

ANGUS COUNCIL

DEVELOPMENT MANAGEMENT REVIEW COMMITTEE – 4 MARCH 2024

4 MERIDIAN STREET, MONTROSE

REPORT BY THE DIRECTOR OF LEGAL, GOVERNANCE & CHANGE

1. ABSTRACT:

The Committee is asked to consider an application for a review of the decision taken by the planning authority in respect the refusal of planning permission for demolition of building and erection of class 5 and 6 general industrial warehouse, application No 23/00177/FULL, at Warehouse, 4 Meridian Street, Montrose.

2. ALIGNMENT TO THE COUNCIL PLAN AND COUNCIL POLICIES

This Report contributes to the following local outcomes contained within the Angus Council Plan 2023-2028:

- Caring for our people
- Caring for our place

3. RECOMMENDATIONS

It is recommended that the Committee:-

- (i) consider and determine if further procedure is required as detailed in at Section 4;
- (ii) if further procedure is required, the manner in which the review is to be conducted;
- (iii) if no further procedure is required:
 - (a) review the case submitted by the Planning Authority (**Appendix 1**); and
 - (b) review the case submitted by the Applicant (**Appendix 2**).

4. CURRENT POSITION

The Development Management Review Committee is required to determine if they have sufficient information to determine the Review without further procedure. If members do not determine the review without further procedure, the Review Committee must determine the manner in which the review is to be conducted. The procedures available in terms of the regulations are: written submissions, hearing sessions or inspection of the land to which the review relates.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications arising from the recommendations in this Report.

6. RISK MANAGEMENT

There are no issues arising from the recommendations of this Report.

7. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising from the recommendations of this report.

8. EQUALITY IMPACT ASSESSMENT, HUMAN RIGHTS AND FAIRER SCOTLAND DUTY

An equality impact assessment is not required.

NOTE: No background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973, (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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ANGUS COUNCIL'S SUBMISSION ON GROUNDS OF REFUSAL

APPLICATION NUMBER – 21/00177/FULL

APPLICANT - J R Rix & Sons Ltd

PROPOSAL & ADDRESS – Demolition of building and erection of a Class 5 and 6 general industrial warehouse at 4 Meridian Street, Montrose

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Angus Council

Application Number:	21/00177/FULL
Description of Development:	Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Site Address:	Warehouse 4 Meridian Street Montrose
Grid Ref:	371563 : 757150
Applicant Name:	J R Rix & Sons Ltd

Report of Handling**Proposal**

The application proposes the demolition of the category C listed 670sqm sandstone warehouse at 4 Meridian Street, Montrose and its replacement with a new larger 1250sqm warehouse building constructed from concrete panels and metal cladding. The application form indicates that the building would be used for class 5 general industrial and class 6 storage and distribution uses. The information submitted indicates that the building does not require water supply or public drainage connections. Arrangements for the management of surface water are unspecified.

The application has not been subject of variation.

Publicity

The application was subject to normal neighbour notification procedures.

The application was advertised in the Dundee Courier on 23 April 2021 for the following reasons:

- development affecting a listed building or its setting

A site notice was posted for development affecting a listed building or its setting.

Planning History

4 Meridian Street was listed as a building of special architectural or historic interest on 30 March 1999. It is described in the listing as a long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour. The gable has simple classical detailing with a circular opening, a panel inscribed "1905", and a segmental hoodmould with coped skews and double skewputts. It is constructed of the grey/brown sandstone rubble with ashlar dressings, common to many traditional buildings in Montrose. There are blocked openings at ground and 1st floor, some with rolling door insets. The pitched roof structure is timber with a grey slate covering and is piended at the northeast end.

The statement of special interest indicates (amongst other things) that:

dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay.

Despite some later alteration and some loss of fabric, the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour. The prosperity of the town during the 19th century was in no small part built on its well-situated harbour for international trading and cargo.

The quayside setting is important, relating directly to the building's function. It is one of a small group of

nearby industrial buildings of historic significance in this area of Montrose including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). Together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

While harbour warehouses are not a rare building type in Scotland, this example, with its segmental gable facing the harbour, is now among the best surviving 19th - early 20th century warehouses in Montrose.

A proposal was submitted to HES remove the listed designation in May 2020. The review of the listing confirmed the special interest of the building and its listed status was retained (Category C) (decision dated 9 September 2020).

Application 21/00178/LBC for listed building consent for demolition of 4 Meridian St was refused on 19 June 2023 for the following reason:-

the demolition of the warehouse would not preserve the listed building, its setting or the features of special architectural and historic interest which it possesses. The evidence presented does not illustrate its loss has been fully considered and justified and the proposal does not meet the demolition tests set out in the Managing Change in the Historic Environment: Demolition of Listed Buildings guidance.

Planning history relevant to other listed buildings referred to in statement of special interest for 4 Meridian Street

Planning permission (22/00779/FULL) and listed building consent (22/00781/LBC) for refurbishment and extension of Custom House to accommodate offices for Whittaker Group were approved subject to conditions on 22 March 2023. This listed building (LB38222) is located to the northeast of the site.

Planning permission (19/00551/FULL) and listed building consent (19/00552/LBC) for change of use and extension of the Grain Store House to form offices for Whittaker Group were approved subject to conditions on 4 November 2019. This listed building (LB38222) is located to the northeast of the site.

Planning permission (20/00574/FULL) and listed building consent (20/00599/LBC) applications for redevelopment of 1 - 5 America Street Montrose including alteration of the existing building to remove its roof and the southwestern boundary section of the building and to erect a store/offices for J R Rix & Sons Ltd are currently being assessed. Those application propose substantial demolition (façade retention) of the listed buildings at 1-5 America Street (LB46164), Montrose to enable the redevelopment of the site to allow modern offices and warehousing. That site is located adjacent to Montrose Port North Quay around 100m northwest of 4 Meridian Street.

Applicant's Case

Bat Survey Report (GLM Ecology, September 2020) - Dusk and dawn emergence surveys were carried out in appropriate conditions and no evidence of bats using the building was discovered. Mitigation measures are proposed suggesting that roof slates should be removed by hand, and if any evidence of bats are found work should stop and the ecologist should be contacted.

Building Condition Report (Griffen Design Ltd, undated) - The report provides an assessment of the condition of the building based on a visual inspection. It indicates that due to the storage of items within the building, a number of areas were not accessible at the northeast and southwest elevations, and internally the northern end of the building was inaccessible. The report describes the building as being in poor condition and in need of repair and maintenance and it lists defects in the structure. The report suggests that the building is no longer fit for the purpose it was built for and notes that changes in technology, modern plant and machinery have led to better storage and loading techniques. It indicates that to repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities. The report recommends demolishing the building and suggests that there is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. The cost of repair is high compared with the gain in repair.

Demolition Method Statement (revised) (PMS, undated) - describes the specific safe working methods which would be used to carry out the work, including the requirement to hand strip slates in line with the bat survey report. It gives details of how the work will be carried out and what health and safety issues and controls are involved.

Planning Statement (MF Planning, March 2021) - includes a planning assessment of the proposal in support of the applications for planning permission and listed building consent. It indicates that the building is required for the storage and assembly of large sized engineering components for both the oil and gas industry and offshore wind facilities. It indicates that the equipment to be used dictates the need for a 9m eaves height and wide doors and suggests that the site is the only site in the applicant's ownership that can be developed to provide the scale of warehouse accommodation necessary to meet this port related business requirement. The planning assessment considers the proposal against the demolition tests set out in HES Managing Change Guidance and suggests that retention of the building is not sustainable or viable, and suggests that the proposal is essential to the delivery of economic growth at Montrose Port.

Existing Building Concluding Report (Griffen Design Ltd, undated) - indicates that the report aims to conclude the findings of the Building Condition Report and the Masonry Condition Survey carried out by Stoneworks. It describes the defects in the elevations and stonework, sets out the necessary repairs to the building and suggests that the extent of decay is severe and will require the removal and rebuilding of excessive areas of stonework. It indicates that the cost of repair would be high and recommends demolition of the building.

Masonry Condition Survey (Stoneworks, 10 August 2021) - describes the internal and external condition of masonry and details a number of recommendations for repairs.

Alternative Restoration Proposal (Griffen Design Ltd, undated) - describes the works involved in an alternative proposal involving façade retention of the Meridian Street stone facade. Concludes that such an alternative is not feasible in engineering terms.

Covering letter and costing projection for work required to stabilise and keep existing stone wall (PMS, 17 March 2022) - describes works required and projects costs associated with retaining the existing masonry wall 'on Meridian Street West and north walls'. Suggests that this involves duntaking, underpinning, foundations, structural steel, works to tie into steel structure, rebuilding, picking and repointing, scaffolding. The letter suggests that the buildings scale, form and location on the portside makes its re-use in its existing form extremely limited given the off-shore renewable industries' requirements for a much larger warehouse building. There is no inherent commercial value in trying to restore the building if there is no end user. Trying to preserve or adapt the building will result in stymieing essential new portside development. Montrose Port Authority has verified this position in a letter of representation to the planning authority. The economic and public benefits of the application have been set out in the planning submission and are considered to be of sufficient weight to justify the grant of consent by the planning authority.

Applicant response to HES comments (Griffen Design, 16 January 2023) - indicates that once the use, form and function of a building has been defined by the client and architect, the purpose of any structure is to transfer the applied loads to the ground in a safe and efficient manner. The use, form and function of the building at Meridian Street currently does not meet the owner/occupiers needs. The suitability of the building is not up for consideration in this letter. Griffen Design's role is to define the current building condition and the suitability of meaningful repair and alterations to facilitate functional use. The letter responds to the various observations made by HES following the HES engineers site inspection of the building and suggests that the condition of the building is worse than set out in HES comments.

Consultations

Community Council - There was no response from this consultee at the time of report preparation.

Roads (Traffic) – no objection.

Roads (flooding) – has no objection but makes advisory comment for the applicant recommending the use of flood resilient materials and construction techniques to minimise the impact of potential flooding.

SEPA – has confirmed that the proposed building would be a water compatible use provided no land raising is proposed, noting that building is likely to flood.

Scottish Water - There was no response from this consultee at the time of report preparation.

Environmental Health - No objection.

Archaeology Service – **objects** to the proposal, commenting that the building occupies a prominent harbourside location within the historic core of Montrose (Angus HER NO75NW0110). It is a relatively rare example of this type of building within Montrose, and is probably the best surviving example in the town. The archaeology service has indicated that it would encourage the enhancement, protection and appropriate active use of sites such as this. They indicate that they should be re-consulted for planning conditions should the proposal be approved.

Health & Safety Executive – Does not advise against the granting of planning permission on safety grounds.

Other relevant consultee responses relevant to the assessment

Historic Environment Scotland (HES) - **objected** to the parallel application for listed building consent which was recently refused. Their comments are summarised as follows:-

HES has reviewed the supporting information submitted and has indicated that their own conservation engineer visited the site on Friday 10 June 2022. HES consider that the warehouse retains its special interest and indicated that this special interest was confirmed in a listing review undertaken in 2020. HES consider that the warehouse is capable of repair without extensive loss or replacement of fabric. They do not consider the application has demonstrated that there are benefits to economic growth or the wider community that justify demolition; nor that demolition has been justified on the basis of economic viability. They note that no evidence has been submitted to illustrate that the building has been marketed to a potential restoring purchaser. HES does not consider the proposal to meet the tests for demolition of a listed building set out in managing change guidance.

HES indicate that lack of maintenance of the building over several years has led to the warehouse's current condition, and their engineer advises that consolidation and repair works are feasible without recourse to demolition. HES encourage an alternative approach for the building which could involve alteration and extension without resorting to demolition.

Representations

1 letter of representation was received which offers support for the proposal. The letter of support is submitted by Montrose Port Authority and offers the following comment:-

- The Port Authority's strategy is to develop Montrose as the port and logistics hub for North East Scotland.
- Montrose Port has changed significantly over the past 100 years since the building on the site was built. The changing nature of the port and the fact that many original buildings have had to be demolished and redeveloped for larger warehousing and storage sheds is to meet the needs of Montrose Port Authority's stakeholders. These changes have all been supported by Angus Council.
- The application site has a strategic position with adjacent berthing facilities which renders it an important quayside site.
- The economic benefits of potential job creation, investment in an underused and decaying building, supporting growth to Montrose Port following the £1m investment by the applicant Rix Shipping Ltd are welcomed by Montrose Port Authority.

Development Plan Policies

NPF4 – national planning policies

Policy 1 Tackling the climate and nature crises
 Policy 2 Climate mitigation and adaptation
 Policy 3 Biodiversity
 Policy 4 Natural places
 Policy 7 Historic assets and places
 Policy 9 Brownfield, vacant and derelict land and empty buildings
 Policy 12 Zero waste
 Policy 13 Sustainable transport
 Policy 14 Design, quality and place
 Policy 18 Infrastructure first
 Policy 22 Flood risk and water management
 Policy 23 Health and safety
 Policy 25 Community wealth building
 Policy 26 Business and industry

Angus Local Development Plan 2016

Policy DS1 : Development Boundaries and Priorities
 Policy DS2 : Accessible Development
 Policy DS3 : Design Quality and Placemaking
 Policy DS4 : Amenity
 Policy TC15 : Employment Development
 Policy PV5 : Protected Species
 Policy PV8 : Built and Cultural Heritage
 Policy PV12 : Managing Flood Risk
 Policy PV15 : Drainage Infrastructure
 Policy PV18 : Waste Management in New Development
 Policy PV21 : Pipeline Consultation Zones
 M6 Working – Montrose Port

The full text of the relevant development plan policies can be viewed at Appendix 1 to this report.

Assessment

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority, in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

In this case the development plan comprises: -

- National Planning Framework 4 (NPF4) (Adopted 2023)
- Angus Local Development Plan (ALDP) (Adopted 2016)

The development plan policies relevant to the determination of the planning application are reproduced at Appendix 1 and have been taken into account in preparing this report.

The ALDP was adopted in September 2016 while NPF4 was adopted in February 2023. Planning legislation indicates that where there is any incompatibility between the provision of the national planning framework and the provision of a local development plan, whichever of them is the later in date is to prevail.

The site is located in the development boundary of Montrose. The ALDP development strategy for Montrose supports the redevelopment of vacant, underused or brownfield sites within the development

boundary. It also seeks (amongst other things) to support the continued development of the Strategic Development Area at Montrose Port.

The majority of the site is located within the M6 Montrose Port designation where land is safeguarded for port related uses. The M6 designation states that (amongst other things) development proposals which enhance the commercial and economic role of the Port will be supported where these are compatible with adjacent land uses. NPF4 recognises that Montrose Port is a key site in Angus Council's Mercury Programme. It indicates that there are further opportunities for a range of economic activities and investment in ports associated with a green economy at Montrose.

ALDP Policy DS1 safeguards land allocated or otherwise identified for development for the uses set specified. Policy DS1 also states that proposals on sites not allocated or otherwise identified for development within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

Both NPF4 and the ALDP seek to encourage the reuse of brownfield land and buildings to help reduce the need for greenfield development. NPF4 Policy 9 indicates that development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, it indicates that demolition will be regarded as the least preferred option.

NPF4 Policy 7 seeks to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places. Part (b) of the policy indicates that development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. ALDP Policy PV8 states that development proposal which affect a listed building will only be supported where the proposed development will not adversely affect the integrity of the site or the reasons for which it was designated; any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits; and appropriate measures are provided to mitigate any identified adverse impacts.

The key issues in this case are whether there are any exceptional circumstances which justify demolition of the listed building and all reasonable efforts have been made to retain, reuse and/or adapt the listed building; and, if those exceptional circumstances exist, whether the proposed replacement building complies with development plan policy.

Demolition of the listed building

As noted above, development plan policy seeks to safeguard listed buildings. Where demolition is proposed, NPF4 Policy 7 indicates that **demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building**. It lists considerations to be applied when assessing proposals for demolition, which include whether the building is no longer of special interest (i); is incapable of physical repair and re-use as verified through a detailed structural condition survey report (ii); repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers (iii); or demolition of the building is essential to delivering significant benefits to economic growth or the wider community (iv).

Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) provides relevant government guidance on the assessment of proposals which involve the demolition of listed buildings. It identifies a number of key issues to consider and indicates that there is a strong presumption in favour of retaining listed buildings; and states that applications to demolish listed buildings should be refused unless their loss has been fully considered and justified.

Where an application proposes demolition, the managing change document indicates that applicants need to clearly demonstrate and justify that one of the following situations applies to the listed building to be demolished. The tests are similar to those identified in NPF4 Policy 7(b) and are as follows:-

- o Is the building no longer of special interest; or*
- o Is the building incapable of meaningful repair; or*
- o Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community; or*
- o Is repair or reuse of the building not economically viable?*

Historic Environment Scotland (HES) has commented on the parallel application for listed building consent (21/00178/LBC) which was recently refused. They have reviewed the supporting information submitted by the applicant, and have visited the building proposed for demolition (including a visit by their own structural engineers). The advice they provide is relevant to the consideration of the planning application as well as the parallel listed building consent application and is referred to where relevant in the below assessment.

The applicant's evidence and lines of argument speak primarily to the proposition that 4 Meridian Street is incapable of meaningful repair, demolition of the building is essential to delivering significant benefits to economic growth, and repair or reuse of the building not economically viable. They do not suggest that the building is no longer of special interest. Each test is addressed below in turn against the demolition tests identified in Scottish Government Guidance.

Is the building no longer of special interest?

The warehouse at 4 Meridian Street was listed (Category C) on 30 March 1999.

The statement of special interest which accompanies the listing describes the building as a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay. The statement acknowledges that some alterations have been carried out to the building but indicates that *the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour*. The statement indicates that the warehouse is one of a small group of nearby industrial buildings of historic significance in this area of Montrose, including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). It states that together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

The planning statement submitted on behalf of the applicant acknowledges the special interest of the building and does not argue that demolition of the building meets this test. The special interest of the building is clearly set out in the statement of significance which accompanies the listing, and is referenced above. A proposal was submitted by the applicant to remove the listed designation in May 2020. The review confirmed the special interest of the building and its listed status was retained (Category C). Demolition of the building is not justified on the basis that the building is no longer of special interest.

Is the building incapable of meaningful repair?

The Building Condition Report describes the building as being in poor condition and in need of repair and maintenance; and it lists defects in the structure. It indicates that the repair of the building would be exceptionally difficult due to the condition of the building, suggests that some localised rebuilding would be required and recommends demolition of the building. The Masonry Condition Survey, Building Concluding Report and other supporting information provide further information on the extent of decay of the building, and sets out the works required to repair the building.

HES reviewed the supporting information submitted as part of their consideration of the parallel application for listed building consent. They indicate that their conservation engineer visited the site in June 2022 to inspect the condition of the building. HES consider that the warehouse is capable of meaningful repair i.e. repair without extensive loss or replacement of fabric. HES note that lack of maintenance of the building over several years has led to the warehouse's current poor condition, but they consider that consolidation and repair works are feasible without recourse to demolition.

While the applicant's supporting information sets out difficulties associated with repair of the warehouse building, it does not demonstrate that the building is incapable of meaningful repair (repair without extensive loss or replacement of fabric). Having regard to the content of the supporting information and

the advice provided by HES, the demolition of the listed building is not justified on the basis that it is incapable of meaningful repair.

Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?

The supporting information submitted suggests that the demolition of the existing warehouse is essential to enable the erection of a modern replacement warehouse more suited to modern day port related activities. It describes the economic growth benefits of the proposal as delivering a commercially viable development with increased storage capacity for port related uses; delivering regeneration at the port; providing a strategic site to enable pre-shipment assembly and storage to support offshore oil and gas and offshore energy related industry; having a positive effect on employment by helping business grow; and increasing the competitiveness of Montrose Port. It suggests that the applicant's investment would be in the region of £1 million.

The Managing Change document provides guidance on the consideration of this demolition test. It suggests that *some projects may be of such economic or public significance that their benefits may be seen to outweigh the strong presumption in favour of retaining a listed building. Often these projects form part of wider strategies at national or regional level. Examples may include major transportation schemes or significant regeneration projects. Supporting evidence should also include a detailed assessment of the likely benefits of the proposed project. If the works form part of a wider strategy, the application should explain why the strategy is significant at a national or regional level.*

While it is acknowledged that a more modern building on the site could offer more flexibility for port related activities (as described in the supporting information), particularly where those activities involve larger and heavy plant and equipment; the evidence submitted does not clearly quantify or demonstrate that the demolition of the building is essential to delivering significant benefits to economic growth or the wider community.

The HES consultation response on the parallel listed building consent application questions why the building cannot be altered and extended to deliver some of the described benefits without requiring its demolition, and HES refer to space available to the north and east of the existing building to potentially enable its extension.

While the supporting information suggests that applicant has no other land available where such a facility (and the associated economic benefits) could be provided, it understood that planning permission has been granted for the applicant to construct a large warehouse structure (2,225sqm) on the north side of Barrack Road (Unit 4 in application 13/00682/FULL refers) which is not yet constructed. While that site is further from the quayside than 4 Meridian Street and would require some alteration to the approved design to provide a large access door, it remains close and convenient for quayside access and the approved building is tall enough to accommodate the scale of roller door required. It is not clear why that site could not be used to deliver similar economic benefits to those described in the proposal, and without requiring the demolition of a listed building.

HES advised that the benefits of the proposal explained in the applicant's supporting information cannot be seen to outweigh the strong presumption in favour of retaining the listed building. HES does not consider demolition of the building on the grounds of *essential to delivering significant benefits to economic growth or the wider community* has been adequately justified.

Having regard to the content of the supporting information and the advice provided by HES, the demolition of the listed building is not justified on the basis that it is essential to delivering significant benefits to economic growth or the wider community.

Is repair or reuse of the building not economically viable?

The Managing Change document provides guidance on the consideration of the economic viability demolition test. It indicates that in some instances the repair and reuse of a listed building is not economically viable. This means that the cost of retaining the listed building would be higher than its end

value. Where the cost of works is higher than the end value, the difference is referred to as the 'conservation deficit'. The guidance states that the principle of demolition should only be accepted where it has been demonstrated that all reasonable efforts have been made to retain the listed building. This includes undertaking pro-active marketing measures to demonstrate that every effort has been made to secure a buyer who would retain the building. A building should be marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition. This should normally be at least six months, although in some circumstances a longer or shorter time period may be appropriate.

The planning statement suggests that the repair and reuse of the building is not economically viable. The building condition report states the cost of repair is high compared with the gain in repair (but it does not quantify the cost of repair or the resultant value); and the costing projection for an alternative façade retention approach indicates that there is no inherent commercial value in trying to restore the building if there is no end user. The information submitted does not consider alternative restoration proposals; and does not provide any evidence to suggest that the building has been marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition.

HES commented on the merits of the proposal against the economic viability test and considered the façade retention costing information. They suggest that if a conservation deficit could be demonstrated, grant assistance should also be investigated. HES note the lack of evidence to suggest the building has been marketed to a potential restoring purchaser, and their view is the building's demolition cannot be argued under this consideration. HES note that while there may be a conservation deficit under the façade retention scheme information submitted, that does not mean there would necessarily be a conservation deficit as there could be other, more sympathetic and financially viable, repair and reuse schemes for the warehouse.

The information submitted does not demonstrate that the repair and reuse of the building is not economically viable, and no evidence has been submitted to suggest that the building has been marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition. Accordingly, demolition of the building is not justified under this test.

In summary, the evidence presented by the applicant does not demonstrate that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. The proposal does not comply with any of the four demolition tests set out in government guidance or in NPF4 Policy 7(b). HES has objected to the parallel application for listed building consent on the basis that demolition of the listed building has not been justified against these tests. The archaeology service has also objected to the proposal, noting that the building is a relatively rare example of this type of building within Montrose and they encourage the enhancement, protection and appropriate active use of sites such as this. The proposal does not comply with development plan policy aimed at protecting and enhancing historic environment assets and places.

The replacement building

As noted above, development plan policy safeguards land at Montrose Port for port related uses and promotes redevelopment proposals which are consistent with that aim, recognising the important role of the port to the regional economy. It is acknowledged that a larger, purpose-built replacement building could offer more flexibility for port related activities than the existing stone warehouse building which occupies the site. Those benefits are described in detail in the supporting information and in the letter of support received from Montrose Port Authority. The proposed new building attracts some support from development plan policy, but that support is not unqualified and must be balanced against other development plan policies aimed at safeguarding the historic environment, including the strong presumption against the demolition of listed buildings.

The new building proposed is a similar length to the building it would replace, and it would occupy a similar location on the heel of the Meridian Street footway as the existing building. The new building extends further east into the quayside area than the existing stone building and has a higher wallhead and overall height than the existing building.

Amenity impacts associated with the new building are unlikely to be significant. The activities taking place within the new building would be similar to those associated with the existing building connected to port activities. Environmental health has no objection to the proposal in respect of amenity impacts. While the massing of the structure would be greater, impacts on neighbouring uses are unlikely to be significant in respect of overshadowing or visual amenity. The design and appearance of the building proposed is similar to the other new building on Meridian Street and is similar to other buildings found elsewhere in south Montrose.

The bat survey report does not identify the presence of roosts within the building and mitigation measures are proposed to ensure that risks to bats are minimised (including the hand removal of roof slates as part of the demolition method). Subject to that mitigation, there is no evidence to suggest the proposal would result in any significant direct or indirect impacts on protected species, natural heritage or biodiversity.

The building is sited in an area which is subject to risk from coastal flooding. Comment has been provided by SEPA and the roads service who suggest that the building proposed is a water compatible use and neither party has objected provided no land raising is proposed. The drawings do not identify any change in floor level for the new building and detailed site levels could be secured by planning condition were the proposal otherwise acceptable. Surface water drainage arrangements are unclear but that information could be secured by planning condition were the proposal otherwise acceptable. Scottish Water has been consulted but has not commented on the application. HSE has no safeguarding objection to the proposal.

Matters relating to the demolition of the listed building are addressed in detail above, but there are other historic environment matters that require consideration. Custom House (Category B listed) is located around 50m to the northeast, but impacts on its setting are not unacceptable having regard to the location of the proposed building other buildings sited closer to the principal elevation of Custom House. Planning permission and listed building consent has recently been granted for its rehabilitation, but the authorised office use is compatible with activities that would take place in the proposed building.

The site is located within an area which is reasonably well located for access via sustainable means of travel. Some car parking would be provided within the site and the roads service offers no objection to the proposal. The proposal raises no significant issues against the sustainable travel and accessible development policies of the development plan.

Some parts of the proposal are more consistent with the aims of NPF4 policies 1 and 2 than others. The demolition of the building would result in the loss of the embodied energy used in its construction, and development plan policy (NPF4 Policy 9) promotes reuse of buildings over demolition and replacement. The building is located in an area which is likely to experience coastal flooding, but it could be designed to coexist with that risk, which is likely to increase due to the effect of climate change. The enlargement of the business premises in a location which can access existing infrastructure and public transport is more compatible with policies 1 and 2.

Conclusion

The proposal attracts support from development plan policies aimed at enhancing the function of Montrose Port, and it is clear that a larger, taller modern building would be more flexible for port related activities and the modern machinery used than the existing sandstone warehouse. However, development plan support for development at the port is not unqualified, and the proposal raises significant conflict when considered against policies designed to safeguard the historic environment. Those policies only allow the demolition of listed buildings in exceptional circumstances and where all reasonable efforts have been made to save the building; and government guidance indicates that there is a strong presumption in favour of retaining listed buildings. While the applicant has provided information which shows that the building is in poor condition, that condition has come about due to lack of maintenance over several years. The information submitted does not demonstrate that the building is incapable of repair and does not demonstrate that there are any exceptional circumstances which justify its demolition. HES considers the building to be capable of meaningful repair without extensive loss of, or replacement of fabric and objected to the parallel application for listed building consent. HES suggest alternatives to demolition such as retention of and extension to the sandstone warehouse to increase its functionality for port related activities. When the matters are balanced and considered in the round, the benefits of the proposal do not outweigh the strong presumption in favour of protecting the listed building.

