surrounding area. A new crossing will be introduced on Forsyth Street to link the site with the wider residential area and public transport facilities on the opposite site of the carriageway. Finally, a travel plan will be developed for the employment elements of the site to encourage staff to travel by sustainable mode and a residential travel pack will be distributed to residents upon occupation of each property to highlight sustainable travel options and encourage a shift in mode choice.

4.67. The site is accessible to a range of sustainable modes of transport, integrates well with the surrounding residential area and is compliant with the principles of Designing Streets thereby ensuring that the site is compliant with the national and local policies highlighted within *Chapter 3*.

5. Vehicular Accessibility

5.1. The following presents a review of the surrounding road network and details how the likely level of private car use will be generated.

Surrounding Road Network

5.2. This section of the report describes the most likely routes vehicles will travel to the development site from residential settlements and from the site to places of education, work and recreation. The following provides an overview of the key route corridors.

Existing

5.3. *Figure 1*, Site Location, identifies the site, surrounding road network and its environs. The site is ideally located to access strategic transport links, such as, the B9040, B9012, B9013 and the A96(T).

5.4. The site is bound to the north by the B9040 Forsyth Street. Forsyth Street is a single carriageway road circa 6.5m in width operating in an east-west direction along the southern extent of the village. Subject to a 30mph speed restriction within the built-up area of Hopeman, the route hosts residential road characteristics, such as, frontage access, on-street parking and is a bus route, despite being of local distributor standard. Beyond the limits of the village the speed limit increases to national speed restriction and connects the village with Burghead in the west with Lossiemouth in the east.

5.5. The village of Hopeman has been developed around a traditional grid style road network with serval of the interconnecting road forming priority junctions with the B9040 on the northern side of the carriageway. The main street in Hopeman, Harbour Street, forms a cross-road priority junction with the B9040 Forsyth Street and Inverugie Road circa 30m west of the site.

5.6. Harbour Street, also a single carriageway road, penetrates the centre of the village and hosts many of the villages' local amenities and recreational facilities whilst also providing a link to the Harbour in the north.

5.7. The B9040 forms a priority junction with the B9013 St Aethans Road to the south of Burghead circa 2.5km west of the site. The B9013 is a single carriageway distributor road linking Burghead in the north with the A96 Trunk Road in the south. The A96 is the main arterial route in the area and provides the village with a link to Inverness in the west and Aberdeen in the east, via Elgin.

5.8. Alternative routes are available to the centre of Elgin, namely the B9012, which is also a single carriageway road subject to a 60mph speed restriction. The B9012 forms a priority junction with the B9040 less than 1,250m east of the site and routes through the village of Duffus before connecting with Morriston Road.

5.9. The road network surrounding the site provides directly links to the centre of the village and easy access to key distributor road providing links to the trunk road network and the main surrounding employment centres.

Proposed

5.10. As described within *Chapter 2*, the current access arrangement to the site with Forsyth Street on the northern boundary will be reconfigured and a single priority junction introduced to replace the former access / egress layout. The proposed / replacement junction will be introduced as a standard priority junction towards the eastern area of the site with standard Designing Street visibility splays provided.

5.11. The priority junction will support a single carriageway spine road which will connect to a parking courtyard in the south west of the site via a priority junction. The main internal spine road will terminate in a T-Shaped turning head.

5.12. Reconfiguration of the site access will permit the introduction of 4 dropped kerb parking spaces at the rear of the footway on the eastern side of the proposed priority junction and a new delivery layby on the western side of the junction. The delivery / loading bay will be subject to a Traffic Regulation Order to restrict public parking and control delivery times.

5.13. Parking for the site will be provided internal either side of the access spine road and both sides of the parking aisle within the courtyard.

5.14. The proposed access arrangement including visibility splays is presented on Drawing 20044_003 contained within *Appendix A*.

5.15. There have been various local representations submitted to Moray Council commenting on the means of access to the site and the nature of the adjacent road network. The standard of Forsyth Street and the volume of through traffic on the route are mentioned within many of the representations.

5.16. A food store should be located on a primary route, such as, Forsyth Street, to ensure pass-by traffic can easily access the site without the need to significantly divert through residential streets. Furthermore, the background traffic on Forsyth Street is not, in road design terms, significant.

5.17. As previously mentioned, the site has an extant land use which benefits direct from Forsyth Street which ensures that the means of access is committed in planning terms. It is understood that a residential development is currently under construction to the west of the site which benefits from direct access from Forsyth Street, thereby further demonstrating direct access from Forsyth Street is appropriate

Development Traffic

5.18. The industry standard TRICS database has been utilised to determine an appropriate vehicle trip rate for the retail and residential elements of the proposals as presented in *Tables 5 & 6* below and overleaf. A copy of the TRICS output is contained within *Appendix C*. As detailed within *Chapter 4*, there are no similar light industrial / business type developments of a comparable size on the database, therefore, it is considered that any generation, particularly during the commuter peak periods associated with this element of the proposals with be negligible.

5.19. It is estimated that the site will generate in the region of 69 and 77 (two-way) vehicle movements during the weekday AM and PM peak hours, respectively, which are expected to coincide with the peak background traffic periods.

Table 5: Residential Development Traffic Generation

8 Residential Units	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	0.210	0.481	0.691	0.259	0.185	0.444
Traffic Generation	2	4	6	2	2	4

Table 6: Residential Development Traffic Generation

372msq Food Retail	AM Peak			PM Peak		
	In	Out	Total	In	Out	Total
Trip Rate	8.665	8.350	17.015	10.240	9.413	19.653
Traffic Generation	32	31	63	38	35	73

5.20. As highlighted within the tables *above*, two-way traffic generation associated with the development site is estimated to be marginally over 1 two-way vehicle movement every minute, on average, during the peak periods.

5.21. In addition, the site previously operated as a service station / garage which generated vehicle traffic at peak times. As the service station / garage will be removed to accommodate the mixed-use development the traffic associated with this use is considered 'committed' on the road network which would considerably reduce the nett increase of traffic on the road network as a result of the development proposals.

5.22. On the basis, MC confirmed within the consultation response, by the request for a Transport Statement, that a full assessment and detailed capacity analysis was not necessary.

Accident Review

5.23. When considering an appropriate access arrangement, consideration is given to the adjacent route network. As part of the consideration process, a review of Crashmap.com was undertaken to determine whether there were any safety issues surrounding the site. The review highlighted that there has only been one collision reported in the past 5 years on the B9040. The accident took place circa 400m east of the site and involved 3 vehicles. There were two slight injuries associated with the collision, which is considered to be caused by driver error.

5.24. The above review confirms that there are no safety issues with the current network arrangement in the vicinity of the site. Furthermore, the development proposals will rationalise the access points on the site, effectively improving road safety.

Construction Traffic Management Plan

5.25. Generally, the chosen haulage route is the shortest available to the strategic road network and focuses on trunk / distributor standard roads which are suitable to accommodate construction traffic vehicles. At this stage the specific construction route is unknown, but all routes to / from the A96 will be considered in due course.

5.26. Immediately upon commencement of the construction, all deliveries, operatives and visitors to the construction site will report to the site office. This will be communicated to all works contractors at their pre-start meeting. They will be informed by site staff of emergency procedures, assembly points, First Aid, site rules, etc.

5.27. Manned traffic management procedures will be adopted when very large loads are delivered to site. This is only for exceptional items and these movements will only occur occasionally and will be minimised, where possible.

5.28. Construction vehicles will be managed by the Project Manager overseeing direction of the project and by the Site Supervisor responsible for on-site activities. Contact details for both the Project Manager and Site Supervisor shall be provided to MC prior to works commencing and made visible on the site security hoarding.

5.29. Security hoarding around access points will be periodically inspected for damage by the site manager and remedial maintenance will be carried out if necessary.

5.30. Large vehicle deliveries will be coordinated directly between the project team and the supplier. Deliveries to the site by vehicles in excess of 3.5 tonnes will only be carried out between the hours of 09:00 and 17:00 Monday to Friday, and 08:00 to 13:00 on Saturday, however will be coordinated to avoid conflict with school opening and closing time periods.

5.31. All subcontractors will stipulate to the site manager their vehicle size, times for deliveries, access route and site access arrangement prior to delivery.

5.32. Deliveries will be restricted to site working hours as set out above or otherwise agreed with MC to reduce disruption to local residents and businesses.

5.33. Banksman will be provided for all HGV movements into and out of the site to minimise the potential impact on the public highway.

5.34. Wheel washing facilities are to be provided. These will be located on the egress of the site on an area of hard standing concrete. Jet washing wheels will be carried out by a traffic marshal or contracted labour.

5.35. The developer will ensure that the roads and footways surrounding the site are swept on a daily basis. This process is to ensure that any debris or dirt from the construction vehicles avoids getting transferred around the road network.

5.36. The owner will take reasonable steps to minimise noise and supress dust, dirt and debris generated by the scheme, working to the relevant British Standards and best working practices.

5.37. The main contractor and sub-contractors will subscribe to the “Considerate Contractors Scheme” and adhere to the guidelines set out by the scheme.

Vehicular Accessibility Summary

5.38. In summary, the nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

6. Summary & Conclusions

Summary

6.1. ECS Transport Planning Limited has been commissioned by Springfield Real Estate Management Ltd to produce a Transport Statement in support of a proposed mixed-use development with associated parking on the Hopeman Service Station site adjacent to the B9040 Forsyth Street, Hopeman.

6.2. The proposals seek permission to demolish the existing service station and garage, and construct a small food retail convenience store, a light industrial / commercial starter unit and 2 no. blocks of residential dwellings containing a total of 8 cottage flats with associated access, servicing and parking facilities.

6.3. This report examines the key transportation issues and access opportunities associated with all modes of travel from development on the site, and documents the potential to improve the walking, cycling and public transport connections in the area, where necessary.

6.4. The findings of this study are based on a review the comments provided by Moray Council's Transport Planning Department (MC) within a consultation response to the planning application, a site visit, existing traffic observations and has been produced in accordance with the Scottish Executive (Government) document 'Transport Assessment Guidance' (2012), where appropriate. Consideration has also been given to the requirements of local and national government transport planning polices, including 'Designing Streets'.

6.5. The development content will comprise of the following:-

- 372msq Gross Floor Area (GFA) Food Retail (Convenience Store)
- 112msq GFA Light Industrial / Business Use (Starter Business) and
- 8 cottage flats split equally between two blocks.

6.6. The site frontage will be reconfigured, with the access arrangement condensed and footway on the southern side of the carriageway reinstated. The large existing egress at the western side of the site will be removed and a new standard priority junction introduced to replace the eastern access. A new delivery / loading layby will be created on the southern side of Forsyth Street to the west of the enhanced site access with the footway routing around the rear. In additional to the proposed delivery bay, 4 new car parking spaces will be introduced on the northern western boundary at the rear of the footway accessible via dropped kerb.

6.7. The site access junction will provide a route to the central area of the site with parking located either side. The internal road will be introduced in T-Shaped arrangement to support larger vehicle turning manoeuvres. The minor section of the internal T-Shaped arrangement will operate as a parking courtyard and will host parking facilities either side.

6.8. The light industrial unit will be positioned to the east of the access junction directly south of the 4 proposed site frontage parking spaces and east of the site spine road. The convenience retail store will be located on the northern boundary of the site, to the south of the proposed delivery loading bay. To the south of the access roads and parking facilities, the cottage flats will sit on the southern boundary side by side.

6.9. Pedestrian access to the site will be provided from the northern boundary via Forsyth Street. A new dropped kerb crossing with tactile paving will be introduced between the enhanced site access junction and the proposed frontage car parking spaces. Access to the light industrial unit will be via an entrance on the

northern elevation which will front the footway, as will access to the retail unit with entrance directly south of the delivery bay.

6.10. A zebra crossing will be introduced within the private internal spine road to support pedestrians crossing the minor arm of the junction. Access to the residential cottage flats will be introduced via a footway between the retail building and the parking bays on the western side of the site spine road. Another zebra crossing will be introduced over the parking court providing access to a surfaced area around the perimeter of both flatted buildings.

6.11. A people trip assessment of the development proposals has been undertaken for all modes of travel which confirms that the walking, cycling and public transport provision in the area is excellent and sufficient to accommodate the expected future demand. The development will be designed to link to the existing transport infrastructure and encourages access by all modes.

6.12. The nature of the surrounding road network is considered sufficient to accommodate the likely traffic demands associated with the development proposals, as a result, it is considered that the development site and proposals are in line with current transport planning policy.

Conclusions

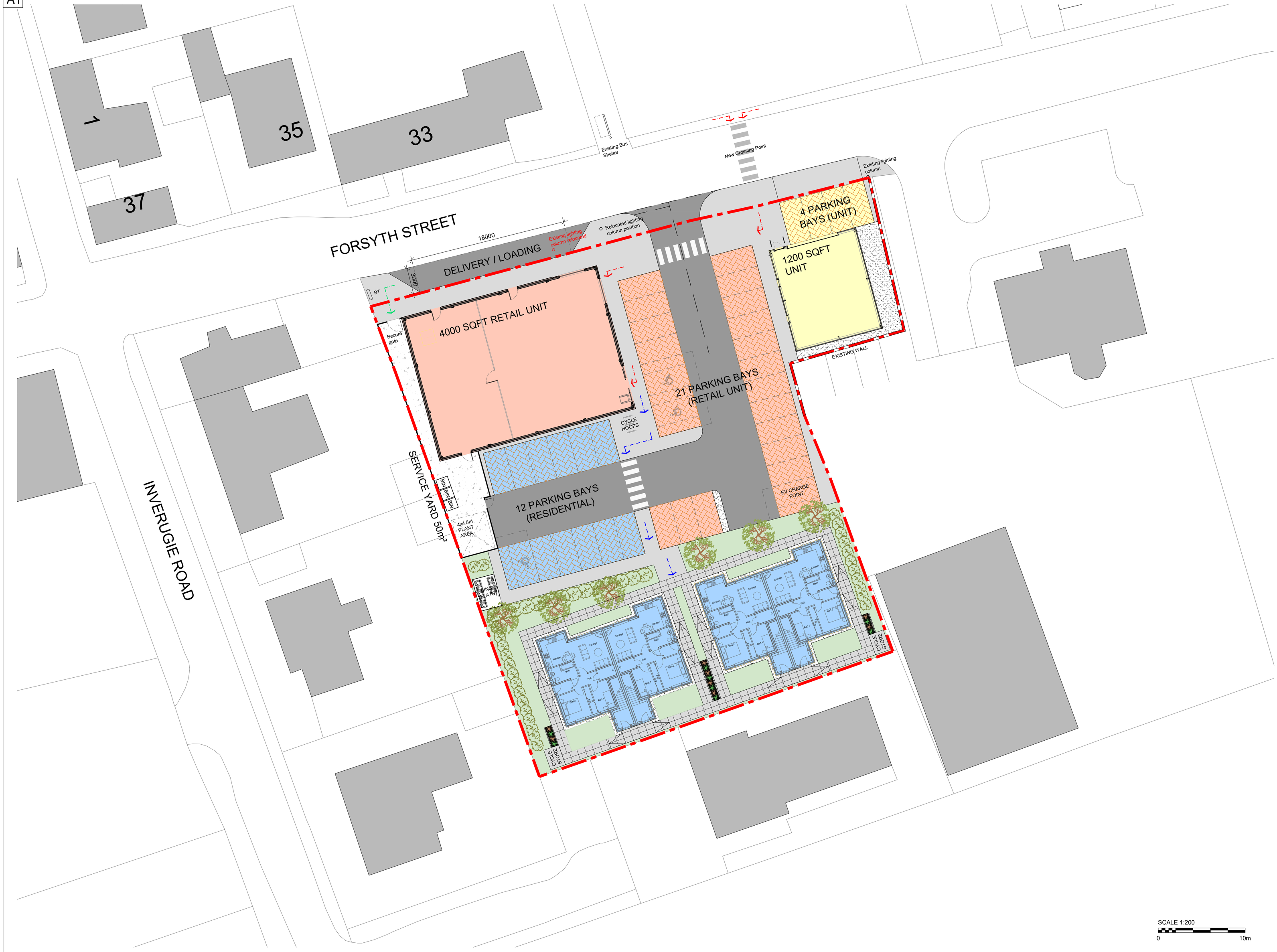
6.13. This Transport Statement demonstrates that the development site will be accessible by sustainable modes of travel and integrate effectively with the existing transport network. In addition, the site can be accessed safely from the adjacent road network by private vehicles without compromising the safety or efficiency of existing road users, therefore, in transportation terms, this Transport Statement demonstrates that the proposed development satisfies all policy requirements.

