MORAY LOCAL REVIEW BODY

26 AUGUST 2021

SUMMARY OF INFORMATION FOR CASE No LR261

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

Ward 5 – Heldon and Laich

Planning permission was refused under the Statutory Scheme of Delegation by the Appointed Officer on 30 March 2021 on the grounds that:

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).

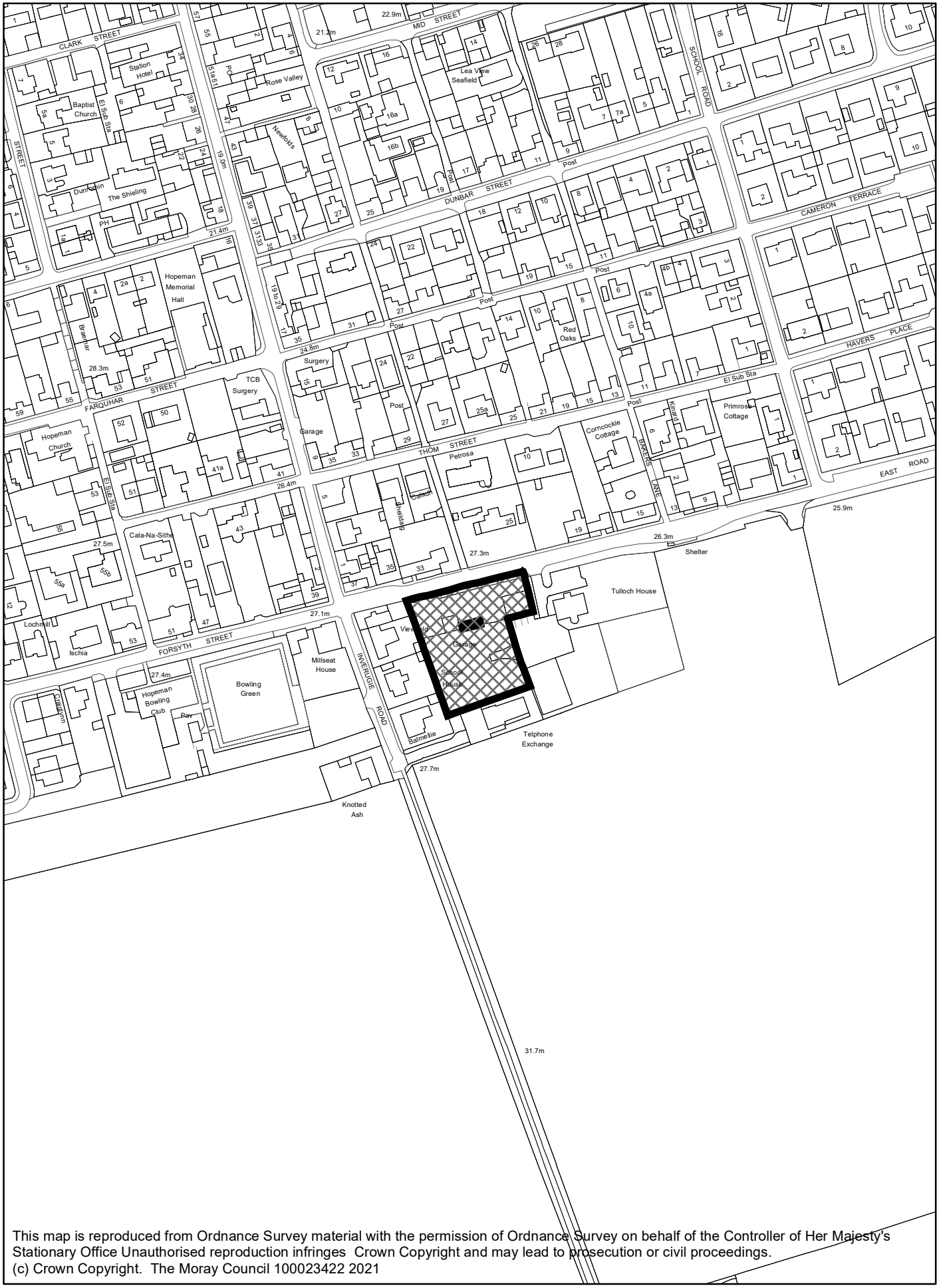
Documents considered or prepared by the Appointed Officer in respect of the above planning application are attached as **Appendix 1**.

The Notice of the Review, Grounds for Review and any supporting documents submitted by the Applicant are attached as **Appendix 2**.

Further Representations received in response to the Notice of Review are attached as **Appendix 3.**

The Applicant's response to Further Representations is attached as **Appendix 4**

Location plan for Planning Application Reference Number : 20/00474/APP



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APPENDIX 1

DOCUMENTS CONSIDERED OR PREPARED BY THE APPOINTED OFFICER

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 100245151-001

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.

Type of Application

What is this application for? Please select one of the following: *

☒ Application for planning permission (including changes of use and surface mineral working).

☐ Application for planning permission in principle.

☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)

☐ Application for Approval of Matters specified in conditions.

Description of Proposal

Please describe the proposal including any change of use: * (Max 500 characters)

Demolition of existing service station and garage. New build Retail unit, along with new build light industrial unit & 2 no new blocks of residential flats.

Is this a temporary permission? * ☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place? (Answer 'No' if there is no change of use.) * ☐ Yes ☒ No

Has the work already been started and/or completed? *

☒ No ☐ Yes – Started ☐ Yes - Completed

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): *	Rutland Square
Company/Organisation	SREM/ COOP	Address 2:	
Telephone Number: *	07895705779	Town/City: *	Edinburgh
Extension Number:		Country: *	GB
Mobile Number:	07895705779	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

Pre-Application Discussion

Have you discussed your proposal with the planning authority? * ☐ Yes ☒ No

Site Area

Please state the site area: 0.67

Please state the measurement type used: ☒ Hectares (ha) ☐ Square Metres (sq.m)

Existing Use

Please describe the current or most recent use: * (Max 500 characters)

Car Garage

Access and Parking

Are you proposing a new altered vehicle access to or from a public road? * ☒ Yes ☐ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? * ☒ Yes ☐ No

If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.

How many vehicle parking spaces (garaging and open parking) currently exist on the application Site? 0

How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? * 34

Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).

Water Supply and Drainage Arrangements

Will your proposal require new or altered water supply or drainage arrangements? * ☒ Yes ☐ No

Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *

☒ Yes – connecting to public drainage network

☐ No – proposing to make private drainage arrangements

☐ Not Applicable – only arrangements for water supply required

Do your proposals make provision for sustainable drainage of surface water?? * (e.g. SUDS arrangements) * ☐ Yes ☒ No

Note:-

Please include details of SUDS arrangements on your plans

Selecting 'No' to the above question means that you could be in breach of Environmental legislation.

Are you proposing to connect to the public water supply network? *

☒ Yes

☐ No, using a private water supply

☐ No connection required

If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).

Assessment of Flood Risk

Is the site within an area of known risk of flooding? * ☐ Yes ☒ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? * ☐ Yes ☒ No ☐ Don't Know

Trees

Are there any trees on or adjacent to the application site? * ☐ Yes ☒ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? * ☒ Yes ☐ No

If Yes or No, please provide further details: * (Max 500 characters)

Bin stores for residential and bin stores for commercial uplift within service yard.

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? * ☒ Yes ☐ No

How many units do you propose in total? * 8

Please provide full details of the number and types of units on the plans. Additional information may be provided in a supporting statement.

All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? * ☒ Yes ☐ No

All Types of Non Housing Development – Proposed New Floorspace Details

For planning permission in principle applications, if you are unaware of the exact proposed floorspace dimensions please provide an estimate where necessary and provide a fuller explanation in the 'Don't Know' text box below.

Please state the use type and proposed floorspace (or number of rooms if you are proposing a hotel or residential institution): *

Class 1 Retail (food)

Gross (proposed) floorspace (In square meters, sq.m) or number of new (additional) Rooms (If class 7, 8 or 8a): * 483

If Class 1, please give details of internal floorspace:

Net trading spaces: 343

Non-trading space: 138

Total:

If Class 'Not in a use class' or 'Don't know' is selected, please give more details: (Max 500 characters)

Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013 * ☐ Yes ☒ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? * ☐ Yes ☒ No

Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? * ☒ Yes ☐ No

Is any of the land part of an agricultural holding? * ☐ Yes ☒ No

Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Victoria Mungall

On behalf of: SREM/ COOP

Date: 07/04/2020

☒ Please tick here to certify this Certificate. *

Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principal where there is a crown interest in the land, have you provided a statement to that effect? *

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? *

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? *

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? *

☒ Yes ☐ No ☐ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? *

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

☒ Site Layout Plan or Block plan.
☒ Elevations.
☒ Floor plans.
☒ Cross sections.
☒ Roof plan.
☐ Master Plan/Framework Plan.
☐ Landscape plan.
☒ Photographs and/or photomontages.
☐ Other.

If Other, please specify: * (Max 500 characters)

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. *	☐ Yes	☒ N/A
A Design Statement or Design and Access Statement. *	☒ Yes	☐ N/A
A Flood Risk Assessment. *	☐ Yes	☒ N/A
A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). *	☐ Yes	☒ N/A
Drainage/SUDS layout. *	☒ Yes	☐ N/A
A Transport Assessment or Travel Plan	☐ Yes	☒ N/A
Contaminated Land Assessment. *	☒ Yes	☐ N/A
Habitat Survey. *	☐ Yes	☒ N/A
A Processing Agreement. *	☐ Yes	☒ N/A

Other Statements (please specify). (Max 500 characters)

Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

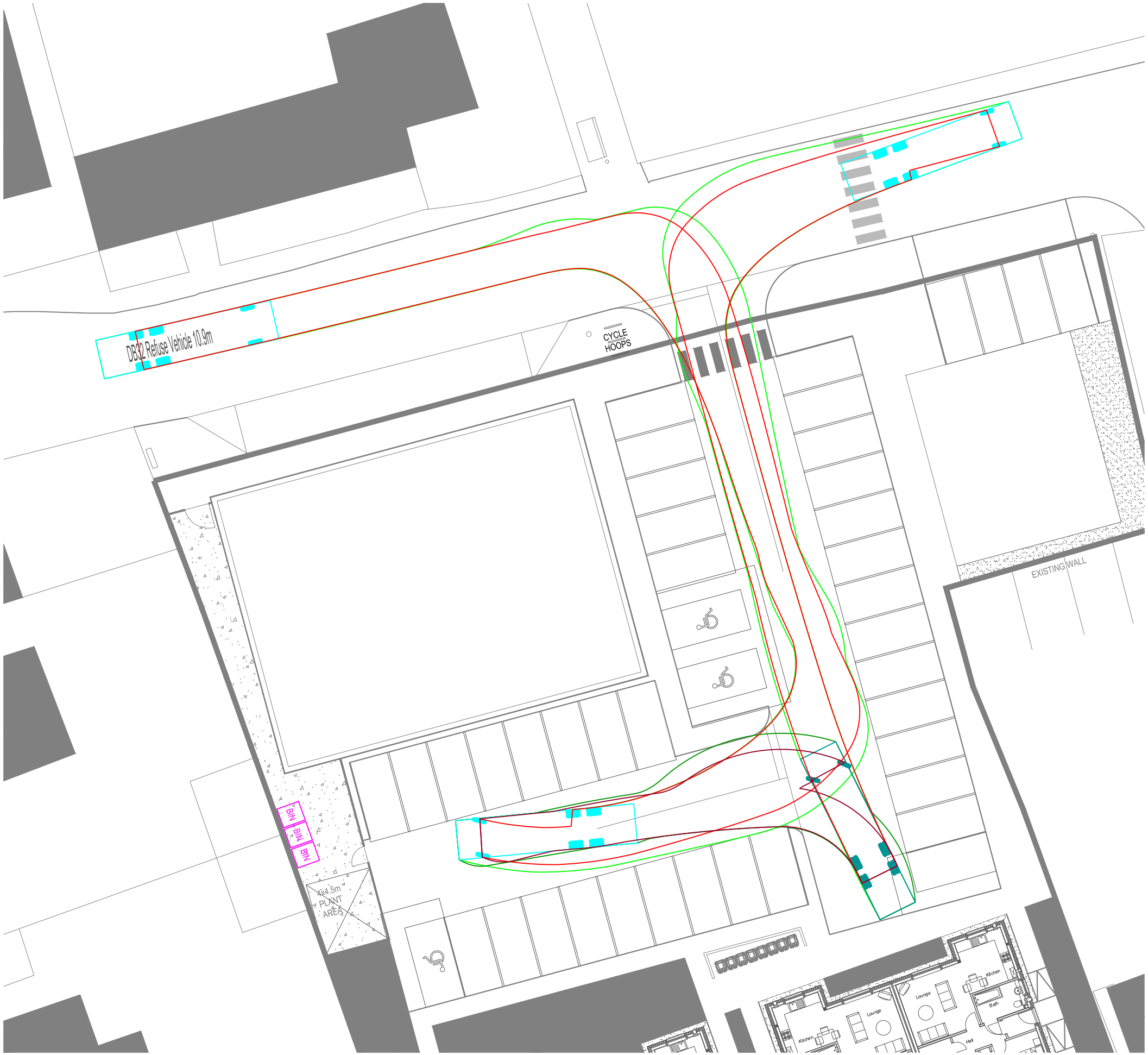
Declaration Name: Mrs Victoria Mungall

Declaration Date: 06/04/2020

Payment Details

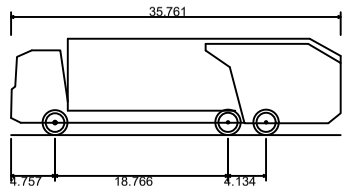
Telephone Payment Reference:

Created: 07/04/2020 13:59



REFUSE VEHICLE ENTERING SITE, TURNING AND EXITING SITE

Scale 1:250



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
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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.	Drawing No.	Rev.
15424	1002	A

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A1

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PLANNING

Rear Elevation 1:100

Side Elevation 1:100

Front Elevation 1:100

Side Elevation 1:100

0m 2 4 6 8

scale bar 1:100

0m 1 2 3 4

scale bar 1:50

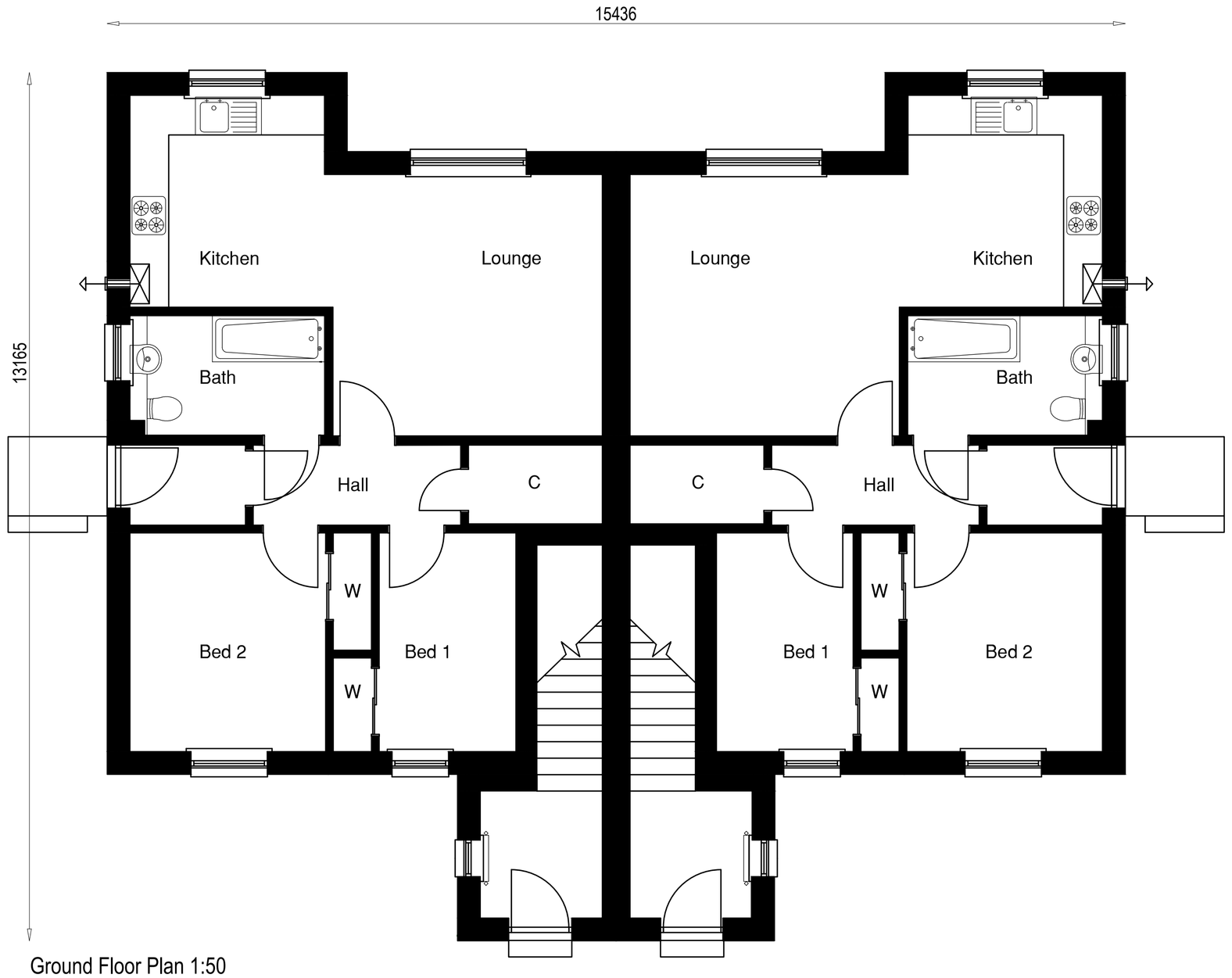
FINISHES LEGEND:

- 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



Ground Floor Plan 1:50

First Floor Plan 1:50

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

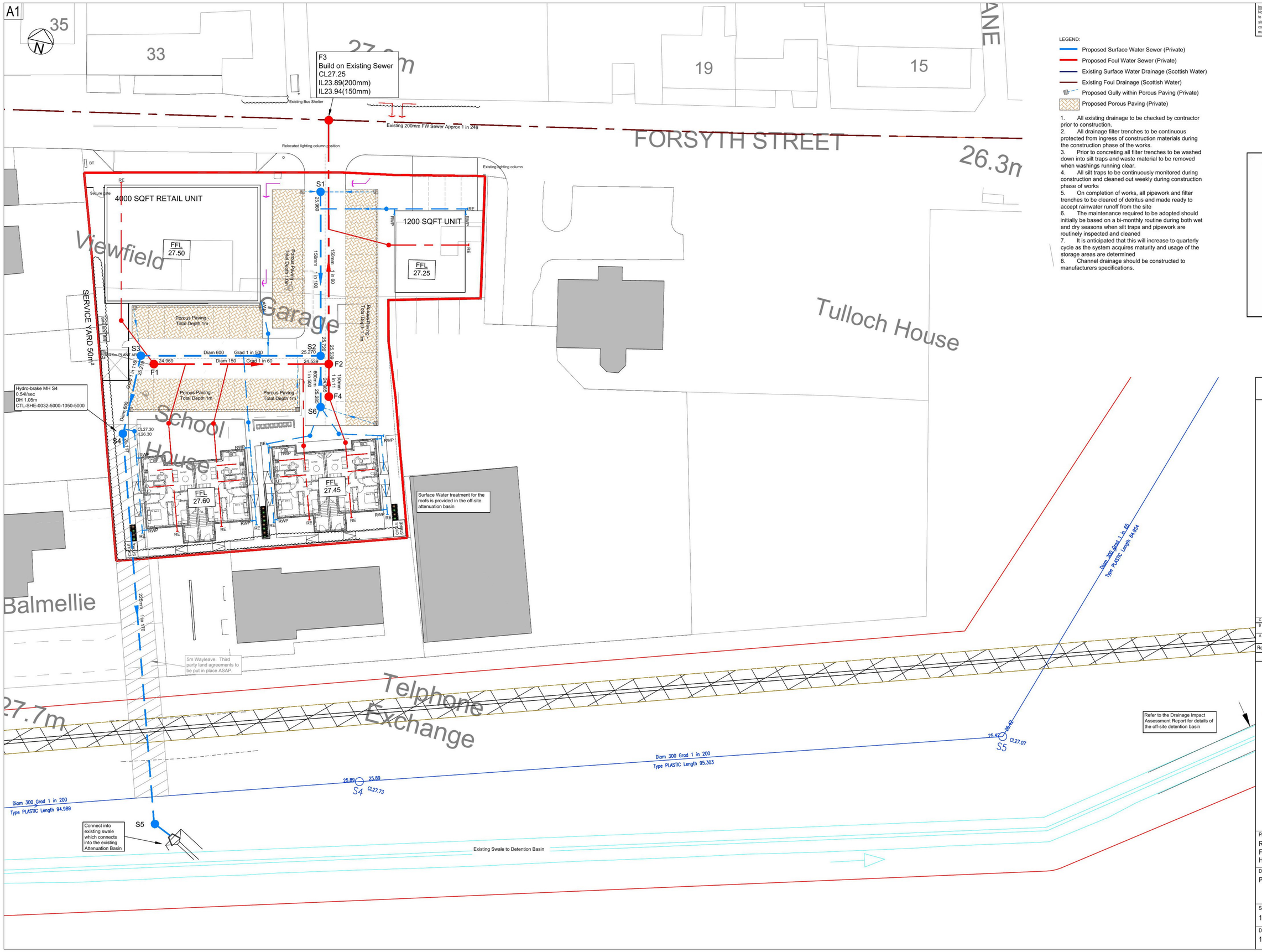
Drawing
CAWDOR COTTAGE APARTMENTS
PLANNING SUBMISSION PLANS AND ELEVATIONS

Scale	Date	Drawn by	Checked by
1:50 / 1:100	10/07.2020	SM	BW

Drawing no. L-300

Rev -

A1



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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.

Town & Country Planning (Scotland) Act, 1997 as amended

REFUSED

30 March 2021

Development Management
Environmental Services
The Moray Council

PLANNING

Rev.	Date	Remarks	By	Ch.
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

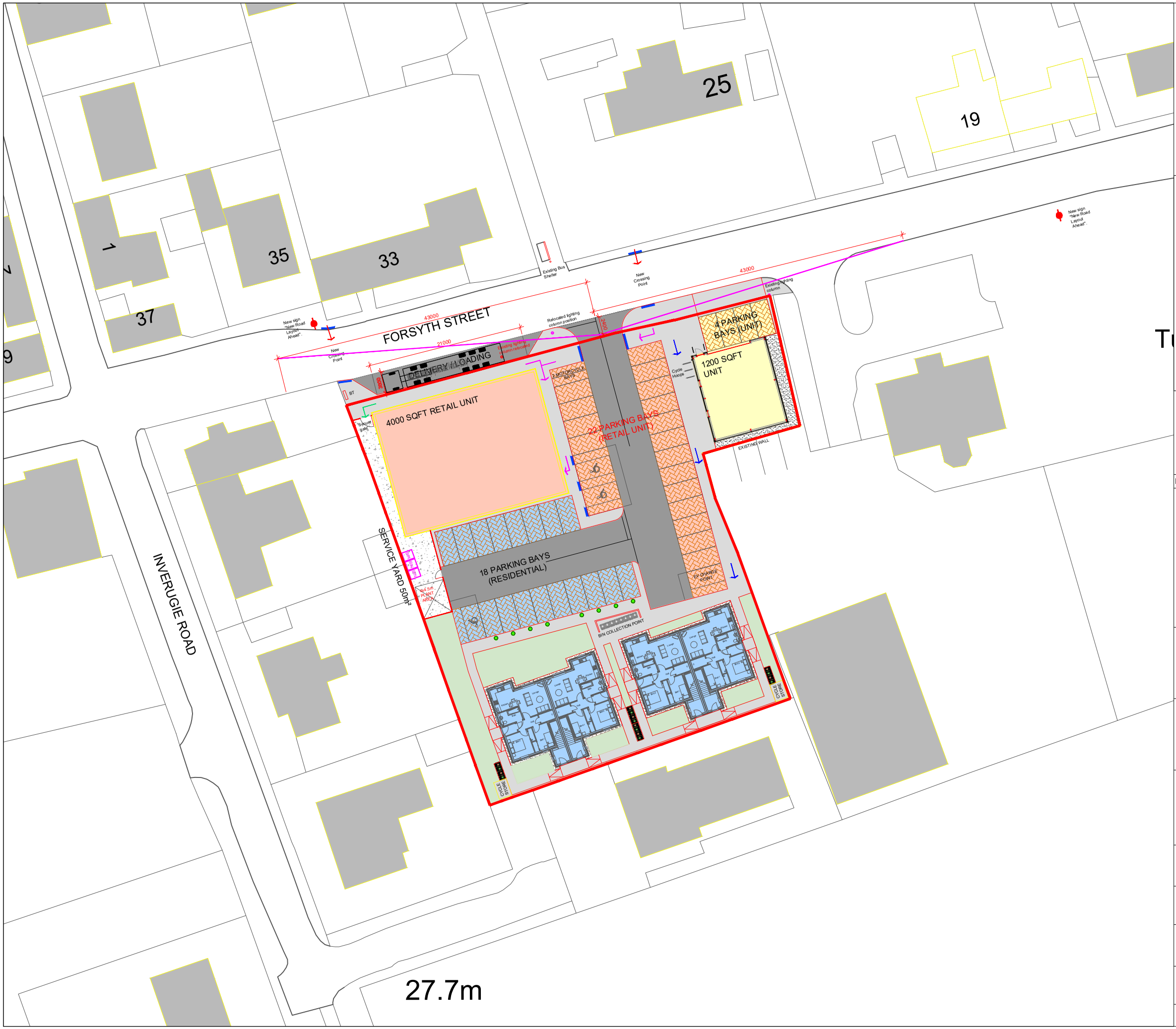
Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED DRAINAGE LAYOUT

Scale	Date	Drawn by	Checked by
1:250	26.03.20	PD	

Drawing no.
10045-C-201

Rev
C



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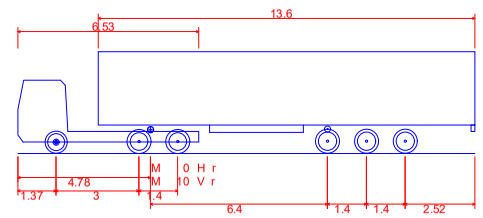
Notes:-

Visibility Splay 2.4m x 43m



Max Legal Length (UK) Articulated Vehicle (16.5m)

Overall Length	16.500m
Overall Width	2.550m
Overall Body Height	3.681m
Min Body Ground Clearance	0.411m
Max Track Width	2.500m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	6.530m

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

INDICATIVE ACCESS ARRANGEMENT

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
1:500	03.02.21

Project No.	Drawing No.	Rev
20044	20044_006	-

Purpose of Issue

- [ ] Preliminary
- [ ] For Tender
- [ ] For Construction
- [ ] _____
- [x] For Information
- [ ] For Approval
- [ ] As Built

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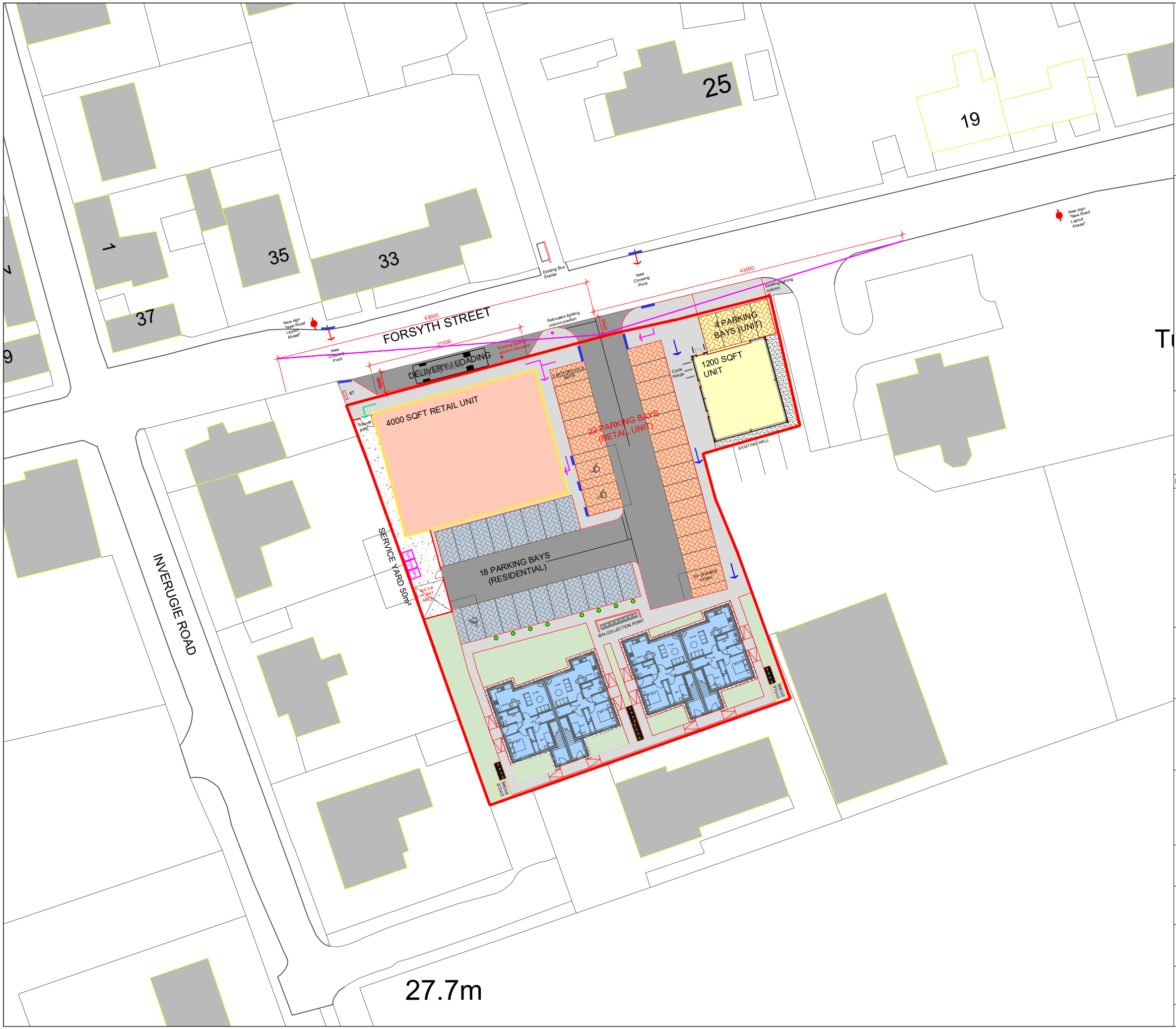

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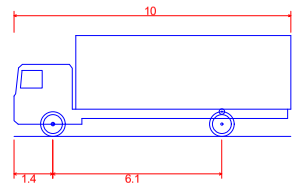
Notes:-

Visibility Splay 2.4m x 43m



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

INDICATIVE ACCESS ARRANGEMENT

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3	Date
1:500	03.02.21

Project No.	Drawing No.	Rev
20044	20044_007	-

Purpose of Issue

- [ ] Preliminary
- [ ] For Tender
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- [ ] _____
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- [ ] For Approval
- [ ] As Built

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A3

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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
LOCATION PLAN

Scale	Date	Drawn by	Checked by
1:1250	03.12.2019	BRL	VM

Drawing no.
L-001

Rev
-

A1

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N

PLANNING

LEGEND:

SITE BOUNDARY.
AREA: 2 3m^2 0. 7 ACRES

GRASS.

SHRUB BEDDING

SPECIES	COMMON NAME	HEIGHT	SPACING	MIX
BUDDLE A WEYERIANA	BUDDLEIA	30 40 m	0.5m	34
HEBE PINGUIFOLIA PAGEI	HEBE	25 30 m	0.5m	33
SENECIO POLYODON	SENECIO	30 40 m	0.5m	33

FS

SEMI MATURE SPECIMEN FEATURE TREES

SPECIES	COMMON NAME	SI E
FAGUS SYLVATICA	BEECH	30 35 m GIRTH

BP

HEAVY STANDARD TREES

SPECIES	COMMON NAME	SI E
BETULA PENDULA	SILVER BIRCH	10 12 m GIRTH

SCALE 1:125
0 .25m

Rev.	Date	Remarks	By	Ch.
.	.	.	.	.

Revisions

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

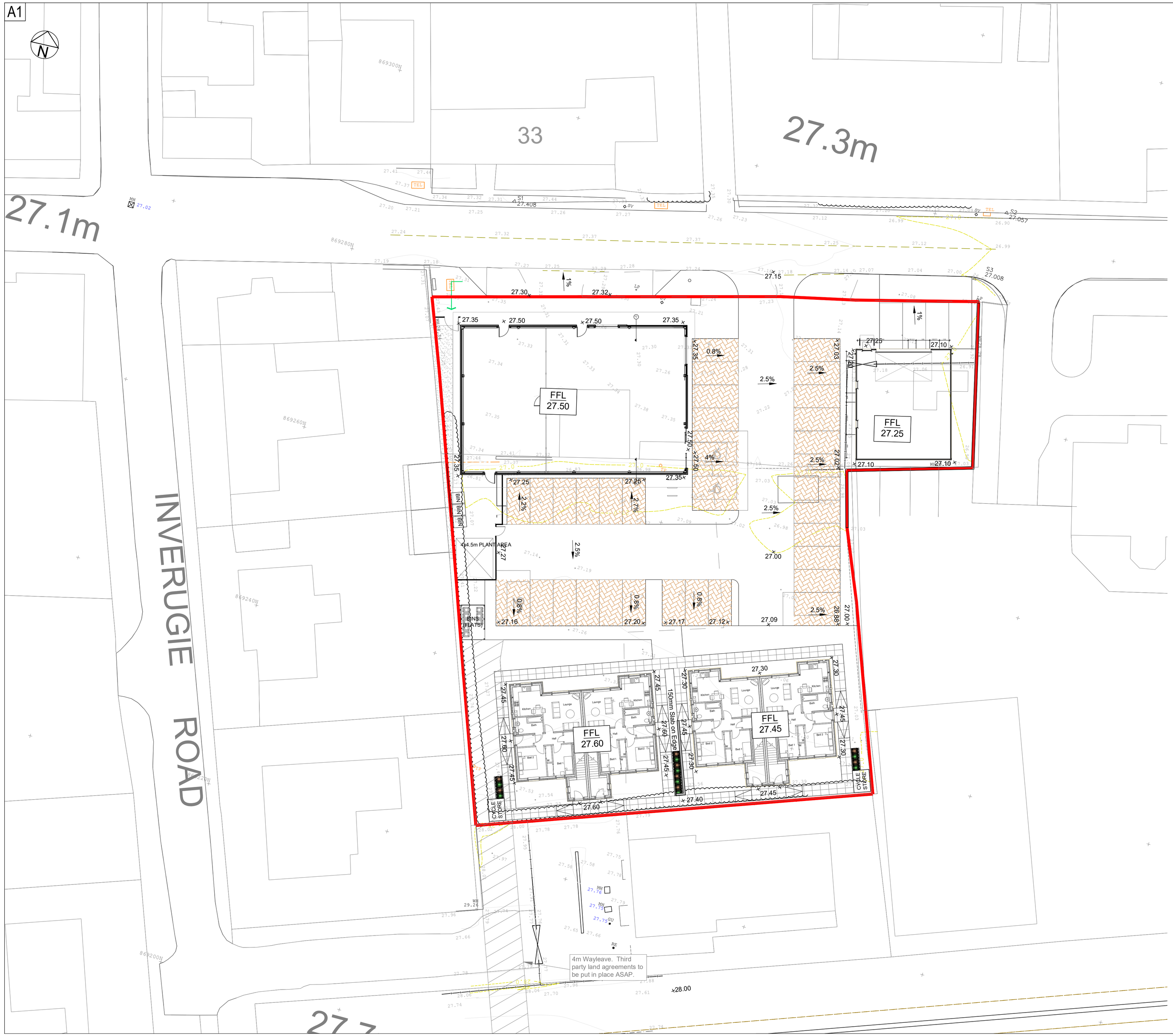
Drawing
LANDSCAPING PLAN

Scale	Date	Drawn by	Checked by
1:125	16.02.2021	BRL	ND

Drawing no. L-007

Rev -

A1



LEGEND:

FFL 8.95	Proposed Finished Floor Level
8.95	Proposed Spot Level
×(9.14)	Existing Spot Level

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

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PLANNING

Rev.	Date	Remarks	By	Ch.
A	08.07.20	Layout revised. Levels updated.	PD	

Revisions

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Project
RETAIL UNIT, STARTER UNIT AND FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED LEVELS LAYOUT

Scale	Date	Drawn by	Checked by
1:200	26.03.20	PD	

Drawing no. 10045-C-301

Rev A

A1

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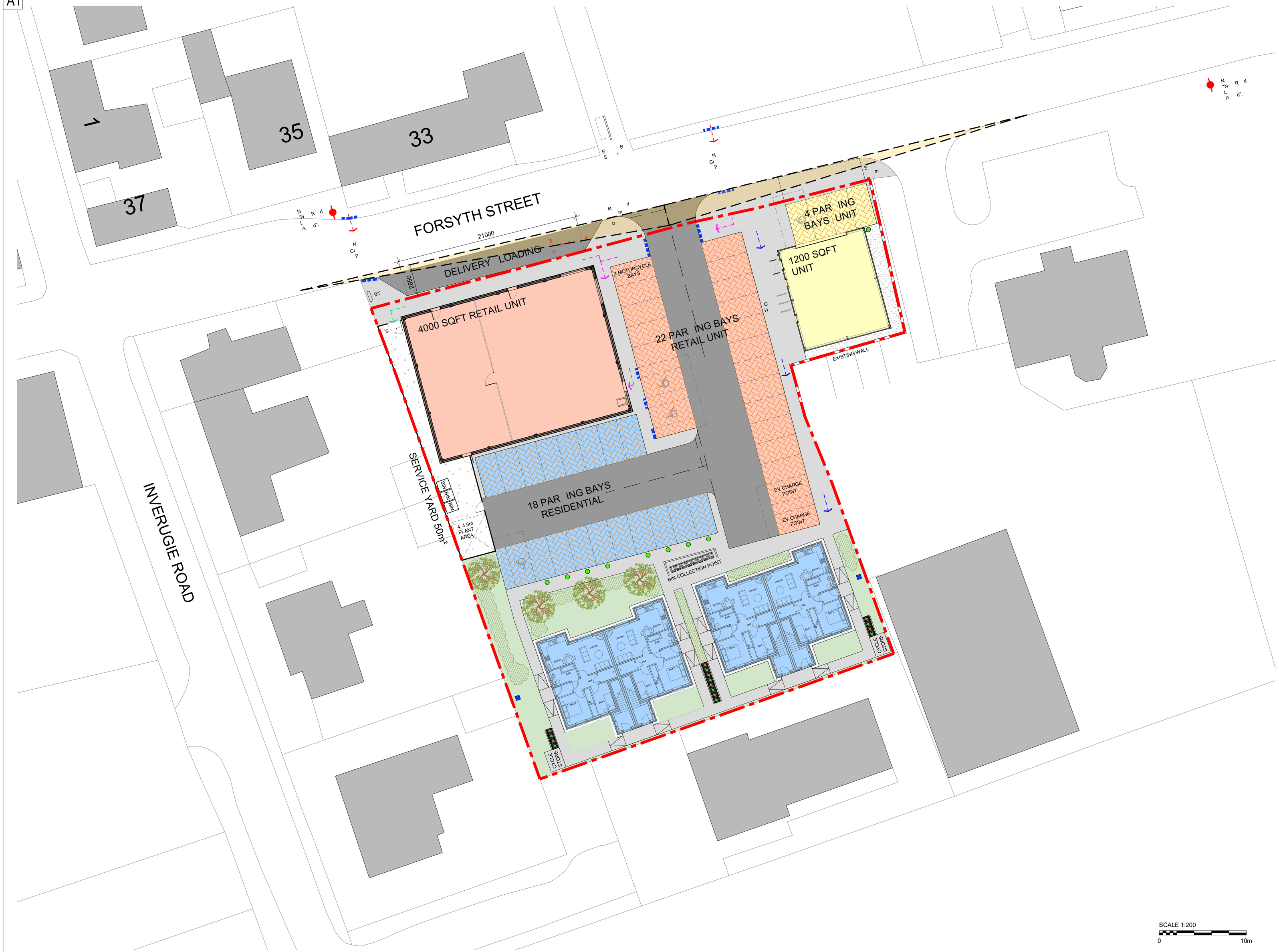

N

PLANNING

LEGEND:

- SITE BOUNDARY. AREA: 2 3m² 0. 7 ACRES
- TARMAC ROADS.
- TARMAC FOOTPATHS.
- BLOC 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 ERB WITH TACTILE PAVING.
- NEW ROAD SIGN "NEW ROAD LAYOUT AHEAD".
- POTENTIAL EV CHARGE POINT.
- BIRD BOX.

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

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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

A1

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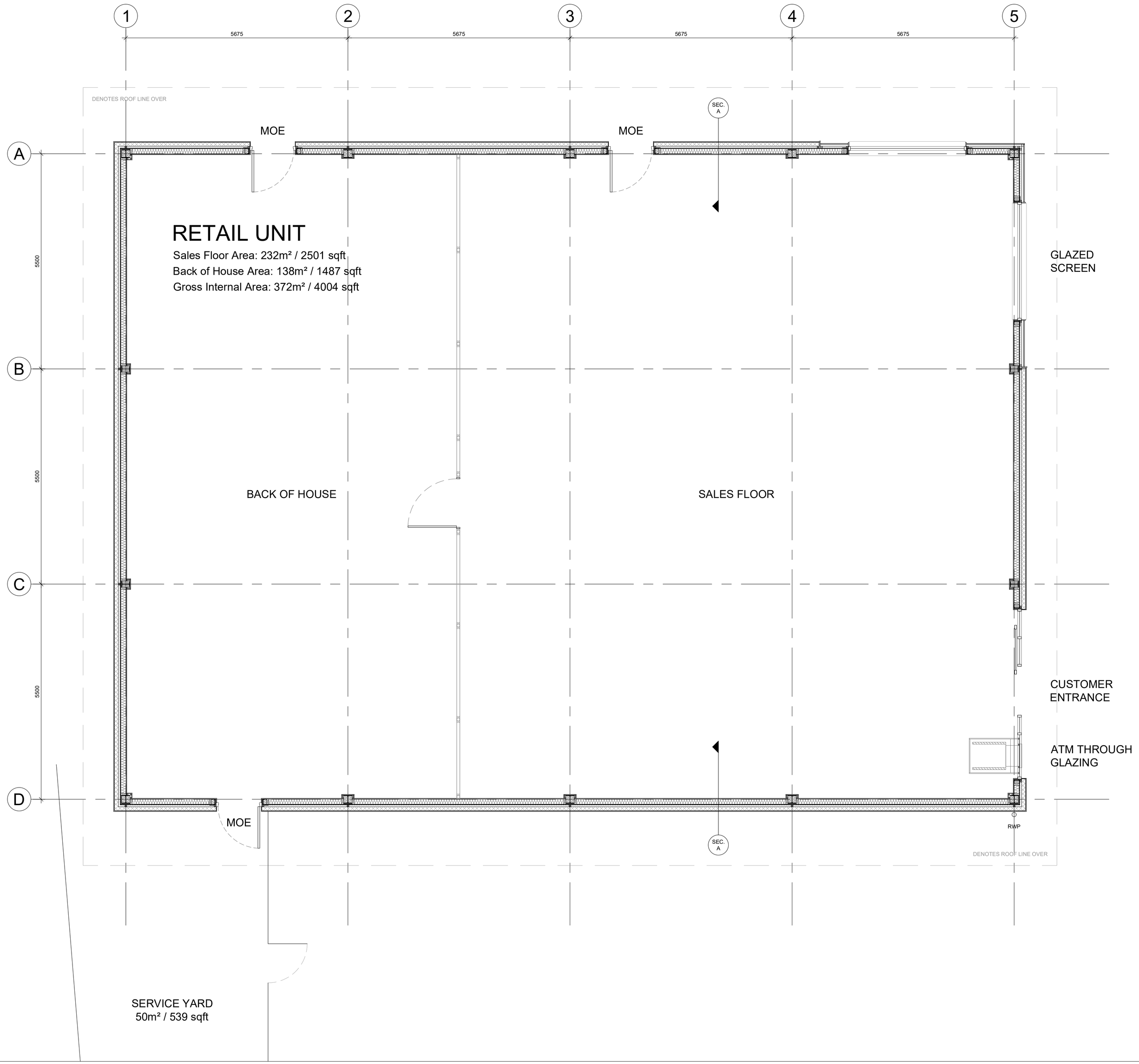

PLANNING

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

Revisions

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
4000 SQFT RETAIL UNIT
GROUND FLOOR PLAN

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

Drawing no.
L-102

Rev
A

A1

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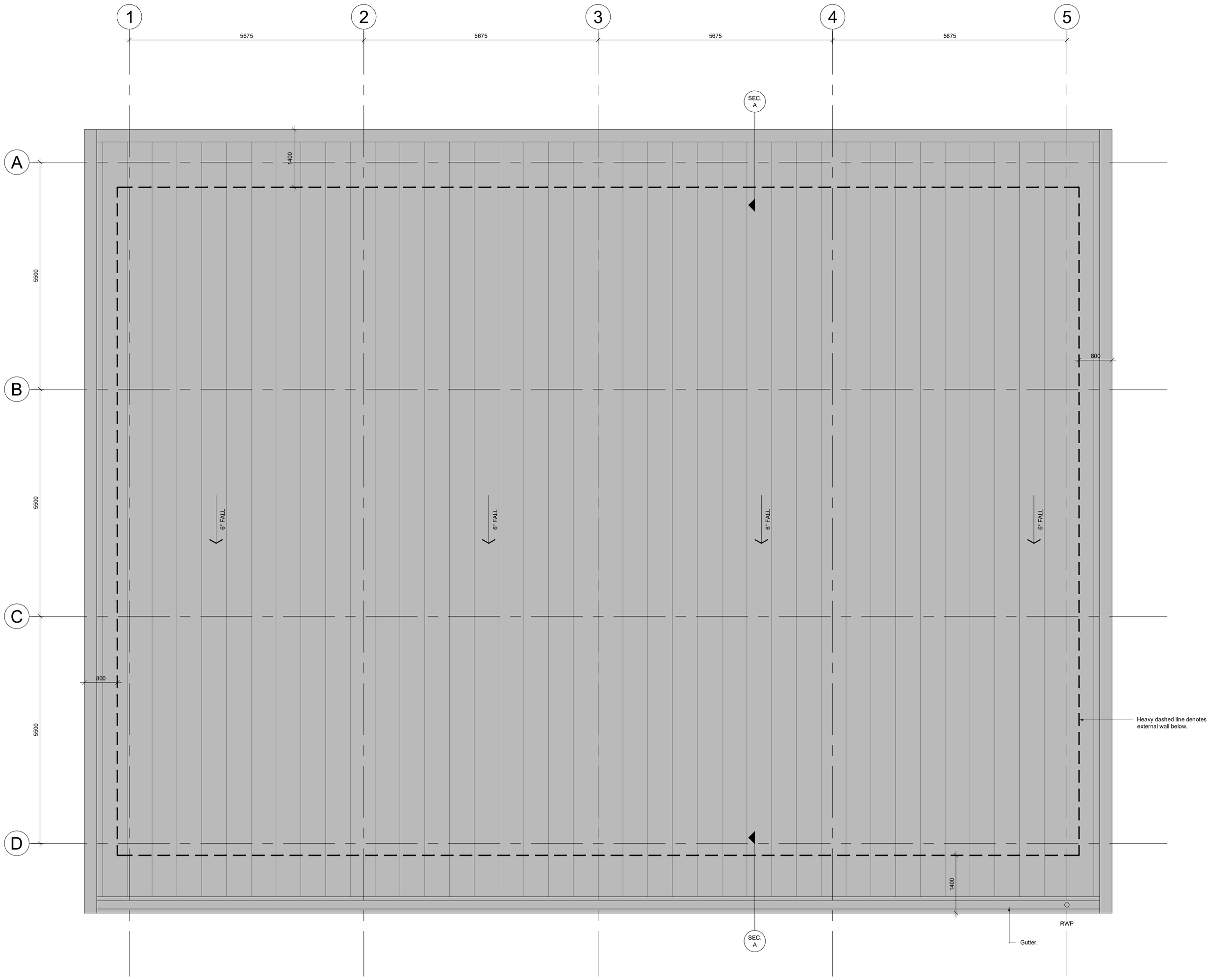

PLANNING

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

Revisions

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
4000 SQFT RETAIL UNIT
ROOF PLAN

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

Drawing no.
L-103

Rev
A

A1

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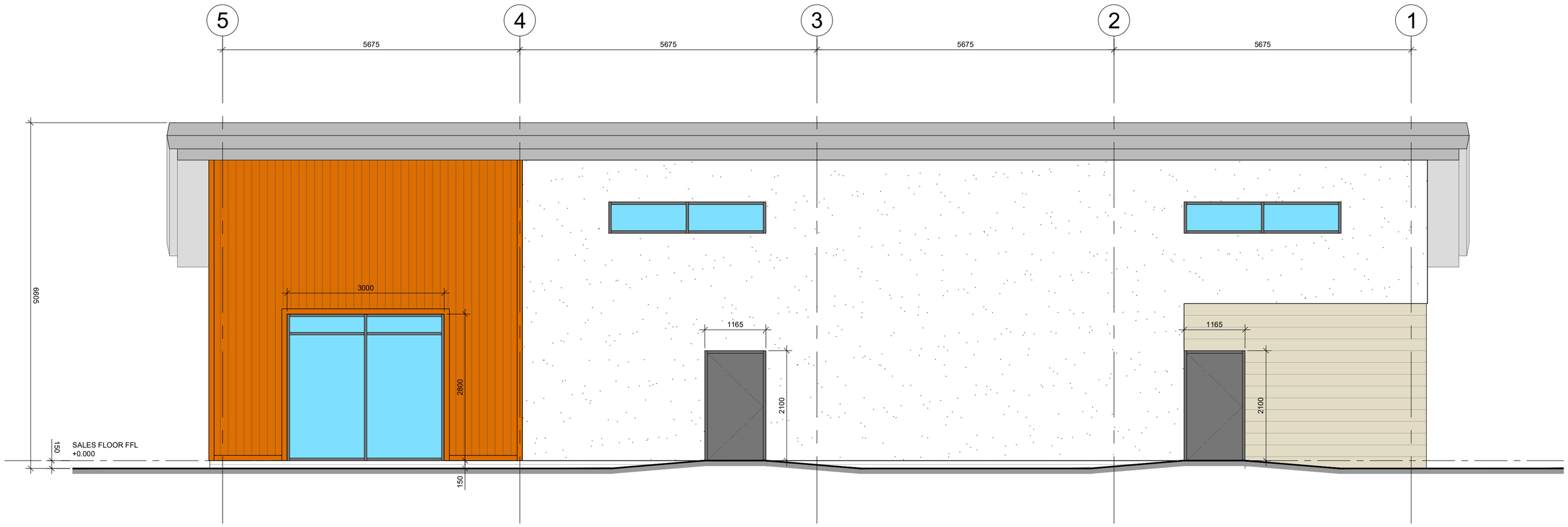
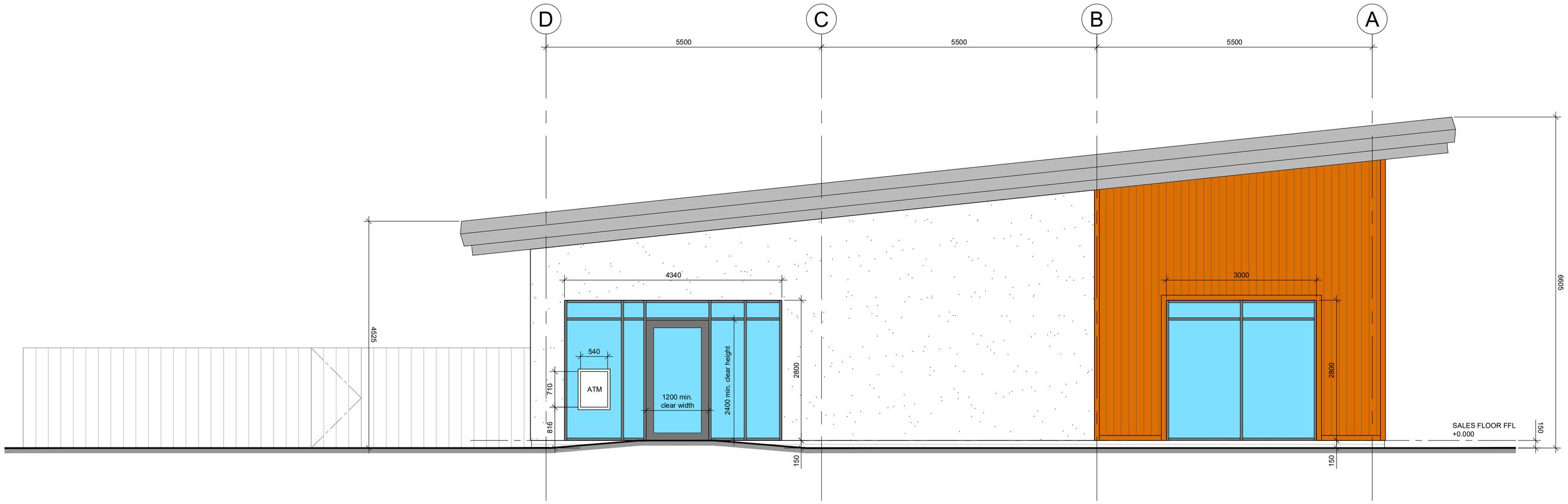


FORSYTH STREET ELEVATION

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.