The proposal does not comply with the development plan. There are no material considerations which justify approval of the proposal contrary to the provisions of the development plan.

Human Rights Implications

The decision to refuse this application has potential implications for the applicant in terms of his entitlement to peaceful enjoyment of his possessions (First Protocol, Article 1). For the reasons referred to elsewhere in this report justifying the decision in planning terms, it is considered that any actual or apprehended infringement of such Convention Rights, is justified. Any interference with the applicant's right to peaceful enjoyment of his possessions by refusal of the present application is in compliance with the Council's legal duties to determine this planning application under the Planning Acts and such refusal constitutes a justified and proportionate control of the use of property in accordance with the general interest and is necessary in the public interest with reference to the Development Plan and other material planning considerations as referred to in the report.

Decision

The application is refused

Reason(s) for Decision:

1. The proposal is contrary to National Planning Framework 4 (2023) Policy 7, Angus Local Development Plan (2016) Policy PV8, and Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) because the development involves the demolition of a listed building and it has not been demonstrated that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.

Notes:

Case Officer: Ed Taylor
Date: 21 June 2023

Appendix 1 - Development Plan Policies

NPF4 – national planning policies

Policy 1 Tackling the climate and nature crises

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy 2 Climate mitigation and adaptation

- a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.
- b) Development proposals will be sited and designed to adapt to current and future risks from climate change.
- c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.

Policy 3 Biodiversity

- a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:
 - i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;
 - ii. wherever feasible, nature-based solutions have been integrated and made best use of;
 - iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;
 - iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long- term retention and monitoring should be included, wherever appropriate; and
 - v. local community benefits of the biodiversity and/or nature networks have been considered.
- c) Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development. Applications for individual householder development, or which fall within scope of (b) above, are excluded from this requirement.
- d) Any potential adverse impacts, including cumulative impacts, of development proposals on biodiversity, nature networks and the natural environment will be minimised through careful planning and design. This will take into account the need to reverse biodiversity loss, safeguard the ecosystem services that the natural environment provides, and build resilience by enhancing nature networks and maximising the potential for restoration.

Policy 4 Natural places

- a) Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported.
- b) Development proposals that are likely to have a significant effect on an existing or proposed European site (Special Area of Conservation or Special Protection Areas) and are not directly connected with or necessary to their conservation management are required to be subject to an "appropriate assessment" of the implications for the conservation objectives.

c) Development proposals that will affect a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:

- i. The objectives of designation and the overall integrity of the areas will not be compromised; or
- ii. Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

All Ramsar sites are also European sites and/ or Sites of Special Scientific Interest and are extended protection under the relevant statutory regimes.

d) Development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:

- i. Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or
- ii. Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance.

e) The precautionary principle will be applied in accordance with relevant legislation and Scottish Government guidance.

f) Development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development, steps must be taken to establish its presence. The level of protection required by legislation must be factored into the planning and design of development, and potential impacts must be fully considered prior to the determination of any application.

g) Development proposals in areas identified as wild land in the Nature Scot Wild Land Areas map will only be supported where the proposal:

- i) will support meeting renewable energy targets; or,
- ii) is for small scale development directly linked to a rural business or croft, or is required to support a fragile community in a rural area.

All such proposals must be accompanied by a wild land impact assessment which sets out how design, siting, or other mitigation measures have been and will be used to minimise significant impacts on the qualities of the wild land, as well as any management and monitoring arrangements where appropriate. Buffer zones around wild land will not be applied, and effects of development outwith wild land areas will not be a significant consideration.

Policy 7 Historic assets and places

a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.

- b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:
 - i. building is no longer of special interest;
 - ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
 - iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
 - iv. demolition of the building is essential to delivering significant benefits to economic growth or the

wider community.

- c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.
- d) Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:
- i. architectural and historic character of the area;
 - ii. existing density, built form and layout; and
 - iii. context and siting, quality of design and suitable materials.
- e) Development proposals in conservation areas will ensure that existing natural and built features which contribute to the character of the conservation area and its setting, including structures, boundary walls, railings, trees and hedges, are retained.
- f) Demolition of buildings in a conservation area which make a positive contribution to its character will only be supported where it has been demonstrated that:
- i. reasonable efforts have been made to retain, repair and reuse the building;
 - ii. the building is of little townscape value;
 - iii. the structural condition of the building prevents its retention at a reasonable cost; or
 - iv. the form or location of the building makes its reuse extremely difficult.
- g) Where demolition within a conservation area is to be followed by redevelopment, consent to demolish will only be supported when an acceptable design, layout and materials are being used for the replacement development.
- h) Development proposals affecting scheduled monuments will only be supported where:
- i. direct impacts on the scheduled monument are avoided;
 - ii. significant adverse impacts on the integrity of the setting of a scheduled monument are avoided;
- or
- iii. exceptional circumstances have been demonstrated to justify the impact on a scheduled monument and its setting and impacts on the monument or its setting have been minimised.
- i) Development proposals affecting nationally important Gardens and Designed Landscapes will be supported where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.
- j) Development proposals affecting nationally important Historic Battlefields will only be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains and special qualities.
- k) Development proposals at the coast edge or that extend offshore will only be supported where proposals do not significantly hinder the preservation objectives of Historic Marine Protected Areas.
- l) Development proposals affecting a World Heritage Site or its setting will only be supported where their Outstanding Universal Value is protected and preserved.
- m) Development proposals which sensitively repair, enhance and bring historic buildings, as identified as being at risk locally or on the national Buildings at Risk Register, back into beneficial use will be supported.
- n) Enabling development for historic environment assets or places that would otherwise be unacceptable in planning terms, will only be supported when it has been demonstrated that the enabling development proposed is:
- i. essential to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss; and

- ii. the minimum necessary to secure the restoration, adaptation and long-term future of the historic environment asset or place.

The beneficial outcomes for the historic environment asset or place should be secured early in the phasing of the development, and will be ensured through the use of conditions and/or legal agreements.

- o) Non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts. Historic buildings may also have archaeological significance which is not understood and may require assessment.

Where impacts cannot be avoided they should be minimised. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations.

When new archaeological discoveries are made during the course of development works, they must be reported to the planning authority to enable agreement on appropriate inspection, recording and mitigation measures.

Policy 9 Brownfield, vacant and derelict land and empty buildings

- a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
- b) Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.
- c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.
- d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy 12 Zero waste

- a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.
- b) Development proposals will be supported where they:
 - i. reuse existing buildings and infrastructure;
 - ii. minimise demolition and salvage materials for reuse;
 - iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
 - iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;
 - v. use materials that are suitable for reuse with minimal reprocessing.
- c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:
 - i. provision to maximise waste reduction and waste separation at source, and
 - ii. measures to minimise the cross- contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.
- d) Development proposals for waste infrastructure and facilities (except landfill and energy from waste facilities) will be only supported where:
 - i. there are no unacceptable impacts (including cumulative) on the residential amenity of nearby dwellings, local communities; the transport network; and natural and historic environment assets;
 - ii. environmental (including cumulative) impacts relating to noise, dust, smells, pest control and

pollution of land, air and water are acceptable;

- iii. any greenhouse gas emissions resulting from the processing and transportation of waste to and from the facility are minimised;
- iv. an adequate buffer zone between sites and sensitive uses such as homes is provided taking account of the various environmental effects likely to arise;
- v. a restoration and aftercare scheme (including appropriate financial mechanisms) is provided and agreed to ensure the site is restored;
- vi. consideration has been given to co-location with end users of outputs.

e) Development proposals for new or extended landfill sites will only be supported if:

- i. there is demonstrable need for additional landfill capacity taking into account Scottish Government objectives on waste management; and
- ii. waste heat and/or electricity generation is included. Where this is considered impractical, evidence and justification will require to be provided.

f) Proposals for the capture, distribution or use of gases captured from landfill sites or waste water treatment plant will be supported.

g) Development proposals for energy-from-waste facilities will not be supported except under limited circumstances where a national or local need has been sufficiently demonstrated (e.g. in terms of capacity need or carbon benefits) as part of a strategic approach to residual waste management and where the proposal:

- i. is consistent with climate change mitigation targets and in line with circular economy principles;
- ii. can demonstrate that a functional heat network can be created and provided within the site for appropriate infrastructure to allow a heat network to be developed and potential local consumers have been identified;
- iii. is supported by a heat and power plan, which demonstrates how energy recovered from the development would be used to provide electricity and heat and where consideration is given to methods to reduce carbon emissions of the facility (for example through carbon capture and storage)
- iv. complies with relevant guidelines published by Scottish Environment Protection Agency (SEPA); and
- v. has supplied an acceptable decarbonisation strategy aligned with Scottish Government decarbonisation goals.

Policy 13 Sustainable transport

a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:

- i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
- ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.
- iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
- ii. Will be accessible by public transport, ideally supporting the use of existing services;
- iii. Integrate transport modes;
- iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
- v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
- vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and

- viii. Adequately mitigate any impact on local public access routes.
- c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.
- d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.
- e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.
- f) Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.
- g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer.

While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered by Transport Scotland where significant economic or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with relevant guidance and where there will be no adverse impact on road safety or operational performance.

Policy 14 Design, quality and place

- a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
- b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the six qualities of successful places are set out in Annex D.

- c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy 18 Infrastructure first

- a) Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.
- b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Where planning obligations are entered into, they should meet the following tests:

- be necessary to make the proposed development acceptable in planning terms
- serve a planning purpose
- relate to the impacts of the proposed development
- fairly and reasonably relate in scale and kind to the proposed development
- be reasonable in all other respects

Planning conditions should only be imposed where they meet all of the following tests. They should be:

- necessary
- relevant to planning
- relevant to the development to be permitted
- enforceable
- precise
- reasonable in all other respects

Policy 22 Flood risk and water management

- a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for:
- i. essential infrastructure where the location is required for operational reasons;
 - ii. water compatible uses;
 - iii. redevelopment of an existing building or site for an equal or less vulnerable use; or.
 - iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long- term safety and resilience can be secured in accordance with relevant SEPA advice.

The protection offered by an existing formal flood protection scheme or one under construction can be taken into account when determining flood risk.

In such cases, it will be demonstrated by the applicant that:

- o all risks of flooding are understood and addressed;
- o there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- o the development remains safe and operational during floods;
- o flood resistant and resilient materials and construction methods are used; and
- o future adaptations can be made to accommodate the effects of climate change.

Additionally, for development proposals meeting criteria part iv), where flood risk is managed at the site rather than avoided these will also require:

- o the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- o that the proposal does not create an island of development and that safe access/ egress can be achieved.

- b) Small scale extensions and alterations to existing buildings will only be supported where they will not significantly increase flood risk.

c) Development proposals will:

- i. not increase the risk of surface water flooding to others, or itself be at risk.
- ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue- green infrastructure. All proposals

should presume no surface water connection to the combined sewer;
 iii. seek to minimise the area of impermeable surface.

d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.

e) Development proposals which create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure, will be supported.

Policy 23 Health and safety

a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.

b) Development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required.

c) Development proposals for health and social care facilities and infrastructure will be supported.

d) Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.

e) Development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.

f) Development proposals will be designed to take into account suicide risk.

g) Development proposals within the vicinity of a major accident hazard site or major accident hazard pipeline (because of the presence of toxic, highly reactive, explosive or inflammable substances) will consider the associated risks and potential impacts of the proposal and the major accident hazard site/pipeline of being located in proximity to one another.

h) Applications for hazardous substances consent will consider the likely potential impacts on surrounding populations and the environment.

i) Any advice from Health and Safety Executive, the Office of Nuclear Regulation or the Scottish Environment Protection Agency that planning permission or hazardous substances consent should be refused, or conditions to be attached to a grant of consent, should not be overridden by the decision maker without the most careful consideration.

j) Similar considerations apply in respect of development proposals either for or near licensed explosive sites (including military explosive storage sites).

Policy 25 Community wealth building

a) Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported.

This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.

b) Development proposals linked to community ownership and management of land will be supported.

Policy 26 Business and industry

- a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.
- b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.
- c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.
- d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:
 - i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
 - ii. The nature and scale of the activity will be compatible with the surrounding area.
- e) Development proposals for business and industry will take into account:
 - i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;
 - ii. The need for appropriate site restoration at the end of a period of commercial use.
- f) Major developments for manufacturing or industry will be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.

Angus Local Development Plan 2016

Policy DS1 : Development Boundaries and Priorities

All proposals will be expected to support delivery of the Development Strategy.

The focus of development will be sites allocated or otherwise identified for development within the Angus Local Development Plan, which will be safeguarded for the use(s) set out. Proposals for alternative uses will only be acceptable if they do not undermine the provision of a range of sites to meet the development needs of the plan area.

Proposals on sites not allocated or otherwise identified for development, but within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

Proposals for sites outwith but contiguous* with a development boundary will only be acceptable where it is in the public interest and social, economic, environmental or operational considerations confirm there is a need for the proposed development that cannot be met within a development boundary.

Outwith development boundaries proposals will be supported where they are of a scale and nature appropriate to their location and where they are in accordance with relevant policies of the ALDP.

In all locations, proposals that re-use or make better use of vacant, derelict or under-used brownfield land or buildings will be supported where they are in accordance with relevant policies of the ALDP.

Development of greenfield sites (with the exception of sites allocated, identified or considered appropriate for development by policies in the ALDP) will only be supported where there are no suitable and available brownfield sites capable of accommodating the proposed development.

Development proposals should not result in adverse impacts, either alone or in combination with other proposals or projects, on the integrity of any European designated site, in accordance with Policy PV4 Sites Designated for Natural Heritage and Biodiversity Value.

*Sharing an edge or boundary, neighbouring or adjacent

Policy DS2 : Accessible Development

Development proposals will require to demonstrate, according to scale, type and location, that they:

- o are or can be made accessible to existing or proposed public transport networks;
- o make provision for suitably located public transport infrastructure such as bus stops, shelters, lay-bys, turning areas which minimise walking distances;
- o allow easy access for people with restricted mobility;
- o provide and/or enhance safe and pleasant paths for walking and cycling which are suitable for use by all, and link existing and proposed path networks; and
- o are located where there is adequate local road network capacity or where capacity can be made available.

Where proposals involve significant travel generation by road, rail, bus, foot and/or cycle, Angus Council will require:

- o the submission of a Travel Plan and/or a Transport Assessment.
- o appropriate planning obligations in line with Policy DS5 Developer Contributions.

Policy DS3 : Design Quality and Placemaking

Development proposals should deliver a high design standard and draw upon those aspects of landscape or townscape that contribute positively to the character and sense of place of the area in which they are to be located. Development proposals should create buildings and places which are:

- o **Distinct in Character and Identity:** Where development fits with the character and pattern of development in the surrounding area, provides a coherent structure of streets, spaces and buildings and retains and sensitively integrates important townscape and landscape features.
- o **Safe and Pleasant:** Where all buildings, public spaces and routes are designed to be accessible, safe and attractive, where public and private spaces are clearly defined and appropriate new areas of landscaping and open space are incorporated and linked to existing green space wherever possible.
- o **Well Connected:** Where development connects pedestrians, cyclists and vehicles with the surrounding area and public transport, the access and parking requirements of the Roads Authority are met and the principles set out in 'Designing Streets' are addressed.
- o **Adaptable:** Where development is designed to support a mix of compatible uses and accommodate changing needs.
- o **Resource Efficient:** Where development makes good use of existing resources and is sited and designed to minimise environmental impacts and maximise the use of local climate and landform.

Supplementary guidance will set out the principles expected in all development, more detailed guidance on the design aspects of different proposals and how to achieve the qualities set out above. Further details on the type of developments requiring a design statement and the issues that should be addressed will also be set out in supplementary guidance.

Policy DS4 : Amenity

All proposed development must have full regard to opportunities for maintaining and improving environmental quality. Development will not be permitted where there is an unacceptable adverse impact on the surrounding area or the environment or amenity of existing or future occupiers of adjoining or nearby properties.

Angus Council will consider the impacts of development on:

- Air quality;
- Noise and vibration levels and times when such disturbances are likely to occur;
- Levels of light pollution;
- Levels of odours, fumes and dust;
- Suitable provision for refuse collection / storage and recycling;
- The effect and timing of traffic movement to, from and within the site, car parking and impacts on highway safety; and

- Residential amenity in relation to overlooking and loss of privacy, outlook, sunlight, daylight and overshadowing.

Angus Council may support development which is considered to have an impact on such considerations, if the use of conditions or planning obligations will ensure that appropriate mitigation and / or compensatory measures are secured.

Applicants may be required to submit detailed assessments in relation to any of the above criteria to the Council for consideration.

Where a site is known or suspected to be contaminated, applicants will be required to undertake investigation and, where appropriate, remediation measures relevant to the current or proposed use to prevent unacceptable risks to human health.

Policy TC15 : Employment Development

Proposals for new employment development (consisting of Class 4, 5, or 6) will be directed to employment land allocations or existing employment areas within development boundaries, subject to the application of the sequential approach required by Policy TC19 Retail and Town Centre Uses for office developments of over 1,000 square metres gross floorspace.

Proposals for employment development outside of employment land allocations or existing employment areas, but within the development boundaries of the towns and the settlements within the rural area will be supported where:

- o there are no suitable or viable sites available within an employment land allocation or existing employment area; or
- o the use is considered to be acceptable in that location; and
- o there is no unacceptable impact on the built and natural environment, surrounding amenity, access and infrastructure.

Proposals for employment development (consisting of Class 4, 5, or 6) outwith development boundaries will only be supported where:

- o the criteria relating to employment development within development boundaries are met;
- o the scale and nature of the development is in keeping with the character of the local landscape and pattern of development; and
- o the proposal constitutes rural diversification where:
 - o the development is to be used directly for agricultural, equestrian, horticultural or forestry operations, or for uses which by their nature are appropriate to the rural character of the area; or
 - o the development is to be used for other business or employment generating uses, provided that the Council is satisfied that there is an economic and/or operational need for the location.

Policy PV5 : Protected Species

Angus Council will work with partner agencies and developers to protect and enhance all wildlife including its habitats, important roost or nesting places. Development proposals which are likely to affect protected species will be assessed to ensure compatibility with the appropriate regulatory regime.

European Protected Species

Development proposals that would, either individually or cumulatively, be likely to have an unacceptable adverse impact on European protected species as defined by Annex 1V of the Habitats Directive (Directive 92/24/EEC) will only be permitted where it can be demonstrated to the satisfaction of Angus Council as planning authority that:

- o there is no satisfactory alternative; and
- o there are imperative reasons of overriding public health and/or safety, nature, social or economic interest and beneficial consequences for the environment, and
- o the development would not be detrimental to the maintenance of the population of a European protected species at a favourable conservation status in its natural range

Other Protected Species

Development proposals that would be likely to have an unacceptable adverse effect on protected species unless justified in accordance with relevant species legislation (Wildlife and Countryside Act 1981 and the Protection of Badgers Act 1992) subject to any consequent amendment or replacement.

Further information on protected sites and species and their influence on proposed development will be set out in a Planning Advice Note.

Policy PV8 : Built and Cultural Heritage

Angus Council will work with partner agencies and developers to protect and enhance areas designated for their built and cultural heritage value. Development proposals which are likely to affect protected sites, their setting or the integrity of their designation will be assessed within the context of the appropriate regulatory regime.

National Sites

Development proposals which affect Scheduled Monuments, Listed Buildings and Inventory Gardens and Designed Landscapes will only be supported where:

- the proposed development will not adversely affect the integrity of the site or the reasons for which it was designated;
- any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits; and
- appropriate measures are provided to mitigate any identified adverse impacts.

Proposals for enabling development which is necessary to secure the preservation of a listed building may be acceptable where it can be clearly shown to be the only means of preventing its loss and securing its long term future. Any development should be the minimum necessary to achieve these aims. The resultant development should be designed and sited carefully in order to preserve or enhance the character and setting of the listed building.

Regional and Local Sites

Development proposals which affect local historic environment sites as identified by Angus Council (such as Conservation Areas, sites of archaeological interest) will only be permitted where:

- supporting information commensurate with the site's status demonstrates that the integrity of the historic environment value of the site will not be compromised; or
- the economic and social benefits significantly outweigh the historic environment value of the site.

Angus Council will continue to review Conservation Area boundaries and will include Conservation Area Appraisals and further information on planning and the built and cultural heritage in a Planning Advice Note.

Policy PV12 : Managing Flood Risk

To reduce potential risk from flooding there will be a general presumption against built development proposals:

- o on the functional floodplain;
- o which involve land raising resulting in the loss of the functional flood plain; or
- o which would materially increase the probability of flooding to existing or planned development.

Development in areas known or suspected to be at the upper end of low to medium risk or of medium to high flood risk (as defined in Scottish Planning Policy (2014), see Table 4) may be required to undertake a flood risk assessment. This should demonstrate:

- o that flood risk can be adequately managed both within and outwith the site;
- o that a freeboard allowance of at least 500-600mm in all circumstances can be provided;
- o access and egress to the site can be provided that is free of flood risk; and
- o where appropriate that water-resistant materials and construction will be utilised.

Where appropriate development proposals will be:

- o assessed within the context of the Shoreline Management Plan, Strategic Flood Risk Assessments and Flood Management Plans; and
- o considered within the context of SEPA flood maps to assess and mitigate surface water flood potential.

Built development should avoid areas of ground instability (landslip) coastal erosion and storm surges. In areas prone to landslip a geomorphological assessment may be requested in support of a planning application to assess degree of risk and any remediation measures if required to make the site suitable for use.

Policy PV15 : Drainage Infrastructure

Development proposals within Development Boundaries will be required to connect to the public sewer where available.

Where there is limited capacity at the treatment works Scottish Water will provide additional wastewater capacity to accommodate development if the Developer can meet the 5 Criteria*. Scottish Water will instigate a growth project upon receipt of the 5 Criteria and will work with the developer, SEPA and Angus Council to identify solutions for the development to proceed.

Outwith areas served by public sewers or where there is no viable connection for economic or technical reasons private provision of waste water treatment must meet the requirements of SEPA and/or The Building Standards (Scotland) Regulations. A private drainage system will only be considered as a means towards achieving connection to the public sewer system, and when it forms part of a specific development proposal which meets the necessary criteria to trigger a Scottish Water growth project.

All new development (except single dwelling and developments that discharge directly to coastal waters) will be required to provide Sustainable Drainage Systems (SUDs) to accommodate surface water drainage and long term maintenance must be agreed with the local authority. SUDs schemes can contribute to local green networks, biodiversity and provision of amenity open space and should form an integral part of the design process.

Drainage Impact Assessment (DIA) will be required for new development where appropriate to identify potential network issues and minimise any reduction in existing levels of service.

*Enabling Development and our 5 Criteria (<http://scotland.gov.uk/Resource/0040/00409361.pdf>)

Policy PV18 : Waste Management in New Development

Proposals for new retail, residential, commercial, business and industrial development should seek to minimise the production of demolition and construction waste and incorporate recycled waste into the development.

Where appropriate, Angus Council will require the submission of a Site Waste Management Plan to demonstrate how the generation of waste will be minimised during the construction and operational phases of the development.

Development proposals that are likely to generate waste when operational will be expected to include appropriate facilities for the segregation, storage and collection of waste. This will include provision for the separate collection and storage of recyclates within the curtilage of individual houses.

Policy PV21 : Pipeline Consultation Zones

Decisions on whether to grant planning permission for development proposals within the pipeline consultation zones shown on the proposals map will be taken in light of the views and advice of the Health and Safety Executive.

ANGUS COUNCIL**PLACE
PLANNING****CONSULTATION SHEET**

PLANNING APPLICATION NO

21/00177/FULLTick boxes as appropriate

ROADS

No Objection

Interest

(Comments to follow within 14 days)

Date

27	04	21
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From: [Louise Akroyd](#)
To: [Damian G Brennan](#)
Subject: RE: 21/00177/FULL Warehouse 4 Meridian
Date: 05 July 2022 15:55:19
Attachments: [image001.gif](#)
[image002.jpg](#)

Hi Damian,

I am pretty sure I responded to this application back in 2021, with no objections but don't have any copies of emails dating that far back.

Do you need me to send another response?

Regards

Louise

Louise Akroyd

Environmental Health Officer | Angus Council | Communities | Environmental & Consumer Protection | Angus House, Orchardbank Business Park, Forfar DD8 1AN | 01307 491827 |

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From: Damian G Brennan <BrennanDG@angus.gov.uk>
Sent: 21 June 2022 15:35
To: Louise Akroyd <AkroydL@angus.gov.uk>
Subject: 21/00177/FULL Warehouse 4 Meridian

Hi Louise,

Proposal: Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Location: Warehouse 4 Meridian Street Montrose
Reference: 21/00177/FULL & 21/00178/LBC

We are nearing a position where we are potentially able to move the above application to determination.

I note from the file that we have not recorded an Environmental Health response against the application.

Can you confirm whether a response was sent, and we missed it; or if not, whether you have any observations to make in relation to the proposal.

Many thanks,

From: [Andrew Brown](#)
To: [Damian G Brennan](#)
Cc: [Ed Taylor](#); [Georgia Kirtsi-Mathieson](#)
Subject: RE: 21/00177/FULL Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Date: 30 May 2023 15:22:17
Attachments: [image001.jpg](#)
[image002.jpg](#)

Dear Damian,

I have reviewed the above application and made the following observations;

- The application is for Demolition of building and erection of a Class 5 and 6 general industrial warehouse.
- The application site is Warehouse, 4 Meridian Street, Montrose
- The SEPA flood maps do not indicate that the site is within an area at risk of fluvial or surface water flooding.
- The SEPA flood maps indicate that the site is immediately adjacent to an area that may be at risk of surface water flooding in a 1 in 200 year medium probability (0.5% AEP) event and as such may be at risk of flooding during an event of this probability.
- The SEPA flood maps indicate that the site is within an area that may be at risk of coastal flooding in a 1 in 200 year medium probability (0.5% AEP) event and as such may be at risk of flooding during an event of this probability.
- The SEPA flood maps indicate that the site is immediately adjacent to an area that may be at risk of coastal flooding in a 1 in 10 year high probability (10% AEP) event and as such may be at risk of flooding during an event of this probability.
- The previous uses for the building would likely be classified as a "Least Vulnerable Use" or a "Water Compatible Use" under SEPA's Flood Risk and Land Use Vulnerability Guidance.
- The proposed use for the building would also likely be classified as a "Least Vulnerable Use" or "Water Compatible Use" under SEPA's Flood Risk and Land Use Vulnerability Guidance.
- With reference to Table 1 from "SEPA's triage framework: guidance for planning authorities and SEPA Version 3 – December 2022"
<https://www.sepa.org.uk/media/594101/sepa-triage-framework-and-standing-advice.pdf> - The footprint of the building is proposed to be increased, therefore SEPA would be required to be consulted should the classification of the development be considered as a "Least Vulnerable Use", however, SEPA consultation would not be required if it was considered to be a "Water Compatible Use".

Requirements

I advise that SEPA should be asked whether they consider the proposed development to be a "Water Compatible Use" under their Land Use Vulnerability Guidance.

I cannot provide final comment until SEPA have confirmed the above.

Should SEPA confirm that the development is considered a "Water Compatible Use" I confirm that we would not object to the proposed development, however, I note that the proposed development is likely to be at risk of surface water and coastal flooding.

Advice for the applicant

I would advise that the applicant should consider the use of flood resilient materials and construction techniques to minimise the impact of any potential flooding. These measures may include measures such as a raised damp proof course, raised electrical fittings, flood resilient flooring and walling, flood doors, periscope air vents etc.

I would also strongly advise that the applicant should take any available opportunities to raise the finished floor levels to provide an element of freeboard where possible.