APPENDICES

A. Site Layout

A1

Important notes for clients / contractors
No works are to commence on site until all relevant approvals have been obtained. Any deviations to the approved plans have to be reported to this office. Contractors to check all dimensions on site prior to commencement of work. Given dimensions only to be used. "DO NOT SCALE". The copyright of this drawing and design remain the sole property of Springfield Properties Plc and must not under any circumstance be reproduced in any way without express written consent.



PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2693m² / 0.67 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOCK PAVIORS.
- CONCRETE SLAB.
- STONE CHIPPINGS.
- GRASSED AREAS.
- PAVING SLABS.
- PEDESTRIAN ACCESS TO RETAIL/ RESIDENTIAL.
- PEDESTRIAN ACCESS TO RESIDENTIAL ONLY.
- SERVICE YARD / DELIVERY ACCESS.

SCALE 1:200
0 10m

Rev.	Date	Remarks	By	Ch.
B	03.07.2020	Amendments to suit topo.	BRL	-
A	30.06.2020	Scheme revised for Planning.	BRL	-

Revisions

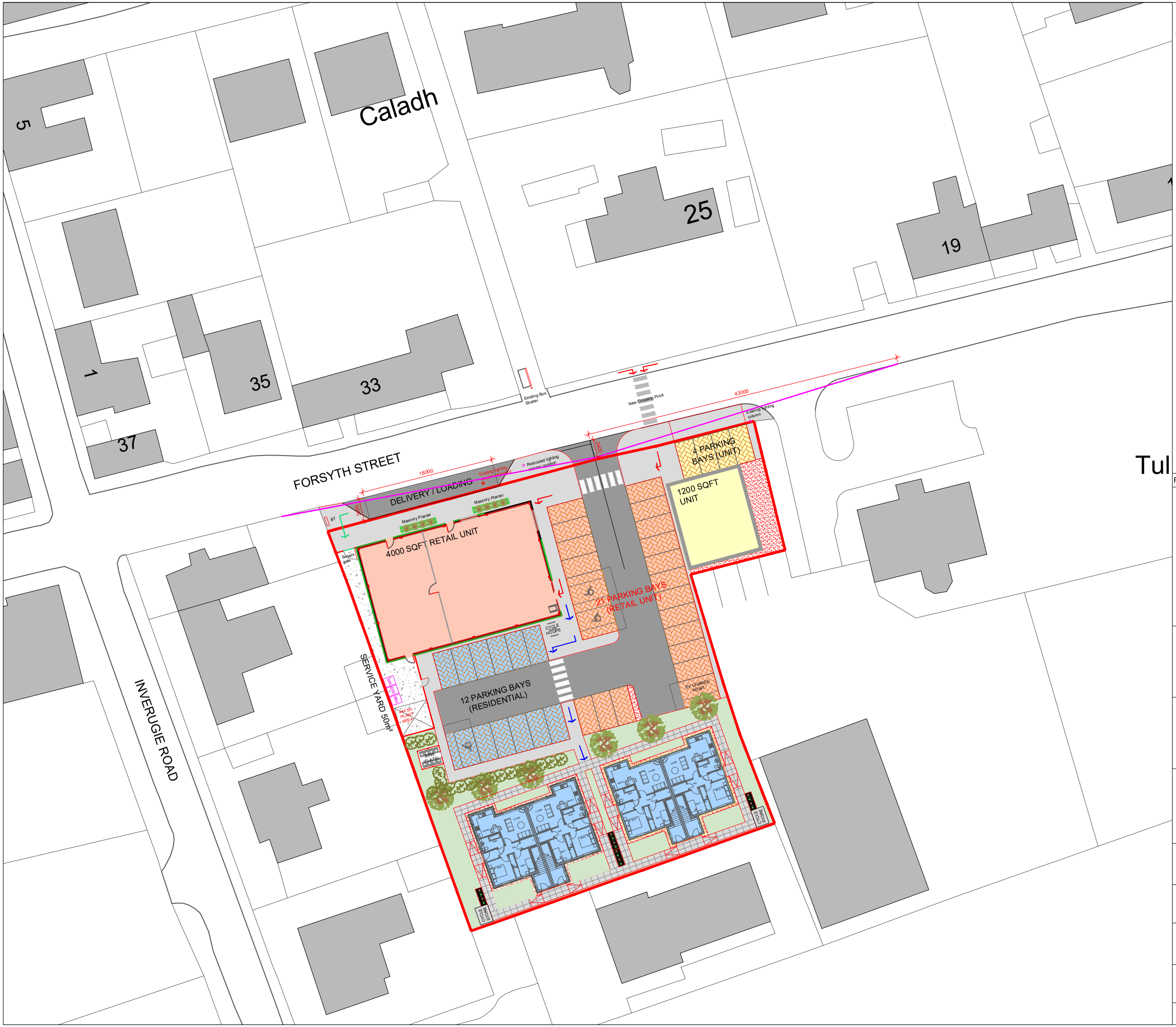
SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED SITE PLAN

Scale	Date	Drawn by	Checked by
1:200	24.02.2020	BRL	VM

Drawing no. L-003
Rev B



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Notes:-

Visibility Splay 2.4m x 43m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project

PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title

INDICATIVE ACCESS ARRANGEMENT

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
1:500	10.07.20

Project No.	Drawing No.	Rev
20044	20044_003	-

Purpose of Issue

- ☐ _____
- ☐ Preliminary
- ☑ For Information
- ☐ For Tender
- ☐ For Approval
- ☐ For Construction
- ☐ As Built

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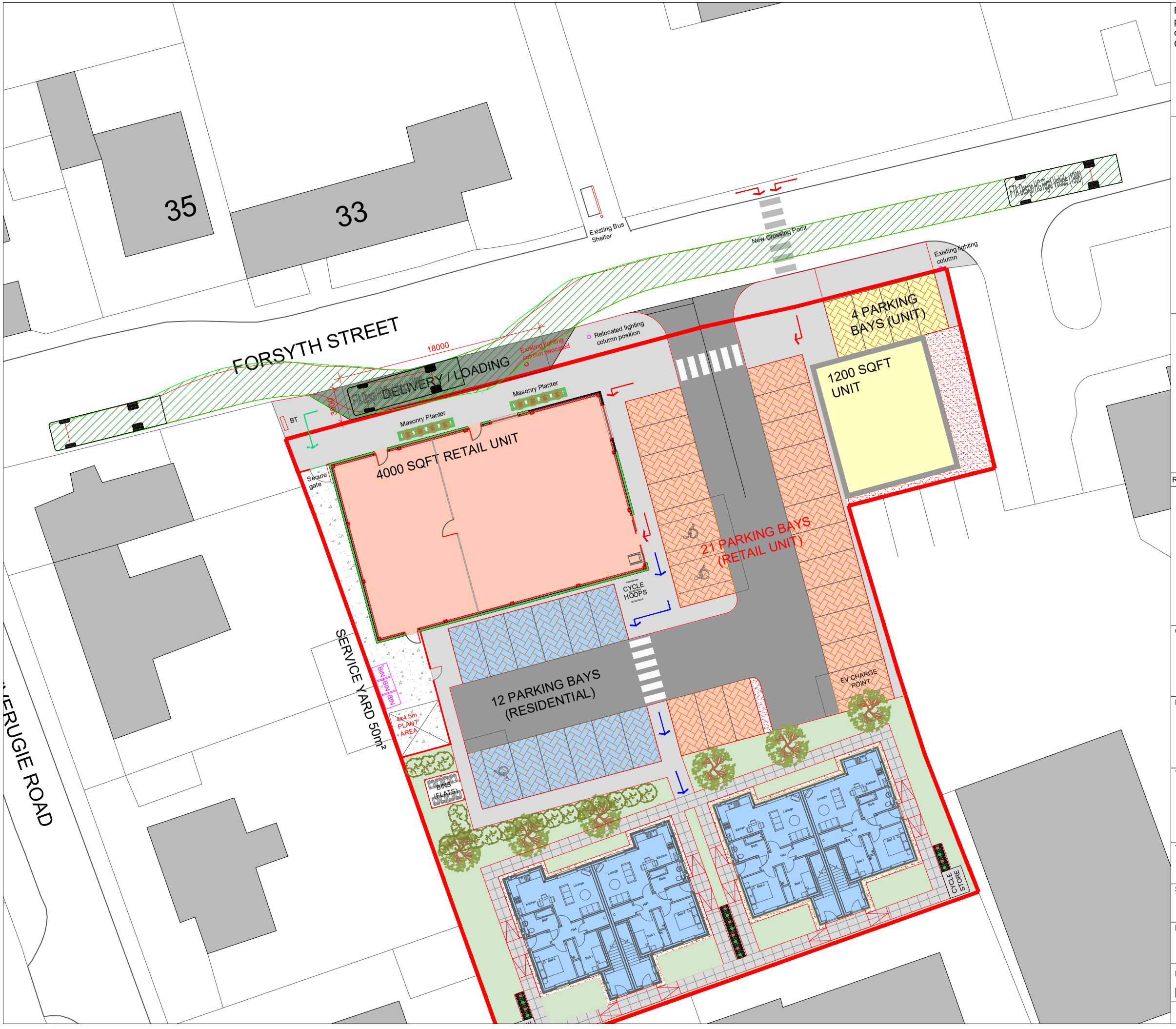
B. Vehicle Swept Paths



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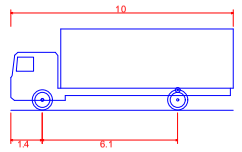

FTA Design HG Rigid Vehicle (1998)	
Overall Length	10.000m
Overall Width	2.500m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	3.00s
Kerb to Kerb Turning Radius	11.000m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project

PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title

SERVICE VEHICLE SWEPT PATHS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
N.T.S	10.07.20

Project No.	Drawing No.	Rev
20044	20044_002	-

Purpose of Issue

- ☐ _____
- ☐ Preliminary
- ☐ For Tender
- ☐ For Construction
- ☑ For Information
- ☐ For Approval
- ☐ As Built

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33

YTH STREET

Existing Bus Shelter

New Crossing Point

Existing lighting column

Relocated lighting column position

Existing lighting column relocated

18000

DELIVERY / LOADING

3000

BT

Masonry Planter

Masonry Planter

4000 SQFT RETAIL UNIT

Secure gate

4 PARKING BAYS (UNIT)

1200 SQFT UNIT

21 PARKING BAYS (RETAIL UNIT)

CYCLE HOOPS

12 PARKING BAYS (RESIDENTIAL)

EV CHARGE POINT

SERVICE YARD 50m²

BIN BIN BIN

4x4.5m PLANT AREA

BINS (FLATS)

Kitchen Lounge Lounge Kitchen Bath Hall

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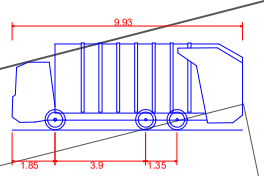

Vulture 2225 (with Mercedes Econic 2628LL 6x4 chassis)

Overall Length	9.930m
Overall Width	2.490m
Overall Body Height	3.749m
Min Body Ground Clearance	0.302m
Track Width	2.490m
Lock to lock time	4.00s
Wall to Wall Turning Radius	9.100m

REV	DATE	AMENDMENTS	DRAWN	CHK	APP

ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX

ECS TRANSPORT PLANNING LIMITED

Telephone: 0844 443 0934
Email: info@ecstransport.co.uk

Client

SPRINGFIELD REAL ESTATE MANAGEMENT LTD

Project

PROPOSED MIXED USE DEVELOPMENT, FORSYTH STREET, HOPEMAN

Title

REFUSE VEHICLE SWEPT PATHS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
N.T.S	10.07.20

Project No.	Drawing No.	Rev
20044	20044_001	-

Purpose of Issue

- ☐ Preliminary
- ☐ For Tender
- ☐ For Construction
- ☐ _____
- ☑ For Information
- ☐ For Approval
- ☐ As Built

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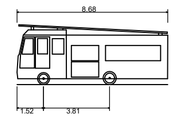
A1



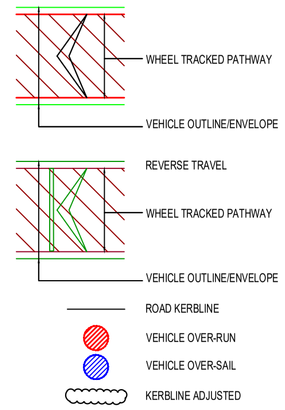
DB32 Fire Appliance

Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

NOTES:

1. SITE MEASUREMENTS OR VEHICLE TRACKING SHOULD BE ASSESSED ON A LARGE SCALE ENGINEERING TOPOGRAPHICAL SURVEY OR ARCHITECTS PRECISION LAYOUTS TO VERIFY THAT ADEQUATE CLEARANCES CAN BE ACHIEVED.

LEGEND



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PLANNING

Rev.	Date	Remarks	By	Ch.