STORE ENTRANCE ELEVATION

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

Revisions

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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

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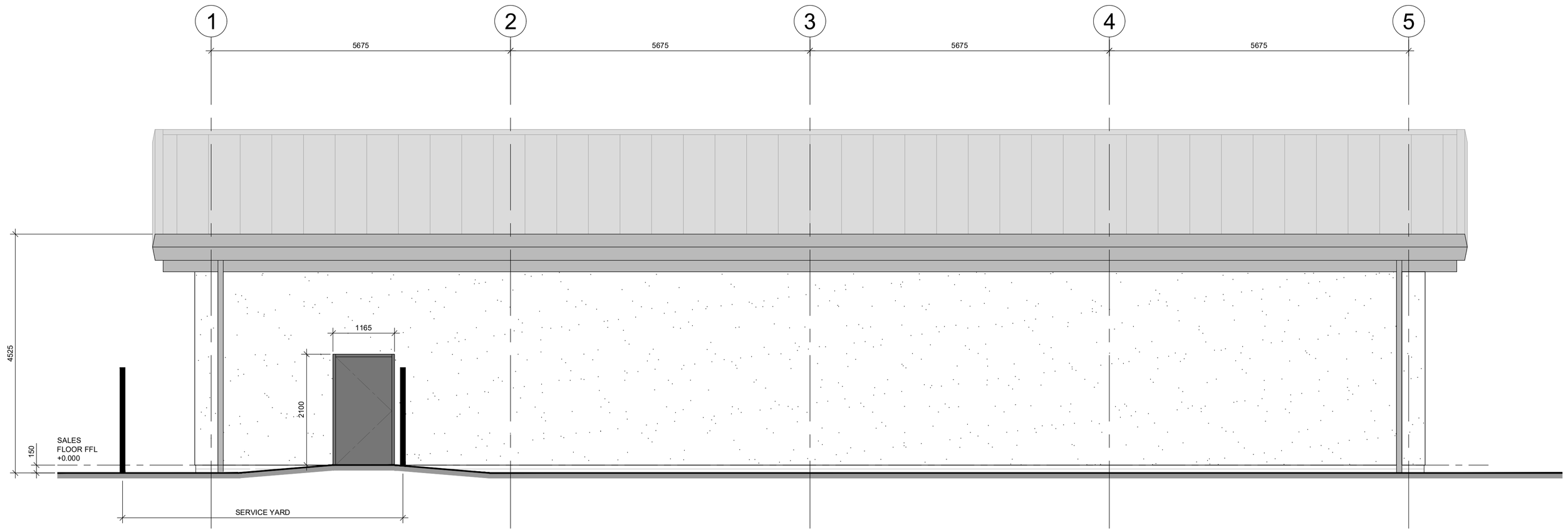
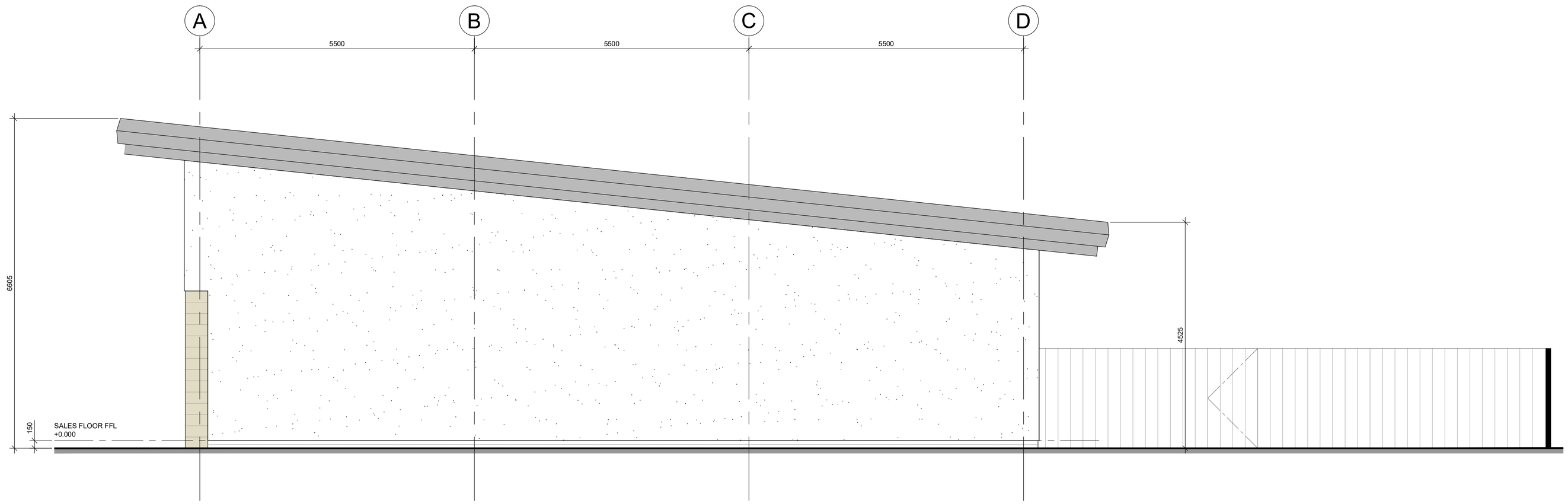


CAR PARK/ SERVICE YARD ELEVATION



GABLE ELEVATION

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

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
4000 SQFT RETAIL UNIT
ELEVATIONS
SHEET 2

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

Drawing no. L-107

Rev A

A1

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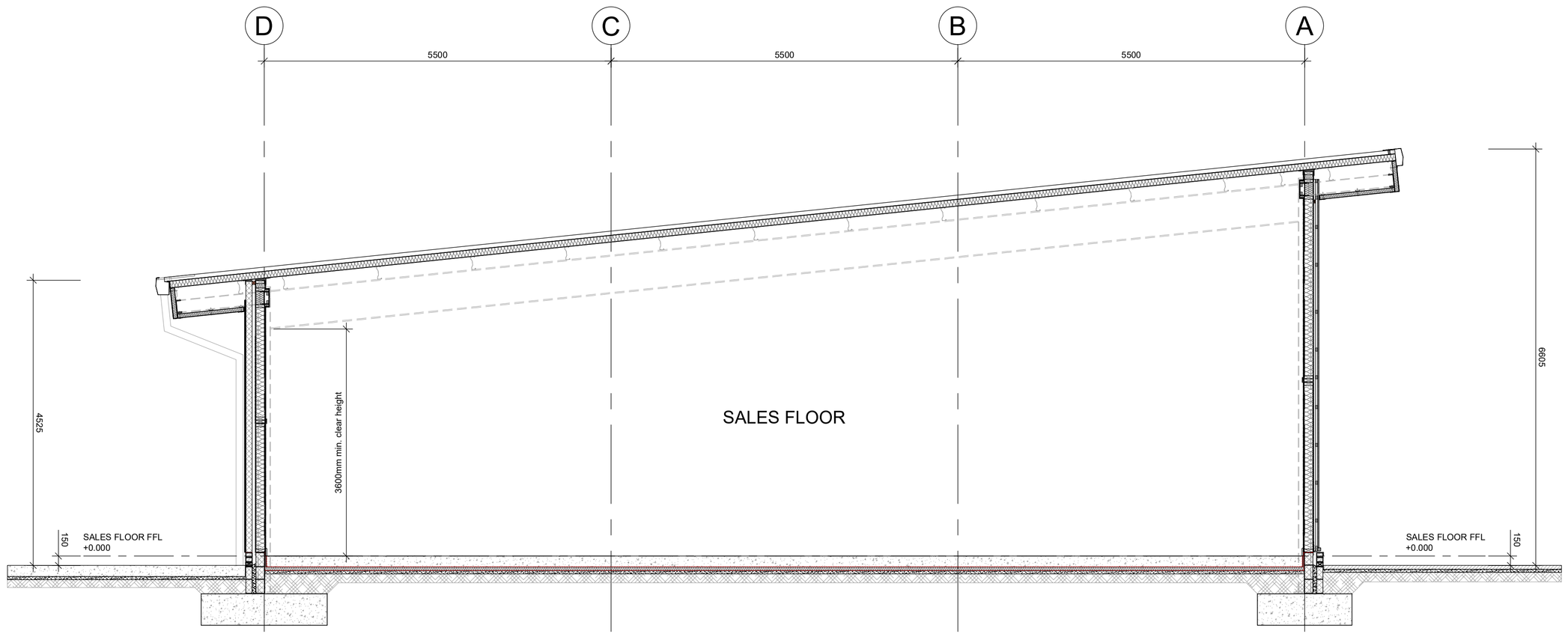
PLANNING



SECTION A-A

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

Revisions

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0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
4000 SQFT RETAIL UNIT
SECTION A-A
-

Scale	Date	Drawn by	Checked by
1:50	24.02.2020	BRL	VM

Drawing no.
L-108

Rev
A

A1

SPECIFICATION -

GENERAL:

ALL CONSTRUCTION WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH THE BUILDING (SCOTLAND) REGULATIONS 2004 'NON DOMESTIC' TECHNICAL HANDBOOK, AND MUST BE TO THE SATISFACTION OF THE LOCAL BUILDING CONTROL OFFICER.
ALL CURRENT RELEVANT CODES OF PRACTICE, IEE REGULATIONS AND BRITISH/ EUROPEAN STANDARDS MUST BE ADHERED TO.

1. WORK TO EVERY BUILDING DESIGNED, CONSTRUCTED AND PROVIDED WITH SERVICES, FITTINGS AND EQUIPMENT TO MEET A REQUIREMENT OF REGULATION 9 TO 12 MUST BE CARRIED OUT IN A TECHNICALLY PROPER AND WORKMANLIKE MANNER, AND THE MATERIALS USED MUST BE DURABLE, AND FIT FOR THEIR INTENDED PURPOSE.
2. ALL MATERIALS, SERVICES, FITTINGS AND EQUIPMENT USED TO COMPLY WITH A REQUIREMENT OF REGULATIONS 9 TO 12 MUST, SO FAR AS REASONABLY PRACTICABLE, BE SUFFICIENTLY ACCESSIBLE TO ENABLE ANY NECESSARY MAINTENANCE OR REPAIR WORK TO BE CARRIED OUT.
3. THE EXISTING SITE IS TO BE CHECKED TO DETERMINE THAT ALL SERVICES HAVE BEEN MADE SAFE AND HAVE BEEN DISCONNECTED.
4. ANY CONTAMINATED GROUND IS TO BE MADE SAFE AND REMOVED FROM SITE BY A QUALIFIED CONTRACTOR.
5. ALL EXISTING TOP SOIL IS TO BE REMOVED AND GROUND WORKS CARRIED OUT TO ESTABLISH THE PROPOSED SITE LEVELS REQUIRED.

SUBSTRUCTURE AND FOUNDATIONS:

INSITU REINFORCED CONCRETE PAD & STRIP FOUNDATIONS TO BE CONSTRUCTED TO SUPPORT STEEL FRAME & EXTERNAL WALLS, ALL TO THE STRUCTURAL ENGINEERS DESIGN & SPECIFICATION..
SUBSTRUCTURE WALLS COMPRISE 100mm THICK CONCRETE BLOCKWORK
EXTERNAL LEAF WITH DPC A MIN. OF 150mm ABOVE FGL.
60mm WIDE CAVITY.
140mm THICK CONCRETE BLOCKWORK INTERNAL LEAF.
BLOCKWORK TO BE BUILT OFF FOUNDATIONS UP TO FINISHED FLOOR LEVEL.

STEEL FRAME:

THE STEEL FRAME IS TO BE CONSTRUCTED TO THE STRUCTURAL ENGINEERS DESIGN & SPECIFICATION.

REFER TO THE FIRE STRATEGY PLAN FOR THE EXTENT OF INTUMESCENT PAINT TO THE STEEL FRAME. THE INTUMESCENT PAINT IS TO BE SUPPLIED AND INSTALLED TO THE MANUFACTURERS SPECIFICATION AND MUST COMPLY WITH BS476: PART 20: 1987.

DRAINAGE:

FOUL AND SURFACE WATER DRAINAGE FROM DISCONNECTING MANHOLES TO THE PUBLIC SEWER ARE TO BE DESIGNED BY A CONSULTING ENGINEER IN ACCORDANCE WITH THE 'SEWERS FOR SCOTLAND 2' DESIGN GUIDE.
HDPE PIPWEORK IS TO BE USED IN ALL INTERNAL & EXTERNAL ABOVE GROUND DRAINAGE.
SOIL STACKS AND BRANCHES TO WC UNITS ARE TO BE 110mm DIA.
SINK WASTE PIPES ARE TO BE 38mm DIA.
WHB WASTE PIPES ARE TO BE 32mm DIA.
ALL BRANCHES ARE TO CONNECT TO THE SOIL VENT PIPES INDIVIDUALLY AND BE FITTED WITH 75mm DEEP SEAL TRAPS TO ALL APPLIANCES.
THE DISCHARGE OF ALL SURFACE WATER IS TO BE DESIGNED TO SATISFY ALL THE REQUIREMENTS OF THE STATUTORY AUTHORITIES INCLUDING THE ENVIRONMENT AGENCY AND SEPA AS APPROPRIATE INCLUDING ANY SUDS REQUIREMENTS.
THE SURFACE WATER DISCHARGE SYSTEM IS TO BE DESIGNED TO COPE WITH A 1 IN 200 YEAR STORM.
ALL MANHOLE COVERS AND GULLEY GRATES ARE TO BE SELECTED TO WITHSTAND THE WHEEL LOADINGS OF TRAFFIC.
ALL EXTERNAL GULLEY AND CHANNEL GRATINGS ARE TO BE SELECTED TO PREVENT A HAZARD TO CUSTOMERS, CHILDREN, ANIMALS AND TROLLEY WHEELS.
YARD AREA GULLEYS ARE TO BE DESIGNED TO ALLOW FOR WASHING DOWN REQUIREMENTS.
THIS INFORMATION SHOULD BE READ IN CONJUNCTION WITH THE STRUCTURAL ENGINEERS DRAWINGS & SPECIFICATIONS.

MAXIMUM 'U'-VALUES FOR SHELL BUILDING ELEMENTS:

WALLS	0.23 W/m²K
FLOOR	0.20 W/m²K
ROOF	0.15 W/m²K
WINDOWS	1.60 W/m²K
DOORS	1.60 W/m²K

GROUND FLOOR CONSTRUCTION:

150mm THICK REINFORCED INSITU CONCRETE FLOOR SLAB TO THE STRUCTURAL ENGINEERS DESIGN & SPECIFICATION.
SLAB TO BE RECESSED 15mm LOWER THAN THE FINISHED FLOOR LEVEL TO ALLOW THE TENANT TO INSTALL THEIR CERAMIC TILE FLOOR FINISH.
POLYTHENE SEPARATION LAYER.
60mm THICK 'KINGSPAN KOOLTHERM' K103 FLOORBOARD RIGID INSULATION BOARD.
A CONTINUOUS LAPPED AND SEALED HORIZONTAL 'VISQUEEN' DPM TO RETURN VERTICALLY AT EXTERNAL PERIMETER WALL.
50mm THICK SAND BLINDING.
150mm THICK SELECTED WELL COMPACTED HARDCORE BASE TO THE STRUCTURAL ENGINEERS SPECIFICATION.
25mm THICK 'KINGSPAN KOOLTHERM' K103 FLOORBOARD RIGID INSULATION BOARD TO BE TAKEN UP VERTICALLY AT THE EXTERNAL PERIMETER WALL.
FLOOR CONSTRUCTION TO ACHIEVE A MAX. U-VALUE OF 0.20 W/m²K.

EXTERNAL WALL CONSTRUCTION:

WALL TYPE EX.1

20mm THICK DRY DASH 'K-REND' EXTERNAL FINISH. COLOUR: WHITE.
APPLIED TO THE MANUFACTURERS SPECIFICATION AND INSTALLED WITH ALL NECESSARY EXPANDED STAINLESS STEEL BELL CAST AND CORNER BEADS ETC AS REQUIRED WITH DPC 150mm ABOVE THE FINISHED GROUND LEVEL.
100mm THICK CONCRETE BLOCK WORK.
PROPRIETARY CAVITY WALL WEEP VENTS INSTALLED AT 900mm CENTRES AND 450mm ABOVE LINTELS AND OPENINGS TO PROVIDE VENTILATION TO CAVITY.
50mm CLEAR CAVITY.
'ROCKWOOL SP' OR EQUAL DPC WRAPPED CAVITY BARRIERS TO ACHIEVE 30 MINS FIRE RESISTANCE GENERALLY. ALL CAVITY BARRIERS TO BE SUPPLIED & INSTALLED AS PER THE MANUFACTURERS WRITTEN INSTRUCTIONS. THESE MUST ALSO COMPLY WITH BS476:PART 20:1987.
KINGSPAN NILVENT BREATHABLE MEMBRANE.
9mm O.S.B. BOARDING.
140mm TREATED TIMBER STUDS AT 600mm CENTRES.
90mm KINGSPAN KOOLTHERM K112 INSULATION BOARD BETWEEN STUDS.
1000 GAUGE POLYTHENE VAPOUR CONTROL LAYER.
15mm THICK PLASTERBOARD INTERNAL LINING. ALL JOINTS TAPED AND FILLED TO RECEIVE A PAINT FINISH.
WALL TO BE CONSTRUCTED WITH ALL NECESSARY DPC'S, STAINLESS STEEL WALL TIES AND CAVITY FIRE STOPS ETC AS REQUIRED.
PROPRIETARY EXPANSION JOINTS INSTALLED AT MAX. 6000mm CENTRES.
WALL CONSTRUCTION TO ACHIEVE A MAX. U-VALUE OF 0.23 W/m²k.

WALL TYPE EX.2

145x23mm NORDIC SPRUCE VERTICAL SHIPLAP EXTERNAL GRADE TIMBER CLADDING BOARDS TO BE CONSTRUCTED WITH LOOSE JOINTS AND 10mm WIDE GAPS.
AT TOP AND BOTTOM TO PROVIDE VENTILATION TO THE CAVITY BEHIND.
TIMBER TO BE TREATED WITH 'HR PROF' EXTERNAL FIRE RESISTANCE COATING TO GIVE A CLASS '0' SPREAD OF FLAME RESISTANCE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS WRITTEN INSTRUCTIONS AND MUST COMPLY WITH B.S.476 : PART 22.
32x50mm HORIZONTAL TREATED TIMBER BATTENS AT 600mm MAX. CENTRES.
'ENVIROGRAF CV STRIP OR ENVIROGRAF FB/TS' INTUMESCENT CAVITY BARRIERS TO ACHIEVE 30 MINS FIRE RESISTANCE GENERALLY. ALL CAVITY BARRIERS TO BE SUPPLIED & INSTALLED AS PER THE MANUFACTURERS WRITTEN INSTRUCTIONS. THESE MUST COMPLY WITH BS476 PARTS 20 & 22, AND BS EN 1363-1 (1999).
32x50mm VERTICAL TREATED TIMBER BATTENS AT 600mm MAX. CENTRES.
KINGSPAN NILVENT BREATHABLE MEMBRANE.
9mm O.S.B. BOARDING.
140mm TREATED TIMBER STUDS AT 600mm CENTRES.
100mm KINGSPAN KOOLTHERM K112 INSULATION BOARD BETWEEN STUDS.
1000 GAUGE POLYTHENE VAPOUR CONTROL LAYER.
15mm THICK PLASTERBOARD INTERNAL LINING. ALL JOINTS TAPED AND FILLED TO RECEIVE A PAINT FINISH.
WALL TO BE CONSTRUCTED WITH ALL NECESSARY DPC'S, STAINLESS STEEL WALL TIES AND CAVITY FIRE STOPS ETC AS REQUIRED.
PROPRIETARY EXPANSION JOINTS INSTALLED AT MAX. 6000mm CENTRES.
WALL CONSTRUCTION TO GIVE A MAX. U-VALUE OF 0.23 W/m²K.
EXTERNAL WALL TO ACHIEVE A 1 HOUR FIRE RESISTANCE DURATION.

ROOF CONSTRUCTION:

COMPOSITE ROOF PANELS

KINGSPAN KINGZIP KS1000 STANDING SEAM ROOF PANELS (147mm CORE / 212mm OVERALL).
FIRE SAFE ECOSAFE POLYISOCYANURATE (PIR) TO COMPLY WITH THE LOSS PREVENTION CERTIFICATION BOARD REQUIREMENTS LP.S. 1181 : PART 1 2005.
FIXED TO ROOF PURLINS AND TOP OF STRUCTURAL STEEL FRAME, ALL TO THE STRUCTURAL ENGINEERS SPECIFICATIONS AND DETAILS.
CLADDING TO HAVE A CLASS '0' INTERNAL AND EXTERNAL FIRE RESISTANCE TO COMPLY WITH B.S.476 : PART 6 : 2009.
ROOF PITCH TO BE 6 DEGREES.
COLOUR OF ROOF PANELS: RAL 7035.
COLOUR OF ASSOCIATED FLASHINGS: RAL 7035.
ROOF PANELS TO ACHIEVE A MAX. U-VALUE OF 0.15 W/m²K.

SOFFITS, FASCIAS AND VERGES

60mm THICK KINGSPAN OPTIMO KS1000 WALL PANELS TO FORM SOFFITS, FASCIAS AND VERGES.
FIRE SAFE ECOSAFE POLYISOCYANURATE (PIR) TO COMPLY WITH THE LOSS PREVENTION CERTIFICATION BOARD REQUIREMENTS LPS1181: PART 1: 2005.
FIXED TO PURLINS AT 1000mm CENTRES FIXED ON TOP OF STRUCTURAL STEEL FRAME TO THE STRUCTURAL ENGINEERS SPECIFICATIONS AND DETAILS.
CLADDING TO HAVE A CLASS '0' INTERNAL AND EXTERNAL FIRE RESISTANCE TO COMPLY WITH BS476: PART 6: 2009.

ALL PREFORMED METAL 'HIGHLINE' GUTTERS, FASCIAS, SOFFITS AND VERGES ARE TO BE PROVIDED AND FINISHED WITH A POWDER COATING TO MATCH MAIN ROOF SHEETING PANELS.
ALL FIXING BRACKETS AND SUPPORT ANGLES ETC ARE TO BE PROVIDED AS REQUIRED TO COMPLETE INSTALLATION
ALL INSTALLED TO THE MANUFACTURERS SPECIFICATION.

GUTTERS AND RAINWATER DOWN PIPES

190mm DEEP x 180mm WIDE KINGSPAN HIGHLINE PREFORMED STEEL GUTTER SYSTEM INSTALLED TO THE MANUFACTURERS SPECIFICATION & DETAILS.
SUPPLIED WITH ALL NECESSARY SUPPORT BRACKETS AS REQUIRED.
GUTTER TO BE DESIGNED TO COPE WITH A ONCE IN A 100 YEAR STORM.
RAINWATER DOWN PIPES ARE TO BE 110mm DIA. METAL WITH A POWDER COATED FINISH COLOUR - GREY ALUMINIUM RAL 7043.
ALL CONNECTED INTO THE EXTERNAL DRAINAGE SYSTEM.

EXTERNAL DOORS:

EXTERNAL GLAZED SCREENS AND DOORS:

ALL DOORS, WINDOWS AND SCREENS ARE TO BE FORMED USING THERMALLY BROKEN ALUMINIUM FRAMED UNITS WITH A POWDER COATED FINISH.
COLOUR: RAL 7043 TRAFFIC GREY MATT FINISH.
ALL GLASS INFILL PANELS TO BE HERMETICALLY SEALED DOUBLE GLAZED UNITS.
ALL EXTERNAL GLAZING PANELS ARE TO BE LAMINATED FOR SECURITY.
ALL INTERNAL GLAZED PANELS PARTLY OR WHOLLY WITHIN 800mm FROM THE FINISHED FLOOR LEVEL ARE TO BE GLAZED USING TOUGHENED SAFETY GLASS IN ACCORDANCE WITH BS6262: PART 4: 2005.
ALL WINDOW AND DOOR PANELS ARE TO HAVE OPAQUE ETCHED GLAZING MANIFESTATIONS APPLIED AT HEIGHTS OF 900mm & 1500mm ABOVE FINISHED FLOOR LEVEL.
ALL WINDOWS ARE TO ACHIEVE A U-VALUE OF 1.60 W/m²K.
ALL DOORS ARE TO ACHIEVE A U-VALUE OF 1.60 W/m²K.
OPENINGS ARE TO BE FORMED WITHIN A SECONDARY STEEL STRUCTURE TO THE STRUCTURAL ENGINEERS DESIGN AND SPECIFICATION.
ALL SUPPORT BRACKETS, METAL TIES AND DPC'S ARE TO BE PROVIDED.
ALL NECESSARY IRONMONGERY AND LOCKS ARE TO BE SUPPLIED TO ALLOW OPERATION AS REQUIRED.
ALL WINDOWS AND DOORS TO BE SUPPLIED AND INSTALLED TO THE MANUFACTURERS SPECIFICATION.
LINTOLS TO BE INSTALLED OVER TO SUIT THE STRUCTURAL ENGINEERS REQUIREMENTS.

EXTERNAL SLIDING ENTRY DOORS:

DOUBLE SLIDING ENTRY DOORS ARE TO BE AUTOMATICALLY OPERATED WITH A SENSOR MOUNTED ON THE FRAME.
DOORS ARE TO BE FITTED WITH ACCESSIBLE THRESHOLDS TO ALLOW LEVEL ENTRY (TO THE MANUFACTURERS DETAIL).
DOORS ARE TO HAVE A 'FAIL SAFE' OR BREAK OUT FACILITY PERMITTING DOORS TO BE OPENED IN THE EVENT OF A FIRE.
DOOR CONSTRUCTION AND INSTALLATION IS TO COMPLY WITH BS7036: 1 TO 5: 1996 AND 'THE CODE OF PRACTICE FOR SAFETY AT POWERED DOORS FOR PEDESTRIAN USE'.
ALL NECESSARY IRONMONGERY AND LOCKS ARE TO BE PROVIDED TO ALLOW OPERATION AS REQUIRED.
ALL INSTALLED TO THE MANUFACTURERS SPECIFICATION AND DETAILS.
DOOR TO ACHIEVE A MIN. CLEAR OPENING HEIGHT OF 2400mm.
DOOR TO ACHIEVE A MIN. CLEAR OPENING WIDTH OF 1200mm.

EXTERNAL FIRE EXIT DOORS:

SOLID CORE TIMBER FRAMED DOORSETS WITH PPC STEEL FACINGS TO DOOR AND FRAMES.
ANTI-LIFT VANDAL PROOF HINGES ARE TO BE SUPPLIED FOR SECURITY.
ALL DOORS ARE TO ACHIEVE A MAX. U-VALUE OF 1.60 W/m²K.
OPENINGS ARE TO BE FORMED WITHIN A SECONDARY STEEL STRUCTURE TO THE STRUCTURAL ENGINEERS DESIGN AND SPECIFICATION.
ALL SUPPORT BRACKETS, METAL TIES AND DPC'S ARE TO BE PROVIDED.
ALL NECESSARY IRONMONGERY AND LOCKS ARE TO BE PROVIDED TO ALLOW OPERATION AS REQUIRED.
DOORS TO BE PROVIDED WITH SPECIALIZED PUSH BARS TO OPEN TO SUIT DOOR ENTRY SYSTEM AND MUST COMPLY WITH BS EN: 1125: 1997.
DOORS TO BE SUPPLIED AND INSTALLED TO THE MANUFACTURERS SPECIFICATION.
LINTOLS TO BE INSTALLED OVER TO SUIT THE STRUCTURAL ENGINEERS REQUIREMENTS.

INTERNAL PARTITION:

TO BE INSTALLED AS PART OF THE TENANT FIT OUT.

INTERNAL PASS DOOR:

TO BE INSTALLED AS PART OF THE TENANT FIT OUT.

CEILINGS:

TO BE INSTALLED AS PART OF THE TENANT FIT OUT.

SIMPLIFIED BUILDING ENERGY MODEL (SBEM):

THE CALCULATED CARBON DIOXIDE EMISSIONS FOR THE 'ACTUAL' BUILDING (BUILDING EMISSIONS RATE/ BER) MUST NOT EXCEED THOSE WHICH ARE CALCULATED FOR A 'NOTIONAL' BUILDING (TARGET EMISSIONS RATE/ TER).
THE CARBON DIOXIDE EMISSIONS ARE MEASURED IN KILOGRAMS OF CO2 PER SQUARE METRE OF FLOOR AREA PER ANNUM.
THE SPECIFICATION FOR THE HEATING SYSTEM TO BE PROVIDED WITHIN THE FIT OUT STAGE WILL REQUIRE THE SBEM TO BE REVISED TO MATCH.

STATEMENT OF SUSTAINABILITY (SUSTAINABILITY LABEL):

THE STATEMENT OF SUSTAINABILITY/ SUSTAINABILITY LABEL THAT INCLUDES THE LEVEL OF SUSTAINABILITY ACHIEVED MUST BE FIXED TO THE BUILDING PRIOR TO COMPLETION.
THE SUSTAINABILITY LABEL SHOULD BE INDELIBLY MARKED AND LOCATED IN A POSITION THAT IS READILY ACCESSIBLE, PROTECTED FROM WEATHER AND NOT EASILY OBSCURED.
A SUITABLE LOCATION COULD BE IN A PLANT ROOM OR THE OWNER MAY CHOOSE TO DISPLAY THE LABEL IN A MORE PROMINENT LOCATION.

SERVICES:

REFER TO THE M&E ENGINEERS DESIGN DRAWINGS AND SPECIFICATIONS FOR FURTHER INFORMATION.

MECHANICAL & ELECTRICAL:

REFER TO THE M&E ENGINEERS DESIGN DRAWINGS AND SPECIFICATIONS FOR FURTHER INFORMATION.

VENTILATION:

REFER TO THE M&E ENGINEERS DESIGN DRAWINGS AND SPECIFICATIONS FOR FURTHER INFORMATION.

AIR CONDITIONING:

REFER TO THE M&E ENGINEERS DESIGN DRAWINGS AND SPECIFICATIONS FOR FURTHER INFORMATION.

TESTING:

AIR TIGHTNESS TESTING

AIR TIGHTNESS TESTING WILL BE CARRIED OUT BEFORE THE COMPLETION CERTIFICATE IS ISSUED AND THE RESULTS MUST COMPLY WITH THE FIGURES GIVEN IN THE SAP CALCULATIONS.
THE CONTRACTOR MUST ENSURE THAT ALL NECESSARY STEPS ARE TAKEN TO AVOID THERMAL BRIDGING AND WORKS MUST BE IN ACCORDANCE WITH BRE REPORT BR 262: THERMAL INSULATION, AVOIDING RISKS.
TESTING SHOULD BE IN ACCORDANCE WITH BS EN 13829:2001: THERMAL PERFORMANCE OF BUILDINGS. DETERMINATION OF AIR PERMEABILITY OF BUILDINGS & FAN PRESSURISATION METHOD.
PRACTICAL ADVICE ON PROCEDURE FOR PRESSURE TESTING IS GIVEN IN THE ATTMA PUBLICATION 'MEASURING AIR PERMEABILITY OF BUILDING ENVELOPES' (http://www.attma.org/).
TESTING SHOULD BE CARRIED OUT BY PERSONS WHO CAN DEMONSTRATE RELEVANT, RECOGNIZED EXPERTISE IN MEASURING THE AIR PERMEABILITY OF BUILDINGS.
THIS SHOULD INCLUDE MEMBERSHIP OF A PROFESSIONAL ORGANIZATION WHICH ACCREDITS ITS MEMBERS AS COMPETENT TO TEST AND CONFIRM THE RESULTS OF TESTING.

SOUND TESTING

ELEMENTS OF THIS SPECIFICATION ARE DESIGNED IN ACCORDANCE WITH THE 'EXAMPLE CONSTRUCTION DETAILS FOR NOISE'.
ANY ELEMENTS THAT DEVIATE FROM THESE EXAMPLES WILL BE TESTED ON SITE IN ACCORDANCE WITH SECTION 5.1.8. OF THE BUILDING (SCOTLAND) REGULATIONS 2004 'NON DOMESTIC' TECHNICAL HANDBOOK.

EXTERNAL WORKS:

PAVEMENT CONSTRUCTION

EXTERNAL PAVEMENTS AND ACCESS ROADS ARE TO BE FINISHED IN TARMAC.
PAVEMENTS ARE TO BE GRADED UP LOCALLY AT EXTERNAL MAIN ENTRANCE DOORS AND ALL FIRE EXIT DOORS TO PROVIDE LEVEL ACCESS.
MAXIMUM FALL TO BE 1:20 (i.e.150mm RISE OVER 6000mm HORIZONTALLY).
1500x1500mm LEVEL ENTRANCE PLATT TO BE PROVIDED AT ALL DOORWAYS, WITH MAXIMUM CROSS FALLS OF 1:50 TO PREVENT WATER FROM PONDING.

ROAD AND CAR PARKING AREA CONSTRUCTION

EXTERNAL ROADS ARE TO BE FORMED IN TARMAC.
CAR PARKING AREAS ARE TO BE FORMED IN PERMEABLE BLOCK PAVING AND LAID TO FALL TO SUIT DRAINAGE GULLEY LOCATIONS.
ALL NECESSARY PRE-CAST CONCRETE EDGE AND DROP KERBS AND FOUNDATIONS, ETC. ARE TO BE PROVIDED AS REQUIRED TO COMPLETE THE WORKS.
ALL WORKS ARE TO BE CONSTRUCTED TO THE MANUFACTURERS/ STRUCTURAL ENGINEERS SPECIFICATION AND DETAILS.
CAR PARKING BAYS TO BE SET OUT WITH WHITE THERMOPLASTIC LINE MARKINGS.
ACCESSIBLE PARKING BAYS ARE TO BE DESIGNED TO COMPLY WITH SECTION 4.1.1. OF THE BUILDING (SCOTLAND) REGULATIONS 2004, WITH A MINIMUM OF 1 NO. BAY PER 20 SPACES, AND THIS MUST BE LOCATED WITHIN 45m OF THE MAIN ENTRANCE DOOR.

SERVICE YARD

THE SERVICE YARD IS TO BE FORMED IN CONCRETE AND LAID TO FALLS TO SUIT DRAINAGE GULLEY LOCATIONS.
THE CONCRETE SLAB IS TO BE CONSTRUCTED TO THE STRUCTURAL ENGINEERS SPECIFICATION AND DETAILS.
THE SERVICE YARD IS TO BE A MINIMUM OF 50m².
A CONCRETE HARD STANDING AREA 4x4.5m IS REQUIRED WITHIN THE SERVICE YARD FOR PLANT.
A BIN STORE CAPABLE OF STORING 3 NO. 1100 LITRE REFUSE BINS (1400X1200mm) IS REQUIRED WITHIN THE SERVICE YARD - THIS SHOULD BE SITUATED AWAY FROM THE EXTERNAL WALL OF THE UNIT.
THE SERVICE YARD IS TO BE SECURED WITH A 2.5m HIGH PALADIN FENCE TO BS1722. FENCING TO BE COATED IN BLACK OR GREEN WITH MATCHING GATES.

EXTERNAL DOOR BARRIERS

ALL EXIT DOORS ARE TO BE PROVIDED WITH 2 NO. EXTERNAL GRADE 48mm DIAMETER STAINLESS STEEL TUBULAR BARRIERS 1100mm HIGH x 760mm WIDE WITH INSITU CONCRETE FOUNDATIONS TO PROVIDE CLEARANCE AROUND DOORS AND PREVENT VEHICLES FROM PARKING/ BLOCKING ESCAPE ROUTES.
BARRIERS TO BE 'MALFORD DOOR BARRIER MDB200' BY LANGLEY DESIGN OR EQUAL. BARRIERS TO BE SUPPLIED AND INSTALLED TO THE MANUFACTURERS SPECIFICATION AND DETAILS.

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 & FLATS
FORSYTH STREET
HOPEMAN

Drawing
4000 SQFT RETAIL UNIT
SPECIFICATION NOTES
-

Scale	Date	Drawn by	Checked by
NTS	21.02.2020	BRL	VM

Drawing no.	Rev
L-109	-

A1

Important notes for clients / contractors
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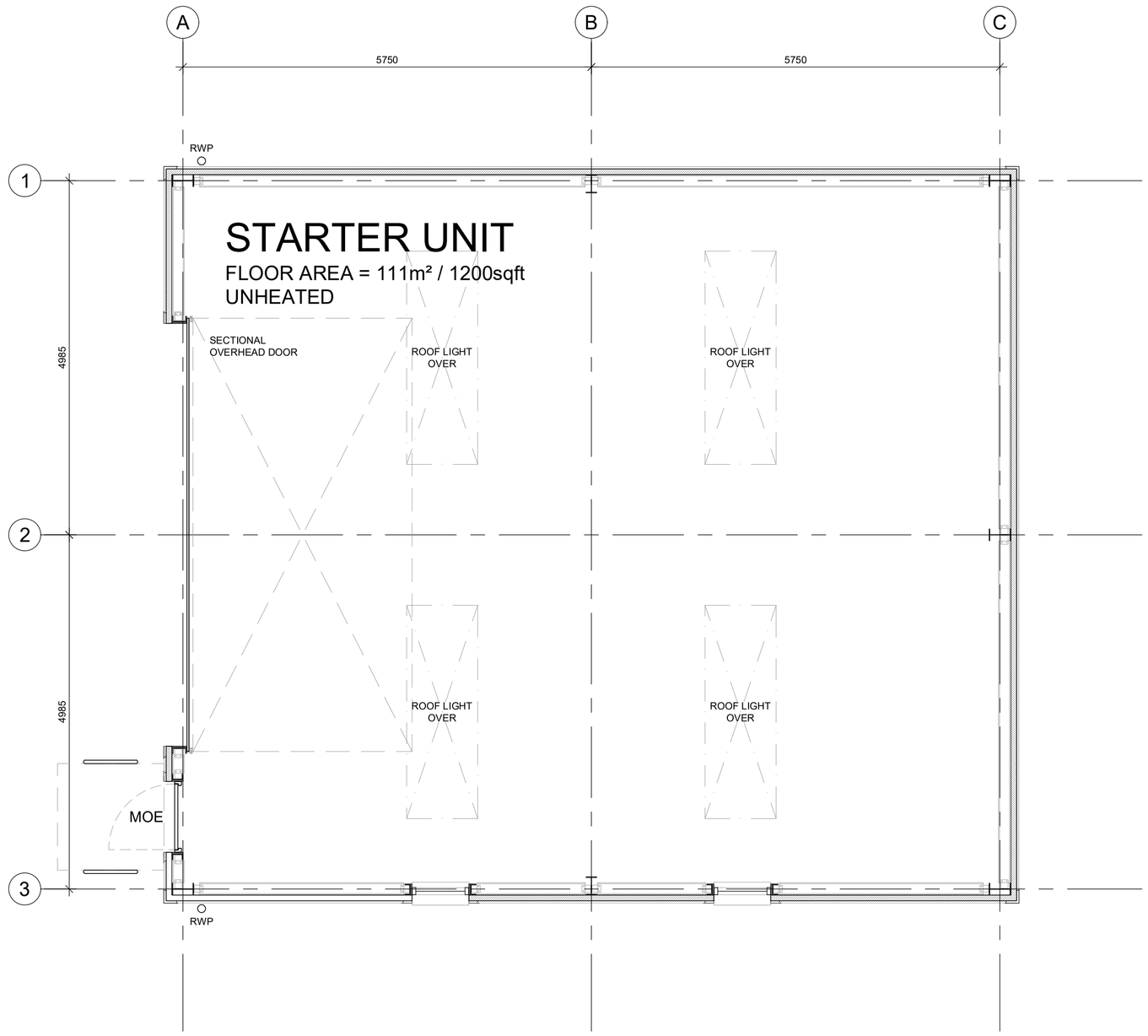
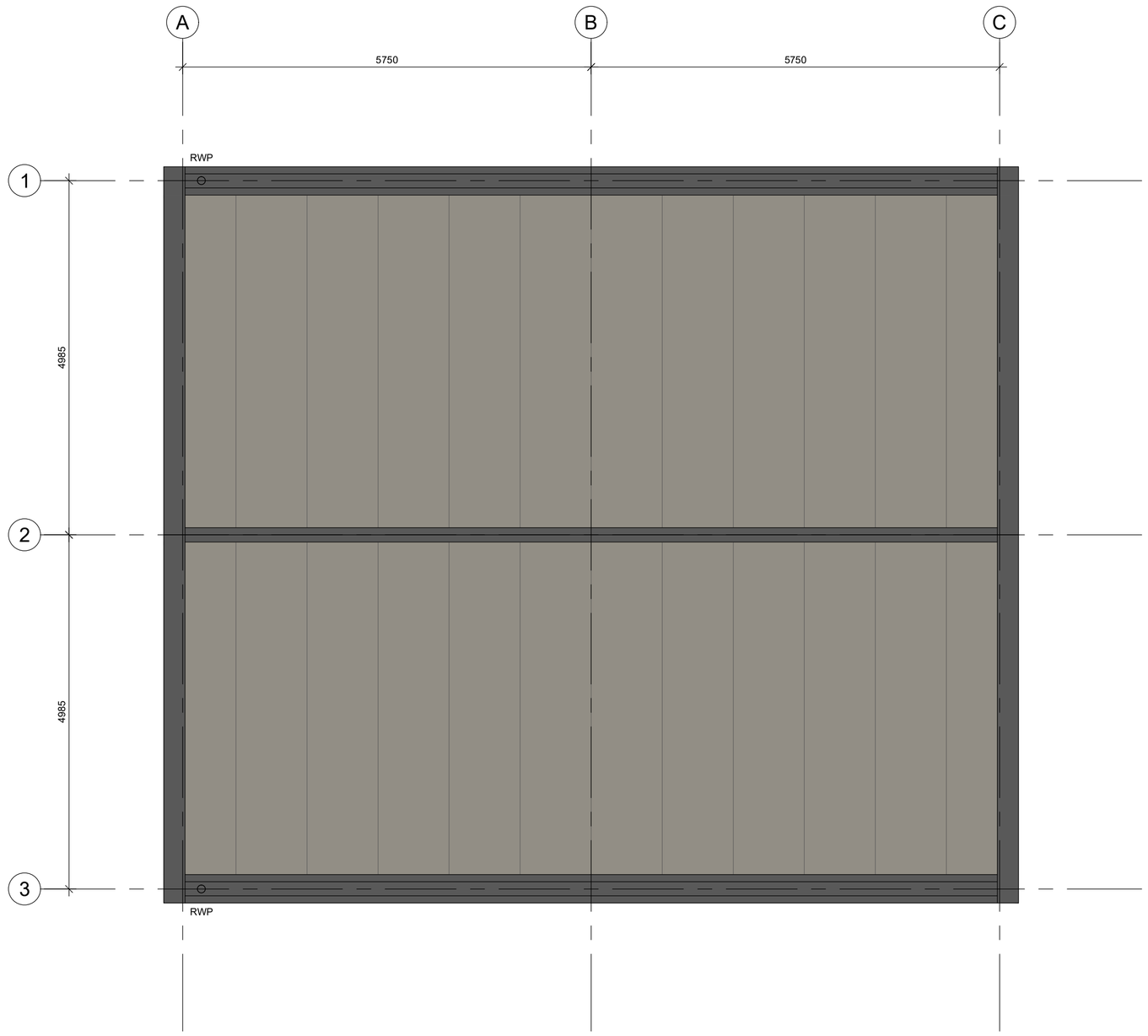
PLANNING



GROUND FLOOR PLAN



ROOF PLAN

Rev.	Date	Remarks	By	Ch.
A	01.07.2020	Updated to suit Planning revisions to site plan.	BRL	-

Revisions

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
1200 SQFT STARTER UNIT
FLOOR & ROOF PLANS

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

Drawing no. L-202

Rev A

A1

Important notes for clients / contractors
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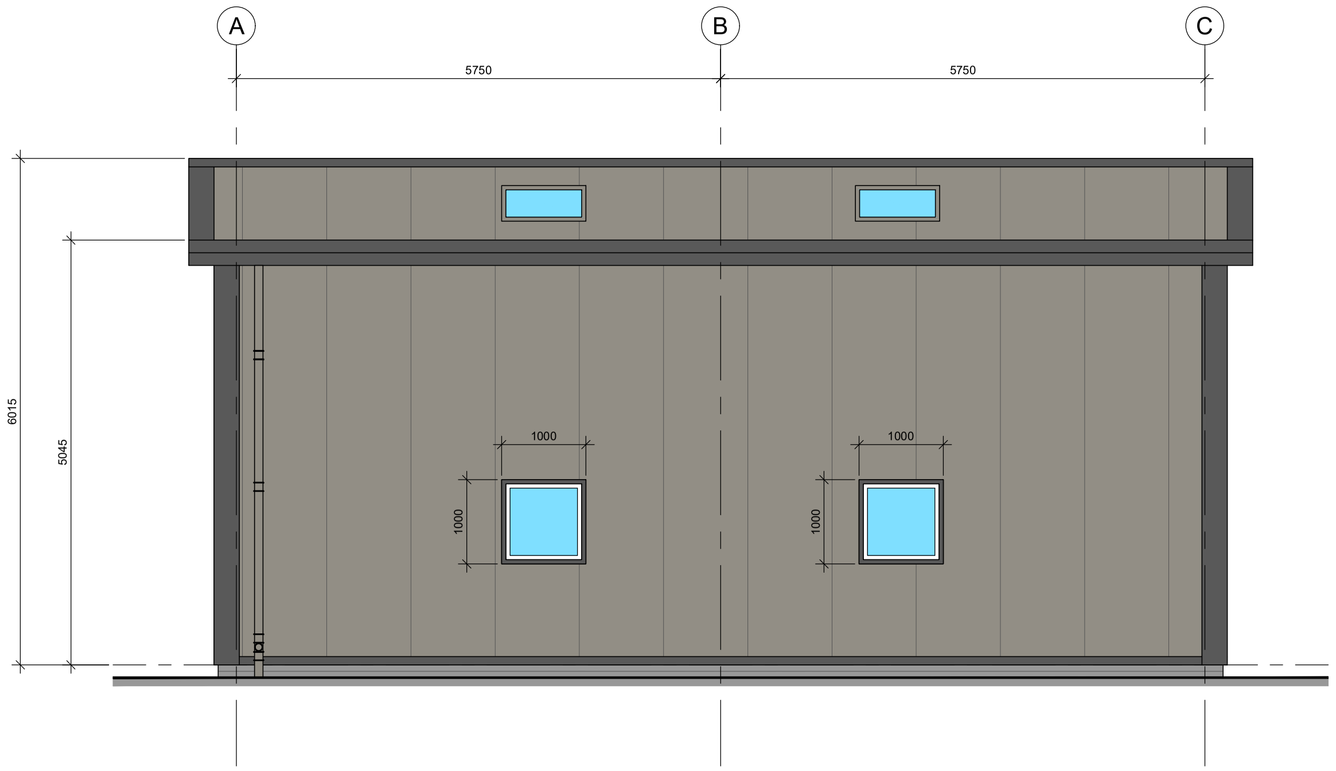
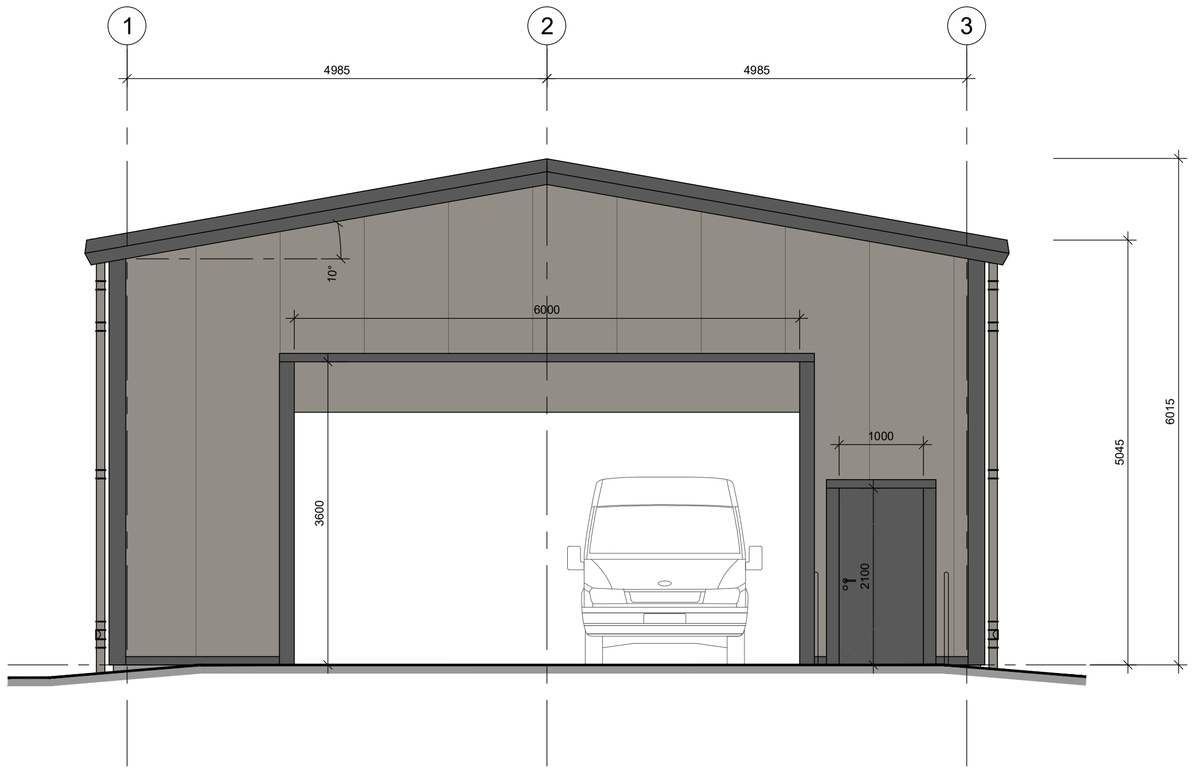
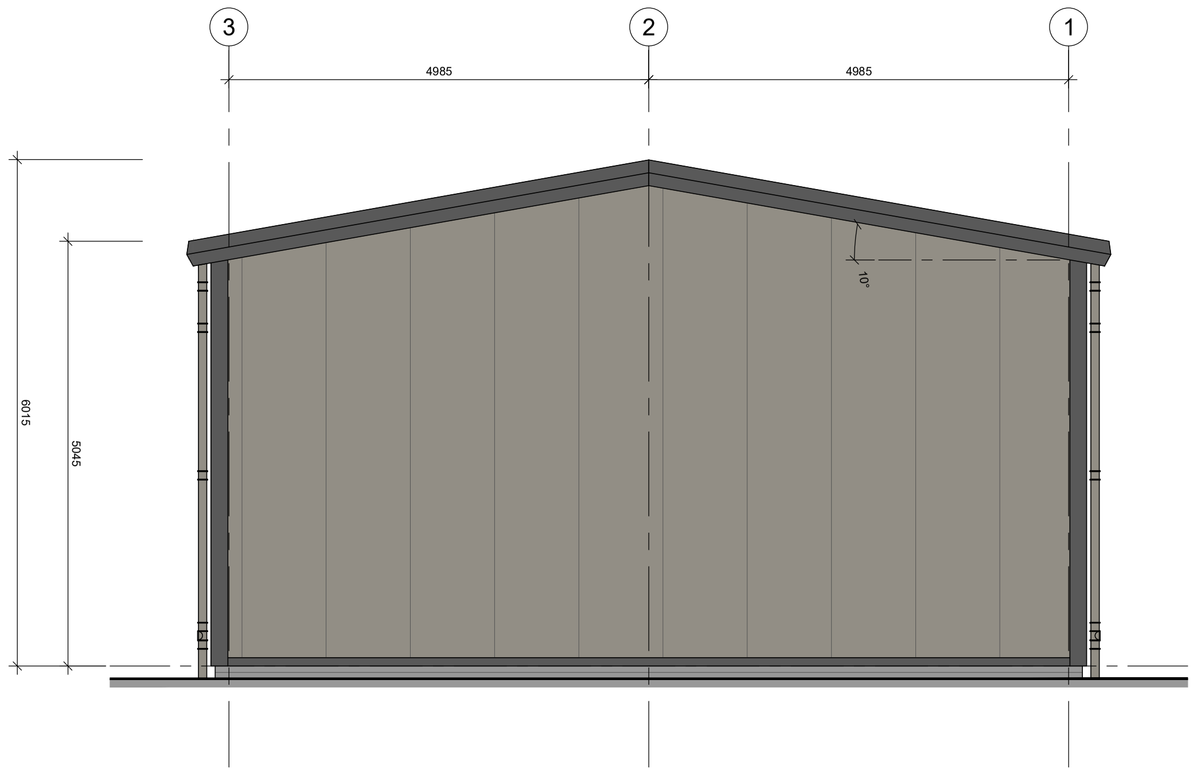
PLANNING