Kind regards,

Andrew

Andrew Brown | Design Engineer – Coastal, Flood Risk and Structures Team | Angus Council | Tel: 01307 491824 | BrownA@angus.gov.uk | www.angus.gov.uk

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 [Visit our Facebook page](#)

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From: Damian G Brennan <BrennanDG@angus.gov.uk>
Sent: 26 May 2023 09:59
To: Andrew Brown <BrownA@angus.gov.uk>
Cc: Ed Taylor <TaylorE@angus.gov.uk>
Subject: 21/00177/FULL Demolition of building and erection of a Class 5 and 6 general industrial warehouse

Hi Andrew,

Proposal: Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Location: Warehouse 4 Meridian Street Montrose
Reference: 21/00177/FULL & 21/00178/LBC

Thanks for taking my call earlier.

In terms of the above application, we are as discussed seeking your comments in relation to flood risk.

We are seeking to refuse the application on the basis of its impact on the historic environment; but, for completeness we wish to record a Roads (Flooding) response against the application.

In terms of the determination of the application we have drafted a report as we are seeking to determine it early next week. I would be grateful if Ed could be copied into any response as the report is with Ed.

From: [Milne, Alasdair](#)
To: [Ed Taylor](#)
Cc: [Andrew Brown](#); [Damian G Brennan](#)
Subject: RE: 21/00177/FULL Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Date: 31 May 2023 15:01:56
Attachments: [image003.png](#)
[image004.png](#)
[image005.jpg](#)
[image006.jpg](#)

OFFICIAL

Hi Ed.

We would agree that this can be seen as Water Compatible as long as (i) no landraising and (ii) the applicant accepts that the building still has to flood (e.g., no tanking of it to keep flood water out).

Hope this is of assistance.

Regards
Alasdair

[Alasdair Milne](#)
Senior Planning Officer
SEPA, Angus Smith Building, 6 Parklands Avenue, Eurocentral, Holytown, North Lanarkshire, ML1 4WQ
Mobile [REDACTED]

From: Ed Taylor <TaylorE@angus.gov.uk>
Sent: Wednesday, May 31, 2023 9:05 AM
To: Milne, Alasdair <alasdair.milne@SEPA.org.uk>
Cc: Andrew Brown <BrownA@angus.gov.uk>; Damian G Brennan <BrennanDG@angus.gov.uk>
Subject: 21/00177/FULL Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Importance: High

CAUTION: This email originated from outside the organisation. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Alasdair

[21/00177/FULL Demolition of building and erection of a Class 5 and 6 general industrial warehouse](#)

I hope you're well.

We are close to finalising a report for the above proposal which involves the demolition of a listed dockside warehouse and its replacement with a larger modern warehouse building on land at Meridian Street, Montrose. Most of the site is located in an area which is safeguarded for port related activities (ALDP Allocation M6).

For background purposes, the parallel application for listed building consent is subject to objection from HES, who is not satisfied that the case for demolition meets the tests set out in Managing Change Guidance.

The reason for my email is that roads colleagues (see below) have suggested we clarify with SEPA that the proposed dockside building is a water compatible use. The application form describes a class 5 and 6 general industrial warehouse, and supporting information is clear that the intended use relates to its quayside location for the storage and assembly of parts associated with shipping activity (see extract below from supporting statement). My understanding is that no permanent equipment would be housed within the building, and that would be brought in on a temporary basis as and when required depending on the nature of the activity taking place.

The site occupies a location which is subject to risk from coastal flooding on SEPA flood maps. From my perspective, and having reviewed the [SEPA Flood Risk and Land Use Vulnerability Guidance](#) Table 1, it seems clear that dockside compatible activities requiring a waterside location are *water compatible uses*.

Are you able to confirm that is a reasonable interpretation of the guidance?

That would enable me to conclude the roads flooding consultation response and issue the decision on the proposal.

Veronica Caney

From: Claire Herbert <claire.herbert@aberdeenshire.gov.uk>
Sent: 07 May 2021 10:19
To: PLNProcessing
Cc: Damian G Brennan
Subject: Application 21/00177/FULL - Archaeology comments

Planning Reference: 21/00177/FULL

Case Officer Name: Damian Brennan

Proposal: Demolition of building and erection of a Class 5 and 6 general industrial warehouse

Site Address: Warehouse 4 Meridian Street Montrose

Site Post Code:

Grid Reference: NO 7156 5715

The above application affects the archaeology site NO75NW0046, a category C-listed warehouse dated to 1905 but possibly incorporating earlier fabric. The building occupies a prominent harbourside location within the historic core of Montrose (Angus HER NO75NW0110). It is a relatively rare example of this type of building within Montrose, and is probably the best surviving example in the town.

In line with Policy PV8 (Built and Cultural Heritage), we would encourage the enhancement, protection and appropriate active use of sites such as this. We would therefore object to the present application.

If the application is minded for approval, please provide us with a consultation in advance to allow the opportunity to provide appropriate mitigation condition(s).

Should you have any comments or queries regarding the above, please do not hesitate to contact me.

Kind regards,
Claire

Claire Herbert MA(Hons) MA MCIfA

Archaeologist

Archaeology Service, Planning and Environment Service, Infrastructure Services
Aberdeenshire Council, Woodhill House, Westburn Road, Aberdeen, AB16 5GB

T: 01467 537717

E: Claire.herbert@aberdeenshire.gov.uk

W: <https://www.aberdeenshire.gov.uk/leisure-sport-and-culture/archaeology>

W: <https://online.aberdeenshire.gov.uk/smrpub>

Archaeology Service for Aberdeenshire, Moray, Angus & Aberdeen City Councils

Your feedback is important to us and helps us to improve our service – we value your [comments](#).

Please note office working hours: Monday - Friday, 9am - 5pm

Explore the historic environment - find and follow the Archaeology Service on social media:



By Email to: BrennanDG@angus.gov.uk

Angus Council
Orchard Business Park
Forfar
DD8 1AN

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

mario.cariello@hes.scot
T: 0131 668 8917

Our case ID: 300050662

09 September 2021

Dear Angus Council

Planning (Listed Building Consent and Conservation Area Consent Procedure)
(Scotland) Regulations 2015
21/00178/LBC | Demolition of 4 Meridian St storage building | Warehouse 4 Meridian
Street Montrose
Statutory Designation: 4 MERIDIAN STREET, WAREHOUSING
Designation Reference: LB46221

Thank you for your consultation which we received on 27 August 2021 about the above.

We have considered your consultation but will be unable to respond within the usual timescale, and therefore request further time to consider it. We need more time to allow consultation with our conservation engineer on the additional information submitted by the applicant. Please let us know if you need our advice by a certain date. Otherwise we will respond by 01 October 2021.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Mario Cariello and they can be contacted by phone on 0131 668 8917 or by email on mario.cariello@hes.scot.

Yours faithfully

Historic Environment Scotland



By email to: plnprocessing@angus.gov.uk

Angus Council
Orchard Business Park
Forfar
DD8 1AN

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
HMConsultations@hes.scot

Our ref: BrennanDG@angus.gov.uk
Our case ID: 300050662
Your Ref: 21/00178/LBC
01 October 2021

Dear Angus Council

Planning (Listed Building Consent and Conservation Area Consent Procedure)
(Scotland) Regulations 2015
21/00178/LBC | Demolition of 4 Meridian St storage building | Warehouse 4 Meridian
Street Montrose

Thank you for your consultation which we received on 27 August 2021. The proposals affect the following:

Ref	Name	Designation Type
LB46221	4 MERIDIAN STREET, WAREHOUSING	Listed Building

Our Advice

We thank your Council and the applicant for providing additional information, which has helped in our assessment of the application. However, we maintain our **objection** to the application because we remain unconvinced the demolition of the category C listed building has been justified.

The proposals for the application are unchanged and would still see the complete demolition of the traditional stone-built warehouse and its replacement with a significantly larger corrugated steel storage building.

The most recently submitted masonry condition and interpretive reports address the 'Meaningful Repair' consideration from our Managing Change Guidance for justifying the demolition of a listed building ([Managing Change in the Historic Environment: Demolition of Listed Buildings](#)).



We maintain our previous comments for the other three considerations (Special Interest; Benefits to Economic Growth or the Wider Community; and Economic Viability) but would like to make the following updated comments about Meaningful Repair.

Meaningful Repair

A listed building is deemed capable of meaningful repair when its repair can preserve its special interest.

The new masonry condition report has found that *'many individual stones are deeply recessed and may not be structurally viable'*. Furthermore, it states *'[the stonework is] significantly impacted by cracking and delamination'* and that *'it may be necessary to completely dismantle and rebuild considerable areas'* in order to correct the structural movement seen in the leaning external wall(s). This suggests the warehouse is capable of repair.

We understand the condition of the existing stonework is poor and have consulted our conservation engineer about the building's overall condition and reuse. Their view is that the warehouse is capable of meaningful repair – i.e. it can be repaired without complete or extensive loss/replacement of the existing stone fabric. As explained in our previous response, this is a separate issue to economic viability. Our engineer suggests that most of the defects identified with the stone masonry are fairly common in traditional stone buildings and can be repaired with indents, crack stitching and through rebedding of the wallhead masonry - we would also consider lime repairs acceptable, which could be more cost effective than stone indents.

Furthermore, it was noted that a detailed condition survey of the existing timber roof structure does not appear to have been undertaken – the previous condition report only mentioned a visual inspection from ground level - and that it may be contributing to the lean in the external wall(s). Consequently, we would recommend consulting a conservation accredited engineer to review the roof's condition in greater detail, in case it needs strengthening.

Conclusion

There is a strong presumption in favour of retaining listed buildings. The decision to demolish a listed building is a last resort and must always be made at the end of a process that has considered and discounted all other feasible options. In our view, there remains no compelling evidence that less harmful solutions have been fully explored in this application. Our guidance document [Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings](#) provides advice on how the re-use of a listed building can be achieved.

In summary, we consider the supporting information still does not meet the criteria for justifying the complete demolition of the traditional warehouse. The masonry condition



report suggests that the building is capable of being repaired and reused – albeit that it *‘will present a significant and challenging engineering problem’*. We agree with this assessment and that replacement of some of the existing stone masonry will be required. Therefore, after reviewing this additional information, we still object to the current scheme which would have an irreversible adverse impact on the listed building. Besides the demolition of the building itself, its loss would also limit our understanding and appreciation of the historic Montrose Harbour area, including its evolution and development.

However, we understand the building is in poor condition and we would not expect a pure conservation scheme for the remaining fabric. As indicated in our previous consultation response, we consider there is scope to significantly alter the existing warehouse without recourse to complete demolition. Alternatives to demolition may still make the building fit for the uses desired by the applicant and would certainly increase its adaptability.

We remain happy to assist in ongoing discussions for potential solutions that will retain a meaningful proportion of this traditional stone warehouse.

If you are minded to grant consent, with or without conditions, you are required under the terms of the Planning (Listed Buildings and Conservation Areas) (Notification of Applications) Direction 2015 to notify Scottish Ministers.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our ‘Managing Change in the Historic Environment’ series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/. Technical advice is available through our Technical Conservation website at www.engineshed.org.

As this application involves the demolition of a listed building, if consent is granted there is a separate requirement through section 7 of the Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997 (as amended) to allow us the opportunity to carry out recording of the building. To avoid any unnecessary delay in the case of consent being granted, applicants are strongly encouraged to complete and return the Consent Application Referral Form found at www.historicenvironment.scot/about-us/what-we-do/survey-and-recording/threatened-buildings-survey-programme.



HISTORIC
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EACHDRAIDHEIL
ALBA

Please contact us if you have any questions about this response. The officer managing this case is Mario Cariello who can be contacted by phone on 0131 668 8917 or by email on mario.cariello@hes.scot.

Yours faithfully

Historic Environment Scotland

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**

From: [Steven Robb](#)
To: [Damian G Brennan](#)
Cc: [Phil Birse](#)
Subject: Meridian Street
Date: 22 June 2022 10:02:53
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)

Dear Damian,

Following our conservation engineer's site visit on Friday 10th June, we maintain our view that the warehouse at 4 Meridian Street is capable of meaningful repair – i.e. repairable without extensive loss or replacement of fabric – and therefore does not meet this test for demolition from our Managing Change Guidance on the Demolition of Listed Buildings.

Overall, it was considered that there had been a lack of maintenance over several years which has led to the warehouse's current condition. It was the view of Kashif and our other engineer, Frantzeska, who accompanied him, that consolidation and repair works are feasible without recourse to demolition.

We have included more detailed feedback from Kashif and Frantzeska's visual inspection, set out below. It should be reiterated that these comments are advisory:

- *Existing gutters are full of vegetation and have essentially become redundant – this leaves the wall heads exposed to rainwater penetration to the core – this is evident externally through damp patches and algae growth on the surface. These should be cleaned/repared/renewed to prevent water penetration and allow the external walls to dry out.*
- *Downpipes on occasion go below ground but others simply stop at ground level, thus allowing the ground around the base of the walls to remain damp. It is unclear if there is any proper drainage scheme around the building.*
- *The deterioration in the stone appears to be surface only and appears to be caused by and accelerated by cement pointing on the outside and paint on the inside which is trapping moisture within the walls. Past usage has been fertilisers stacked against the wall which may have contributed to the deterioration but this has now stopped. The external walls require removal of cement pointing and replacement with a lime based mortar, indents and some stone replacement. Internally some localised areas may require a rebuild. A specialist stone conservator would need to comment on previous damage by use of fertilisers.*
- *The external walls have a bow caused by the loss of intermediate floor as well as ongoing water penetration and potential rust jacking action of timber trusses. There are no significant cracks on the long external walls, hairline cracks exist but these could be stitched. The gable end has a significant crack near the wallhead which also appears internally, these will need a closer inspection and could potentially be repaired with helical bars and consolidation works.*
- *The timber trusses from ground level appear to be in a good condition however, each truss is designed with metal ties which are cored through the timber rafters and attached to a metal shoe supporting the rafter end. Cracks are observed*

beneath many of the truss shoes suggesting some rust jacking action is occurring. It was also noted that some of the ties had broken off or were missing – this puts a varying load on the wall which may induce some cracking to the elevations.

- *Griffen Design suggested that the upper section of the masonry walls are not repairable but admitted that a closer inspection or assessment has not been carried out. Our view is that apart from the bow and localised cracks there are no major concerns – consolidation works are required.*
- *The loss of the suspended floor has lost restraint to the walls, however internal steel windposts could be provided to provide stiffness to the external walls – we note that some remains of steel posts exist and it was unclear as to why they were added and later removed (perhaps added for screening and keeping fertiliser storage away from the external walls).*
- *All lintels appeared to be intact with no major concerns noted.*
- *We noted heavy machinery being used at very close proximity to the building with a risk of impact damage.*

In summary, we remain keen to find a solution that will allow the applicant to use the building while ensuring it remains listed. As previously indicated, we consider it would be possible to propose a radical intervention through alteration, including an extension which would allow wider use of the building, and would be happy to discuss revised proposals with our engineer(s).

I hope this information is helpful to your Council in terms of progressing a decision on application 21/00178/LBC.

Kind regards,

Steven

Steven Robb IHBC MRTPI | Deputy Head: Historic Buildings | Planning, Consents and Advice Service | Heritage Directorate

Historic Environment Scotland | Àrainneachd Eachdraidheil Alba

Longmore House, Salisbury Place, Edinburgh EH9 1SH

T: 0131 668 8089

M: [REDACTED]

E: steven.rob主@hes.scot

www.historicenvironment.scot

East Team – Historic Buildings. Aberdeen, Aberdeenshire, Angus, City of Dundee, City of Edinburgh, Clackmannan, East Lothian, Fife, Midlothian, Scottish Borders, West Lothian

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Please note I am currently working at home due to the Coronavirus outbreak. I will do my best to respond to you, but please bear with us at this difficult time. I can be contacted on my work number 0131 668 8089.



Historic Environment
Scotland - Scottish Charity No.
SC045925
Registered office: Longmore

House, Salisbury Place, Edinburgh, EH9 1SH
Historic Environment Scotland Enterprises Ltd – Company No. SC510997
Registered office: Longmore House, Salisbury Place, Edinburgh, EH9 1SH
Scran Ltd – Company No. SC163518
Registered office: John Sinclair House, 16 Bernard Terrace, Edinburgh, EH8 9NX

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From: [Mario Cariello](#)
To: [Phil Birse](#); [Damian G Brennan](#)
Cc: ["Mark Cessford"](#); maria@mfplanning.co.uk; [Nathan Murray](#); [Project Management Enquiries](#); [Steven Robb](#)
Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse
Date: 02 November 2021 12:53:01
Attachments: [image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)
[image010.jpg](#)
[image003.jpg](#)
[image005.jpg](#)

Dear Phil,

Thank you for your email.

Having consulted my manager, we consider our response is a fair assessment of the information we received in support of the above LBC application and that that information was sufficient for us to understand the condition of the listed warehouse as indicated at the time of these applications' submission and our further consultation from Angus Council.

Our understanding is that there has been no significant change in the building's structural and physical condition since issuing our most recent response and that there is otherwise no additional information for consideration. Therefore, without this or a clear attempt to address the points raised in our consultation responses (namely, investigating alternative solutions to complete demolition), we struggle to see the value in our attendance at a site visit – particularly because our conservation engineer is not available to attend. Our site visits are having to be carefully prioritised as we steadily resume a more normal version of our service, due to a significantly increased caseload.

If there is any further development/information, then of course, we would be happy to provide advice, and (if necessary) attend on site. In the meantime we strongly recommend exploring alternative development options that will adapt the listed building, allowing a meaningful portion of it to be retained.

Kind regards,

Mario

Mario Cariello | Historic Buildings Adviser
[Planning, Consents and Advice Service \(PCAS\) | Heritage Directorate](#)
Historic Environment Scotland | Àrainneachd Eachdraidheil Alba
Longmore House, Salisbury Place, Edinburgh EH9 1SH
T: 0131 668 8917
M: [REDACTED]
E: mario.cariello@hes.scot
www.historicenvironment.scot

East Team – Historic Buildings: Aberdeen, Aberdeenshire, Angus, City of Dundee, City of Edinburgh, Clackmannan, Comhairle nan Eilean Siar, East Lothian, Fife, Midlothian, Scottish Borders, West Lothian

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From: Phil Birse <phil@pm-scot.com>

Sent: 01 November 2021 16:41

To: Damian G Brennan <BrennanDG@angus.gov.uk>; Mario Cariello <mario.cariello@hes.scot>

Cc: 'Mark Cessford' <mark.cessford@rix.co.uk>; maria@mfplanning.co.uk; Nathan Murray <Nathan.Murray@griffendesign.co.uk>; Project Management Enquiries <enq@pm-scot.com>

Subject: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Damian / Mario,

We have now had time to review the attached objection letter and are of the opinion that the comments made are unjust having never viewed the building on site to understand its true state. We therefore request a meeting take place on site between our engineer and HES's engineer to allow for an equitable response letter. Please confirm if availability.

Kind Regards

Phil Birse
Project Management Scotland Ltd
26 Montrose Road
Forfar
DD8 2HT

Tel: [REDACTED]

Email: phil@pm-scot.com



From: Damian G Brennan <BrennanDG@angus.gov.uk>

Sent: 08 October 2021 16:14

To: Phil Birse <phil@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Dear Mr Birse,

Proposal: Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse

Location: Warehouse 4 Meridian Street Montrose

Reference: 21/00177/FULL & 21/00178/LBC

Further to the submission of the additional supporting information in relation to the above applications, I can now confirm that we have received the attached further consultation response from Historic Environment Scotland (HES).

In terms of the response received from HES maintains its objection to the applications as they remain unconvinced that the demolition of the C listed building has been justified.

In terms of the information submitted and having consulted their conservation engineer their view is that the building is capable of meaningful repair.

It is stated that there is a strong presumption in favour of retaining listed buildings and in their view there remains no compelling evidence that less harmful solutions have been fully explored in this application.

It is considered that the supporting information still does not meet the criteria for justifying the complete demolition of the traditional warehouse.

I have reviewed and discussed the comments offered by HES and would advise that in light of the comments received we would not support the above applications on the basis of the information submitted.

In line with the view offered by HES in their response I would advise exploring alternative schemes to alter the warehouse which do not include its substantial demolition.

I would ask that you review the consultation response received and advise how you wish to proceed within 10 days of the date of this email.

I trust the above clarifies the situation and if you have any questions or should you wish to discuss any of the points raised above further, please do not hesitate to contact me.

Yours sincerely,

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | brennandg@angus.gov.uk | www.angus.gov.uk
(My pronouns are he/him)

Covid: As restrictions ease, the emphasis will continue to be on personal responsibility, good practice and informed judgement. [Get the latest information on Coronavirus in Scotland.](#)

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From: Phil Birse <phil@pm-scot.com>
Sent: 27 August 2021 14:37
To: Damian G Brennan <BrennanDG@angus.gov.uk>
Cc: Mario Cariello <mario.cariello@hes.scot>; maria@mfplanning.co.uk; Project Management Enquiries <enq@pm-scot.com>
Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Afternoon Damian, in conjunction with the below date, and as requested, please find attached additional supporting structural/stone survey.

We await your feedback.

Kind Regards

Phil Birse
Project Management Scotland Ltd
26 Montrose Road
Forfar
DD8 2HT

Tel: [REDACTED]
Email: phil@pm-scot.com



From: Damian G Brennan [<mailto:BrennanDG@angus.gov.uk>]
Sent: 21 June 2021 16:43
To: Phil Birse <phil@pm-scot.com>
Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Dear Ms Francke & Mr Birse,

Proposal: Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Location: Warehouse 4 Meridian Street Montrose
Reference: 21/00177/FULL & 21/00178/LBC

Further to your email below, our meeting and subsequent telephone conversation, I have now recorded an extension of time with the amended timescales as set out below against the applications to allow for the submission of additional information to allow for the determination of the applications.

In accordance with Regulation 24 and Regulation 26 of the Town and Country

Planning (Development Management Procedure) (Scotland) Regulations 2013, I would propose the following revised timescales:

Required Information/Processes to be Completed	Timescale
Submit an additional supporting structural/stone survey.	on or before 27 August 2021

Angus Council will undertake the following activities within the specified timescales:

Processes to be Completed	Timescale
Consult HES on any additional information that has been submitted on or before 27 August 2021 if required.	on or before 31 August 2021
Allow interested parties and consultees a period of 21 days to make further comment.	
Determine the planning application	on or before 29 October 2021

I will record this correspondence against the application to allow for the submission of the information requested and trust this is an acceptable course of action.

I have allowed for a relatively long timeframe for the submission of the information required; however, if you require additional time for the submission of the information, I would be happy to revise the timescales set out. Equally the timescales noted above do not prevent the application being determined in advance of the dates specified.

I hope that the above is of assistance and look forward to the submission of the information indicated.

Yours sincerely,

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | BrennanDG@angus.gov.uk | www.angus.gov.uk

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From: Phil Birse <phil@pm-scot.com>
Sent: 04 June 2021 14:47
To: Damian G Brennan <BrennanDG@angus.gov.uk>
Cc: maria@mfplanning.co.uk; Project Management Enquiries <enq@pm-scot.com>
Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Afternoon Damian,

I have been in contact with a couple stone specialists and am currently obtaining quotes for them to go to 4 Meridian St and carry out a survey. These will again be visual inspections, but based on 30 + years experience in the stone sector.

I will be due the quotes next week and hope to then be placed to accept a company to move forward and subsequently provide me with a timeline of which I could then further liaise with yourself regarding processing agreement if that's ok.

I will come back to you on America St next week to let you know next steps for that on but on the principal towards both applications is to keep these live / enter into processing agreements and furnish you and HES with further information.

Trust this is satisfactory at this time

Kind Regards

Phil Birse
Project Management Scotland Ltd
26 Montrose Road
Forfar
DD8 2HT

Tel: [REDACTED]
Email: phil@pm-scot.com

From: Damian G Brennan <BrennanDG@angus.gov.uk>
Sent: 01 June 2021 17:06
To: Phil Birse <phil@pm-scot.com>
Cc: maria@mfplanning.co.uk; Project Management Enquiries <enq@pm-scot.com>
Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Dear Ms Francke & Mr Birse,

Proposal: Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Location: Warehouse 4 Meridian Street Montrose
Reference: 21/00177/FULL & 21/00178/LBC

Further to my email below, our meeting regarding the applications and our discussion this afternoon, can I please ask for an indication of how would seek to proceed in respect of the above applications.

I am as discussed, happy to discuss timescales for any information you may wish to submit and possible processing agreements on confirmation of how you wish to proceed.

Yours sincerely,

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | BrennanDG@angus.gov.uk | www.angus.gov.uk

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From: Phil Birse <phil@pm-scot.com>

Sent: 17 May 2021 15:04

To: Damian G Brennan <BrennanDG@angus.gov.uk>

Cc: maria@mfplanning.co.uk; Project Management Enquiries <eng@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Thanks for confirmation on that Damian, will be in touch in due course.

Kind Regards

Phil

From: Damian G Brennan [<mailto:BrennanDG@angus.gov.uk>]

Sent: 17 May 2021 15:01

To: Phil Birse <phil@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Hi Phil,

I am happy to suspend the 10 day time period for confirmation of how you wish to proceed until after any meeting that is arranged.

Regards,

Damian.

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | BrennanDG@angus.gov.uk | www.angus.gov.uk

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From: Phil Birse <phil@pm-scot.com>

Sent: 17 May 2021 14:06

To: Damian G Brennan <BrennanDG@angus.gov.uk>

Cc: maria@mfplanning.co.uk; Project Management Enquiries <enq@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Hi Damian, I have been engaging with HES regards a meeting and have just cc'd you in as it looks like it will need to be a virtual meeting.

That being the case, I trust that you will currently suspend the 10 day time limit relating to withdrawal of the application and allow for this to re start after we set a date for the virtual meeting?

Regards

Phil

From: Damian G Brennan [<mailto:BrennanDG@angus.gov.uk>]

Sent: 14 May 2021 15:22

To: Phil Birse <phil@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Hi Phil,

The port referred to the site plan submitted and noted that they owned the external lay down area (cobble area) and half the parking area as identified on the plan.

It would be good to know what the Port and Rix have agreed on this matter if the applications are to continue.

I am happy to meet via teams.

Regards,

Damian.

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | BrennanDG@angus.gov.uk | www.angus.gov.uk

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From: Phil Birse <phil@pm-scot.com>

Sent: 14 May 2021 15:15

To: Damian G Brennan <BrennanDG@angus.gov.uk>

Cc: Project Management Enquiries <enq@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Hi Damian, I believe the port have been in contact with Rix on the matter of cobbled area land ownership matter, can you advise if that was all Montrose Port Authority were pointing out or if there was anything else of note within their correspondence relating to the proposal?

Noted on site visit, assume you are available for teams meeting should that transpire?

Regards

Phil

From: Damian G Brennan [<mailto:BrennanDG@angus.gov.uk>]

Sent: 14 May 2021 15:01

To: Phil Birse <phil@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Afternoon Phil,

I am afraid that I am not cleared for site visits yet so have to pass on the opportunity to visit the site with you and Mario.

The HES response has been recorded against 21/00178/LBC and has and is available to view. It does not get recorded against the planning permission.

In terms of the Montrose Port observation I was advised that Montrose Port would be contacting Rix direct to advise of the error. Please confirm whether this has taken place. If not I will contact the port for an update on this.

Regards,

Damian.

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | BrennanDG@angus.gov.uk | www.angus.gov.uk

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For the latest information on how our service has been affected [CLICK HERE](#)

From: Phil Birse <phil@pm-scot.com>

Sent: 14 May 2021 13:06

To: Damian G Brennan <BrennanDG@angus.gov.uk>

Cc: maria@mfplanning.co.uk; Project Management Enquiries <enq@pm-scot.com>

Subject: RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Afternoon Damian,

Prior to any next steps, we look to take Mario(HES) up on his offer (contained within his response) and meet with him at 4 Meridian in the first instance. He has confirmed that he hopes to be positioned to confirm a site visit date early next week. Would you like to / be positioned to attend this meeting also?

Additionally, in the meantime is it possible to obtain a copy of Montrose Port Authority comment/observation? And has there been any further representations on this application as we note HES response was 05.05.21, has not been uploaded for public view and we are seeing 12.05.21.