Revisions

SREM
SPRINGFIELD REAL ESTATE MANAGEMENT LTD
4 RUTLAND SQUARE, EDINBURGH, EH1 2AS
0131 541 0133

Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
VEHICLE SWEPT PATH

Scale	Date	Drawn by	Checked by
1:250	08.07.20	PD	

Drawing no.
10045-C-401

Rev

C. Census / TRICS / Multi-Modal

C11

Scotland's Census 2011 - National Records of ScotlandTable QS702SC - Method of travel to work or study (1)All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census
Datazone 2011 by Transport to place of work or study by Term-time Address (Indicator) and In education or employment
Counting: Person

Filters:
Default Summation Person
Term-time Address Resident
In education or empIn education or employment - Part time students

Transport to place of work or study	All people	Work or study mainly at or from	Underground, metro, light rail or	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other
Datazone 2011												
S01011143	630	56	2	24	80	3	279	36	3	10	103	34
S01011144	518	52	0	19	70	6	237	46	2	8	69	9

(1) Excludes some 4 and 5 year olds (a total of 11,867 in Scotland) who were reported as being in full-time education but for whom no information on their place of study or method of travel to study was provided.

1148	108	2	43	150	9	516	82	5	18	172	43
	9.41%										
1040		0.19%	4.13%	14.42%	0.87%	49.62%	7.88%	0.48%	1.73%	16.54%	4.13%

20044 Forsyth Street, Hopeman

Hopeman - All people aged 4 and over who are studying or aged 16 to 74 in employment in the week before the census

Total People	Works or studies mainly at or from home	Not currently working or studying	Underground, tube, metro or light rail	Train	Bus, minibus or coach	Taxi or minicab	Driving a car or van	Passenger in a car or van	Motorcycle, scooter or moped	Bicycle	On foot	Other	TOTAL
1148	108		2	43	150	9	516	82	5	18	172	43	1040
			0.19%	4.13%	14.42%	0.87%	49.62%	7.88%	0.48%	1.73%	16.54%	4.13%	100.00%

Residential Vehicle Trips Only

	IN	OUT	TOTAL
AM	2	4	6
PM	2	1	4

Residential People Trips Only

	IN	OUT	TOTAL
AM	3	8	11
PM	4	3	7

		Underground	Train	Bus	Taxi	Car Driver	Passenger	M/cycle	Bicycle	Foot	Other	Total
AM	IN	0	0	0	0	2	0	0	0	1	0	**3**
	OUT	0	0	1	0	4	1	0	0	1	0	**8**
	TOTAL	**0**	**0**	**2**	**0**	**6**	**1**	**0**	**0**	**2**	**0**	**11**
PM	IN	0	0	1	0	2	0	0	0	1	0	**4**
	OUT	0	0	0	0	1	0	0	0	0	0	**3**
	TOTAL	**0**	**0**	**1**	**0**	**4**	**1**	**0**	**0**	**1**	**0**	**7**

Calculation Reference: AUDIT-654801-200709-0719

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
08	NORTH WEST		
	CH	CHESHIRE	2 days
11	SCOTLAND		
	AG	ANGUS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 7 to 24 (units:)
Range Selected by User: 5 to 25 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 25/09/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	4 days
Wednesday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	6

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3	6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days
20,001 to 25,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 AG-03-A-01 BUNGALOWS/DET. ANGUS
KEPTIE ROAD
ARBROATH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

2 CH-03-A-08 DETACHED CHESHIRE
WHITCHURCH ROAD
CHESTER
BOUGHTON HEATH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 11
Survey date: TUESDAY *22/05/12* *Survey Type: MANUAL*

3 CH-03-A-11 TOWN HOUSES CHESHIRE
LONDON ROAD
NORTHWICH
LEFTWICH
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 24
Survey date: THURSDAY *06/06/19* *Survey Type: MANUAL*

4 LN-03-A-03 SEMI DETACHED LINCOLNSHIRE
ROOKERY LANE
LINCOLN
BOULTHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 22
Survey date: TUESDAY *18/09/12* *Survey Type: MANUAL*

5 NY-03-A-13 TERRACED HOUSES NORTH YORKSHIRE
CATTERICK ROAD
CATTERICK GARRISON
OLD HOSPITAL COMPOUND
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 10
Survey date: WEDNESDAY *10/05/17* *Survey Type: MANUAL*

6 SF-03-A-04 DETACHED & BUNGALOWS SUFFOLK
NORMANSTON DRIVE
LOWESTOFT

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 7
Survey date: TUESDAY *23/10/12* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	14	0.074	6	14	0.395	6	14	0.469
08:00 - 09:00	6	14	0.210	6	14	0.481	6	14	0.691
09:00 - 10:00	6	14	0.198	6	14	0.222	6	14	0.420
10:00 - 11:00	6	14	0.123	6	14	0.123	6	14	0.246
11:00 - 12:00	6	14	0.136	6	14	0.123	6	14	0.259
12:00 - 13:00	6	14	0.185	6	14	0.160	6	14	0.345
13:00 - 14:00	6	14	0.148	6	14	0.210	6	14	0.358
14:00 - 15:00	6	14	0.198	6	14	0.247	6	14	0.445
15:00 - 16:00	6	14	0.222	6	14	0.173	6	14	0.395
16:00 - 17:00	6	14	0.259	6	14	0.185	6	14	0.444
17:00 - 18:00	6	14	0.259	6	14	0.136	6	14	0.395
18:00 - 19:00	6	14	0.148	6	14	0.074	6	14	0.222
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.160			2.529			4.689

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	7 - 24 (units:)
Survey date date range:	01/01/12 - 25/09/19
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-654801-200709-0735

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : O - CONVENIENCE STORE
MULTI-MODAL VEHICLES

Selected regions and areas:

03	SOUTH WEST		
	WL	WILTSHIRE	1 days
04	EAST ANGLIA		
	NF	NORFOLK	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
	SY	SOUTH YORKSHIRE	1 days
	WY	WEST YORKSHIRE	1 days
09	NORTH		
	DH	DURHAM	1 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 292 to 539 (units: sqm)
Range Selected by User: 70 to 1500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 07/04/17

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Friday	4 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Suburban Area (PPS6 Out of Centre)	5
Neighbourhood Centre (PPS6 Local Centre)	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	6
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

A1	7 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 1 mile:

5,001 to 10,000	2 days
10,001 to 15,000	2 days
15,001 to 20,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	1 days
25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	4 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	7 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	7 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 DH-01-O-01 SAINSBURY'S LOCAL DURHAM
132 STATION LANE
HARTLEPOOL
SEATON CAREW
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 469 sqm
Survey date: MONDAY *26/11/12* *Survey Type: MANUAL*

2 NF-01-O-01 TESCO EXPRESS NORFOLK
DEREHAM ROAD
NORWICH

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 298 sqm
Survey date: FRIDAY *26/10/12* *Survey Type: MANUAL*

3 NY-01-O-03 CO-OPERATIVE NORTH YORKSHIRE
FOREST ROAD
NORTHALLERTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 305 sqm
Survey date: MONDAY *19/09/16* *Survey Type: MANUAL*

4 SY-01-O-02 SAINSBURY'S LOCAL SOUTH YORKSHIRE
ECCLESALL ROAD
SHEFFIELD

Neighbourhood Centre (PPS6 Local Centre)
High Street
Total Gross floor area: 306 sqm
Survey date: FRIDAY *14/12/12* *Survey Type: MANUAL*

5 TW-01-O-02 CO-OPERATIVE TYNE & WEAR
ETHEL TERRACE
SUNDERLAND
CASTLETOWN
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 330 sqm
Survey date: FRIDAY *07/04/17* *Survey Type: MANUAL*

6 WL-01-O-01 ONE STOP WILTSHIRE
THE CIRCLE
SWINDON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Gross floor area: 292 sqm
Survey date: FRIDAY *23/09/16* *Survey Type: MANUAL*

7 WY-01-O-02 CO-OPERATIVE WEST YORKSHIRE
AINSTY ROAD
WETHERBY

Neighbourhood Centre (PPS6 Local Centre)
Residential Zone
Total Gross floor area: 539 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	4.203	3	381	4.028	3	381	8.231
07:00 - 08:00	7	363	7.759	7	363	7.247	7	363	15.006
08:00 - 09:00	7	363	8.665	7	363	8.350	7	363	17.015
09:00 - 10:00	7	363	6.341	7	363	5.711	7	363	12.052
10:00 - 11:00	7	363	6.144	7	363	6.065	7	363	12.209
11:00 - 12:00	7	363	5.317	7	363	5.553	7	363	10.870
12:00 - 13:00	7	363	7.995	7	363	7.404	7	363	15.399
13:00 - 14:00	7	363	5.790	7	363	5.632	7	363	11.422
14:00 - 15:00	7	363	6.735	7	363	6.617	7	363	13.352
15:00 - 16:00	7	363	7.562	7	363	7.838	7	363	15.400
16:00 - 17:00	7	363	9.059	7	363	8.074	7	363	17.133
17:00 - 18:00	7	363	10.240	7	363	9.413	7	363	19.653
18:00 - 19:00	7	363	11.422	7	363	11.934	7	363	23.356
19:00 - 20:00	7	363	8.153	7	363	9.137	7	363	17.290
20:00 - 21:00	6	375	3.738	6	375	5.296	6	375	9.034
21:00 - 22:00	6	375	2.804	6	375	3.249	6	375	6.053
22:00 - 23:00	1	469	1.919	1	469	2.559	1	469	4.478
23:00 - 24:00									
Total Rates:			113.846			114.107			227.953

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	292 - 539 (units: sqm)
Survey date date range:	01/01/12 - 07/04/17
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	0.438	3	381	0.350	3	381	0.788
07:00 - 08:00	7	363	0.433	7	363	0.394	7	363	0.827
08:00 - 09:00	7	363	0.315	7	363	0.315	7	363	0.630
09:00 - 10:00	7	363	0.197	7	363	0.158	7	363	0.355
10:00 - 11:00	7	363	0.118	7	363	0.079	7	363	0.197
11:00 - 12:00	7	363	0.158	7	363	0.158	7	363	0.316
12:00 - 13:00	7	363	0.315	7	363	0.276	7	363	0.591
13:00 - 14:00	7	363	0.118	7	363	0.197	7	363	0.315
14:00 - 15:00	7	363	0.315	7	363	0.315	7	363	0.630
15:00 - 16:00	7	363	0.433	7	363	0.473	7	363	0.906
16:00 - 17:00	7	363	0.709	7	363	0.512	7	363	1.221
17:00 - 18:00	7	363	0.630	7	363	0.630	7	363	1.260
18:00 - 19:00	7	363	0.709	7	363	0.591	7	363	1.300
19:00 - 20:00	7	363	0.433	7	363	0.354	7	363	0.787
20:00 - 21:00	6	375	0.089	6	375	0.267	6	375	0.356
21:00 - 22:00	6	375	0.134	6	375	0.134	6	375	0.268
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.544			5.203			10.747

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PEDESTRIANS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	3.415	3	381	3.327	3	381	6.742
07:00 - 08:00	7	363	7.168	7	363	6.144	7	363	13.312
08:00 - 09:00	7	363	9.492	7	363	8.862	7	363	18.354
09:00 - 10:00	7	363	7.680	7	363	6.656	7	363	14.336
10:00 - 11:00	7	363	7.168	7	363	6.932	7	363	14.100
11:00 - 12:00	7	363	7.917	7	363	7.562	7	363	15.479
12:00 - 13:00	7	363	8.232	7	363	7.956	7	363	16.188
13:00 - 14:00	7	363	9.137	7	363	9.571	7	363	18.708
14:00 - 15:00	7	363	8.822	7	363	9.098	7	363	17.920
15:00 - 16:00	7	363	12.288	7	363	11.579	7	363	23.867
16:00 - 17:00	7	363	9.965	7	363	10.358	7	363	20.323
17:00 - 18:00	7	363	10.752	7	363	10.595	7	363	21.347
18:00 - 19:00	7	363	11.737	7	363	11.776	7	363	23.513
19:00 - 20:00	7	363	10.004	7	363	11.461	7	363	21.465
20:00 - 21:00	6	375	7.299	6	375	7.655	6	375	14.954
21:00 - 22:00	6	375	6.231	6	375	7.076	6	375	13.307
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			137.307			136.608			273.915

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	0.000	3	381	0.000	3	381	0.000
07:00 - 08:00	7	363	0.197	7	363	0.079	7	363	0.276
08:00 - 09:00	7	363	0.394	7	363	0.354	7	363	0.748
09:00 - 10:00	7	363	0.315	7	363	0.236	7	363	0.551
10:00 - 11:00	7	363	0.630	7	363	0.670	7	363	1.300
11:00 - 12:00	7	363	0.354	7	363	0.315	7	363	0.669
12:00 - 13:00	7	363	0.315	7	363	0.551	7	363	0.866
13:00 - 14:00	7	363	0.236	7	363	0.197	7	363	0.433
14:00 - 15:00	7	363	0.591	7	363	0.433	7	363	1.024
15:00 - 16:00	7	363	0.315	7	363	0.315	7	363	0.630
16:00 - 17:00	7	363	0.236	7	363	0.158	7	363	0.394
17:00 - 18:00	7	363	1.260	7	363	1.339	7	363	2.599
18:00 - 19:00	7	363	0.709	7	363	0.591	7	363	1.300
19:00 - 20:00	7	363	0.158	7	363	0.197	7	363	0.355
20:00 - 21:00	6	375	0.089	6	375	0.089	6	375	0.178
21:00 - 22:00	6	375	0.045	6	375	0.045	6	375	0.090
22:00 - 23:00	1	469	0.000	1	469	0.000	1	469	0.000
23:00 - 24:00									
Total Rates:			5.844			5.569			11.413

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 01 - RETAIL/O - CONVENIENCE STORE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	3	381	8.406	3	381	7.968	3	381	16.374
07:00 - 08:00	7	363	16.857	7	363	15.163	7	363	32.020
08:00 - 09:00	7	363	20.520	7	363	19.575	7	363	40.095
09:00 - 10:00	7	363	15.794	7	363	13.864	7	363	29.658
10:00 - 11:00	7	363	14.927	7	363	14.376	7	363	29.303
11:00 - 12:00	7	363	14.691	7	363	14.533	7	363	29.224
12:00 - 13:00	7	363	17.881	7	363	17.093	7	363	34.974
13:00 - 14:00	7	363	16.266	7	363	16.660	7	363	32.926
14:00 - 15:00	7	363	17.290	7	363	17.290	7	363	34.580
15:00 - 16:00	7	363	22.450	7	363	22.135	7	363	44.585
16:00 - 17:00	7	363	22.686	7	363	21.583	7	363	44.269
17:00 - 18:00	7	363	25.167	7	363	24.262	7	363	49.429
18:00 - 19:00	7	363	28.082	7	363	28.279	7	363	56.361
19:00 - 20:00	7	363	20.835	7	363	23.119	7	363	43.954
20:00 - 21:00	6	375	12.639	6	375	14.953	6	375	27.592
21:00 - 22:00	6	375	10.191	6	375	11.660	6	375	21.851
22:00 - 23:00	1	469	2.772	1	469	3.625	1	469	6.397
23:00 - 24:00									
Total Rates:			287.454			286.138			573.592

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DRUMMOND BLACK CONSULTING LTD

Springfield Real Estate Management (SREM) Ltd.