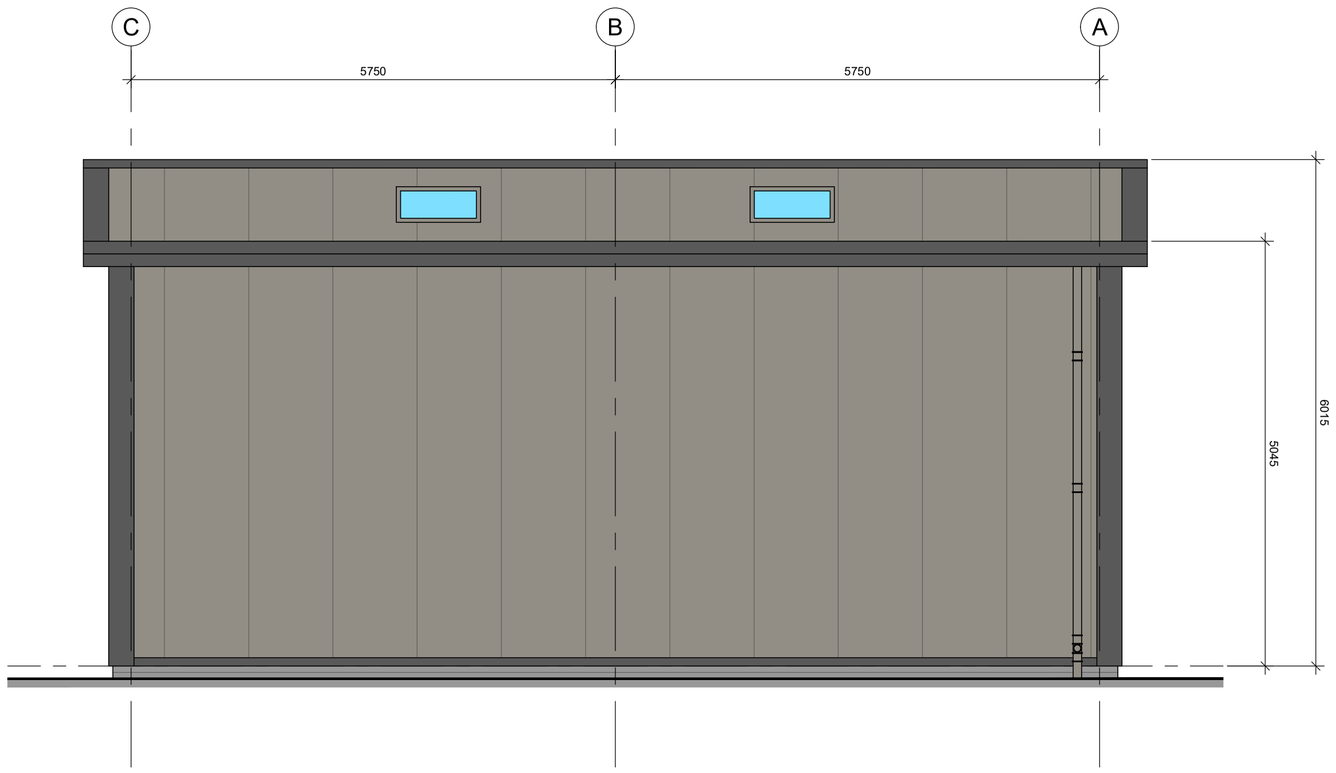
CAR PARK ELEVATION



FORSYTH STREET ELEVATION



GABLE ELEVATION



REAR ELEVATION

Rev.	Date	Remarks	By	Ch.
A	01.07.2020	Updated to suit Planning revisions to site plan.	BRL	-

Revisions

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0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
1200 SQFT STARTER UNIT
ELEVATIONS

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

Drawing no. L-205

Rev A

A1

Important notes for clients / contractors
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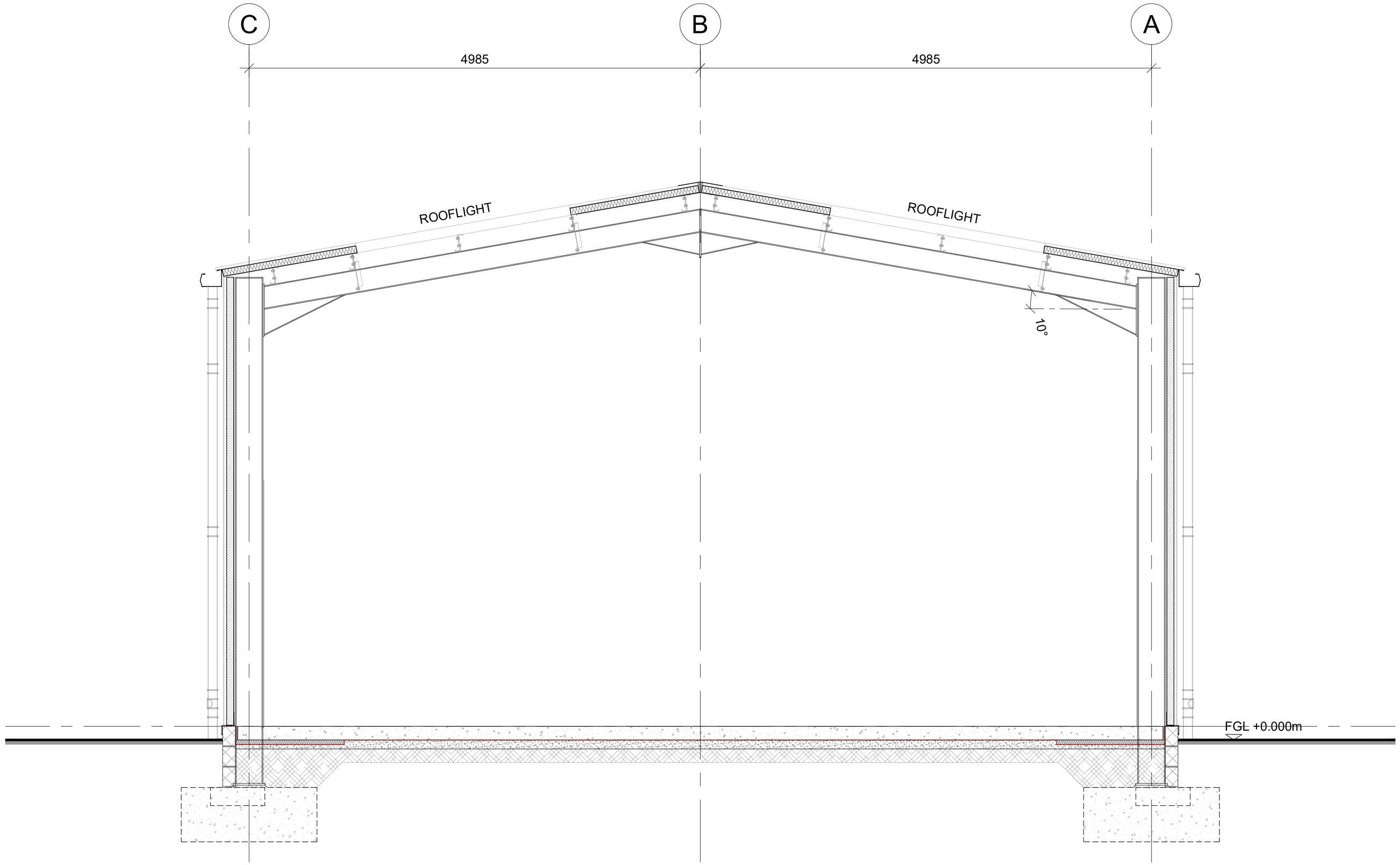
PLANNING



SECTION A-A

Rev	Date	Remarks	By	Ch.
A	01.07.2020	Updated to suit Planning revisions to site plan.	BRL	-

Revisions

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
1200 SQFT STARTER UNIT
SECTION A-A
-

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

Drawing no. L-206

Rev A

A1

Important notes for clients / contractors
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PLANNING

UNHEATED UNIT CONSTRUCTION SPECIFICATION:

ROOF

1. 10° ROOF PITCH
2. ROOF CLADDING TO BE 'KINGSPAN KS1000RW' 80mm THICK COMPOSITE INSULATED ROOF PANELS OR EQUAL & APPROVED.
3. ROOF CLADDING COLOUR TO BE BS10A05 GOOSE WING GREY.
4. ROOF TRIMS AND FLASHINGS TO BE RAL 7024 GRAPHITE GREY.
5. ROOF TO INCORPORATE ROOF LIGHTS. REFER TO PLANS FOR LOCATIONS.

EXTERNAL WALLS

1. WALL CLADDING TO BE 80mm THICK 'KINGSPAN KS1000RW A-30' OR EQUAL & APPROVED COMPOSITE WALL PANELS.
2. WALL CLADDING COLOUR TO BE BS10A05 GOOSE WING GREY.
3. WALL TRIMS AND FLASHINGS TO BE RAL 7024 GRAPHITE GREY.
4. 140mm THICK BLOCKWORK BASECOURSE SET ON CONCRETE STRIP FOUNDATIONS - ALL AS PER THE STRUCTURAL ENGINEERS REQUIREMENTS.

PERSONNEL / FIRE ESCAPE DOORS

1. 1050 x 2110mm HIGH STRUCTURAL OPENING.
2. DOORS TO BE RAL 7024 GRAPHITE GREY.
3. ALL TRIMS AND FLASHINGS TO BE RAL 7024 GRAPHITE GREY.

INSULATED SECTIONAL OVERHEAD DOORS

1. 3500 x 3700mm HIGH STRUCTURAL OPENING.
2. ALL SECTIONAL DOORS TO BE BS10A05 GOOSE WING GREY.
3. ALL SECTIONAL DOOR TRIMS AND FLASHINGS TO BE RAL 7024 GRAPHITE GREY.

DRAINAGE

1. DRAINAGE SYSTEM DESIGN TO THE STRUCTURAL ENGINEERS DESIGN & SPECIFICATION.
2. DRAINAGE TO THE SATISFACTION OF THE LOCAL AUTHORITY AND SEPA.
3. ALL SURFACE WATER PIPE WORK TO DISCHARGE INTO SITE DRAINAGE AS PER THE DRAINAGE ENGINEERS DESIGN.
4. ALL FOUL WATER TO DISCHARGE INTO FOUL WATER DRAINAGE SYSTEM AS PER THE DRAINAGE ENGINEERS DESIGN.

PAVEMENT CONSTRUCTION

1. PAVEMENTS ARE TO BE FORMED IN TARMAC.
2. PAVEMENTS ARE TO BE GRADED UP LOCALLY AT EXTERNAL MAIN ENTRANCE DOORS AND ALL FIRE EXIT DOORS TO PROVIDE LEVEL ACCESS.
3. MAXIMUM SLOPE TO BE 1:20 (i.e. 150mm RISE OVER 6000mm HORIZONTALLY).
4. 1500x1500mm LEVEL ENTRANCE PLATT TO BE PROVIDED TO ALL ENTRANCE DOORS WITH MAXIMUM CROSS FALLS OF 1:50 TO PREVENT WATER FROM PONDING.

ROAD AND CAR PARK CONSTRUCTION

1. ROADS ARE TO BE FORMED IN TARMAC AND LAID TO FALL TO SUIT THE DRAINAGE GULLY LOCATIONS.
2. PARKING AREAS ARE TO BE FORMED IN CONCRETE TO THE STRUCTURAL ENGINEERS SPECIFICATION.
3. ALL NECESSARY PRE-CAST CONCRETE EDGE, DROP KERBS, FOUNDATIONS, ETC. ARE TO BE PROVIDED TO COMPLETE THE WORKS REQUIRED.
4. ALL WORKS TO BE CONSTRUCTED TO THE STRUCTURAL ENGINEERS SPECIFICATION AND DETAILS.
5. CAR PARKING BAYS TO BE SET OUT WITH WHITE THERMOPLASTIC LINE MARKINGS.
6. ACCESSIBLE PARKING BAYS ARE TO BE DESIGNED TO COMPLY WITH SECTION 4.1.1. OF THE BUILDING (SCOTLAND) REGULATIONS 2004.
7. MINIMUM 1 NO. ACCESSIBLE BAY PER 20 SPACES.
8. ACCESSIBLE BAYS MUST BE LOCATED WITHIN 45m OF THE MAIN ENTRANCE DOORS.
9. 5 NO. TUBULAR STAINLESS STEEL CYCLE RACKS TO BE PROVIDED.

EXTERNAL DOOR BARRIERS

1. ALL EXIT DOORS ARE TO BE PROVIDED WITH 1100mm HIGH x 760mm WIDE EXTERNAL GRADE 48mm DIAMETER STAINLESS STEEL TUBULAR BARRIERS WITH INSITU CONCRETE FOUNDATIONS.
2. BARRIERS TO PROVIDE CLEARANCE AROUND DOORS AND PREVENT VEHICLES PARKING AND BLOCKING ESCAPE ROUTES.
3. TO BE SUPPLIED BY 'LANGLEY DESIGN' MALFORD MDB200 (OR EQUAL & APPROVED).
4. BARRIERS ARE TO BE INSTALLED TO THE MANUFACTURERS SPECIFICATION AND DETAILS.

Rev.	Date	Remarks	By	Ch.
-	-	-	-	-

Revisions

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0131 541 0133

Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
1200 SQFT STARTER UNIT
SPECIFICATION NOTES
-

Scale	Date	Drawn by	Checked by
NTS	06.03.2020	BRL	VM

Drawing no. L-207

Rev -

A1

Important notes for clients / contractors
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PLANNING

LEGEND:

- EXISTING STONE WALL TO BE RETAINED.
- NEW TIMBER FENCING. HEIGHT: 1.8m.
- NEW PALADIN FENCING TO SERVICE YARD. HEIGHT 2.5m.

SCALE 1:200
0 10m

Rev.	Date	Remarks	By	Ch.
A	05.03.2021	Layout updated. Timber fence added to West boundary.	BRL	-

Revisions

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Project
RETAIL UNIT, STARTER UNIT & FLATS
FORSYTH STREET
HOPEMAN

Drawing
PROPOSED BOUNDARY TREATMENTS

Scale	Date	Drawn by	Checked by
1:200	29.07.2020	BRL	VM

Drawing no. L-006

Rev A

From: Lisa MacDonald
Sent: Thu, 10 Dec 2020 08:35:31 +0000
To: Planning Consultation
Subject: FW: Hopeman 20/00474/APP

Please insert the email below as updated comments from dev plans on the above.

Thanks

Lisa

Lisa MacDonald MRTPI| Senior Planning Officer (Development Management) | Economic Growth & Development

lisa.macdonald@moray.gov.uk | website | facebook | twitter | newsdesk

01343 563479

Working Pattern: Tuesday - Friday

From: Rowena MacDougall
Sent: 09 December 2020 16:02
To: Lisa MacDonald
Subject: Hopeman 20/00747/APP

Dear Lisa

Thank you for forwarding the applicants response in respect of our previous comments on the retail statement provided. It is noted that the applicant has not provided any additional assessment to address the issues raised around the assumptions made and trade diversion. The lack of additional assessment means our position in respect of the application remains unchanged.

Policy DP7 part c) supports proposals for small shops which are primarily intended to serve the convenience needs of a local neighbourhood within a settlement boundary. Policy DP7 part c) does not require a sequential assessment of sites. However, the policy states that proposals may be required to demonstrate that they will not have an unacceptable adverse impact on the vitality and viability of the identified network of centres. Although Hopeman is not referred to in table 6 of “Retail Centres and Roles” in the plan, it is classed as a “smaller town and village” in the spatial strategy which is the same as the likes of Rothes and Dufftown which are local centres within table 6. Policy DP1 also requires applicants to provide impact assessments to determine the impact of proposals. Therefore, an assessment of the retail impacts is required to comply with

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 (M²)	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.

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For full terms please visit http://www.moray.gov.uk/moray_standard/page_121513.html

For full Data Protection policy, information and rights please see http://www.moray.gov.uk/moray_standard/page_119859.html

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: Moray Council Other Depts - Housing

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	❑
(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	X❑
(d)	Further information is required in order to consider the application as set out below	❑

Reason(s) for objection

Condition(s)

Policy H8 requires that 25% of the total number of units in new developments must be provided as affordable housing. As 8 housing units are proposed an affordable contribution of 2 units will be required.

In implementing the Affordable Housing Policy, Council's preference is for a minimum of 25% affordable housing units are provided on each site, using a housing mix of types and tenures determined by the Head of Housing and Property. However 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. These proposals can present an increased investment risk to affordable housing providers due to the potential complications of communal repairs and maintenance throughout the life of the building".

Therefore the affordable housing requirement should be provided in the form of a commuted payment in lieu of 2 units from this development, to be used in the provision of affordable housing elsewhere in the Elgin housing market area. The commuted payment must be formalised in a Section 75/Section 69 Agreement prior to issue of any detailed planning approval on the site.

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

Further comment(s) to be passed to applicant

Information on commuted payments is available on the Council's website at http://www.moray.gov.uk/moray_standard/page_94665.html

Further information required to consider the application

Contact:	**Fiona Geddes**	**Date:**	**12 May 2020**
email address:	**fiona.geddes@moray.gov.uk**	**Phone No:**	
Consultee:	**Housing and Property**		

Return response to	**consultation.planning@moray.gov.uk**

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policy and the results are a material consideration in the determination of the application. The policy does not seek to restrict competition but looks to ensure proposals will not have an adverse impacts on the vitality and viability of town centres. Scottish Planning Policy paragraph 40 states that planning must direct development to the right place where development would have the most benefit for the amenity of local people and the vitality of the local economy.

A Retail Statement was requested to determine the impacts of the proposal on retail within the catchment. The statement prepared by the applicant is not sufficient to determine impacts. The retail statement is considered to be inadequate as

1. it is unrealistic to assume that 100% of the proposed stores turnover will be from leaked convenience expenditure. This is overly simplistic and does not reflect likely shopping habitats. It is unrealistic to expect shoppers to switch their entire weekly shop form Asda/Tesco in Elgin/Forres to a local Co-op store. It would be more appropriate to consider leaked expenditure for convenience top-up shopping.
2. the statement assumes no trade diversion from existing stores within the catchment. Given the proposed stores location and that this is being promoted as a small shop primarily to serve the day to day convenience of the local community this is an unrealistic and unreasonable assumption. Assessing the impacts of potential trade diversion is critical to considering the impacts.
3. the broad level of assessment and the unrealistic assumptions made mean that no meaningful quantitative or qualitative assessment of impacts can be made. The likely impacts of the proposal and compliance with policy DP1/DP7 have not been demonstrated.

The majority of existing shops in Hopeman are located on Harbour Street which given the size of Hopeman effectively acts as a High Street. Although there is no formal “town centre” designation, this street currently contains a number of small shops and business that cater for the convenience needs of the settlement. The Development Strategy/Placemaking Objectives stated for Hopeman within the Settlement Statement are “to safeguard the distinctive character of the village”. It should be noted this is not a generic statement applied to all settlements and has been applied specifically to Hopeman. 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. For example if footfall was reduced and significant trade was diverted from Harbour Street this could lead to shop closures which alter the mixed use character of the street and its historic function as a shopping street for local needs. The location of a large unit on the edge of the town away from Harbour Street on the opposite side of a busy road could potentially encourage visits by car that bypass existing local facilities. The proposed retail unit is also disconnected from existing local facilities making combined trips to other shops unlikely and therefore potentially diverting trade away from Harbour Street. The Retail Statement prepared does not adequately address trade diversion and has failed to demonstrate the likely impacts on existing businesses. The potential impacts on the

distinctive character of Hopeman and on the vitality of Hopeman have not been assessed.

In conclusion the applicant has failed to demonstrate that there will be no unacceptable adverse impacts on existing retail centres and the distinctive character and vitality of Hopeman. The proposal does not comply with Policy DP1 and DP7.

Our previous response raised other policy issues and 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.

I you require any further comments please revert back to us.

Kind regards

Rowena

Rowena MacDougall | Planning Officer (Strategic Planning and Delivery) | Economic Growth and Development

Working pattern: Monday to Wednesday full day, Thursday and Friday finish 2.30

rowena.macdougall@moray.gov.uk | website | facebook | twitter | News page

From: DeveloperObligations
Sent: 26 May 2020 08:58:14 +0100
To: Lisa MacDonald
Cc: DC-General Enquiries
Subject: 20/00474/APP DRAFT 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
Attachments: 3EA26A22.pdf

Hi

Please find attached the draft developer obligations assessment that has been undertaken for the above planning application. A copy of the report has been sent to the applicant.

Thanks,
Rebecca

Rebecca Morrison| Infrastructure Growth/Obligations Officer (Strategic Planning and Development) | Economic Growth and Development
rebecca.morrison@moray.gov.uk | website | facebook | moray council planning facebook | twitter | newsdesk
01343 563583

Developer Obligations: ASSESSMENT REPORT

Date: 26/05/2020

Reference: 20/00474/APP

Description: 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, IV30 5ST

Applicant: SREM/ CO-OP

Agent: Springfield Real Estate Management Ltd

This assessment has been carried out by Moray Council. This assessment is carried out in relation to policy IMP3 Developer Obligations of the Moray Local Development Plan 2015 (LDP) and associated Supplementary Guidance (SG) on Developer Obligations which was adopted on 1 March 2018.

The LDP and SG can be found at **http://www.moray.gov.uk/moray_standard/page_100443.html**

Summary of Obligations

Primary Education	Nil
Secondary Education	Nil
Transport	To be advised by Transportation Section
Healthcare *(Contribution towards extension at Moray Coast Medical Practice)*	[redacted]
Sports and Recreation	Nil
Total Developer Obligations	[redacted]

Breakdown of Calculation

Proposals are assessed on the basis of Standard Residential Unit Equivalents (SRUE) which is a 3-bedroomed residential unit. This application is considered to comprise of the following:

8 x 2 bed = 6.4 SRUE

This assessment is therefore based on 6.4 SRUE.

MORAY COUNCIL
PLANNING CONSULTATION RESPONSE
From: The Moray Council, Flood Risk Management
Planning Application Ref. No: 20/00474/APP

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	☐
(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	☐

Conditions(s)
During construction the area where the drainage pipe crosses the bund must be restored to a functional capacity following installation of the pipe.

Contact: Leigh Moreton Date 29/07/2020
email address: Leigh.moreton@moray.gov.uk Phone No 01343 563773

Consultee: The Moray Council, Flood Risk Management

INFRASTRUCTURE

Education

Primary Education

Pupils generated by this development are zoned to Hopeman Primary School. The school is currently operating at 56% functional capacity and the additional pupils as a result of this development can be accommodated. As a result, no mitigation is necessary.

Contribution towards Primary Education = Nil

Secondary Education

Pupils generated by this development are zoned to Lossiemouth High School. The school is currently operating at 66% capacity and the additional pupils as a result of this development can be accommodated. As a result, no mitigation is necessary.

Contribution towards Secondary Education = Nil

Transport

The Moray Council Transportation Section to advise on developer obligations to be sought for this proposal.

Contributions towards Transport = To be advised by Transportation Section

Healthcare

Healthcare Facilities include General Medical Services (GMS), community pharmacies and dental practices. Scottish Health Planning Notes provide national guidance on standards and specification for healthcare facilities. The recommended number of patients is 1500 per General Practitioner (GP) and floorspace requirement per GP is 271m^2.

Healthcare infrastructure requirements have been calculated with NHS Grampian on the basis of national standards and specifications for healthcare facilities and estimating the likely number of new patients generated by the development (based on the average household size of 2.17 persons -Census 2011).

Moray Coast Medical Practice is the nearest GP Practice within which healthcare facilities can be accessed by the proposed development. NHS Grampian has confirmed that Moray Coast Medical Practice is working beyond design capacity and existing space will be required to be extended.

Contributions are calculated based on a proportional contribution of [redacted] per SRUE.

[redacted]

Contribution towards Healthcare= [redacted]

Sports and Recreational Facilities

Sports and Recreation Facilities

Existing sports provision within Hopeman is considered to be adequate to serve the needs of the residents anticipated to be generated by this development. Therefore, in this instance, no contribution will be required.

Contribution for Sports and Recreation Facilities = Nil

TERMS OF ASSESSMENT

This assessment report is valid for a period of 6 months from the date of issue.

Please note that any subsequent planning applications for this site may require a re-assessment to be undertaken on the basis of the policies and rates pertaining at that time.

PAYMENT OF CONTRIBUTIONS

Remittance of financial obligations can be undertaken either through the provision of an upfront payment or by entering into a Section 75 agreement. The provision of an upfront payment will allow a planning consent to be issued promptly. However, where the amount of developer contributions are such that an upfront payment may be considered prohibitive a Section 75 will likely be required. The payment of contributions may be tied into the completion of houses through a Section 75 Agreement or equivalent, to facilitate the delivery of development. Please note that Applicants are liable for both the legal costs of their own Legal Agent fees and Council's legal fees and outlays in the preparation of the document. These costs should be taken into account when considering the options.

INDEXATION

Developer obligations towards Moray Council infrastructure are index linked to the General Building Cost Price Index (BCPI) as published by the Building Cost Information Service (BCIS) of the Royal Institute of Chartered Surveyors (RICS) from Q3, 2017 and obligations towards NHS Grampian infrastructure are index linked to All in Tender Price Index (TPI) as published by the Royal Institute of Chartered Surveyors (RICS) from Q2, 2017.

MORAY COUNCIL

PLANNING CONSULTATION RESPONSE

From: Moray Access 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	❑
(b)	I have NO OBJECTIONS to the application and have no condition(s) and/or comment(s) to make on the proposal	X
(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	❑

Reason(s) for objection

Condition(s)

Further comment(s) to be passed to applicant

Further information required to consider the application

Contact: Ian M Douglas

email address:ian.douglas@moray.gov.uk

Date14/05/2020……..

Phone No 7049……..

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

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Please respond using the attached form:-

MORAY COUNCIL

PLANNING CONSULTATION RESPONSE

From: Aberdeenshire Council Archaeology Service

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
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(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	❑

Reason(s) for objection

None

Condition(s)

None

Further comment(s) to be passed to applicant

Further information required to consider the application

Contact: Claire Herbert
email address:
archaeology@aberdeenshire.gov.uk
Consultee: Archaeology service

Date…19/05/2020…..
Phone No …01467 537717

Return response to	consultation.planning@moray.gov.uk

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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
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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

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MORAY COUNCIL

PLANNING CONSULTATION RESPONSE

From: Environmental Health 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	❑
(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	❑

Reason(s) for objection

Condition(s)

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 Moray IV30 5ST.

This Section recommends approval subject to the following conditions

CONSTRUCTION
1. Construction works (including vehicle movements) associated with the development audible at any point on the boundary of any noise sensitive dwelling shall be permitted between 0800 - 1900 hours, Monday to Friday and 0800 - 1600 hours on Saturdays only, and at no other times out with these permitted hours (including National Holidays) shall construction works be undertaken except where previously agreed in writing with the Council, as Planning Authority and where so demonstrated that operational constraints require limited periods of construction works to be undertaken out with the permitted/stated hours of working.

RETAIL UNIT

1. Prior to the use commencing, a store noise management scheme for all vehicle deliveries shall be submitted and agreed in writing with the Planning Authority, in consultation with the Environmental Health Manager. The scheme shall have regard to, but not exclusively, the information provided on Noise Management Pan for deliveries in Section 8.13 of the Planning Noise Assessment document by Noise Solutions Ltd, Unit 5, Oriel Court, Omega Park, Alton, Revision 01 dated 22nd October 2020 and titled "Proposed mixed-use development Forsyth Street Hopeman IV30 5ST. Planning Noise Assessment. Project Reference 89408". The agreed scheme shall thereafter be implemented and maintained throughout the lifetime of the development.

2. Unless otherwise agreed with the Planning Authority, in consultation with the Environmental Health Manager, the air conditioning and refrigeration plant shall have noise emission limits equal to or better than the plant levels stated in Table 15 and section 7.4 of the Planning Noise Assessment document by Noise Solutions Ltd, Unit 5, Oriel Court, Omega Park, Alton, Revision 01 dated 22nd October 2020 and titled "Proposed mixed-use development Forsyth Street Hopeman IV30 5ST. Planning Noise Assessment. Project Reference 89408". Prior to the use being established details of the above air conditioning and refrigeration plant shall be provided and agreed in writing with the Planning Authority, in consultation with the Environmental health manager. The agreed plant shall thereafter be implemented and maintained throughout the lifetime of the development.

3. Noise from the development's air conditioning and refrigeration plant shall be controlled to ensure that Noise Rating Curve (NR) 25 is not being exceeded during daytime hours (07 00 to 23 00 hours) and NR 20 during night time hours (23:00 to 07:00 hours). These noise limits shall be determined in a living apartment during daytime hours and a bedroom during night hours with window moderately ajar for ventilation over a minimum measurement period of 5 minutes.

INDUSTRIAL UNIT

1. All operations at the light industrial starter unit development shall be carried out and permitted between 0800 - 1800, Monday to Friday and 0800 - 1300 Saturday, and at no other times without the prior written consent of the Council, as Planning Authority in consultation with the Environmental Health Manager.

2. The rating level of noise associated with plant and machinery at the light industrial starter unit development shall not exceed the background sound level by more than 5 dB (A) at the nearest noise sensitive dwelling. Measurement and assessment to demonstrate compliance with the rating level shall be undertaken in accordance with BS 4142: 2014 Methods for rating and assessing industrial and commercial sound. The background sound level shall be that as determined in Table 20. Assessment of predicted external noise levels (08.00 to 18.00 hours) of the Planning Noise Assessment document by Noise Solutions Ltd, Unit 5, Oriel Court, Omega Park, Alton, Revision 01 dated 22nd October 2020 and titled "Proposed mixed-use development Forsyth Street Hopeman IV30 5ST. Planning Noise Assessment. Project Reference 89408".

3. Development shall not begin on the light industrial starter unit until a scheme to protect existing residential development against noise from this unit has been submitted to and approved in writing by the Planning authority, in consultation with the Environmental Health Manager. The industrial unit shall not be brought into use until the measures in the approved noise prevention scheme have been completed.

RESIDENTIAL

1. The minimum sound insulation values for the glazing, trickle ventilators and brick/block cavity wall constructions proposed at the residential developments shall be in accordance with Table 13 Proposed building envelope specifications of the Planning Noise Assessment document by Noise Solutions Ltd, Unit 5, Oriel Court, Omega Park, Alton, Revision 01 dated 22nd October 2020 and titled "Proposed mixed-use development Forsyth Street Hopeman IV30 5ST. Planning Noise Assessment. Project Reference 89408".

INFORMATIVES

1. Any artificial light emissions from the development should not result in a statutory nuisance, as defined in the Environmental Protection Act 1990.
2. The food retail premises will require to comply with the Food Hygiene (Scotland) Regulations 2006.
3. The food retail proprietor will require to register the premises in terms of the Food Premises (Registration) Regulations 1991.
4. The food retail premises will require to comply with the Health and Safety at Work etc Act 1974 and the Workplace (Health, Safety and Welfare) Regulations 1992
5. The Environmental Health Section of Moray Council would be the enforcing authority in the food retail premises.

Further comment(s) to be passed to applicant

Further information required to consider the application

Contact: James Harris **Date: 27.05.2020**
email address: **Phone No ……..**
Consultee:

Return response to	**consultation.planning@moray.gov.uk**

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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
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Site Gazetteer UPRN	000133039156
Proposal Location Easting	314730
Proposal Location Northing	869268
Area of application site (M²)	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

Consultation Request Notification

Planning Authority Name	Moray Council
Response Date	26th May 2020
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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:
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For full terms please visit http://www.moray.gov.uk/moray_standard/page_121513.html

For full Data Protection policy, information and rights please see http://www.moray.gov.uk/moray_standard/page_119859.html

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
email: transport.develop@moray.gov.uk
Consultee: Transportation

Date……12/03/21……..
Phone No ……..

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.

Case Officer email address	lisa.macdonald@moray.gov.uk
PA Response To	consultation.planning@moray.gov.uk

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Please respond using the attached form:-

MORAY COUNCIL

PLANNING CONSULTATION RESPONSE

From: Contaminated Land

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	❑
(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	❑

Reason(s) for objection

Condition(s)

The site is a former petrol filling station.

Condition

Unless otherwise agreed in writing, no development shall commence until a strategy to assess and then, where subsequently appropriate, a strategy to deal with potential contamination on the site have been submitted to, and accepted in writing by, the Council as Planning Authority. The strategies shall be devised and overseen by an appropriately qualified person in accordance with relevant up-to-date authoritative technical guidance, e.g. BS10175 'The Investigation of Potentially Contaminated Sites - Code of Practice', and shall include:

i) an appropriate level of characterisation of the type, nature and extent of contamination on the site and accompanying risk assessment as described in Planning Advice Note 33 Development of Contaminated Land (Revised 2000);
ii) how any identified contamination will be dealt with during construction works;
iii) details of remedial measures required to treat, remove or otherwise mitigate contamination to ensure that the site is suitable for the proposed use, and that it does not represent a risk to health or of pollution in the wider environment; and
iv) a means of verifying the condition of the site on completion of the remedial measures.

Thereafter, no development shall commence (other than those works required to investigate and remediate contamination on the site) until written confirmation has been issued by the Council as Planning Authority that the works have been implemented and completed in accordance with the agreed details.

Reason
To ensure that the site is suitable for the proposed use, and that risks to the wider environment and to users of neighbouring land from on-site contamination are appropriately assessed and managed.

Further comment(s) to be passed to applicant

Further information required to consider the application

Contact: Adrian Muscutt **Date 19 May 2020**
email address: **Phone No ……..**
Consultee:

Return response to	**consultation.planning@moray.gov.uk**

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Sunday, 18 July 2021

Local Planner
High Street

Elgin
IV30 1BX

Development Operations
The Bridge
Buchanan Gate Business Park
Cumbernauld Road
Stepps
Glasgow
G33 6FB

Development Operations
Freephone Number - 0800 3890379
E-Mail - DevelopmentOperations@scottishwater.co.uk
www.scottishwater.co.uk

Dear Sir/Madam

SITE: Hopeman Service Station, Forsyth Street, Elgin, IV30 5ST
PLANNING REF: 20/00474/APP
OUR REF: DSCAS-0012541-V9Z
PROPOSAL: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Please quote our reference in all future correspondence

Audit of Proposal

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

Water Capacity Assessment

Scottish Water has carried out a Capacity review and we can confirm the following:

- There is currently sufficient capacity in the GLENLATTERACH Water Treatment Works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Waste Water Capacity Assessment

- There is currently sufficient capacity for a foul only connection in the MORAY WEST Waste Water Treatment works to service your development. However, please note that further investigations may be required to be carried out once a formal application has been submitted to us.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Lack of landscaping
- Litter
- Over-development of site
- Poor design
- Precedent
- Road access
- Road safety
- Traffic

Comment:There is no need for a co-op in the village, the existing shops and stores are more than sufficient for the village.

This seems to be the first step in Springfields long opposed development of Hopeman. What purpose does a co-op have when we have Costcutter and the Post Office already in the village.

I strongly object to any further development tothe coast between Findhorn and Buckie. Also Springfield are using this to get the infrastructure to over develop the area. Enough is enough. The flats are not needed in Hopeman either, Tullochs are already building at the east end of the village with an affordable housing inclusion. The coast is a nautral heritge and historic gem. Leave it alone.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Noise
- Over-development of site
- Road safety
- Traffic
- View affected

Comment:With tulloch of cumminston building 70 plus houses in the village we do not need anymore, the beauty of the village will be taken away. We have two shops already which serve the needs of the people. The noise pollution will be bad for the environment, the main road will become to dangerous, it's already dangerous with more traffic demands because of the other houses being built. The beauty of the countryside we have there will be taken away to leave a beautiful village made into a concrete jungle. Holiday makers will not want to come to a place that is so built up making another village suffer because of the greed of spring field Wanting to build for there own pocket. If you give planning permission hoPEman will be destroyed and stripped from its history what it's known for, keep hopeman safe and leave it along. No more noise, no more pollution and no more houses needed. Thank you

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site

Comment:I strenuously object to the retail part of the plans. If a chain shop like a co-op were to move in, it will destroy our existing local, family run shops and butcher.

I hate the look of the new housing that has been built further along Forsyth st. The houses do not fit in with the village! More housing of similar look, destroys the look of the village!

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Over-development of site
- Road access
- Road safety

Comment:We do not need another shop, there are already 2 shops in the village, plus a shop that a sells co-op products.

Also being very close to the main junction into the village and opposite a bus stop would cause major problems.

This would be over developing of the village and the amenities would not cope with the influx of home owners

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Community Council/Association Consult
- Contrary to Local Plan
- Drainage
- Noise
- Parking
- Precedent
- Road access
- Road safety
- Traffic

Comment:This development is unwarranted, not needed and will be an eye sore. I take it that Sandy Adam also intends to fill the whole of the

Greenfield areas of our beautiful village with wee modern boxes!?

We dont either want them or need them!

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Inadequate plans
- Litter
- Precedent
- Road access
- Road safety
- Traffic

Comment:This development by Springfield is yet again poorly considered in regards the community of Hopeman. Traffic on Forsyth Street is already busy and nothing has been put in place to help with slowing down regular speeding traffic. It will not only be vehicular traffic if there is to be a retail/food outlet but pedestrian too. Road safety would be compromised. The access is at a very busy junction which would cause problems.
The village had two very good and well supported stores and any retail establishment would be detrimental to those businesses.
The natural environment would continue to be eroded as it has been with recent development just a few hundred yards to the West.
Retail units cause litter and people often loiter around these.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan

Comment:We don't need another shop in Hopeman. We are quite happy with the number we have.
I'm sure Mr Adam wants to destroy Hopeman. That area is only there in his determination to build his 600 homes. Let's hope he doesn't bypass the council again and put money in the SNP pocket and gets what he wants.
Shocking.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Petition

Stance: Customer objects to the Planning Application

Comment Reasons:

- Road safety

Comment:Hopeman has a few small businesses & this would decimate them. We do not need this in our beautiful village!!

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic
- View affected

Comment:Why can't people leave these beautiful Seatowns as they are, the small pockets of communities is what makes these places so picturesque. The reason people come to visit the highlands is to visit places like this, to escape the madness of city life. If we continue to expand these areas people will stop visiting impacting on the local businesses.

It's not all about money, quality of life means so much more, which has become more apparent whilst living in the situation we're currently in.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Community Council/Association Consult
- Contrary to Local Plan
- Drainage
- Road safety

Comment:This development is contrary to local development and would be detrimental to the community of Hopeman. This planner seems he'll bent on trying to turn Hopeman into a small town and destroy the whole ethos of our village community

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

N[redacted]

A[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I have only lived in Hopeman for over a year but lived in Moray 14 years ago for 12 years, it is a beautiful part of the country to live in (albeit much busier than it was 14 years ago) Hopeman, like all the coastal towns and villages is getting busier and busier and the roads are already not coping with the increased amount of traffic, especially in the summer months. To build a retail outlet on Forsyth Street and therefore increasing traffic close to an already busy junction seems once again that the people making the decisions don't live there and have to endure the increase in traffic which undoubtedly will occur, unless of course everyone in Hopeman were to boycott the retail outlet as we will continue to support the shops already in the village. Perhaps it is all down to money!

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Drainage
- Litter
- Noise
- Over-development of site
- Traffic
- View affected

Comment:Having lived in Hopeman for most of my life (30years!) until last year when we moved, I feel Hopeman does not need more houses/flats, more development and certainly not more shops. Despite how much I would love to move back, I do not want to see it change, as planned, we are happy to wait for a house to become available that is suitable for us to buy than buy a new one for that to happen. Hopeman is a lovely quiet village and does not need to be increased in size for any reason. I hope these plans do not accepted!

Comments for Planning Application 20/00474/APP

Application Summary

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment

Comment:This would totally destroy our community . No thanks Springfield

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site
- Poor design
- Road access
- Traffic

Comment:Genuinely saddened to see this. Springfield houses have already destroyed the whole essence of village life. Building more will be a disaster. The main road which runs through Hopeman gets very congested. These houses will contribute to that. The Springfield design does not fit in with the village style. A real eye sore.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Litter
- Noise
- Road safety
- Traffic

Comment:My objection is to the retail unit which appears to be for a Co op. This will have a devistating effect on the local business in Hopeman ie the Costcutter, Hopeman Stores and Post Office and Reid's butchers. These businesses have been part of our community for many years, supporting the people of our village. They have been, and continue to be magnificent in their help and support during the current Corona virus crisis. To have a major player potentially take away their business would be an insult. I would not use this retail outlet as I will continue to support and use the businesses of Hopeman as a thank you for their tremendous current hard work.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Road safety
- Traffic

Comment:Small village with a busy main road plenty traffic using it with a shop on it

The shops on harbour street struggle as it is without more

Please leave it as it is

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Noise

Comment:Hopeman does not need anymore shops thanks. Or housing at the moment. Too many developments too soon.

This will ruin our village and the majority of Hopeman you will find have the same view.

No, no, no.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Road access
- Road safety
- Traffic

Comment:Hopeman does not need this and especially a Coop

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Over-development of site

Comment:Hopeman has no need for a retail shop, or more housing development. It is a small coastal village which is gradually loosing its identity.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Height of proposed development
- Over-development of site
- Road safety
- Traffic
- View affected

Comment:Hopeman is a small community already over developed. A co-op would take business away from local shops that have served us for the past 30+ years unnecessarily. It's a busy road and wouldn't be safe if children moved in there. People are losing their jobs and facing losing their homes as a result of the current situation. Do we really need to put up expensive flats that no one can afford?

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Noise
- Over-development of site
- Road safety
- Traffic

Comment:I object strongly to this development due to the negative and damaging impact it will have to the village, community and immediate area.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Parking
- Road safety
- Traffic

Comment:Why do we need to over load Hopeman with more houses/people, we have adequate retail premises in village . As for more residential units we already struggle in village with cars, lorries etc, but the worst thing is surely the new houses already built would have gone down better in villiage if they had been allocated to local people instead of putting them out of where they have lived since birth !

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Loss of privacy (being overlooked)

Comment:Hopeman is not needing a shop or more housing. I moved up from [redacted] to avoid all that development nonsense.

Please refuse this application. Rich developers can make their millions elsewhere.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Precedent

Comment:This will affect negatively the local shops as well as the tranquility of this beautiful village. The village is served well by two shops and a butcher so a fourth is not needed.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site
- Road access
- Road safety
- Traffic

Comment:Not required in village, will have a detrimental effect on local businesses already in the village. Too close to main junction in the village. Potential for other developers to use as a precedent to apply for other development in the village.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Over-development of site

Comment:Not required in Hopeman

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Over-development of site
- Precedent
- Road access
- Road safety
- Traffic

Comment:This proposed development will add another dangerous access onto Forsyth Street which is already made increasingly dangerous by the adding of another unnecessary development beside the bowling green. Adding more properties will add more stress to the already overloaded drainage of the village.

More retail units are not required in the village. We already have a wonderful butcher, pharmacy, local convenience store and post office, hotel and pub.

The essence of Hopeman is that it IS a village. If it keeps being added to it will no longer be such but turn into a a satellite town of Lossiemouth and Elgin.

Comments for Planning Application 20/00474/APP

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Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Road access
- Road safety
- Traffic

Comment:Adding another entrance road onto Forsyth Street will add to the already dangerous precedent set by the road coming from the new building in progress beside the Hopeman Bowling Green. As Forsyth Street is a through Road from Lossiemouth to Cummingston and Burghead it is already unsafe as as cars ignore speed limit whilst driving through. This will be made worse by cars suddenly appearing from roads on the opposite of the village and can potentially increase risk of car and pedestrian accidents.

There already have been problems with drainage and another set of housing/retail will add to this. Another retail shop and ? Small industrial unit is NOT required. Hopeman has a superb pharmacy, convenience store, post office, butcher and hairdressers and it would be appalling if their share of village customer would be diminished by other shops etc.

People love and our proud to live in our village of Hopeman. Continuing to build in it will stop it being a village and destroy that by turning it into a satellite town of Lossiemouth and Elgin.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Litter
- Noise
- Parking
- Road access
- Road safety
- Traffic

Comment:This will be so bad for Hopeman!

Myself and the people of Hopeman are very happy with the shops that we already have, they have all served us very well and gone above and beyond during our hard times!

We fully support our own local shops and do not need a CO OP it's not needed in our beautiful village,and very much not wanted!!!!

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Precedent
- Road access
- Traffic

Comment:Another attempt by Springfield to undermine the wishes of the Community in the search of profit for themselves and the self appointed ILaird MR Dean Anderson.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Over-development of site
- Precedent

Comment:Very sad to see there is a continued desire to over develop Hopeman. Some housing has already gone through and work has been started. Provision of a retail unit in Hopeman is not needed current retail is more than sufficient for the size of the village. The present national emergency has seen the local shops provide an outstanding service to the village. A larger retail unit would probably see their business close, why do we need this?? I believe developers will not be content until the South side of the village is developed. Let's do the right thing and keep the village as a village and not see it turned into a a metropolis with a North South divide.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan

Comment:Hopeman is a lovely small village. Already being expanded to the south with out more flats and a commericial shop unit being added to it. We are fine just the way we are without more development. Please dont spoil this village.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
- Permitted Development
- Traffic

Comment:Object to the plans of this development

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment

Comment:I feel that another retail outlet like this is not needed in a village like Hopeman.The village shops are all excellent and supply most of the needs of the village as well ad acting as something of a social hub. I feel that a co-op eould duplicate the excellent service which shops such as Costcutters, the post office, the butchers, the pharmacy are providing and would affect the profitability of these shops as well as being to the detriment of the character of a lovely village.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Litter
- Noise
- Road safety
- Traffic

Comment:During this virus our local small community shops have been amazing, taking orders over the phone and delivering. They have gone above and beyond to serve the community. WE DO NOT NEED A COOP! We have a super community spirit that has reignited with the current climate. There is no requirement or need for another food shop, it is purely FAT cats trying to line their own pockets by ruining our local communities. It's a NO from me.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Community Council/Association Consult
- Contrary to Local Plan
- Drainage
- Dust
- Lack of landscaping
- Legal issues
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Smell
- Traffic

Comment:The people of Hopeman don't need this and don't want changes to our village.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Parking
- Precedent
- Road access
- Road safety

Comment:Thank you for the opportunity to respond to the planning application.
I object to all parts of the plan.
Precedent. Hopeman village is already a self sufficient community with adequate and comprehensive shopping opportunities within the village. We have a chemist, a butcher, two general stores-one with integral Post Office, an ice cream shop, a cafe, a fish and chip shop and a gift/art shop. The shops and the village support each other as has been apparent in this time of crisis with Covid 19 with local business delivering locally. The intrusion of a large retail unit within the village would distort local economics and would be likely to lead to established local business failure. The village has sufficient shops for its purchasing power. Plans, already submitted by Springfield, to massively increase the size of the village have not received planning permission and have been rejected. There is therefore no requirement for additional shopping volume. It would be improper for the council to set a precedent by allowing a new, purpose built store, to destabilise a small village economy. There is no shortage of large shops locally easily accessible by car and on public transport routes with at least three Co-Ops, two Tescos, an Aldi and a Lidl in addition to other outlets.

Drainage: The site itself is said in the application to be free from flood risk. This cannot be said for the village. In my memory sand bags have had to be deployed in the village down Harbour Street

on two occasions and I have seen water inches deep cascading down Harbour Street the entrance of which is only feet from the proposed development site. There may be new major waste water links between Hopeman and Lossiemouth. There has not however been upgrading of the waste water pipes in the village which may be overcome by increased water run off from the large pavemented area and built up area in the plans proposed.

Parking/Road Safety. The development is almost opposite the turn from the main road to Harbour Street. This junction between Forsyth Street and Harbour Street is a busy junction from a moderate sized road to a fairly narrow street which has to accommodate very large vehicles such as delivery trucks. The junction also has limited visibility. The proposed plan includes parking but overflow of parking onto the street would seem likely. This may have the effect of reducing road width to passing vehicle traffic and obscuring visibility at the Forsyth Street Harbour Street junction with increased risk of accident involving vehicles or vehicles and pedestrians. This in my view is an unacceptable risk.

Permitted development. The local plan does not involve substantial development of the village to the south of Forsyth Street. The proposal should therefore be rejected.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site

Comment:Hopeman is at risk of becoming over developed and a new retail shop that is in direct competition to local businesses is not required.

The amount of homes to be built I feel is too much given the current Springfield development and Tulloch homes application of 75 homes.

Seems Springfield homes are trying gor a monopoly in Hopeman.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment

Comment:Hopeman is a small village and we want it to stay that way. We have 2 shops already we do not need a co op.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Traffic

Comment:The retail development will negatively affect existing local businesses and destroy the character of the local area/community. Hopeman already has two village stores, a butcher, a pharmacy, a cafe and a number take away outlets - this development, if allowed to go ahead, will directly compete on an unfair scale with these existing local businesses. Inevitably, local businesses will not survive and the character of the village will be changed for the worse.

The Moray Local Development Plan promises "To safeguard the distinctive character of the village" and this proposal threatens that

Additional housing and retail premises will increase traffic in and around the village.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Drainage
- Litter
- Parking
- Road access
- Road safety
- Traffic

Comment:Whilst I acknowledge that the Filling Station Site is currently unsightly, I believe that the building of residential units on Forsyth Street wiill further exacerbate the traffic situation on this narrow road. It is currently unsafe to drive along this road at times as it is only wide enough for two vehicles and, should one decide to park on the road, this makes it extremely difficult to transit through the village.

The village currently has two perfectly acceptable retail outlets for the current population of the village which would suffer inordinately should this new retail unit be installed in such a place, it would attract custom from outside the village which would further exacerbate the traffic situation within the village.

Springfield has already increased the traffic problem within the village with their development on Forsyth Street and this further development would increase the problems the village has with both road infrastructure, drainage, amenities and public support for inhabitants.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Noise
- Road access
- Road safety
- Traffic

Comment:Whilst I accept that the site is dilapidated and in need of correction I feel that to undertake the development as listed would greatly affect the Hopeman commercial fabric, and cause further congestion on the B9040 than currently..

I have no objection to the Housing, nor to the industrial unit, I object to the imposition of a retail unit when the village is amply supplied with retail units which have supported the village, not only through the recent pandemic lockdown, but for many years.

The creation of a retail unit on Forsyth street will remove custom from the current stores and will change the nature of the village, which does not need another retail unit.

Comments for Planning Application 20/00474/APP

Application Summary

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Drainage
- Litter
- Over-development of site
- Parking
- Traffic

Comment:Hopeman does not need another shop. We have sufficient already within the village to meet the needs of the local community. Along with the amount of traffic trying to access the shop off the main road through the village will, in my opinion, create an unnecessary risk of accident and creat a risk to kids being dropped off by the school buses at the bus stop next to the site.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Noise
- Over-development of site
- Precedent
- Road safety
- Traffic

Comment:I OBJECT to Planning Application Reference 20/00474/APP. Hopeman village does not need a supermarket. Already there are two general stores in the village (Costcutter and Premier/Post Office) as well as a butcher (Wm Reid), an ice-cream maker (Stew 'n' Drew's), a florist (Harbour Blooms) and a chemist (Duthie). These are vibrant small businesses which individually and working together provide excellent products and services to the people of Hopeman, the wider locality and visitors. There are supermarkets in Lossiemouth (a Co-op), Elgin (several) and Forres (several); it's difficult to understand, therefore, why a Co-op supermarket (or any supermarket) is thought to be needed in Hopeman. One wonders on what basis Springfield/Co-op identified local demand for a supermarket? What is the evidence for this? It would be disingenuous to argue that Hopeman and the surrounding area would somehow benefit from the competitive forces of introducing a supermarket to the locality. Inevitably, the effect of a supermarket on the locality would be simply to displace up to six long-standing, privately-owned family businesses. What is the benefit of that to the community? There has been no community pressure for a supermarket to be developed in the village of Hopeman. Such a development would be inconsistent with Hopeman functioning as a sustainable community.