Await your feedback

Kind Regards

Phil Birse
Project Management Scotland Ltd
26 Montrose Road
Forfar
DD8 2HT

Tel: 01307 467744

Email: phil@pm-scot.com



From: Damian G Brennan [<mailto:BrennanDG@angus.gov.uk>]
Sent: 13 May 2021 18:40
To: Phil Birse <phil@pm-scot.com>
Subject: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse

Dear Mr Birse,

Proposal: Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Location: Warehouse 4 Meridian Street Montrose
Reference: 21/00177/FULL & 21/00178/LBC

Further to the submission of the above applications, I can now confirm that we have received the attached consultation response from Historic Environment Scotland (HES).

In terms of the response received from HES it objects to the application because they do not consider the demolition of the listed building has been justified.

In their view the supporting information included does not, meet the criteria for justifying the complete demolition of the listed building.

The response received identifies that the category C listed warehouse contributes significantly to an understanding of the commercial history and development of Montrose Harbour and groups well with nearby industrial buildings of historic significance, including the former fish curing works on America Street.

The comments provided have been set out concentrating on the four considerations in their Managing Change guidance for justifying the demolition of a listed building:

In terms of the special interest of the building it is identified that this listed building retains its special architectural and historic interest as one of the best surviving 19th – 20th century industrial warehouses in Montrose and the present condition of the surviving fabric is not a factor when deciding whether a building is of special interest.

Identifies that most traditionally-built buildings, even those in an advanced state of decay, can be repaired. A listed building is deemed capable of meaningful repair when its repair can preserve its special interest. They consider the warehouse is capable of meaningful repair and advise that the applicant consults a conservation accredited engineer to investigate a temporary/emergency solution that prevents the structural integrity of the affected walls from worsening and they would be happy for you to consult with their own conservation engineer.

The response notes that some projects may be of such economic or public significance that their benefits may be seen to outweigh the strong presumption in favour of retaining a listed building; however, do not agree that this has been justified on these grounds in this instance.

With regard to economic viability the response identifies that this consideration relates to the conservation deficit of a building. This is where repair and reuse is judged higher than the end value. If a conservation deficit is proved and the current owner can see no viable end use, they would normally expect the building to be marketed to a potential restoring purchaser, e.g. someone who can reuse the building without recourse to substantial demolition. In this case, the supporting information is not considered to clearly indicate if attempts to market the building have been undertaken since the applicant acquired the building in 2015. Consequently, it is their view that the building's demolition cannot currently be argued under this consideration.

The response concludes that the decision to demolish a listed building is a last resort and must always be made at the end of a process that has considered and discounted all other feasible options. States that the applicants bought the building knowing it was listed, and presumably took this designation into account. They have found no compelling evidence that less harmful solutions, that could retain the building, have been considered. State that it is clear the proposals would have an irreversible adverse impact on the listed building and summarises that in their view the supporting information included does not, meet the criteria for justifying the complete demolition of the listed building. Therefore, they object to the current scheme.

I have reviewed and discussed the comments offered by HES and would advise that we concur with the conclusions reached and this view is reinforced by the response received from the Council's Archaeology Service (copy attached) which echo's the concerns noted BY HES.

In light of the above views, advice and response received from HES, it is now my intention to refuse the applications in line with the Council's Scheme of Delegation. I would therefore advise that the applications be withdrawn.

If you wish to withdraw the applications, could I seek confirmation of this within 10 days of the date of this e-mail, as it would be my intention to refuse the applications once this period has elapsed.

If you wished to proceed with the applications, I would request a revised land ownership certificate and land ownership plan. As advised, we have received an observation from the Port that the cobbled area and part of the parking area to the rear of the warehouse seem to be in their ownership.

I trust the above clarifies the situation and if you have any questions or should you wish to discuss any of the points raised above further, please do not hesitate to contact me.

Yours sincerely,

Damian Brennan | Planning Officer (Development Standards) | Angus Council | 01307 491819 | BrennanDG@angus.gov.uk | www.angus.gov.uk

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Historic Environment Scotland Enterprises Ltd – Company No. SC510997

Registered office: Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scran Ltd – Company No. SC163518

Registered office: John Sinclair House, 16 Bernard Terrace, Edinburgh, EH8 9NX

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Montrose Port Authority

Harbour Office, South Quay, Ferryden
Montrose DD10 9SL
Telephone (01674) 672302 Fax (01674) 675530



31st May 2021

Kate Cowey
Service Leader
Planning & Communities
Angus Council
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

Dear Ms Cowey

**Application Reference Nos. 21/00177/FULL & 21/00178/LBC
Proposed Demolition of building and erection of a Class 5 and 6 general industrial warehouse, 4
Meridian Street Montrose**

We write in connection with the above referenced planning and listed building consent applications and wish to register Montrose Port Authority's support for the proposals for Meridian Street by Rix Shipping Ltd.

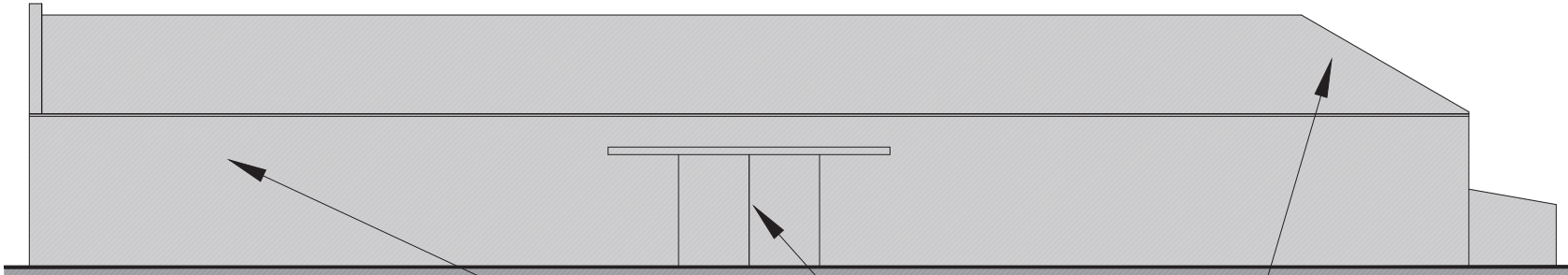
- The Port Authority's strategy is to develop Montrose as the port and logistics hub for North East Scotland.
- Montrose Port has changed significantly over the past 100 years since the building on the site was built. The changing nature of the port and the fact that many original buildings have had to be demolished and redeveloped for larger warehousing and storage sheds is to meet the needs of Montrose Port Authority's stakeholders. These changes have all been supported by Angus Council.
- The application site has a strategic position with adjacent berthing facilities which renders it an important quayside site.
- The economic benefits of potential job creation, investment in an underused and decaying building, supporting growth to Montrose Port following the £1m investment by the applicant Rix Shipping Ltd are welcomed by Montrose Port Authority.

We propose Angus Council support the proposals and grant planning and listed building consent.

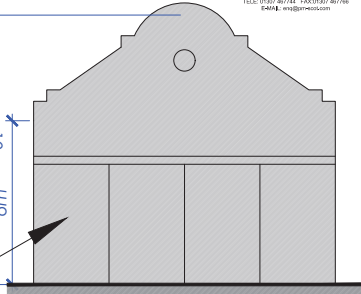
Yours sincerely

Tom Hutchison
CEO/Harbour Master

AC9



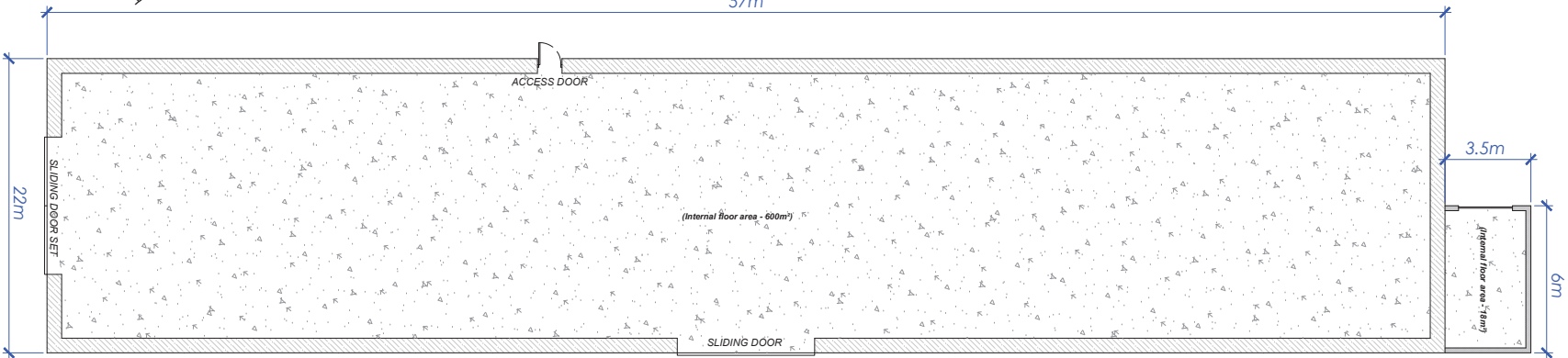
EXISTING SOUTH EAST ELEVATION (Yard Side)
Scale 1:100



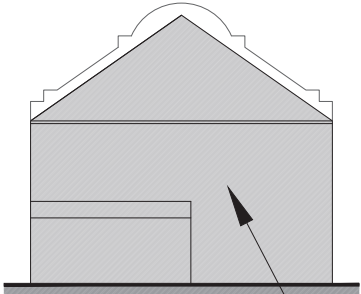
EXISTING SOUTH WEST ELEVATION (Port Side)
Scale 1:100



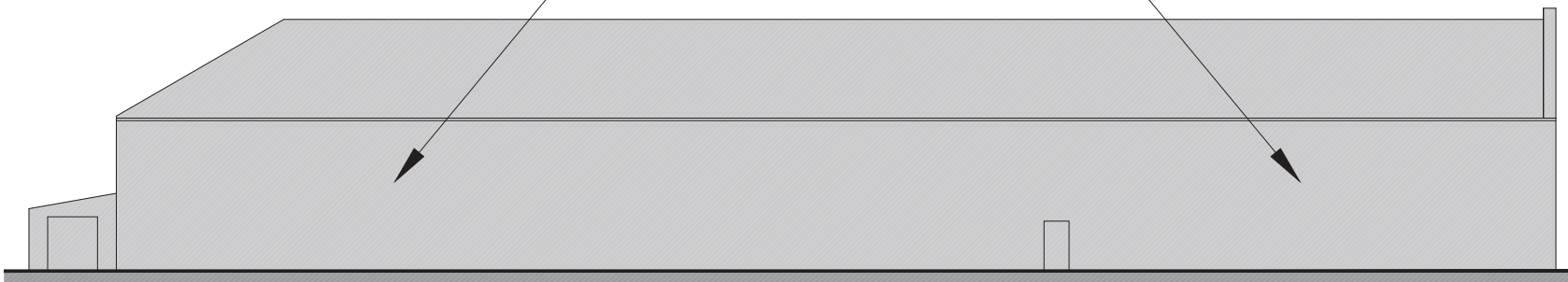
57m



EXISTING FLOOR PLAN
Scale 1:100



EXISTING NORTH EAST ELEVATION
Scale 1:100



EXISTING NORTH WEST ELEVATION (Meridian St Side)
Scale 1:100

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-105 PL
SCALE	1:100 FOR A1 PRINT
DATE	FEB 2021
DRAWN BY	[Redacted]



AC10



PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
TELE: 01307 467744 FAX: 01307 467766
E-MAIL: eng@pm-scot.com

CALIFORNIA ST.

MERIDIAN ST.

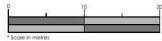
4 MERIDIAN ST BUILDING

EXTERNAL LAY DOWN STORAGE AREA

PARKING
Garage

EXISTING SITE PLAN

Scale 1:500



CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 101 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]



NORTH

AMERICA ST.

RIVER ST.

CALIFORNIA ST.

MERIDIAN ST.

Refused

AC11

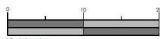
pm

PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
TELE: 01307 467744 FAX: 01307 467766
E-MAIL: eng@pm-scot.com

**PROPOSED REMOVAL OF EXISTING
STONE BUILDING CATEGORY C
LISTED STRUCTURE INC. ATTACHED
GARAGE TO NORTH GABLE.
BUILDING IN POOR CONDITION
AND NO LONGER FIT FOR PURPOSE**

PROPOSED DOWNTAKINGS PLAN

Scale 1:500



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Refused

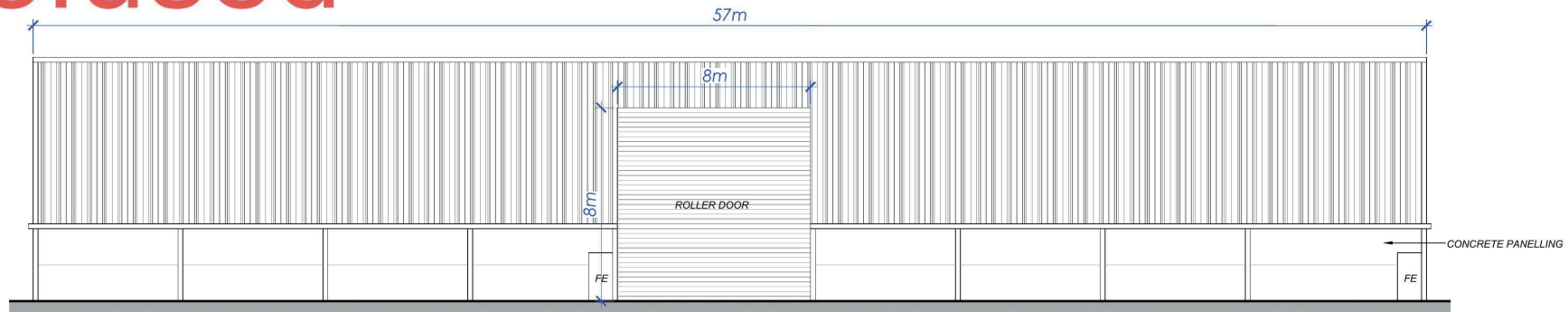
CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-102 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

Refused

AC12

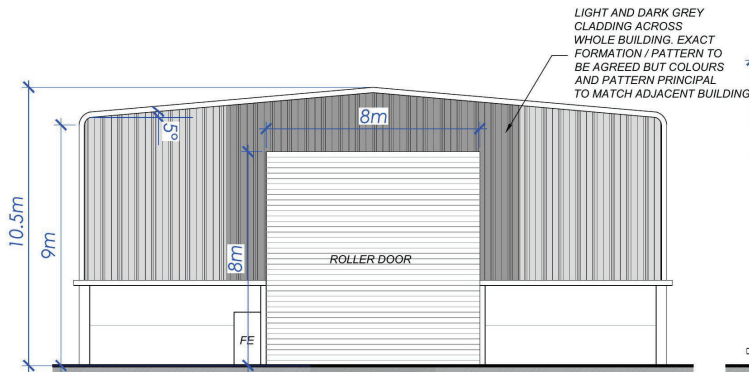
pm

PROJECT MANAGEMENT SCOTLAND LIMITED
20 MONTROSE ROAD, FERRIS, MONTROSE, DD10 9HT
TELE: 01307 46744 FAX: 01307 46756
EMAIL: info@pm-scotland.com



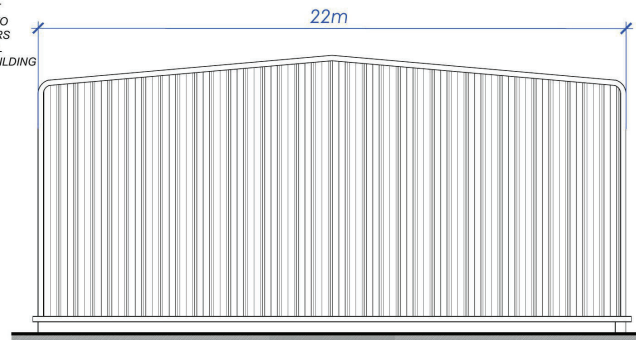
PROPOSED SOUTH EAST ELEVATION

Scale 1:100



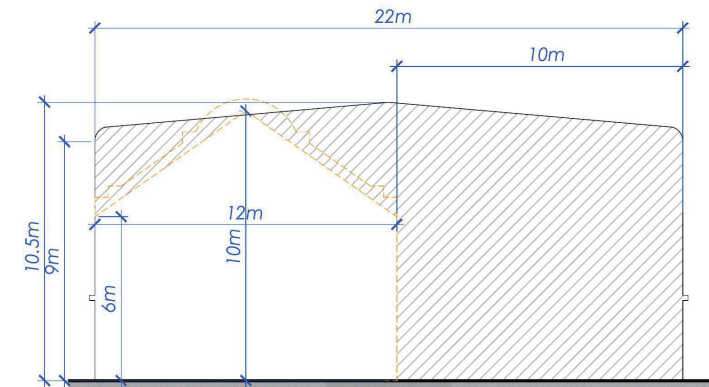
PROPOSED SOUTH WEST ELEVATION

Scale 1:100



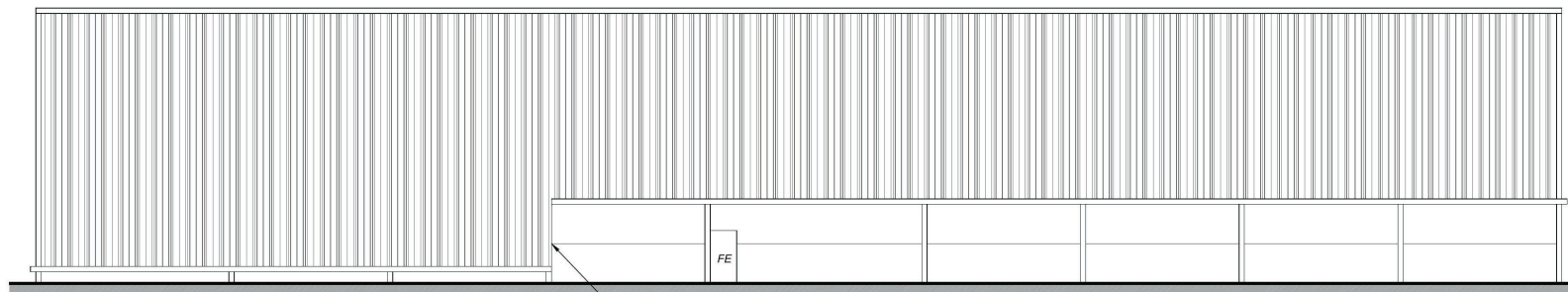
PROPOSED NORTH EAST ELEVATION

Scale 1:100



EXISTING / PROPOSED GABLE BUILDING MASS

Scale 1:100



PROPOSED NORTH WEST ELEVATION

Scale 1:100

CHANGE IN CLADDING HEIGHT
TO OCCUR WITHIN RIX LAND.
FULL HEIGHT CLADDING WITHIN
MERIDIAN STREET NEXT TO PAVEMENT

Refused

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-210 PL
SCALE	1:100 FOR A1 PRINT
DATE	FEB 2021
DRAWN BY	

Refused

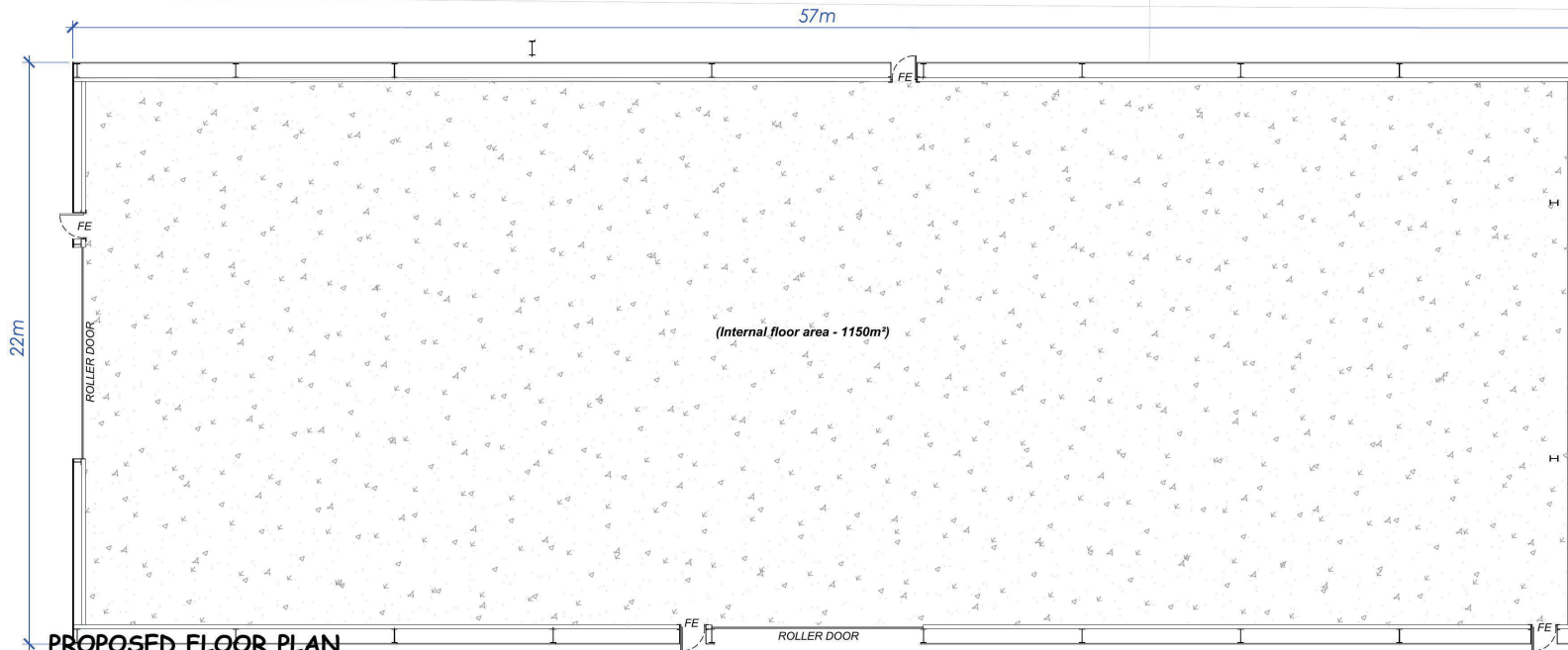
AC13

pm

PROJECT MANAGEMENT SCOTLAND LIMITED
20 MONTROSE ROAD, DUNFERMLINE, ANGLAS, FIFE, KY11 1BT
TELE: 01327 46744 FAX: 01327 46786
E-MAIL: pm@pm-scot.com



MERIDIAN ST.



PROPOSED FLOOR PLAN

Scale 1:100



Refused

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-205 PL
SCALE	1:100 FOR A1 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

Revision A - 18.03.21
*Updated to indicate that the proposed floor plan does not breach public charges.



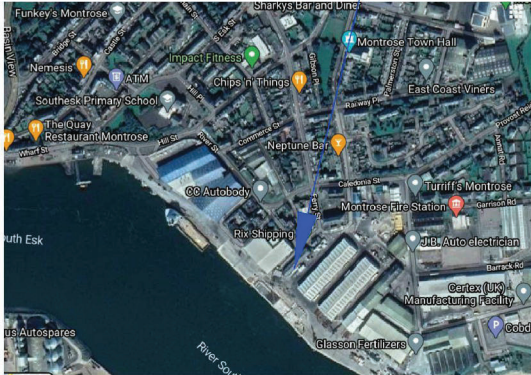
Refused

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pm

PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
TELE: 01307 457741 FAX: 01307 457766
E-MAIL: enq@pm-scot.com

SITE LOCATION



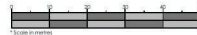
AERIAL VIEW OF LOCATION

**BLUE LINE INDICATES
OTHER PROPERTIES IN
RIX OWNERSHIP**

**RED LINE INDICATES
APPLICATION SITE**

LOCATION PLAN

Scale 1:1000



Rix has access rights across and express permission from Montrose Port Authority to occupy all the surrounding port areas for the warehousing in its ownership. Having been there for 65 years, Rix occupies and controls these areas with due consideration naturally afforded to other port stakeholders.

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 100 PL
SCALE	1:1000 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

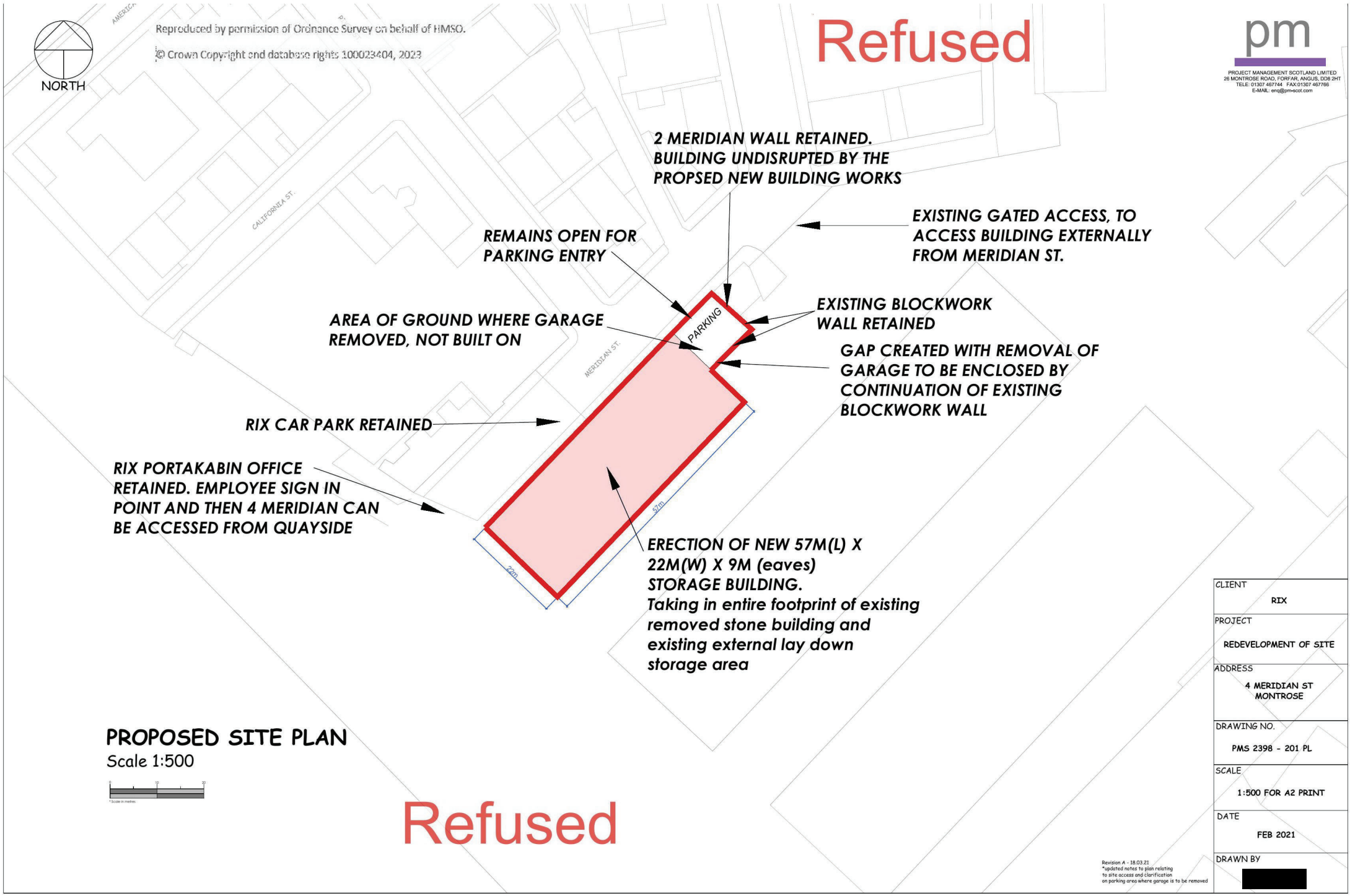
Refused

Revision A - 18.03.21
*right of access note added
*properties owned by Rix (highlighted blue)



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Refused



**2 MERIDIAN WALL RETAINED.
BUILDING UNDISRUPTED BY THE
PROPOSED NEW BUILDING WORKS**

**EXISTING GATED ACCESS, TO
ACCESS BUILDING EXTERNALLY
FROM MERIDIAN ST.**

**REMAINS OPEN FOR
PARKING ENTRY**

**AREA OF GROUND WHERE GARAGE
REMOVED, NOT BUILT ON**

**EXISTING BLOCKWORK
WALL RETAINED**

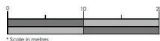
**GAP CREATED WITH REMOVAL OF
GARAGE TO BE ENCLOSED BY
CONTINUATION OF EXISTING
BLOCKWORK WALL**

RIX CAR PARK RETAINED

**RIX PORTAKABIN OFFICE
RETAINED. EMPLOYEE SIGN IN
POINT AND THEN 4 MERIDIAN CAN
BE ACCESSED FROM QUAYSIDE**

**ERECTION OF NEW 57M(L) X
22M(W) X 9M (eaves)
STORAGE BUILDING.
Taking in entire footprint of existing
removed stone building and
existing external lay down
storage area**

PROPOSED SITE PLAN
Scale 1:500



Refused

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 201 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

Revision A - 18.03.21
Updated notes to plan relating
to site access and clarification
on parking area where garage is to be removed

**TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
(AS AMENDED)
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT
PROCEDURE) (SCOTLAND)
REGULATIONS 2013**



**PLANNING PERMISSION REFUSAL
REFERENCE : 21/00177/FULL**

To **J R Rix & Sons Ltd
c/o Project Management Scotland Limited
26 Montrose Road
Forfar
DD8 2HT**

With reference to your application dated 20 April 2021 for planning permission under the above mentioned Acts and Regulations for the following development, viz.:-

Demolition of building and erection of a Class 5 and 6 general industrial warehouse at Warehouse 4 Meridian Street Montrose for J R Rix & Sons Ltd

The Angus Council in exercise of their powers under the above mentioned Acts and Regulations hereby **Refuse Planning Permission (Delegated Decision)** for the said development in accordance with the particulars given in the application and plans docquetted as relative hereto in paper or identified as refused on the Public Access portal.