Proposed Mixed Use Development
Forsyth Street, Hopeman

Combined Stage 1 □ 2 Road Safety Audit

Report No. D00041 – RSA2

4 Kempston Place
South Queensferry
Edinburgh,
EH30 9QW

Date: 18 January 2021

DOCUMENT CONTROL

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Primary Author	Richard Pearson	Initialled:	RP
Contributor		Initialled:	
Review By	Kevin Nicholson	Initialled:	KN

Issue	Date	Status	Checked for Issue
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Contents

Appendices

1 Introduction

1.1 This report results from a Combined Stage 1 Stage 2 Road Safety Audit carried out on the proposed mixed-use development on the south side of Forsyth Street, Hopeman at the request of Springfield Real Estate Management (SREM) Ltd. on behalf of The Moray Council (TMC) as the Overseeing Organisation. The project comprises of a simple priority junction access (to replace the existing 2 former garage forecourt accesses) to access parking for 2 retail units and 8 residential apartments. As part of the proposal a crossing will be provided across Forsyth Street.

1.2 The scope of the Road Safety Audit is to review the access junction and internal layout of the proposed scheme.

1.3 A road safety audit brief was provided by SREM in the form of an instructional email containing design drawings, street engineering review and a Transport Statement. It is not general practice of TMC to approve the audit brief and audit team prior to an audit, however the audit is considered acceptable, so long as qualification criteria and process of national standard has been followed. The Audit Team accepted the brief.

1.4 This site is a former Garage/Petrol Filling Station. Forsyth Street is a long straight road subject to a 30-mph limit with footways and street lighting on both sides of the street at the location of the site. There is a bus stop directly opposite the site (eastbound) and westbound bus stops either side of the site.

1.5 An initial investigation of collision history of the location shows no collisions in the past 5 years in the immediate vicinity of the site.

1.6 The audit was carried out by the following:

Audit Team Leader
Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.
Edinburgh

Audit Team Member
Kevin Nicholson BSc CMaths MCIHT FSoRSA
HE Approved Certificate of Competency
Director, Nicholson Sloan Consultancy Limited

1.7 The audit took place during January 2021 and comprised of a desk top study of the plans and reports provided, which are listed in **Appendix A.** A site visit was also carried out at 12 noon on the 13th January 2021. The site visit was carried out by the Audit Team Leader alone as a result of COVID restrictions in place. At the time of the site visit it was overcast and the road surface was damp from earlier rain. Traffic was light.

1.8 The terms of reference of the audit are generally as described in DMRB Volume 5 Section 2 GG119 (Rev 2) "Road Safety Audit". As this standard is primarily focused on the strategic road network and TMC does not have its own standard, the Audit Team has followed guidance from the CIHT Guidelines for Road Safety Audit on implementing the standard as appropriate to this scheme. The points not followed in particular are the approval of audit team and brief (See para. 1.3) and the Audit Team deals directly with the Design Team and not the Overseeing Organisation.

1.9 The team has examined and reported only on the road safety implications of the scheme and has not examined or verified the compliance of the design to any other criteria. Reference may be made to certain design standards however this report is not intended to provide a design check. The team has examined and reported only on the road safety implications of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or the construction of the scheme.

1.10 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise the likelihood of a collision. The location of the site and the locations of any specific problems are referenced on the plans in **Appendix B**.

2 Items Raised at Previous Road Safety Audits

2.1 The Audit Team has not been advised of any previous Road Safety Audits on this scheme.

3 Items Raised at this Combined Stage 1 & Stage 2 Road Safety Audit

NON-MOTORISED USERS

3.1 PROBLEM

Location: Proposed crossing facilities.

Summary: The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.

Dropped kerbs and tactile paving are not shown with the proposed crossing facilities. Notwithstanding that the Local Highway Authority may have a policy to install dropped facilities only in areas of heavy pedestrian traffic, if these are not provided, wheelchair users could attempt to cross and find themselves stranded in the carriageway on the exit side, increasing the risk of collisions and of overturning. Visually impaired pedestrians could be confused as to where to cross, again increasing the risk of trips or of conflicts with vehicles.

RECOMMENDATION

It is recommended that dropped kerbs and tactile paving are provided at the crossing facilities.

3.2 PROBLEM

Location: Proposed Disabled parking.

Summary: Absence of dropped kerbs at disabled parking bays.

No kerbing details are shown on the design to indicate the location of the proposed dropped kerbs. It is not clear if a dropped kerb is to be provided adjacent to the disabled parking bays within the car park. The absence of dropped kerbs to assist mobility impaired users to gain access to the footway could be hazardous and result in trip and fall accidents as well as a risk of wheelchair users overturning.

RECOMMENDATION

It is recommended that dropped kerbs are provided adjacent to the disabled parking bays.

3.3 PROBLEM

Location: Westbound bus stops on Forsyth Street.

Summary: Absence of footway connections to westbound bus stops.

There is currently no direct footway connection to either of the westbound bus stops. The absence of provision could result in pedestrians walling on the carriageway or on the grass verge, risking being struck by a vehicle or risking trip and fall accidents.

Figure 1: Route to westbound bus stops

RECOMMENDATION

It is recommended that a direct footway connection is provided. It is understood that TMC have plans for a footway to the west of the site. The design team should discuss this with them and ensure this co-ordinates with the development proposals.

3.4 PROBLEM (read in conjunction with 3.5 below)

Location: Proposed crossing facilities on Forsyth Street.

Summary: Insufficient detail of proposed crossing.

The drawings (and Transport Statement) specify the provision of zebra crossing facilities, however, the drawings do not include full details of the required beacons and road markings for these types of crossing. The absence of markings and beacons can result in drivers failing to stop and colliding with pedestrians. The absence of zig-zag markings could also result in parking in close proximity of the crossing, restricting visibility.

RECOMMENDATION

It is recommended that the crossing is designed with the full markings and beacons as required for these crossing types.

3.5 PROBLEM (read in conjunction with 3.4 above)

Location: Proposed crossing facilities on the development access road.

Summary: The location of the crossing could increase the risk of collisions.

The Transport Statement and drawings identify a Zebra crossing for the access road. If this in installed to full specification, motorists will be obliged to give way to pedestrians once they have established precedence by stepping on to the crossing. This could result in drivers of long turning vehicles braking suddenly and overhanging the carriageway on Forsyth Street, with the attendant risk of collisions involving westbound vehicles.

RECOMMENDATION

It is recommended that the crossing point is installed as an informal facility.

3.6 PROBLEM

Location: Proposed Forsyth Street crossing.

Summary: Potential collisions with pedestrians and manoeuvring vehicles.

The proposed zebra crossing in close proximity to the access to the 4 parking bays could potentially create a risk of collisions between pedestrians and manoeuvring vehicles. The Audit Team are particularly concerned where vehicles may be reversing out of spaces where they could collide with pedestrians either on the crossing or on the footway. Visibility for these drivers may also be restricted by the wall to the east of the parking bays.

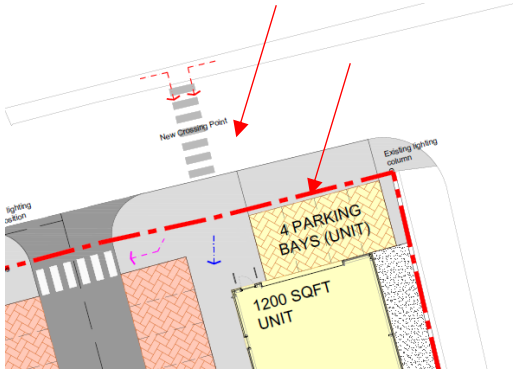


Figure 2: Parking Bays

RECOMMENDATION

It is recommended that the parking bays are moved directly adjacent to the carriageway with the footway behind. It is also recommended the crossing be relocated slightly east to allow space for a reversing car to not encroach onto the crossing point.

SIGNING, ROAD MARKINGS LIGHTING

3.7 PROBLEM

Location: Proposed access and crossing on Forsyth Street

Summary: Increase in use and lack of junction and crossing warning signs could result in a variety of collision types at the crossing/ access junction.

As the junction proposals will facilitate an increase in use and with the introduction of a new controlled crossing, there is likely to be an increase in traffic turning into the access from Forsyth Street. With drivers not expecting this increase in turning movements, this could result in motorists following too close and with some hesitation, could result in rear shunt type collisions. In addition to this, drivers may not expect this level of traffic to emerge from the minor arm access. This could increase risk of side impact collisions. The introduction of the crossing with the absence of warning signs could increase risk of rear shunt collisions or vehicles overshooting the crossing and colliding with pedestrians.

RECOMMENDATION

It is recommended that advanced junction warning signs are provided on both approaches to the junction and crossing. A “New Road Layout Ahead sign” would appear to be the most appropriate.

4 Audit Team Statement

4.1 We certify that the terms of reference of the audit are generally in accordance with GG119 and additional guidance set out in CIHT guidelines for Road Safety Audit.

Audit Team Leader

Richard Pearson BSc (Hons) CMILT MCIHT MSoRSA
HE Approved Certificate of Competency
Director, Drummond Black Consulting Ltd.
Signed:

Date: 18 January 2021

4 Kempston Place
South Queensferry
Edinburgh
EH30 9QW
Tel: 44(0) 7866 851654

Audit Team Member

Kevin Nicholson BSc CMaths MCIHT FSoRSA
HE Approved Certificate of Competency
Director, Nicholson Sloan Consultancy Limited.
Signed:

Date: 18 January 2021

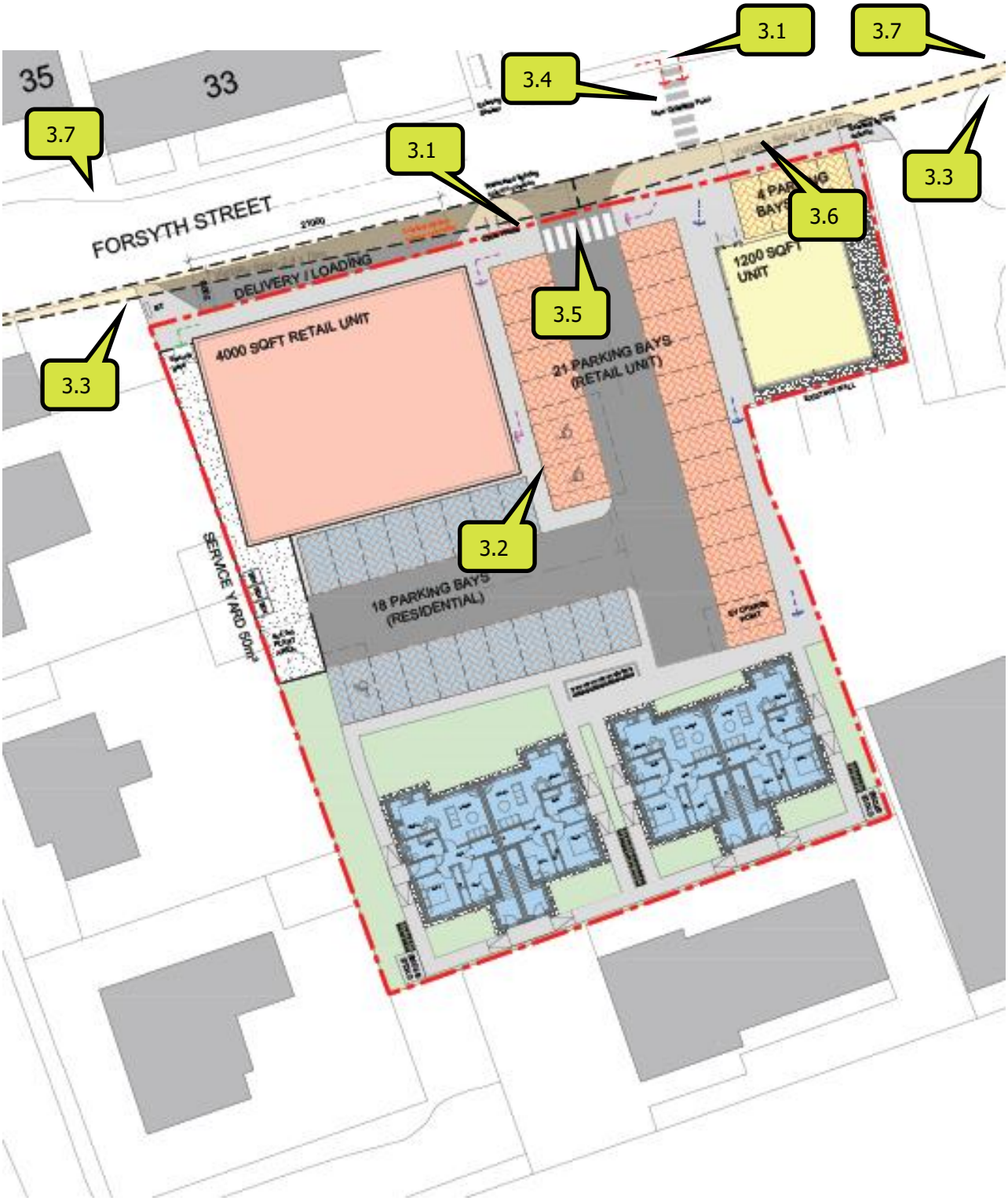
Cherry Tree Cottage
Hayton
Brampton
Cumbria
CA8 9HT

Appendix A – List of drawings/documents provided

List of Drawings and Documents Provided

Doc. No.	Doc Title
20044	Transport Statement
L001	Location Plan
L003-D	Proposed Site Plan
10045-301-B	Levels Layout
N/A	Street Engineering Review (August 2020) – Containing detailed drawings

Appendix B – Location plan of problems identified


35
33
3.7
3.1
3.4
3.7
3.1
3.3
3.6
FORSYTH STREET
DELIVERY / LOADING
4000 SQFT RETAIL UNIT
21 PARKING BAYS (RETAIL UNIT)
1200 SQFT UNIT
3.5
3.3
3.2
SERVICE YARD 50m²
18 PARKING BAYS (RESIDENTIAL)

APPENDIX 3

FURTHER REPRESENTATIONS FROM INTERESTED PARTIES

Lissa Rowan

From: [redacted]
Sent: 08 July 2021 19:41
To: Committee Services; Lissa Rowan
Subject: Attn: Clerk to the Moray Council Local Review Body

Dear Sir/Madam,
I was informed today by Lissa Rowan, Committee Services Officer, of the Notice of Review with regard Planning Application 20/00474/APP.