The site itself is not reflected in the Local Development Plan as earmarked for either residential or commercial development, still less both types of development on one site. Therefore, on what grounds has the Planning Application been lodged in terms of a deviation to the Local Plan? Has the developer conducted and submitted a Flood Risk Assessment and a Drainage Impact Assessment given the history of flooding along Forsyth Street and down Harbour Street? Indeed, in the past I have had to sandbag my own home on Harbour Street as water flooded down it towards the Harbour. Has the developer conducted a Noise Impact Assessment given the nature of the proposed development. According to the Local Plan at designated Existing Business Area (EBA) Site I1, these assessments would be required. Furthermore, Local Plan Policy DP5 states that in terms of an EBA like Site I1, 'established business uses will be protected from non-conforming uses, eg housing'. On what grounds, therefore, has Springfield seen fit to propose a supermarket and housing development on what is primarily an area identified as having the characteristics of an EBA?

Hopeman is a designated Special Landscape Area (SLA). Any development should, 'reflect the special qualities of the SLA designation'. A supermarket is inimical to the special qualities of the SLA designation. Any development should 'safeguard the distinctive character of the village'. A supermarket is inimical to the character of the village. Any development should, 'protect the special qualities of the ... surrounding landscape'. A supermarket is inimical to the surrounding landscape.

In summary, the Planning Application is at odds with a significant number of Local Development Plan policies and objectives without justifying why a deviation to the Local Plan should be considered, still less permitted. The proposed development would, in my opinion, sooner or later destroy up to six village businesses. The owners of those local business provide services and value to the local community which are not immediately apparent and go above and beyond the provision of retail goods and services. The support to the local community by the owners of these village businesses during the Covid-19 pandemic has been above and beyond anything expected of local shops. I doubt very much whether one Co-op supermarket could have provided the same benefit to the community, or anything like it.

The development proposal is wholly at odds with the Local Development Plan, threatens the character, vibrancy and sustainability of a small Moray community and should, I believe, be rejected out of hand.

Thank you.

THIS OBJECTION WAS FILED ONLINE ON THU 14 MAY 20

1 8 MAY 2020

14 May 20

Moray Council

OBJECTION TO PLANNING APPLICATION 20/00474/APP

I OBJECT to Planning Application Reference 20/00474/APP. Hopeman village does not need a supermarket. Already there are two general stores in the village (Costcutter and Premier/Post Office) as well as a butcher (Wm Reid), an ice-cream maker (Stew 'n' Drew's), a florist (Harbour Blooms) and a chemist (Duthie). These are vibrant small businesses which individually and working together provide excellent products and services to the people of Hopeman, the wider locality and visitors. There are supermarkets in Lossiemouth (a Co-op), Elgin (several) and Forres (several); it's difficult to understand, therefore, why a Co-op supermarket (or any supermarket) is thought to be needed in Hopeman. One wonders on what basis Springfield/Co-op identified local demand for a supermarket? What is the evidence for this? It would be disingenuous to argue that Hopeman and the surrounding area would somehow benefit from the competitive forces of introducing a supermarket to the locality. Inevitably, the effect of a supermarket on the locality would be simply to displace up to six long-standing, privately-owned family businesses. What is the benefit of that to the community? There has been no community pressure for a supermarket to be developed in the village of Hopeman. Such a development would be inconsistent with Hopeman functioning as a sustainable community.

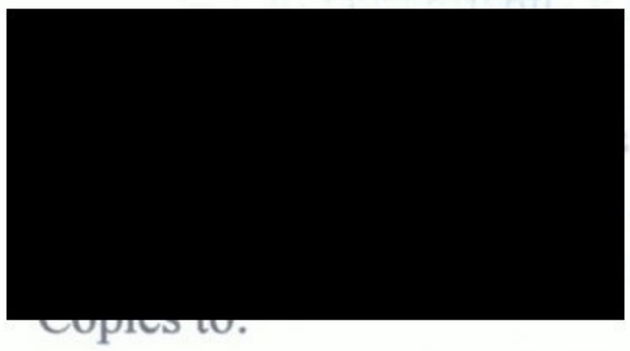
The site itself is <u>not</u> reflected in the Local Development Plan as earmarked for either residential or commercial development, still less both types of development on one site. Therefore, on what grounds has the Planning Application been lodged in terms of a deviation to the Local Plan? Has the developer conducted and submitted a Flood Risk Assessment and a Drainage Impact Assessment given the history of flooding along Forsyth Street and down Harbour Street? Indeed, in the past I have had to sandbag my own home on Harbour Street as water flooded down it towards the Harbour. Has the developer conducted a Noise Impact Assessment given the nature of the proposed development. According to the Local Plan at designated Existing Business Area (EBA) Site I1, these assessments would be required. Furthermore, Local Plan Policy DP5 states that in terms of an EBA like Site I1, '*established business uses will be protected from non-conforming uses, eg housing*'. On what grounds, therefore, has Springfield seen fit to propose a supermarket and housing development on what is primarily an area identified as having the characteristics of an EBA?

Hopeman is a designated Special Landscape Area (SLA). Any development should, '*reflect the special qualities of the SLA designation*'. A supermarket is inimical to the special qualities of the SLA designation. Any development should '*safeguard the distinctive character of the village*'. A supermarket is inimical to the character of the village. Any development should, '*protect the special qualities of the ... surrounding landscape*'. A supermarket is inimical to the surrounding landscape.

THIS OBJECTION WAS FILED ONLINE ON THU 14 MAY 20

In summary, the Planning Application is at odds with a significant number of Local Development Plan policies and objectives without justifying why a deviation to the Local Plan should be considered, still less permitted. The proposed development would, in my opinion, sooner or later destroy up to six village businesses. The owners of those local businesses provide services and value to the local community which are not immediately apparent and go above and beyond the provision of retail goods and services. The support to the local community by the owners of these village businesses during the Covid-19 pandemic has been above and beyond anything expected of local shops. I doubt very much whether one Co-op supermarket could have provided the same benefit to the community, or anything like it.

The development proposal is wholly at odds with the Local Development Plan, threatens the character, vibrancy and sustainability of a small Moray community and should, I believe, be rejected out of hand.



Copies to:

Mr Douglas Ross MP
Mr Richard Lochhead MSP
Councillor James Allen
Councillor John Cowe
Councillor Ryan Edwards
Councillor Amy Taylor

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Over-development of site
- Traffic

Comment:I submitted an OBJECTION to the original application on Thu 14 May 20. I have reviewed the amended application and can see no meaningful changes to the original application in terms of the inappropriate and unwelcome nature of the application. Therefore, I have submitted a separate OBJECTION to the amended proposals in hard copy format to the Case Officer, Ms Lisa Macdonald.

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:This development will impact local businesses that are strongly supported by our close community and already able to meet the needs of the community. There is no need for another business of this manner. Please don't let this ruin our seaside village which works hard to increase tourism so the businesses already established can thrive.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Dust
- Height of proposed development
- Inadequate plans
- Inappropriate materials/finishes
- Lack of landscaping
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Permitted Development
- Poor design
- Precedent
- Reduction of natural light
- Road access
- Road safety
- Smell
- Traffic

Comment:This application is another example of unwanted development being forced onto a small, picturesque, coastal community. The design is not at all sympathetic to the existing surrounding dwellings - the only other buildings that have wooden planks nailed to the front are the

22 unsightly cheap buildings being erected by the same developer. The height of the proposed blocks of flats will block out the limited sunlight we get during the winter and the windows will look directly into our property, completely removing our privacy. The proposed service yard includes an 18m sq plant area positioned directly against our boundary and immediately behind our decked sitting area. There is no indication on any of the plans as to what will happen to the 10ft hedge that we maintain to protect our privacy from oversight. The noise created by this plant and use of the service area will be intolerable and prevent us from using our sitting area, as will the noise and smell from the bins planned to go there. The noise created by deliveries will prevent us from sleeping with windows open as they are done first thing in the morning at unsociable times - no matter what the retailer will say. The dust created during construction will have a detrimental effect on air quality, as will the increase in traffic both during and after completion. Road safety is already an issue in Hopeman and the addition of yet another heavily used access point will exacerbate that problem to a wholly unsafe level. Hopeman has no requirement for a retail unit as we are already well served by the three existing shops and at least 6 supermarkets within 7 miles of Hopeman. The village shops will be forced to close, removing not only the incomes for those owners and employees but also removing vital community links which are essential for the demographic of this village. The size of the retail unit is the same as that at other huge Springfield developments across Moray and is indicative of the developers openly stated intention to fully develop the fields east and west of Inverugie Road, south of the existing village properties. The 22 Springfield properties had already been accepted as an over development of Hopeman and combined with the R1 and LONG sites there is absolutely no requirement for further development in the village. Should this proposal be accepted, it will set a precedent allowing continued development to the south of the B9040 which goes against both the current and the proposed Local Development Plans. Hopeman itself lies within the Special Landscape Area which was designated as such to specifically prevent the over development of small communities and protect the land.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Poor design
- Precedent
- Reduction of natural light
- Road safety
- Smell
- Traffic
- View affected

Comment:In addition to the objections already raised I would like to voice my concern regarding the co-op proposal and flat development. It appears that the amended plans shows a service yard within my boundary. It also appears to indicate that the established hedge row will be removed in order to make way for bins? Why would someone remove a hedge that encourages bio-diversity within gardens? The bins also butt up agains our boundary wall which will make it impossible for us to use our outdoor seating area due to smell, noise and the potential for vermin encroachment.

It is interesting to note that these bins will not impact any new development of Springfields and that they could be better placed. I have also had the unfortunate experience of living near a co-op in the local area. The noise of morning deliveries was so bad that trading standards had to be contacted as the local co-op were not prepared to address it. There was also an issue with youths congregating outside the store and the sale of alcohol was also problomatic. The Police and local schools had to deal with these ongoing problems. I noted within the proposal Hopeman was compared to Lhanbryde. The only similarity is regarding population density and little else. Lhanbryde is a small inland village with 4 shops and a bypass. Hopeman is a coastal/tourist village with numerious shopping outlets. People travel to Hopeman because of what it has to offer thereby increasing numbers and traffic. We already struggle with poor infrastructure so any new development will only have a negative impact on the village. We are clearly at maximum capacity which needs to be recognised once and for all.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Litter
- Noise
- Over-development of site
- Permitted Development
- Precedent
- Procedures not followed correctly
- Road access
- Road safety
- Traffic

Comment:This development will not be in keeping with the village.
This is the beginning of a larger development, being done by the back door. First, 22 houses were turned down by the Council but was usurped by an Edinburgh decision and secondly the drainage, which was part of the planning permission has been somewhat botched and has still to meet standards as the main road still floods in inclement weather.
I feel if planning is given this sets the precedent for a larger development, that has previously been turned down and the developer is trying again, and will do so until they achieve their aim, regardless of local opinion and decision making. Hopeman is a village, not a town. We do not need another retail unit as we already have; two well stocked grocery shops - one being a post

office - a butcher and chemist. There is simply no need, or local appetite for another retail unit. There would be an increase in traffic to the flats and retail unit, even at the moment, with the development of the houses by the same developer, with no noticeable improvement to the road the traffic has proven to be dangerous and problematic with an increase in vehicles parking on the road has created congestion most days. With the new proposed development being so near to Harbour Street and Inverugie Road and on the opposite side of the main village, the traffic and congestion can only get worse. Flats are also totally out of character for that side of the village and does not conform to the landscape and layout of the existing village. We have had a history antisocial behaviour in Hopeman, mainly from youths coming from other towns and villages, with another larger retail unit there is potential to attract even more plus the addition of litter and added noise.

I cannot understand why, after so many objections from both local residents and local government, why the developer is allowed to submit another set of plans that would outright destroy a historic and traditional fishing village with a community for ever.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Civic Group
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Poor design
- Precedent
- Reduction of natural light
- Road access
- Road safety
- Smell
- Traffic
- View affected

Comment:In addition to the objections already submitted for this application and following the additional documents submitted by this developer, Hopeman Flood Action Group would like to add the following as a further objection:
The Drainage Impact Assessment contains a number of misleading statements and factual inaccuracies. Para 2.2 refers to the existing Flood Alleviation Scheme. This scheme was never a

Flood Alleviation Scheme, it is merely a drainage improvement scheme designed to protect the 22 houses erected by this same developer. In their own application and plans, it was never referred to as a Flood Alleviation Scheme as this would have required following a far more stringent set of regulations. Additionally, this plan made no mention of including this current development in it's catchment. None of the included diagrams for the drainage showed any proposed / future drainage input.

Para 5.2 refers to a 3 category Maintenance Plan. Springfield have already demonstrated that they have no intention of following recommended and approved maintenance plans by their failure to maintain the existing drainage scheme which is currently overgrown and choked with vegetation and litter.

Appendix C of this document shows the plan of the existing field drainage scheme and clearly shows how the bund should be completed. The bunds and the culverts have still not been completed in accordance with the approved plans.

Appendix D clearly shows a connection from the proposed development into the existing drainage swale. This connection was not shown in any part of the drainage scheme application, nor was it included in the calculations made to determine the capacity and run-off rates for the swale. With the state of the swales, there is no way it could cope with the additional run-off from this development and, in the unlikely event the swale is maintained, what proof is there that it would even then be able to cope? This proposal will put additional strain on our village infrastructure that is already identified as being at maximum operating capacity.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Drainage
- Over-development of site

Comment:I believe that our local shops are enough; they work hard every day supporting hopeman and to introduce anoth shop would be a kick in the rhem to them.

I feel another one is not required .

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Height of proposed development
- Poor design
- Road safety
- Traffic

Comment:Springfield seem hell bent on reshaping our village beyond recognition, this whole development would be a blot on what's a beautiful old traditional village with a tiny high street which provides for our community, Hopeman is a community success story a rarity in this day and age, these decisions will massively impact on our community, think hard planners, it's not wanted or required!

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Poor design

Comment:I object because the plans show a bland and plain,undistinguished appearance which pays no attention to the local community, in either design or materials.

I object because the village is already well-served by individual businesses that have proven their value over the years and under the harsh tests of lockdown.

I object because this is for yet more residential housing from a developer who, having publicly declared his intention of building more and more houses along the south side of our village, (and against the Council's policy in every case), continues to push for housing on a scale which is completely out of proportion for a community of this size.

Hopeman doesn't need the retail units and with 22 houses nearing completion and planning for 48 houses on land approved for housing by the Council already applied for, doesn't need these residential units either.

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Road safety
- Traffic

Comment:Contrary to Local Plan
This proposal is a deviation from local plan 2015 where B9040 is the southern boundary of Hopeman. In Springfield's own planning application they state "We have assessed our proposal against the Development Plan and while recognising that the site is located out with a recognised settlement boundary, this shows that they would still like to get away with it over ruling the current plan.
Previously the reporter has upheld local appeals against deviation from the plan.

Drainage and Flooding
The plan is to link into the existing foul and surface water runoff system which failed twice previously to handle existing volumes.

Further the site plans to protect itself along the southern boundary by quote from the application "A filter trench will be incorporated in the drainage design for the purpose of preventing overland flows from adjacent fields to the south from affecting the development." this will turn the natural drainage of the existing land into a greater problem for the other existing households within Hopeman.

Road Access/Safety andTraffic
Putting extra junctions into B9040 within Hopeman where the road is already narrow and is

exacerbated due to parking issues, increases the risk of a serious/fatal accident on this section of road. To have a junction very close to Harbour Street, which is a crossing increases this risk considerably, by introducing further cross roads to the B9040.

Having a footpath on southern side of the B9040 at the new development, which only highlights that none exists on the rest of the southern side of the B9040, only exacerbates issue of the southern boundary of development, as well an introducing a further potential risk to pedestrians.

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[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Drainage
- Height of proposed development
- Inadequate plans
- Inappropriate materials/finishes
- Litter
- Noise
- Parking
- Poor design
- Precedent
- Road access
- Road safety
- Traffic
- View affected

Comment:This application would negatively impact the historic community of Hopeman. The village has sufficient and well regarded local shops; we do not need a national supermarket that has the potential to close our local shops. The local shops are, and have been, stalwarts of our community; especially now in the current COVID-19 pandemic.

With an application for another retail outlet, there is the inevitable motive for anti-social noise, behaviour and traffic issues. Hopeman has only recently recorded a period of intense anti-social behaviour, with property damage. This application would result in a honey trap for more people, from outside the village to come. There are already traffic issues on the Forsyth Street; several have been directly caused by the applicants' projects elsewhere on the road. Increased traffic with

the existing infrastructure and on street parking of Forsyth Street would be troublesome if not dangerous for not only residents but commuters who travel between places such as Burghead and Lossiemouth.

Drainage has been an issue in Hopeman with Harbour Street flooding multiple times in previous years and this has not been helped by the inadequate attempts by the applicant already in Hopeman. There have been several issues, of which I am not well versed, with the applicant not following plans or completing the work to the required standard contrary to the local planning.

The submitted plans do not conform to the layout of the village. They contain unthoughtful materials that degrade the appearance of the village and the buildings are designed in a way that they do not fit into the existing structure and will stand out significantly. Hopeman is a historic ex-fishing community and I find it outrageous that a village of such beauty would be victim to a visual overhaul of this effect.

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Customer Details

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Comment Details

Commenter Type: Member of the Public
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Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Inappropriate materials/finishes
- Litter
- Noise
- Parking
- Precedent
- Road access
- Road safety
- Traffic

Comment:I once again find myself objecting to planning proposals from this applicant. The delusional concept of a new town often referred to as 'New Hopeman'. These plans being rejected by the local planning authority, now being insidiously proffered piece meal, in the attempt that they think people is too stupid to notice. The last attempt at 22 social housing again rejected at a local level but over ruled at a National level.
Arguments against the original propositions still stand that it would negatively impact the social and historic community of Hopeman.
The village has sufficient and well regarded local shops. We do not require a branch of a national supermarket that has the potential to negatively impact our local shops. The local retailers are, and have been, stalwarts of our community for many years; especially now in the current COVID-19 pandemic. With an application for another larger retail outlet, more people would be encouraged to visit, straining the already inadequate road and infrastructure of the village. This would also encourage anti-social noise and behaviour. Hopeman has only recently recorded a

period of intense anti-social behaviour, which has resulted in property damage.
This application would also result in more people, both residing in and, visiting from outside the village. The traffic issues on the Forsyth Street; several have been directly caused by the applicants' projects elsewhere on the road, are even now becoming troublesome if not dangerous for not only residents but commuters who travel along the B9040 between places such as Burghead and Lossiemouth. With no improvement and more housing planned this can only worsen.
Drainage has been a historical issue in Hopeman. Harbour Street has seen flooding multiple times in previous years. Although inadequate attempts have been made by the applicant already in Hopeman the problems persist. There have been several issues, of which I am not well versed, with the applicant apparently not following plans or not completing the work to the required standard contrary to the local planning. If the proposal goes ahead without due regard Hopeman will flood.
The submitted plans do not conform to the ethos and character of the village. They contain unthoughtful materials that degrade the appearance of the village and the buildings are designed in a way that they do not fit into the existing distinctiveness. We have been assured that areas to the south of Forsyth Street are of a protected status and it is outrageous that a village of such beauty would be victim to such a negative impact.
This is a thinly veiled precursor for worse things for Hopeman, that have already been refused, and an indictment of the planning procedures within our community.

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Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Road safety

Comment:I feel we have enough shops in the village

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Commenter Type: Member of the Public
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Comment Reasons:
- Activity at unsociable hours/behaviour
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- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Permitted Development
- Poor design
- Precedent
- Road access

Comment:This development is unnecessary to the village of Hopeman. There are already two shops and a butchers. Any coop would be completely detrimental to the existing shops which are a huge part of our community, not to mention the anti social hours and the impact on local residents. Further retail units would again have an impact on current businesses. The impact on traffic would be unacceptable not to mention safety. There are no pavements there, it would encourage people to walk over the main road for access and the pavement on the opposite side of the road is very narrow. I see this as a safety issue. The current village is not set up for this. Materials that are being used in this development are not in keeping with the village. This can be clearly seen in the other development. They stick out amid many period homes. The flats will be too high and not in keeping with the surrounding area. Road access may cause an issue as many resident cars are forced to park on street as they have no off street parking. This will make the main road very difficult to manoeuvre, dangerous to people trying to cross the roads, especially

between cars as mentioned above and have a huge increase in traffic and pollution. I also have to say that this is yet another way to allow over development of the whole site as previously put forward by Springfield. If this is allowed it sets a precedent that the site is going to be developed.

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Customer Details

[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Over-development of site
- Parking
- Road access
- Road safety

Comment:I have two objections pertaining to Springfield's proposed development, ref: 20/00474/APP.

Firstly, as a result of this Covid-19 pandemic the structure and size of our smaller communities within Moray has demonstrated the ability of smaller communities to be able to look after and tend upon its inhabitants, without compromise. This is something that neither town communities nor indeed district councils can achieve, no mater how hard they may try. By expanding the population in these smaller communities, you reduce the effectiveness of being able to support the population structure.

My second objection pertains to the proposal to introduce a large retail unit. Again, highlighted by this pandemic. Smaller retailers, which have been well established within our community, can provide services to the community, as has been proved during this emergency, which larger retailers just cannot or do or want to do. For example: The Co-op in Lossiemouth does not do home deliveries.

You just have to look at the record of bigger retailers within larger population zones. All they care about is making money and little about the welfare of the inhabitants. If larger retail units were inserted into the structure of our village, it would put at jeopardy the viability of our small shops,

much to the detriment of our village, especially those retailers which sell exactly what our small shops sell.

Bearing in mind both these especially important structural objections, it is pertinent to remind the District Council that "you are our servants and not the other way around". We are not here for your benefit. You are only here to support us as a community and not big business.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site

Comment:The village is already served well by two stores, a chemist and a butcher. It does not need any further retail units.

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Customer Details

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Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Drainage
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:I strongly OBJECT to Planning Application Reference 20/00474/APP. In my opinion, I believe Springfield owner Sandy Adam is trying to deliver his last blow to the village of Hopeman as his application for 600 houses had been rejected due to community backlash. Hopeman does not need a supermarket, the village has long standing, family owned businesses within the streets of Hopeman which provides all residents with everything that they could need. Hopeman has two general stores, a butcher, a café, a chemist, a chip shop, an ice cream shop and a florist. What more could you want? Hopeman has no need for a large store like a Co-op as you can easily pick up shopping and more within the community. Between Lossiemouth, Elgin and Forres, I believe there is a minimum of eight supermarkets (excluding B&M, Homebargains, Farmfoods etc) that you could pick up any additional goods you require. I must add that Hopeman does not have a service station and all three towns listed above, do - If people require fuel, they can collect whatever they cannot get in Hopeman from the places listed above.

DRAINAGE - Hopeman has a history of flooding from water travelling from the fields behind the proposed site, aggravating the land will not only leave the suggested retail unit and blocks of flats at risk, it will also increase the risk of flooding on Forsyth Street, Harbour Street and potentially East Road. I, myself own a business on Harbour Street and have had to blockade my door with sandbags to stop my shop from flooding. In result, I suffered serious loss of earnings due to the

heavy flow of water passing my entrance. I believe that taking a risk and potentially raising the flood level of the village is ludicrous.

OVERDEVELOPMENT OF SITE - In the proposed area, there is simply too much going on without a large retail unit and two blocks of flats being erected. Along Forsyth Street, there is already a Bowling Club, houses dropped in every free inch, three extremely busy junctions and a builder's main office/yard. Is there enough room for what's being suggested while leaving enough room for everyone else? No.

PARKING - Parking at the proposed site will endanger everyone travelling along Forsyth Street either by foot or by vehicle. Once the 29 spaces are filled, shop users will not think twice about abandoning their cars along Forsyth Street to access the retail unit in question. There are three busy junctions in the apposed area (as mentioned above), more parked cars around the junctions will lead to more accidents which cannot be justifiable.

ROAD ACCESS/ROAD SAFETY/TRAFFIC - As I have clearly stated above, Forsyth Street already is a heavily used road with three junctions in the vicinity (top of Harbour Street, bottom of Inverugie Road, entrance to Tulloch's of Cummingston) Adding another will create mayhem along the street. A service bus stops every hour almost directly from the opposed site and multiple school busses stop and go within the area, these large vehicles coming to a halt within yards of all junctions is obviously going to result in casualties one way or another. As the road is already heavily congested, pedestrians trying to cross the road to access the retail unit will be in immediate danger due to the uncertainty of what may exit from one of these junctions, it wouldn't take much for a moving vehicle exiting a junction to collide with a person trying to cross the road.

In conclusion, I am firmly against the whole proposed idea of having two blocks of flats and a retail unit dropped into the heart of my village, Hopeman has solely stood on its own for many of years and will continue to do so because of the community spirit we have. I have owned a business within Hopeman for 15 years and am overwhelmed each day by the local support I receive. I must add, a large goods store being added into the village will cripple all businesses, mine included. I fear that if the retail unit is added, my workplace may suffer such serious cutbacks that I may have to lay off staff or even stop trading. I know I am not the only person who shares the same fear, if businesses close within the village then we have to expect a surge of unemployment and potentially poverty within Hopeman. Why take all of these risks to add something that doesn't need replaced?

Yours sincerely,

[redacted]

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Drainage
- Over-development of site
- Parking
- Road access
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[redacted]

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Community Council/Association Consult
- Drainage
- Dust
- Height of proposed development
- Inadequate plans
- Inappropriate materials/finishes
- Lack of landscaping
- Litter
- Noise
- Over-development of site
- Parking
- Poor design
- Road safety
- Traffic
- View affected

Comment:Hopeman is a village and has already got an unfinished, poorly designed and unwanted addition. The village is very well provided with shops as the recent lockdown has shown and a new retail development will badly affect, not only Hopeman shops, but also those in Burghead.
As a passerby I have noticed that the flooding on the west side of the westernmost house in the unfinished new development has been dealt with by simply filling the sump with gravel. Flooding in the proposed new development seems likely with the drainage problems that already exist.

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Over-development of site
- Road access
- Road safety
- Traffic

Comment:I am [redacted] a resident of Hopeman and will be objecting to these plans as not only a businessman but a member of the community.

Reasons for my objection are outlined below:
A new Co-op or shop in the area will be detrimental to my business as we are independently owned shop and so rely on a steady footfall; we don't have a large company to support us if trade was to decrease.
Along with ourselves; the butcher, pharmacist and Costcutter all rely on the local trade and are independently owned.
If our sales decrease substantially we may not be able to continue operating forcing us to close the shop and Post Office which is within our shop- a service which many within our community rely on.
Even though the plans for the Co-op include a cash machine on site, there again is no requirement for this within the village as customers are able to withdraw and deposit cash at our Post Office.
e.
There has previously been three shops within Hopeman but did not last long as the population could not sustain them and considering the plans for the large quantity of Springfield houses have been rejected it goes to show we will be repeating history.
During the lock-down pandemic of 2020 we have seen most locals shopping solely in Hopeman and not venturing to Elgin for a weekly/monthly shop, this has shown that we already have

everything needed within Hopeman itself without adding further competition from a large company. The traffic on the narrow roads is already extremely busy, especially in the Summer and the increased drivers entering and leaving a car park would create road safety issues.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:We regularly visit Hopeman which is already served by 2 stores. This development would result in over saturation and be detrimental to the existing local businesses.

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Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Litter
- Loss of privacy (being overlooked)
- Noise
- Reduction of natural light
- Road access
- Road safety
- Smell
- Traffic

Comment:Object on grounds that the business may generate noise , excess traffic and rubbish including noise from Air conditioning units and delivery lorries at unsocial hours.

The village is already well served by retail units and as such does not need the proposed shop.

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Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Noise
- Over-development of site
- Precedent
- Road access
- Road safety
- Traffic

Comment:This development is certainly NOT needed in Hopeman. The current shops are MORE than enough in Hopeman.14 Flats!! We certainly do not need more or indeed any more flats in this small seaside village. How many more buildings does this developer wish to build in this location?

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- Drainage
- Height of proposed development
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic
- View affected

Comment:Over the last 16 years since I have lived in Hopeman there has been so many building applications. This needs to stop as keep Hopeman a village with the natural heritage and historic meaning as a fishing village. Enough is Enough.

Tulloch of Cummingston is already building 70 plus houses in the village. The village will not be a village anymore as the more houses the developers build the more Noise, Cars, Pollution, Traffic, Parking requirements, Access to Hopeman school places, over-development of a small fishing village, the more litter, the more affects on flooding in our village. Loss of privacy to the houses near the development site.

Please hear the voices of the community No more developments in our village of Hopeman

If a co-operative store was to be built, imagine the businesses already in Hopeman that have been here for decades, Costcutters, The Post Office Store, The Butchers what about their businesses? Think of these small businesses not the large conglomerate businesses. The government have stated that that want small businesses to start up and thrive.

I strongly object to any further development to our village of Hopeman

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Height of proposed development
- Inappropriate materials/finishes
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Poor design
- Precedent
- Procedures not followed correctly
- Reduction of natural light
- Road safety
- Smell
- Traffic

Comment:We have not received neighbour notice of the proposal. The design is not in keeping with the majority of the village. There is no requirement for a Co-Op retail unit as we already have 3 shops that cover all that the village needs - and not just in terms of retail. The height of the flats will block out the limited sun we get during winter months and they will be able to see directly into my garden and property. The service yard backs immediately on to our property and will result in unacceptable noise levels,smells and activity at unsociable hours. The increase in road traffic will further increase the hazards to our community on an already busy road, both in terms of physical road safety and the degredation in air quality. Hopeman has already been overdeveloped by the 22 cheap houses put up by Springfield and the Tulloch Manse Road development.

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Comment:This application is another example of unwanted development being forced onto a small, picturesque, coastal community. The design is not at all sympathetic to the existing surrounding dwellings - the only other buildings that have wooden planks nailed to the front are the 22 unsightly cheap buildings being erected by the same developer. The height of the proposed

blocks of flats will block out the limited sunlight we get during the winter and the windows will look directly into our property, completely removing our privacy. The proposed service yard includes an 18m sq plant area positioned directly against our boundary and immediately behind our decked sitting area. There is no indication on any of the plans as to what will happen to the 10ft hedge that we maintain to protect our privacy from low level oversight. The noise created by this plant and use of the service area will be intolerable and prevent us from using our sitting area, as will the noise and smell from the bins planned to go there. Hopeman has no requirement for a retail unit as we are already well served by the three existing shops and and at least 6 supermarkets within 7 miles of Hopeman. The village shops will be forced to close, removing not only the incomes for those owners and employees but also removing vital community links which are essential for the demographic of this village. The Scottish Government Reporter has agreed that the B9040 should be the southern boundary for any development which puts this site outwith that. It also lies within the SLA which has not been taken into consideration by the developer. The recommendation by the Reporter that the site proposed for developing near Hopeman Golf Club should be removed from the plan highlights the fact that Hopeman already has sufficient growth factored in through the R1, LONG and Springfield sites. The 2020 LDP identifies Hopeman within the Settlement Statements as a Smaller Town and Village with the aim of safeguarding its distinctive character so this development, unsympathetic to the surrounding buildings, will therefore go against this. The B9040 through Hopeman has already been highlighted to the Council as an issue for road safety and this will only be exacerbated by the increase in traffic that will come from both the flats and the retail unit. The public transport infrastructure is limited and is not capable of replacing the use of private vehicles to get to work or other settlements which therefore goes against the Scottish Government aim of reducing the carbon footprint.

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Comment:The applicant has stated that the proposal is not a Schedule 3 development. However, from Para 8 of Classes of development - regulations 20(2)(c) and 41(1)(b):-

(8) the construction of buildings, operations and use of buildings or land which will-

(a)affect residential property by reason of fumes, noise, vibration, smoke, artificial lighting, or discharge of any solid or liquid substance;
COMMENT: The applicant has positioned a plant area containing refuse bins and presumably power supply units on our boundary wall, immediately behind our decked seating area

(b)alter the character of an area of established amenity;

(c)bring crowds into a generally quiet area;
COMMENT: 8 residential flats and a retail unit will considerably increase the number of people using an area that is currently a very quiet site, despite being utilised for the storage of building materials.

(d)cause activity and noise between the hours of 8 pm and 8 am; or
COMMENT: Delivery of supplies will invariably happen outwith those hours. COOP and the contracted delivery company failed to deal with a similar issue raised on numerous occasions with deliveries to the ex-COOP on MacDonald Drive in Lossiemouth.

(e)introduce significant change into a homogeneous area.

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- Smell
- Traffic
- View affected

Comment:In addition to the objections already submitted for this application and following the further documentation submitted by the developer, I wish to submit another objection. This

developer has submitted documents such as the Drainage Impact Assessment that contain misleading and inaccurate information, particularly when referring to the existing Flood Alleviation Scheme. This isn't, and never was, a Flood Alleviation Scheme. It was a drainage scheme designed to protect this same developers 22 houses. There is no mention in the plans for that scheme of an additional input from this proposed development. Appendix D of that document is a diagram which has been amended and now shows a 50m2 service yard inside my property, bins from the Co-Op, a 4.5m2 plant area and now bins for all of the flats butted up against my boundary wall. Not only will this stink out the whole area, and result in an intolerable amount of noise immediately behind our seating area, it will also result in seagulls congregating around them, causing an environmental and health hazard to both humans and animals. Additionally, those bins and the plant area are showing as being inside the mature hedge that currently provides us with privacy from neighbouring land and properties.
The Retail Planning Statement only supports the Co-Op. It goes on about the amount of profit per square metre and how much more profit it will make compared to the existing businesses in Hopeman. This is extremely misleading. The profit our local businesses make stays within Hopeman and the surrounding area. The Co-Ops profit does not. It makes a big deal about the creation of jobs and yet it fails to address the loss of jobs and income caused by their undercutting of these local businesses, resulting in their collapse. There is nothing in that document to say that the Co-Op employees will be Hopeman residents.
No matter how many changes are made to the planned designs, the Springfield designer / architect is obviously a 'one-trick-pony' churning out the same cheap and nasty designs irrespective of the surroundings. As proven by the 22 houses further along the same street, this developer will, if the plans are approved, immediately and consistently endeavour to deviate from those plans, cutting corners and cutting costs at every opportunity. He has also done this with the unfinished drainage scheme south of the village. The facts remain that this developer is attempting to build on land not designated for residential use, land that is within the SLA and outwith the Scottish government approved LDP. The Scottish Reporter has confirmed that the B9040 should act as a natural boundary for any further development of Hopeman and confirmed that our village has more than adequate housing stock through existing houses and already approved development sites which allows for both its current size and future expansion.

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Litter
- Road safety
- Traffic

Comment:HOPEMAN IS A VILLAGE NOT A TOWN AND HAS 2 ADEQUATE SHOPS WHICH WILL SUFFER IF THIS DEVELOPMENT GOES AHEAD. THE INFRASTRUCTURE WOULDN'T COPE WITH THE INCREASE IN TRAFFIC .

WE DON'T WANT SPRINGFIELD RUINING OUR VILLAGE - KEEP OUT.

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Comment Details

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Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Noise
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Comment:I wish to register my strong objection to the proposed development for the following reasons:
There are already retail outlets in Hopeman (butchers, chemist, Post Office/general store & a Costcutter general store all of which cater more than adequately to the needs of the village. One of the stores already sells Co-Op branded items. A further Co-Op store would be detrimental to the established retail outlets and would add nothing to the village.
There are a total of 29 parking bays indicated for the rear of the development with a further 3 alongside the main road Forsyth street. Access and egress onto an already busy narrow road opposite a bus stop would pose a major hazard to traffic and pedestrians. Moreover, the delivery of goods by lorry to the proposed outlet would only compound the problem.
With 70 additional dwellings already proposed for Hopeman plus the 22 being built, the village is in danger of becoming an urban sprawl in what is an area of outstanding rural beauty. The building of more flats would not be in keeping with the infrastructure of Hopeman.

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Comment:To Whom it May concern

I strongly object to the proposed development of the retail units.I have lived in Hopeman for over forty years At present the village has enough shops which are used well All too often we have seen the loss of shops all over the country.The shopkeepers here provide a great service to the community especially now in these difficult times we are living in. A large retail unit would be a threat to there livelihood also the amount of traffic at the junction of Harbour Street.I hope proposed application is rejected

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Customer Details

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Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Over-development of site
- Traffic

Comment:We oppose the proposed development. Our objection is on three grounds: first, the proposed development breaches the Moray Council Development Plan 2015. We note that the 2015 Plan proposed a development site for 25 houses on the western, Cummingston side of Hopeman. The current development on the south side of Forsyth Street to the west of Inverugie Road already breaches the Plan, and the proposed one would make matters worse. Secondly, the proposed development, together with the current one, would worsen the existing traffic choke point at the top of Harbour Street, the main entry to the western side of Hopeman. In our opinion this choke point is already becoming dangerous. Finally, we do not believe that any objective need for the development, in particular the retail unit, has been stated.

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- Road safety
- Traffic

Comment:If Springfield have been denied permission to build to the South why do we need another shop, and in such a poor location? Shop is on the wrong side of the road for the Village, who is it meant to serve? Proposed for area where flooding has been an issue in the past, not sure if plans address this risk. Flats are higher than surrounding traditional houses, they do not fit in with Hopeman house type and overlook traditional houses. Unless adequate waste bins are provided at Co-op entrance and regularly emptied, litter will be an issue. Parking is not sufficient for Co-op and Business Unit employees and customers, and Flat residents and guests. This will result in poor parking behaviour in an already tight parking area and overflow on to Forsyth Street. Forsyth Street is a very busy road where on-street parking and bus stops already restrict traffic flow. Villagers have to cross Forsyth Street to get to Co-Op. The car park entrance and proposed on-street parking are adjacent to a major X-road with limited views for Harbour Street traffic and coincident with on-street bus stops used by school and other buses. Increased traffic, traffic turning in to or exiting from car park, increased on-street parking and footfall associated with the development will substantially increase the risk of RTAs, either car-car or car-pedestrian, on Forsyth Street.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Traffic

Comment:The traffic infrastructure will not cope with more housing what with the new houses being built at the west of manse road. Our local shops will directly be effected by the notion of a new shop. Hopeman has enough shops and the proposed would directly effect the existing ones livelihood.

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Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic
- View affected

Comment:The main issue concerns the effect on the long-standing small local food businesses in Hopeman which struggle to survive. If a Coop was to open in the village, there would be too much competition and the existing businesses would become unprofitable.

The style of the buildings will not be in keeping with the surrounding dwellings which are all constructed in a traditional manner with some of them being over 100 years old.

Note that a previous application to build a dwelling house on this site (89/00415/FU) was rejected.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Inappropriate materials/finishes
- Litter
- Noise
- Road access
- Road safety
- Traffic

Comment:This revised application does not vary significantly from the original. My main objection is to the effect on the existing small local food stores in Hopeman.

Comments for Planning Application 20/00474/APP

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Inappropriate materials/finishes
- Litter
- Over-development of site
- Poor design
- Road access
- Road safety
- Traffic

Comment:I strongly object to this planning application for a number of reasons, firstly on a road safety aspect, Forsyth Street is already a particularly busy road and with no traffic calming measures in place vehicles regularly break the speed limit, this proposed retail outlet and flats would only increase this behaviour therefore increasing the likelihood of an accident. We have already experienced a great deal of disruption with Springfields ongoing development.
The location of the planned development would also exacerbate the already hazardous area at the crossroads between Harbour Street and Inverugie Road.
Secondly is the construction of more residential flats necessary in Hopeman where services to the village and surrounding villages are being cut such as the closure of the local GP surgeries in Hopeman and Burghead, the limited public transport services which have already been reduced.
Thirdly Springfields generic construction design is not in keeping with small traditional coastal villages, there housing design is not sympathetic to the surrounding area and does not stand the test of time, this is clear to see in the many housing estates constructed by Springfield in Moray and will certainly show in the years to come.
Finally from the discussions I have had in the community with local people it is the consensus is not for the benefit of Hopeman but for Springfield's profits and certainly not that of the local

businesses already established here.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan

Comment:The Moray Council 15-year vision local development plan as approved by the Scottish Government, identified that with the 22 house development off Forsyth Street, and the already approved 48 home development off Manse Rd, Hopeman had reached the limits of it's physical growth.

Comments for Planning Application 20/00474/APP

Application Summary

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Noise
- Over-development of site
- Parking
- Road safety

Comment:The developers own submission of a Retail Planning Statement estimates that the annual turnover of the new Co-op would be £2m. The figures in the submission estimate that the existing stores within Hopeman and Duffus currently have a combined annual turnover of £1.38m. This must demonstrate that the ultimate aim is to put those existing businesses out of business. These are businesses that have gone above and beyond during the current COVID-19 crisis. I find it hard to believe that this £2m of turnover would be new business. They cite the example of Lhanbryde. I believe that the Co-op there is only in competition with one other store. As the Developer lists in their own submission, there are 5 competing stores currently within Hopeman and Duffus.
The estimated level of turnover must surely indicate that there will a lot of traffic delivering stock to the proposed store. The entrance to the store is not far from the busy Forsyth St/Harbour St junction. Hence road safety and noise must be significant considerations.
In addition, an estimated annual turnover of £2m is highly suggestive of the fact that there would insufficient short term parking for such a store. This would likely lead to parking on Forsyth St close to the aforementioned busy junction.
As I stated in my last objection, I also believe that with the developments already approved/waiting approval in Hopeman, if this development were also approved the expansion of the village would go well beyond that envisaged in the LDP.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:Having lived in Hopeman for over 16 years, [redacted] I as every other resident of Hopeman enjoy the village life and do not wish to see the peaceful atmosphere ruined by developers who only have profit in mind, with No concern for people's welfare or community spirit.

I strongly object to The proposed Planning Application Reference 20/00474/APP for a commercial building/flats and car parking spaces is just a stepping stone for Springfield Developers to build further housing on the southern side of the village.

The proposed Commercial Building of a Co-Operative Store will not only take business away form the small village shops who have been in the heart of the Hopeman village community for many years, these businesses need our support as much as we need their support especially during

these times of the crisis we are dealing with COVID-19. Our Village shops have been our lifeline the large businesses/conglomerates do not have the commitment that our small business owners have to our well being, knowing our names as if a member of their family, their commitment to our elderly residence, these shops have gone out of their way to help in this challenging crisis. We must support our village shops as the government has stated to support small businesses and make them thrive.

The drainage problem we have in Hopeman causing flooding over the site in question on Forsyth Street, which will be aggravated by this proposed planning application.

Overdevelopment of site. Enough is Enough on the proposed building in our small Village, Keep our Village a Village with the history of a village. Over the years every spare bit of land in the area of Hopeman planning applications have been put into the council for approval. The Moray Council must see that this should not be able to go ahead under their Service Level Agreement and Local Development Plans.

Road Access, The Safety of our residents and the Traffic on such a small Junction, near a bus stop, more cars on such a busy junction is an accident waiting to happen!

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Inadequate plans
- Inappropriate materials/finishes
- Litter
- Noise
- Over-development of site
- Parking
- Poor design
- Precedent
- Road access
- Road safety
- Traffic

Comment:I would like to strongly object to the current plans for a new development on the south side of Hopeman.

Sandy Adam and Springfield are determined to build what is the equivalent of another village on the south side and will try any way possible to get this, he has already said that he will get this 600 house development by fair means or foul.

Shops. We already have more than enough shops to serve the community, and that is what we have here, a community. These shops have gone the extra mile to serve the people of this village

during the current crisis and the people of the village will support them in times ahead. There are approximately a dozen supermarkets within 10 miles. To build a supermarket here will ruin this village, if the shops close the heart will be taken out of the village. I have yet to hear of one person who would use this supermarket.

Flats. The local housing plan will be met by the new houses at Manse Road, these flats will be an ugly monstrosity on the main road, too many things are trying to be squeezed into a small area, overdevelopment at its worst.

Drainage. Hopeman has had huge drainage problems in the past few years, mainly man made, the drains in Hopeman can not deal with more houses and this amount of development.

Roads. I have three objections here.
1. This area of planned development is not suitable for the projected amount of traffic/parking. It is a very small tight corner in a very quiet residential area, lorries and vans delivering day and night as well as traffic passing to a supermarket will be extremely worrying in this area. The corners are too tight, the vision coming out onto Forsyth Street is horrendous now, with a build up of traffic it would be an accident waiting to happen.
2. Harbour street is a huge problem just now, there are already too many cars, In the summer it is 50 times worse with caravans and tourists, there is little or no parking and the village is at full capacity.
3. This is the area that the school bus picks up and drops of the local children, I shudder to think of the amount of traffic build up that will happen and the risk to both children and old people in this wholly unsuitable road.

In summary this is a village, one of the few true communities left in the area and to some of us whose ancestors have been here for over 200 years this is an insult to our heritage.
Springfield housing do not care about community, they are a profit making company, they will do no favour to Hopeman now or in the future. And the Laird is also only interested in lining his pockets, with no interest in the people, the community or the treasured heritage.

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Case Officer: Lisa Macdonald

Customer Details

N[redacted]
A[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Parking
- Road safety
- Traffic

Comment:My objections to this development are that:
1. It is contrary to the consulted Moray plan which has a presumption of no further development South of Forsyth Street.
"Large scale expansion of Hopeman is not part of the settlement hierarchy and will have an adverse impact on character of village and landscape to the south."
http://www.moray.gov.uk/downloads/file123029.pdf pg 44
2. The development provides for a significant number of parking spaces, attached to both the flats and the retail unit. The B9040 is already a busy road with through traffic in both directions and the additional cars that will follow this development will add to, what is presently, a difficult route to navigate at peak times, and at all times of the day, including weekends, when cycling.
3. The development provides an additional risk to travellers, by car and bicycle, because located very close to the cross roads of Harbour Street/Inverugie roads (which have poor visibility for people exiting) there is a significant likelihood of increased accidents. This will be exacerbated by increased on-road parking as visitors to the flats/customers of the shop find off road parking unavailable.
4. Hopeman is presently sufficiently well served by retail outlets within the village and there is no demand for additional retail capacity.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Dust
- Litter
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Smell
- Traffic

Comment:I previously lodged an objection to this development and having read the various statements provided subsequently by the developer am moved to comment on the matter further. Let me be clear, I do not object in principle to the development of the site; it is of detriment to the community that it continues in it's current guise, what concerns me is the nature of the current proposals and, in particular, the increased level of traffic that will be generated on an already narrow and at certain times of the day, excessively busy secondary road.
The Planning Support Statement, Retail Planning Statement and Transport Statement on first glance appear thorough, comprehensive and detailed. I am sure the developer is convinced people will not have the time to read or interrogate them in any detail...and frankly I have not had the time I would like. I urge elected members to read these carefully. On closer inspection the documents appear to have been written by a high school geography student; they are full of sweeping generalisations, assertions that Scottish objectives will be realised without providing any evidence, on occasions they are contradictory and much of the data is sourced from places which

bear no relation to the village of Hopeman in Moray.
The Planning Support Statement
Point 1.4 in the Statement indicates that there is
i. "no supermarket" in Hopeman and then at 1.5 suggests
ii that the development will "improve pedestrian and cycle ways and reduce travel thus providing a greener, more accessible place."
I shall refer back to both of these within my objection
Point 2.3.1 refers to the previous business being a garage would "undoubtedly attracted a high volume of traffic"; this is clear speculation. We have lived in the area for 10 years and the garage has never functioned in the time we have lived here. The volume of traffic on Forsyth Street has, however, grown dramatically in the past 3 years. This is exacerbated by the excessive development of the campsite which is out of proportion of the capacity to cope. In the near future the current Springfield estate further West along Forsyth Street will had a significant number of cars and in the short term the Tulloch development on Manse Road will add even more. It is spurious to compare traffic volumes of perhaps 15 years ago with today and this claim should be disregarded.
Point 3.1.4 Roads and Parking
8 flats are being proposed with 12 parking bays; this implies less than 2 bays per residence. It is accepted that for many people nowadays a car is a necessity for travelling outwith the community; buses go only into and out of Elgin; and once an hour. It is clear that the parking provision for the flats is inadequate; visitors to the flats will spill over into the car park of the retail store and this will result in parking on Forsyth Street or the already congested Harbour Street.
The statement refers to improved pedestrian and cycleways immediately outside the boundary...this apparently amounts to a pedestrian crossing. The roads in the surrounding area are busy, congested and are not conducive to cycling. I have cycled in many countries around the world, I ride my bike at least twice a week. I feel safer cycling in Central London than I do around Hopeman.
Point 3.1.5 Improved Pedestrian and Cycleways
A zebra crossing, immediately in front of a bus stop and bike racks for 4 cycles is tokenistic and will do nothing to promote walking in or cycling in the area. The developer clearer does not understand the responsibility they have to enhance the community in which they are building. There is no commitment to improve the pavements along Forsyth Street or build dedicated cycle paths along the road which separate cyclists from traffic; that is what must happen to promote more sustainable travel.
3.3.2 Refers to the Moray local plan of 2015 and indicates that "small shops" for "convenience" needs can be built but must not have an adverse effect on the viability of "town centres". As noted above the developer defines this store as a supermarket; not a small convenience shop and as is demonstrated in the retail planning statement will have an adverse effect on the businesses of Harbour Street which is the centre of the village. Hopeman is NOT a town.
4.2 Active Travel
Public Transport - a bus travels between Elgin and Burghead and back once an hour, residents will not get on a bus to travel 5 minutes for a pint of milk and loaf of bread and then wait another

hour to travel home. Even considering Public transport in this document is meaningless but ticks a box.
Cycling - providing a few cycle racks will not encourage people to use their bike when the roads around are narrow, congested and dangerous. Moray is littered with cycle racks which are never used; locally at Duffus Castle is a case in point.
Transport Statement
Multi-Modal/People Trip Assessment
This section is complete nonsense; national data has been applied and adjusted to identify travel demand for the retail development by "Suburban" or "Edge of Town"; neither of these are appropriate to Hopeman and consequently the date must be disregarded as flawed. Only a series of traffic surveys; conducted over an extended period of time can adequately be utilised to demonstrate the volume of through traffic which exists eg Forres to Lossiemouth. It is totally inadequate to compare the size of the village and make judgements about the traffic flows on the basis of UK wide data adjusted to Suburban criteria. Forsyth Street is a busy thoroughfare.
4.23 The map indicates the communities within 20 minute walk of the proposed retail development. If you were to find the centre of that map; this is where the existing retail outlets exist. Residents will not walk a longer distance to visit the proposed retail development; that is illogical. The store, by implication, will only attract people who drive to it thereby increasing traffic in the village even further.
4.32 The flawed multi-modal assessment apparently suggests more cycling; the journey from the village to the store is up-hill though congested roads. Harbour Street, consequence of the campsite, is often nearly impossible to cycle up because of the constant flow of cars, camper vans and caravans. Forsyth Street, as already indicated is dangerous due to onroad parking, volume and speed of through traffic as well as badly formed carriageway. Cycle racks and a "Travel Pack" will not overcome these challenges.
Public Transport
Bus timetables are totally inadequate to be utilised for any purpose than travelling into and out of Elgin. An hourly bus service will not encourage people to use public transport to shop in this store. It is designed to be a convenience store where people pop in and out for a few items; the reference to Public Transport is nonsensical and should be ignored completely.
Residential Travel Pack
This is patronising; people in Hopeman know that walking and cycling are healthier and environmentally more sustainable than driving; however the existing infrastructure needs to be improved to allow this to happen safely. A leaflet will not make the area more conducive to such travel.
Vehicular Accessibility
5.12 The loading bay will mean large lorries parked immediately opposite a bus stop generating additional noise and fumes from the engines and refrigeration units. Inevitably, given the lack of parking for the residential development the car park for the store will become full of residents and visitors cars and so shoppers will use the loading bay to "quickly" pop into the shop; which will add to congestion when the delivery lorries arrive.
5.16 "A food store should be located on a primary route....to ensure pass-by traffic can easily

access the site" Much of the statements provided indicate that the aim of the store is to provide a convenience store for the village and to promote walking, bus and cycle travel. Apparently that priority is no longer appropriate and it is now to attract passing trade who come by car.

Development Traffic

5.19 The data generated here is meaningless being based on data sources which bear no resemblance to Hopeman; the source of the analysis being survey data of towns in Suffolk, Lincolnshire, North Yorkshire, and Angus.

5.21 That a store which is designed to attract passing trade,5.16, can reduce the nett increase in traffic compared to a service station of 15 years ago is patent nonsense. The growth in through traffic of recent years resulting from the massive growth of housing in various parts of Moray, coupled with the disproportionate development of Hopeman campsite have added enormously to through traffic. In addition the Springfield development West of Forsyth Street and proposed Tulloch development on Manse Road will continue to add to traffic flows.

5.22 I contend that a full traffic survey is necessary rather than basing proposals on flawed models from towns far away from Moray where public transport is likely to be superior, road quality better and traffic speeds more cycle friendly.