The reasons for the Council's decision are:-

- 1 The proposal is contrary to National Planning Framework 4 (2023) Policy 7, Angus Local Development Plan (2016) Policy PV8, and Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) because the development involves the demolition of a listed building and it has not been demonstrated that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.

Amendments:

The application has not been subject of variation.

Dated this **22 June 2023**

Jill Paterson
Service Lead
Planning and Sustainable Growth
Angus Council
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

Planning Decisions – Guidance Note

Please retain – this guidance forms part of your Decision Notice

You have now received your Decision Notice. This guidance note sets out important information regarding appealing or reviewing your decision. There are also new requirements in terms of notifications to the Planning Authority and display notices on-site for certain types of application. You will also find details on how to vary or renew your permission.

Please read the notes carefully to ensure effective compliance with the new regulations.

DURATION

The duration of any permission granted is set out in conditions attached to the permission. Where no conditions are attached the duration of the permission will be in accordance with sections 58 and 59 of the Town and Country Planning (Scotland) Act 1997 (as amended).

PLANNING DECISIONS

Decision Types and Appeal/Review Routes

The 'decision type' as specified in your decision letter determines the appeal or review route. The route to do this is dependent on the how the application was determined. Please check your decision letter and choose the appropriate appeal/review route in accordance with the table below. Details of how to do this are included in the guidance.

Determination Type	What does this mean?	Appeal/Review Route
Development Standards Committee/Full Council	National developments, major developments and local developments determined at a meeting of the Development Standards Committee or Full Council whereby relevant parties and the applicant were given the opportunity to present their cases before a decision was reached.	DPEA (appeal to Scottish Ministers) – See details on attached Form 1
Delegated Decision	Local developments determined by the Service Manager through delegated powers under the statutory scheme of delegation. These applications may have been subject to less than five representations, minor breaches of policy or may be refusals.	Local Review Body – See details on attached Form 2
Other Decision	All decisions other than planning permission or approval of matters specified in condition. These include decisions relating to Listed Building Consent, Advertisement Consent, Conservation Area Consent and Hazardous Substances Consent.	DPEA (appeal to Scottish Ministers) – See details on attached Form 1

Notification of initiation of development (NID)

Once planning permission has been granted and the applicant has decided the date they will commence that development they must inform the Planning Authority of that date. The notice must be submitted before development commences – failure to do so would be a breach of planning control. The relevant form is included with this guidance note.

Notification of completion of development (NCD)

Once a development for which planning permission has been given has been completed the applicant must, as soon as practicable, submit a notice of completion to the planning authority. Where development is carried out in phases there is a requirement for a notice to be submitted at the conclusion of each phase. The relevant form is included with this guidance note.

Display of Notice while development is carried out

For national, major or 'bad neighbour' developments (such as public houses, hot food shops or scrap yards), the developer must, for the duration of the development, display a sign or signs containing prescribed information.

The notice must be in the prescribed form and:-

- displayed in a prominent place at or in the vicinity of the site of the development;
- readily visible to the public; and
- printed on durable material.

A display notice is included with this guidance note.

Should you have any queries in relation to any of the above, please contact:

Angus Council
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

Telephone 03452 777 780
E-mail: planning@angus.gov.uk
Website: www.angus.gov.uk



TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED)

The Town & Country Planning (Development Management Procedure) (Scotland) Regulations 2013 – Schedule to Form 1

*Notification to be sent to applicant on refusal of planning permission
or on the grant of permission subject to conditions decided by Angus Council*

1. If the applicant is aggrieved by the decision of the planning authority-
 - a) to refuse permission for the proposed development;
 - b) to refuse approval, consent or agreement required by condition imposed on a grant of planning permission;
 - c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may appeal to the Scottish Ministers to review the case under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of appeal should be addressed to The Planning and Environmental Appeals Division, Scottish Government, Ground Floor, Hadrian House, Callendar Business Park, Callendar Road, Falkirk, FK1 1XR. Alternatively you can submit your appeal directly to DPEA using the national e-planning web site <https://eplanning.scotland.gov.uk>.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.



TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED)

The Town & Country Planning (Development Management Procedure) (Scotland) Regulations 2013 – Schedule to Form 2

*Notification to be sent to applicant on refusal of planning permission
or on the grant of permission subject to conditions decided through
Angus Council's Scheme of Delegation*

1. If the applicant is aggrieved by the decision of the planning authority-
 - a) to refuse permission for the proposed development;
 - b) to refuse approval, consent or agreement required by condition imposed on a grant of planning permission;
 - c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to Committee Officer, Angus Council, Resources, Legal & Democratic Services, Angus House, Orchardbank Business Park, Forfar, DD8 1AN.

A Notice of Review Form and guidance can be found on the national e-planning website <https://eplanning.scotland.gov.uk>. Alternatively you can return your Notice of Review directly to the local planning authority online on the same web site.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

PLANNING

Your experience with Planning

Please indicate whether you agree or disagree with the following statements about your most recent experience of the Council's handling of the planning application in which you had an interest.

Q.1 I was given the advice and help I needed to submit my application/representation:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.2 The Council kept me informed about the progress of the application that I had an interest in:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.3 The Council dealt promptly with my queries:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.4 The Council dealt helpfully with my queries:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.5 I understand the reasons for the decision made on the application that I had an interest in:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.6 I feel that I was treated fairly and that my view point was listened to:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OVERALL SATISFACTION: Overall satisfaction with the service:

Q.7 Setting aside whether your application was successful or not, and taking everything into account, how satisfied or dissatisfied are you with the service provided by the council in processing your application?

Very satisfied	Fairly satisfied	Neither Satisfied nor Dissatisfied	Fairly Dissatisfied	Very Dissatisfied
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OUTCOME: Outcome of the application:

Q.8 Was the application that you had an interest in:-

Granted Permission/Consent	<input type="checkbox"/>	Refused Permission/Consent	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>
----------------------------	--------------------------	----------------------------	--------------------------	-----------	--------------------------

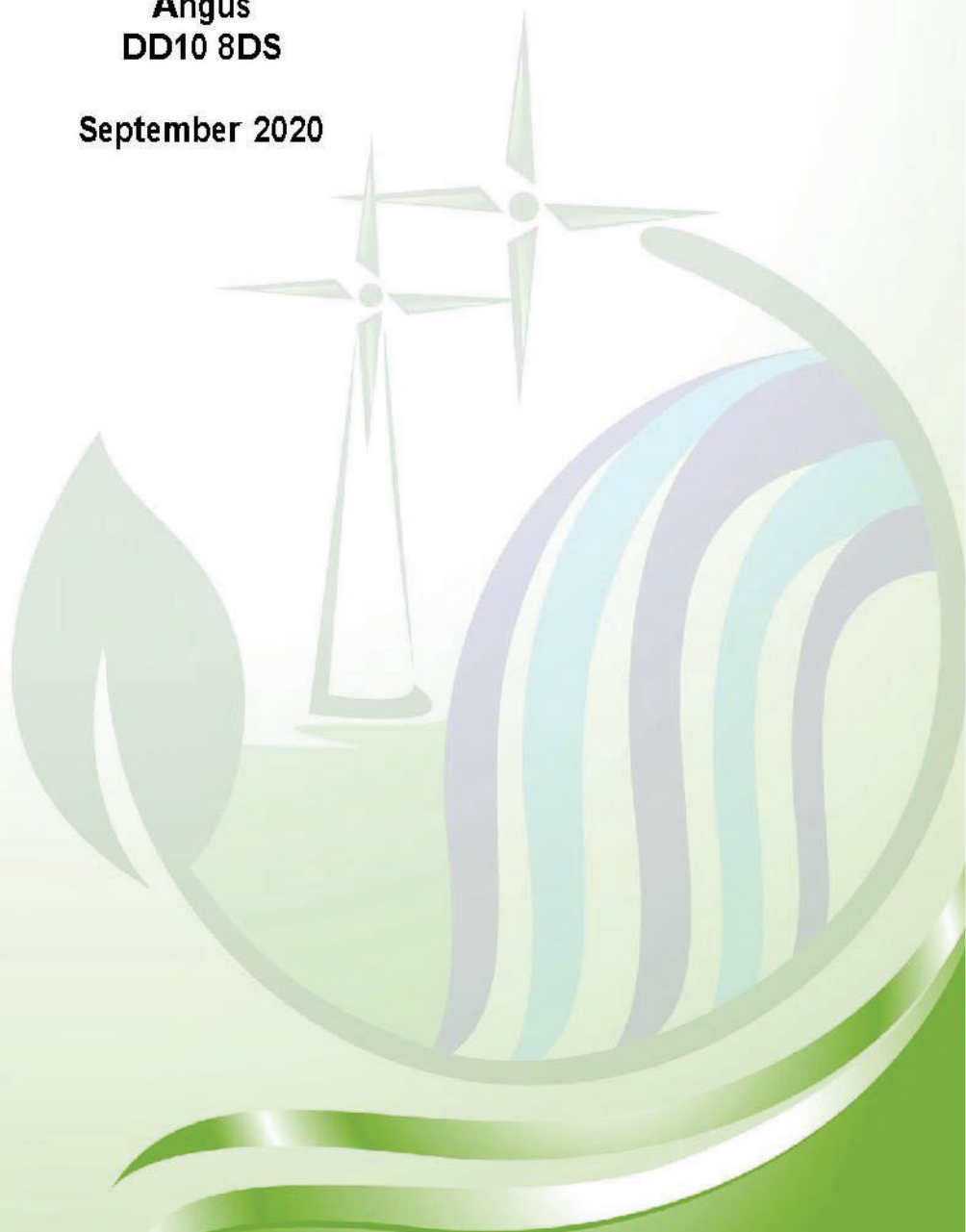
Q.9 Were you the:- Applicant Agent Third Party objector who made a representation

Please complete the form and return in the pre-paid envelope provided.
Thank you for taking the time to complete this form.

Bat Survey Report

**4 Meridian Street
Montrose
Angus
DD10 8DS**

September 2020



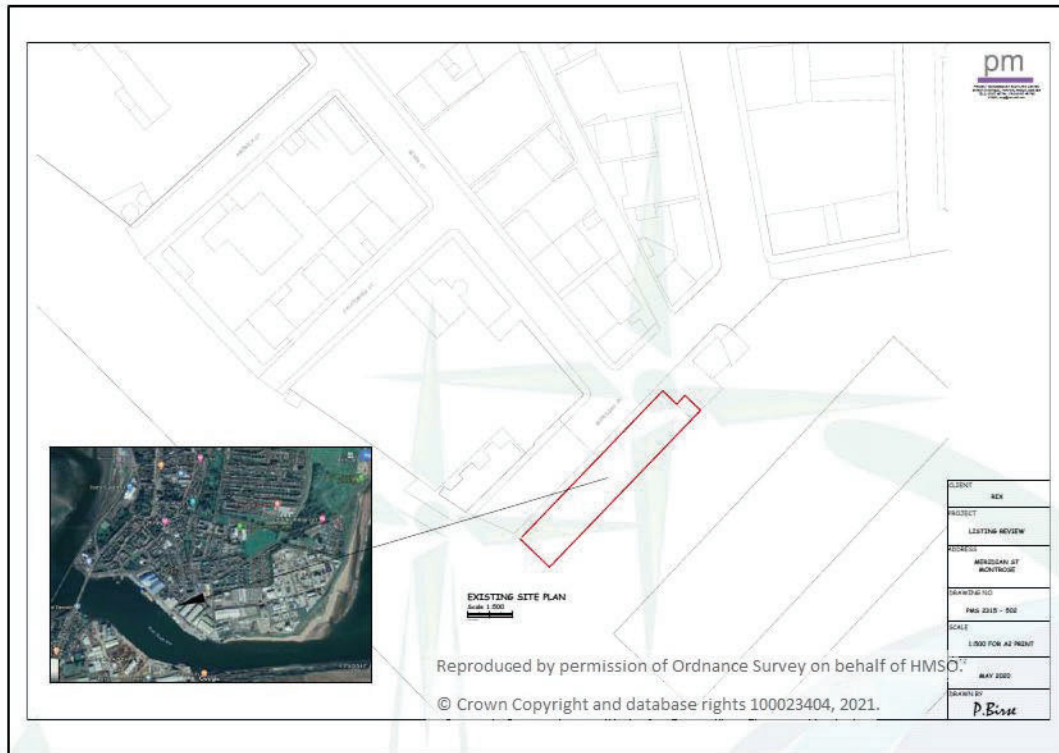


Figure 1. Site plan Meridian Street Montrose

Introduction

1.1 Licensed bat worker Dr Garry Mortimer was commissioned to carry out building bat roost and bat activity surveys for the possible demolition of a working warehouse situated in the Montrose dock area at 4 Meridian Street Montrose DD10 8DS in August 2020 (Figure 1). These surveys are as required by Council in regards to a potential planning application.

1.2 Aims and Objectives

To determine if any bat roosts are present in the building to be demolished.

1.3 Bats Legal Status

Bats are protected under Annex IIa and IVa of the EC Habitats Directive (92/43/EC) as applied in Scotland under the Conservation (Natural Habitats &c.) Regulations 1994, as amended by the Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations of 2004, 2007 and 2009. This creates a series of criminal offences that can result in substantial fines and/or imprisonment. These offences are listed below and make it illegal;

- To deliberately or recklessly capture, injure or kill bats
- To deliberately or recklessly harass a bat or group of bats
- To deliberately or recklessly disturb a bat wherever they occur in a ^[1]SEPC manner that is, or in circumstances which are, likely to impair its ability to survive, breed or reproduce, or rear or otherwise care for its young
- To deliberately or recklessly disturb a bat while it is hibernating or migrating
- To deliberately or recklessly disturb a bat in a manner that is, or is likely to significantly affect the local distribution or abundance of the species to which it belongs
- To deliberately or recklessly disturb a bat while it is rearing or otherwise caring for its young
- To deliberately or recklessly disturb a bat while it is occupying a structure or place which it used for shelter or protection
- To deliberately or recklessly obstruct access to a breeding site or resting place of a bat, or otherwise deny the animal use of the breeding site or resting place

(note that this protection exists even when the bat is not in occupation)

- To damage or destroy a breeding site or resting place (Note this is a strict liability offence and the prosecution do not have to prove deliberate or reckless intent, merely that the roost was damaged or destroyed)
- To possess or control or transport any live or dead bat which has been taken from the wild or anything derived from a bat or any such part of a bat
- In addition to the above offences it is an offence to knowingly cause or permit such offences to be committed.

Site Description

1.4 4 Meridian Street is a working warehouse situated in the docks area at Montrose. The building is of solid stone construction with slates onto sarking. No wall or roof cavities are present. The warehouse has no windows, however the sliding doors are open daily to allow forklift access (Figures 2-8).



Figure 2. Stonework construction of warehouse.



Figure 3. Slated roof.



Figure 4. Stonework with very limited bat roost potential.



Figure 5. Warehouse actively used for storage with open doors during working hours.



Figure 6. Warehouse actively used for storage.



Figure 7. Warehouse actively used for storage.



Figure 8. Slates laid onto wooden sarking and joists.

1.5 Standards and Guidance Followed for Bat Surveys

In August 2020 Dr. G Mortimer and surveyors carried out a Potential Roost Assessment (PRA) looking for signs of roosting bats to in accordance with guidance from the BCT.

1.6 Building Inspection

The outside and inside of the building was inspected utilizing ladders, 10 x 40 binoculars and an endoscope where appropriate. The building was checked for any potential bat access points, droppings on walls, urine stains, grease marks or other indications that a roost was present. Big packages covered in polythene were present inside the warehouse that have been there for a considerable time and were covered in dust and debris. These were carefully inspected on the exposed plastic for bat droppings.

Results

1.7 Signs of bats

No faecal droppings, staining or any other signs of bat occupancy were observed around the outside or inside of the building.

1.8 Following BCT Guidance it was considered that bat roost potential was low and that dawn and dusk activity surveys would be required.

1.9 Dusk & Dawn Emergence Surveys

In August & September three bat surveyors carried out dawn and dusk bat emergence/re-entry surveys in suitable conditions

August 24 Dawn - Start 03.30 – End 06.40; Sunrise 06.00; Weather: 4/8 Oktas cloud cover; Wind: Calm, Temperature: 12 Celsius.

August 28 Dusk - Start 20.30 – End 23.00; Sunset 20.21; Weather: 3/8 Oktas cloud cover; Wind: Force 1 NE, Temperature: 14 Celsius.

September 7 Dawn - Start 04.30 – End 07.00; Sunrise 06.30; Weather: 5/8 Oktas cloud cover; Wind: Force 2 W, Temperature: 14 Celsius.

September 22 Dusk - Start 18.30 – End 21.00; Sunset 19.15; Weather: 8/8 Oktas cloud cover; Wind: Force 2 W, Temperature: 16 Celsius.

1.10 BATBOX Duet Heterodyne / Frequency Division bat detectors and MP3 recording devices were used to enable bat detection and record any bat echolocations for subsequent analysis using Batsound software. Handheld GPS units were used to determine positions and radio receivers were used to communicate between surveyors. Information recorded included species, time seen, location, flight direction, habitat associations & behaviour.

Results

1.11 There was no bats recorded leaving or entering any roosts. No bats commuting or foraging in the general area were recorded.

Discussion of Bat Survey Results

1.12 The bat surveys were undertaken to assess whether there were roosting bats present in the warehouse building at 4 Meridian Street Montrose.

1.13 No bat droppings or other potential signs of bats were recorded inside or outside of the building.

1.14 No bats were recorded leaving or roosts during dawn and dusk bat activity surveys.

1.15 No bats were recorded in the general areas during surveys.

Mitigation

1.16 Whilst no bats were recorded, it is considered that mitigation will be required. Given the age and design of the building and that in particular, pipistrelle roosts can be transient and bats will change roosts frequently the following mitigation is required.

- That all slates and roof coverings are to be removed by hand.
- If any bats are found work should stop in the immediate area and GLM Ecology contacted who will deal with the issue in the appropriate manner.

Conclusion

1.17 A negligible risk of death or disturbance to European Protected Species is expected and it is safe to proceed if the above mitigation is followed.

- **DISCLAIMER**

This report has been prepared by Dr Garry Mortimer of GLM Ecology, with all reasonable skill and care within the terms of the agreement with the client. Dr Mortimer disclaims any responsibility to any parties in respect of matters outside this scope.

Best efforts were made to meet the objectives of this study through desktop study and field survey.

Information supplied by the client or any other parties and used in this report is assumed to be correct and GLM Ecology accepts no responsibility for inaccuracies in the data supplied.

It should be noted, that whilst every endeavour is made to meet the client's brief, no site investigation can guarantee absolute assessment or prediction of the natural environment. Numerous species are extremely mobile or only evident at certain times of year and habitats are subject to seasonal and temporal change.

GLM Ecology accepts no responsibility to third parties who duplicate, use, or disclose this report in whole or in part. Such third parties rely upon this report at their own risk.

Document Prepared By
Dr Garry Mortimer
GLM Ecology



**4 MERIDIAN STREET,
MONTROSE**

Job No. 203966

EXISTING BUILDING CONDITION REPORT
Interpretive report and recommendations from site observations.

Nathan D. Murray

BEng (hons) MSc. CEng MStructE

Griffen Design Ltd.
 Structural Engineering Consultancy
 Unit 2.5 Discovery House, Technology Park, Dundee, DD2 1SW
 Tel: 01382 561112
 Email: info@griffendesign.co.uk



INTRODUCTION

Project Brief

At the request of Rix Shipping (Scotland) Ltd., Griffen Design Ltd. visited the property at 4 Meridian Street to assess the condition of the existing building.

Building Location & Overview

The building is located at the end of Meridian Street, Montrose. This is a public road despite restricted access caused by the gate. The operational buildings within the vicinity dwarf the old building.

The building is 60.0m x 10.3m and 6.3m to eaves. The walls are dressed stone externally with loose rubble filling. Originally there was an internal floor at 3.0m, the joist ends and wallplate are still evident in the wall. The roof is slate finish on timber rafters and purlins supported on raised tie timber trusses and hipped on the north east elevation. The floor is a mix of oversite concrete and tarmac, both of varying condition and thickness.

History

The building was built in 1905 as the Brechin Agricultural Trading Building, there is a date stone on the south west elevation. The building was originally used as a shipping store and loading building. The wet dock was off the south west of the building. The ships loaded via a line from the upper floor openings direct onto the ships deck. As technology progressed the building became more obsolete becoming a bulk fertilizer store in the late 1970's until 2015 when it was taken over by the current owner. In the early 1980's the wet dock was filled in rendering the building a store.

The change of use is evident in the buildings façade. The original openings are blocked up, large new openings in the south west and south east elevations with new access doors. Internally, the intermediate floor has been removed for increased storage space. To form the fertilizer store a series of steel columns were inserted adjacent to the external wall inner face, timber boards placed between the steel columns forming the retaining wall. There are only a few steel columns remaining, primarily to the northern end of the building.

SITE OBSERVATIONS

Due to storage items a number of areas of the building were not accessible, namely the north east and south west elevations, and internally the northern end of the building were all inaccessible or closely observable.

North East Elevation

The north east elevation is on Meridian Street. There are a number of alterations evident on this elevation, the large openings at the northern end on the ground floor are not original, reduced in size and finally blocked up. The upper floor openings are all blocked up, as are a number of the ground floor openings. A new personnel door is located midway along the elevation.

Griffen Design Ltd.
 Structural Engineering Consultancy
 Unit 2.5 Discovery House, Technology Park, Dundee, DD2 1SW
 Tel: 01382 561112
 Email: info@griffendesign.co.uk



External

The stonework generally is in poor condition. The mortar has been repointed and there are several large damp patches particularly at the southern end. A distinct bow in the wall is observed particularly in the central section of the wall.

Internal

The wall is in very poor condition. The mortar is very friable, this is a combination of poor materials, poor maintenance and contact with the fertilizer. As a result there are numerous pockets where stones have been dislodged or missing.

At the wallhead there is a horizontal shift in the masonry. The top course is fixed to the rafters and remains in its original position. The stone below has moved outwards by 150mm to 200mm. This is due to the fertilizer storage, either retention or the push into position.

At almost every main girder support there are vertical and/or diagonal cracks. Again, this is due to a combination of poor materials, poor workmanship and fertiliser storage.

South West Elevation

External

The stonework is difficult to observe on this elevation due to the material storage for the dockyard. From the small section that was observed the external face was in reasonable condition. A large new sliding door is located at approximately mid length. This opening is full height with new steel UB sections as a lintel.

Internal

The internal condition is very similar to the north east elevation. The mortar is very friable and there are numerous pockets of dislodged and missing stone. The wall is leaning or bowing. The wallhead is offset from the stone below by similar distances. There are cracks at almost every truss end.

South West Elevation

External

This elevation is a full gabled the coping stones are weathered. There is a new large full width opening forming a sliding door. There is evidence of the mortar being repointed and some cracking.

Internal

There is a large vertical crack at each side of the new opening emanating from the lintel support and projecting up towards the roof. Evidence of repair and repointing throughout this elevation.

North East Elevation

The roof is hipped at this end and the eaves level is consistent with the side elevations. This elevation has limited access from both external and internal.

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External

The masonry looks in reasonable condition. This is perhaps the most sheltered elevation and most difficult to access from plant and machinery. There are several vertical cracks from the eaves downwards. The wall has stepped out gutter insomuch that the wall is approx. half the gutter width off plumb. The gable appears to be leaning at eaves level.

Internal

The cracks viewed externally are also observed internally. The general condition appears to be similar to the side elevations, although this was observed from a distance.

Roof

The roof appears in reasonable condition. The ridge remains reasonably level. There are some missing or dislodged slates. The sarking is discoloured which is normally associated with rot but could also be a result of the fertilizer. The rafters, purlins and trusses all appear sound but this is a visual observation from ground level.

DISCUSSION

Building Use

As discussed the previous uses of the building has changed numerous times over the life of the building. This has led to several changes in the appearance of the building, window and door openings being blocked up and new ones opened.

The use as a fertilizer store has had a detrimental effect on the building. In order to be used as a fertilizer store the intermediate floor was removed and steel columns were inserted adjacent to the external wall with timber boards between.

The fertilizer was stored in heaps by pushing the fertilizer using a type of bulldozer. Over time the fertilizer packed between the timber boards and external stone walls, either by the heap being pushed higher than the boards or being pressed between the boards. The walls then act partially as retaining walls supporting the at rest fertilizer pressure or the push pressure of the bulldozer. Either process has led to the bowing or leaning of the external wall.

The removal of the intermediate floor will have weakened the building as the lateral tie is removed. In combination with a change in the working pressures on the building has led to the leaning and bowing of the walls, particularly the elevations as they are long without lateral restraint.

The fertilizer also appears to have reacted or eroded the mortar between the stone, leaving the mortar very friable and very damp. The dampness is very evident on the most sheltered north east elevation where even after several years after disuse.

The previous uses and changes have weakened the building.

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Building Condition

The building is generally in poor condition and in need of repair and maintenance. The north west elevation is particularly poor exhibiting a severe lean worsening towards the mid length of the building. The north east gable also has a severe lean observed by the wall relative to the gutter. Internally, the building is in very poor condition with very weak, friable mortar, loose and missing stones and numerous cracks.

The ground floor needs to be removed and replaced in its entirety to produce a floor suitable for storage.

Only minor repairs are need to the roof. There are several small holes needing repaired with the eaves and guttering needing particular attention.

BUILDING RECOMMENDATIONS

Conclusions

The building is no longer fit for the purpose it was built for, hence the changes in use and appearance. This is also evident in the size of the adjacent buildings which are much larger. Changes in technology, modern plant and machinery have led to better storage and loading techniques.