I have read the Appealants submissions and have the following points I wish to add to my previous objection:

1. The Appealant states "NPF 3 calls for the creation of walkable places with well-designed streets that link our open spaces and wider active travel networks, thus improving health and well-being. It is evident that the proposals improve and promote both walking and cycle routes". NPF 3 also states that the goal is for Scotland to be a Low Carbon Place. The SNP Government has actively stated that they desire Scotland to move away from Diesel and Petrol vehicles by 2030. If the Appealant is so keen that their development is seen to contribute to NPF 3 goals, where within their plans are the elements that contribute to Low Carbon. As an Electric Vehicle driver, I am thinking explicitly about Electric Vehicle charging infrastructure. I do not see 2 x EV as sufficient to support the housing units let alone customers to the retail store that might well need to charge an EV.
2. The Appealant states "The proposed store will support approximately 5 full time & 16 part time employees. In addition to this, it is intended the proposed industrial unit could employ an additional number of staff from 2-5." My understanding of one of the grounds for the initial planning refusal, was that it was felt that the company had been disingenuous in the claimed impact having a Coop Store might have on other local businesses. It is very evident to village residents that such a store could easily drive the Costcutter and Hopeman Post Office Stores, in particular, out of business. Hence it is actually possible that a successful application might result in reduced employment within Hopeman.
3. The Appealant states "Given the current situation and the impact of Covid -19, employment opportunities now are more critical than ever." I must be getting my 'current news' from different sources then. My understanding is that there are endless opportunities for employment that cannot currently be filled, especially in the hospitality industry.
4. The Appealant states "The application site has an established use profile that includes petrol and car sales, both of which are roadside uses which attract vehicular traffic." That statement may well be true, but it has not been the case for several years and as a result the village is now used to that land not having regular vehicular traffic going into it. In addition, I am sure we can all agree that the volume of vehicular traffic using a Coop Store would be significantly higher than anything seen previously, not to mention the vehicular traffic that would be associated with the housing.

Given the short timescale for further comment on this proposed development, can you explain why when trying to access "18 Feb 2021 – Amended Drawing - Proposed Site Plan: Refused" I received the message "Document Unavailable". How do we now find out exactly what the proposed site plan is?

Regards
[redacted]

Lissa Rowan

From: [redacted]
Sent: 08 July 2021 18:11
To: Lissa Rowan
Subject: Re: Notice of Review: Planning Application 20/00474/APP

Warning. This email contains web links and originates from outside of the Moray Council network.
You should only click on these links if you are certain that the email is genuine and the content is safe.

Dear Lissa,

Thank you for informing me about Springfields decision to appeal the original refusal of their application.

Having looked quickly through the supporting statement, it remains the case that Springfield are continuing to blatantly lie in an attempt to force through this application.

In the statement, they state that the drainage scheme application included this current proposal. It did not. As a principle member of the Hopeman Flood Action Group, directly affected by the flooding caused by the landowner in 2014, I have been minutely involved in everything that Springfield proposed, forced through and subsequently failed to abide by the conditions set for this drainage scheme. To date, the drainage scheme is still not complete, nor is it maintained in any way, shape or form.

The supporting statement also says that the boundary wall which belongs to me (and my neighbours) is to remain and it now states that the adjacent hedge is also to remain. This contradicts their final landscaping plan which stated that the hedge was to be removed and a six feet high wooden fence was to be erected, together with an 8 feet high metal security fence directly overlooking my property. What do I believe? If the decision is overturned, I have absolutely no doubt that this developer will revert to their last landscape plan and destroy the hedge and leave my wife and I with an unsightly, inappropriate fence surrounding a major health and safety hazard.

The flats are constantly referred to in the statement as affordable housing. This is not what they stated in their application. These flats are for private sale, no doubt to the highest bidder. Their 22 houses further along Forsyth Street (which WERE put through as affordable housing) were NOT approved by the Moray Council. The councils decision was over-ruled by Holyrood and yet by the contents of this statement, Springfield are trying to make it sound that Moray Council are contradicting themselves which is again, not true.

[redacted]

Kind regards,

[redacted]

From: Lissa Rowan <Lissa.Rowan@moray.gov.uk>
Date: Thursday, 08 July 2021 at 16:41
To: <undisclosed-recipients:;>
Subject: Notice of Review: Planning Application 20/00474/APP

Good afternoon

Please find attached correspondence in relation to the above Notice of Review.

Kind regards

Lissa

Lissa Rowan| Committee Services Officer | Governance, Strategy and Performance Services

lissa.rowan@moray.gov.uk | website | facebook | twitter | newsdesk

07765 741754
01343 563015 ***Please note I am working from home until further notice and cannot be contacted via this number****

Lissa Rowan

From: [redacted]
Sent: 23 July 2021 08:05
To: Lissa Rowan
Subject: Re: Notice of Review: Planning Application 20/00474/APP

Warning. This email contains web links and originates from outside of the Moray Council network.
You should only click on these links if you are certain that the email is genuine and the content is safe.

Dear Mrs Rowan,

Thankyou for letting me know that an appeal against refusal of planning has been lodged. I acknowledge that my original objections will be taken into account during the appeals process. With reference to the Document "Refusal of Planning Permission Appeal Statement June 2021" submitted by Mrs Mungall of Springfield Real Estate Management Ltd, I wish to reinforce my original objections as follows:

Section 2.1

I believe that Moray Council has cleary laid out its reasons for refusal. The introduction of non-compliant uses, the lack of requirement for additional housing land in Hopeman and a potential loss of employment and employment land in Hopeman.

I do not believe that Mrs Mungall provides sufficient evidence to counter the refusal. She states that precedent shows that this area is unlikely to thrive if developed solely for business use but does not provide details as to what set the precedent.

A lack of attention to detail ie misspelling of Cummingston indicates a complete lack of local knowledge, which completely discredits any other detailed comments she makes about the local area, roads, infrastructure, transport, the population and its needs. She goes on to state that the retail element is a small footprint. When compared with the current businesses in Hopeman it is not. It is a large footprint which could threaten the viability of business on the "right side of the road".

The retail unit does not provide a safe accessible offer by foot or cycle for villagers as they have to cross a busy road to get to it. Neither does it offer a greener solution because for most residents the distances to the current retail outlets is less than that to the proposed one. For example I would have to walk/drive/cycle past Hopeman General Store and Post Office, Chemist, Butcher and Cost Cutter to get the proposed Coop.

I do not believe that the retail outlet will provide " substantial employment opportunities". Furthermore, if employees are not from the village they will drive to work which undermines the "green" case. They will also take up parking slots which will give customers the excuse to park on the main road leading to congestion in a busy area.

Finally, as stated by the Council there is no requirement for 8 flats in that location when there are better sites elsewhere which already have planning permission.

Section 2.2

I believe that the proposed development will adversely impact the character and viability of Hopeman.

It is claimed the the site is easily accessible by pedestrian and cycle routes and by bus. It is not - pedestrians, cyclists and those bus passengers heading towards Lossiemouth would have to cross the busy main road close to a very busy T-Junction with Harbour Street - this reduces safety.

Mrs Mungall states that the retail unit will provide amenities not currently available in Hopeman. What amenities will a small Coop provide in a village that already has a thriving General Store with Post Office, Cost Cutter, Chemist, Butcher, Florist, Gift Shop, 2 Coffee Shops, Fish and Chip Shop and Chinese Takeaway which are all situated in the heart ("Town Centre"?) of the village?

All of these amenities can be reached by the vast majority of village residents on foot or by cycle without having to cross the busy main road. I suggest that a Coop is more likely to threaten the vitality and viability of the village which already has a thriving centre that caters for most needs short of a large weekly shop for which villagers will continue to drive to Lossiemouth, Elgin or Forres.

The paragraph on material palettes is misleading and should be discounted. The wooden hut is situated in the Harbour area approx 0.5 miles from the proposed development and is completely in keeping with its surroundings. The blue fisherman's hut in Duff Street is also in keeping with its surroundings and is also 0.5 mile from the proposed development.

Section 2.3

The Council refused permission on the grounds that the frontage of the retail unit would not be in keeping with the general architecture of the village.

I agree with the Council. All of the other retail units in Hopeman are located in buildings which form part of the fabric of the village and have done for many years. The exception would be Tulloch's HQ next door to the proposed development but that is set well back from the road with parking to the rear and its outline is broken up by trees and shrubs. Whereas the proposed development will be roadside, clearly retail and will have cars parked in front of it. Far from fitting into the village it will not even fit into the frontages on that side of the main road.

Section 2.4

Moray Council refused planning consent for road safety reasons.

I strongly agree with the Council. The main road is already very busy with mixed traffic and school buses in the mornings and afternoons. The site is too close to the bus stops and the T-Junction with Harbour Street. The installation of 2 almost adjacent pedestrian/cycle crossings from the main village to the retail outlet will add significantly to congestion and significantly heighten the risk of accidents.

Motorists wishing to use the retail unit will not attempt to park in the spaces provided to the side and rear of the unit as access is tight and the car park is likely to be congested at peak times which will cause them delay. They are more likely to park on the main road or illegally in the bus stops thereby causing more congestion and further increasing the risk of accidents close to an already busy junction.

While small and mid-size delivery vehicles may be able to access the retail unit from the side and rear, the larger often articulated vehicles which the Coop often use will not. They will stop on the main road where they will cause further congestion and risk of accident by creating blind spots for pedestrians and motorists.

I am also very concerned that emergency vehicles may not be able to gain access to the rear of the retail unit or housing due to congestion in the car park and lack of vehicular access to the sides and rear of the flats. We had a serious fire in the middle village 2 years ago with a house gutted and one fatality. The village layout was planned in the late 1800s - access for emergency services will remain challenging. We do not need to "design in" the same issues in another part of the village in 2021.

Section 2.5

I am not an expert of flood prevention but there has been considerable flash flooding along the main road either side of the Harbour Street T-Junction in the past. I believe this occurred on the same days that Elgin was severely flooded by sudden intense rainfall earlier this century. While probability of flash flooding remains low for now, the increasingly unreliable weather patterns we are witnessing due to climate change are likely to increase the probability of an event. Regardless of how often a flooding event occurs, the impact on the top-end of the village will be high. Therefore, if the proposed drainage scheme is not sufficiently robust in the view of the Council's experts I concur with their refusal to grant planning permission.

Section 2.6

Insufficient parking of required standard provided.

I admire Mrs Mungall's attempts to wish this issue away by quoting various regulations and guidance. I am amused by the Coop's definition of the store as one at a remote location.

The Coop want to build this store because it is on a main route used by commuters between Lossiemouth and Forres and beyond both of those towns and from the coast road via duffs to Elgin. They need to attract through traffic to make their business model work. Unfortunately, this will cause significant congestion, particularly at peak time.

Regardless of the number of parking slots provided to the side and rear, drivers will still have to turn off the main road to use them. Another junction close to the Harbour Street T-junction next to 2 bus stops and 2 proposed cycle/pedestrian crossings is a recipe for congestion, frustration and accidents.

Congestion on the main road may also encourage use of " rat routes" through the village where the roads are extremely narrow and partially obstructed by parked cars. This could lead to congestion and increased risk of accidents at junctions within the village. One of those routes (using Cooper St, Harbour St, McPherson St and School Rd) passes the primary school.

Section 2.7

Other than provision of EV charging points for residents of the flats, which I think should be 2/flat, what would be the point of putting EV chargers in short-term parking slots for a convenience store where the overall parking stay is likely to be less than 30 min? Unless of course every slot is provided with an extremely fast charger which can provide a major boost to battery level in a short space of time. This might be prohibitively expensive for Springfield/Coop but if the price point is correct it may entice people with EVs to use the parking slots rather than clog up the main road.

However, I believe that the convenience of parking on the main road against the inconvenience of using the car park will far outweigh the attractiveness of a quick charge on a short commute where the vehicle has either been charged at home or is about to be charged at work. While home and work charging may take longer, time is available to do it and it is also likely to be much cheaper.

Conclusion

In sum, my comments referenced against Springfields's comments appealing the Council's reasons for refusing planning permission reinforce my original objections which still stand.

I do not believe that the provision of a retail and residential unit in the proposed location will add any value or vitality to the village of Hopeman which already has a vibrant focal point of accessible, well established retail outlets on Harbour Street which cater for the vast majority of short-term needs. Neither does it contribute to the green agenda, indeed it may even increase the risk of flooding. It may also be difficult for emergency services to access the flats. Rather this development is much more likely to detract from village life by increasing the risk of flash flooding in the south of the village and by increasing congestion and therefore the risk of accidents involving vehicles, cyclists and pedestrians on a busy main road close to a major T-junction and perhaps in other parts of the village too.

I would be grateful if you could acknowledge receipt of this e-mail.

Regards

[redacted]

ENVIRONMENTAL SERVICES
Diane Anderson
Senior Engineer

PO Box 6760
Elgin, Moray IV30 9BX

Telephone: 01343 563782
Fax: 01343 563990

email: diane.anderson@moray.gov.uk
Website: www.moray.gov.uk

Our reference: LR/LRB261
Your reference: LR261

Chief Legal Officer
Per Ms L Rowan
Committee Services
The Moray Council
High Street
ELGIN
IV30 1BX

23 July 2021

Dear Madam

TOWN AND COUNTRY PLANNING (SCHEMES OF DELEGATION AND LOCAL REVIEW PROCEDURE) (SCOTLAND) REGULATIONS 2008

REQUEST FOR REVIEW: PLANNING APPLICATION 20/00474/APP DEMOLISH EXISTING SERVICE STATION AND GARAGE ERECT RETAIL UNIT LIGHT INDUSTRIAL UNIT AND 2NO BLOCKS OF RESIDENTIAL FLATS AT HOPEMAN SERVICE STATION FORSYTH STREET HOPEMAN

I refer to your letter dated 8th July 2021.

I respond on behalf of the Transportation Manager with respect to our observations on the applicant's grounds for seeking a review of the planning authority's decision to refuse the above planning application.

Transportation has reviewed the appellant's grounds for review and the associated documents, and submits the attached representation with associated documents in response.

Yours faithfully

[redacted]

Diane Anderson
Senior Engineer

Nicola Moss – Transportation Manager

Local Review
LRB Ref 261
Planning Application Reference 20/00474/APP Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman

Response from Transportation, Moray Council

1. This document is in response to the Notice of Review and the Statement of Case submitted by Springfield Real Estate Management Ltd and sets out observations by Transportation on the application and the grounds for seeking a review.

2. This review concerns planning application 20/00474/APP to Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station, Forsyth Street, Hopeman

3. Transportation received the consultation for planning application 20/00474/APP on 12th May 2020. A copy of Transportations consultation response dated 12th March 2021 is attached (TMC 01).

4. The Decision Notice for planning application 20/00474/APP includes seven reasons for refusal on the Schedule of Reasons. This Transportation response addresses and provides a response to the Appellant's Statement of Case in relation to reasons 4, 5, 6 and 7 only. Reasons 1, 2 and 3 relate to Planning matters.

5. The four reasons for refusal associated with Transportation matters are:

   - The application has failed to demonstrate satisfactory arrangements in relation to access for vehicles or pedestrians, access visibility, access to public transport, suitable crossing to the site or adequate servicing arrangements for any part of the development giving rise to conditions that would be detrimental to road safety contrary to policies PP3 (a) (iii) and DP1(ii) (a □ c).
   - The application has failed to demonstrate that drainage from the proposed retail service bay can be dealt with in an acceptable manner contrary to policies DP1 and EP12.
   - The application has failed to provide parking bays of sufficient size or number to comply with Moray Council parking standards contrary to policy DP1 (ii) (e).
   - The application has failed to provide adequate provision of Electric Vehicle Charging contrary to policy PP3 (a) (iv).