Accident Review

5.23 One reported accident in the past 5 years does not indicate that the road, and especially the junction of Forsyth Street is safe. The excessive growth in traffic means that the risk of accidents continues to escalate. On road parking on Forsyth Street and often limited access and egress to Harbour Street due to residents vehicles means that there are often queues to enter harbour Street and risky manoeuvres to exit. As a cyclist I have experienced several near misses and regular experiences of cars passing close and driving at mean as they pass a parked car and come onto my side of the carriageway. A neighbour has been knocked from his cycle. The building of a store adjacent to an already congested junction; opposite to a bus stop which is next to a pedestrian crossing is a fatality awaiting to happen. I have driven along Forsyth Street at 30 mph and on more than one occasion been overtaken by cars travelling at excess of 40mph. A bus stationery at the stop will hide a pedestrian who is on the zebra crossing; cars will over take the parked bus and pedestrians will be hurt.

Summary

6.11 That the author concludes that "walking, cycling and public transport provision in the area is excellent" illustrates that this is a paper exercise by an organisation from Glasgow that has no knowledge of the location or community and basing all it's judgements on flawed adjustments to national data.

Retail Planning Statement

1.7 ..."the new Co-Op store will help to retain expenditure in Hopeman", however this is expenditure which will be going to a large national branded chain and the profits will leave the area. At present the spend goes to a butcher, pharmacy and 2 convenience stores which are locally owned.

..."will help support the vitality, viability and sustainability of the settlement by helping to reduce the need to travel." On the contrary, Harbour Street is the commercial centre of the village where all the retail provision exists; a store further North on Forsyth Street will draw trade away from the

heart of the village and threaten its vitality. Furthermore, in the Transport Statement 5.16 it explicit states that being on the main street is to encourage by pass traffic not the enter the village and so "not divert through residential streets". Clearly the aim is to draw business away from the geographic heart of the village and this will threaten its vitality.
"may also lead to more linked trips to other existing shops", this is patent nonsense; the proposed Co-op is up a hill, through congested roads and across a busy through road. Customers will not utilise all the other shops if they can get all they need in the Co-op.
2.6 The comparison with Lhanbryde is disingenuous; that village has one other convenience store and the village is of comparable size to Hopeman. Clearly there was excess demand in Lhanbryde which could be met by the Co-op. In Hopeman that is not the case, there are 2 other convenience stores, a pharmacy which also supplies items such as toiletries and cleaning materials as well of course as the butcher. The comparison is flawed. It is also interesting to note that the term is convenience store which contradicts with the Planning Support Statement indicating the lack of a supermarket. It would be helpful if the various consultants could agree on what need the business is designed to meet.
2.9 If the store "reduces the need to residents to travel to other areas" then clearly it is designed to be more than a convenience store. A convenience store does not meet the needs for a weekly shop and thereby we must infer the aim is to build a supermarket; attracting traffic as indicated above.
2.12 According to the Proposed LDP "Within a neighbourhood one unit of up to 400sqm designed to meet the day to day convenience needs of the neighbourhood shall be supported." The proposed Co-op is 372sqm and would appear to fall within that threshold; however according to the data in 3.7 there already exists 420sqm of convenience store space and so clearly the needs of the community are already being met.
3.3 Catchment area "It is not anticipated that the store would draw any trade from beyond these areas" of Cummingston and Duffus, However, as noted above the placement of the store on the main road is designed to attract by pass traffic (Transport Statement 5.16) and so clearly the intention is to attract such business, and given the paucity of public transport this will be by car journies.
3.5 Convenience Retail Expenditure, the estimate of £41 per week is not valid for our area. This national figure will be skewed upwards by city dwellers who have limited opportunity for supermarket shopping and who may daily buy food from city stores such as Tesco Metro etc. Our convenience shop per week in the area is likely to be less than half this value. Once we accept that the use of national data is flawed any estimates based on that, such as £4.85million should be ignored.
3.7 Existing Floorspace. I have not measured the stores internally but the proposition that Costcutter is four times the size of the Post Office/Convenience store is clearly nonsense. I have also spoken to one of the retailers listed in the table who indicates that their turnover is nothing like that suggested. Once again spurious data has been presented which must be discounted.
3.9 Capacity to Support New Store given that the estimates of the local convenience spend, the retail floor space of existing shops and their turnover are all wrong; it is not possible to trust the proposition that there is a gap in the market.

3.11 Given the points raised above about the flawed use of data; and our knowledge of the area, I can only conclude that the proposed retail development will serve to close existing convenience stores within the village; thereby changing to the detriment the character, vitality and viability of the heart of the village.

In conclusion; I believe the developer has engaged consultants who are using spurious national data which has been either adjusted in a flawed and misleading manner or has not been adjusted to suit local circumstances. It is apparent that all consultants are based in the Central Belt and have no knowledge of the locality whatsoever; that twice the village of Cummingston is misspelled is only more transparent evidence of this.
As I said at the outset I do not object to the site being improved appropriately but the flats and retail development will serve to add traffic in an already congested area, increase risk to pedestrians and cyclists as well as potentially harming the commercial heart of the village
Can I urge elected members to read the various statements and they shall see the paucity of the arguments contained.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic
- View affected

Comment:I [redacted] having grown up in the Hopeman Village community since the age of 5 years. I attended the Hopeman Primary School.

I spent my youth within the safety of a village, enjoying the coastline on our bikes, visiting the small local shops with my pocket money. Everyone knew you by your name, you were looked out for by your peers.

Now with so many developers who have no concern for our village just to make money. We need to make a stand to have a voice for the children, elderly, parents, small business shop owners and the village school. We do not want any more developments in our village you are destroying what the government has laid out in the Moray Council Local Development Plan to preserve our village and landscape in the Moray Council Service Level Agreement.

The planning application: 20/00474/APP
This planning application goes against the Moray Council Local Development Plan and Service Level Agreement
I object to a large retail unit to be erected as our small businesses in our village who have been serving our village for decades are family run businesses whose income relies on their local community. We DO NOT want a large retail unit from a large conglomerate business who does not think of our village just their profits. Our village shops support our village and we support them. During the COVID-19 Pandemic they have been our lifeline and have helped so many families and the vulnerable, they care about the welfare of our community.

Flooding due to drainage in the village is already poor. There has been a history of flooding from water travelling from the fields, this proposed planning will aggravate the land even more. Hear our voices of the village community no more developments.

Our quiet village is a safe haven to live we do not need more CARS, POLLUTION, NOISE, UNSOCIABLE HOURS OF A RETAIL UNIT, LOCAL RESIDENTS VIEW AFFECTED, MORE TRAFFIC, MORE PARKING, ROAD SAFETY IMPLICATIONS.

The Road safety on the proposed site at Forsyth Street is on a small Junction, this junctions view is already affected with two bus stops where school children, elderly, families use regularly, with more cars accessing the proposed retail unit and housing this is will be hazardous with lorries, loading and unloading, cars accessing the proposed retail site and housing. This will so dangerous on such a small Junction the main entrance to our village this will cause an accident.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Drainage
- Road access
- Road safety

Comment:I fear for the "Villigeness" of Hopeman being lost whith the proposed housing and commercial developement. We have two small retail shops already hich are in the middle of the village within easy reach for the older and carless. Building what is compared to the retail shops already there a large super market can only be detrimental to the area. Lastly we have a post office in the middle of our village and if they have to close it will be another great loss of amenity.

[redacted]

Comments for Planning Application 20/00474/APP

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Over-development of site
- Road access
- Road safety

Comment:This is a formal objection to the proposed development in Hopeman reference Planning Application Reference 20/00474/APP

The village of Hopeman is already well served by 2 convenience stores, an independent butcher and a florist, all of which contribute greatly to the character of the village, and all of which would be severely impacted by the addition of an additional supermarket. In addition to these shops, there is already a large Coop store nearby in Lossiemouth, as well as Tesco, Aldi, Lidl and Asda superstores with a 15 min drive in Elgin. As such there is clearly no requirement for this additional unit.

The businesses in the village are eligible for relief under the "small business bonus scheme", which represents a clear recognition of the need to support local business. The proposed development acts in direct opposition to this aim

The store will inevitably add to traffic within the village, as people use vehicles to travel to and from the store, and delivery trucks etc. service the store. Traffic has already been identified as a problem within and around the village, and this development would inevitably add to the problem. In addition, children attending the local Hopeman primary school would need to cross this road to and from their way to school, which would also involve significant risk.

The store and houses will increase pedestrian traffic across Forsyth Street B9040. This road is particularly busy due to being a main connection between Lossiemouth and Forres/Nairn/Inverness- once again, this represents a significant safety risk.

Please acknowledge receipt of my objection and keep me informed on developments, including rejections, re-submissions/ alterations to the plan etc.

Comments for Planning Application 20/00474/APP

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Parking
- Road safety
- Traffic

Comment:I object strongly to the proposed development at the service station Forsyth Street.
Hopeman is a unique village due to the fantastic community spirit so why on earth is Springfield Intent on ruining what we have.
We don't need or want more housing and we certainly don't want a coop which would be devastating for our existing shops.
I am over seventy, high risk and live alone but have been overwhelmed by the kindness and care I've received from the community and
our local shops who have so kindly delivered all my needs.
A coop would create so many traffic problems in an already congested area and to cross the road would be a nightmare not to mention being opposite a bus stop! There would also be a parking issue as no doubt people would park on Forsyth Street.
Drainage would also be a concern as there has been flooding in that area in the past.
Springfield are aware that the whole village is against further development so why don't they respect our wishes and develop elsewhere.

Comments for Planning Application 20/00474/APP

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Contrary to Local Plan
- Over-development of site
- Parking
- Precedent
- Road access

Comment:The Scottish Government approved the local development plan, which rules out development on the land and recognises that Forsyth Street should be the southern boundary of the village.

There is also no need for a Co-op as the village is already well-served in terms of shops and the addition of another would adversely affect the existing businesses.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
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- Road access
- Traffic

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[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
- Precedent
- Road access
- Road safety
- Traffic

Comment:This contravenes the Local Plan for Moray - as per accepted by the Scottish Government. It would set a precedent and facilitate the totally unsuitable and continued urbanisation attempts of the land south of Forsyth Street/East Road, (B9040), by Springfield Estates.

Not withstanding the additional traffic/safety/parking/delivery/proximity to bus stops issues, the over development of the site and the drainage issues on Forsyth Street, Hopeman does not need a 4000 SQFT Retail Unit. It is well served by the existing businesses in Harbour Street, all of which would be adversely affected by a sizeable newcomer.

Comments for Planning Application 20/00474/APP

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Application Number: 20/00474/APP
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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details
[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Over-development of site
- Road safety
- Traffic

Comment:Having been part of the Hopeman community all my life, and now residing here for over 5 years, I enjoy the village life and do not wish to see the peaceful atmosphere ruined by developers, with no concern for the communities welfare or spirit.

I strongly object to The proposed Planning Application Reference 20/00474/APP for a commercial building/flats and car parking spaces is just a stepping stone for Springfield Developers to build further housing on the southern side of the village.

The proposed Commercial Building of a Co-Operative Store will negatively impact existing businesses, who have been at the heart of the Hopeman village community for many years.

There is an ongoing drainage issue in Hopeman, which will be exacerbated by this proposed development feeding more rainwater run-off into the existing drains which are not coping with the current demand.

Overdevelopment of site. In order to maintain the status of the community in the village of Hopeman, it cannot sustain further development. The Moray Council and the Scottish Government

have both supported and approved the new Local Development Plans, as reported "no further development beyond the identified sites at Manse Road and the homes currently being built at Forsyth Street in Hopeman, will be supported by Moray Council, who have said it has reached the limits of its "physical" growth. The Scottish Government has backed this, saying it does not recommend Hopeman is included as a tertiary growth area."

The Road Access will cause difficulty for drivers, increasing the opportunity for serious accidents. The increased traffic caused by the proposed development would have a serious impact on our community in Hopeman, creating opportunities for Road Traffic Accidents.

Hopeman does not have sufficient public transport links to sustain a development of flats, with limited parking.

With kind regards,

[redacted]

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]in

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:I feel strongly that this development would ruin our village. Hopeman has enough and would be devastating for our local shops. Yours sincerely [redacted]

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Over-development of site
- Poor design
- Road safety
- Traffic

Comment:The developer's proposed use is primarily retail and residential with only a token business unit. It therefore conflicts with the site's Business Activities designation in the current and proposed Local Plans.
Apart from being contrary to the Local Plan the residential element of the development is particularly unsuited to this site. The proposed flats are "shoe horned" into the rear of the site overlooking car parking and the rear of the proposed retail unit and its service yard. The flats have no frontage to a public road and share their access with the proposed retail and business units. Virtually no open space is proposed for the residents' own use. Overall the flats appear cramped and vulnerable and have very limited outlook, privacy and amenity. Residents of affordable housing surely deserve better than this.
The developer has not made any proposals for mitigating the risks to pedestrian shoppers crossing Forsyth Street to access the proposed development. The majority of shoppers on foot must cross the busy road close to Forsyth Street's junction with Harbour St and Inverugie Road. The situation would be exacerbated if, as is proposed delivery lorries are permitted to park in front of the retail unit thereby restricting visibility for vehicles leaving Inverugie Road. As a minimum a light controlled pedestrian crossing should be provided.
Servicing the retail unit from the front precludes the future provision of a footway/cycleway across the site frontage as is proposed in the Proposed Local Plan 2020.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Lack of landscaping
- Litter
- Noise
- Parking
- Precedent
- Road access
- Road safety
- Traffic

Comment:I object to the erection of a co- op at the above site for the following reasons.
1. The Scale of a proposed development outwith the established centre of the village would cause significant harm to the viability of the established shops, one who already sells Co- op foods.
A Co- op supermarket would undoubtedly finish off the present shops leaving Harbour street with derelict, boarded up shops which would be an eyesore for residents and visitors.
Evidence of this can be found in Elgin and many more towns where out of town supermarkets have been detrimental to the High Street.
2. We have a severe problem with seagulls in the area and as is the case at the Lossiemouth Co-op seagulls attack the people and forage and remove rubbish from the bins causing litter and an eyesore.
3. The proposed site of the store is only a few yards from a crossroads. Already Forsyth Street is a very busy road with poor visibility exiting from Inverugie Rd and Harbour St onto Forsyth St.
At present there are cars parked outside residential properties on Forsyth St. and you cannot get past the bus when it is stopped opposite the garage.
This proposal would need a traffic impact study.

4.The established village is predominately to the North of Forsyth St and there is no precedence of a retail outlet to the south of the village which would entail residents crossing a busy main road. There is no safe crossing places near the proposed store location.

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Case Officer: Lisa Macdonald

Customer Details

N[redacted]

A[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Drainage
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Road safety
- Traffic

Comment:The village already has 2 local shops that adequately meet the needs of the village

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Drainage
- Height of proposed development
- Litter
- Loss of privacy (being overlooked)
- Noise
- Parking
- Road access
- Road safety
- Traffic
- View affected

Comment:While the site may need tidied there is no present need for a further retail outlet . We are already well served by shops which have supported the village over a number of years and no more so than at the present time. If a shop was to be built then this would impact on road safety especially in such close proximity to a cross roads and bus stop. With the building of 22 new houses in progress and the possibility of the Manse road development the village does not require more housing . There have already been issues with drainage /sewerage and the system would appear to be operating at maximum capacity.

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Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Litter
- Noise
- Parking
- Road safety
- Traffic

Comment:The alterations do not address the issues raised by opening a retail unit on the proposed site . There will still be difficulties regarding road traffic safety from deliveries and users not to mention noise at unsocial hours and debris generated .

There is no need for further retail outlets within our already well served community.

Comments for Planning Application 20/00474/APP

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Height of proposed development
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Poor design
- Precedent
- Reduction of natural light
- Road access
- Road safety
- Traffic
- View affected

Comment:Traffic and Parking:
Over the last few years, the Hopeman - Burghead road has noticeably become much busier with traffic in both directions from cars, vans and heavy goods vehicles. It is also noticeable that the 30 mph speed limit is not always adhered to by all motorists, which would create an additional safety risk if the volume of traffic were to increase. The building of these flats and a Coop on Forsyth Street would certainly increase the volume of traffic through Hopeman.

More traffic in Hopeman village area would be expected to create more pollution, more speeding and road accidents and poorer health for residents, particularly those with respiratory conditions.

Considering the current Covid 19 situation and breathing issues associated with this illness, one would expect every effort to be made to avoid exacerbating this situation.

In particular, the development of a new Coop will only add to the number of heavy goods vehicles and delivery vans travelling through the village with supplies for the Coop. This, of course, will create more wear and tear on the roads and the cost of repairing pot holes etc will fall to Moray Council, which is understandably, trying to reduce its costs generally and in addition, the Covid 19 situation will now have created additional costs and financial difficulties for the Council.

There is currently building taking place in Hopeman for 22 houses on Forsyth Street, yet to be completed, and it is already clear that these properties will incur additional traffic to the village. It is reasonable to expect even more parking on the main street from new residents' vehicles, visitors to residents as well as delivery vans and HGVs during the building process, in addition to current on street parking around the Harbour Road junction, which is already busy at certain times of the day. Overtaking of cars currently parked along Harbour Street is not always completed with due care to the detriment of other drivers, cyclists and pedestrians and can only be expected to be made worse by any further development of flats and Coop supermarket development.

As both a car driver and cyclist myself, I can appreciate both perspectives to these means of travel. Parked cars are currently a hazard for cyclists where impatient drivers often try to overtake in too small a space, risking lives. At present, there is enough traffic travelling through the Hopeman area on a daily basis as well as vehicles parked along Forsyth Street without any further traffic being introduced through a housing and supermarket development.
The Scottish Government is trying to promote healthier lifestyles for the general population and increasing the amount of traffic this development would incur would adversely affect both the safety of pedestrians and cyclists as well as the health of residents from increased traffic pollution.

Tourism:
Normally, a significant number of visitors arrive in Hopeman through spring, summer and autumn and this is a welcome contribution to the economy within the village and surrounding areas. Many visitors use the camping and caravan site in Hopeman as well as holiday homes in Hopeman village and surrounding areas. Inevitably the volume of traffic in and out of Hopeman as well as in Harbour Street and its junction with Forsyth Street increases accordingly. Further development of flats and a Coop supermarket on the old service station site would significantly add to traffic congestion in the immediate vicinity of Harbour Street as well as throughout Hopeman and could potentially jeopardise tourism within the area if visitors were put off coming to such a busy, congested place. The current character of Hopeman will be changed by such a development on this site and it would no longer appear a lovely seaside village that visitors have come to love.

Infrastructure:
Development of flats on this site would clearly increase the population of Hopeman; housing single persons, couples and families with school age children. This could have implications for availability

of school places at the local primary school and secondary schools.

In addition, many young people continue to live at home once they leave school and it is not uncommon to have more than 2 cars in some households. This inevitably would adversely contribute to the number of vehicles travelling to, from and within the village.

For the reasons itemised above, this proposed development would be detrimental to the village of Hopeman and the local area.

If the Scottish Government is serious about promoting healthy living by encouraging people to exercise more through walking and cycling and providing safe roads and areas to do this any further housing development and retail development in Hopeman would not support this philosophy.

Social Care is also a priority in the Scottish Government's policy and a small development on the old garage site only, to support some form of sheltered housing accommodation for elderly residents in the form of bungalows, would be more appropriate and current shopping services in Hopeman would adequately suffice.

For the reasons I have submitted above, I strongly object to this housing and shopping development and planning application.

Comments for Planning Application 20/00474/APP

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Litter
- Noise
- Over-development of site
- Parking
- Road safety
- Traffic

Comment:Having considered the information provided in the Retail Planning Statement, Planning Support Statement, Transport Statement and drawings there would appear to be inconsistencies in the argument for the need for a Co-op retail store in Hopeman. The Transport Statement is generic in its wording and much of the information is inappropriate, does not apply to Hopeman and the surrounding area and the conclusions are not valid.
The proposal argues the case for the need for a Co-op convenience retail store to supplement the day to day convenience needs of the residents of Hopeman, Cummingston and Duffus. The report claims that this will have no impact on the existing retail food shops in Hopeman and justifies this retail development by comparing Hopeman with Lhanbryde, Forres and Lossiemouth.
This is an unfair comparison. Hopeman is a small village with existing successful retail shops .
- The Coop in Lhanbryde competes with one other small convenience store
- The new Co-op in Forres is on the main Grantown road on the edge of a new very large Springfield housing development
- The Co-op in Lossiemouth is on the main road in the middle of a large housing estate and next to a secondary school and pupils visit the Co-op at lunchtime. A considerable amount of litter is created and there is an issue with seagulls as a result.

The report and associated documents highlight the convenience aspect this new retail development would offer and from the information provided this store will effectively change the shopping and travel habits of the residents in Hopeman, Cummingston and Duffus.
It seems that the residents of Hopeman, Cummingston and Duffus will have no need to travel every day to Elgin and Forres for everyday items. I can assure that there is no need to go to Elgin or Forres every day as the current shops in Hopeman provide this convenience aspect on a daily basis. Most people will go to Elgin, Forres and even Nairn to do a weekly shop since the supermarkets are much bigger and they can also visit other retail outlets.
Elderly people enjoy a visit to Elgin on the bus to do shopping at Tesco as the stop is outside the shop and they may meet their friends as a social activity as well.
There is one bus from Elgin to Burghead which travels through Hopeman once an hour. It is unrealistic to anticipate that any Hopeman residents will walk uphill to a bus stop which is one or two stops away from the proposed Coop to buy a pint of milk and a loaf of bread and then wait three quarters of an hour for the bus back again.
With reference to particular areas of the Retail Planning Statement:
"1.2 - The application seeks to introduce a new and modern convenience retail store which will be occupied by the Coop 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."
Hopeman is a sea-side, previously fishing, village. What once was a service station has not been functional for certainly more than 10 years since I have lived in the area and there was less traffic on the road then. Any business then would have been less busy than the proposed activity associated with a new retail Coop, 8 flats, 2 industrial units and 37 parking spaces.
Hopeman has its own particular character and is well served by its local food shops described in the planning. These are the Costcutter grocery store, W Reid Butcher, Duthie Pharmacy and Hopeman Post Office which is also a grocery, not mentioned in 3.6 of the planning document. The two grocery shops are open 7 days a week.
The current shops in Hopeman adequately provide convenience shopping on a daily basis for the residents of Hopeman and Cummingston.
"1.3 The planning application states "...this development will deliver a very positive new contribution to the streetscape"
This development is proposed on the main road through Hopeman is close to the main junction from Forsyth Street onto Harbour Street. This is often a busy junction leading to the main road to the village. There will be a layby for HGV vehicles created on the main road for deliveries outside the store just before this junction and opposite the bus stop. A pedestrian crossing is to be created in front of the bus stop and this would suggest a serious safety issue, especially if the bus stops for passengers to alight, with cars overtaking the bus and approaching a pedestrian crossing almost immediately. I do not agree with the conclusions in 6.13 of the Transport Statement which says the development will not compromise the safety or efficiency of existing road users.
- Modern buildings are not in keeping with the character of the village of Hopeman
- More delivery HGVs travelling on this road add to current levels of increasing traffic, create more noise for residents which may also be at unsociable hours and add to the wear and tear of the

road surfaces which the cost of repairing will fall on the tax payers of Moray /Hopeman and Cummingston.
- More traffic means less safe for cyclists.
- This retail development will contribute to further congestion in this area of the village.
Retail statement "3.11 The Coop will address an existing gap in the convenience retail offer in Hopeman".
I can't commend the shops in Hopeman enough for the service they provide on a day to day basis. They use local suppliers to ensure they are well stocked with fresh food. They were fantastic during the lockdown period.
In addition, as a result of the Covid 19 pandemic, people's shopping habits have changed and more people are choosing online shopping for their food supplies. So, probably less people are travelling to Elgin and Forres for food supplies now anyway and reducing their carbon footprint.
The current local shops have adequate supplies and I am not sure what gap in convenience foods the proposed Co-op is expecting to provide.
Data is presented in the report suggesting that the national average convenience retail per person is £2136 annually. This equates to £41 per person each week. For some people this will be their weekly shop at a supermarket per person and not odds and ends when they run out of milk etc, so it is difficult to see how the data presented in the report is feasible.
Having read the transport statement, I fail to see how the information presented here can conclude that the travel habits of the people of Hopeman, Cummingston and Duffus will be significantly changed by the provision of a Coop convenience retail store on Forsyth street by encouraging more walking and cycling to the Coop, which in fact is further away for most residents than the current shops in the village.
It seems that the provision of cycle hoops to park bikes at the Coop will encourage people to cycle more within the village and especially to the Co-op.
As I described in my previous objection and contrary to statements in the Transport Statement, cycling along Forsyth Street is not a safe activity for these reasons:
- Vehicles being driven too fast
- The road can be busy with traffic of a variety of vehicles
- The road can be like an obstacle course with the number of vehicles parked along the road
- Vehicles overtake cyclists and other vehicles at inappropriate times
- Poor consideration for cyclists
- Pot holes/ uneven surfaces on the road making cycling dangerous
- In winter in Hopeman, daylight hours are 8.30 -3.30, the weather is cold, wet, raining, snowing and icy. These are not conducive for people to take to their bikes.
People will not cycle to a Co-op for convenience foods or their weekly shop. Most people walk or cycle for recreation on the railway line.
Planning Statement 3.11 " it is our considered opinion that the proposed store.....reducing the need for residents to travel to more remote locations by car in order to satisfy their day to day convenience shopping needs"
Which remote locations are we having to travel to?
There are too many inconsistencies, assumptions and generic statements made in the Planning

and Transport Statements to highlight in this objection and it would appear that information and data has been collated by someone who is unfamiliar with the location of the area.

[redacted]

Economy, Environment and Finance
Moray Council
PO Box
6760
ELGIN
Moray
IV30 1BX

28 May 2020

For the attention of: Teresa Ruggeri

Systems Technical Assistant

PLANNING APPLICATION REFERENCE NUMBER 20/00474/A

Dear Madam,

I write in connection with the above planning application. I have examined the plans and wish to object strongly to this development.

My main objection is that the access and parking of the proposed Co op is directly opposite my drive which would be considered a safety hazard for getting in and out of the drive and for visitors' parking. The access is very near the Harbour Street junction and opposite a bus stop, which is used as the school pick up and drop off point twice a day, this already causes congestion on Forsyth Street.

I also have concerns about noise, especially with early morning lorry deliveries. Hopeman already has two convenience stores, which is ample and introducing a new, bigger store will have a detrimental effect on the village. The ground is designated in the local plan as industrial so should not now be considered for housing or retail. Forsyth Street also has a very inadequate drainage system outside this area which is prone to flooding outside my house, this should also be taken into consideration.

Yours faithfully,

[redacted]

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Community Council/Association Consult
- Contrary to Local Plan
- Parking
- Procedures not followed correctly
- Road access
- Road safety
- Traffic

Comment:It seems suspicious that a developer who has long been trying to fully develop to the south of Hopeman brings forward yet another plan at a time which may allow it to circumvent the normal planning process during this current pandemic. Our existing retail infrastructure within the village has royally served the whole village for many years and has done so particular well during these recent weeks. I believe many of the older residents would have suffered considerable troubles had they not been there for them. They / we do not need any further general retail outlets, which can only serve to threaten their livelihood, unless like Springfield you believe that further development to the south of Hopeman is desirable. A position which has been rejected on a number of occasions in the past by both the community and the Council and should now be maintained.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Civic Group

Stance: Customer objects to the Planning Application

Comment Reasons:

- Community Council/Association Consult
- Contrary to Local Plan
- Drainage
- Inadequate plans
- Inappropriate materials/finishes
- Litter
- Loss of privacy (being overlooked)
- Noise
- Parking
- Permitted Development
- Poor design
- Road access
- Road safety
- Traffic
- View affected

Comment:Our written objection [redacted] was hand delivered to your main office yesterday and marked for the attention of L Macdonald, Case Officer. If you require any additional information or would prefer an electronic copy sent please let us know

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]n

Comment Details

Commenter Type: Civic Group

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Please note that on behalf of Hopeman Community Association an updated objection to this application will be lodged in writing at the Council HQ tomorrow 16th Aug. This states the view of the Assoications on the amendments submitted by SREM. Grateful if you could confirm safe receipt of this letter.

Many thanks

[redacted]

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Contrary to Local Plan
- Poor design
- Road safety
- Traffic

Comment:This application will destroy the historical aspect of this friendly village. The proposed construction is totally against the outlook of inhabitants and will affect the traffic volume into and from the village.

I totally refute the application.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Community Council/Association Consult
- Drainage
- Litter
- Noise
- Road access
- Road safety
- Traffic

Comment:Object on numerous grounds, one of which is the decision deadline being set during this national crisis. This demonstrates a complete and utter lack of regard for the views of this community. At a time when we are doing our best to support the most vulnerable and when we are prevented from holding appropriate events to discuss the implications and consequences of a development of this nature. We are dismayed at the underhand methods being employed to fulfil developer aspirations ahead of local community concerns. We are forced to ask ourselves what other surreptitious actions are being planned without our knowledge. We are deeply disappointed that this is being entertained at a time when our focus of attention has been diverted by our efforts to support one another and co-operate with government guidance.
Another consideration of great concern is that any increase in the provision of housing and services throughout the area has a significant impact on the provision of health services. The precarious nature of the status of Dr Gray's Hospital has implications for the entire community. How can any future developments that increase population numbers be considered without resolving the issue of access to one of the most important services - as demonstrated throughout this crisis?

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:I do not think that this small village has the infrastructure to support such expansion and there are major issues regarding increased traffic and flood dangers

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Parking
- Poor design
- Road access
- Road safety
- Traffic

Comment:1. Proposal is at variance of recently approved local plan.
2. Proposal to build in an area of known flooding with issues over tie in of the drainage from the development to public system.
3. Roofs and walls of proposed buildings are at variance with immediate residential homes which are built of Scottish stone with slate roofs. In addition many are dormer bungalows and proposals are to create significantly higher buildings.
4. Location on Forsyth Street is likely to cause traffic issues. Road is narrow and the proposed development is very close to Harbour Street with its access to the harbour and local facilities. Current local residents have few off street parking options, so park on Forsyth Street thus further restricting traffic flow on this already narrow and busy road.
5. No need for further retail or starter units in Hopeman. Local shops (Costcutter, W. Reid's butchers, Premier/Hopeman PO, Duthie Pharmacy) have provided exemplary service during the Covid-19 pandemic to the local community and to actively undermine them by the development of a CoOp is wholly inappropriate.

6. Deliveries to service the CoOp are likely to be at unsocial hours disrupting local residents and traffic.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
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- Contrary to Local Plan
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- Height of proposed development
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- Poor design
- Road access
- Road safety
- Traffic

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Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Parking
- Poor design
- Road access
- Road safety
- Traffic

Comment:1. Proposal is at variance of recently approved local plan.
2. Proposal to build in an area of known flooding with issues over tie in of the drainage from the development to public system.
3. Roofs and walls of proposed buildings are at variance with immediate residential homes which are built of Scottish stone with slate roofs. In addition many are dormer bungalows and proposals are to create significantly higher buildings.
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5. No need for further retail or starter units in Hopeman. Local shops (Costcutter, W. Reid's butchers, Premier/Hopeman PO, Duthie Pharmacy) have provided exemplary service during the Covid-19 pandemic to the local community and to actively undermine them by the development of a CoOp is wholly inappropriate.

6. Deliveries to service the CoOp are likely to be at unsocial hours disrupting local residents and traffic.

2010047 4/APP

29 MAY 2020

[redacted]

25th MAY 2020

TO WHOM IT MAY CONCERN

RE. SPRINGFIELD REAL ESTATE MANAGMENT LTD

FOR PLANNING APPLICATION FOR RETAIL UNIT AND TWO BLOCKS OF 4 FLATS AT FORSYTH STREET HOPEMAN

I VERY MUCH WISH TO OBJECT, IT WOULD BE COMPLETELY OUT OF CHRACTER TO OUR VILLAGE PLUS A BIG, BIG, PLUS .. THE DEMAGE IT WOULD DO TO OUR OWN SHOPS IN THE VILLAGE

FORTY YEARS I'VE LIVED IN HOPEMAN, I DO NOT WISH TO SEE THIS ... ON MY WAY INTO HOPEMAN. AND WE HAVE ALWAYS HAD MORE THAN ENOUGH WITH THE SHOPS WE HAVE.

THANK YOU VERY MUCH! I WOULD LIKE THIS OBJECTION NOTIFIED ON THE PUBLIC LIST OF OBJECTIONS.

YOURS FAITHFULLY [redacted]

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Road access
- Road safety
- Traffic

Comment:This development is proposed to be built very close to a very busy junction, which is already a dangerous place to cross without a crossing or traffic lights due to vehicles parked on Forsyth and Harbour street close to that junction. Also it is a very busy bus stop across the road with children using it to go to school. Parking spaces planned are not enough to avoid people using Forsyth street to go to the shop. Besides, Hopeman is well supplied with existing retail units, owners of which were great support during the pandemic, and hardly needs unnecessary competition and traffic. Units like this are to be in the interests of local community, not to create more business for builders. I still have not seen any plans of Springfield's owners to create a playground, park or green space for our village.

[redacted]

- 4 JUN 2020

[redacted]

Mary Council,
Manager, Development & Building
Standards

28/05/2020

Dear Sir

P/Applications 20/00474/App +
20/00480/App + 20/00478/App + 20/00363/App
20/00353/App + 20/00602

Please give full protection to
all wildlife: flora & fauna on each
site including moles

No demolition to take place unless
absolutely certain that bats are
not put at risk or nesting birds

Applicants should be reminded
to plant a tree(s) and wild flowers
wherever possible

Yours faithfully

[redacted]

Stay safe Stay well

[redacted]

12 AUG 2020

[redacted]

MANAGER 10/08/2020
MANAGEMENT & BUILDING STANDARDS
ECONOMIC GROWTH & DEVELOPMENT
SDCC

PLANNING APPLICATIONS 20/00343/APP + 20/00795/APP + 20/00904/APP + 20/00756/APP + 20/00474/APP + 20/00905/APP + 20/00939/APP.

AGAIN TO REQUEST FULL PROTECTION FOR ALL WILDLIFE FLORA & FAUNA ON EACH OF THE SITES. BATS HEDGEHOGS MOLES NESTING BIRDS MIGRANTS COME TO MIND. BUTTERFLIES & MOTHS

IT IS NOTED THAT TWO APPLICATIONS INVOLVE THE DEMOLITION OF PREMISES WHICH CANNOT TAKE PLACE UNTIL IT IS ESTABLISHED THAT THERE ARE NO BATS PRESENT OR THEY WORK CARRIED OUT WOULD

II

PUT THEM AT RISK. AS YOU ARE AWARE NO DOUBT IT IS AT THIS TIME OF YEAR WHEN MATING TAKES PLACE

LANDSCAPING WHICH INVOLVES SHOULD BE TO THE BENEFIT OF BUTTERFLIES & MOTHS

20/00205/APP THIS APPLICATION A MIX OF RESIDENTIAL UNITS. AFFORDABLE HOUSING AND CARE UNITS. MAY IT BE TRUE THAT THE SOCIAL HOUSING WILL BE TO THE SAME STANDARD AS THE OTHER THAT ITS OCCUPANTS WILL NOT BE SEGREGATED AN IN TECHNICAL PART OF DEVELOPMENT WITH COMMON ENTRY?

Yours faithfully

[redacted]

STAY SAFE STAY WELL

Comments for Planning Application 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Litter
- Noise
- Over-development of site
- Road safety

Comment:Retail development will have detrimental effect on existing businesses.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment

Comment:Would like to keep open spaces

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:As a frequent visitor to the village I see this as an improvement to the village for both locals and passing people.

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Drainage
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:I OBJECT to this application for the following reasons: overdevelopment, road access, road safety, traffic.

I feel like there is already simply too much going on around that location with a constant flow of traffic using the road, a large number of houses, a bowling club and a very busy builders main office/yard having lots of construction vehicles coming and going merely yards away from the opposed new site location which makes me assume that people may be in danger trying to cross a main road to access a wrongly positioned retail unit or residential building.

The Forsyth Street road is already a heavily congested road without a new junction being added making the possibility of road accidents even higher with so many openings within such a short distance of each other (Harbour Street, Inverugie Road, opposed new junction).

I also am extremely concerned about the impact a large chain retail business would have on my place of work. I work in a shop within the village and I know already that a Co-op arriving would cripple us which could lead to cut backs or layoffs, in result of this I could lose my job which would affect my life horribly.

In conclusion, I am firmly against any development on the suggested site as I believe that the location is already overcrowded, the road is overused and a new plot there could potentially foreclose my place of work leaving me without any way of feeding myself or paying my bills.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

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In conclusion, I am firmly against any development on the suggested site as I believe that the location is already overcrowded, the road is overused and a new plot there could potentially foreclose my place of work leaving me without any way of feeding myself or paying my bills.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

- Loss of privacy (being overlooked)
- Over-development of site

Comment:As a regular visitor to Hopeman I have watched this application with interest. The existing site requires significant improvement. The application for the affordable housing is commendable, Hopeman has little housing of this type and I suspect that the majority of any objections to the application would be thinly disguised 'nimby' motivation. The small industrial unit would look far better than the existing garage/workshop and would not pose any environmental or social disruption. Having visited the village there are probably enough shops and I doubt that another would be commercially viable. In summary, the affordable housing is needed, the industrial unit would add value to the area with potential for light industrial activity with additional employment opportunities. The shop is probably an unnecessary addition to the area and could be deleted from the application with little or no negative impact.

Comments for Planning Application 20/00474/APP

Application Summary

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:I don't have a problem at all with this planning application . Looked at the plans and the flats look fine and a retail unit in Hopeman will be welcomed whatever it might be - like it or not Hopeman is growing and it's probably about time that it was brought into the 21st Century regarding retail offerings . My fear is that the town becomes a 'Community' where only the elderly and well off financially feel valued and are welcome - elitist in other words !

Comments for Planning Application 20/00474/APP

Application Summary
Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer made comments in support of the Planning Application
Comment Reasons:
Comment:I think the flats and retail unit will be a positive for Hopeman.

The flats will allow young families to be able to afford to live in here. Even though the other Springfield houses are being built for this purpose I think being able to home 4 other families in such a beautiful village is a positive!

The retail unit would also be a good idea, if it was a bigger shop I feel people would use it and take advantage as we would have a lot more choice locally. I think during lockdown a lot of people have noticed that going up to Elgin for shopping once a week is plenty. Having a shop in hopeman with a good variety of products will mean less trips up to big supermarkets which means more money coming into the village but also I think it's safe to say we would all use a lot less petrol, which not only would save us money but would be better for the environment!

If the retail unit were to be a new style of restaurant, I feel this would also increase the amount of people who travel to hopeman for food, it's been proven in many other communities in moray that if a business provide a good service people will be willing to travel for it.

A request I have for the community would be to encourage young people to voice their opinion more on these matters. Getting the same opinions from the same people all the time will not allow the village to evolve. The newer generation are the ones who will be here to see Hopeman develop and I think it's only fair that the young people feel comfortable enough to voice their opinions.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment:More affordable housing in Hopeman would allow young people to actually be able to afford to buy property in the village. A new business would encourage more people to keep their patronage in Hopeman - especially during a time where people are learning that constant visits to the big supermarkets are not necessary. More people moving into the village allows for a greater customer base for our fantastic local businesses. It is vital that Hopeman moves with the times if we are to stay an engaged community. By refusing to build more affordable housing and refusing to adapt to the modern era, we run the risk of quickly becoming a village that only values its elderly and rich residents.

- 8 JUN 2020

[redacted]

27th May 2020

Dear Sir

I am writing to you in my capacity as sole proprietor of [redacted] in Hopeman, and specifically on the matter of the recent application by Springfield Real Estates Management Ltd (Ref. No 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, Elgin, Moray, IV30 5ST.

I have reviewed the application and supporting documentation on the Moray Council website planning pages and would hereby request that my objection to the proposed development is noted and recorded. My objections are raised both as a local retailer, and, as a resident of Hopeman and are detailed under the following headings.

Existing local retailers

Hopeman is a small 'tight knit' community that relies heavily on its local shops, the owners of which, in turn, make a living from this modest customer base. I consider this arrangement as a delicate balance which can at times be quite dependant on season. Hopeman retailers consist in the main of two convenience stores, a butcher, a chemist, an ice cream parlour, a café, a gift shop selling teas and coffees and [redacted] florist shop. All our businesses rely on the fact that we have enough local custom to make a living and that the closest supermarkets in Lossiemouth and Elgin are still far enough away to maintain sufficient footfall through our doors. As I understand things, the proposed retail outlet contained within 20/00474/APP will be a CO-OP of 4000 square feet. Although hardly the size of a supermarket, this retail unit will be of a size far in excess of Hopeman's current needs. It will offer all the produce currently sold by our own shops and will most certainly benefit from late opening hours and the ability to offer cheaper produce through the use of 'loss leader' deals. I cannot stress strongly enough how quickly the effects will be felt on local businesses and I believe that some of us will struggle to continue to remain profitable. I strongly object to the proposed development as I feel that little or no consideration has been given to the existing, and long standing, retail businesses of Hopeman and the impact to trade that it will cause. This proposal is disproportionate to the needs of the population of Hopeman and in many ways I have to suspect that its inclusion is perhaps not as innocent as first meets the eye.

Local Development Plan

I note that application 20/00474/APP is a deviation from the established 2020 local plan. In the 2015 local plan, 25 houses have already been allocated in site known as 'R1' with a further 30 in longer term designation. I feel that the requirement to provide any further housing units per local plan will be serviced by R1 and in the future, the longer term designation. I also feel therefore, that the proposed development would be an unnecessary and disproportionate addition to the Hopeman housing stock and represent a very real threat to local retail businesses whereby some could be forced to close their doors. During previous enquiries into the designation and utilisation of land to the South of Forsyth Street and East Road, the council stated that Hopeman had had significant growth in recent years and it was intended to limit growth here over the new local plan period, to preserve its character. I am of the opinion that the already approved development of land designated as 'R1' should represent that slowdown in growth to an acceptable level. 20/00474/APP is an acceleration of growth disproportionate to the needs of the village.

I note the comments of a previously appointed recorder on the matter of further development to the South of Forsyth Street:-

"My preferred option – comprising a period of consolidation whilst exploring limited expansion opportunities to the east or west in due course, if and when feasible - would have the benefit of retaining the B9040 road as an effective southern boundary for new development in Hopeman".

Drainage Infrastructure

Many Hopeman residents have reported issues with drains and sewage infrastructure around the village. Beach Terrace in particular has experienced surges of drain water and raw sewage. This has been a long standing problem, and with the drains containing both waste water and sewage, it has become quite clear that a health hazard exists and that the current drainage infrastructure is at or over full capacity. The additional waste created by any further development utilising the existing system would result in a complete overload and only add to the current problems.

Roads Infrastructure

Hopeman itself experiences problems with traffic congestion in all main thoroughfares and roads leading from them. Harbour Street in particular has become problematic in recent years with many local households now owning two vehicles or more. Traffic flow from outside the village continues to increase as visitors travel to use our beaches, coastal paths, harbour amenities and caravan park.

Residents have previously expressed their concern to Hopeman Community Association (HCA) about the increase in traffic throughout the village that the current development of 22 affordable homes will bring. There is also a real concern over traffic and pedestrian safety on Forsyth Street. Currently, with no housing to the South of the village there has been little thought given to the matter of pedestrian safety for persons crossing Forsyth street in either direction. Concerns have been raised with HCA on both safety grounds and concerns over the increased volume of traffic. An additional junction servicing a housing development with retail units off Forsyth Street will only create a hazard for traffic on an already busy road and endanger the lives of pedestrians.

Setting a Precedent

Throughout recent preceding's concerning the now underway erection of 22 affordable houses, it was made abundantly clear by the community of Hopeman that that particular application was seen as a 'first step' by the developer in preparing to develop all the land to the South of the village. I find it hard to believe that this is not the case given this latest application from the same developer following so quickly from the last. The fact that 20/00474/APP contains a sizeable retail outlet within, which is I feel, larger than the current needs of the village, only strengthens those fears. There continues to be an objection of the strongest nature from this community to any development whatsoever to the South of the village boundary formed by East Road and Forsyth Street. In expressing my real concerns for the consequences of 20/00474/APP, I expect that any larger development that may follow, would only increase all the risks and dangers previously noted by some magnitude.

In summary, the village of Hopeman does not have the necessary infrastructure to support any further development and its business community are certainly not in a position to have to deal with unnecessary competition placed on their doorstep which threatens their very existence and the 'heartbeat' of the village.

Yours Sincerely

[redacted]

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Parking
- Road safety
- Traffic

Comment:I strongly object to this development as the village of Hopeman is well served by excellent retail outlets, locally owned and run independent businesses, all of which would be put at risk by this development. Other businesses in the area would also likely be adversely affected. It would greatly increase The traffic on Forsyth Street, which is already becoming very busy and increase the likelihood of accidents on the road by adding another access point.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Drainage
- Litter
- Over-development of site
- Road access
- Road safety
- Traffic

Comment:The village does not need an additional shop. The Butchers and existing shops would be severely impacted on.

The area already suffers from severe flooding and this will only make the problem worse.

The Harbour Street/Forsyth Street junction is already bad and extra traffic will only make matters worse.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Precedent
- Road safety
- Traffic

Comment:Wish to voice our serious concerns and objections about this retail unit / industrial unit planning application (20/00474/APP), of which the highest are (1) negative impact this would have on our local businesses, potentially leading to all or some closures, (2) road safety and traffic volumes, and (3) negative impact on the village.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site
- Parking
- Road safety
- Traffic

Comment:We have enough shops in the village, Hopeman road is busy and with the doubling of the size of the caravan site and the new outdoor catering on the site, traffic around Hopeman is getting to a dangerous level, last Sunday we had over 500 visitors to the village , all parking was full, blocking the harbour for emergency services.to build more houses when it takes 4 weeks to get a doctors appointment, I am against all new building in Hopeman

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Drainage
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Precedent
- Road access
- Road safety
- Smell
- Traffic

Comment:The village does not require further commercial shops we are well catered for as seen by the local retailers and their sterling service in the recent lock down.

We are a small community and wish to stay that way any further expansion retail or residential would be detrimental to our lovely village. I object completely to this application

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Drainage
- Height of proposed development
- Inappropriate materials/finishes
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Permitted Development
- Precedent
- Road access
- Road safety
- Traffic

Comment:I object on the grounds of :
1. Safety issue, there is parking designated on the main road which is busy already with residents cars already having to park there due to the current housing has no dedicated driveway. This is how the village is set up and this will cause more traffic and stoping which in turn will cause danger to pedestrians, especially as there are no pavements on that side of the road and the other side of the road has very narrow pavements.
This is a very busy junction and bus stop and the increase in traffic will only make this worse. It is encouraging pedestrians to cross the very busy road with no crossing available.
The retail units do not serve the community as there are already sufficient shops in the village. Any supermarket coming into the community would close existing services causing loss of income to

the proprietors.
2. This inappropriate development as it is not in keeping with the current housing which is all period housing. The other springfield development has shown that the materials and finishes are not in keeping with the existing housing in the area. This development has proposed flats, these will block light in the opposite houses. There are no flats on forsyth street and it sets a precedent for the future.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Community Council/Association Consult

Comment:I object to the proposed development on the basis that the village is adequately serviced by the current number of shops located within the village. This development would seriously impact these already established businesses.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Inappropriate materials/finishes
- Litter
- Noise
- Over-development of site
- Parking
- Poor design
- Road access
- Road safety
- Traffic

Comment:I strongly object to this planning application for a number of reasons, firstly on a road safety aspect, Forsyth Street is already a particularly busy road and with no traffic calming measures in place vehicles regularly break the speed limit, this proposed retail outlet and flats would only increase this behaviour therefore increasing the likelihood of an accident. We have already experienced a great deal of disruption with Springfields ongoing development.

The location of the planned development would also exacerbate the already hazardous area at the crossroads between Harbour Street and Inverugie Road.

Secondly is the construction of more residential flats necessary in Hopeman where services to the village and surrounding villages are being restricted anyway such as the local GP surgeries in Hopeman and Burghead, the limited public transport services which have already been reduced.

Thirdly Springfields generic construction design is not in keeping with small traditional coastal villages, there housing design is not sympathetic to the surrounding area and does not stand the test of time, this is clear to see in the many housing estates constructed by Springfield in Moray and will certainly show in the years to come.

Finally from the discussions I have had in the community with local people it is the consensus is

not for the benefit of Hopeman but for Springfield's profits and certainly not that of the local businesses already established here.

Comments for Planning Application 20/00474/APP

Application Summary
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Case Officer: Lisa Macdonald

Customer Details
[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Over-development of site

Comment:I would like to raise my concerns about the proposed planning for a retail unit and two blocks of flats in Hopeman.

It seems to me that the private developers see Hopeman as only a potential to make a large profit and turn Hopeman into a town rather than a village.

There has been no discussion about the proposed planning application which at this very difficult time is not appropriate.

The shops that we have in Hopeman have been a lifeline to us all and served us well when shopping has become very difficult and stressful.
They have stepped up to the challenge by making sure their shops are well stocked for our needs and delivering our groceries to our door at personal risk to them and giving us their valuable time.

How could I possibly agree to a new retail unit that would destroy their livelihoods.

Profit alone does not sit well for our community.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Litter
- Road access
- Road safety
- Traffic

Comment:This application is against the Local Development Plan which has been approved by the council and the Scottish Government. There is no requirement for a development at this location which would not be in keeping with the character of the village.
There is no need for a further retail unit in our village. We have sufficient shops which have worked hard throughout the current pandemic to supply the needs of the community and they need and deserve to be supported. A retail unit on the south side of the village would lead to further traffic problems on an already busy road.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan

Comment:This application is a departure from the Local Development Plan 2015 and 2020.
It contradicts the new EP3 - Special Landscape Area protecting the landscape characteristics of Hopeman as a seaside village.
Hopeman village does not require any additional retail and industry units therefore this development should be rejected in order to preserve the village and follow the LDP 2020 as agreed by the Scottish Government.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Over development in Hopeman is my concern. If there are no guarantees that further proposals for building site developments would not ensue then this could be the thin end of the wedge which would be most undesirable for the current Hopeman community.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan

Comment:This application contradicts the Local Development Plan 2015 and 2020.
It does not follow the EP3 - special landscape area designated zone which intrudes on preserving the character of Hopeman village.

It also adds additional retail and industry to the village which is not required and in turn will cause more traffic congestion impacting on the existing local amenities.

I object to this proposal

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Petition
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Litter
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:Dear Moray Council,

I appreciate the need for continuous development however, I object to our village being over run by over enthusiastic developers cashing in the rural aspects of our village. Our village is already seeing development by SREM and fear that given permission this company and other developers will totally decimate our beautiful landscape.

This proposed site is on the thoroughfare road to surrounding villages of Lossiemouth, Duffus, Cummingston, Burghead and major route to the A96 at Forres and Elgin and already sees a huge amount of commuting and local traffic; many drivers drive through our village at excessive speed. Increased vehicular activity pulling onto and from the forecourt of this site will most certainly increase the risk of vehicular incidents. Furthermore there are no safe crossing points for cyclists or pedestrians on the existing road and currently crossing the road when alighting the bus is hazardous: especially for the elderly residents of our village.

Our community is already very well served by local shops and services and we do not want or

need a large chain supermarket plonked on us. Our local businesses could potentially go to the wall if the retail unit is approved. I will continue to shop at our existing local stores and will not use the new shop.

If it is at all possible to separate the dwelling from the retail elements in this application, I would consider supporting the dwelling element but I firmly object to the retail aspect.

Regards,

[redacted]

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Affecting natural environment
- Litter
- Road safety
- Traffic

Comment:As per my original objection forwarded on 7 June, my stance has not changed with this amendment. The issue is simple, we as an already self sufficient community have no need or want this intrusion from a building developer. Why would we welcome the road safety hazards that come with this proposed development and suffer the economic impact on our existing shops ? It is an absolute insult to read the content of this planning application-disingenuous doesn't come close to describing it. We as a village community must be heard- we do not want this. The Moray Council must be able to see past this absolute tripe of an application and decline to approve it forthwith.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Community Council/Association Consult
- Road safety
- Traffic

Comment:This will impact negatively on the character of the village and on local businesses who have been integral to the life of the village for many years. Also more traffic close to a busy junction

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Community Council/Association Consult
- Drainage
- Legal issues
- Precedent
- Road safety

Comment:A further example of greed - developers wanting to make money at the expense of villagers everyday lives. Hopeman neither needs nor wants a supermarket. The villagers needs are met by local shops catering for all. There is a butcher, pharmacy, post office, Costcutters. The village does need need a further flatted development. This is a perfect example of 'bully boy' tactics by the big developer. This has been going on for nearly 20 years. Chipping away at the local community. This has got to stop. In 2002 the developer wanted to decimate Hopeman and applied for pp for 800 houses. It didn't happen but the continuous chipping away has never stopped. Stop it now!

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Height of proposed development
- Inappropriate materials/finishes
- Litter
- Noise
- Road access
- Road safety
- Traffic

Comment:I object to this application, for all the reasons detailed above.