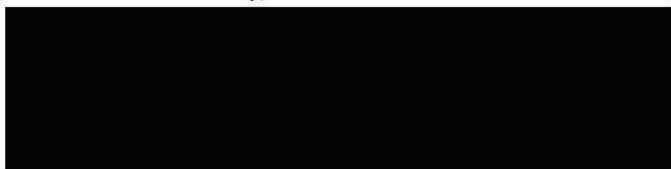
The owner will be limited in the future use of the building because of its size and condition. We would envisage that a relatively minor accident with a modern machine would lead to major impact on the building. A great risk to the public if this was to the north east elevation on Meridian Street.

To repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities.

Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. And the cost of repair high compared with the gain in repair.

This report has been prepared based on the observations from our site visit and visual inspection.

Yours faithfully,



Nathan D. Murray
BEng(hons) MSc CEng MIStructE
For Griffen Design Ltd.

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Appendix A – Photographs

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Figure 1: South West Gable Elevation



Figure 2: North East Gable & North West Elevation (Meridian Street)

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Figure 3: Part South East Elevation



Figure 4: Part South East Elevation

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Figure 5: North West Elevation – Wall Lean



Figure 6: North West Elevation – Wall Lean

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Figure 7: North West Elevation – Damp Patch, Weathered Stone & Eroded Friable Mortar



Figure 8: North West Elevation – Altered Openings, Damp Pathces & Eroded Stone and Mortar

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Figure 9: North East Elevation – Damp Patch, Weathered Stone & Cracking

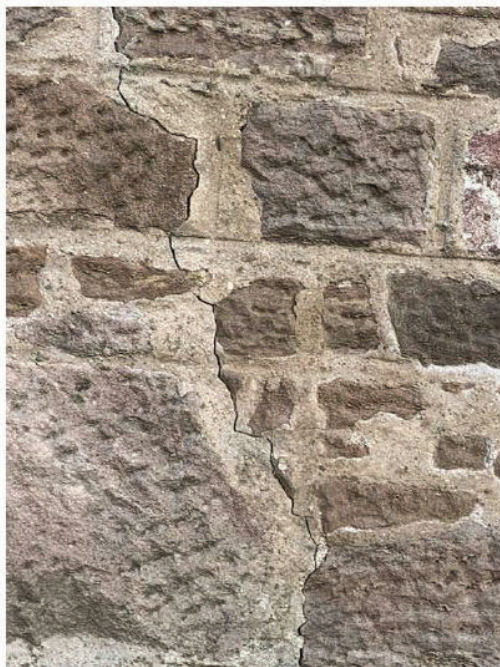


Figure 10: North East Elevation – Typical Crack

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Figure 11: North East Elevation – Damp Patch, Weathered Stone ,Cracking & Gutter Position



Figure 12: North East Elevation – Damp Patch, Weathered Stone ,Cracking & Gutter Position

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Figure 13: North East Elevation – Wall off Plumb (Left Hand Corner)



Figure 14: Internal South West Elevation – Weathered Stone & Cracking, Truss Discolouring

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Figure 15: Internal South West Elevation –New Lintel with Vertical Crack



Figure 16: Internal North East Elevation –Wall Lean, Weathered Stone, Patches & Cracking

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Figure 17: Internal South West Elevation –Wall Leam, Weathered Stone, Patches & Cracking



Figure 18: Internal North East Elevation –Wall Leam, Wall Displacement, Patches & Cracking

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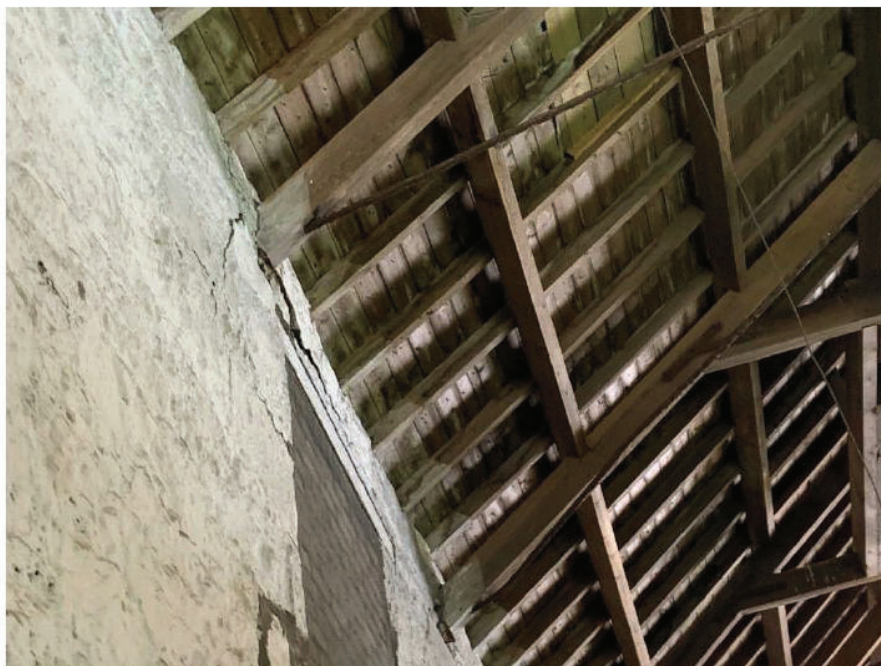


Figure 19: Internal North East Elevation –Wall Leam, Wall Displacement, Patches & Cracking



Figure 20: Internal North East Elevation –Wall Leam, Wall Displacement, Patches & Cracking

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Figure 21: Internal North East Elevation –Intermediate Floor, Patches & Cracking

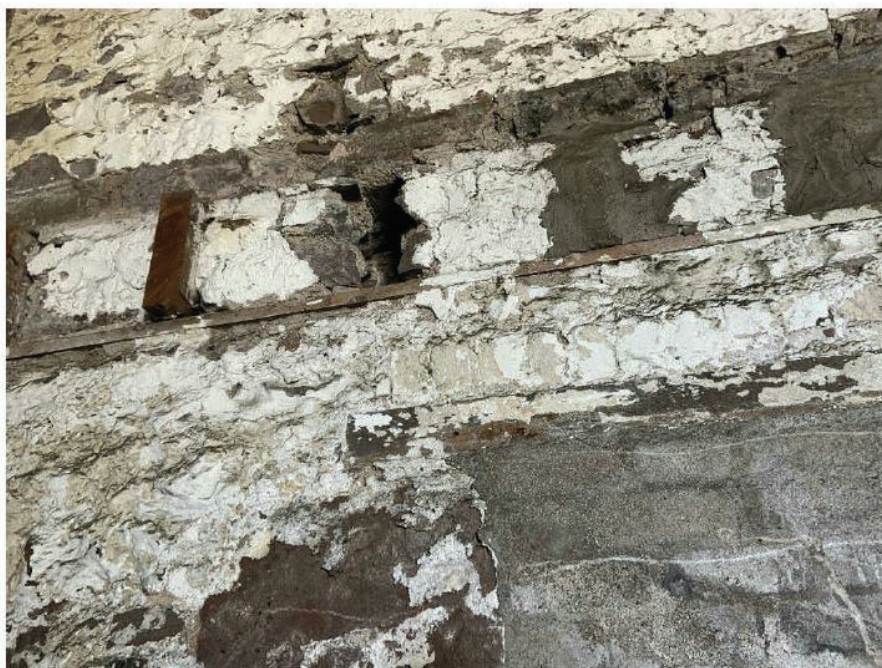


Figure 22: Internal North East Elevation –Intermediate Floor, Patches & Cracking

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Figure 23: Internal North East Elevation –Diagonal Crack

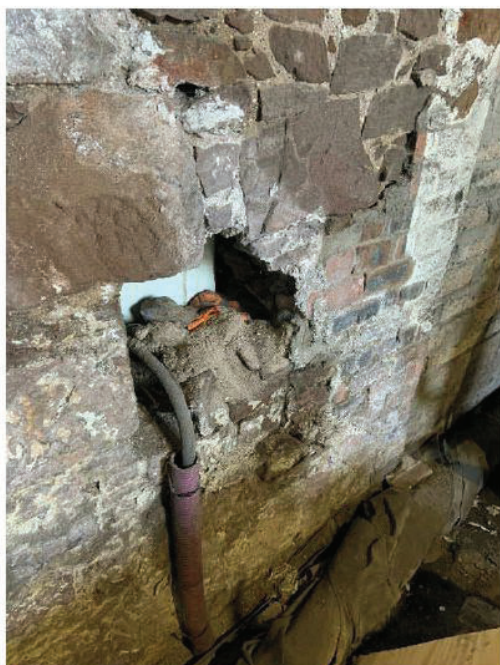


Figure 24: Damaged Stonework

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Figure 25: Damaged Stonework



Figure 26: Damaged Stonework

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Figure 27: Damaged Stonework



Figure 28: Damaged Stonework

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Figure 29: Damaged Stonework

AC19

Planning Statement

Demolition of building and erection of a Class 5 and
Class 6 general industrial warehouse at No. 4
Meridian Street, Montrose

Prepared on behalf of
Rix Shipping (Scotland) Ltd

March 2021



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Appendices

Appendix 1 Historic Environment Scotland Statutory Listing

1. Introduction

1.1 This statement has been prepared by Maria Francké Planning on behalf of Rix Shipping (Scotland) Ltd (“the Applicant) and provides an assessment of the proposals seeking Planning and Listed Building Consent for:

“Demolition of building and erection of a Class 5 and Class 6 general industrial warehouse at No. 4 Meridian Street, Montrose.”

1.2 The purpose of this Planning Statement is to provide an assessment of the proposal against the relevant provisions of the Development Plan, relevant national planning policy and other material considerations and to reach conclusions to inform the determination of the application by Angus Council.

1.3 For the avoidance of doubt, this Planning Statement is submitted in respect of both applications seeking planning permission and listed building consent for the development.

1.4 In addition to this statement, a number of reports are submitted in support of the proposed development. These are:

- Existing Building Condition Report, Griffen Design Ltd
- Level 1 Standing Building Survey, Robert Lenfert Archaeology
- Bat Survey, GLM Ecology

1.5 A number of architectural drawings are also submitted to support the application. These are listed below.

Drawing No.	Description	Scale	Size
PMS 2398 – 100 PL	Location Plan	1:1000	A2
PMS 2398 – 101 PL	Existing Site Plan	1:500	A2
PMS 2398 – 102 PL	Proposed Downtakings	1:500	A2
PMS 2398 – 105 PL	Existing Elevations	1:100	A1
PMS 2398 – 201 PL	Proposed Site Plan	1:500	A2
PMS 2398 – 205 PL	Proposed Floor Plan	1:100	A1
PMS 2398 – 210 PL	Proposed Elevations	1:100	A1

1.6 The Statement is structured as follows:

- Section 2 provides information about the Applicant and the specific business requirements for the development
- Section 3 sets the context of the application proposal, including its site and surroundings
- Section 4 describes the proposed development
- Section 5 assesses the relevant planning policy context
- Section 6 considers other material considerations, and
- Section 7 sets out our conclusions on the scheme.

2. Rix Shipping (Scotland) Ltd

About the Applicant

- 2.1 J. R. Rix and Sons Ltd is a family-owned business with a 140-year history. The groups portfolio includes Rix Renewables which provides managed solutions to the offshore wind industry and Rix Petroleum, which provides commercial and domestic fuel supply and distribution and is one of the largest independent operators in the country. Rix Shipping Co Ltd & Rix Shipping (Scotland) Ltd.'s operations include the owning and operation of oil tankers, estuarial barges and crew transfer vessels. The company also operates as ship's agents and brokers, and as a warehouse and stevedoring operator at Hull, Montrose and Great Yarmouth where it also holds strategic land and quayside assets.
- 2.2 Under Rix Shipping's operations the division of Rix Sea Shuttle owns and manages six vessels ranging in size from 19m to 27m. The vessels work throughout the UK and Northern Europe providing support to operators during the construction, operation and maintenance phases of windfarms. Rix Sea Shuttle had three vessels working on the SSE Beatrice Offshore Wind Farm during 2019; this farm is located off the coast at Wick.
- 2.3 Rix Shipping has invested significantly in Montrose in recent years including:
- £1m investment in 2015 to replace a rundown building in Meridian Street and develop a modern bulk storage facility
 - £1.6m investment in 2016 to develop a 42,000 sq.ft. cereals and commodities warehouse,
 - £1.2m investment in 2019 in extending the cereal and commodity warehouse, increasing the size from 42,000 sq. ft. to 72,000 sq. ft. and bringing the biggest materials handler to the east coast of Scotland – a German made Liebherr LH110, and
 - £1.6m planned investment in America Street to provide O&M office and warehousing facilities within a listed façade redevelopment scheme for the off-shore renewables sector.
- 2.4 The redevelopment proposals for Meridian Street represent a further £1m investment by the Applicant to demolish a building which has passed its economic life and create new employment opportunities through the erection of a modern, fit for purpose warehouse facility to help sustain the future of Montrose Port and the local economy.

The Business Requirement

- 2.5 The proposed redevelopment of the application site is in response to specific business requirements from suppliers, subcontractors and fabrication contractors for a port side pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries in Montrose.
- 2.6 The building is required for the storage (Class 6) and assembly (Class 5) of large sized engineering components for both the oil and gas industry and the offshore wind facilities. Rix Shipping receives regular enquires for the storage of modular

components which can then be assembled under cover in a warehouse prior to shipping. The use of assembly jigs, the large scale of the finished assembled equipment (for either industry) and the need for an overhead 25t crane as a minimum dictates the need for the 9m eaves height and 8m x 8m roller shutters in the new warehouse. The assembly process requires a Class 5 general industrial planning consent as flexibility is required in the range of assembly design and processes that may be undertaken in the building. Welded construction activities may take place on site. No permanent workshop equipment or machinery is to be installed in the warehouse and any machinery required will be brought into the warehouse by the occupier. It is not anticipated that any hydrotesting or pressure testing of the components will be required to be undertaken on the site.

- 2.7 In common with other port side warehousing facilities, the building can be used by suppliers and subcontractors on a short term leasing arrangement with Rix Shipping.
- 2.8 Rix Shipping does not have any other existing warehouse facility which is either not in use or has the required scale of external roller doors or internal space necessary for the assembly of such large engineering components. The application site is the only site in the Applicant's ownership that can be developed to provide the scale of warehouse accommodation necessary to meet this port related business requirement.

3. The Site and Surroundings

The Surroundings

- 3.1 The application site is in Montrose Harbour on the south bank of the River South Esk at No. 4 Meridian Street. It is part of the North Quay which provides 558m of berthing. A further 475m of berthing is available at the South Quay, which opened in 1975 primarily to serve the North Sea oil and gas industry.
- 3.2 It is one of a few remaining redundant historical sites on the North Quay; many original buildings adjacent to the quayside having been demolished and redeveloped for larger warehousing and storage sheds to meet the growing needs of the harbour and Montrose Port Authority. The Level 1 Standing Building Survey (Robert Lenfert Archaeology) provides an historical map regression showing the changing urban characteristics of the port over a 150-year period. Modern quayside storage facilities comprise open ground (for general storage and/or fabrication and repair work), warehousing and transit sheds and a purpose-built grain store. Further conversion of warehouse facilities has provided additional stores for 9000t of animal feed and 10,000t of grain on the South and North shores respectively.
- 3.3 The juxtaposition of the building on the application site sitting between modern warehouses to its west and east can be clearly seen from the aerial photograph image in Figure 1 and the OS base map in Figure 2.

Figure 1: North Quay Aerial Photograph (source: Google Earth)



- 3.4 Following the investment of Seagreen in Montrose, the Port Authority’s strategy is to diversify and attract more renewable and decommissioning work in addition to developing Montrose as the port and logistics hub for North East Scotland.
- 3.5 Strategically, the application site is adjacent to Berths 7 and Berth 8 as shown in Figure 3.

Figure 2: North Quay

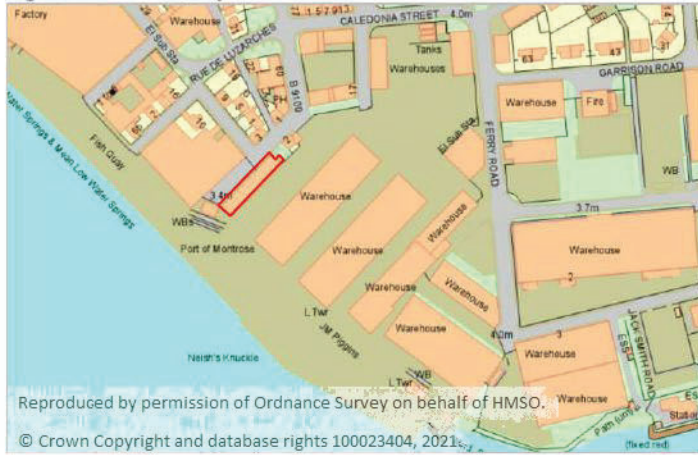
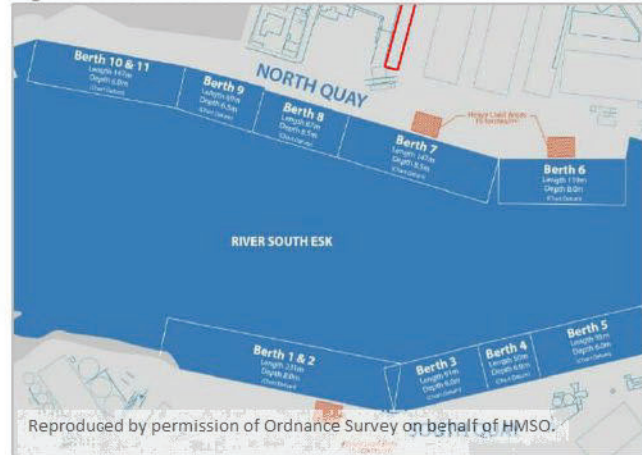


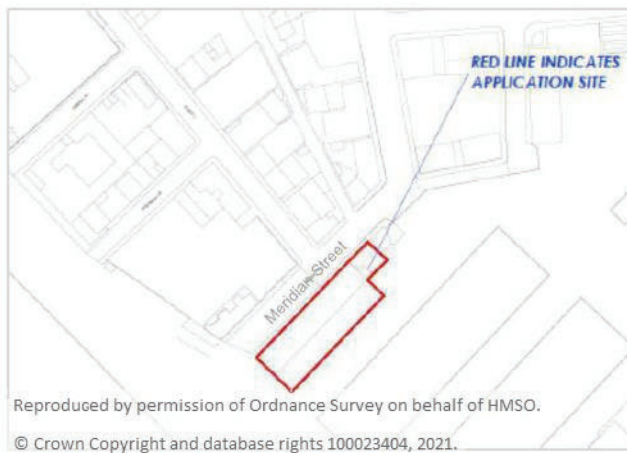
Figure 3: Port Berths



The Site

3.6 The application site comprises a traditional stone warehouse building with slate roof at No. 4 Meridian Street, Montrose. It is bounded by Meridian Street to the north west, Andrew Mearns Quay to the south west and south east. There is modern warehousing to the south east and south west of the building. The building has large metal sliding doors facing onto the harbour and also on the buildings south east elevation. There is a small modern garage attached to the north eastern gable wall of the building and a hardstanding area that provides car parking for three/four cars. The building’s location is shown in Figure 4.

Figure 4: Site Location



3.7 The building is category C listed and has an ornamental south west gable with a date stone of 1905 on this elevation. Historically the building was associated with ship building activities connected to the former wet dock which was to the east of the site. The wet dock was infilled in 1981. Historically, ships were loaded via a line from the upper floor openings of the building directly onto the ships deck. The building has been in use since the late 1970’s as a bulk storage facility for agricultural products including timber and fertiliser. Rix Shipping acquired the building in 2015 and has made limited use of the building (given its structural condition) to the current day.

- 3.8 Given the age and condition of the building and to support the application for Listed Building Consent a Level 1 Standing Building Survey has been undertaken by Robert Lenfert Archaeology (RLA). A copy of this report accompanies the application and should be referred to for a detailed narrative of the building. The brief and scope of the survey has been agreed with the Archaeology Service for Aberdeenshire, Moray, Angus & Aberdeen City Councils and the report contains an historical mapping of the site supported by scaled plans, elevations and site photographs.
- 3.9 An Existing Building Condition Report has also been undertaken by Griffen Design Ltd to assess the structural condition of the building. A copy of this report is included with the application submission. The report advises that the previous uses of the building have led to several changes in its appearance with window and door openings being blocked up and new ones opened. The building shows signs of impending collapse with significant bowing and leaning of the external walls. The use of the building as a fertilizer store has had an additional detrimental effect on the stonework and mortar which has reacted with the fertilizer, leaving the mortar very friable and very damp. The removal of the intermediate floor (to increase its storage capacity) has removed the lateral restraints and further weakened the building. The report advises that repair would be exceptionally difficult given the major defect is the wall lean to the 57m long side elevations. The Existing Building Condition Report recommends demolition. It also advises that the potential for accidental damage and collapse is high.

Planning History of the Site

- 3.10 The planning history of the building is taken from Angus Council's planning and building standards portal and shows the following for UPRN no. 000117113019, Warehouse, 4 Meridian Street, Montrose:

Application Ref. No.	Application Type	Address	Status
10/00082/DS	Dangerous Building Enquiry	W.J. Reid (Fertilisers) Limited Warehouse Meridian Street Montrose DD10 8DS	Closed. During a routine inspection it was noted that steel vertical columns at 3 doorways which had been exposed to the street were showing signs of corrosion and should be checked for safety.
12/00644/HAZ	Hazardous Substances Consent for Storing of Ammonium Nitrate	Warehouse 4 Meridian Street Montrose	Application Withdrawn

4. Proposed Development

Building Design

- 4.1 The scheme is for the demolition of the existing warehouse building and the construction of a larger purpose-built portal frame building. The new building is to be used as a pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries in Montrose and requires planning permission for Class 5 (general industrial) and Class 6 (storage and distribution) uses. The massing and scale of the building has been designed specifically to meet prospective tenants' requirements.
- 4.2 The building will have an internal floor area of 1,150 sq.m and the proposed external materials are a concrete cladding base and a mix of light and dark grey profiled metal cladding panels across the whole building, akin to the adjacent warehouse to the north west at Nos. 5-11 Meridian Street. The footprint of the new larger building will be positioned on the footprint of the existing warehouse building with an additional area encompassing land on the buildings south eastern side at Andrew Mearns Quay.
- 4.3 Large scale 8m x 8m galvanised roller shutter doors are required on the buildings south eastern and south western elevations. This will enable direct access onto Andrew Mearns Quay for all vehicles servicing the building. There is sufficient vehicular turning space on the quay for these manoeuvres.
- 4.4 The proposed elevations of the building are shown below.

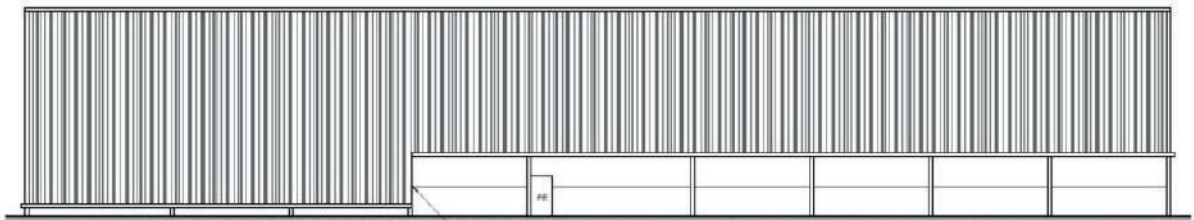


Figure 5: North West Elevation (Meridian Street)



Figure 6: South East Elevation

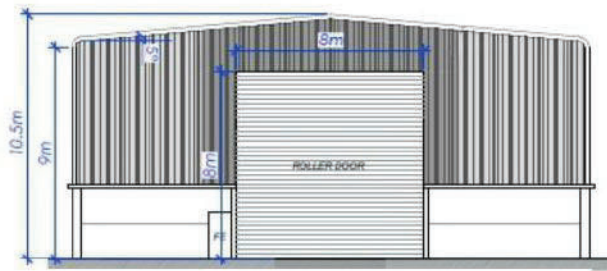


Figure 7: South West Elevation

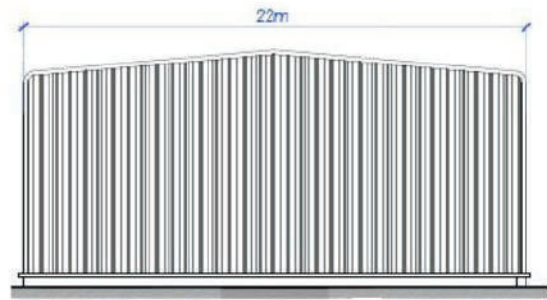


Figure 8: North East Elevation

Demolition

- 4.5 The Building Condition Report demonstrates that the listed warehouse is in a weakened structural condition and is no longer fit for purpose. Demolition of the of building is necessary to provide the scale of modern warehousing required for the pre-shipment assembly and storage facility of modular components for the oil and gas and offshore renewables industries. Even in its current usage as a timber and fertilizer store, the Building Condition Report cautions that there is a real risk that even a relatively minor accident with a modern machine could have dangerous consequences and be of risk to the public. All stored materials are currently kept away from the internal walls to avoid putting additional pressure on the walls and to lower the potential risk of building collapse. We note that a Dangerous Building Enquiry was lodged 11 years ago on the Council's building and planning portals where it was noted that steel vertical columns at 3 doorways which had been exposed to the street were showing signs of corrosion. Since this date, the building has deteriorated further; demolition is deemed necessary from both a building safety perspective and in the longer term planning and economic interests of Montrose Port.

Access and Car Parking

- 4.6 Access to the warehouse will be via Meridian Street with vehicular access to the warehouse taken directly from Andrew Mearns Quay. There is sufficient space on the quay for vehicle turning and manoeuvring. There is also an existing area of hardstanding at the north-eastern end of the warehouse building which can be used for car parking for three cars should this be required.

Hours of Operation

- 4.7 The use of the building necessitates a quayside location for easy and immediate access to the adjacent berthing facilities. In common with port side warehousing facilities, access is required 24/7 on all days of the year. Flexibility is required in the hours of operation of the site to meet the end user requirements.

5. Planning Policy Assessment

5.1 The purpose of this section is to assess the policies that are relevant to the determination of the planning application.

Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997

5.2 Primary legislation relating to listed buildings is found in the Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. The Act requires the Historic Environment Scotland (HES) to compile a statutory list of buildings of special architectural or historic interest. In undertaking this duty HES must have regard to not only the building itself but also:

- a) *any respect in which its exterior contributes to the architectural or historic interest of any group of buildings of which it forms part, and*
- b) *the desirability of preserving, on the ground of its architectural or historic interest, any feature of the building consisting of a man-made object or structure fixed to the building or forming part of the land and comprised within the curtilage of the building.*

5.3 The HES listing for the property is reproduced in Appendix 1.

Development Plan

5.4 Section 25 of the Town and Country Planning (Scotland) Act 1997 sets out the status of development plans and states that:

“Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

5.5 In this case, the Development Plan framework comprises of the Angus Local Development Plan which was adopted in 2016 and the TAYplan Strategic Development Plan (SDP).

TAYplan Strategic Development Plan (SDP)

5.6 Montrose Port is identified in TAYplan SDP as a Strategic Development Area for port related uses. Two key policies are pertinent to the application: Policy 3 - A First Choice for Investment and Policy 10 – Connection People.