6. The Appellant's Statement of Case is predicated on the basis that as the planning application was validated prior to the adoption of the Moray Local Development Plan 2020 (MLDP2020), the application should have been determined against the policies set out in the Moray Local Development Plan 2015 (MLPD2015).

7. Transportation officers were advised on 23 July 2020 that the MLDP2020 was the statutory Local Development Plan as of 27th July 2020, meaning that all

consultation responses would be based on the policies and guidance within that document. Therefore this response addresses the points raised by the appellant in their Statement of Case against the MLDP2020 policies and guidance and leaves any comment on the use of the MLDP2015 as a matter for the LRB Planning Advisor.

8. The Appellant's Statement of Case states that for Reason 4 that all the necessary information has been submitted in relation to access for vehicles, access for pedestrians, access visibility, access to public transport, pedestrian crossing and servicing arrangements. Whilst information has been submitted as part of the planning application, the specific issues raised by Transportation have not been addressed. These issues are:

Access for vehicles

9. The details submitted do not demonstrate a safe means of access. The Road Safety Audit process was not completed in consultation with the Overseeing Organisations representatives The changes proposed by the applicant do not accord with the recommendations made by the Road Safety Auditor and a designer's response to the audit has not been agreed with the Overseeing Organisation.

10. Additional road safety issues identified by officers including visibility constraints from boundary walls and planting on land out with the applicants control to the east of the site have not been taken account of, and the changes necessary to the proposal to achieve a safe arrangement are likely to have a material impact on the proposed layout or parking numbers.

Access for Pedestrians

11. Whilst the proposals shown on Drawing L003 Rev J which include informal crossings of the B9040 and would not provide facilities to prioritise pedestrian access at this location where there is likely to be a higher demand. The identification of crossing locations are not supported by evidence of an assessment of the likely desire lines and the implications of this have not been reassessed by the Road Safety Auditor

12. The Road Safety Audit identified that access to the 4 parking bays associated with the smaller commercial unit could potentially create a risk of collisions between pedestrians and manoeuvring vehicles. The audit recommended that the footway be relocated behind the spaces and the spaces take direct access onto the road. The current proposals shown on drawing L003 Rev J demonstrate that the Appellant has not taken account of the Road Safety Audit recommendation.

Visibility

13. Drawing L003 Rev J does not demonstrate that appropriate visibility splays are provided for vehicles exiting the smaller commercial unit parking spaces which take access over the footway onto the B9040. Transportation consider this to be a safety issue due to the adjacent boundary wall and planting on third party land to the east of the site which would obscure visibility (Photo T001 and T001 in Appendix TMC 02 Site Photographs). The risk from vehicles reversing out across the footway and onto the B9040 in particular is considered to be a significant safety issue by Transportation and also the Road Safety Auditor. The proposed mitigation for this has not been reassessed by the Road Safety Auditor.

14. Drawing L003 Rev J illustrates that the visibility splay to the west of the site access would be within the delivery/loading area. There is a potential risk that visibility to the west would be obstructed by any large vehicles parked in this area. Whilst not raised in the Road Safety Audit the inclusion of this in any reassessment of the revised proposals is something which is likely to be sought by Transportation. This issue could be addressed by servicing the development from within the site as recommended.

Access to Public Transport.

15. The Appellants Road Safety Audit identifies in Section 3.3 that there are currently no direct footway connection to either of the westbound bus stops (Photographs T003 and T004 in Appendix TMC 02 Site Photographs) and that the absence of provision could result in pedestrians walling on the carriageway or on the grass verge, risking being struck by a vehicle or risking trip and fall accidents. The Road Safety Audit advises that Moray Council have plans to construct a footway to the west of the development adjacent to the B9040 and that the applicant should discuss this with Moray Council and co-ordinate with these proposals. The Appellant has not discussed this with Transportation and no provision is made within the proposals for direct connections along the south side of the B9040 to either of the westbound bus. The proposals submitted would not address the Road Safety Audit issues identified.

Pedestrian Crossing

16. Transportation comments on ‘Pedestrian Crossing’ are covered in the response to ‘Pedestrian Access’ above.

Servicing Arrangements

17. The Appellants Statement of Case is supported by submission of the Transport Statement and swept paths contained in Appendix B, however the recommendation from Transportation is based on the revised site layout L003 Rev J and swept path assessment for refuse collection vehicles shown on Drawing 1002 Rev A dated 25/01/21 which is not included in the Appellants supporting documents.

18. Transportation do not contest the fact that swept path analysis have been submitted, but consider the proposed layout to be unacceptable in road safety terms due to the design of the parking bays and the safety margins for manoeuvring vehicles. The swept path analysis is based on a parking layout with parking spaces below the Moray Council standard and which measure 4.8m long instead of 5m and 2.4m wide instead of 2.5m. The swept path clearly demonstrates that a refuse vehicle would have no margin for error turning within the car park without accounting for the undersized bays. There is a potential that vans or larger cars parked in these spaces could overhang into the parking aisle resulting in a refuse vehicle not being able to turn within the space provided.

19. Reason 5 relates to the drainage provision for the proposed service lay-by on the Forsyth Street frontage of the site. SEPA mapping shows surface water flooding in the vicinity of the site. Transportation sought to ensure that appropriate surface water management was provided, particularly as the proposed servicing layby is parallel to the public road and therefore would be adopted by the Roads Authority

20. The reasons for objection within the Transportation consultation response to the drainage proposals of the proposed delivery/loading area were made on the basis of Moray Council Local Development Plan 2020 Policy PP3 a(viii) with respect to Road Drainage and not in terms of Policies DP1 and EP12 as referred to by the Appellant Statement of Case and the Decision Notice from the Planning Authority.

21. The proposals submitted which included both Drawing 10045-C-201 Rev C indicating no provision of road drainage and Drawing 10045-C-201 Rev D submitted separately within the Drainage Assessment which indicated provision of a channel drain extending the full length of the service layby. Both proposals are considered to be potential road safety issues with Revision C providing no drainage which could result in water being discharged onto the public road, and Revision D proposing to construct a channel drain between the edge of the loading/service bay and the carriageway which could be a potential safety issue to road users.

22. Reason 6 of the Appellant's Statement of Case relates to parking. It states in paragraph 2.6.1 that Building Standards state that 2.4m x 4.8m is accepted as a standard sized parking bay.

23. Moray Council Parking Standards August 2011 states that the minimum parking space dimensions should be 2.5m by 5m. The National Roads Development Guide 2017 recommends preferred parking bay dimensions of 5.5 metres by 2.9 metres and states that parking bays of 5.0m by 2.5m are desirable. It further states that bay sizes smaller than the minimum stated will not be considered a usable parking space. Moray Council variations to the National Road Development Road Guide also state that the Desirable bay size = Minimum space dimensions.

24. For the proposed development, the minimum size of parking bay used for the proposals needs to also be considered alongside the proposed servicing arrangements and the lack of any margin of error allowed for in terms of vehicle manoeuvring. The proposed parking bay dimensions of 4.8m by 2.4m increase the risk that the refuse collection vehicle manoeuvres may not be possible or would result in an increased safety risk.

25. Whilst the Appellant has used parking rates taken from the superseded 2011 Parking Standards, Transportation have assessed the proposals against the current Moray Local Development Plan 2020 parking standards. The 4000sqft (371sqm) retail parking requirements is assessed based on a rate of 6 spaces per 100sqm which equates to 22 spaces. The use of minimum parking rates is no longer practiced however it is generally accepted practice that rates provided are considered to be minimums and maximums unless a reduction in the parking rate is supported and evidenced by an assessment to demonstrate that development will not have a negative impact on road safety or amenity. Reductions in rates are more likely to be appropriate in locations such as town centres with good accessibility to alternative forms of transport and existing car parking facilities. This is also noted in parking standards which are provided within Part 3 of the National Road Development Guidelines. The location of the development is not considered appropriate for a reduced parking rate as it is on the edge of a smaller settlement adjacent to a key road which is likely to attract a considerable number of pass-by trips from traffic on the B9040.

26. The proposed shared use of residential parking spaces is not considered acceptable as suggested by the Appellant. No assessment has been undertaken to support the claim that residential parking spaces will be vacant and available for use and this could obstruct residents from access to the electric vehicle (EV) charging facilities which should be exclusively available for the residents use.

27. The Appellant Statement of case incorrectly states the current residential parking requirements for flats. The 2011 standards required 1.5 spaces per flat however the Moray Local Development Plan 2020 standard requires 2 spaces per 2-3 bed flat and 1 visitor space per 4 flats. The parking requirement based on the MLDP 2020 equates to 16 spaces plus 2 visitor spaces. The proposals indicate 17 spaces and 1 disabled space. Irrespective of this, Transportation have not objected to the proposed residential parking numbers but did object to the dimensions of the parking spaces which do not meet the minimum requirements and which could impact on the viability of the parking provision.

28. The final Reason for Refusal on the Schedule of Reasons, Reason 7, relates to the lack of provision and information associated with Electric Vehicle Charging Infrastructure for the proposed development. The Appellant states that *they '… consider it to be completely unrealistic to ask a client to provide a full detailed design of EV charge points and cable locations at planning stage'.*

29. The level of information sought by Transportation is not considered to be over onerous and has readily been provided as part of other planning applications since the adoption of the MLDP 2020. Transportation do not seek the detailed design of EV infrastructure at planning stage but do require the locations where charging points are intended to be installed to demonstrate they would be accessible to vehicles (within a maximum 5m cable length) and will not result in a safety hazard as a result of the cable connection from the charge point to the vehicle, the power output of the charger for each location to demonstrate it will meets the minimum specification required in terms i.e. Fast (7.2Kw min) or Rapid (22Kw min) and the indicative location where each charger would be connected to a mains supply i.e. a cabinet or within a property to ensure provision is made for any street furniture required to accommodate this. Transportation's objection to the proposals was made on the basis that the specification provided was for a single charger type with a maximum output of 7.2Kw (Fast) which would not satisfy the minimum 22Kw (Rapid) type charger requirement associated with the Retail unit and also that no provision for EV charging was indicated for the smaller commercial/industrial unit.

30. The Appellant's Statement of Case reiterates information provided as part of the planning application which has already been highlighted as being insufficient and not addressing the road safety concerns raised by Transportation, nor fully addressing the points raised in the independent Road Safety Audit. The lack of sufficient parking provision within the site, both the size of and number of parking bays and concerns raised regarding the ability to safely service the residential and industrial units, may lead to indiscriminate on-street parking and servicing on Forsyth Street which could have an adverse impact on the safety and operation of the public road.

31. Transportation, respectfully, requests the MLRB to uphold the decision by the appointed officer. In particular on the grounds that policy DP1 'Development Principles' section (ii)- 'Transportation', part 'a)' (safe entry and exit) and part 'e)' (parking provision) etc.

Transportation
23 July 2021

Documents
TMC01 Transportation Consultation Response dated 12th March 2021
TMC02 Site Photographs

Consultation Request Notification

Planning Authority Name	Moray Council
Response Date	26th May 2020
Planning Authority Reference	20/00474/APP
Nature of Proposal (Description)	Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Site	Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Site Postcode	N/A
Site Gazetteer UPRN	000133039156
Proposal Location Easting	314730
Proposal Location Northing	869268
Area of application site (M^2)	6700
Additional Comment	
Development Hierarchy Level	LOCAL
Supporting Documentation URL	https://publicaccess.moray.gov.uk/eplanning/centralDistribution.do?caseType=Application&keyVal=Q8GH1ZBGKYV00
Previous Application	16/01799/APP 95/00498/FUL 89/00952/ADV
Date of Consultation	12th May 2020
Is this a re-consultation of an existing application?	No
Applicant Name	SREM/ CO-OP
Applicant Organisation Name	
Applicant Address	4 Rutland Square Edinburgh GB EH1 2AS
Agent Name	Springfield Real Estate Management Ltd
Agent Organisation Name	
Agent Address	4 Rutland Square Edinburgh Scotland EH1 2AS
Agent Phone Number	
Agent Email Address	N/A
Case Officer	Lisa Macdonald
Case Officer Phone number	01343 563479

Case Officer email address	lisa.macdonald@moray.gov.uk
PA Response To	consultation.planning@moray.gov.uk

NOTE:
If you do not respond by the response date, it will be assumed that you have no comment to make.

The statutory period allowed for a consultation response is 14 days. Due to scheduling pressures if a definitive response is not received within 21 days this may well cause the two month determination period to be exceeded.

Data Protection - Moray Council is the data controller for this process. Information collected about you on this form will be used to process your Planning Application, and the Council has a duty to process your information fairly. Information we hold must be accurate, up to date, is kept only for as long as is necessary and is otherwise shared only where we are legally obliged to do so. You have a legal right to obtain details of the information that we hold about you.
For full terms please visit http://www.moray.gov.uk/moray_standard/page_121513.html

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You can contact our Data Protection Officer at info@moray.gov.uk or 01343 562633 for more information.

Please respond using the attached form:-

MORAY COUNCIL

PLANNING CONSULTATION RESPONSE

From: Transportation Manager

Planning Application Ref. No: 20/00474/APP
Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at Hopeman Service Station Forsyth Street Hopeman Elgin for SREM/ CO-OP

I have the following comments to make on the application:-

		Please x
(a)	I OBJECT to the application for the reason(s) as stated below	X
(b)	I have NO OBJECTIONS to the application and have no condition(s) and/or comment(s) to make on the proposal	❑
(c)	I have NO OBJECTIONS to the application subject to condition(s) and/or comment(s) about the proposal as set out below	❑
(d)	Further information is required in order to consider the application as set out below	❑

Preamble

This proposal is to demolish an existing vehicle service station and garage and the erection of a retail unit, light industrial/commercial unit and 2no blocks of residential flats (8 flats). The following response is based on Site Layout L003 Rev J.

Reason(s) for objection

- **Road Safety** - Proposals do not make adequate provision for site servicing, priority and safety of non-vehicular road users. Site access visibility, access to public transport and the proposed crossing locations raise potential road safety issues which are not adequately mitigated. **MLDP 2020 - PP3 a(iii, vi), DP1 ii(a, c)**
- **Servicing** – Site servicing provision and assessment is not acceptable. **MLDP 2020 – DP1 ii(a,c)**
- **Drainage** – Drainage details for the proposed service layby are not acceptable **MLDP 2020 - PP3 a(viii)**
- **Parking** – Parking space dimensions are less than the quantity of parking required is not provided in accordance with requirements of the current Planning Policy and Supplementary Guidance **MLDP 2020 - PP3 a(i), DP1 ii(a)**
- **EV Charging –** Insufficient details **MLDP 2020 - PP3 a(iv)**

Road Safety
A Stage 1/2 combined Road Safety Audit has been submitted for the proposed development. The Audit was conducted without input from the Roads Authority. The Audit identifies a number of issues and recommendations. The designers response submitted in support of the planning application has not been provided to the overseeing organisation for input prior to its submission. A number of the recommendations made by the auditor have not been addressed within the

revised proposals including:

3.3 - TMC have plans for a footway to the west of the site. Should discuss this with MC and co-ordinate with their proposals. – The applicant has not demonstrated how the safety issue would be mitigated.