Forsyth St is the only approach to this traditional fishing village. The building of convenience store at the entrance to the village would change the whole ambience of the locality. The retail building and flats are not in a style or design which Is inkeeping with the surrounding buildings. There is no demand for another grocery outlet in the village. Hopeman is well served by individual stores which have been indispensable during the Covid-19 pandemic. Another shop on the outskirts of the village would make it difficult for the existing small businesses to survive.

This type of development on this site is contrary to LDP2015 and LDP2020

A retail unit on this site would increase the traffic on Forsyth St, which is , at present, a difficult road to cross due to the volume and speed of through traffic. This proposed development is close to 2 junctions, at a point where Forsyth St is narrow.

I am therefore lodging my objection to this application

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Road access
- Road safety
- Traffic

Comment:Proposed development is at an already busy junction on a main thoroughfare which already suffers from speeding and congestion.

Drainage and sewer infrastructure in Hopeman is already known to be at capacity. Further connections into this system will simply push the system beyond its limits.

Hopeman does not require any further retail development and this proposal threatens the livelihoods of those already established local businesses.

This proposal contravenes the Local 2020 Development plan

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment

Comment:Any further development to the village would ruin the character and natural beauty of hopeman.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan

Comment:I believe that the proposed development would require a change of use from industrial to retail and residential and that this is not part of the Moray strategic plan. There is no need for additional retail activity in the village and such a development would threaten the viability of existing businesses such as the post office and pharmacy, both of which play a vital role in the wellbeing of the community. As the residential development previously submitted for a large area to the south of this site has now been rejected, there is no place for further retail or housing development on this site.

[redacted]

27th May 2020

Dear Sir

I am writing to you in my capacity as sole proprietor of [redacted]n Hopeman, and specifically on the matter of the recent application by Springfield Real Estates Management Ltd (Ref. No: 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, Elgin, Moray, IV30 5ST.

I have reviewed the application and supporting documentation on the Moray Council website planning pages and would hereby request that my objection to the proposed development is noted and recorded. My objections are raised both as a local retailer, and, as a resident of Hopeman and are detailed under the following headings.

Existing local retailers

Hopeman is a small 'tight knit' community that relies heavily on its local shops, the owners of which, in turn, make a living from this modest customer base. I consider this arrangement as a delicate balance which can at times be quite dependant on season. Hopeman retailers consist in the main of two convenience stores, a butcher, a chemist, an ice cream parlour, a café, a gift shop selling teas and coffees and [redacted] florist shop. All our businesses rely on the fact that we have enough local custom to make a living and that the closest supermarkets in Lossiemouth and Elgin are still far enough away to maintain sufficient footfall through our doors. As I understand things, the proposed retail outlet contained within 20/00474/APP will be a CO-OP of 4000 square feet. Although hardly the size of a supermarket, this retail unit will be of a size far in excess of Hopeman's current needs. It will offer all the produce currently sold by our own shops and will most certainly benefit from late opening hours and the ability to offer cheaper produce through the use of 'loss leader' deals. I cannot stress strongly enough how quickly the effects will be felt on local businesses and I believe that some of us will struggle to continue to remain profitable. I strongly object to the proposed development as I feel that little or no consideration has been given to the existing, and long standing, retail businesses of Hopeman and the impact to trade that it will cause. This proposal is disproportionate to the needs of the population of Hopeman and in many ways I have to suspect that its inclusion is perhaps not as innocent as first meets the eye.

Local Development Plan

I note that application 20/00474/APP is a deviation from the established 2020 local plan. In the 2015 local plan, 25 houses have already been allocated in site known as 'R1' with a further 30 in longer term designation. I feel that the requirement to provide any further housing units per local plan will be serviced by R1 and in the future, the longer term designation. I also feel therefore, that the proposed development would be an unnecessary and disproportionate addition to the Hopeman housing stock and represent a very real threat to local retail businesses whereby some could be forced to close their doors. During previous enquiries into the designation and utilisation of land to the South of Forsyth Street and East Road, the council stated that Hopeman had had significant growth in recent years and it was intended to limit growth here over the new local plan period, to preserve its character. I am of the opinion that the already approved development of land designated as 'R1' should represent that slowdown in growth to an acceptable level. 20/00474/APP is an acceleration of growth disproportionate to the needs of the village.

I note the comments of a previously appointed recorder on the matter of further development to the South of Forsyth Street:-

"My preferred option – comprising a period of consolidation whilst exploring limited expansion opportunities to the east or west in due course, if and when feasible - would have the benefit of retaining the B9040 road as an effective southern boundary for new development in Hopeman".

Drainage Infrastructure

Many Hopeman residents have reported issues with drains and sewage infrastructure around the village. Beach Terrace in particular has experienced surges of drain water and raw sewage. This has been a long standing problem, and with the drains containing both waste water and sewage, it has become quite clear that a health hazard exists and that the current drainage infrastructure is at or over full capacity. The additional waste created by any further development utilising the existing system would result in a complete overload and only add to the current problems.

Roads Infrastructure

Hopeman itself experiences problems with traffic congestion in all main thoroughfares and roads leading from them. Harbour Street in particular has become problematic in recent years with many local households now owning two vehicles or more. Traffic flow from outside the village continues to increase as visitors travel to use our beaches, coastal paths, harbour amenities and caravan park.

Residents have previously expressed their concern to Hopeman Community Association (HCA) about the increase in traffic throughout the village that the current development of 22 affordable homes will bring. There is also a real concern over traffic and pedestrian safety on Forsyth Street. Currently, with no housing to the South of the village there has been little thought given to the matter of pedestrian safety for persons crossing Forsyth street in either direction. Concerns have been raised with HCA on both safety grounds and concerns over the increased volume of traffic. An additional junction servicing a housing development with retail units off Forsyth Street will only create a hazard for traffic on an already busy road and endanger the lives of pedestrians.

Setting a Precedent

Throughout recent preceding's concerning the now underway erection of 22 affordable houses, it was made abundantly clear by the community of Hopeman that that particular application was seen as a 'first step' by the developer in preparing to develop all the land to the South of the village. I find it hard to believe that this is not the case given this latest application from the same developer following so quickly from the last. The fact that 20/00474/APP contains a sizeable retail outlet within, which is I feel, larger than the current needs of the village, only strengthens those fears. There continues to be an objection of the strongest nature from this community to any development whatsoever to the South of the village boundary formed by East Road and Forsyth Street. In expressing my real concerns for the consequences of 20/00474/APP, I expect that any larger development that may follow, would only increase all the risks and dangers previously noted by some magnitude.

In summary, the village of Hopeman does not have the necessary infrastructure to support any further development and its business community are certainly not in a position to have to deal with unnecessary competition placed on their doorstep which threatens their very existence and the 'heartbeat' of the village.

Yours Sincerely

[redacted]

Received by e-mail

I write to register my strong objection to the proposed building of a retail unit, industrial unit and two blocks of flats in Forsyth St, Hopeman.
This small, coastal village is well served by the existing established businesses and both residents and visitors are very appreciative of the balance that has been achieved. All other necessary facilities such as supermarkets, DIY and clothing outlets etc are easily accessed a few miles away in Elgin.
Existing businesses have responded fantastically to the covid 19 crisis with the comprehensive service and support provided to villagers. This development would very likely harm their future and is another reason why I feel so strongly that it should be prevented from going ahead.

[redacted]

Received by e-mail

Dear sir
I want to object to the plans for a commercial and flats being built on the proposed site in Forsythe street Hopeman, this will rip the heart out of our lovely village.

Your sincerely

[redacted]

Comments for Planning Application 20/00474/APP

Application Summary

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
- Road access
- Road safety
- Traffic

Comment:I STRONGLY OBJECT TO 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 by Springfield Real Estate Management Ltd. For the following reasons:
- Hazardous Road Access. The proposed development is situated on B9040 to the south side of Hopeman Village which is already an extremely busy thoroughfare (being the main route between Kinloss Barracks to the West and RAF Lossiemouth to the East). The intended plan shows additional parking/loading bays at the frontage to the retail unit right opposite the existing local Bus Stop and also fairly close to a small residential junction thereby creating hazardous crossing access. The traffic in and out of the retail and residential site would further increase this hazard.
- Retail Units: The creation of a possible Co-Operative Retail Unit would destroy the ethos of the village community. Hopeman is fortunate enough to already enjoy the use of several businesses - Costcutter / Hopeman Stores (inc. Post Office) / Local Butcher's /Hairdressers /Café/ Chip Shop / Ice Cream Shop / Garage Workshop / 2 pubs and a Doctor's Surgery. These existing businesses are the beating heart of Hopeman, no more clearly evident than during the current pandemic crisis when they have all gone above and beyond to support the whole Community. Why then would we wish for them to risk losing their livelihoods for the sake of a Co-Op?

- Overdevelopment: The Scottish Government decided to support the Moray Council Local Development Plan and the Special Landscape Areas. To further develop the south side of Hopeman would detract from the above and Hopeman would no longer be a village but inevitably become a town, losing its whole character and unique identity.
- Lack of Notification: The timing of this Planning Application submission in April and its appearance in Moray Council Public Notices in the Northern Scot on Friday 22 May was almost too late for wider publication and action to be taken by the local community especially as no public meetings are allowed at present. This is clearly not in the interests of the Hopeman Community as a whole.

I have lived in Hopeman for the past 15 years and feel this development is not right for the village.

9 June 2020

Teresa Ruggeri
Systems Technical Assistant
Moray Council
PO Box 6760
Elgin
Moray
IV30 1BX

Dear Ms Ruggeri,

Planning Application 20/00474/APP

We write to object to the proposed development next to our office premises, store and yard on the following basis.

Residential housing in a site designated for industrial use.

The proposed blocks of flats are immediately adjacent to our workshop/store and storage yard and as such would be incompatible with the existing use causing potential future problems with regards to noise, visual amenity and out of hours working. The site is designated I1 in the 2015 and 2020 Local Plans and as such should be restricted only to uses fully compatible with this designation.

Loss of industrial/commercial development site.

I1 is the only area of land in Hopeman set aside for this type of development and its usage for residential or retail would prevent its potential in accommodating new or expanding local businesses in the future which would obviously be of benefit to the local community and economy.

Access and road safety.

Whereas the proposed access would appear to have sufficient visibility splays in either direction it is directly opposite the village's main bus stop and with increased level of traffic entering and exiting this access there is the potential for increased congestion especially during peak times. The parking/loading bays directly in front of the retail unit will when occupied (especially if used by high sided delivery vehicles) severely restrict the open visibility to the west causing serious road safety concerns.

In summary whilst we do not have any issues with development on the I1 site in principle this should be for the uses envisaged in its current designation and should certainly not be for residential purposes given its location and incompatibility with adjacent properties.

Yours sincerely

[redacted]

Tulloch of Cummingston Ltd
For homes of Distinction

Registered office:
Tulloch House
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IV30 5ST

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Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST

Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Drainage
- Height of proposed development
- Precedent

Comment:I object to the flats but not the shop and workshop as this is an industrial area of Hopeman the shop I believe would be an asset. the workshop also.The shop would keep footfall within the village thus reducing journeys for shopping. The workshop also would be an asset, Possibilities of employment.The flats however would find themselves surrounded by Industrial areas and I have seen later housing developments objecting to industry (successfully) that was there first. better therefore to not allow the housing in the first place.These flats could also be a thin end of a wedge to allow more housing to the south of Hopeman

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Litter
- Noise
- Over-development of site
- Parking
- Precedent
- Road access
- Road safety
- Traffic

Comment:I strongly object to these amended plans. Once again we are having to repeat objections that are clearly felt in this village that in no way do we require the need for a CoOp or flats. We have spent the past few months under difficult circumstances. Our local shops and businesses have been amazing and have kept the community going. Why on earth would we need an incoming retail unit to destroy all their efforts. The traffic situation is bad enough now and especially as Lossiemouth are using Kinloss for their temporary runway the ongoing traffic from that situation has increased the cars etc through the village. To establish a retail unit with flats will only bring more traffic - delivery or otherwise- to the village highlighting the safety issue. The applicants are canny and think if they change the plans then nobody will be bothered to object and a precedent will have been set to further develop. Well we do object and hope the powers that be see sense and stop this action. The LDP is sufficient for our area.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Noise
- Over-development of site
- Poor design
- Precedent
- Road access
- Road safety
- Traffic

Comment:The proposed development by Springfield/Coop is totally unacceptable on many levels as noted on the list above. To introduce a food retail facility into the village when we have a Butcher, Pharmacy, and two General Stores (one of which serves as a much needed Post Office) would have a detrimental impact on these business. They have, and continue to do so, met the requirements of residents in many ways, particularly so at this difficult time. The two blocks of flats proposed are totally out of keeping with the area. I do hope that the Council can see that this proposed development does not comply in many aspects, and it is rejected.

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Drainage
- Inappropriate materials/finishes
- Litter
- Over-development of site
- Poor design
- Road access
- Road safety
- Traffic

Comment:No amendments by the architect/developer to this proposed development will enhance it in any way.

This development is NOT required in Hopeman.

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Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Dust
- Inadequate plans
- Inappropriate materials/finishes
- Noise
- Over-development of site
- Parking
- Road safety
- Traffic

Comment:I wish to object to the proposed development.
Hopeman has already got sufficient retail businesses that meet the needs of this community. The impact of a larger supermarket will have a detrimental effect on smaller independent retailers.
The development site is on a busy road which is the main route through Hopeman. Endless traffic turning in and out of this site including large delivery vehicles will impact on road safety.
The proposed development does not have adequate parking to accommodate a retail unit, a light industrial unit and residential parking. This will lead to more vehicles parking on the main road near the busy Harbour Street junction.
Housing allocation for Hopeman has been met, with 22 soleless units built and a further 70 units allocated.
The appearance of the proposed development does not fit with the overall look of the village.
Drainage - the village already has ongoing issues with the current drainage system.

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Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Noise
- Parking
- Road access
- Road safety
- Traffic

Comment:We do not want any more developments in our village you are destroying what the government has laid out in the Moray Council Local Development Plan to preserve our village and landscape in the Moray Council Service Level Agreement.

The planning application: 20/00474/APP
This planning application goes against the Moray Council Local Development Plan and Service Level Agreement
I object to a large retail unit to be erected as our small businesses in our village who have been serving our village for decades are family run businesses whose income relies on their local community. We DO NOT want a large retail unit from a large conglomerate business who does not think of our village just their profits. Our village shops support our village and we support them. During the COVID-19 Pandemic they have been our lifeline and have helped so many families and the vulnerable, they care about the welfare of our community.

Flooding due to drainage in the village is already poor. There has been a history of flooding from water travelling from the fields, this proposed planning will aggravate the land even more. Hear our voices of the village community no more developments.

Our quiet village is a safe haven to live we do not need more CARS, POLLUTION, NOISE, UNSOCIABLE HOURS OF A RETAIL UNIT, LOCAL RESIDENTS VIEW AFFECTED, MORE TRAFFIC, MORE PARKING, ROAD SAFETY IMPLICATIONS.

The Road safety on the proposed site at Forsyth Street is on a small Junction, this junctions view is already affected with two bus stops where school children, elderly, families use regularly, with more cars accessing the proposed retail unit and housing this is will be hazardous with lorries, loading and unloading, cars accessing the proposed retail site and housing. This will so dangerous on such a small Junction the main entrance to our village this will cause an accident.

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Customer Details
[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Affecting natural environment
- Contrary to Local Plan
- Road access
- Road safety
- Traffic

Comment:Dear Sir / Madam

I object to the Planning Application.

Firstly, the nature of the proposed development is inconsistent with the existing I1 designation of land as set out in the Moray LDP.

Second, the proposed development introduces a major road safety risk as the development would attract a significant number of vehicles, with high frequency of access/egress associated with the retail unit. The point of access onto the busy B9040 road is very close to the corner of the busiest junction in Hopeman, namely the Harbour Street corner, and will increase the risk of traffic incident and congestion.

Thirdly, it is unlikely that the village of Hopeman could sustain another store without putting existing small businesses at risk. History shows that Hopeman used to have 3 general stores until the arrival of Asda in Elgin. At this point, the village was not able to sustain 3 shops and one folded. It seems very likely therefore that the arrival of another new retail outlet would mean that both of the existing general stores (Costcutter and the Post Office) would not survive. Further, this could also result in Hopeman losing its Post office facility which is heavily relied on by the elderly

in the community. A development which clearly threatens the livelihood and wellbeing of existing residents is morally wrong.

Finally, the existing retail centre of Hopeman is Harbour Street which is central to the village and within walking distance of most residents. A larger retail outlet in Forsyth Street is likely to mean more residents using their cars to do local shopping which is completely contrary to the Environmental Strategy of the Scottish Government.

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Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
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Comment:I strongly object to the abovementioned 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 Elgin Moray IV30 5ST on the following grounds:

In 2008 the Reporter stated (CD34, pg.2.137) that "One of Hopeman's distinguishing characteristics is that, broadly speaking, the B9040 road forms an effective southern boundary. This principle has been reinforced by local plans allocating new housing development exclusively on sites to the north of this road. This has safeguarded this characteristic feature of the village and its setting, with its generally open rural outlook to the south of the B9040 road."

Furthermore, this application should be turned down because:
- It introduces two non-conforming uses (retail and housing) on part of existing business site (I1) contrary to MLDP 2015 Policy ED4 and LDP 2020 DP5 Part d);
- 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 where approximately 40% of the site would be lost;

- It would result in the loss of employment land and available sites for smaller businesses in the area to locate;
- No supporting information has been provided to justify 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 of MLDP 2015 Policy R3 and LDP 2020 Policy DP7.
- Hopeman is located within a SLA. In failing to meet the policy requirements of the MLDP 2015 and LDP 2020 policies stated in this response the proposal fails to comply with LDP 2020 Policy EP3; and
- The design of the building is not acceptable and must be redesigned to reflect the prominent location on Forsyth Street to comply with Policy PP3 and IMP1.

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Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
- Poor design
- Road access
- Road safety
- Traffic

Comment:My family have lived here since the 1930's and I strongly object to the abovementioned 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 Elgin Moray IV30 5ST on the following grounds:

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would be lost;
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[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Height of proposed development
- Inappropriate materials/finishes
- Litter
- Noise
- Road access
- Road safety
- Traffic

Comment:I object to this application for the above reasons.

In particular I concur with Development Plans objection to this application in the comments made by the Consultee, [redacted]Development Plans in his submission dated 2/6/2020

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Customer Details
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Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Parking
- Precedent
- Road safety
- Traffic

Comment:I wish to object to this application for the following reasons.

Hopeman has adequate small family run business's, providing an excellent service to the community. The four shops are mostly all within walking distance for most of the villagers. They are family run and go over and above what is required of them to ensure the villagers are provided for, particularly in relation to covib-19. The proposed Co-op supermarket would be a threat to their livelihood and could result in the village losing their valued service.

The site access, would create an additional safety hazard to what is already a very busy road. Two bus stops are on either side of the access. These are used daily by school children.

The drainage system servicing the village is already under pressure as evidenced by the recent flooding. The system as it is could not cope with any additional demand.

Hopeman is a small, friendly village, popular with tourists, attracted to our beaches, golf course and surroundings. We would like to keep it that way.
I sincerely hope this proposed development is refused and our village remains unspoilt.

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Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Road access
- Road safety
- Traffic

Comment:We do not want any more developments in our village you are destroying what the government has laid out in the Moray Council Local Development Plan to preserve our village and landscape in the Moray Council Service Level Agreement.

The planning application: 20/00474/APP
This planning application goes against the Moray Council Local Development Plan and Service Level Agreement
I object to a large retail unit to be erected as our small businesses in our village who have been serving our village for decades are family run businesses whose income relies on their local community. We DO NOT want a large retail unit from a large conglomerate business who does not think of our village just their profits. Our village shops support our village and we support them. During the COVID-19 Pandemic they have been our lifeline and have helped so many families and the vulnerable, they care about the welfare of our community.

Flooding due to drainage in the village is already poor. There has been a history of flooding from water travelling from the fields, this proposed planning will aggravate the land even more. Hear our voices of the village community no more developments.

Our quiet village is a safe haven to live we do not need more CARS, POLLUTION, NOISE,

UNSOCIABLE HOURS OF A RETAIL UNIT, LOCAL RESIDENTS VIEW AFFECTED, MORE TRAFFIC, MORE PARKING, ROAD SAFETY IMPLICATIONS.

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Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Over-development of site
- Road access
- Road safety
- Traffic

Comment:I feel that it would be dangerous for our community to let this go ahead as there would be too much traffic for the village to cope with. It is also opposite a bus stop which adds to the dangers.

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[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Over-development of site
- Parking
- Poor design
- Road access
- Road safety
- Traffic

Comment:I have lived here since 2002, and I strongly object to the abovementioned 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 Elgin Moray IV30 5ST on the following grounds:

In 2008 the Reporter stated (CD34, pg.2.137) that "One of Hopeman's distinguishing characteristics is that, broadly speaking, the B9040 road forms an effective southern boundary. This principle has been reinforced by local plans allocating new housing development exclusively on sites to the north of this road. This has safeguarded this characteristic feature of the village and its setting, with its generally open rural outlook to the south of the B9040 road."

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- It would result in the loss of employment land and available sites for smaller businesses in the area to locate;
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- Hopeman is located within a SLA. In failing to meet the policy requirements of the MLDP 2015 and LDP 2020 policies stated in this response the proposal fails to comply with LDP 2020 Policy EP3; and
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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Over-development of site
- Poor design
- Procedures not followed correctly
- Road access
- Road safety
- Traffic

Comment:I have lived here since 2002, and I strongly object to the abovementioned 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 Elgin Moray IV30 5ST on the following grounds:

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Comment Reasons:
- Contrary to Local Plan
- Drainage
- Over-development of site
- Parking
- Precedent
- Road access
- Road safety
- Traffic

Comment:I STRONGLY OBJECT TO 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 by Springfield Real Estate Management Ltd. For the following reasons:
Overdevelopment: The Scottish Government decided to support the Moray Council Local Development Plan and the Special Landscape Areas. To further develop the south side of Hopeman would detract from the above and Hopeman would no longer be a village but inevitably become a town, losing its whole character and its unique identity a major part of why people came to live here.
Hazardous Road Access. The proposed development site situated on B9040 to the south side of Hopeman is already an extremely busy thoroughfare (used as a main route between Kinloss Barracks to the West and RAF Lossiemouth to the East and indeed as part of the coastal tourist route). The intended plan shows additional parking/loading bays at the frontage to the retail unit directly opposite the existing local Bus Stop and also fairly close to a small residential junction thereby creating an even more hazardous crossing and access area, the additional traffic in and out of the retail and residential site could only increase this hazard even further.

Retail Units: Hopeman is fortunate enough to already enjoy the use of several local businesses - Costcutter / Hopeman Stores (inc. Post Office) / Local Butcher's / Hairdressers / Café/ Chip Shop / Ice Cream Shop / Garage Workshop / two public houses and a Doctor's Surgery. These existing businesses are at the heart of Hopeman, clearly evident more than ever during the current pandemic crisis when they have all gone above and beyond to support the whole Community. The creation of a possible Co-Operative Retail Unit would put at risk these local businesses possibly losing their livelihoods altogether and potentially destroy the very culture of the special village community.
Lack of Notification: The timing of this Planning Application submission in April and its appearance in Moray Council Public Notices in the Northern Scot on Friday 22 May was almost too late for wider publication and action to be taken by the local community especially as no public meetings are allowed at present. This is clearly not in the best interests of the Hopeman Community as a whole.

I have known Hopeman for a good number of years before moving here, having lived here as a resident for the past 15 years I feel very strongly that this development is not right for the village and indeed further threatens to erode the very special community that has developed here.

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP
Address: Hopeman Service Station Forsyth Street Hopeman Elgin Moray IV30 5ST
Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at
Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Over-development of site
- Traffic

Comment:I strongly object to this proposal. Hopeman is already well served by its existing shops. This proposal for a 4000 sq feet Coop is completely unnecessary and unwanted and would have a considerable adverse effect on the current two shops, the butchers, and would in all probability have a detrimental effect also on the pub, hotel, ice-cream shop, florist and chemist. Furthermore the existing local businesses are all family owned and have provided exceptional service during this pandemic. These businesses all play a fundamental part in the community feeling of Hopeman , and are infinitely preferable to a chain supermarket.
These existing businesses are all situated on or around the main street of Harbour St. If this Coop proposal was to go ahead on Forsyth St and shops were to close , this would have a very detrimental effect on the feeling of Harbour St being the bustling centre of our village.
This proposed development would also cause significant additional traffic problems on an already busy road and near the Forsyth St/ Harbour St junction.
These proposals are also against the 2015 and 2020 Local Development plan , are in contradiction to the Special Landscape Area and the Scottish Government Reporter comments on having no further development south of Forsyth St.
Finally the current residential developments of the 22 affordable houses and the Tullochs site on the western side of the village should be sufficient additional housing for the village for the foreseeable future.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Drainage
- Over-development of site
- Road safety
- Traffic

Comment:I object to the retail unit/co-op because this would have an adverse affect on local village shops /businesses in the centre of the village. If these shops/businesses ended up having to close because they can't compete witha large supermarket chain it would affect the older people of the village who would have to walk uphill to the main road through Hopeman and cross over a busy road and carry everything home again. The local shops have always delivered shopping to people unable to go out due to adverse weather conditions, illness, disability, being elderly etc. But especially in these strange times of pandemic they have been the mainstay and lifeline of our village. Delivering and sourcing whatever people want. The majority of people living here work in Elgin and do their shopping whilst there, or drive to Elgin for shopping. I believe most people moving into the village will do the same.

A new retail unit/co-opwould end up with most of the shops/businesses having to close and these people and their staff would lose their livliehood and some of them their homes as they are attached to there businesses.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Drainage
- Dust
- Lack of landscaping
- Litter
- Loss of privacy (being overlooked)
- Noise
- Over-development of site
- Parking
- Precedent
- Reduction of natural light
- Road access
- Road safety
- Traffic
- View affected

Comment:The plan will effect the environment, landscape, road safety of the village, let alone it's impact on local businesses at the heart of the community.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Contrary to Local Plan
- Drainage
- Dust
- Height of proposed development
- Inadequate plans
- Inappropriate materials/finishes
- Lack of landscaping
- Litter
- Loss of privacy (being overlooked)
- Noise
- Parking
- Permitted Development
- Poor design
- Precedent
- Road access
- Road safety
- Smell
- Traffic
- View affected

Comment:I wish to strongly object to the above proposed development. Hopeman is a small traditional fishing village. It is admired throughout the world. Evidence the countless visitors we receive. The proposed development of a faceless superstore and flats will seriously damage the character of Hopeman - with all the accompanying problems - see above. The impact on our local

shops and post office would probably result in there closure. During this pandemic they have went above and beyond in supporting our community. The building of this unsympathetic development will be detrimental to our village.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details
Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Drainage
- Height of proposed development
- Over-development of site
- Precedent
- Reduction of natural light

Comment:I would like to register my objection to the plans under application 20/00474/APP The points on which I object are detailed below.

Contrary to local plan.

In May 2020 The Moray Council, backed by the Scottish Government stated that Hopeman had reached the limits of its physical growth and therefore an approval of any or all of this plan would contravene this statement.

Drainage.

Over the last few years there has been drainage issues arising from that area of land. Any development here would remove the areas natural ability to soakaway heavy rainwater and could potentially increase flooding risk to the village situated downhill from this proposal.

Height of proposed development.

The proposed height of the development is not in keeping the rest of the village.

Reduction of natural light.

Due to it's elevated position and the fact that the sun in the winter months sits low over the hlll behind the proposed development I would be concerned that this would reduce the natural light in this area north of Forsyth street.

Over-development of site

Hopeman is a village and should remain so, the introduction of flats and retail units lends no benefit to the current population and only increases the 'sprawl' of the village. Hopeman has been identified as 'reaching its limits' by the local council and this view has been supported by the Scottish Government and therefore should not be approved on the basis that this will increase the developments attached to the original location of the village.

Precedent

Should this plan be approved then it will set a precedent in which sites that have previously been identified by developers as 'potential' development sites will be submitted for planning. Again, I mention the fact that in May 2020 the Moray Council and the Scottish Government stated that Hopeman had reached its physical limits. Should this plan be approved then the precedent has been set that this statement is in effect of no value whatsoever.

Personal

I have lived in Hopeman now for 10 years and would be sad to see an expansion to the village, this is because I believe that it would detract from feel and beauty of the place. I would also be sad to see additional retail units which are not based on the main street of Hopeman (Harbour Street) Hopeman already boast good amenities for a village of its size and I believe that any additional retails shops which directly compete with existing shops would have a very detrimental effect on the existing businesses.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Over-development of site
- Parking
- Road safety

Comment:Deeply concerned that the proposed retail development negatively impact on village shops which have provided excellent support to residents during the pandemic and before the pandemic. The character of the village will be negatively affected by over development. Increased tourism, which has a positive impact on village business, has increased pressure on village infrastructure and over development will increase pressure further.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment:Retail park not required

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Height of proposed development
- Over-development of site
- Road safety

Comment:1. I believe the proposed development will look out of place due tout being a high building and the current dwellings surrounding being small

2. It will bring in more traffic to the village making a notoriously risky road more dangerous.

3. It will potentially disrupt the villages economy outcompeting small buisinesses and forcing closures and job losses

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Activity at unsociable hours/behaviour
- Litter
- Over-development of site
- Road safety
- Traffic

Comment:Hopeman is fortunate enough to have an excellent group of local and independent shops, to add a larger chain store to this would likely have a detrimental effect on these with passing trade going to a larger store on Forsyth Street. Likely late opening hours of a co-op could also mean increased activity and noise at nighttime for those living near by.

Forsyth Street is a well used road, and at times struggles with traffic, particularly due to residential parking and buses stopping, to add additional traffic to this would cause congestion at times, and could also lead to more pedestrians trying to cross a busy road to access a shop or flats.

There are already significant plans in place to develop Hopeman to it's capacity, this development is not one which I feel is needed or that the village has capacity for.

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public
Stance: Customer objects to the Planning Application
Comment Reasons:
- Contrary to Local Plan
- Road safety

Comment:My primary objection to this planning application, [redacted] is in relation to the proposed introduction of an additional retail outlet. The services provided by the pharmacy are vital to the health of the local population and the recent COVID-19 pandemic has highlighted the fragility of this service as the retail element of our business has diminished due to lockdown. This has put real pressure on our ability to provide our large range of NHS services as I have been forced to reduce our staffing levels to maintain our viability. Clearly, my expertise is not in building or town planning, but I believe that the site in question is classified as an industrial site, and a retail outlet/residential units would not be consistent with the Moray strategic plan. If this is the case, then I would urge the planning committee to reject the application on the basis that a change to the plan would seriously threaten the health and wellbeing of both Hopeman and Burghead, as the Burghead pharmacy would not remain viable should the Hopeman pharmacy be forced to close.

As a secondary issue, I would ask the committee to consider carefully the road safety element of a development on this site. I use this road daily and am very aware of the potential for this small stretch of Forsyth St to become an area of risk to both road users and pedestrians.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan

Comment:This development is contrary to the local development plan.

The village is well served by local businesses which would be wiped out if a new 4000 sq foot co-op were built.

Hopeman is an outstandingly beautiful example of a Scottish coastal village. All of the current businesses are integrated within the traditional buildings of the Main Street and within walking distance of all the properties in the village.

The closure of these businesses, which would be inevitable, would be a huge loss for our community and the new development would be wholly inappropriate aesthetically.

HOPEMAN Community Association

11 JUN 2020

Springfield Real Estate Management Ltd
Planning Application Ref: 20/00474/APP
Industrial Unit, Retail Unit and Two Blocks of Flats, Forsyth St, Hopeman

10 June 2020

Dear Sir/Madam,

We are responding to the above planning application and in doing so lodge an objection on behalf of the residents of Hopeman.

We have consulted widely with the residents of the village and have received an overwhelming response against this proposed development. It is clear from reviewing the Council's own consultation documents, that on the basis of identified breaches to the existing local plan, transport and road safety concerns that the Council officers in these areas also believe this development should not proceed.

In addition to these very valid points, which were also widely expressed and supported in the responses received from residents, there was also a strong view put forward by many on the impact such a development would inevitably have on the village's current retail infrastructure. Again, it was heartening to note on our review of the planning documents that this is yet another area in which we are in concert with the Council's view, as detailed in their Development Plan Consultation response.

Given the strange and trying times we are currently living through, which no doubt will continue for some time, the retail outlets in Hopeman, which include a Butcher, Pharmacy and two General Stores, one of which incorporates a Post Office, have all provided a level of support within the community which we believe would be hard to replicate.

As an understandable and laudable consequence, the residents would not wish to see another retail outlet being established which would surely further threaten the future viability of existing shops, already impacted by the many supermarkets opened in Elgin and Lossiemouth. The outstanding service our existing shops have provided to the residents in the past and continue to do so is in the view of the village a very welcomed position and one well worth protecting.

In closing we hope that the strongly expressed views of our local community against this proposal will be considered and continue to be supported by the Council in reaching their decision.

Yours faithfully

[redacted]

Addendum to Hopeman Community Association
Response to Planning Application Ref: 20/00474/APP

Reason for comment:

- ☐ Activity at unsociable hours/behaviour
- ☐ Affecting natural environment
- ☑ Community Council/Association Consult
- ☑ Contrary to Local Plan
- ☑ Drainage
- ☐ Dust
- ☐ Height of proposed development
- ☑ Inadequate plans
- ☑ Inappropriate materials/finishes
- ☐ Lack of landscaping
- ☐ Legal issues
- ☑ Litter
- ☑ Loss of privacy (being overlooked)
- ☑ Noise
- ☐ Objection now withdrawn
- ☐ Out of Time Objection
- ☐ Over-development of site
- ☑ Parking
- ☑ Permitted Development
- ☑ Poor design
- ☐ Precedent
- ☐ Procedures not followed correctly
- ☐ Reduction of natural light
- ☑ Road access
- ☑ Road safety
- ☐ Smell
- ☑ Traffic
- ☑ View affected

Comments for Planning Application 20/00474/APP

Application Summary

Application Number: 20/00474/APP

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Proposal: Demolish existing service station and garage erect retail unit light industrial unit and 2no blocks of residential flats at

Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Contrary to Local Plan
- Litter
- Road safety
- Traffic

Comment:Still a highly undesirable development plan, A totally unnecessary and undesirable retail space, which will adversely affect local businesses, and cause many traffic problems for a village already struggling to cope with the increased traffic, that has resulted due to a significant increase in the touring capacity of the caravan park and an expanded food outlet.

I totally oppose this development.

HOPEMAN Community Association

Development Management and Building
Environmental Services
The Moray Council
High Street
Elgin
IV30 1BX

17 AUG 2020

13 August 2020

Dear Sir/Madam,

Springfield Real Estate Management Ltd (SREM)
Planning Application Ref: 20/00474/APP
Industrial Unit, Retail Unit and Two Blocks of Flats, Forsyth St, Hopeman

We are writing again on behalf of the residents of Hopeman in response to the recent amendments to the above application submitted by SREM.

Incidentally, we are surprised that on the Council's planning website the determination deadline for this application still states 29 June, which has clearly not been achieved and yet no amended determination deadline has been set.

In respect of the amendments themselves, it appears that SREM, now aided by consultants, believe they have put forward a valid case that their plans are to the benefit of the village and its residents. The changes do not alter the fact that the community within Hopeman overwhelmingly do not support these plans and the objections raised to the initial application are still valid.

Planning Statement

- Within the planning statement it is purported that the site in question would have in the past attracted a "high volume" of traffic when it was in business as a garage. Many of the community would quite simply dispute this as the site has not operated in this way for well over 10 years. Even then, the filling station on the site attracted much smaller traffic volumes than what is now being envisaged.

- What is however true in relation to traffic volumes is that the density and types of traffic now using Forsyth Street have changed and grown considerably over this period. This supports the position put forward by many residents that creating another access onto Forsyth Street, so close to the primary road junction between Forsyth Street and Harbour Street, will surely present additional safety issues, both in terms of traffic movement in the area and also to pedestrians.

- The developer's application also makes much of the site's ability to move towards satisfying the Scottish Government policy in relation to cycle use. It completely ignores the facts that:
  - many residents and commuters passing through the village on a regular basis would strongly disagree and not hesitate to suggest that cycling/crossing Forsyth Street, particularly at peak times, is hazardous due to density and speed of traffic in the area
  - given that there are no cycle tracks in the vicinity of the site, cyclists would require to use the main road; this induces further risk; as a result, and given the existing congestion in Harbour Street, it is highly unlikely that many of the local residents would choose to cycle to the site
  - unless a bike has fitted carriers, or the cyclist has a back-pack, carrying shopping while cycling is simply dangerous and should not be encouraged

- The statement also makes reference to the Local Development Plan designation I1, suggesting that this does not impact on the retail development site and that in addition I1 is currently not being utilised for industrial use as designated. Both are inaccurate, the proposed retail unit does impinge on I1 and I1 is currently being utilised by the building contractor whose offices are located adjacent to the proposed development for storage (industrial use).

Retail Planning Statement

- **Section 1.6**: we do not accept that "the proposed shop will supplement the existing shopping in Hopeman". Shopping by the residents of Hopeman comprises local shopping, online supermarket shopping and personal shopping at Lossiemouth/Elgin supermarkets. This shop is unlikely to affect online and supermarket shoppers and the range of products it would offer will simply put it in "direct competition with existing shopping in Hopeman"

- **Section 1.7**: this seeks to suggest and identify what the developers consider to be the "anticipated" benefits that would flow from the building of the retail store. We feel sure that the developers and those advising them are the only parties "anticipating" those perceived benefits. Hopeman currently enjoys comparable service and support provided by a post office/store, a general store, a butcher, a florist and a pharmacy. These stores are already providing the necessary products

to the residents and the argument that the Co-operative could do better is quite frankly an insult to the owners and operators of the existing shops. The level of service and ability to meet the needs of the residents has been more than adequately demonstrated during the protracted lockdown. We feel confident that the residents will continue to fight to retain these valuable and locally controlled services.

- **Section 2.6**: within the Retail Planning Statement, the most outstanding and arguably important point is that made in respect of the new Co-operative opening in Lhanbryde. The statement states that:

  "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....."***

  In discussions with the owner/operators of the Keystore it is clear that their view of what has actually happened bears no relationship to what the developers are suggesting and that the store has suffered from the competition introduced. It is also reported that the only other retail outlet within Lhanbryde, a butcher, is also suffering adversely from the new Co-operative's influence.

- Section 2.6: the statement also suggests these proposals comply with the requirements of Policy R3. In satisfying this Policy, developers are required to:

  "demonstrate that they will not have an adverse effect on the vitality and viability of the identified network of centres"

  We refer you to the comments made in response to sections 1.6 above and 3.7 below. In addition, the statement relies on the approach taken in Lhanbryde by the Council.

  "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."

  It is clear to us however, and should be easily verified that the approach taken by the Council in respect of that application was flawed in that it has impacted on the potential vitality and viability of the stores in Lhanbryde. The same misjudgement should not be allowed to happen again in Hopeman and threaten long established businesses within the village.

Again, anecdotal evidence in respect of Lhanbryde's experience would suggest that initial suggestions made in respect of potential employment opportunities proved to be well overstated and have not materialised. It is therefore probable that at least one of the goals of Primary Policy PP1, if not indeed the most important one in terms of local effect, is highly unlikely to be met.

- Section 2.10: the developers state:

  "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..."

  This is totally untrue and wishful thinking on the part of the developers. Hopeman has been a tourist draw in Moray for many years and the existing infrastructure has successfully supported the requirements of visitors. To suggest otherwise, on the basis of some statistical guesswork, is unacceptable.

- Section 3.7: the data in the table is materially incorrect and its use in the subsequent paragraphs to develop an argument in favour of the proposed shop is inappropriate; local available expenditure and calculated turnover figures are simply guesstimates and, based on our conversations with local retailers, the data is incomplete, inaccurate and presented in a manner which simply helps justify the case for the development. It would also be helpful to consider the actual effect of such a development as witnessed in Lhanbryde.

- Section 3.10: we refer to arguments above relating to disagreement that the proposed store could be supported "without any significant impacts on existing convenience outlets".

  We would further point out that Hopeman, unlike Lhanbryde, currently comprises a unique mix of all the specialist services required by a village of its size. In that regard, its retail composition is mature, and has developed into a balanced local offering (effectively a saturated market) within a regional equilibrium served also by online and supermarket alternatives. Further, we would point out that although at one time, Hopeman was able to support 3 general stores, the arrival of Fine Fair, Asda, etc. in Elgin resulted in only 2 being able to survive thereafter. That status has remained throughout various changes in ownership until the present day.

- Section 3.11: we have argued above against the qualitative and quantitative arguments put forward by the developer; finally, we would simply draw attention to the policy of the Scottish Government regarding Community Empowerment which encourages communities "to make their voices heard in planning"; we, as Hopeman Community Association are trying to do exactly that by representing the majority view within the community – a view which is that this development is neither needed nor wanted by the people of Hopeman.

Yours faithfully

[redacted]

Chair: Dennis Slater, 15 Park Street, Hopeman, Moray, IV30 5SE
Secretary: Katy Sutcliffe, 21 Farquhar Street, Hopeman, Moray, IV30 5SN
Treasurer: Lynda Heron, 63 Farquhar Street, Hopeman

[redacted]

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Affecting natural environment
- Contrary to Local Plan
- Road access

Comment:Just not acceptable

Comments for Planning Application 20/00474/APP

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Procedures not followed correctly
- Road safety
- Traffic

Comment:I strongly object to this development as the village does not need these properties or the proposed shop the latter that it cannot support and existing businesses would struggle. The village infrastructure is currently very hard pressed with traffic due to the influx of visitors caused by the bootleggers bothy. We do not want the additional traffic on our narrow congested streets.

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Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Parking
- Traffic

Comment:The proposal is on a site intended for light industrial/ employment. Development for retail / housing will remove any prospect of employment opportunities within Hopeman - encouraging continuation of vehicle use and commuting. Hopeman is experiencing unprecedented levels of traffic and the development of further housing and removal of the prospect of employment within the village will further compound these problems.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Activity at unsociable hours/behaviour
- Litter
- Loss of privacy (being overlooked)
- Noise
- Road access
- Road safety
- Traffic
- View affected

Comment:This development would increase the amount of traffic and activity in the vicinity of our house throughout the day and evening. The village has shops which provide an adequate service. The claim of helping people by avoiding a trip to Elgin not supported. Many older people enjoy a trip on the bus to Elgin for shopping and meeting friends. The existing village shops sell a wide range of products and the introduction of a Coop could only have a detrimental effect on them.

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Case Officer: Lisa Macdonald

Customer Details

[redacted]

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Contrary to Local Plan
- Drainage
- Lack of landscaping
- Over-development of site
- Precedent
- Traffic

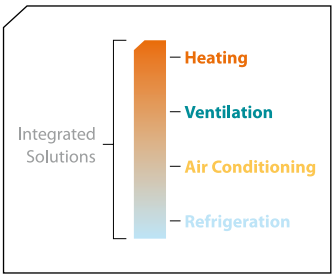
Comment:It cannot be argued that the current state of this site gives cause for concern, however, I would urge the planning committee to prevent further erosion of what Hopeman village has to offer. Our current businesses support our community in the village tradition.For half of the year they exist on local shopping and then in the summer they are blessed with what tourism brings to the village. Are we in danger in Moray of losing the village identity that brings tourists to us? Are we seeking to provide more of the 'same' instead of enhancing our uniqueness? Nothing is ever appreciated until it is lost. This application is one more step in that direction.

DAIKIN

your comfort. **our world.**

User Guide – Altherma LT Split

For your new Daikin Altherma low temperature heat pump



Your new Daikin Altherma heat pump

In this manual you will find information and guidelines that will allow you to run your Daikin Altherma heat pump system in the most energy efficient and cost effective way.

We hope you enjoy a warm and comfortable winter season!

System overview

The heart of your new central heating system is a highly efficient Daikin Altherma air source heat pump. The heat pump heats the water which flows around your central heating and separately heats the hot water when required in your hot water cylinder. The central heating is usually controlled from a Daikin controller or programmable room thermostat which switches the heat pump on and off at preset times, sending warm water through the central heating. Most radiators have thermostats (TRV's) fitted to control the individual room temperatures.

Outdoor unit

Hot water cylinder

Hydrobox

Daikin Altherma controller

Your heating system in detail and getting the most from it

Outdoor unit

Outside is the heat pump. This extracts heat from the air, even below 0°C and uses this heat to heat the water passing through the central heating and hot water cylinder.

The outdoor unit pulls in air from the rear, extracts the heat in the air, and blows the cooled air out the front. This is done automatically, and there is no need to set or adjust it.

If the rear of the outdoor unit gets clogged up with leaves or debris, the efficiency of your heating system can be reduced, this should be checked regularly and cleaned with a soft brush. Similarly, don't block the front of the unit up by leaning anything against it.

Hydrobox

The hydrobox is located indoors. This distributes hot water around the central heating and to the cylinder. The Daikin Altherma controller communicates with the hydrobox for efficient use.

Cylinder

Hot water is stored in the cylinder. To ensure low running costs the cylinder is normally set to heat to 48°C. Your system is set up to heat the water in the cylinder at the time when it is cheapest. If you have Economy 7 this will be during off-peak periods. If not, it will be during the day when the air temperature is higher. Once a week the water in the cylinder is heated to at least 60°C to ensure the cylinder remains free from bacteria.

Hot water preparation in detail

Your system is set up to heat the water in the cylinder at the time when it is cheapest. If you have Economy 7 this will be during off-peak periods. If not, it will be during the day when the air temperature is higher.

Programmable room thermostat

You may have a room thermostat installed in your property. It would be located in the hall or within certain rooms. It controls when the house is heated, and to what temperature.

It is likely the thermostat has been set to heat the house to 21°C in the early morning, lunchtime and evening, with a cooler 18°C at other times from Monday to Friday. At weekends, it is set to 21°C from early morning until late evening, with 18°C over night.

Heat emitters: radiators

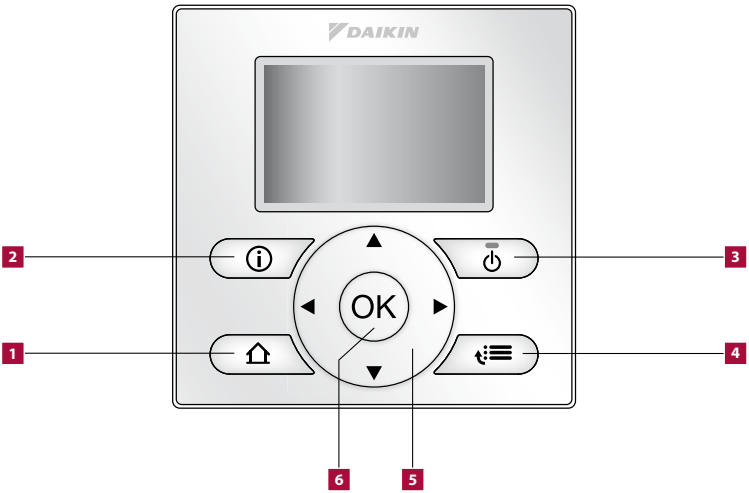
Most radiators are fitted with Thermostatic Radiator Valves (TRV's) as shown in the picture which ensures rooms will not become too warm.

Temperatures are represented by numbers or roman numerals I, II, III, IIII. The higher the number, the warmer the room temperature. Each valve should be set according to the temperature you wish to achieve.

Underfloor heating (UFH) and/or fan coil units (FCU)

If UFH is installed you may see a manifold in your airing cupboard or similar with pipes going into the floor. This will heat your floors, which in turn heat your home. If FCU are installed you will see them on your walls. FCU operate in a similar way to radiators, but a fan in the unit pushes heat into the space around it.

Your Daikin Altherma remote controller



1. **Home pages**
   - Switches between home pages for room temperature, tank temperature and leaving water temperature (when on the home pages)
   - Goes to the home page (when you are in the menu structure)
2. **Error information**
   - If an error occurs with your Daikin Altherma heat pump unit the information is displayed here
3. **On/off**
   - Turns on or off one of the controls (room temperature, tank temperature and leaving water temperature), depending on which home screen is shown on the display
4. **Menu/back**
   - Opens menu page when on the home page or goes back a level when you are within the menu structure
5. **Navigation buttons**
   - Navigates through the menu structure, selects and changes settings
6. **OK/enter button**
   - Confirms a selection
   - Goes to the next step when in programming mode
   - Enters a sub-menu when in the menu structure

Useful functions on your Daikin Altherma controller

Raising the hot water temperature

Storing water at higher temperatures is wasteful, because heat loss from the cylinder will be increased and the heat pump running costs will increase.

However, should you find the hot water is not hot enough, it can be increased by going to the domestic hot water home page. Press until you reach the domestic hot water home page (display will show 'tank' in top right corner). You will see either a temperature setting e.g. 60°C or symbol on the screen.

Use the button to increase the volume of hot water in the tank.

Note: You need to ensure the domestic hot water function is 'ON' to be able to adjust the settings. Press if you do not see a green light above the symbol.

Additional hot water other than pre-set times (boost function)

If you run out of hot water you can go into booster mode. Press until you reach the domestic hot water home page.

Now press until you reach to activate domestic hot water booster mode.

Note: Increased use of boost function will affect overall efficiency of the system.

Note: If you see the symbol, this means the domestic hot water is based on weather compensation, thus cannot be changed from the home menu.

Maximising your energy savings

To increase the efficiency of the central heating system, your heat pump will automatically vary the temperature of the water going through your central heating. The colder the temperature gets outside, the warmer the circulating water through your central heating.

When in the automatic (weather compensation) mode, if you feel the house is too warm or not warm enough you can adjust the central heating temperature up or down. Press ⌂ until you reach the room temperature home page. Use the ▲ or ▼ button to increase the room temperature.

Note: You need to ensure the room temperature function is 'ON' to be able to adjust the settings. Press ⏻ if you do not see a green light above the ⏻ symbol.

Activating the schedule timer

To activate the schedule timer press ⌂ until you reach the room temperature home page (display will show 'room' in top right corner). Use the ◀ or ▶ to move between heating modes. When you reach the ◷ symbol you are in scheduled mode. The next scheduled timer function is shown at the bottom of the screen, for example wed 17:00 ↑

Heating modes: ◷ = Scheduled mode
☀ = Comfort daytime mode (20°C)
☾ = Eco nighttime mode (18°C)

Note: ↑ = At the next scheduled action, desired temperature will increase
→ = At the next scheduled action, desired temperature will not change
↓ = At the next scheduled action, desired temperature will decrease

Setting the clock

If for any reason you require to re-set the clock,

1. Press ⌂ to go to any home page
2. Press ☎≡ to enter the menu function and press OK when 'set time / date' is highlighted
3. Press ▼ until you reach the 'time' setting. Press OK
4. Press to adjust the hour ▲ or ▼ and then ◀ or ▶ to move across to adjust the minutes. Now Press ▲ or ▼ to adjust the minutes
5. Press OK to confirm and save the new time and press ⌂ to return to the home page

Changing the central heating timer settings

If you wish to set the central heating to heat at times other than those already set, you need to adjust the settings on the controller:

1. Press ⌂ to go to the home page
2. Press ☎≡ to enter the menu function
3. Press ▼ until 'user settings' is highlighted, press OK
4. Press ▼ until 'set schedules' is highlighted, press OK
5. When 'room temp.' is highlighted, press OK
6. When 'set heating schedule' is highlighted, press OK
7. If you wish to change an existing schedule choose the name of the schedule you wish to change and press OK, OR if you want to start a new schedule, choose 'empty' and press OK
8. 'Mon' will be highlighted, this is the schedule for Monday. Press ▶ to enter the schedule for the selected day, or ▲ or ▼ to select another day

Continued overleaf...

Changing the central heating timer settings

Continued...

9. Press ▲ or ▼ to change the hour time of the schedule and press ▶ to change minutes. Press ▶ to set type of schedule. You can either set a room temperature or choose 'eco' (18°C) or 'comfort' (20°C) modes. Press ▲ or ▼ to switch between modes or to adjust temperatures
10. Press ▶ to move to the next schedule for the day. Repeat step 9 for the next timer schedule
11. When you have set all schedules for the day, press OK
12. You are able to copy the schedule set for Monday, to other days in the week. Press ▼ until 'copy day' is highlighted. Press OK
13. 'No' will be highlighted under 'Tue'. If the same schedule is required for Tuesday, press ▲ until 'yes' appears. Press ▶ to move to Wednesday. Repeat this step until you have copied the schedule for the days you require. Press OK to confirm and return to the schedule timer screen
14. If you would like a different schedule, for example on the weekend, press ◀ until the days on the left-hand side are highlighted
15. Press ▲ or ▼ until the day you wish to adjust is highlighted. Press ▲ to enter schedule timer adjustment screen and adjust timer schedules as described in step 9
16. When all schedules are set, press OK and press ▼ until 'same schedule' is reached, press OK
17. Save the schedule timer under either 'user defined 1, 2 or 3'. Press ▲ or ▼ to move between the user schedules 1, 2 or 3. Press OK to confirm
18. You can edit the name of the schedule. Press ▲ or ▼ to adjust the first letter and ▶ to adjust the next letters. Press OK to confirm
19. Press ⌂ to return to the home screen

Changing the central heating timer settings

Continued...