5.7 Policy 3 - A First Choice for Investment states that:

‘Local Development Plans should:

D. continue to support the development of the Strategic Development Areas set out in Map 3’

5.8 Policy 10 - Connecting People, Places and Markets states that:

'Local Development Plans should enhance connectivity of people, places and markets by:

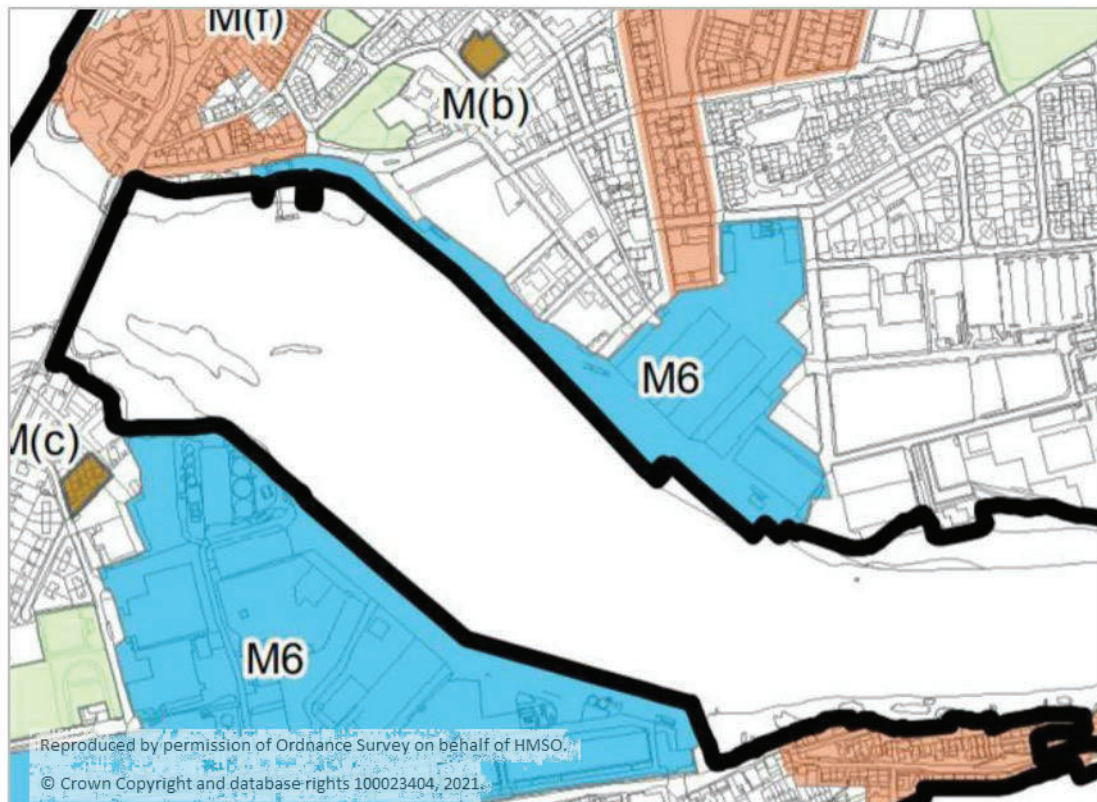
A. safeguarding land at Dundee and Montrose Ports, and other harbours as appropriate, for port related uses to support sea freight, economic growth in the port, offshore renewable energy and offshore oil and gas sectors, and, maritime trade, recreation and tourism;'

- 5.9 The supporting text to both Policy 3 and Policy 10 states that Dundee and Montrose Ports will play a major role in Britain's east coast energy cluster as envisaged by National Planning Framework 3 and the National Renewables Infrastructure Plan (2011). They are increasingly attractive for oil, gas and wider offshore energy businesses. This is exactly the intention of the application site which is being redeveloped to support these industries.

Angus Local Development Plan

- 5.10 The main issues in relation to this application are whether the proposed development accords with relevant Angus Local Development Plan policies and whether there are any material considerations that justify a departure from the development plan.
- 5.11 The application site is within the settlement of Montrose and falls within the established employment area and land zoning for Montrose Port (Policy M6). The LDP map extract is shown in Figure 9.

Figure 9: LDP map extract



5.12 Policy M6 states:

Montrose Port is safeguarded for port related uses. Development proposals which enhance the commercial and economic role of the Port will be supported where these are compatible with adjacent land uses. Development proposals should be supported by a Flood Risk Assessment and a Drainage Impact Assessment.

Development proposals at Montrose Port should not result in adverse impacts, either alone or in combination with other proposals or projects, on the integrity of any European designated site, in accordance with Policy PV4 Sites Designated for Natural Heritage and Biodiversity Value.

5.13 The demolition of the building and the erection of a larger warehouse for port related uses is in accordance with Policy M6.

5.14 The following policies also apply within the LDP:

- Policy DS1: Development Boundaries and Priorities
- Policy DS2: Accessible Development
- Policy DS3: Design Quality and Placemaking
- Policy DS4: Amenity
- Policy TC15: Employment development
- Policy PV5: Protected Species
- Policy PV8: Built and Cultural Heritage
- Policy PV12: Managing Flood Risk
- Policy PV15: Drainage Infrastructure
- Policy PV18: Waste Management in New Development

5.15 [Policy DS1: Development Boundaries and Priorities](#) states that all proposals will be expected to support delivery of the Development Strategy. Proposals on sites not allocated or otherwise identified for development, but within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

5.16 In terms of the Development Strategy for Montrose, the objectives pertinent to this application are that it supports the redevelopment of vacant, underused and brownfield sites; supports the continued development of the Strategic Development Area at Montrose Port and safeguards and enhances the natural and built features which are a key part of the character and identity of Montrose.

5.17 The scale and nature of the proposals are in line with the port related activities at Montrose harbour. Specifically, the development of the modern warehouse as a pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries supports the continued growth and development of Montrose Port.

5.18 Section 6 of this statement demonstrates that full and proper planning consideration has been given to the Historic Environment Scotland guidance on the Demolition of Listed Buildings. Supporting reports to this planning application (Existing Building

Condition Report and Level 1 Standing Building Survey) have also advised on the deteriorating and dangerous condition of the existing building fabric.

- 5.19 The proposed new warehouse would be located in an area of the port which already contains several modern warehouses which are very similar in their utilitarian design to the application proposal. It is in an established employment area and the scale and nature of the proposal is considered to be acceptable under the terms of Policy DS1.
- 5.20 **Policy DS2: Accessible Development** states that:

Development proposals will require to demonstrate, according to scale, type and location, that they:

- *are or can be made accessible to existing or proposed public transport networks;*
- *make provision for suitably located public transport infrastructure such as bus stops, shelters, lay-bys, turning areas which minimise walking distances;*
- *allow easy access for people with restricted mobility;*
- *provide and/or enhance safe and pleasant paths for walking and cycling which are suitable for use by all, and link existing and proposed path networks; and*
- *are located where there is adequate local road network capacity or where capacity can be made available*

- 5.21 The site is well connected to existing public transport bus stops and routes. There are no issues regarding local road network capacity and there is no conflict with Policy DS2.
- 5.22 **Policy DS3: Design Quality and Placemaking** aims to ensure developments deliver a high design standard and adhere to the principles of “Designing Places” which identifies six qualities of a successful place - has a strong sense of character and identity, ensuring development is well connected, is a safe and pleasant place to be in, makes good use of resources and is able to adapt to changing community needs.
- 5.23 The proposals for the site have taken into account the principles of Designing Places, notwithstanding that this is chiefly an industrial area at Montrose Port surrounded by large modern sheds. We consider that there is no conflict with Policy DS3.
- 5.24 **Policy DS4: Amenity** requires all proposed development to have full regard to opportunities for maintaining and improving environmental quality. It states that development will not be permitted where there is an unacceptable adverse impact on the surrounding area or the environment or amenity of existing or future occupiers of adjoining or nearby properties. The closest residential properties to the site are located on River Street and Mill Lane. The two storey property adjoining the hardstanding area at the northern end of the site is a former seafarers centre and is owned by the Port Authority and used as an office. Given that there is an existing

warehouse building on the site and there are adjacent warehouses to the east and west of the site at the port it is not considered that there will be any adverse effect on nearby properties, which will be accustomed to the levels of general activity and noise associated with the port. The site is within the context of an existing and well established port and industrial area where there are many buildings of a similar size and scale in relatively close proximity. The visual appearance of the new warehouse, whilst larger in scale, is appropriate in relation to its local context and would not appear out of place. The proposed general industrial activities to be undertaken in the warehouse will not introduce new levels of noise into the area as alongside the proposed storage use, the anticipated industrial processes will involve the assembly of modular engineering components.

- 5.25 Given that the position of the new warehouse will sit largely on the footprint of the existing warehouse, there will be a negligible impact on neighbouring properties and no adverse impact on amenity. There is no conflict with Policy DS4.
- 5.26 **Policy TC15: Employment Development** states that proposals for employment development outside of employment land allocations or existing employment areas, but within the development boundaries of the towns and the settlements within the rural area will be supported where:
- *there are no suitable or viable sites available within an employment land allocation or existing employment area; or*
 - *the use is considered to be acceptable in that location; and*
 - *there is no unacceptable impact on the built and natural environment, surrounding amenity, access and infrastructure.*
- 5.27 This is a proposal for a replacement warehouse on a site which is within an established port area which has been used for warehousing and other activities associated with Montrose Port. The site is also designated in the local plan under Policy M6 – Montrose Port. The existing warehouse, whilst Category C listed, is in a dangerous state of disrepair and the Building Condition Report notes that demolition is the most appropriate course of action as there is little structural capacity remaining for any future change of use.
- 5.28 The redevelopment of the site would necessitate demolition of the building and the erection of a large modern warehouse which is required for a port related use which necessitates a quayside location and vessel berthing facilities.
- 5.29 Alternative LDP designated employment sites are not viable for the following reasons:
- The application site enables the provision of a large modern warehouse facility to be used for port side pre-shipment assembly and storage for the oil and gas and offshore energy related industries. It is essential, therefore, that it is located on a quayside location, and on a site with adjoining berthing facilities for onward shipping. No other employment designated site within the Montrose settlement boundary is therefore suitable for this use.

- Regarding the road transportation of the assembled engineering plant, moving over sized loads of up to 5m can be done under The Road Vehicles (Authorisation of Special Types) General Order 2003; movement of abnormal indivisible loads of between 5.1 – 6.0m in overall width requires Secretary of State "VR1" authorisation and thereafter, anything above 6.1m requires a Special Order (Secretary of State "HA form BE 16" authorisation) issued by the Scottish Government. For the latter, the associated notification timeframes for the Scottish Government, Transport Scotland and Police Scotland are lengthy and impractical. Only sites and buildings such as the application site that have a direct harbour access to the quayside can avoid this conflict, with the movements authorised under harbour and port statutory authority.
- Rix Shipping also owns several modern warehouses in the port area as shown in Figure 10, but these are fully operational and in use for existing port related activities. There is no ability to meet the business requirement for a port side pre-shipment assembly and storage facility on a single site at any of these other locations.

Figure 10: Rix Shipping warehousing facilities, Port of Montrose



- 5.30 The site is in an established employment area and zoned for port related activities under Policy M6. There is an existing warehouse building on the site which remains in limited use (given the buildings structural restrictions) for storage associated with port activities. The replacement of this traditional stone warehouse with a fit for purpose modern warehouse is considered to be an acceptable land use.
- 5.31 Regarding impact on the built and natural environment, surrounding amenity, access and infrastructure, it is contended that for the reasons set out in this Statement under the assessment of planning policies DS2, DS3, DS4 and PV8, the impacts of the development are considered to be acceptable. The application will replace a tired and structurally unstable warehouse building with a modern equivalent structure which will be larger in scale. The increase in the size of the building's footprint will be hidden from Meridian Street as the extension to the built footprint will take place on the south eastern side of the building which already sits adjacent to much larger scale industrial warehousing.

- 5.32 For all the above reasons we consider that the proposals are in accord with Policy TC15.
- 5.33 **Policy PV5: Protected Species** states that development proposals which are likely to affect protected species will be assessed to ensure compatibility with the appropriate regulatory regime. A Bat Survey Report has been submitted to assess the likely impacts of the proposal in relation to bats. The report concludes that there was no evidence of bats either inside or outside of the building and that given the dockside location, suitable foraging habitat is not present. Whilst no bats were found, the report advises that mitigation will be required given the age and design of the building and that demolition is proposed and that in particular, pipistrelle roosts can be transient and bats will change roosts frequently. It advises:
- 'That all slates and roof coverings are to be removed by hand.'*
- 5.34 If any bats are found work should stop in the immediate area and GLM Ecology contacted who will deal with the issue in the appropriate manner.'
- 5.35 The Applicant is happy to accept these recommendations which can be imposed as a planning condition on the grant of any planning permission.
- 5.36 **Policy PV8: Built and Cultural Heritage** states that development proposals which are likely to affect protected sites, their setting or the integrity of their designation will be assessed within the context of the appropriate regulatory regime. For proposals that affect listed buildings, the policy states that these will only be supported where:
- *the proposed development will not adversely affect the integrity of the site or the reasons for which it was designated;*
 - *any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits; and*
 - *appropriate measures are provided to mitigate any identified adverse impacts.*
- 5.37 The first two bullet points in this policy are similar to the criteria needed to be met for demolition of a listed building contained in '*Managing Change in the Historic Environment – Demolition of Listed Buildings, April 2019*'. Our detailed assessment against this HES guidance and the justification for the building's demolition is contained in the following section of this Planning Statement on material considerations (refer to paragraphs 6.12 to 6.25).
- 5.38 Paragraph 6.23 of this statement details the economic benefits, and these should be read in relation to the requirements under policy PV8.
- 5.39 There is a practical need to demolish the listed building which has been assessed as being in a very poor condition with structurally unstable walls with weak, friable mortar, loose and missing stones and numerous cracks. The Building Condition Report notes that to repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The recommendation of the Building Condition Report is to demolish the building.

Given the potential for a major accident and risk to the public it is considered that a redevelopment of the site for a contemporary warehouse is in the interests of the proper planning of the area and public safety.

- 5.40 For these reasons and those all contained in the detailed assessment in Section 6 of this statement, we consider that the proposals are in accord with Policy PV8.
- 5.41 In terms of [Policy PV12: Managing Flood Risk](#), the SEPA flood risk map shows the site is at medium risk of coastal flooding. The Applicant is aware that Angus Council has prepared a Tay Estuary and Montrose Basin Local Flood Risk Management Plan and that flood protection studies have been prepared and a programme of actions identified to help manage flooding. The site is located in an existing built up area and the demolition of the existing warehouse and the erection of a contemporary warehouse in the same position as the current building (albeit with a larger footprint) does not increase the flood risk to the local area.
- 5.42 In terms of [Policy PV15: Drainage Infrastructure](#), the proposed foul and surface water drainage would discharge to the public sewer as is currently the case.
- 5.43 Regarding [Policy PV18: Waste Management in New Development](#), the Applicant will adhere to national regulations in the demolition of the building and the segregation of wastes off site for processing into recycled aggregate where possible.

Development Plan Considerations Conclusion

- 5.44 We consider that the proposals for the redevelopment of the site at No 4 Meridian Street are supported by the adopted Angus Local Development Plan.

6. Material Considerations

6.1 The Town and Country Planning (Scotland) Act 1997 (as amended) requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The material considerations which are considered relevant to the planning application are:

- Historic Environment Policy for Scotland (HEPS)
- Managing Change in the Historic Environment - Demolition of Listed Buildings
- Scottish Planning Policy (SPP)

Historic Environment Policy for Scotland

6.2 Historic Environment Policy for Scotland (HEPS), published in 2019, provides policies and principles to guide development and manage change in the historic environment.

6.3 Policy HEP1 is applicable to the proposal. This policy states that decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance. The proposed development has been informed by a thorough understanding of the heritage significance of the listed building. This is demonstrated in the application submission through the Level 1 Standing Building Survey, the Building Condition Report and this Planning Statement. The proposed development is therefore in accordance with policy HEP1.

6.4 Policy HEP2 is applicable to the proposal and states that decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.

6.5 The warehouse is currently in limited use for port related storage. The bowing of the external walls and their generally poor and fragile condition means that internally, all stored materials must be kept away from the walls to avoid risk of collapse. Whilst this building has stood on the site for over 100 years it is considered that there is limited future enjoyment left in the building and no benefits that can be realised from the retention of the property. It is in the proper planning interests of the area that this building is safely taken down and a modern warehouse erected in its place which is more purposefully suited to meeting the port industries requirements.

6.6 The Level 1 Standing Building Survey provides an historical written and photographic account of the property to ensure that the building has been properly recorded for the historical archives. The proposed development should therefore be considered in accordance with policy HEP2.

6.7 Policy HEP4 is also of relevance to the proposed development. It states:

“Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.”

- 6.8 The HEPS expands on Policy HEP4 by requiring proposals to be assessed against the following:
- *Understand and analyse the historic asset and its cultural significance.*
 - *Understand the background / reasons for the change.*
 - *Understand the likely impact on the historic asset and make this clear, so that it can inform decision-making.*
 - *Avoid negative impact where possible.*
 - *Minimise any impact that cannot be avoided.*
 - *Keep intervention to a minimum and ensure changes are proportionate to its cultural significance.*
 - *Consider less detrimental alternatives if they can deliver the same objectives.*
 - *Identify opportunities for mitigation throughout, and as early as possible.*
- 6.9 The demolition of the building is the only option for the future use of this strategic port site. Its original purpose was to support the loading of ships in the adjacent wet dock which has long since been infilled; with the site of the wet dock having been developed for modern warehousing. The Building Condition Report advises that repair of the building is not feasible given the structural bowing and leaning in the elevation walls coupled with very weak and friable mortar. There is no alternative mitigation to retain the listed building that is economically feasible or viable and for these reasons, negative impact is not possible.
- 6.10 This is a site allocated within the Montrose Port area as defined in the adopted development plan. It is surrounded by other industrial warehousing sheds which are of a similar utilitarian design to the application proposal. These sheds typify the scale of modern warehousing required to meet the needs of the oil and gas industry and the growing offshore renewables sector at the port. Whilst some use is currently being made of the building, the internal capacity for storage and the risk of structural damage to the walls (through the loading and off-loading of heavy, bulky materials) renders a much reduced internal footprint. In addition to this being an uneconomical use of the space it also poses a building risk. As noted in the Building Condition Report, “... a relatively minor accident with a modern machine would lead to major impact on the building. A great risk to the public if this was to the north east elevation on Meridian Street.”
- 6.11 It is considered that given the condition of the building, a detrimental impact on the historic environment is unavoidable. The building needs to be demolished and this is in the context of the dramatic changes evident at Montrose Port over the 100 years since the building was erected. For these reasons, the proposed development should therefore also be considered in accordance with policy HEP4.

Managing Change in the Historic Environment – Demolition of Listed Buildings

6.12 HES guidance on ‘*Managing Change in the Historic Environment – Demolition of Listed Buildings, April 2019*’ states that if one of the undernoted situations applies then the loss of a listed building is likely to be acceptable, as long as this is clearly demonstrated and justified:

- *Is the building no longer of special interest?*
- *Is the building incapable of meaningful repair?*
- *Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?*

6.13 Each of these issues is examined in turn.

Is the building no longer of special interest?

6.14 The statutory listing of the building is contained in Appendix 1. It notes that the building is of special interest and states:

‘the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour.

and

While harbour warehouses are not a rare building type in Scotland this example, with its segmental gable facing the harbour, is now among the best surviving 19th – early 20th century warehouses in Montrose.

6.15 Whilst the special interest is acknowledged and its quayside setting of importance, relating directly to the buildings historic function, the activities at Montrose Port have changed significantly since the erection of the building over a hundred years ago. The site occupies a strategic location at Montrose Port on Andrew Mearns Quay with adjacent vessel berthing facilities. The original wet dock which used to sit alongside it has been infilled and the building is now surrounded by modern shipping warehouses and sheds. The need for modern warehousing is in response to the changing activities now undertaken at Montrose Port. Appendix 1 of the Level 1 Standing Building Survey contains a mapping history regression of the changing nature of Montrose Port over the past 100 years, evidencing how modern shipping and portside requirements have necessitated the gradual replacement of the historic stone buildings by large, modern sheds.

6.16 The Applicant notes the advice contained in *Managing Change in the Historic Environment - Use and Adaptation of Listed Buildings* which states:

The best use of a listed building is often going to be the one for which it was designed. Keeping a building in the same use helps us to understand what the building was originally designed for. It can also help to protect any associations and special meanings that the building has – part of its intangible value

- 6.17 Despite the building being of historic and special interest, practically, it is not feasible to retain it for the purpose for which it was designed. Firstly, irrespective of the structural condition of the building, the size of the building itself renders a restricted use. The business requirement is in response to the demands of the oil and gas industry and those of the offshore renewables market, where a pre-shipment assembly facility is required for large modular industrial components. The scale of these engineering end products necessitates a wide 8m x 8m door access and the deployment of 25t cranes as a minimum. The current building is not able to meet this essential port related need.
- 6.18 The adjacent wet dock which used to support the warehouse has also been infilled and whilst the building is currently being used for port related storage, the capacity of the building's internal storage is greatly reduced due to the precarious structural condition of the external walls which dictate that no materials are placed against them for fear of damage and collapse. The Building Condition Report confirms that the building has undergone numerous changes over its lifetime with window and door openings being blocked up and new ones opened. The removal of the intermediate floor (used historically to load ships berthed in the adjacent wet dock via a line from the upper floor openings) has weakened the building as the lateral tie has been removed. Structurally, the Building Condition Report advises that the building has passed its economical use and is no longer fit for the purpose it was built for. As such, notwithstanding its special interest, we consider that its demolition is not only justified, but necessary.

Is the building incapable of meaningful repair?

- 6.19 The Building Condition Report is resolute in its assessment and conclusions regarding the building's structural integrity. In the report's conclusions it states:

'The owner will be limited in the future use of the building because of its size and condition. We would envisage that a relatively minor accident with a modern machine would lead to major impact on the building. A great risk to the public if this was to the north east elevation on Meridian Street.

To repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities.

Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. And the cost of repair high compared with the gain in repair.'

- 6.20 The retention of the building is not sustainable, and the scale of repair would necessitate a brick by brick take down and reconstruction. This is simply not a viable proposition and change is considered necessary to bring the site back into an economic use that meets the demands of Montrose Port.

- 6.21 Under this criterion, we therefore conclude that the building's demolition is both justified and necessary.

Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?

- 6.22 The redevelopment of the site at No 4 Meridian Street through the demolition of the building and the erection of a modern warehouse is essential to enable the economic reuse of the site for modern day port related activities. The building has deteriorated severely to the extent where the external walls are dangerously bowed, and the cost of repair is vastly disproportionate to the continued use of the building.
- 6.23 The redevelopment of the site will deliver benefits to the economic growth of Montrose Port through the following:

Economic Growth Benefits

- Demolition of the listed building is essential and will deliver a commercially viable development on a site which whilst still in use, has reduced storage capacity for port related uses which in turn, reduces the operational efficiencies of the port.
- As a site within the Policy M6 designation for Montrose Port, its redevelopment is in line with the port related regeneration initiatives and the strategic intent of the adopted Local Development Plan policy for Montrose Port.
- Providing a strategic site to enable the development for a pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries will:
 - result in enhanced operational efficiencies at the port and the promotion of sustainable economic growth
 - boost industrial port related productivity levels that will underpin further inclusive growth in these key sectors
 - have a positive effect on employment by helping businesses grow and opening up job opportunities for suppliers, subcontractors and fabrication contractors
 - increase the competitiveness of Montrose Port specifically and in doing so, support the wider Angus economy.
- A significant investment by the Applicant of £1m in redeveloping the site resulting in the creation of jobs both during the demolition and construction stage of the project and the longer term sustainable use of the industrial warehouse by industry.
- The redevelopment of the site is in line with the objectives of Montrose Port Authority to develop Montrose as the port and logistics hub for North

East Scotland and strengthen its position in the growing offshore renewables and decommissioning sectors.

- 6.24 In summary, we would argue that when assessed against this criterion, we consider that there is a strong argument to support the demolition of the building.
- 6.25 The above assessment against the three criteria in *'Managing Change in the Historic Environment – Demolition of Listed Buildings'* demonstrates that there is the justification required for the demolition of the listed building.

Scottish Planning Policy

- 6.26 Scottish Planning Policy (SPP) was issued in its revised form in December 2020 and remains a material consideration that carries significant weight. In terms of Policy Principles, the SPP introduces a presumption in favour of sustainable development. SPP advises that the planning service should:

'play a key role in facilitating sustainable economic growth, particularly the creation of new jobs and the strengthening of economic capacity and resilience within communities;' (Paragraph 4)

- 6.27 The SPP states that decisions on planning applications should be guided by a number of principles (at paragraph 29) including giving due weight to net economic benefit, supporting good design and the six qualities of successful places, should respond to economic issues, challenges and opportunities and make efficient use of existing land and supporting regeneration priorities.
- 6.28 In supporting business and employment, it states:

Planning should address the development requirements of businesses and enable key opportunities for investment to be realised. It can support sustainable economic growth by providing a positive policy context for development that delivers economic benefits. (Paragraph 92)

- 6.29 In support of economic development, planning authorities are expected to respond to the diverse range of needs and locational requirements of businesses and to take a flexible approach in accommodating changing circumstances and realising new economic opportunities. To do so, the planning system is expected to support economic development in all areas by taking account of the economic benefits of proposed development in development plans and development management decisions. This would include supporting development which will provide new employment opportunities and enhance local competitiveness and promoting the integration of employment generation opportunities with supporting infrastructure.
- 6.30 The application proposals are consistent with the aims of Scottish Planning Policy for sustainable economic growth. They represent a regeneration opportunity through the redevelopment of a listed building which is in a very poor condition with no realistic prospect of meaningful repair given the state of its deterioration.
- 6.31 The application proposal represents a significant investment in Montrose Port; it supports economic development and growth through providing a modern industrial

warehouse facility which will be used to support the current needs of the oil and gas industry and the offshore renewables sector.

Material Considerations Conclusion

6.32 This Planning Statement has assessed the planning application against other material considerations, all of which support the demolition of the listed building and the redevelopment of this site. The application should therefore be granted planning permission.

7. Conclusion

7.1 This application seeks planning and listed building consent for

“Demolition of building and erection of a Class 5 and Class 6 general industrial warehouse at No. 4 Meridian Street, Montrose.”

7.2 The existing warehouse building on the site is Category C listed and was built over 100 years ago to support the then activities at Montrose Port. The building was originally used as a shipping store and loading building being adjacent to the wet dock (now infilled) located to the south west. Significant changes to the building and internal alterations over the years have weakened its structure, to the extent that the walls are dangerously bowing, with numerous cracks, missing stones and damp patches. The mortar throughout the building is friable. A Building Condition Report has advised that demolition is recommended as the building is no longer fit for purpose. The building does however remain in use at the port for storage, but this use is curtailed due to the weak structural integrity of the walls which reduces the internal area of the building that can be used for storage purposes. The Building Condition Report cautions that the potential for accidental damage is high given the nature of vehicles undertaking loading and off-loading of bulky and heavy materials in the port area.

7.3 The redevelopment of the site by demolishing the building and erecting a modern warehouse is to support a business requirement for a pre-shipment assembly facility for modular components for the oil and gas and offshore renewables industries. A quayside location with adjacent berthing is essential for this proposal. The investment in the site will provide a high level of sustainable economic benefit for Montrose, supporting the objectives of the Port Authority, creating jobs and will result in the physical renewal of a site to the longer terms benefits of the port.

7.4 An application for demolition of a listed building must be assessed against the tests outlined within the Scottish Ministers Planning Policy relating to listed buildings and heritage assets, the Historic Environment Scotland Policy Statement and the HES guidance on Managing Change in the Historic Environment – Demolition of Listed Buildings. This latter document outlines a number of criteria against which proposed demolition works need to be assessed. This Planning Statement provides the necessary assessment and finds that the proposed demolition of the building can be justified under all three of the stated situations, where the guidance requires that if just one of the situations applies, then loss of the listed building is likely to be acceptable.

7.5 The proposal has also been assessed against relevant development plan policies including those relating to listed buildings and similarly found to be justified.

7.6 We consider that it is in the wider planning interests of the port of Montrose to enable the demolition of the building and the erection of a modern warehouse to meet the contemporary needs of the port. It is therefore respectfully requested that Angus Council grants planning and listed building consent for the proposed development.

Appendix 1

Statutory Listing for No. 4 Meridian Street

4 MERIDIAN STREET, WAREHOUSING LB46221

Status: Designated

Documents

There are no additional online documents for this record.