3.6 - It is recommended that the parking bays are moved directly adjacent to the carriageway with the footway behind. It is also recommended the crossing be relocated slightly east to allow space for a reversing car to not encroach onto the crossing point. – The proposed mitigation was not provided as recommended. - Notwithstanding this Transportation consider the proposed parking arrangements unacceptable as it is likely to result in vehicles reversing into the road and moving the spaces closer to the adjacent boundary reduces visibility and auditor recommended mitigation to be unlikely to be acceptable due to other considerations in terms of footway provision and visibility. The safety issue has not been mitigated satisfactorily. If parking most take direct access form the B9040 Transportation officers consider a lay-by type arrangement to be the preferred option.

Visibility for vehicles exiting the Starter/Commercial unit direct access spaces onto the B9040 has not been demonstrated and Transportation consider it to be a potential safety issue due to the adjacent boundary wall and planting which is outwith the applicants control. The risk from vehicles reversing out across the footway and onto the B9040 in particular is considered to be a significant safety issue by Transportation.

The footway between the retail unit and the servicing/delivery lay-by varies in width and at some points is less than 2 metres wide. Taking into consideration this is a new frontage and will need to accommodate pedestrian movements and deliveries, officers consider that this footway width should not be less than an absolute minimum of 2 metres wide.

No assessment has been undertaken of the likely desire lines for pedestrians accessing the site from Hopeman to the north in terms of the optimum crossing location. Officers consider it unlikely that users arriving from Harbour Street would choose to take an indirect route making two road crossings to the east of the site access and are therefore likely to cross at the west end of the service/delivery bay. Visibility from and of this crossing point is considered to be an issue by Transportation. This issue also needs to be considered with the Road Safety Audit point 3.7 and proposals to address access to local westbound bus stops.

The proposals are considered unacceptable as road safety issues identified have not been addressed and the proposed mitigation is unacceptable

Servicing
Commercial/Retail development should provide all loading and other servicing to be carried out on site. Frontage layby servicing should only be considered acceptable where there is no other viable alternative. This site is of an adequate size that it could accommodate dedicated servicing for the retail unit within the site given a different site layout.

Refuse collection for the proposed flats will require vehicles to turn within a private car park and perform a reversing manoeuvre. The proposed carpark layout has approx. 6m wide aisles but the parking spaces provided are 200mm less than the minimum size at just 4.8m long instead of 5m. The swept path shows the refuse vehicle would have no margin for error turning within the car park without accounting for the undersized bays. There is a potential that parked vans or larger cars could result in a refuse vehicle not being able to turn within the space provided. In addition the Moray Council policy for refuse collection seeks to avoid wherever possible the need to reverse the vehicle to turn due to the inherent safety risks.

Large vehicles parking in the delivery/servicing layby either delivering or as customers could obscure visibility for vehicles exiting the car park which is potential a road safety issue. Whilst visibility splay plans 006 and 007 submitted in support of the application have been drawn to

illustrate 43m visibility from the centreline of traffic approaching from the west for vehicles parked in the service layby it does not show these vehicles parked at the east end of the layby which would significantly reduce their visibility, neither does it consider the positioning of a motorcyclists closer to the centreline of the road. The proposed relocated lighting column close to the access could also have an impact on visibility at close proximity to the junction.

The proposals are considered unacceptable due to the potential safety issues and insufficient provision to accommodate refuse collection vehicles.

Drainage
Drainage drawing 10045-C-201 Rev C submitted in support of the development contains no drainage proposals for the service lay-by. The Drainage Impact Report refers to drainage drawing 10045-C-201 Rev D which indicates a channel drain extending the full length of the service layby adjacent to the B9040. Neither of these proposed arrangements would be acceptable to address drainage of the service layby. Both drainage drawings indicate the need for a wayleave over 3rd party land to the south to connect to the existing swale and attenuation basin but no details are provided to indicate that the 3rd parties would agree to this in principle or otherwise.

The proposals are considered unacceptable based on the proposed drainage design which is likely to be a road safety and maintenance issue.

Parking and Electric Vehicle (EV) Charging
National Road Development Guidelines stated a preferred parking bay size of 5.5m x 2.9m should be used. Moray Council would be willing to accept minimum parking space dimensions of 5.0m x 2.5m. The current parking spaces proposed are 4.8m x 2.4m and therefore the proposals are unacceptable.

22 Retail parking spaces are required. Site Layout plan L003 Rev J states 22 spaces are provided but only 18 are shown (including EV charging spaces but excluding 2 disabled spaces which are additional to the requirement) – Shortfall = 4 spaces). 2 EV charging spaces required (2 EV space for retail shown but no details for the charger location or type are provided), The EV specification submitted (ROLEC BASICCHARGE:EV WCS has a maximum output of 7.2KW which does not meet the Rapid Charger minimum specification (22Kw-43Kw). Rapid charger type is required). 3 Disabled spaces required (2 shown. Shortfall = 1 space). 3 Cycle Stands shown (Minimum 3 required).

The retail servicing/loading layby is shown adjacent to the B9040. Servicing should be provided within the site wherever possible to avoid conflict and safety issues for footway users. The proposals would increase risks to road users as a result of obstructions to the access visibility during delivery times.

16 Residential parking spaces are required (plus 2 visitor spaces) 18 spaces shown. 8 EV charging points shown but charger specification details not provided. Secure cycle parking required. 2 x cycle stores shown but no details provided, cycle storage needs to be covered, secure and provide space for 1 cycle per flat.

4 spaces are shown for the proposed 1200 sqft unit. Given the limited information provided Transportation officers have reviewed the proposals against the current 2020 MLDP Parking standards and consider that similar to warehousing or non-food retail a minimum of 4 spaces would be required including 2 disabled spaces. (Shortfall = 1 disabled space). The parking shown takes access over the footway and is likely to result in vehicles driving in to spaces and reversing onto the road. The adjacent boundary features to the east will impact on visibility of pedestrians and traffic and the provision is not considered acceptable.

Servicing for this unit will be required but no details are provided. It would not be appropriate for servicing to take place from the B9040. No EV charging provision is indicated (Subject to the provision of Rapid EV charging required associated with the neighbouring Retail a minimum

provision for 1 Fast EV charging point would be accepted in lieu of a Rapid Charger here. (Shortfall = 1 Fast EV charging Space).

The proposals are therefore unacceptable due to the shortfall in parking, the provision of parking bays which do not meet the minimum size requirements, road safety issues with the proposed parking layout in terms of refuse collection vehicle turning and use of and visibility issues for parking accessed over the footway from the B9040.

Additional Comments

The applicant has suggested that the shared use of the retail and residential parking would make a shortfall in the individual provisions acceptable. The Transportation Service accept where uses are compatible that can be the case however in this instance the peak periods of use are likely to overlap and that arrangement would not be considered acceptable.

Contact: JEK **Date……12/03/21……..**
email: transport.develop@moray.gov.uk **Phone No ……..**
Consultee: Transportation

Return response to	**consultation.planning@moray.gov.uk**

Please note that information about the application including consultation responses and representations (whether in support or objection) received on the proposal will be published on the Council's website at http://publicaccess.moray.gov.uk/eplanning/ (You can also use this site to track progress of the application and view details of any consultation responses and representations (whether in support or objection) received on the proposal). In order to comply with the Data Protection Act, personal information including signatures, personal telephone and email details will be removed prior to publication using "redaction" software to avoid (or mask) the display of such information. Where appropriate other "sensitive" information within documents will also be removed prior to publication online.

Photograph T001 – View west towards the proposed site from eastern site boundary showing visibility obstruction on third party land.

Photograph T002 – View south showing eastern boundary at lighting column and vegetation on adjacent third party land.

Photograph T003 – View west at western site boundary and direct route to nearest westbound bus stop currently obstructed by existing development frontage.

Photograph T004 – Showing view west from westbound bus stop located to the east of the development and missing footway.

APPENDIX 4

APPLICANT'S RESPONSE TO FURTHER REPRESENTATIONS

SREM Limited

06th August 2021

FAO: Mrs Lissa Rowan
Democratic Services
Moray Council
Council Offices
High Street, Elgin,
IV30 1BX

10045 – Planning Application 20/00474/APP – Demolish existing service station and garage and erect retail unit, light industrial unit and 2no blocks of residential flats at Hopeman Service Station, Forsyth Street, Hopeman, Elgin

Dear Lissa

I am writing in response to your email received on 28th July 2021, Further Representations by way of response to our Notice of Review. Having carefully read the comments, I have compiled our response which is attached to this letter.

It is unfortunate that we are in this position and we are not able to reach an agreeable solution with Moray Council. Our intention was always to try and reach a negotiable outcome to satisfy all parties. Our client's main intention was to provide local employment opportunities and quality housing, to improve walking and cycle routes and create a sense of place in line with the aspirations set within the Scottish National Planning Framework 3 (NPF 3). The selection of a rundown and dilapidated brownfield site, was chosen as it has significant potential but is now at risk of lying dormant indefinitely as any other type of development will be unviable.

We are hopeful that our response is detailed and provides clear justification for many of the points raised. There is a significant concern that the application was not assessed under the correct procedures and most certainly disagree that any information submitted was done so under false pretence.

If you require any further information please do not hesitate to ask.

Kindest Regards,

Victoria Mungall
Head of Planning & Architecture
Tel: 07895 705 779
E: victoria@sremltd.co.uk

INTRODUCTION

This document has been prepared to address the comments received from Moray Council on 28th July 2021 following submission of a Notice of Review for Application 20/00474/APP Hopeman. The information contained within this response, and all previous communications with Moray Council is true and accurate to the best of our information.

As noted within our appeal. The application for this proposal was submitted on 08th April 2020. The refusal notice was issued 30th March 2021. This was almost 1 year after the initial submission. Moray Council took the decision the application should be assessed under delegated powers (despite the number of objections), and have subsequently taken the decision a Notice of Review is the most appropriate means of appeal.

As of the 27th July 2020 The Moray Local Development Plan was adopted superseding the 2016 LDP, 2 months after the expiry date for responding to our application. It is important to note that the principles on which the submission has been assessed were not current at that time. Our application and the number of parking spaces required were calculated on the 2016 standards, which were current and available at that time. Electric Charge points were implemented based on the information available on the MC website. Planning policies relating to the EV charge points within the 2020 plan were not available via the Moray Council website. The information relating to the new policies and standards were not communicated via email or by other means.

Further, in addition to the transport statement a Road Safety Audit was requested to which we provided a stage 1&2 report. Following receipt of the report, Moray Council raised several issues with the design, concerns over visibility, parking, pedestrian routes, and drainage, each point is expanded upon within this report. Following receipt of the report, and with some confusion over the points raised by MC our consultants tried to make contact with the Roads team and were advised to revert to email. Understandably the pandemic had an impact on all and implications of home working. In a bid to open discussion changes were made to the design, and submitted to MC along with the Road Safety Audit Response on 01st February 2021. In reference to Fig 1.1 below no response was received subsequently being advised by telephone the refusal notice was pending. In the event we had received a response, perhaps many of the issues could have been clarified/ justified and appropriately addressed.

		RSA DECISION LOG			
RSA Problem		RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Number of problem from RSA REPORT	Insert problem from RSA REPORT	Insert recommendation from RSA report	Insert design organisation's response	Insert Overseeing Organisation's response	Insert design and Overseeing Organisation's agreed action
3.1	The absence of dropped kerbs and tactile paving could lead to pedestrians tripping and falling or being struck by vehicles.	It is recommended that dropped kerbs and tactile paving are provided at the crossing facilities.	Dropped kerb/ tactile paving shown on plans		
3.2	Absence of dropped kerbs at disabled parking bays.	It is recommended that dropped kerbs are provided adjacent to the disabled parking bays.	Dropped kerbs shown to disabled bays		
3.3	Absence of footway connections to westbound bus stops.	It is recommended that a direct footway connection is provided. TMC have plans for a footway to the west of the site. Should discuss this with MC and co-ordinate with their proposals.	Pedestrian crossing removed. Dropped kerbs & tactile paving indicated on layout.		

Figure 1.1 RSA Response Document

RESPONSE TO POINTS RAISED – PAGE 1

1. 2 EV spaces are not adequate

The standards require we provide 2 EV spaces. This is what we have provided. In addition to this we have also highlighted 8 potential EV charge point locations. Ref Drawing L-003 Rev J. The development could and would if required provide x10 EV spaces.

2. Concern the proposal would reduce employment within the town.

There is no evidence to suggest that this would be the case. We have provided a retail statement with a detailed breakdown of the job opportunities with this retailer. It is hypothetical that creating jobs would drive the other existing stores out of business. On Harbour Street the following businesses occupy retail style premises are:

- Costcutter
- Coffee Shop
- Fish and Chip Shop
- Butchers
- Ice Cream Shop
- Pharmacy
- Premier Store
- Chinese Takeaway
- Flower Shop

The application is for class 1 retail, which can be for a number of unspecified retail uses, arguably the proposed retail element is not of the same nature and not necessarily deemed a competitor. The only 2 shops that may see our client's development as competition are the Costcutter and the Premier Store. Planning is not here to protect specific businesses and competition can only be seen to be a good thing requiring the existing operators to "up their game". Also it is noted that the Premier Store opened relatively recently and after the Cost Cutter.

3. Conflict of opinion regarding current employment figures.

Firstly we are not proposing any build relating to 'hospitality' making this point completely irrelevant. Disregarding current figures and statistics the issue is the uncertainty over future employment. There are many studies and articles published but I would suggest the mckinskey report is most appropriate and can be found here:

https://www.mckinsey.com/industries/public-and-social-sector/our-insights/covid-19-in-the-united-kingdom-assessing-jobs-at-risk-and-the-impact-on-people-and-places#

In summary, one of the main findings of the report was:

> *"Our forward-looking analysis of jobs at risk arrives at similar patterns. The retail and wholesale sector has the largest number of jobs at risk—1.7 million, or 22 percent of the total 7.6 million."*

The UK government anticipate a significant rise in unemployment rates beyond the end of the government furlough scheme. The refusal of any proposal which provides potential employment opportunities should be very carefully considered.

4. Conflicting opinion – volume of traffic previous garage use and proposed retail/ residential

If the site were to be developed solely for business use, the number of employees is unknown without knowing the nature of the business, as is the configuration of the site and parking numbers, which makes this argument hypothetical. Creating housing may actually contribute to a reduced volume of vehicular traffic during the working day. If the site were

to be reopened as a filling station site it would undoubtedly feature an element of convenience sales as is the norm. The traffic movement would also likely be higher than our clients proposal.