20. Press ☰ to enter menu and press ▼ until 'select schedules' is highlighted and press OK
21. When 'room temperature' is highlighted press OK
22. When 'heating' is highlighted, press OK
23. Press ▼ until the name of the schedule you have changed is highlighted and press OK

Your checklist for diagnosing possible faults

If the radiator is too cold check that the radiator TRV is set to a high enough level.

A room may become warm enough without the radiator being more than lukewarm.

Is the programmable thermostat set too low?

Check that the temperature on the programmable thermostat is set high enough to start the heat pump.

Is the mains power switched off?

Check that the heating switches are switched ON, including the switch located next to the outdoor unit.

In the event you have checked the points opposite, and the system still fails to operate normally, you can manually reset the system by turning off the power, waiting 60 seconds then turning it back on.

If the system still does not operate as normal, check the display on the controller for a fault code (typically a number and a letter for example 7H) and contact your housing association, making reference to the displayed code.

www.daikin.co.uk

For full user instructions, please refer to the Daikin Altherma operation manual.

your comfort. **our world.**

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25 June 2020

Dear Pauline

Hopeman Service Station, Forsyth Street
Level 1 Flood Risk Statement

Please find attached a Level 1 Flood Risk Statement for your site in Hopeman, Moray. 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.

Yours sincerely
for EnviroCentre Ltd

(issued electronically)

John Phillips
Senior Consultant

Martin Nichols
Principal Consultant

Enc: Hopeman Service Station: Level 1 Flood Risk Statement
Hopeman, Moray Attenuation Design Support: 368688/EO/001
CC:

HOPEMAN SERVICE STATION: LEVEL 1 FLOOD RISK STATEMENT

Site Location and Development Description

The site is located in the village of Hopeman, Moray. The proposed development is to be located on the land of the Hopeman Service Station on Forsyth Road. The representative National Grid Reference (NGR) of the site is NJ 14749 69255. The development site has an area of approximately 0.3ha. The location plan is presented in Figure 0.1. The proposed development is for the construction of a retail unit, a light industrial unit and two blocks of flats comprising of eight units in total.

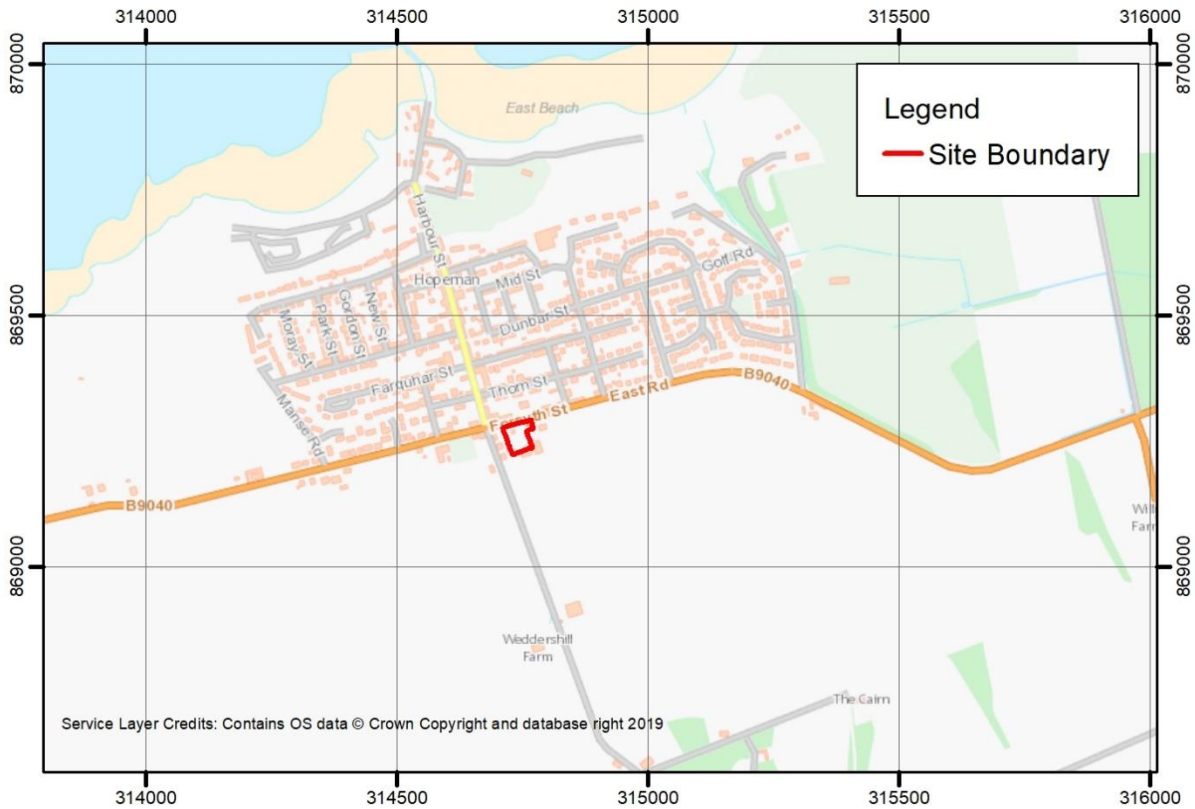

Figure 0.1: Site location

Development Drainage

In 2018, a swale and attenuation basin was constructed to the south of the site (Planning Reference 17/00894/APP). The supporting documentation for the design of the drainage is provided in the enclosed Hopeman, Moray Attenuation Design Support (368688/EO/001).

The contributing catchment to inform the design of this swale and attenuation basin included the proposed development site. The scheme was designed to attenuate the runoff generated in a 1 in 200 year RP + 20% climate change event from the fields to the south of site. The basin releases the flows into the receiving ditch downstream of the site at less than the 1 in 2 year RP greenfield runoff rate.

Surface water runoff from the Hopeman Service Station development site will be collected in an underground drainage network. This network will discharge into the existing swale located to the south of the site. The swale in turn discharges to the existing attenuation basin. Further discussion on the drainage of the site is provided in the drainage impact assessment (10045/CIVIL/R001).

Site Topography and Hydrology

The topography of the site and surrounds has been assessed using the LiDAR DTM data from the Scottish Remote Sensing Portal (https://remotesensingdata.gov.scot/). The DTM data, which includes part of Gallow Hill, is from the LiDAR Phase 1 survey, which was collected between March 2011 and May 2012, prior to the 2018 construction of the swale and attenuation basin.

Within the site the topography is relatively flat, with a maximum elevation of approximately 28mAOD in the south-west corner of the site and a minimum elevation of approximately 27mAOD in the north-east corner of the site. The direction of slope within the site is therefore from the south-west towards the north-east corner onto Forsyth Road. The ground elevation for the site and surrounding area is presented in Figure 0.2.

To the south of the site is Gallow Hill which has a maximum elevation of approximately 70mAOD, sloping down towards the site. Between the foot of Gallow hill and the site is a small ditch. The ditch flows in a east-north-east direction. A cross section of the ditch from Gallow Hill to the site is presented in Figure 0.3. As noted previously, since the collection of data for the DTM used in this assessment a swale has been constructed to the south of the existing ditch.

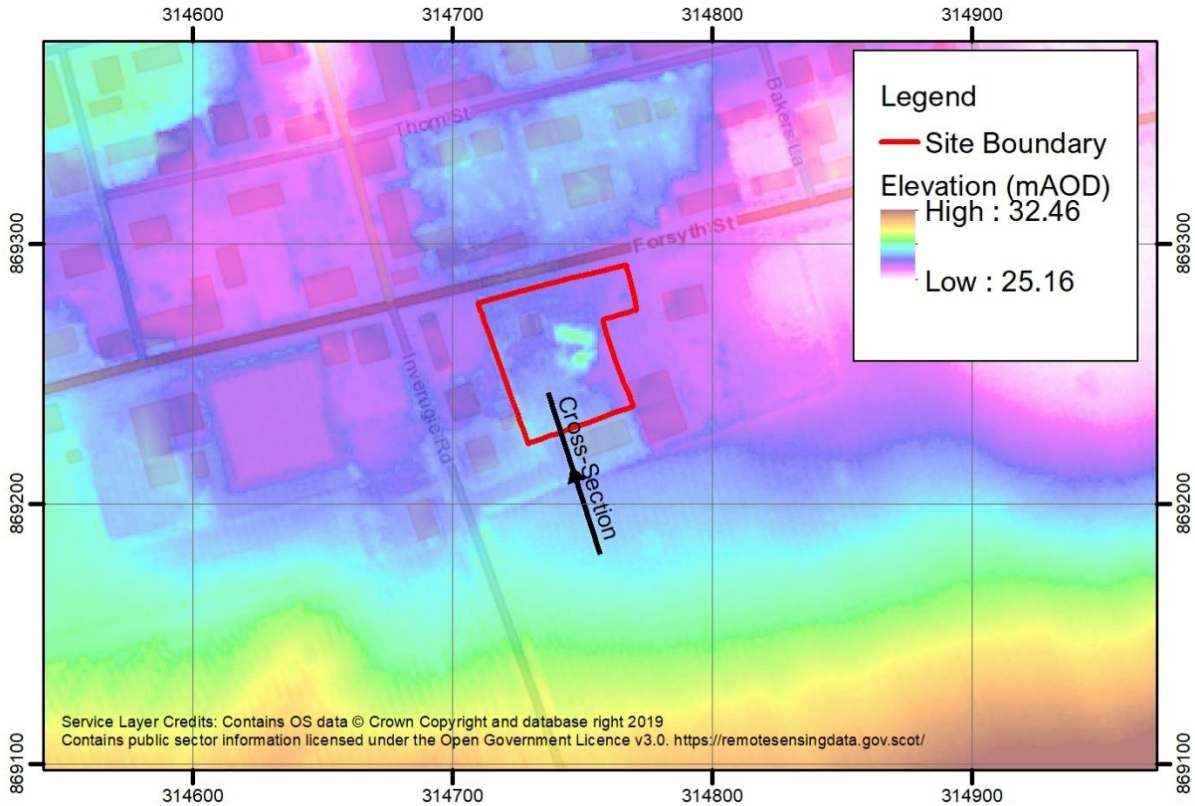

Figure 0.2: Ground elevation excluding the Swale

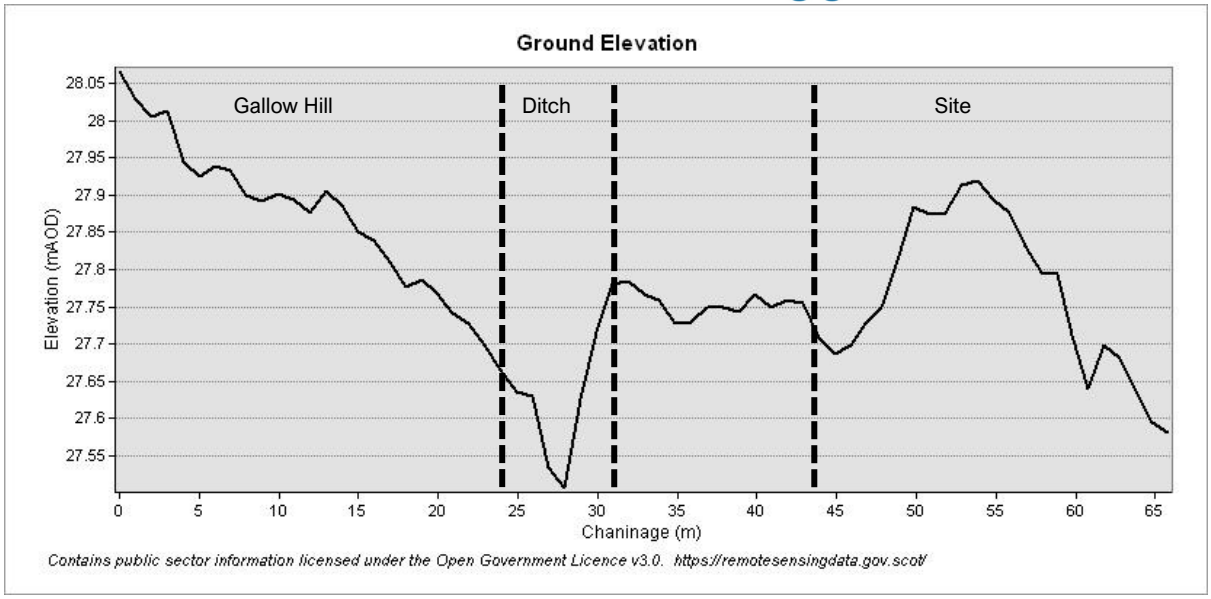

Figure 0.3: Cross-section profile of the ground level from south to north

SEPA Flood Maps

SEPA flood maps have been used to support this assessment. The SEPA flood maps consider three probabilities of flood occurrence, high likelihood (1 in 10 year RP); medium likelihood (1 in 200 year RP); and, low likelihood (1 in 1000 year RP).

Table 0.1: SEPA flood map assessment for all flooding sources

Flooding Source	Description
Coastal	SEPA flood maps do not indicate coastal flood risk within the vicinity of the site.
Fluvial	SEPA flood maps do not indicate fluvial flood risk within the vicinity of the site.
Groundwater	SEPA flood maps do not indicate groundwater flood risk within the vicinity of the site.
Pluvial	SEPA flood maps do not indicate pluvial flood risk within the site. The maps do show high pluvial flood risk to the south of the site. The maps show multiple small ponding locations around the south of the site. It is likely that flow from Gallow hill is collecting in the ditch and depressions in the ground elevation model, creating small disperse ponding. The SEPA flood maps do not include the new swale constructed in 2018, which has improved the drainage in the area.

Overland Flow Analysis

Overland flow analysis has been undertaken using the 3D analyst extension in ArcGIS, with the input LiDAR DTM dataset which does not include the swale or attenuation basin. The results are presented in Figure 0.4, and highlight overland flow is likely to accumulate on Gallow hill and flow towards the

site. Due to the steep nature of the hill the runoff from the hill is diffuse in nature and is not confined to a clearly defined flow path or channel. At the foot of the hill the existing ditch collects this runoff from the hill, and protect the site from inundation. The 2018 construction of a swale will have enhanced the collection and conveyance of flow from the foot of Gallow Hill, away from the site towards the associated attenuation basin.

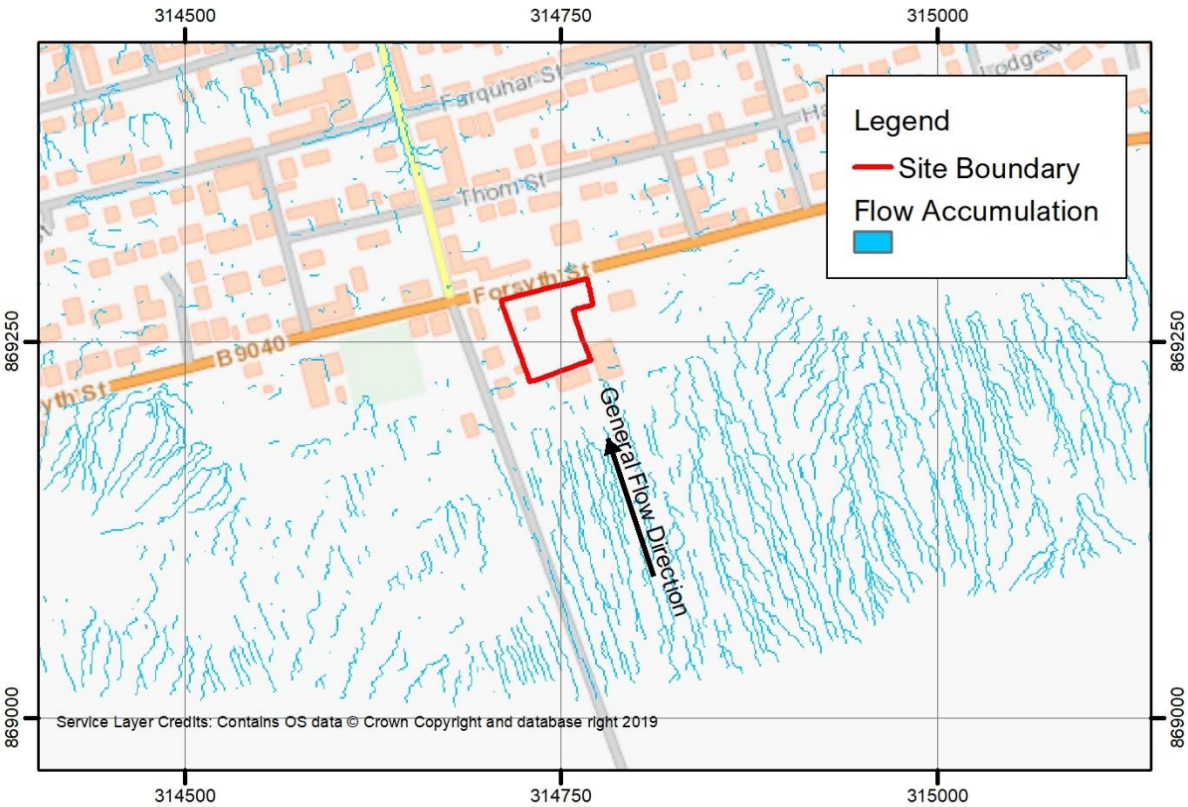

Figure 0.4: Overland flow analysis and general flow direction towards the site

Assessment of Flood Risk from All Sources

Flooding Source	Description	Mitigation
Coastal	The site has an elevation of approximately 27mAOD and is located 610m from the coast. The site is not at risk of coastal flooding.	No mitigation required
Fluvial	There is no significant watercourse within the vicinity of the site. SEPA flood maps do not indicate that the site is at risk of fluvial flooding. Therefore it is considered that the site is not at risk of fluvial flooding.	No mitigation required
Groundwater	SEPA flood maps do not indicate any groundwater flood risk within the vicinity of the	No mitigation required

Flooding Source	Description	Mitigation
	site. The nearest low probability of groundwater flooding is to the north-east, approximately 2.6km from the site. It is considered that the site is not at risk from groundwater flooding.	
Pluvial	The site is located at the bottom of Gallow Hill. Overland flow analysis shows that there is a risk that overland flow will discharge down the hill towards the site and accumulate in the ditch to the south of the site. This agrees with the SEPA flood map which shows a risk of ponding south of the site. A review of local topography, including a cross-sectional ground prolife, shows the site is protected by higher elevation ground between the ditch and the site. In 2018, a swale was constructed at the foot of Gallow Hill. The swale is designed to improve drainage from Gallow Hill. It intercepts runoff from the hill and conveys it to the associated attenuation basin. The construction of the swale and attenuation basin has further reduced pluvial flood risk around the site. Neither the SEPA flood maps nor the overland flow analysis show the site is at risk of flooding.	The proposed development surface water drainage network will collect flow from within the site. The receiving water for this surface water will be the existing swale. This swale will direct flow to the associated attenuation basin. The basin will then release the flow into the receiving ditch at less than the 1 in 2 year RP greenfield runoff rate. The swale also intercepts flows from Gallow Hill. Which reduces the risk of ponding around to the site. This scheme has been designed to protect the site against the 1 in 200 year RP event.

Conclusion

This assessment has shown that there is no likely risk of flooding from coastal, fluvial, groundwater or pluvial sources to the development site. Mitigation is not required to protect against flooding from coastal, fluvial and groundwater sources. The proposed and existing mitigation for pluvial flooding will protect the site against any potential pluvial flooding originating from Gallow hill to the south, the development drainage scheme has been designed to protect the site for events up to and including a 1 in 200 year RP.

HOPEMAN, MORAY ATTENUATION DESIGN SUPPORT: 368688/EO/001

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22 May 2017

Dear Alasdair

Hopeman, Moray
Drainage Improvement Design Support

Please find attached our detailed designs for the proposed drainage improvement scheme at Hopeman, Moray.

The proposed scheme will attenuate the runoff generated in a 1 in 200 year + 20% climate change event from the fields to the south of Hopeman, and release the flows into the current receiving ditch downstream of the site at less than the 1 in 2 year greenfield runoff rate.

The proposed scheme is designed to intercept and attenuate runoff from the fields to the south of Hopeman.

Yours sincerely
for EnviroCentre Ltd

(issued electronically)

Emer Owens
Senior Civil Engineer

Jennifer MacDonald
Senior Environmental Consultant

Enc: Hopeman Attenuation Calculations
Appendix A: Field Drain Drawings
Appendix B: Catchments
Appendix C: Catchment Descriptors
Appendix D: Greenfield Runoff Rates (ReFH2)
Appendix E: Greenfield Runoff Rates (IH124)

HOPEMAN ATTENUATION CALCULATIONS

Introduction

Terms of Reference

1. EnviroCentre Ltd has been commissioned by Springfield Properties PLC to design a drainage improvement scheme for a site immediately to the south of Hopeman, Moray. The site is shown in Appendix B with the centre of the catchment located at grid reference NJ 14960 68983. EnviroCentre Ltd has previously examined runoff volumes for the site (Ref: 368688/JMD/001).

Scope of Report

2. There are existing flooding issues caused by runoff from the fields to the south of Hopeman. In response to this, Springfield Properties installed a field drain running parallel to Forsyth Street/East Road in order to route runoff into the existing ditch which extends along the western edge of the golf course. The design drawings for the existing field drain are provided in Appendix A.

3. Following two storm events in 2014, Moray Council commissioned JBA Consulting to undertake an appraisal of the field drain and its conveyance capacity. JBA have determined that the field drain does not have sufficient capacity to convey the 1 in 2 year runoff volume (JBA Consulting, 2016). Springfield Properties Ltd therefore intends to install further drainage improvement features to cope with the volume of runoff generated in storm events up to the 0.5% Annual Exceedance Probability (AEP), or 1 in 200 year return period event, plus an additional 20% to allow for future climate change.

4. Springfield Properties has developed an outline drainage improvement design whereby an attenuation basin will be incorporated into the existing drainage design. The attenuation basin will be located next to the shallowest section of ditch and will be used to store the runoff exceeding the capacity of the existing field drain, up to the 0.5% AEP + 20% climate change runoff volume. The attenuation basin will be tied into the field drain at its eastern and western extents to ensure that all runoff from the site is routed through the basin.

5. The purpose of this report is to provide the detailed designs for the drainage improvement features (including supporting calculations) required for the site, to cope with the volume of runoff generated in storm events with magnitudes up to 0.5% AEP + 20% climate change.

6. The proposed layout of the scheme is provided in drawing 368688-001.

Hydrology

Catchment Delineation

7. The catchment of the existing field drain was delineated using OS Terrain 50 contours and is shown in Appendix B. In order to be conservative, the catchment has been extended to the boundary of the western fields. The catchment of the entire site has an area of approximately 67ha. This catchment area has been used for the hydrological calculations of the attenuation basin detailed below.

8. An access road currently extends north westwards through the site. In recent extreme rainfall events, this access road has been the preferential flow route for runoff from the western fields. The western fields comprise 42% of the site catchment area (28ha). The western field catchment is also shown in Appendix B and has been used for the hydrological calculations of the conveyance swale detailed below.

Greenfield Runoff Rates

9. The catchment characteristics used in the calculations were derived from the catchment of the receiving ditch to the north east of the site using the Flood Estimation Handbook (FEH) web service (CEH, 2015). The Standard Annual Average Rainfall (SAAR) for the site is 612mm. The BFI HOST value of 0.89 was considered to be unrepresentative of the site given the underlying glacial till drift geology (BGS, n.d.), and therefore this was adjusted based on gauged data for a nearby gauging station (7007 Black Burn at Monaughty). This provided a revised BFI HOST value of 0.66. A summary of the catchment descriptors obtained from the FEH web service is provided in Appendix C.

10. Greenfield runoff rates for the site were calculated using two alternative flow estimation methods in order to determine the standard of protection currently provided by the field drain and determine the appropriate volume of additional storage required to mitigate overland flood risk up to a 0.5% AEP + 20% climate change event.

11. The Institute of Hydrology Report 124 (Marshall & Bayliss, 1994) method was used to estimate the 0.5% AEP greenfield runoff rate for the site and produced a 0.5% AEP + 20% climate change greenfield runoff rate of 0.47m^3/s for the catchment of the field drain. The suggested SOIL factor of 0.15 for the site (derived from Winter Rainfall Acceptance Potential (WRAP) map) was considered to be too low based on the soil type (Humus-iron Podzols) and underlying superficial geology of the site (Glacial Till). The SOIL factor was therefore increased to 0.35 which is considered to better represent the site conditions.

12. The REFH2 Method (WHS, 2015) was also run for comparison. A critical storm duration of 6 hours was derived iteratively for the site and provided a 0.5% AEP greenfield runoff rate of 0.37m^3/s.

Table 1 Greenfield Runoff Rates

Flood Event	Western Fields Catchment		Entire Site Catchment	
	IH124 Method (m^3/s)	ReFH2 Method (m^3/s)	IH124 Method (m^3/s)	ReFH2 Method (m^3/s)
50% AEP	0.06	0.04	0.13	0.10
0.5% AEP	0.17	0.15	0.39	0.37
0.5% AEP + 20% Climate Change	0.21	0.19	0.47	0.44

13. In order to be conservative the higher flow estimates derived using the IH124 Method has been adopted in this study. The 0.5% AEP greenfield runoff rate including an additional 20% climate change allowance for the site is therefore assumed to be 0.47m^3/s. Supporting calculations are provided in Appendices D and E.

Existing Drainage Scheme

14. The capacity of the existing drainage system on site was studied, and is detailed in the EnviroCentre Ltd letter report (Ref 368688/JMD/001) dated 2 November 2016.

15. The result of the study found that the existing field drain has sufficient capacity to convey approximately 0.062m^3/s, but that the outflow from the site is restricted by the current culvert under East Road. Based on information provided by Springfield Properties PLC, the culvert under East Road is estimated to convey 0.016m^3/s and this is therefore considered to be the maximum outflow rate for the site. This is significantly less than the calculated 1 in 2 year greenfield runoff rate of 0.13m^3/s.

Flow Attenuation Requirements

16. In order to prevent overland flows from the fields to the south of Hopeman from affecting Forsyth Street/East Road and the properties beyond, it is proposed that the drainage improvement features will be designed to store runoff which exceeds the current maximum outflow rate for the site, up to the 0.5% AEP + 20% climate change storm event.

17. The volume of attenuation required was calculated based on the volume of runoff generated within the site minus the volume of outflow from site, over the critical storm duration of six hours.

18. The volume of runoff generated within the site over the 0.5% AEP + 20% climate change storm duration was calculated to be 10,152m^3 based on a flow rate of 0.47m^3/s over the course of a six hour storm.

19. The volume of water leaving the site through the culvert under East Road has been calculated based on the maximum flow rate for the culvert (0.016m^3/s) over the course of a six hour storm duration. The outflow from the site is calculated to be 346m^3/s.

20. A required attenuation volume of approximately 9,800m^3 has therefore been calculated for the site based on the difference between the calculated runoff and controlled outflow volumes.

Attenuation Design

Outflow

21. The current culvert at the north east boundary of the site will remain as the only outflow from the site and therefore a flow of 0.016m^3/s has been used as the outflow rate from the drainage system.

Swale

22. The 0.5% AEP + 20% climate change runoff from the western field has been estimated at 0.21m^3/s (Table 1). The capacity of the section of field drain located within the western field has been estimated at 0.10m^3/s based on a gradient of 1 in 200 and a Ks value of 0.6mm (as used in Springfield Properties PLC calculations) in order to be conservative. The current field drain is therefore considered to have insufficient capacity to convey flows from the western fields to the attenuation basin which will be located within the eastern field.

23. In order to adequately convey the flow exceeding the capacity of the current field drain (0.11m^3/s), additional conveyance capacity will need to be provided. A swale, stretching from the western field boundary to the attenuation basin (as shown on drawing 368688-001), will be installed to provide this additional conveyance capacity.

24. The Conveyance Estimation System (Wallingford Software, 2008) has been used to design a swale with appropriate dimensions in order to provide the required attenuation capacity up to the 0.5% AEP + 20% climate change runoff rate. The proposed swale should be at least 0.5m deep with 1 in 3 side slopes. This will provide an overall top width of 3.5m. In a 0.5% AEP + 20% climate change storm event the depth of runoff through the swale will be approximately 0.3m.

25. A new culvert will be required under the existing access road between the fields. A required culvert diameter of 350mm has been estimated using the standard pipe tables (HR Wallingford, 2006) based on a 1 in 200 gradient and a Ks value of 0.6mm.

Attenuation Basin

26. As per the EnviroCentre letter report (REF 368688/JMD/001), the attenuation basin will be located in the north eastern corner of the site as this is where overland flows from the majority of the site will naturally pond (as shown in drawing 368688-002). The attenuation basin will be designed according to best practice Sustainable Drainage Systems (SuDS) guidance (Woods Ballard et al., 2015).

27. The proposed attenuation basin is to be 1.5m deep, and a total of 37m x 300m. Baffle walls are included to follow best practice guidance. Further details can be found on the engineering drawings in accompanying drawings 368688-002 to 368688-004.

28. The 1.5m depth includes a 600mm freeboard allowance. In a 0.5% AEP storm event, the design water level in the attenuation basin will be 24.65mAOD (depth of 0.9m). All storage within the attenuation basin, including the 600mm freeboard allowance will be provided below current ground levels. Due to the depth of the basin, a geotextile liner will be used in order to prevent ingress of groundwater during times when the groundwater table is high. This will ensure that the 'active' capacity of the basin is not reduced by groundwater ingress.

Shallow Landscaped Bund

29. The drainage improvement system has been designed so as not to rely solely on the attenuation basin in order to contain runoff within the site during extreme storm events. A shallow landscaped bund (at least 500mm high) will be installed along the northern boundary of the site (as shown on drawing 368688-001). This will provide an additional level of protection and will further prevent overland flows draining northwards off site during storm events which exceed the 0.5% AEP + 20% climate change design criteria.

30. The shallow bund will also extend southwards along eastern boundaries of both the western and eastern fields in order to direct any overland flows away from the access roads and ensure that all flows generated within the within the catchment to the south of Hopeman are attenuated as part of the drainage improvement scheme.

Construction

31. The floor of the SuDS attenuation basin will have a shallow fall towards the outlet to ensure basin is completely drained following storm events and minimise risk of erosion. The sides and base of the basin should be lined with a geotextile to increase stability and prevent ingress of groundwater.

32. In order to ensure that the attenuation basin operates as planned, a low bund (at least 500mm high) should be installed to the east of the attenuation basin running parallel to the existing field drain, in order to direct any overland flow from the strip of land east of the site, westwards into the attenuation basin.

33. A shallow landscaped bund should be installed immediately to the north of the field drain running parallel to it, in order to prevent any runoff exceeding the capacity of the existing field drain from flowing northwards off the site and bypassing the attenuation basin. The bund should be at least 500mm in height with side slopes no steeper than 1 in 3. Material excavated to create the attenuation basin would be used for this purpose.

34. Side slopes of the SuDS attenuation basin should not usually exceed 1 in 3; there should be appropriate access to the SuDS basin for maintenance activities such as grass cutting.

35. The pre-treatment swale acts to remove as much of the suspended solids and fine silts from the runoff as possible prior to entering the SuDS basin. The inlet channel should be stabilised using rip rap.

36. Immediately following construction, the base and side slopes should be stabilised with a dense, water tolerant grass. Some additional vegetation can stabilise slopes and prevent erosion. Fencing is not generally desirable however inlet and outlet pipes should not be accessible by small children.

37. Detailed drawings of the attenuation basin are provided in drawings 368688-002 to 368688-004.

Maintenance

38. Regular inspection and maintenance is important for the effective operation of attenuation basins. The areas in and around attenuation basins can be managed as “meadow”, unless additional management

is required for landscaping purposes. Inspection and maintenance will be undertaken by the landowners. The proposed maintenance schedule is outlined in Table 2.

Table 2 Maintenance Schedule

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.

Flood Risk

39. The proposed scheme has been designed to mitigate the current risk to the properties located along Forsyth Street/East Road as a result of overland flows from the fields to the south of Hopeman, for storm events with magnitudes up to the 0.5% AEP + 20% climate change level.

40. Due to concerns that increasing the outflow rate from the site may result in increased flood risk from the receiving ditch to the north east of the site, the current proposals have assumed that the culvert under East Road will not be upgraded as part of the proposed scheme. There will therefore be no increase in flood risk from the receiving ditch as a result of the proposals.

References

BGS (n.d.). Geology of Britain viewer. Retrieved from http://mapapps.bgs.ac.uk/geologyofbritain/home.html

CEH (2015). Flood Estimation Handbook Web Service. Wallingford: Centre for Ecology & Hydrology. Retrieved from https://fehweb.ceh.ac.uk

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HR Wallingford (2006). *Tables for the hydraulic design of pipes, sewers and channels* (Vol. II). London: Thomas Telford.

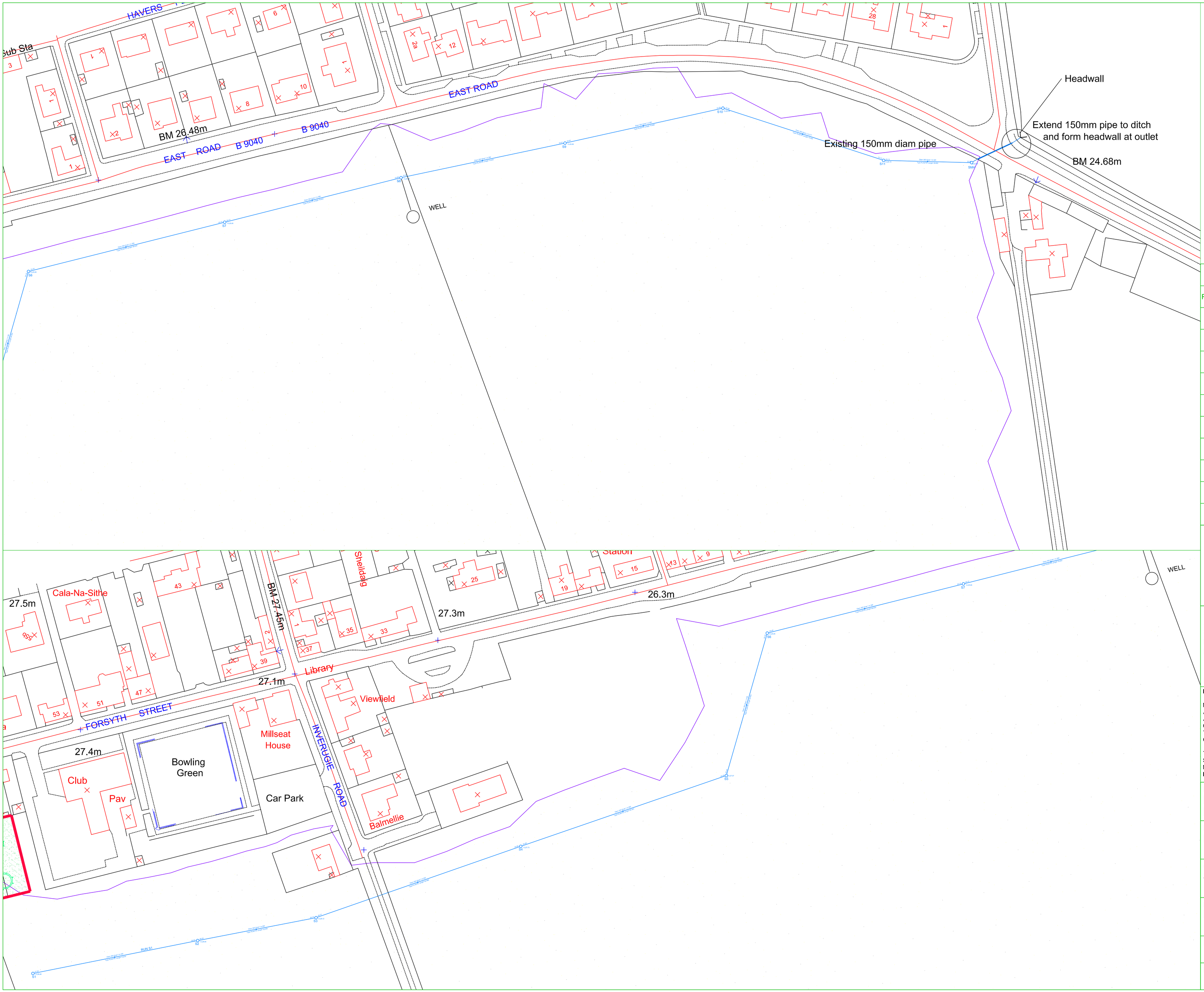
Marshall, D., & Bayliss, A. (1994). *Report No. 124; Flood estimation for small catchments*. Wallingford: Institute of Hydrology.

Wallingford Software (2008). Conveyance Estimation System. Wallingford: Wallingford Software Ltd.

WHS (2015). ReFH2 (Software). Retrieved from http://www.hydrosolutions.co.uk/products.asp?categoryID=4671

Woods Ballard, B., Wilson, S., Udale-Clarke, H., Illman, S., Scott, T., Ashley, R. & Kellagher, R. (2015). *The SuDS Manual* (No. C753). London: CIRIA.

APPENDIX A: FIELD DRAIN DRAWINGS



REV	DESCRIPTION	DATE

Springfield

SPRINGFIELD PROPERTIES PLC
ALEXANDER FLEMING HOUSE
8 SOUTHFIELD DRIVE
ELGIN
IV30 6GR

TEL 01343 552550 FAX 01343 551776
E-MAIL info@springfield.co.uk

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.
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PROJECT
Hopeman
Proposed Storm Drainage

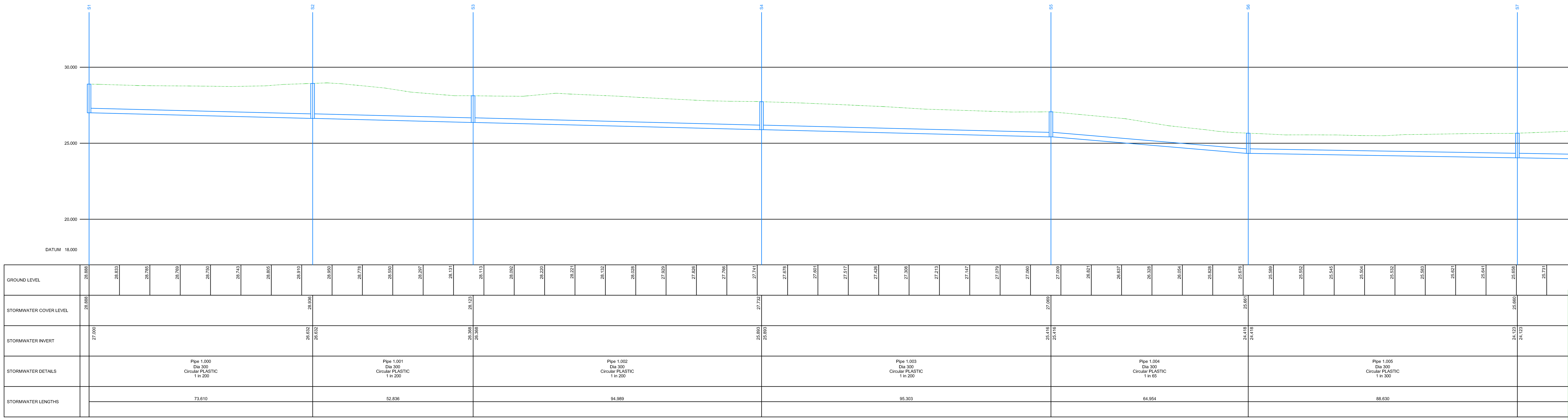
LOCATION
Hopeman

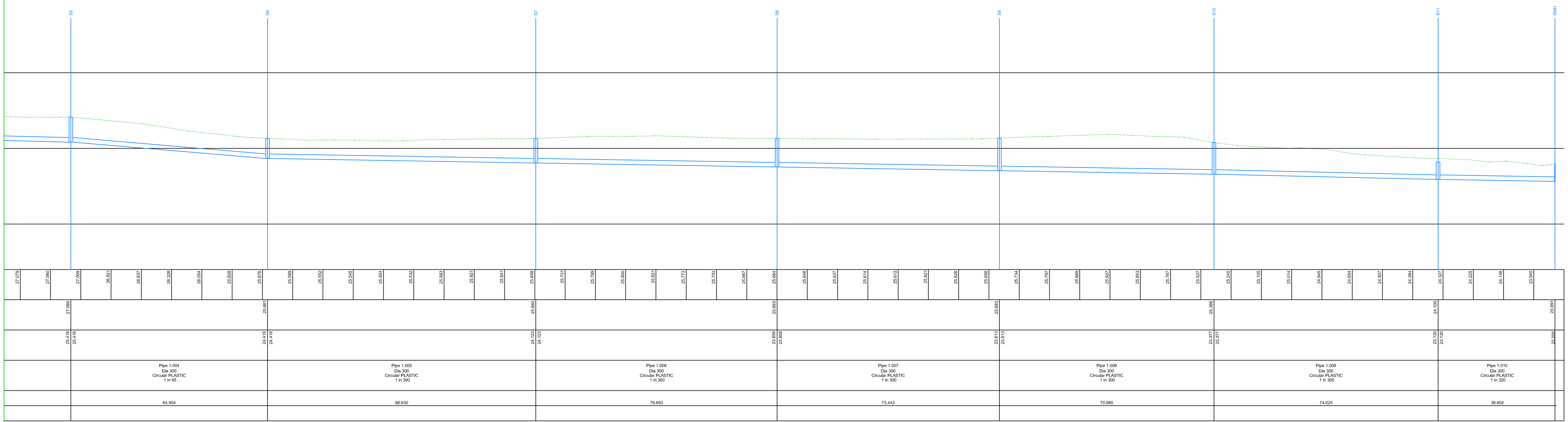
CLIENT
Springfield Properties Plc

DESCRIPTION
Proposed Storm Drainage

DRAWN	DATE	SCALE
R. Vitols	Mar 16	1:750

DWG No	CHECKED
ENG/600	BM





REV	DESCRIPTION	DATE

Springfield

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PROJECT
Hopeman
Proposed Storm Drainage

LOCATION
Hopeman

CLIENT
Springfield Properties Plc

DESCRIPTION
Proposed Strom Drainage
Long Sections

DRAWN	DATE	SCALE
R. Vitols	Feb 16	1:200

DWG No	CHECKED
ENG/650 Rev 1	BM

MANHOLE SCHEDULE

Sheet 1 of 2

Manhole Number	Cover Level / Depth To Soffit	Connections	Pipe: Code	Pipe: Inverts	Pipe: Diams Inv-soff	Manhole Size	Types: Manhole	Types: Cover
S1 E. 314562.616 N. 869145.580	28.888 1.588	0	0 1.000	27.000	300	1200	B	675
S2 E. 314634.802 N. 869159.991	28.936 2.004	1 0	1 1.000 0 1.001	26.632 26.632	300 300	1200	B	675
S3 E. 314686.678 N. 869170.017	28.123 1.455	1 0	1 1.001 0 1.002	26.368 26.368	300 300	1200	B	675
S4 E. 314776.367 N. 869201.300	27.732 1.539	1 0	1 1.002 0 1.003	25.893 25.893	300 300	1200	B	675
S5 E. 314866.476 N. 869232.333	27.069 1.353	1 0	1 1.003 0 1.004	25.416 25.416	300 300	1200	B	675
S6 E. 314884.396 N. 869294.765	25.661 1.027	1 0	1 1.004 0 1.005	24.334 24.334	300 300	1200	E	675

MANHOLE SCHEDULE

Sheet 2 of 2

Manhole Number	Cover Level / Depth To Soffit	Connections	Pipe: Code	Pipe: Inverts	Pipe: Diams Inv-soff	Manhole Size	Types: Manhole	Types: Cover
S7 E. 314970.361 N. 869316.337	25.660 1.322	1 0	1 1.005 0 1.006	24.038 24.038	300 300	1200	B	675
S8 E. 315047.627 N. 869335.855	25.663 1.590	1 0	1 1.006 0 1.007	23.773 23.773	300 300	1200	B	675
S9 E. 315119.486 N. 869351.027	25.683 1.855	1 0	1 1.007 0 1.008	23.528 23.528	300 300	1200	B	675
S10 E. 315188.696 N. 869366.344	25.386 1.794	1 0	1 1.008 0 1.009	23.292 23.292	300 300	1200	B	675
S11 E. 315259.095 N. 869343.463	24.100 0.850	1 0	1 1.009 0 1.010	22.950 22.950	300 300	1200	E	675
SMH E. 315297.684 N. 869342.456	23.991 0.870	1	1 1.010	22.821	300 150	PIPE	OUTFALL	N/A

REV	DESCRIPTION	DATE

Springfield

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PROJECT
Hopeman
Proposed Storm Drainage

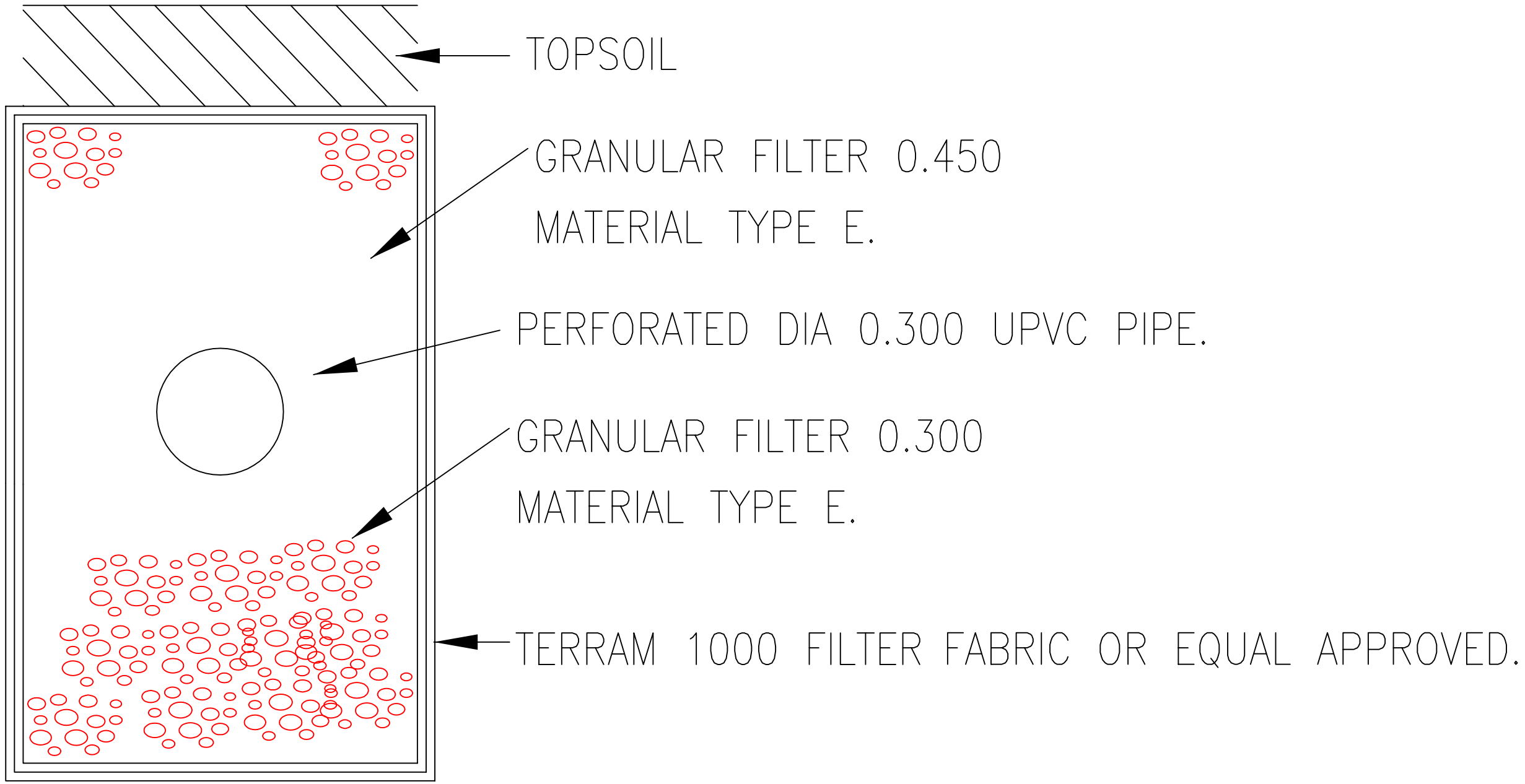
LOCATION
Hopeman

CLIENT
Springfield Properties Plc

DESCRIPTION
Manhole Schedule

DRAWN	DATE	SCALE
R. Vitols	Feb 16	NTS

DWG No	CHECKED
ENG/660	BM



Typical Filter Drain

REV	DESCRIPTION	DATE

SPRINGFIELD PROPERTIES PLC
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PROJECT
Hopeman
Proposed Storm Drainage

LOCATION
Hopeman

CLIENT
Springfield Properties Plc

DESCRIPTION
Drainage Detail

DRAWN	DATE	SCALE
R. Vitols	Feb 16	NTS

DWG No	CHECKED
ENG/661	BM

APPENDIX B: CATCHMENTS

Contains Ordnance Survey data © Crown copyright and data base right 2016

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	JMC
Checked	NG
Approved	NG

ENVIRO Centre
Craighall Business Park, Eagle Street, Glasgow, G4 9XA
Tel: 0141 341 5040
Fax: 0141 341 5045

APPENDIX C: CATCHMENT DESCRIPTORS

Catchment	NJ 15100 69800
AREA	0.5175
ALTBAR	32
ASPBAR	356
ASPVAR	0.78
BFIHOST	0.889
DPLBAR	0.75
DPSBAR	33
FARL	1
FPEXT	0.0531
FPDBAR	0.208
FPLOC	0.729
LDP	1.4
PROPWET	0.42
RMED-1H	8.7
RMED-1D	33.7
RMED-2D	42.5
SAAR	612
SAAR4170	742
SPRHOST	15.15
URBCONC1990	0.429
URBEXT1990	0.0121
URBLOC1990	0.137
URBCONC2000	0.412
URBEXT2000	0.0614
URBLOC2000	0.38
C	-0.013
D1	0.41687
D2	0.35361
D3	0.2421
E	0.25
F	2.26671
C(1 km)	-0.013
D1(1 km)	0.418
D2(1 km)	0.352
D3(1 km)	0.244
E(1 km)	0.25
F(1 km)	2.262

APPENDIX D: GREENFIELD RUNOFF RATES (REFH2)

UK Design Flood Estimation

Generated on Wednesday, November 02, 2016 4:14:11 PM by JPrice
Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Summary of estimate using the Flood Estimation Handbook revitalised flood hydrograph method (ReFH)

Site details Checksum: 8B63-41E2

Site name: Hopeman 368688

Easting: 315100

Northing: 869800

Country: Scotland

Catchment Area (km^2): 0.62 [0.52]*

Using plot scale calculations: Yes

Site description: None

Model run: 2 year

Summary of results

Rainfall - FEH 2013 (mm):	22.72	Total runoff (ML):	2.12
Total Rainfall (mm):	22.11	Total flow (ML):	4.98
Peak Rainfall (mm):	2.81	Peak flow (m^3/s):	0.09

Parameters

Where the user has overriden a system-generated value, this original value is shown in square brackets after the value used.
** Indicates that the user locked the duration/timestep*

Rainfall parameters (Rainfall - FEH 2013 model)

Name	Value	User-defined?
Duration (hh:mm:ss)	06:10:00 [09:00:00]	Yes
Timestep (hh:mm:ss)	00:10:00 [01:00:00]	Yes
SCF (Seasonal correction factor)	0.99	No
ARF (Areal reduction factor)	0.98	No
Seasonality	Summer	n/a

Loss model parameters

Name	Value	User-defined?
Cini (mm)	81.64	No
Cmax (mm)	598.65	No
Use alpha correction factor	No	No
Alpha correction factor	n/a	No

Routing model parameters

Name	Value	User-defined?
Tp (hr)	5.12	No
Up	0.65	No
Uk	0.8	No

Baseflow model parameters

Name	Value	User-defined?
BF0 (m^3/s)	0.02	No
BL (hr)	26.57	No
BR	1.35	No

Urbanisation parameters

Name	Value	User-defined?
Urban area (km^2)	0 [0.06]	Yes
Urbext 2000	0 [0.06]	Yes
Impervious runoff factor	0.7	No
Imperviousness factor	0.3	No
Tp scaling factor	0.5	No
Sewered area (km^2)	0.00	Yes
Sewer capacity (m^3/s)	0.00	Yes