The responder is incorrect in who the applicant is. This is not an application by Springfield Homes. We, the agent act on behalf of our client(s) and have acted in an appropriate and professional manner throughout. All information has been provided to the best of our knowledge based on the information we have available.

Our client has paid for several independent reports at Moray Council's request from professionals within their field whom are legally bound to provide honest and accurate information.

Details of the wider drainage strategy were provided within the DIA with drawings clearly noted within the appendices. In terms of the Springfield scheme that the responder is referring to, how it has been implemented and maintained is completely irrelevant to this application. Moray Council have the authority to enforce action against any works that have not been carried out in accordance with the Statutory Approval and this application should not be held accountable for works carried out by another party within another site.

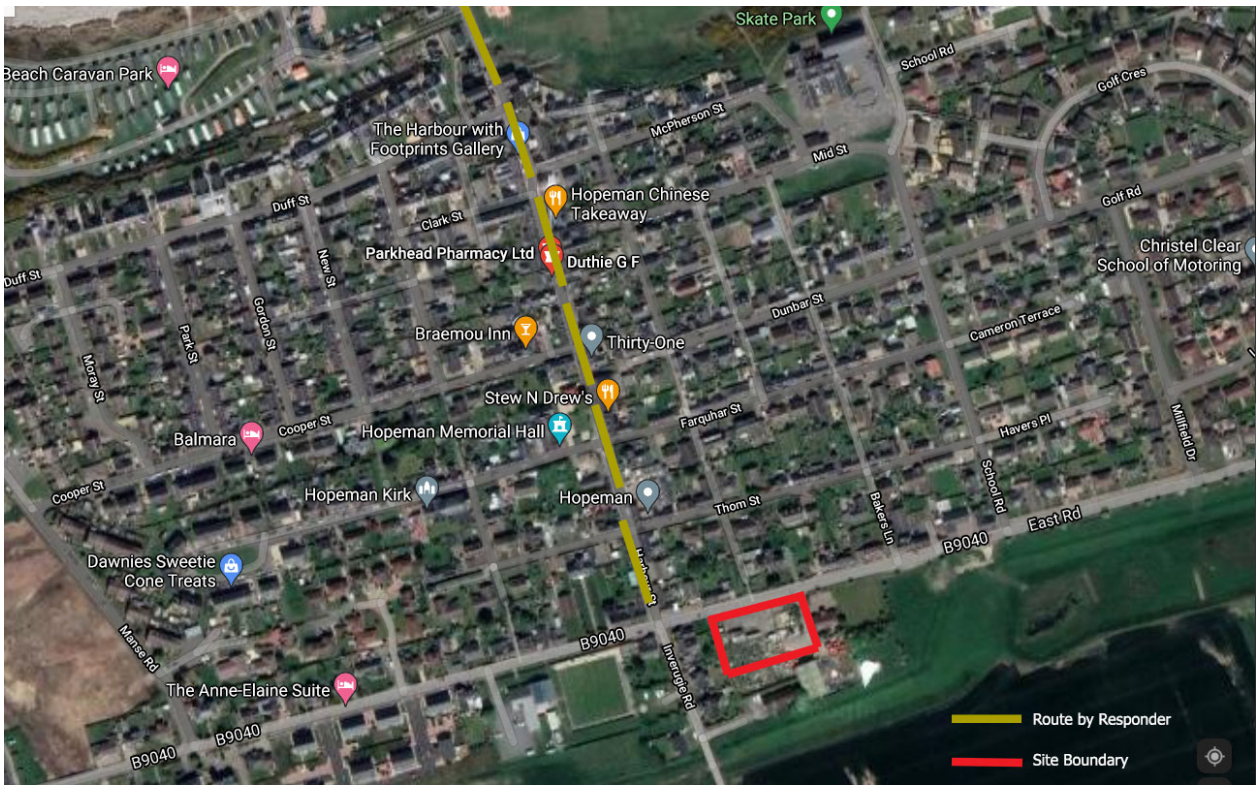
Our intention has always been to reduce any impact on the neighbouring properties. We had initially proposed the boundary treatments would remain as they are, however the addition of the 6ft fence along the boundary was a late request from the planning team. Several phone calls a few days prior to the refusal notice being issued, we were asked to make changes including the addition of timber fencing, and the addition of bird boxes. Unfairly, we have absolutely no intention of acting dishonestly and would have welcomed any meeting or discussion remotely or socially distanced to discuss. It was clear from the outset that any form of discussion with the planning team was unwelcome.

Reference email of 13th May 2020 regarding affordable housing in favour of a commuted sum, initially it was proposed 2 of the 8 flats would be affordable however MC responded to advise a commuted sum would be preferable. Our client's intention was always to provide what Moray Council required. There is a significant level of information within our appeal document in support of this application under Section 2.1.1 Scottish Planning Policy.

RESPONSE TO POINTS RAISED – PAGE 4-7

It is completely unreasonable to suggest that a very insignificant typo a very small element of human error should discredit the agent's lack of local knowledge and therefore make everything else discreditable.

It is not necessarily the case that every individual visiting the site would do so via Harbour Street which is what the responder appears to suggest. Only by taking this route would there be the possibility of passing all the amenities stated. Residents from either end of Hopeman would almost certainly take a different route.



There is no evidence to substantiate the responder's claims that employees may live out with the village and travel to work by car making the proposals less sustainable. Arguably, all employees may reside in Hopeman, they may travel to work by bus, and they may cycle to work, or run or walk. This is all hypothetical. Again, if the site had no retail element and was purely for business, there is no way of knowing the nature of the business, the number of the employees or parking numbers required.

The proposed crossing will offer a safe route for crossing in addition to the footpath on the proposed site side being reinstated and upgraded. There are many many valid clear points within the transport statement which suggests the proposals work very well and are in line with Scottish Government guidance for creating places.

> *"It is expected that the inclusion of external footway connections with Forsyth Street and introduction of a new crossing facility over the site access junction and Forsyth Street as part of the development will promote journeys on foot from the site and accommodate the expected uplift in pedestrian activity. It is therefore considered that the pedestrian generation calculated within the multimodal assessment will be exceeded, thereby reducing reliance on private car use for local trips."*

Section 2.3

In reference to the materials and the responder's claims this should be discounted because they are not immediately neighbouring the site is invalid. The material palette on Forsyth street is completely varied with a mixture of stone, render and timber. The precedents used were done so to evidence an exact match. A walk along Forsyth Street would be worthwhile to evidence that the material palettes used are visible on properties immediately adjacent.

The planning application was submitted to Moray Council 08th April 2020 a response was received on 05th May 2020 and in reference to the elevation of the retail unit we received the following comment:

> *"The design of the shop building could also be improved with greater interest on the street facing elevation."*

Amendments were made to the elevations and revised drawings resubmitted. No further comments were received, there was no opportunity for further discussion and nothing further raised prior to that noted within the refusal notice, which inferred that they were acceptable.

Section 2.4
The retail statement has strongly advised that the store within Hopeman and its location in comparison to other stores within similar locations namely Lhanbryde will most likely see the carpark underutilised. Most of the individuals visiting the store are likely to commute on bicycle or by foot.

The responder claims the 'car park is likely to be congested at peak times' this argument is completely contradictory to the primary argument that individuals will pass all other convenience stores on the way to the proposed site. The Primary School is located 0.3 miles away, There is no evidence to suggest the majority of people commuting during this time do so by car.

A swept path analysis has been prepared and submitted as part of our application. This clearly demonstrates adequate turning for emergency and refuse vehicles.

Section 2.6
As noted within our appeal. The parking provision provided was in line with the standards current at that time. The figures that we have been asked to meet were firstly not adopted at the time of submission and secondly not within the public realm available on the Moray Council website. Parking bays are shown smaller than MC's desired size in a bid to achieve the number requested. If we are to revert to the standards on which the proposal should have been assessed, the parking bays could be reduced and the desired bay dimensions easily achieved.

Section 2.7
There are no charge points proposed immediately outside the retail unit. This point is not valid.

RESPONSE TO TRANSPORTATION COMMENTS Page 8-25

As of the 27th July 2020 The Moray Local Development Plan was adopted superseding the 2016 LDP, 2 months after the expiry date for responding to our application. It is important to note that the principles on which the submission has been assessed were not current at that time and as a result, it is felt that the application has not been fairly assessed, with expectations exceeding the standards available.

The number of spaces required were calculated on the 2016 standards, which were current and available at that time. Electric Charge points were implemented based on the information available on the MC website. Planning policies relating to the EV charge points within the 2020 plan were not available via the Moray Council website. The information relating to the new policies and standards was not communicated via email or by other means.

Further, in addition to the transport statement a Road Safety Audit was requested to which we provided a stage 1&2 report, this was submitted 09th February 2021. On 16th March 2021 an email was received from the planning team with transportation response attached. We were advised within this email that these points would be added to the recommendation for refusal allowing no opportunity to resolve the points raised by transportation. It is critical to mention that between 09th February and 16th March, our consultants tried to make contact

with the Roads team and were advised to revert to email. Understandably the pandemic had an impact on all and implications of home working. In reference to Fig 1.1 below no response was received subsequently being advised by telephone the refusal notice was pending. In the event we had received a response, perhaps many of the issues could have been clarified/ justified and appropriately addressed.

> *"The Road Safety Audit process was not completed in consultation with the Overseeing Organisations representatives."*

Attempts were made to engage with Moray Council to discuss prior to submission of the Road Safety Audit and it was not welcomed. A second attempt was made following submission of the RSA and we were asked to submit everything in writing. A Road Safety Audit response was submitted on the 21st February responding to each point raised at that time, no further commentary was received, as would be standard practice. During the process deadlines set were always achieved, however, it is also important to note that the process was undertaken during the Covid-19 pandemic, a challenging time for everyone. We would have welcomed a meeting with Moray Council's transportation colleagues and an opportunity to discuss the proposals in more detail, certain that some of the issues could have been negated.

Access for Vehicles/ Road Safety Audit & Visibility

Please see comments above. Drummond Black Consulting Ltd advised that the correct procedures were followed. Only if a stage 3 report was requested would representatives from MC be invited to visit the site. The report was submitted and following receipt of comments from transportation on 16th March 2021, attempts were made to contact, discuss and clarify as it was strongly felt some of the points raised were unclear and perhaps some information misinterpreted.

Direct access from the B9040 is commonplace within the settlement boundary with numerous driveways taking accesses from the route only a short distance from the site. The parking spaces for the smaller commercial unit are located on a straight section of the B9040 with good visibility from both approaches ensuring that vehicles on the main road can react safely to vehicles manoeuvring from the aforementioned spaces. There is potential to relocate the bays as suggested however clarity was required over conflicting information.

The visibility splay for the primary access does go through the loading bay and the splay would be impeded on the very infrequent occasion that the delivery vehicle is on-site. The Co-Op vehicle would visit the site once a day and only be on-site for a maximum of 30mins. The delivery would be arranged to avoid busier store times, likely in the morning when the store would traditionally be quieter ensuring that the access junction is lightly trafficked.

Nevertheless, ECS drawing 20044_007 was submitted to the council which demonstrated that the required 2.4m x 43m visibility splay could still be achieved toward the west for oncoming traffic in the offside lane. This plan demonstrates that vehicles exiting the junction will still have a clear line of sight to all traffic streams on the B9040 with appropriate safe stopping distance.

Access for Pedestrians

Dropped kerb crossings have been introduced on the western boundary of the site and directly to the east of the vehicle access to the site. These crossings clearly address the desire lines from all available routes to / from the B9040 and this was outlined in submissions to the council. As such, the council's criticism with respect to consideration of the pedestrian desire lines is unfounded.

Parking for commercial unit – as MC had far exceeded the time to assess the application, we had hoped that a proper discussion with MC would have transpired prior to the approval/ refusal notice being issued to address our concerns. Unfortunately this was not the case.

Access to Public Transport
Dropped kerb crossing have been introduced on the site frontage which will enable pedestrians to best utilise the available footway infrastructure. A footway has been included on the full extent of the site frontage which ensures that connects can be made to the proposed footway to the east of the site once this is delivered by Moray Council. We would of course be more than happy to work with MC and ensure our proposal is coordinated with MC's proposals to construct a footpath to the West of the development.

Servicing Arrangements
As stated in previous submissions although the gross footprint is 371m2 there is a proportionately greater Back of House area of 139m2 leaving a retail floor area of 232m2. Applying the council's parking ratio to the sales area would only require a parking provision of 14 spaces we have applied additional spaces at the council's request to meet more onerous standards. If the 14 spaces were to be applied this would resolve the parking bay sizing that the council is unhappy to accept and it would also mean that the 4 bays attached to the industrial unit could be relocated to within the site removing the need for vehicles to reverse on to the B9040.

Drainage
We acknowledge that there is surface water flooding shown on the SEPA flood maps within the vicinity which does not include our development. As standard we have provided surface water treatment and attenuation for the surface water run-off within the development. A channel drain connecting into MH S1 was shown on the lay-by adjacent to Forsyth Street on drawing 10045-C-201 Rev D to provide the best way to capture all the surface water and direct it into the site drainage removing it from Forsyth Street. The Drainage Layout 10045-C-201 was then updated to Rev E to show the channel drain connecting into the porous paving car parking spaces to ensure it is treated prior to entering the surface water network.

Moray Council Local Development Plan 2020 Policy PP3 a(viii) states –

"Development must be planned and co-ordinated with infrastructure to ensure that places function properly and proposals are adequately served by infrastructure and services."

> *a)In relation to infrastructure and services developments will be required to provide the following as may be considered appropriate by the planning authority, unless these requirements are considered not to be necessary:*
>
> *viii) Foul and surface water drainage, including Sustainable Urban Drainage Systems (SUDS), including construction phase SUDS.*

The Drainage Layout 10045-C-201 Rev E shows foul and surface water drainage including SUDS for the development. We assume that a Construction Phase SUDS plan is not required prior to receiving Planning, we would expect this to be a condition if required.

Generally we would not include separate drainage for a single lay-by and would have considered allowing it to crossfall onto the public road would have been adequate as per Rev C. However Drawing 10045-C-201 was up-dated to provide drainage for the surface water run-off from the lay-by. 3 options were considered (a) Porous Paving (b) Gullies (c) Channel Drain. Porous paving was ruled out as Moray Council would not adopt this type of surfacing. Gullies were also considered however it was concluded a channel drain provided the best option to capture more of the surface water run-off. If Moray Council would prefer

one of these others options or any other alternatives we are happy to enter a dialogue and up-date our design drawing.

In addition we can see no reason why a correctly installed Aco channel drain could be a potential safety issue to road users given that it is flush with the road.

Parking Numbers
We would reiterate again, that the parking no's have been unfairly assessed based on a LDP that had not at the time been adopted, nor was the information on the 2020 standards available to us to allow us to design to these standards. Please also refer to comment above under servicing arrangements.

SREM Limited. 4 Rutland Square, Edinburgh, EH1 2AS
Telephone: 0131 541 0133
Email: victoria@sremltd.co.uk