Time series data

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
00:00:00	0.1319	0.0000	0.0180	0.0000	0.0208	0.0208
00:10:00	0.1476	0.0000	0.0202	0.0000	0.0207	0.0207
00:20:00	0.1656	0.0000	0.0227	0.0000	0.0206	0.0206
00:30:00	0.1861	0.0000	0.0256	0.0001	0.0204	0.0205
00:40:00	0.2096	0.0000	0.0288	0.0001	0.0203	0.0204
00:50:00	0.2367	0.0000	0.0327	0.0002	0.0202	0.0204
01:00:00	0.2679	0.0000	0.0371	0.0003	0.0201	0.0203
01:10:00	0.3041	0.0000	0.0422	0.0004	0.0199	0.0203
01:20:00	0.3465	0.0000	0.0483	0.0005	0.0198	0.0204
01:30:00	0.3963	0.0000	0.0555	0.0007	0.0197	0.0204
01:40:00	0.4554	0.0000	0.0641	0.0009	0.0196	0.0205
01:50:00	0.5264	0.0000	0.0745	0.0012	0.0195	0.0207
02:00:00	0.6127	0.0000	0.0873	0.0015	0.0194	0.0209
02:10:00	0.7197	0.0000	0.1034	0.0019	0.0192	0.0211
02:20:00	0.8561	0.0000	0.1241	0.0023	0.0191	0.0215
02:30:00	1.0375	0.0000	0.1520	0.0028	0.019	0.0219
02:40:00	1.2983	0.0000	0.1928	0.0034	0.019	0.0224
02:50:00	1.7540	0.0000	0.2649	0.0042	0.0189	0.023
03:00:00	2.8083	0.0000	0.4348	0.0051	0.0188	0.0239
03:10:00	1.7540	0.0000	0.2783	0.0062	0.0187	0.0249
03:20:00	1.2983	0.0000	0.2093	0.0076	0.0187	0.0263
03:30:00	1.0375	0.0000	0.1693	0.0092	0.0186	0.0278
03:40:00	0.8561	0.0000	0.1410	0.0109	0.0186	0.0295
03:50:00	0.7197	0.0000	0.1195	0.0127	0.0186	0.0313
04:00:00	0.6127	0.0000	0.1024	0.0146	0.0186	0.0332
04:10:00	0.5264	0.0000	0.0885	0.0166	0.0186	0.0352
04:20:00	0.4554	0.0000	0.0769	0.0187	0.0186	0.0373
04:30:00	0.3963	0.0000	0.0672	0.0208	0.0187	0.0395
04:40:00	0.3465	0.0000	0.0590	0.0230	0.0187	0.0417
04:50:00	0.3041	0.0000	0.0519	0.0252	0.0188	0.044
05:00:00	0.2679	0.0000	0.0459	0.0275	0.0189	0.0464
05:10:00	0.2367	0.0000	0.0406	0.0297	0.019	0.0488
05:20:00	0.2096	0.0000	0.0361	0.0321	0.0192	0.0512
05:30:00	0.1861	0.0000	0.0321	0.0344	0.0193	0.0537
05:40:00	0.1656	0.0000	0.0286	0.0367	0.0195	0.0562

Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
05:50:00	0.1476	0.0000	0.0255	0.0390	0.0197	0.0587
06:00:00	0.1319	0.0000	0.0228	0.0413	0.0199	0.0612
06:10:00	0.0000	0.0000	0.0000	0.0435	0.0202	0.0637
06:20:00	0.0000	0.0000	0.0000	0.0458	0.0204	0.0662
06:30:00	0.0000	0.0000	0.0000	0.0480	0.0207	0.0686
06:40:00	0.0000	0.0000	0.0000	0.0501	0.021	0.0711
06:50:00	0.0000	0.0000	0.0000	0.0522	0.0213	0.0734
07:00:00	0.0000	0.0000	0.0000	0.0542	0.0216	0.0758
07:10:00	0.0000	0.0000	0.0000	0.0561	0.0219	0.078
07:20:00	0.0000	0.0000	0.0000	0.0579	0.0223	0.0802
07:30:00	0.0000	0.0000	0.0000	0.0597	0.0226	0.0823
07:40:00	0.0000	0.0000	0.0000	0.0612	0.023	0.0842
07:50:00	0.0000	0.0000	0.0000	0.0627	0.0234	0.086
08:00:00	0.0000	0.0000	0.0000	0.0639	0.0237	0.0876
08:10:00	0.0000	0.0000	0.0000	0.0648	0.0241	0.0889
08:20:00	0.0000	0.0000	0.0000	0.0653	0.0245	0.0898
08:30:00	0.0000	0.0000	0.0000	0.0654	0.0249	0.0903
08:40:00	0.0000	0.0000	0.0000	0.0653	0.0253	0.0906
08:50:00	0.0000	0.0000	0.0000	0.0649	0.0257	0.0906
09:00:00	0.0000	0.0000	0.0000	0.0644	0.0261	0.0905
09:10:00	0.0000	0.0000	0.0000	0.0638	0.0265	0.0903
09:20:00	0.0000	0.0000	0.0000	0.0631	0.0268	0.0899
09:30:00	0.0000	0.0000	0.0000	0.0622	0.0272	0.0894
09:40:00	0.0000	0.0000	0.0000	0.0613	0.0276	0.0888
09:50:00	0.0000	0.0000	0.0000	0.0602	0.0279	0.0881
10:00:00	0.0000	0.0000	0.0000	0.0591	0.0282	0.0874
10:10:00	0.0000	0.0000	0.0000	0.0580	0.0285	0.0865
10:20:00	0.0000	0.0000	0.0000	0.0568	0.0288	0.0856
10:30:00	0.0000	0.0000	0.0000	0.0555	0.0291	0.0847
10:40:00	0.0000	0.0000	0.0000	0.0542	0.0294	0.0837
10:50:00	0.0000	0.0000	0.0000	0.0529	0.0297	0.0826
11:00:00	0.0000	0.0000	0.0000	0.0516	0.0299	0.0815
11:10:00	0.0000	0.0000	0.0000	0.0502	0.0302	0.0804
11:20:00	0.0000	0.0000	0.0000	0.0488	0.0304	0.0792
11:30:00	0.0000	0.0000	0.0000	0.0474	0.0306	0.0781
11:40:00	0.0000	0.0000	0.0000	0.0461	0.0308	0.0769

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
11:50:00	0.0000	0.0000	0.0000	0.0447	0.031	0.0757
12:00:00	0.0000	0.0000	0.0000	0.0434	0.0312	0.0745
12:10:00	0.0000	0.0000	0.0000	0.0420	0.0314	0.0734
12:20:00	0.0000	0.0000	0.0000	0.0407	0.0315	0.0722
12:30:00	0.0000	0.0000	0.0000	0.0394	0.0316	0.0711
12:40:00	0.0000	0.0000	0.0000	0.0381	0.0318	0.0699
12:50:00	0.0000	0.0000	0.0000	0.0369	0.0319	0.0688
13:00:00	0.0000	0.0000	0.0000	0.0357	0.032	0.0677
13:10:00	0.0000	0.0000	0.0000	0.0345	0.0321	0.0666
13:20:00	0.0000	0.0000	0.0000	0.0334	0.0322	0.0656
13:30:00	0.0000	0.0000	0.0000	0.0324	0.0323	0.0647
13:40:00	0.0000	0.0000	0.0000	0.0315	0.0323	0.0638
13:50:00	0.0000	0.0000	0.0000	0.0306	0.0324	0.063
14:00:00	0.0000	0.0000	0.0000	0.0298	0.0324	0.0622
14:10:00	0.0000	0.0000	0.0000	0.0289	0.0325	0.0614
14:20:00	0.0000	0.0000	0.0000	0.0282	0.0325	0.0607
14:30:00	0.0000	0.0000	0.0000	0.0274	0.0325	0.0599
14:40:00	0.0000	0.0000	0.0000	0.0266	0.0326	0.0592
14:50:00	0.0000	0.0000	0.0000	0.0259	0.0326	0.0585
15:00:00	0.0000	0.0000	0.0000	0.0252	0.0326	0.0578
15:10:00	0.0000	0.0000	0.0000	0.0245	0.0326	0.0571
15:20:00	0.0000	0.0000	0.0000	0.0238	0.0326	0.0564
15:30:00	0.0000	0.0000	0.0000	0.0231	0.0326	0.0557
15:40:00	0.0000	0.0000	0.0000	0.0225	0.0326	0.0551
15:50:00	0.0000	0.0000	0.0000	0.0218	0.0326	0.0544
16:00:00	0.0000	0.0000	0.0000	0.0212	0.0325	0.0537
16:10:00	0.0000	0.0000	0.0000	0.0205	0.0325	0.053
16:20:00	0.0000	0.0000	0.0000	0.0199	0.0325	0.0524
16:30:00	0.0000	0.0000	0.0000	0.0193	0.0324	0.0517
16:40:00	0.0000	0.0000	0.0000	0.0186	0.0324	0.051
16:50:00	0.0000	0.0000	0.0000	0.0180	0.0324	0.0503
17:00:00	0.0000	0.0000	0.0000	0.0173	0.0323	0.0496
17:10:00	0.0000	0.0000	0.0000	0.0167	0.0322	0.049
17:20:00	0.0000	0.0000	0.0000	0.0161	0.0322	0.0483
17:30:00	0.0000	0.0000	0.0000	0.0154	0.0321	0.0476
17:40:00	0.0000	0.0000	0.0000	0.0148	0.032	0.0468

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
17:50:00	0.0000	0.0000	0.0000	0.0142	0.032	0.0461
18:00:00	0.0000	0.0000	0.0000	0.0135	0.0319	0.0454
18:10:00	0.0000	0.0000	0.0000	0.0129	0.0318	0.0447
18:20:00	0.0000	0.0000	0.0000	0.0123	0.0317	0.044
18:30:00	0.0000	0.0000	0.0000	0.0116	0.0316	0.0432
18:40:00	0.0000	0.0000	0.0000	0.0110	0.0315	0.0425
18:50:00	0.0000	0.0000	0.0000	0.0104	0.0314	0.0418
19:00:00	0.0000	0.0000	0.0000	0.0098	0.0313	0.041
19:10:00	0.0000	0.0000	0.0000	0.0091	0.0312	0.0403
19:20:00	0.0000	0.0000	0.0000	0.0085	0.031	0.0396
19:30:00	0.0000	0.0000	0.0000	0.0079	0.0309	0.0388
19:40:00	0.0000	0.0000	0.0000	0.0073	0.0308	0.0381
19:50:00	0.0000	0.0000	0.0000	0.0067	0.0307	0.0374
20:00:00	0.0000	0.0000	0.0000	0.0062	0.0305	0.0367
20:10:00	0.0000	0.0000	0.0000	0.0056	0.0304	0.036
20:20:00	0.0000	0.0000	0.0000	0.0050	0.0302	0.0353
20:30:00	0.0000	0.0000	0.0000	0.0045	0.0301	0.0346
20:40:00	0.0000	0.0000	0.0000	0.0040	0.0299	0.0339
20:50:00	0.0000	0.0000	0.0000	0.0034	0.0298	0.0332
21:00:00	0.0000	0.0000	0.0000	0.0030	0.0296	0.0326
21:10:00	0.0000	0.0000	0.0000	0.0025	0.0294	0.0319
21:20:00	0.0000	0.0000	0.0000	0.0021	0.0293	0.0314
21:30:00	0.0000	0.0000	0.0000	0.0017	0.0291	0.0308
21:40:00	0.0000	0.0000	0.0000	0.0014	0.0289	0.0304
21:50:00	0.0000	0.0000	0.0000	0.0012	0.0288	0.03
22:00:00	0.0000	0.0000	0.0000	0.0010	0.0286	0.0296
22:10:00	0.0000	0.0000	0.0000	0.0008	0.0284	0.0292
22:20:00	0.0000	0.0000	0.0000	0.0007	0.0283	0.0289
22:30:00	0.0000	0.0000	0.0000	0.0005	0.0281	0.0286
22:40:00	0.0000	0.0000	0.0000	0.0004	0.0279	0.0283
22:50:00	0.0000	0.0000	0.0000	0.0003	0.0277	0.0281
23:00:00	0.0000	0.0000	0.0000	0.0003	0.0276	0.0278
23:10:00	0.0000	0.0000	0.0000	0.0002	0.0274	0.0276
23:20:00	0.0000	0.0000	0.0000	0.0001	0.0272	0.0274
23:30:00	0.0000	0.0000	0.0000	0.0001	0.0271	0.0272
23:40:00	0.0000	0.0000	0.0000	0.0001	0.0269	0.027

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
23:50:00	0.0000	0.0000	0.0000	0.0000	0.0267	0.0268
24:00:00	0.0000	0.0000	0.0000	0.0000	0.0266	0.0266
24:10:00	0.0000	0.0000	0.0000	0.0000	0.0264	0.0264
24:20:00	0.0000	0.0000	0.0000	0.0000	0.0262	0.0262
24:30:00	0.0000	0.0000	0.0000	0.0000	0.0261	0.0261
24:40:00	0.0000	0.0000	0.0000	0.0000	0.0259	0.0259
24:50:00	0.0000	0.0000	0.0000	0.0000	0.0257	0.0257
25:00:00	0.0000	0.0000	0.0000	0.0000	0.0256	0.0256
25:10:00	0.0000	0.0000	0.0000	0.0000	0.0254	0.0254
25:20:00	0.0000	0.0000	0.0000	0.0000	0.0253	0.0253
25:30:00	0.0000	0.0000	0.0000	0.0000	0.0251	0.0251
25:40:00	0.0000	0.0000	0.0000	0.0000	0.025	0.025
25:50:00	0.0000	0.0000	0.0000	0.0000	0.0248	0.0248
26:00:00	0.0000	0.0000	0.0000	0.0000	0.0246	0.0246
26:10:00	0.0000	0.0000	0.0000	0.0000	0.0245	0.0245
26:20:00	0.0000	0.0000	0.0000	0.0000	0.0243	0.0243
26:30:00	0.0000	0.0000	0.0000	0.0000	0.0242	0.0242
26:40:00	0.0000	0.0000	0.0000	0.0000	0.024	0.024
26:50:00	0.0000	0.0000	0.0000	0.0000	0.0239	0.0239
27:00:00	0.0000	0.0000	0.0000	0.0000	0.0237	0.0237
27:10:00	0.0000	0.0000	0.0000	0.0000	0.0236	0.0236
27:20:00	0.0000	0.0000	0.0000	0.0000	0.0234	0.0234
27:30:00	0.0000	0.0000	0.0000	0.0000	0.0233	0.0233
27:40:00	0.0000	0.0000	0.0000	0.0000	0.0231	0.0231
27:50:00	0.0000	0.0000	0.0000	0.0000	0.023	0.023
28:00:00	0.0000	0.0000	0.0000	0.0000	0.0229	0.0229
28:10:00	0.0000	0.0000	0.0000	0.0000	0.0227	0.0227
28:20:00	0.0000	0.0000	0.0000	0.0000	0.0226	0.0226
28:30:00	0.0000	0.0000	0.0000	0.0000	0.0224	0.0224
28:40:00	0.0000	0.0000	0.0000	0.0000	0.0223	0.0223
28:50:00	0.0000	0.0000	0.0000	0.0000	0.0221	0.0221
29:00:00	0.0000	0.0000	0.0000	0.0000	0.022	0.022
29:10:00	0.0000	0.0000	0.0000	0.0000	0.0219	0.0219
29:20:00	0.0000	0.0000	0.0000	0.0000	0.0217	0.0217
29:30:00	0.0000	0.0000	0.0000	0.0000	0.0216	0.0216
29:40:00	0.0000	0.0000	0.0000	0.0000	0.0215	0.0215

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
29:50:00	0.0000	0.0000	0.0000	0.0000	0.0213	0.0213
30:00:00	0.0000	0.0000	0.0000	0.0000	0.0212	0.0212
30:10:00	0.0000	0.0000	0.0000	0.0000	0.0211	0.0211
30:20:00	0.0000	0.0000	0.0000	0.0000	0.0209	0.0209

Appendix

Catchment descriptors *

Name	Value	User-defined value used?
Area (km^2)	0.62 [0.52]	**Yes**
ALTBAR	32	No
ASPBAR	356	No
ASPVAR	0.78	No
BFIHOST	0.66 [0.89]	**Yes**
DPLBAR (km)	0.75	No
DPSBAR (mkm^{-1})	33	No
FARL	1	No
LDP	1.4	No
PROPWET (mm)	0.49 [0.42]	**Yes**
RMED1H	8.7	No
RMED1D	33.7	No
RMED2D	42.5	No
SAAR (mm)	612	No
SAAR4170 (mm)	742	No
SPRHOST	15.15	No
Urbext2000	0 [0.06]	**Yes**
Urbext1990	0.01	No
URBCONC	0.41	No
URBLOC	0.38	No
Urban Area (km^2)	0 [0.06]	**Yes**
DDF parameter C	-0.01	No
DDF parameter D1	0.42	No
DDF parameter D2	0.35	No
DDF parameter D3	0.24	No
DDF parameter E	0.25	No
DDF parameter F	2.27	No
DDF parameter C (1km grid value)	-0.01	No
DDF parameter D1 (1km grid value)	0.42	No
DDF parameter D2 (1km grid value)	0.35	No
DDF parameter D3 (1km grid value)	0.24	No
DDF parameter E (1km grid value)	0.25	No
DDF parameter F (1km grid value)	2.26	No

Values in square brackets are the original values loaded from the FEH Web Service or FEH CD-ROM

UK Design Flood Estimation

Generated on Wednesday, November 02, 2016 4:13:49 PM by JPrice
Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Summary of estimate using the Flood Estimation Handbook revitalised flood hydrograph method (ReFH)

Site details Checksum: 8B63-41E2

Site name: Hopeman 368688

Easting: 315100

Northing: 869800

Country: Scotland

Catchment Area (km^2): 0.62 [0.52]*

Using plot scale calculations: Yes

Site description: None

Model run: 200 year

Summary of results

Rainfall - FEH 2013 (mm):	75.50	Total runoff (ML):	9.01
Total Rainfall (mm):	73.49	Total flow (ML):	21.14
Peak Rainfall (mm):	9.33	Peak flow (m^3/s):	0.34

Parameters

Where the user has overriden a system-generated value, this original value is shown in square brackets after the value used.
** Indicates that the user locked the duration/timestep*

Rainfall parameters (Rainfall - FEH 2013 model)

Name	Value	User-defined?
Duration (hh:mm:ss)	06:10:00 [09:00:00]	Yes
Timestep (hh:mm:ss)	00:10:00 [01:00:00]	Yes
SCF (Seasonal correction factor)	0.99	No
ARF (Areal reduction factor)	0.98	No
Seasonality	Summer	n/a

Loss model parameters

Name	Value	User-defined?
Cini (mm)	81.64	No
Cmax (mm)	598.65	No
Use alpha correction factor	No	No
Alpha correction factor	n/a	No

Routing model parameters

Name	Value	User-defined?
Tp (hr)	5.12	No
Up	0.65	No
Uk	0.8	No

Baseflow model parameters

Name	Value	User-defined?
BF0 (m^3/s)	0.02	No
BL (hr)	26.57	No
BR	1.35	No

Urbanisation parameters

Name	Value	User-defined?
Urban area (km^2)	0 [0.06]	Yes
Urbext 2000	0 [0.06]	Yes
Impervious runoff factor	0.7	No
Imperviousness factor	0.3	No
Tp scaling factor	0.5	No
Sewered area (km^2)	0.00	Yes
Sewer capacity (m^3/s)	0.00	Yes

Time series data

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
00:00:00	0.4382	0.0000	0.0599	0.0000	0.0208	0.0208
00:10:00	0.4907	0.0000	0.0675	0.0000	0.0207	0.0207
00:20:00	0.5504	0.0000	0.0762	0.0001	0.0206	0.0207
00:30:00	0.6186	0.0000	0.0862	0.0002	0.0204	0.0206
00:40:00	0.6967	0.0000	0.0979	0.0004	0.0203	0.0207
00:50:00	0.7866	0.0000	0.1115	0.0006	0.0202	0.0208
01:00:00	0.8904	0.0000	0.1274	0.0009	0.0201	0.021
01:10:00	1.0108	0.0000	0.1462	0.0013	0.02	0.0213
01:20:00	1.1516	0.0000	0.1687	0.0018	0.0198	0.0217
01:30:00	1.3171	0.0000	0.1957	0.0024	0.0197	0.0222
01:40:00	1.5136	0.0000	0.2284	0.0032	0.0196	0.0228
01:50:00	1.7493	0.0000	0.2688	0.0041	0.0195	0.0236
02:00:00	2.0362	0.0000	0.3193	0.0051	0.0195	0.0246
02:10:00	2.3918	0.0000	0.3839	0.0064	0.0194	0.0258
02:20:00	2.8452	0.0000	0.4691	0.0080	0.0193	0.0273
02:30:00	3.4481	0.0000	0.5866	0.0098	0.0193	0.0291
02:40:00	4.3150	0.0000	0.7621	0.0120	0.0193	0.0312
02:50:00	5.8294	0.0000	1.0789	0.0147	0.0192	0.0339
03:00:00	9.3335	0.0000	1.8457	0.0180	0.0193	0.0373
03:10:00	5.8294	0.0000	1.2266	0.0224	0.0193	0.0417
03:20:00	4.3150	0.0000	0.9445	0.0279	0.0194	0.0473
03:30:00	3.4481	0.0000	0.7771	0.0342	0.0195	0.0537
03:40:00	2.8452	0.0000	0.6562	0.0410	0.0197	0.0608
03:50:00	2.3918	0.0000	0.5621	0.0484	0.02	0.0684
04:00:00	2.0362	0.0000	0.4860	0.0562	0.0203	0.0765
04:10:00	1.7493	0.0000	0.4231	0.0644	0.0207	0.0851
04:20:00	1.5136	0.0000	0.3702	0.0729	0.0211	0.094
04:30:00	1.3171	0.0000	0.3253	0.0817	0.0217	0.103
04:40:00	1.1516	0.0000	0.2868	0.0907	0.0222	0.113
04:50:00	1.0108	0.0000	0.2535	0.1000	0.0229	0.123
05:00:00	0.8904	0.0000	0.2247	0.1094	0.0236	0.133
05:10:00	0.7866	0.0000	0.1996	0.1191	0.0245	0.144
05:20:00	0.6967	0.0000	0.1777	0.1288	0.0253	0.154
05:30:00	0.6186	0.0000	0.1585	0.1386	0.0263	0.165
05:40:00	0.5504	0.0000	0.1415	0.1484	0.0274	0.176

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
05:50:00	0.4907	0.0000	0.1266	0.1582	0.0285	0.187
06:00:00	0.4382	0.0000	0.1134	0.1680	0.0297	0.198
06:10:00	0.0000	0.0000	0.0000	0.1778	0.0309	0.209
06:20:00	0.0000	0.0000	0.0000	0.1875	0.0323	0.22
06:30:00	0.0000	0.0000	0.0000	0.1970	0.0337	0.231
06:40:00	0.0000	0.0000	0.0000	0.2063	0.0352	0.241
06:50:00	0.0000	0.0000	0.0000	0.2154	0.0367	0.252
07:00:00	0.0000	0.0000	0.0000	0.2243	0.0384	0.263
07:10:00	0.0000	0.0000	0.0000	0.2328	0.0401	0.273
07:20:00	0.0000	0.0000	0.0000	0.2411	0.0418	0.283
07:30:00	0.0000	0.0000	0.0000	0.2489	0.0436	0.292
07:40:00	0.0000	0.0000	0.0000	0.2561	0.0455	0.302
07:50:00	0.0000	0.0000	0.0000	0.2628	0.0474	0.31
08:00:00	0.0000	0.0000	0.0000	0.2686	0.0493	0.318
08:10:00	0.0000	0.0000	0.0000	0.2733	0.0513	0.325
08:20:00	0.0000	0.0000	0.0000	0.2761	0.0533	0.329
08:30:00	0.0000	0.0000	0.0000	0.2774	0.0553	0.333
08:40:00	0.0000	0.0000	0.0000	0.2775	0.0572	0.335
08:50:00	0.0000	0.0000	0.0000	0.2767	0.0592	0.336
09:00:00	0.0000	0.0000	0.0000	0.2751	0.0612	0.336
09:10:00	0.0000	0.0000	0.0000	0.2729	0.0631	0.336
09:20:00	0.0000	0.0000	0.0000	0.2702	0.065	0.335
09:30:00	0.0000	0.0000	0.0000	0.2669	0.0668	0.334
09:40:00	0.0000	0.0000	0.0000	0.2632	0.0687	0.332
09:50:00	0.0000	0.0000	0.0000	0.2591	0.0704	0.33
10:00:00	0.0000	0.0000	0.0000	0.2547	0.0722	0.327
10:10:00	0.0000	0.0000	0.0000	0.2500	0.0738	0.324
10:20:00	0.0000	0.0000	0.0000	0.2450	0.0754	0.32
10:30:00	0.0000	0.0000	0.0000	0.2398	0.077	0.317
10:40:00	0.0000	0.0000	0.0000	0.2344	0.0785	0.313
10:50:00	0.0000	0.0000	0.0000	0.2289	0.08	0.309
11:00:00	0.0000	0.0000	0.0000	0.2232	0.0814	0.305
11:10:00	0.0000	0.0000	0.0000	0.2174	0.0827	0.3
11:20:00	0.0000	0.0000	0.0000	0.2115	0.084	0.296
11:30:00	0.0000	0.0000	0.0000	0.2056	0.0853	0.291
11:40:00	0.0000	0.0000	0.0000	0.1997	0.0864	0.286

Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
11:50:00	0.0000	0.0000	0.0000	0.1939	0.0875	0.281
12:00:00	0.0000	0.0000	0.0000	0.1881	0.0886	0.277
12:10:00	0.0000	0.0000	0.0000	0.1824	0.0896	0.272
12:20:00	0.0000	0.0000	0.0000	0.1767	0.0906	0.267
12:30:00	0.0000	0.0000	0.0000	0.1711	0.0915	0.263
12:40:00	0.0000	0.0000	0.0000	0.1656	0.0923	0.258
12:50:00	0.0000	0.0000	0.0000	0.1602	0.0931	0.253
13:00:00	0.0000	0.0000	0.0000	0.1549	0.0938	0.249
13:10:00	0.0000	0.0000	0.0000	0.1499	0.0945	0.244
13:20:00	0.0000	0.0000	0.0000	0.1451	0.0952	0.24
13:30:00	0.0000	0.0000	0.0000	0.1407	0.0958	0.236
13:40:00	0.0000	0.0000	0.0000	0.1365	0.0964	0.233
13:50:00	0.0000	0.0000	0.0000	0.1326	0.0969	0.23
14:00:00	0.0000	0.0000	0.0000	0.1289	0.0974	0.226
14:10:00	0.0000	0.0000	0.0000	0.1253	0.0979	0.223
14:20:00	0.0000	0.0000	0.0000	0.1219	0.0983	0.22
14:30:00	0.0000	0.0000	0.0000	0.1186	0.0987	0.217
14:40:00	0.0000	0.0000	0.0000	0.1153	0.099	0.214
14:50:00	0.0000	0.0000	0.0000	0.1122	0.0994	0.212
15:00:00	0.0000	0.0000	0.0000	0.1091	0.0997	0.209
15:10:00	0.0000	0.0000	0.0000	0.1061	0.1	0.206
15:20:00	0.0000	0.0000	0.0000	0.1031	0.1	0.203
15:30:00	0.0000	0.0000	0.0000	0.1002	0.1	0.201
15:40:00	0.0000	0.0000	0.0000	0.0974	0.101	0.198
15:50:00	0.0000	0.0000	0.0000	0.0946	0.101	0.195
16:00:00	0.0000	0.0000	0.0000	0.0918	0.101	0.193
16:10:00	0.0000	0.0000	0.0000	0.0891	0.101	0.19
16:20:00	0.0000	0.0000	0.0000	0.0863	0.101	0.188
16:30:00	0.0000	0.0000	0.0000	0.0837	0.101	0.185
16:40:00	0.0000	0.0000	0.0000	0.0810	0.101	0.182
16:50:00	0.0000	0.0000	0.0000	0.0783	0.101	0.18
17:00:00	0.0000	0.0000	0.0000	0.0756	0.101	0.177
17:10:00	0.0000	0.0000	0.0000	0.0729	0.101	0.174
17:20:00	0.0000	0.0000	0.0000	0.0702	0.101	0.172
17:30:00	0.0000	0.0000	0.0000	0.0675	0.101	0.169
17:40:00	0.0000	0.0000	0.0000	0.0648	0.101	0.166

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
17:50:00	0.0000	0.0000	0.0000	0.0621	0.101	0.163
18:00:00	0.0000	0.0000	0.0000	0.0594	0.101	0.16
18:10:00	0.0000	0.0000	0.0000	0.0567	0.101	0.158
18:20:00	0.0000	0.0000	0.0000	0.0541	0.101	0.155
18:30:00	0.0000	0.0000	0.0000	0.0514	0.101	0.152
18:40:00	0.0000	0.0000	0.0000	0.0487	0.1	0.149
18:50:00	0.0000	0.0000	0.0000	0.0460	0.1	0.146
19:00:00	0.0000	0.0000	0.0000	0.0434	0.0999	0.143
19:10:00	0.0000	0.0000	0.0000	0.0407	0.0996	0.14
19:20:00	0.0000	0.0000	0.0000	0.0381	0.0993	0.137
19:30:00	0.0000	0.0000	0.0000	0.0355	0.099	0.135
19:40:00	0.0000	0.0000	0.0000	0.0329	0.0987	0.132
19:50:00	0.0000	0.0000	0.0000	0.0304	0.0983	0.129
20:00:00	0.0000	0.0000	0.0000	0.0279	0.0979	0.126
20:10:00	0.0000	0.0000	0.0000	0.0254	0.0975	0.123
20:20:00	0.0000	0.0000	0.0000	0.0230	0.0971	0.12
20:30:00	0.0000	0.0000	0.0000	0.0206	0.0967	0.117
20:40:00	0.0000	0.0000	0.0000	0.0183	0.0963	0.115
20:50:00	0.0000	0.0000	0.0000	0.0160	0.0958	0.112
21:00:00	0.0000	0.0000	0.0000	0.0139	0.0953	0.109
21:10:00	0.0000	0.0000	0.0000	0.0118	0.0949	0.107
21:20:00	0.0000	0.0000	0.0000	0.0099	0.0944	0.104
21:30:00	0.0000	0.0000	0.0000	0.0082	0.0938	0.102
21:40:00	0.0000	0.0000	0.0000	0.0069	0.0933	0.1
21:50:00	0.0000	0.0000	0.0000	0.0057	0.0928	0.0985
22:00:00	0.0000	0.0000	0.0000	0.0048	0.0923	0.097
22:10:00	0.0000	0.0000	0.0000	0.0039	0.0917	0.0956
22:20:00	0.0000	0.0000	0.0000	0.0032	0.0912	0.0944
22:30:00	0.0000	0.0000	0.0000	0.0026	0.0906	0.0932
22:40:00	0.0000	0.0000	0.0000	0.0021	0.0901	0.0922
22:50:00	0.0000	0.0000	0.0000	0.0017	0.0895	0.0912
23:00:00	0.0000	0.0000	0.0000	0.0013	0.089	0.0903
23:10:00	0.0000	0.0000	0.0000	0.0010	0.0884	0.0894
23:20:00	0.0000	0.0000	0.0000	0.0007	0.0879	0.0886
23:30:00	0.0000	0.0000	0.0000	0.0005	0.0873	0.0879
23:40:00	0.0000	0.0000	0.0000	0.0004	0.0868	0.0872

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
23:50:00	0.0000	0.0000	0.0000	0.0002	0.0863	0.0865
24:00:00	0.0000	0.0000	0.0000	0.0001	0.0857	0.0859
24:10:00	0.0000	0.0000	0.0000	0.0001	0.0852	0.0853
24:20:00	0.0000	0.0000	0.0000	0.0000	0.0847	0.0847
24:30:00	0.0000	0.0000	0.0000	0.0000	0.0841	0.0841
24:40:00	0.0000	0.0000	0.0000	0.0000	0.0836	0.0836
24:50:00	0.0000	0.0000	0.0000	0.0000	0.0831	0.0831
25:00:00	0.0000	0.0000	0.0000	0.0000	0.0826	0.0826
25:10:00	0.0000	0.0000	0.0000	0.0000	0.082	0.082
25:20:00	0.0000	0.0000	0.0000	0.0000	0.0815	0.0815
25:30:00	0.0000	0.0000	0.0000	0.0000	0.081	0.081
25:40:00	0.0000	0.0000	0.0000	0.0000	0.0805	0.0805
25:50:00	0.0000	0.0000	0.0000	0.0000	0.08	0.08
26:00:00	0.0000	0.0000	0.0000	0.0000	0.0795	0.0795
26:10:00	0.0000	0.0000	0.0000	0.0000	0.079	0.079
26:20:00	0.0000	0.0000	0.0000	0.0000	0.0785	0.0785
26:30:00	0.0000	0.0000	0.0000	0.0000	0.078	0.078
26:40:00	0.0000	0.0000	0.0000	0.0000	0.0775	0.0775
26:50:00	0.0000	0.0000	0.0000	0.0000	0.0771	0.0771
27:00:00	0.0000	0.0000	0.0000	0.0000	0.0766	0.0766
27:10:00	0.0000	0.0000	0.0000	0.0000	0.0761	0.0761
27:20:00	0.0000	0.0000	0.0000	0.0000	0.0756	0.0756
27:30:00	0.0000	0.0000	0.0000	0.0000	0.0751	0.0751
27:40:00	0.0000	0.0000	0.0000	0.0000	0.0747	0.0747
27:50:00	0.0000	0.0000	0.0000	0.0000	0.0742	0.0742
28:00:00	0.0000	0.0000	0.0000	0.0000	0.0737	0.0737
28:10:00	0.0000	0.0000	0.0000	0.0000	0.0733	0.0733
28:20:00	0.0000	0.0000	0.0000	0.0000	0.0728	0.0728
28:30:00	0.0000	0.0000	0.0000	0.0000	0.0724	0.0724
28:40:00	0.0000	0.0000	0.0000	0.0000	0.0719	0.0719
28:50:00	0.0000	0.0000	0.0000	0.0000	0.0715	0.0715
29:00:00	0.0000	0.0000	0.0000	0.0000	0.071	0.071
29:10:00	0.0000	0.0000	0.0000	0.0000	0.0706	0.0706
29:20:00	0.0000	0.0000	0.0000	0.0000	0.0701	0.0701
29:30:00	0.0000	0.0000	0.0000	0.0000	0.0697	0.0697
29:40:00	0.0000	0.0000	0.0000	0.0000	0.0693	0.0693

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
29:50:00	0.0000	0.0000	0.0000	0.0000	0.0688	0.0688
30:00:00	0.0000	0.0000	0.0000	0.0000	0.0684	0.0684
30:10:00	0.0000	0.0000	0.0000	0.0000	0.068	0.068
30:20:00	0.0000	0.0000	0.0000	0.0000	0.0675	0.0675
30:30:00	0.0000	0.0000	0.0000	0.0000	0.0671	0.0671
30:40:00	0.0000	0.0000	0.0000	0.0000	0.0667	0.0667
30:50:00	0.0000	0.0000	0.0000	0.0000	0.0663	0.0663
31:00:00	0.0000	0.0000	0.0000	0.0000	0.0659	0.0659
31:10:00	0.0000	0.0000	0.0000	0.0000	0.0655	0.0655
31:20:00	0.0000	0.0000	0.0000	0.0000	0.0651	0.0651
31:30:00	0.0000	0.0000	0.0000	0.0000	0.0646	0.0646
31:40:00	0.0000	0.0000	0.0000	0.0000	0.0642	0.0642
31:50:00	0.0000	0.0000	0.0000	0.0000	0.0638	0.0638
32:00:00	0.0000	0.0000	0.0000	0.0000	0.0634	0.0634
32:10:00	0.0000	0.0000	0.0000	0.0000	0.063	0.063
32:20:00	0.0000	0.0000	0.0000	0.0000	0.0626	0.0626
32:30:00	0.0000	0.0000	0.0000	0.0000	0.0623	0.0623
32:40:00	0.0000	0.0000	0.0000	0.0000	0.0619	0.0619
32:50:00	0.0000	0.0000	0.0000	0.0000	0.0615	0.0615
33:00:00	0.0000	0.0000	0.0000	0.0000	0.0611	0.0611
33:10:00	0.0000	0.0000	0.0000	0.0000	0.0607	0.0607
33:20:00	0.0000	0.0000	0.0000	0.0000	0.0603	0.0603
33:30:00	0.0000	0.0000	0.0000	0.0000	0.06	0.06
33:40:00	0.0000	0.0000	0.0000	0.0000	0.0596	0.0596
33:50:00	0.0000	0.0000	0.0000	0.0000	0.0592	0.0592
34:00:00	0.0000	0.0000	0.0000	0.0000	0.0588	0.0588
34:10:00	0.0000	0.0000	0.0000	0.0000	0.0585	0.0585
34:20:00	0.0000	0.0000	0.0000	0.0000	0.0581	0.0581
34:30:00	0.0000	0.0000	0.0000	0.0000	0.0577	0.0577
34:40:00	0.0000	0.0000	0.0000	0.0000	0.0574	0.0574
34:50:00	0.0000	0.0000	0.0000	0.0000	0.057	0.057
35:00:00	0.0000	0.0000	0.0000	0.0000	0.0567	0.0567
35:10:00	0.0000	0.0000	0.0000	0.0000	0.0563	0.0563
35:20:00	0.0000	0.0000	0.0000	0.0000	0.056	0.056
35:30:00	0.0000	0.0000	0.0000	0.0000	0.0556	0.0556
35:40:00	0.0000	0.0000	0.0000	0.0000	0.0553	0.0553

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
35:50:00	0.0000	0.0000	0.0000	0.0000	0.0549	0.0549
36:00:00	0.0000	0.0000	0.0000	0.0000	0.0546	0.0546
36:10:00	0.0000	0.0000	0.0000	0.0000	0.0542	0.0542
36:20:00	0.0000	0.0000	0.0000	0.0000	0.0539	0.0539
36:30:00	0.0000	0.0000	0.0000	0.0000	0.0536	0.0536
36:40:00	0.0000	0.0000	0.0000	0.0000	0.0532	0.0532
36:50:00	0.0000	0.0000	0.0000	0.0000	0.0529	0.0529
37:00:00	0.0000	0.0000	0.0000	0.0000	0.0526	0.0526
37:10:00	0.0000	0.0000	0.0000	0.0000	0.0522	0.0522
37:20:00	0.0000	0.0000	0.0000	0.0000	0.0519	0.0519
37:30:00	0.0000	0.0000	0.0000	0.0000	0.0516	0.0516
37:40:00	0.0000	0.0000	0.0000	0.0000	0.0513	0.0513
37:50:00	0.0000	0.0000	0.0000	0.0000	0.0509	0.0509
38:00:00	0.0000	0.0000	0.0000	0.0000	0.0506	0.0506
38:10:00	0.0000	0.0000	0.0000	0.0000	0.0503	0.0503
38:20:00	0.0000	0.0000	0.0000	0.0000	0.05	0.05
38:30:00	0.0000	0.0000	0.0000	0.0000	0.0497	0.0497
38:40:00	0.0000	0.0000	0.0000	0.0000	0.0494	0.0494
38:50:00	0.0000	0.0000	0.0000	0.0000	0.0491	0.0491
39:00:00	0.0000	0.0000	0.0000	0.0000	0.0487	0.0487
39:10:00	0.0000	0.0000	0.0000	0.0000	0.0484	0.0484
39:20:00	0.0000	0.0000	0.0000	0.0000	0.0481	0.0481
39:30:00	0.0000	0.0000	0.0000	0.0000	0.0478	0.0478
39:40:00	0.0000	0.0000	0.0000	0.0000	0.0475	0.0475
39:50:00	0.0000	0.0000	0.0000	0.0000	0.0472	0.0472
40:00:00	0.0000	0.0000	0.0000	0.0000	0.0469	0.0469
40:10:00	0.0000	0.0000	0.0000	0.0000	0.0467	0.0467
40:20:00	0.0000	0.0000	0.0000	0.0000	0.0464	0.0464
40:30:00	0.0000	0.0000	0.0000	0.0000	0.0461	0.0461
40:40:00	0.0000	0.0000	0.0000	0.0000	0.0458	0.0458
40:50:00	0.0000	0.0000	0.0000	0.0000	0.0455	0.0455
41:00:00	0.0000	0.0000	0.0000	0.0000	0.0452	0.0452
41:10:00	0.0000	0.0000	0.0000	0.0000	0.0449	0.0449
41:20:00	0.0000	0.0000	0.0000	0.0000	0.0446	0.0446
41:30:00	0.0000	0.0000	0.0000	0.0000	0.0444	0.0444
41:40:00	0.0000	0.0000	0.0000	0.0000	0.0441	0.0441

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Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
41:50:00	0.0000	0.0000	0.0000	0.0000	0.0438	0.0438
42:00:00	0.0000	0.0000	0.0000	0.0000	0.0435	0.0435
42:10:00	0.0000	0.0000	0.0000	0.0000	0.0433	0.0433
42:20:00	0.0000	0.0000	0.0000	0.0000	0.043	0.043
42:30:00	0.0000	0.0000	0.0000	0.0000	0.0427	0.0427
42:40:00	0.0000	0.0000	0.0000	0.0000	0.0425	0.0425
42:50:00	0.0000	0.0000	0.0000	0.0000	0.0422	0.0422
43:00:00	0.0000	0.0000	0.0000	0.0000	0.0419	0.0419
43:10:00	0.0000	0.0000	0.0000	0.0000	0.0417	0.0417
43:20:00	0.0000	0.0000	0.0000	0.0000	0.0414	0.0414
43:30:00	0.0000	0.0000	0.0000	0.0000	0.0412	0.0412
43:40:00	0.0000	0.0000	0.0000	0.0000	0.0409	0.0409
43:50:00	0.0000	0.0000	0.0000	0.0000	0.0406	0.0406
44:00:00	0.0000	0.0000	0.0000	0.0000	0.0404	0.0404
44:10:00	0.0000	0.0000	0.0000	0.0000	0.0401	0.0401
44:20:00	0.0000	0.0000	0.0000	0.0000	0.0399	0.0399
44:30:00	0.0000	0.0000	0.0000	0.0000	0.0396	0.0396
44:40:00	0.0000	0.0000	0.0000	0.0000	0.0394	0.0394
44:50:00	0.0000	0.0000	0.0000	0.0000	0.0391	0.0391
45:00:00	0.0000	0.0000	0.0000	0.0000	0.0389	0.0389
45:10:00	0.0000	0.0000	0.0000	0.0000	0.0387	0.0387
45:20:00	0.0000	0.0000	0.0000	0.0000	0.0384	0.0384
45:30:00	0.0000	0.0000	0.0000	0.0000	0.0382	0.0382
45:40:00	0.0000	0.0000	0.0000	0.0000	0.0379	0.0379
45:50:00	0.0000	0.0000	0.0000	0.0000	0.0377	0.0377
46:00:00	0.0000	0.0000	0.0000	0.0000	0.0375	0.0375
46:10:00	0.0000	0.0000	0.0000	0.0000	0.0372	0.0372
46:20:00	0.0000	0.0000	0.0000	0.0000	0.037	0.037
46:30:00	0.0000	0.0000	0.0000	0.0000	0.0368	0.0368
46:40:00	0.0000	0.0000	0.0000	0.0000	0.0365	0.0365
46:50:00	0.0000	0.0000	0.0000	0.0000	0.0363	0.0363
47:00:00	0.0000	0.0000	0.0000	0.0000	0.0361	0.0361
47:10:00	0.0000	0.0000	0.0000	0.0000	0.0358	0.0358
47:20:00	0.0000	0.0000	0.0000	0.0000	0.0356	0.0356
47:30:00	0.0000	0.0000	0.0000	0.0000	0.0354	0.0354
47:40:00	0.0000	0.0000	0.0000	0.0000	0.0352	0.0352

Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
47:50:00	0.0000	0.0000	0.0000	0.0000	0.035	0.035
48:00:00	0.0000	0.0000	0.0000	0.0000	0.0347	0.0347
48:10:00	0.0000	0.0000	0.0000	0.0000	0.0345	0.0345
48:20:00	0.0000	0.0000	0.0000	0.0000	0.0343	0.0343
48:30:00	0.0000	0.0000	0.0000	0.0000	0.0341	0.0341
48:40:00	0.0000	0.0000	0.0000	0.0000	0.0339	0.0339
48:50:00	0.0000	0.0000	0.0000	0.0000	0.0337	0.0337
49:00:00	0.0000	0.0000	0.0000	0.0000	0.0335	0.0335
49:10:00	0.0000	0.0000	0.0000	0.0000	0.0332	0.0332
49:20:00	0.0000	0.0000	0.0000	0.0000	0.033	0.033
49:30:00	0.0000	0.0000	0.0000	0.0000	0.0328	0.0328
49:40:00	0.0000	0.0000	0.0000	0.0000	0.0326	0.0326
49:50:00	0.0000	0.0000	0.0000	0.0000	0.0324	0.0324
50:00:00	0.0000	0.0000	0.0000	0.0000	0.0322	0.0322
50:10:00	0.0000	0.0000	0.0000	0.0000	0.032	0.032
50:20:00	0.0000	0.0000	0.0000	0.0000	0.0318	0.0318
50:30:00	0.0000	0.0000	0.0000	0.0000	0.0316	0.0316
50:40:00	0.0000	0.0000	0.0000	0.0000	0.0314	0.0314
50:50:00	0.0000	0.0000	0.0000	0.0000	0.0312	0.0312
51:00:00	0.0000	0.0000	0.0000	0.0000	0.031	0.031
51:10:00	0.0000	0.0000	0.0000	0.0000	0.0308	0.0308
51:20:00	0.0000	0.0000	0.0000	0.0000	0.0306	0.0306
51:30:00	0.0000	0.0000	0.0000	0.0000	0.0305	0.0305
51:40:00	0.0000	0.0000	0.0000	0.0000	0.0303	0.0303
51:50:00	0.0000	0.0000	0.0000	0.0000	0.0301	0.0301
52:00:00	0.0000	0.0000	0.0000	0.0000	0.0299	0.0299
52:10:00	0.0000	0.0000	0.0000	0.0000	0.0297	0.0297
52:20:00	0.0000	0.0000	0.0000	0.0000	0.0295	0.0295
52:30:00	0.0000	0.0000	0.0000	0.0000	0.0293	0.0293
52:40:00	0.0000	0.0000	0.0000	0.0000	0.0291	0.0291
52:50:00	0.0000	0.0000	0.0000	0.0000	0.029	0.029
53:00:00	0.0000	0.0000	0.0000	0.0000	0.0288	0.0288
53:10:00	0.0000	0.0000	0.0000	0.0000	0.0286	0.0286
53:20:00	0.0000	0.0000	0.0000	0.0000	0.0284	0.0284
53:30:00	0.0000	0.0000	0.0000	0.0000	0.0282	0.0282
53:40:00	0.0000	0.0000	0.0000	0.0000	0.0281	0.0281

Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
53:50:00	0.0000	0.0000	0.0000	0.0000	0.0279	0.0279
54:00:00	0.0000	0.0000	0.0000	0.0000	0.0277	0.0277
54:10:00	0.0000	0.0000	0.0000	0.0000	0.0275	0.0275
54:20:00	0.0000	0.0000	0.0000	0.0000	0.0274	0.0274
54:30:00	0.0000	0.0000	0.0000	0.0000	0.0272	0.0272
54:40:00	0.0000	0.0000	0.0000	0.0000	0.027	0.027
54:50:00	0.0000	0.0000	0.0000	0.0000	0.0269	0.0269
55:00:00	0.0000	0.0000	0.0000	0.0000	0.0267	0.0267
55:10:00	0.0000	0.0000	0.0000	0.0000	0.0265	0.0265
55:20:00	0.0000	0.0000	0.0000	0.0000	0.0264	0.0264
55:30:00	0.0000	0.0000	0.0000	0.0000	0.0262	0.0262
55:40:00	0.0000	0.0000	0.0000	0.0000	0.026	0.026
55:50:00	0.0000	0.0000	0.0000	0.0000	0.0259	0.0259
56:00:00	0.0000	0.0000	0.0000	0.0000	0.0257	0.0257
56:10:00	0.0000	0.0000	0.0000	0.0000	0.0255	0.0255
56:20:00	0.0000	0.0000	0.0000	0.0000	0.0254	0.0254
56:30:00	0.0000	0.0000	0.0000	0.0000	0.0252	0.0252
56:40:00	0.0000	0.0000	0.0000	0.0000	0.0251	0.0251
56:50:00	0.0000	0.0000	0.0000	0.0000	0.0249	0.0249
57:00:00	0.0000	0.0000	0.0000	0.0000	0.0248	0.0248
57:10:00	0.0000	0.0000	0.0000	0.0000	0.0246	0.0246
57:20:00	0.0000	0.0000	0.0000	0.0000	0.0245	0.0245
57:30:00	0.0000	0.0000	0.0000	0.0000	0.0243	0.0243
57:40:00	0.0000	0.0000	0.0000	0.0000	0.0241	0.0241
57:50:00	0.0000	0.0000	0.0000	0.0000	0.024	0.024
58:00:00	0.0000	0.0000	0.0000	0.0000	0.0238	0.0238
58:10:00	0.0000	0.0000	0.0000	0.0000	0.0237	0.0237
58:20:00	0.0000	0.0000	0.0000	0.0000	0.0235	0.0235
58:30:00	0.0000	0.0000	0.0000	0.0000	0.0234	0.0234
58:40:00	0.0000	0.0000	0.0000	0.0000	0.0233	0.0233
58:50:00	0.0000	0.0000	0.0000	0.0000	0.0231	0.0231
59:00:00	0.0000	0.0000	0.0000	0.0000	0.023	0.023
59:10:00	0.0000	0.0000	0.0000	0.0000	0.0228	0.0228
59:20:00	0.0000	0.0000	0.0000	0.0000	0.0227	0.0227
59:30:00	0.0000	0.0000	0.0000	0.0000	0.0225	0.0225
59:40:00	0.0000	0.0000	0.0000	0.0000	0.0224	0.0224

Printed from the ReFH Flood Modelling software package, version 2.2.6029.28099

Time (hh:mm:ss)	Rain (mm)	Sewer Loss (mm)	Net Rain (mm)	Runoff (m^3/s)	Baseflow (m^3/s)	Total Flow (m^3/s)
59:50:00	0.0000	0.0000	0.0000	0.0000	0.0223	0.0223
60:00:00	0.0000	0.0000	0.0000	0.0000	0.0221	0.0221
60:10:00	0.0000	0.0000	0.0000	0.0000	0.022	0.022
60:20:00	0.0000	0.0000	0.0000	0.0000	0.0218	0.0218
60:30:00	0.0000	0.0000	0.0000	0.0000	0.0217	0.0217
60:40:00	0.0000	0.0000	0.0000	0.0000	0.0216	0.0216
60:50:00	0.0000	0.0000	0.0000	0.0000	0.0214	0.0214
61:00:00	0.0000	0.0000	0.0000	0.0000	0.0213	0.0213
61:10:00	0.0000	0.0000	0.0000	0.0000	0.0212	0.0212
61:20:00	0.0000	0.0000	0.0000	0.0000	0.021	0.021

Appendix

Catchment descriptors *

Name	Value	User-defined value used?
Area (km^2)	0.62 [0.52]	**Yes**
ALTBAR	32	No
ASPBAR	356	No
ASPVAR	0.78	No
BFIHOST	0.66 [0.89]	**Yes**
DPLBAR (km)	0.75	No
DPSBAR (mkm^{-1})	33	No
FARL	1	No
LDP	1.4	No
PROPWET (mm)	0.49 [0.42]	**Yes**
RMED1H	8.7	No
RMED1D	33.7	No
RMED2D	42.5	No
SAAR (mm)	612	No
SAAR4170 (mm)	742	No
SPRHOST	15.15	No
Urbext2000	0 [0.06]	**Yes**
Urbext1990	0.01	No
URBCONC	0.41	No
URBLOC	0.38	No
Urban Area (km^2)	0 [0.06]	**Yes**
DDF parameter C	-0.01	No
DDF parameter D1	0.42	No
DDF parameter D2	0.35	No
DDF parameter D3	0.24	No
DDF parameter E	0.25	No
DDF parameter F	2.27	No
DDF parameter C (1km grid value)	-0.01	No
DDF parameter D1 (1km grid value)	0.42	No
DDF parameter D2 (1km grid value)	0.35	No
DDF parameter D3 (1km grid value)	0.24	No
DDF parameter E (1km grid value)	0.25	No
DDF parameter F (1km grid value)	2.26	No

Values in square brackets are the original values loaded from the FEH Web Service or FEH CD-ROM

APPENDIX E: GREENFIELD RUNOFF RATES (IH124)