Summary

Category C	Local Authority Angus	NGR NO 71566 57152
Date Added 30/03/1999	Planning Authority Angus	Coordinates 371566, 757152
Supplementary Information Updated 09/09/2020	Burgh Montrose	

Description

A long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour. The gable has simple classical detailing with a circular opening, a panel inscribed "1905", and a segmental hoodmould with coped skews and double skewputts. It is constructed of the grey/brown sandstone rubble with ashlar dressings, common to many traditional buildings in Montrose. There are blocked openings at ground and 1st floor, some with rolling door insets. The pitched roof structure is timber with a grey slate covering and is piended at the northeast end.

Statement of Special Interest

Dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay.

A warehouse was first proposed for this site by engineer James Leslie in his 1836 plan for Montrose Harbour (adjacent to the proposed wet dock, completed by 1843). The rectangular-plan footprint of a lime store warehouse is shown on the 1st Edition Ordnance Survey map (surveyed, 1861) and the present building may incorporate some fabric from this building. The present warehouse, dated 1905, has largely remained in use in some capacity since then for storage. Two vehicular openings were enlarged during the later 20th century. The wet dock was infilled in 1981, creating space for additional warehousing and storage facilities.

Despite some later alteration and some loss of fabric, the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour. The prosperity of the town during the 19th century was in no small part built on its well-situated harbour for international trading and cargo.

The quayside setting is important, relating directly to the building's function. It is one of a small group of nearby industrial buildings of historic significance in this area of Montrose including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). Together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

While harbour warehouses are not a rare building type in Scotland this example, with its segmental gable facing the harbour, is now among the best surviving 19th – early 20th century warehouses in Montrose.

Listed building record revised in 2020.



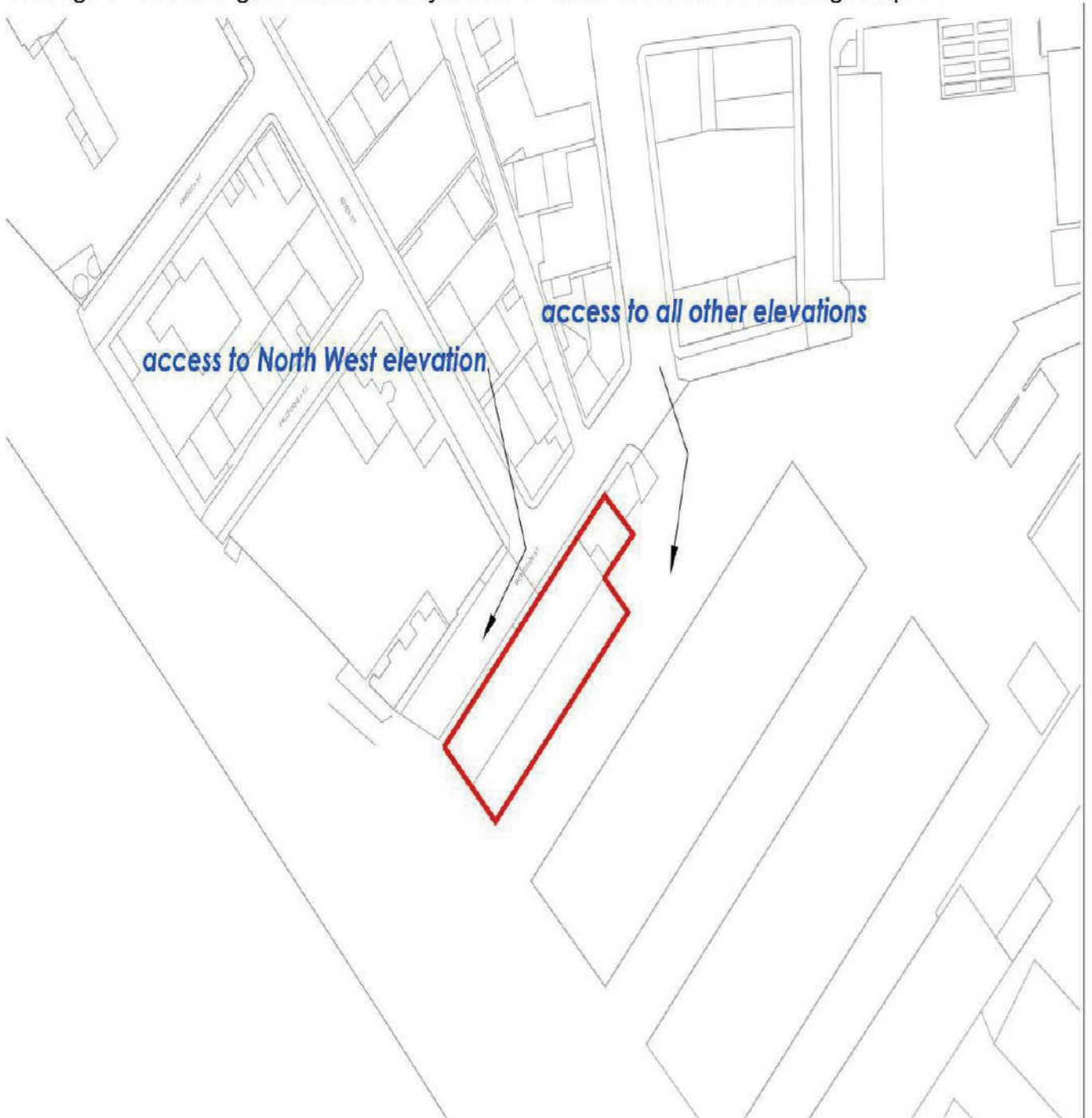
METHOD STATEMENT

Job Number	2398
Date	Method Statement Written by: Phil Birse (Project Management Scotland Ltd)
Name of Contractor	GS Robertson Carseview Road Forfar DD8 3BT 01307 462677
1. INTRODUCTION	
This Method Statement describes the specific safe working methods which will be used to carry out the work. It gives details of how the work will be carried out and what health and safety issues and controls are involved.	
2. DESCRIPTION OF WORK	
Demolition of existing stoned wall and slate roofed storage building	
Scope of Work	
<ul style="list-style-type: none"> - Herras fencing erected along site boundary - Safety signs displayed - Existing services will be disconnected from the buildings and confirmation obtained from licenced personnel that all services are no longer live - Soft strip of all fixtures - Hand strip of all roof slates as per bat survey report requirement - Mechanical excavator will be used to methodically and safely demolish the buildings, starting from roof level down to ground level - A dust suppression system consisting of a fine mist water spray will be available onsite if required - A supervisor shall observe the works and be in visual contact with the excavator operator at all times to ensure that surrounding buildings are protected. - The demolished material will be sorted once all the buildings have been demolished. These items will be recycled where possible, and all waste products will be disposed of by a licensed waste carrier - Site management are to ensure that no section of any building will be left in an unsafe manner overnight. - The site is to be left secure at the end of the day, and is to be inspected each morning before work commences. 	
3. Duration	
4 weeks	
4. LOCATION OF WORK	
4 Meridian Street, Montrose, DD10 8DS Location of buildings as per drawing number PMS 2398 – 100 PL	

5. ACCESS ARRANGEMENTS

Directly from Meridian St into Rix Car park to the North West side.

Through Rix secure gate access into yard for all other elevations / building footprint



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6. LICENCES

None required

7. BUILDING REGULATIONS

I can confirm that all the proposed demolition works will be carried out in accordance with the following Building Regulations:

Regulation 10

1. Every building to be demolished must be demolished in such a way that all service connections to the building are properly closed off and any neighbouring building is left stable and watertight.
2. When demolition work has been completed and where, no further work is to commence immediately, the person who carried out that work shall ensure that the site is:
 - a. immediately graded and cleared, or
 - b. provided with such fences, protective barriers or hoardings as will prevent access thereto.

Regulation 13

1. No person shall carry out work unless the following provisions of this regulation are complied with.
2. Subject to paragraph (3), where work is to be carried out on any building site or building which is within 3.6m of any part of a road or other place to which members of the public have access (whether or not on payment of a fee or charge) there shall, prior to commencement of the work, be erected protective works so as to separate the building site or building or that part of the building site or building on which work is to be carried out from that road or other place.
3. Nothing in paragraph (2) shall require the provision of protective works in any case where the local authority is satisfied that no danger to the public is caused, or is likely to be caused, by the work.
4. The protective works referred to in the preceding paragraphs are all or any of:
 - a. providing hoardings, barriers or fences
 - b. subject to paragraph (5), where necessary to prevent danger, providing footpaths outside such hoardings, barriers or fences with safe and convenient platforms, handrails, steps or ramps, and substantial overhead coverings
 - c. any other protective works which in the opinion of the local authority are necessary to ensure the safety of the public, all of such description, material and dimensions and in such position as the local authority may direct.
5. Nothing in paragraph (4)(b) shall require the provision of a platform, handrail, step or ramp:
 - a. where no part of the existing footpath is occupied by the protective works or in connection with the work, or
 - b. where that part of an existing footpath remaining unoccupied affords a safe means of passage for people, and is of a width of not less than 1.2m or such greater width as the local authority may direct.
6. Any protective works shall be so erected as to cause no danger to the public and shall be maintained to the satisfaction of the local authority.
7. Subject to paragraph (8), any protective works shall be removed:
 - a. in the case of a building which has been constructed by virtue of a warrant, not more than 14 days or such longer period as the local authority may direct from the date of acceptance of the certificate of completion, and
 - b. in any other case, on completion of the work.
8. Nothing in paragraphs (1) to (7) of this regulation shall prohibit the removal of the protective works or any part thereof prior to the completion of the work where the local authority is satisfied that no danger to the public is caused or is likely to be caused as a result of their removal.

9. Any protective works shall be illuminated, and any such works which project on to or over that part of a road which is not a pavement or footpath shall be provided with such markings, as in the opinion of the local authority are necessary to secure the safety of the public.
10. Where work has been carried out without the provision of protective works, or where work on a building site has stopped or a building site has been abandoned, a local authority may require the site owner to carry out protective

Regulation 14

Where any work is being carried out on a building site or building, any neighbouring footpath (including any footpath provided so as to form part of the protective works) shall be regularly cleaned and kept free of building debris and related materials by the person carrying out the work, to the satisfaction of the local authority.

Regulation 15

1. Subject to paragraph (2) a person carrying on work shall ensure that any building which is partly constructed or partly demolished or which has been completed but not yet occupied is, so far as reasonably practicable, properly secured or closed against unauthorised entry at all times when work thereon is not in progress.
2. Nothing in paragraph (1) shall apply to any work where the local authority is satisfied that adequate supervision of the building is being or will be maintained for the purpose of securing the building.



4 MERIDIAN STREET,
MONTROSE

Job No. 203966

EXISTING BUILDING CONCLUDING REPORT
Interpretive Report and Recommendations from
Site Observations & Masonry Report.

Nathan D. Murray

BEng (hons) MSc. CEng MStructE

Griffen Design Ltd.
 Structural Engineering Consultancy
 Unit 2.5 Discovery House, Technology Park, Dundee, DD2 1SW
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INTRODUCTION

Project Brief

At the request of Rix Shipping (Scotland) Ltd., Griffen Design Ltd. visited the property at 4 Meridian Street to assess the condition of the existing building. Following our visit and report, Stoneworks carried out a Masonry Condition Survey and provided a factual report on the condition of the stone. This report aims to conclude both reports.

Previous Reports

Both reports were based on visual inspections from ground level. Both reports state the building is in poor condition and note numerous defects. Further to this the building is no longer fit for purpose in its current state given the advances in technology.

In order to incorporate the existing building into the elevations onto Meridian Street (NW) and facing the harbour (SW) would be the most advantageous to retain with a new modern storage structure behind.

The North West (NW) elevation has numerous defects, namely.

- The wall is leaning or bowing, mainly through the central section.
- There are structural cracks vertically through the masonry.
- There are cracks to the stonework around most of the Roof Girder Trusses.
- The wall head is eroded due to poor maintenance, both NW and SW elevations.
- The stone is weathered, friable and mortar washed out.

The Stoneworks report notes following regarding the condition of the stone.

- Sneked rubble walling affected by decay which has resulted in considerable loss of the stone surface.
- The surface is soft and friable.
- Hand tooling has been exaggerated to form deep pockets.
- Many individual stones are deeply recessed and may not be structurally viable.
- Delamination along bedding planes of many dressed ashlar units.
- Dressed ashlar, carved ornament, and moulded coping are significantly impacted by cracking and delamination. Loose material may present a hazard.
- Maintenance was neither timely or appropriate and accelerated decay.

Necessary Repairs

Stoneworks noted that decay has resulted in surface loss of the sneked rubble and may need replaced with new stone. On the NW elevation this is highlighted along most of the ground floor to between 1.5m and 2.0m, also at the junction with the SW gable and one other section noted on the upper level. This would replace approximately 25%-30% of the elevation.

We would add to that the decay along the NW wallhead from the SW to approximately half-way along the elevation. The SW elevation will require the wallhead to be taken down rebuilt. Both, approximately 600mm from the top.

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 Registered Office; 6 Osprey Bank, Dundee, DD2 5GE
 Registered in Scotland No.261157



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The wall lean should be taken down and rebuilt along with rebuilding at least 11 of the 18 Girder Truss supports, which are cracked and moved. This would replace approximately 50% of the elevation.

DISCUSSION

Previous Alterations, Uses and Maintenance

It is clear that several alterations to the external appearance have already been undertaken by previous occupiers of the building, either blocking up original openings or creating new openings, some of which have also been blocked up. By our estimates the NW elevation has approximately 25% of the elevation changed from the original.

Previous uses and repairs have weakened the structure and accelerated decay, such as removing the upper floor, storing fertilizer and inappropriate stonework repairs.

Current alterations account for approximately 25% of the NW elevation area. To facilitate the necessary repairs 60%-70% of the NW elevation would need to be rebuilt. The existing stone is not in a suitable condition to expect re-use.

Building Condition

The building is in poor condition exhibiting a number of structural defects, wall lean, erosion etc. also the stone itself being weathered and the mortar compromised by weather, fertiliser and inappropriate repair techniques.

Repairs

To carry out the repairs and alterations would involve careful planning and design with cognizance of future works.

In the current condition the roof would need to be propped to allow for the demolition of the stone walls and rebuild. Alternatively, as part of the works remove the roof and walls and reconstruct with a façade retention scheme to support the walls. Either solution is not efficient for budget or time.

BUILDING RECOMMENDATIONS

Conclusions

The addition of the Stoneworks report has solidified our opinion that the building is not fit for purpose and not suitable for re-use.

The extent of the decay is severe and will require the removal and rebuilding of excessive areas of stonework. The stone itself being in such a poor condition rendering it unsuitable for reuse. The result being the vast majority of the elevation being new stone.

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Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. Also, the cost of repair high.

This report has been prepared based on the observations from our site visit, visual inspection and Stoneworks Masonry Condition Report.

Yours faithfully,

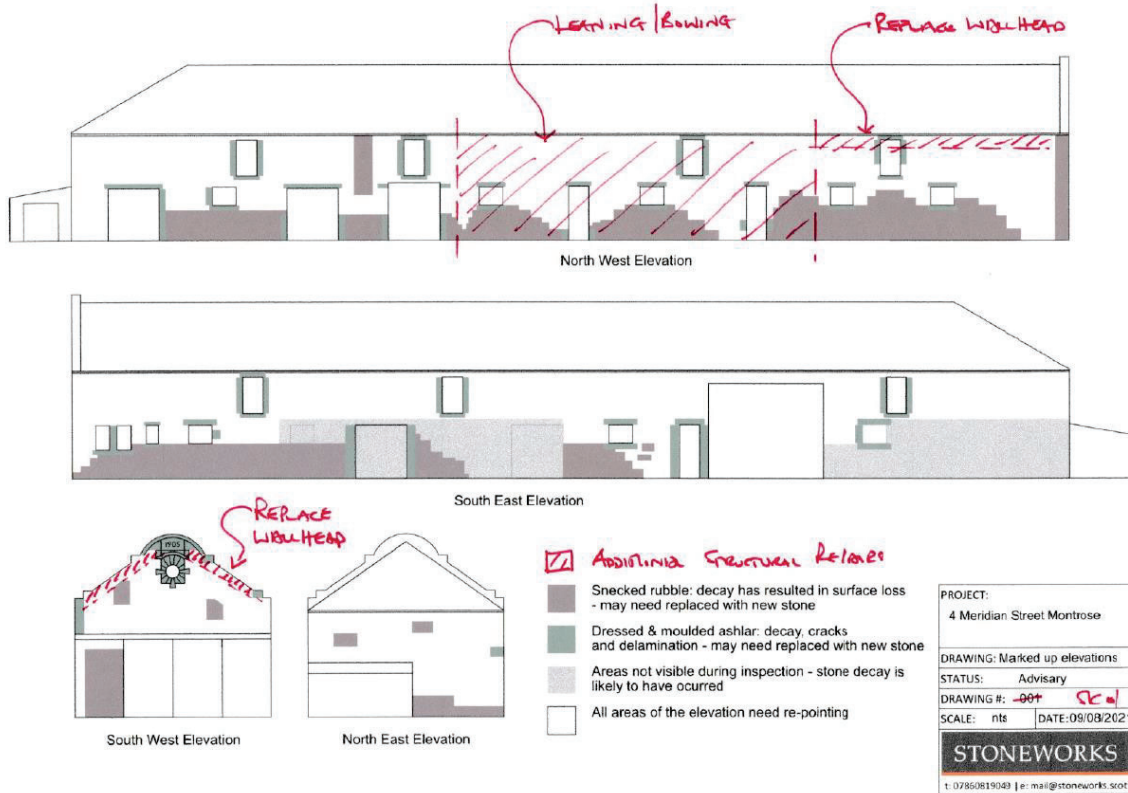


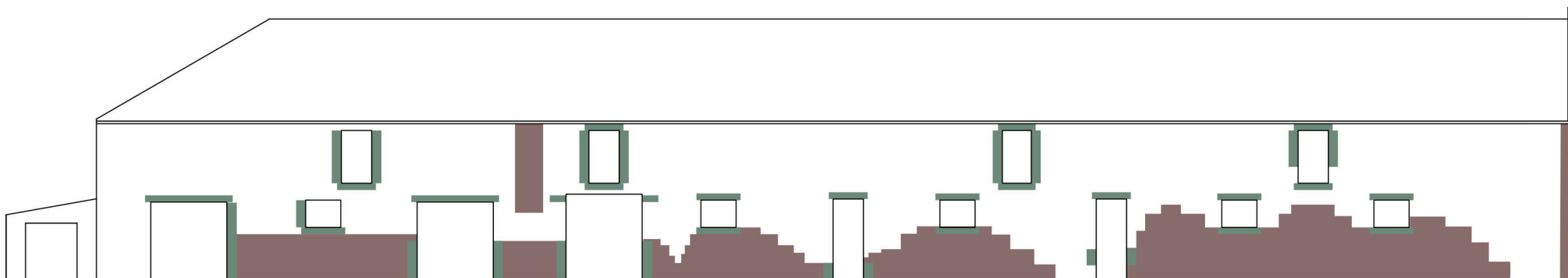
Nathan D. Murray
BEng(hons) MSc CEng MIStructE
For Griffen Design Ltd.

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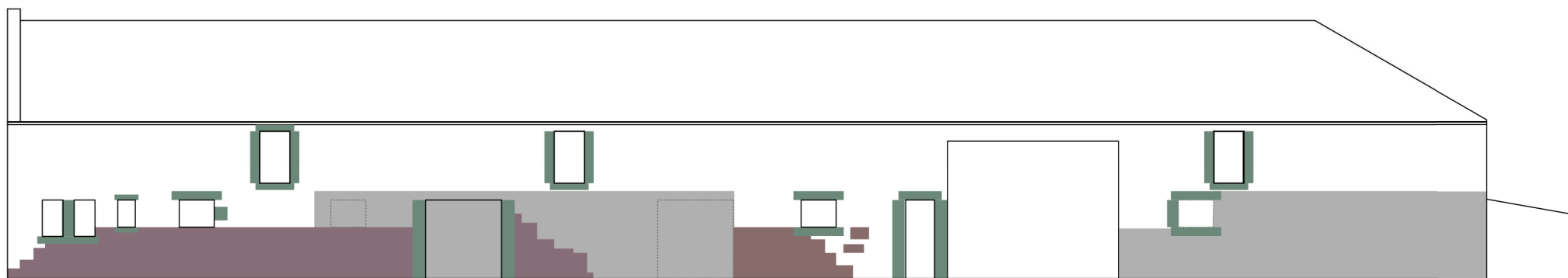


Appendix A – Overmarked Elevations

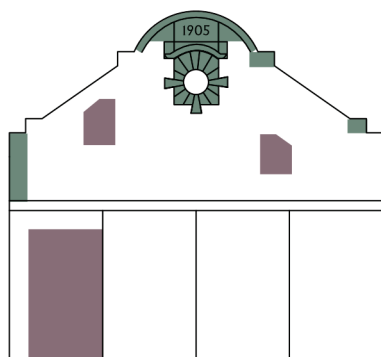




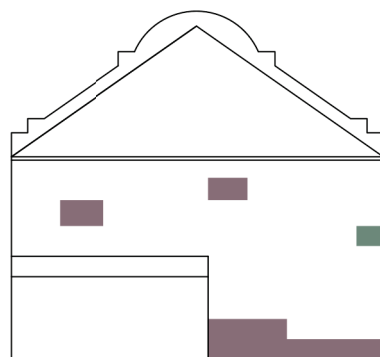
North West Elevation



South East Elevation



South West Elevation



North East Elevation

- Sneaked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

PROJECT: 4 Meridian Street Montrose	
DRAWING: Marked up elevations	
STATUS: Advisory	
DRAWING #: 001	
SCALE: nts	DATE: 09/08/2021

STONWORKS

t: 07860819049 | e: mail@stoneworks.scot

STONWORKS



MASONRY CONDITION SURVEY

Building address

4 Meridian Street, Montrose

Client name

Rix Shipping (Scotland) Ltd

Client address

Rix Shipping (Scotland) Limited
Meridian Street
Montrose
DD10 8DS

Date of report

10/08/2021

Contents

A	Introduction to the report	2
C	About the building	4
D	General condition	5
E	Recommendations for repairs	7
F	Elevations and key areas.....	9
G	Defects & marked up elevations	12
H	Photographic record	32

A Introduction to the report

This condition survey report aims to:

- Provide a detailed assessment of the condition of the masonry elements inspected.
- Recommend what action(s) you need to take to maintain or repair the building.

Section B: An outline description of the inspection process, what masonry elements will be inspected and what equipment we use.

Section C: Relevant details about the building including information obtained during our desk-top study. May also include sketches, drawings, and reference photographs.

Section D: Our opinion about the general condition of the masonry.

Section E: A summary of our recommendations for repairs.

Section F: Elevations and key areas. May include photographs, sketches and drawings.

Section G: Marked up elevations. May include annotated photographs.

Section H: The photographic record. May be provided in a separate document.

If you have any questions about the survey or this report, please do not hesitate to contact us.

Note

This report should be read in conjunction with the marked up drawings and photographic record.

B About the inspection

Surveyors name

David Lindsay AssocRICS (associate member of the Royal Institution of Chartered Surveyors)

Date of the inspection

30/07/2021

Weather conditions

Scattered clouds, 19/17°C, wind 2mph

Address of the building

4 Meridian Street, Montrose, DD10 8DS

Status of the building

In use for storage

We inspect the outside of the building, and internal masonry where it is exposed. Parts of the structure which are covered or inaccessible will not be inspected, and we are unable to report that any such part of the building is free from defects. Where restricted access or limited views prevents us from inspecting a part of the building, we will provide an explanation and advise you of any further investigations that are needed.

Chimneys and other high-level masonry elements are generally inspected from ground level using binoculars, digital camera with telephoto lens, or a drone fitted with a high resolution camera. Where it is safe to do so we will try to carry out a physical inspection. Drone operations will only take place if aviation regulations allow.

If it is safe to do so we may take advantage of balconies and flat roof areas or use ladders. Masonry elements visible from within the roof space will be inspected if safe access is available and flooring or crawl boards are laid. Where practical and agreed upon we may utilise mobile elevated work platforms (cherry pickers) to inspect elements at high level. We are unable to inspect the inside of chimneys or flues and any assessment of these areas will be informed by the condition of external surfaces.

We will also carry out a desk-top study of the photographs taken during the inspection and where appropriate will research the history of the building using online resources such as the publicly available record of listed buildings and historic maps.

We used the following specialist access equipment during the inspection.

Drone fitted with 12MP camera

C About the building

Type of building

2 storey former shipping store and loading facility. Currently in use for general storage and warehousing.

Year of construction

1905 (shown on date stone)

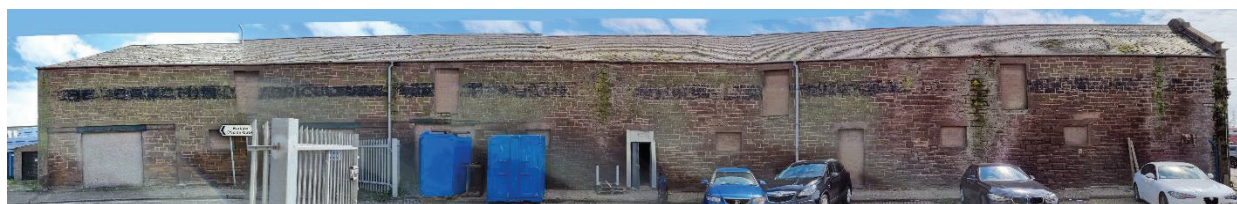
Listing category

C

Conservation area

n/a

Construction



Panoramic image of NW elevation assembled from several separate photographs

Approximately 58.5m x 11.3m x 6.5m to eaves.

The exterior walls are constructed of sandstone snecked rubble walling with a hand tooled (stugged) finish with dressed ashlar quoins and surrounds to the openings (stugged finish with droved margins). The ornamental south west gable features a carved date stone and circular ventilation opening fitted with timber louvres. There is a moulded canopy over the opening. The gable wall is completed with moulded coping built to follow the radius and skew.

The interior walls are constructed of random rubble. A mix of sandstone and whinstone has been used. Timber lintels (behind the outer stone lintels) were originally used over the openings and several remain in place.

The masonry is built and pointed using lime mortars.

There are many interventions and repairs using a variety of modern building materials.

Described by Historic Environment Scotland as –

Dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay. A warehouse was first proposed for this site by engineer James Leslie in his 1836 plan for Montrose Harbour (adjacent to the proposed wet dock, completed by 1843). The rectangular-plan footprint of a lime store warehouse is shown on the 1st Edition Ordnance Survey map (surveyed, 1861) and the present building may incorporate some fabric from this building. The present warehouse, dated 1905, has largely remained in use in some capacity since then for storage. Two vehicular openings were enlarged during the later 20th century. The wet dock was infilled in 1981, creating space for additional warehousing and storage facilities.

D General condition

This report, and the associated marked up drawings and photographic record, attempts to summarise the condition of the stonemasonry and to identify areas of stone deterioration that are of most significant interest. There will be areas of deterioration that are not described but which may benefit from repair if access is available.

Outside

Note: inspection of some areas of the SE elevation was not possible due to stored materials.

The exterior sandstone masonry is in variable to poor condition.

Structural movement has resulted in vertical cracks through the masonry and a widening of joints at the NW (north west), NE (north east), SE (south east) and SW (south west) elevations. At the NW elevation there is a pronounced outwards bowing of the wall, most notable in the central area. The NE elevation is leaning outwards, most notably at the left side. The SE elevation appears to be leaning or bowing outwards.

Some of the smaller units of rubble at the wall-heads appear to be loose on their mortar beds.

Many areas of snecked rubble walling at the NW, SE and SW elevations are affected by decay which has resulted in considerable loss of the stone surface. The decayed surfaces are soft and friable, and in many places the original (stugged) hand tooling has been exaggerated by erosion to form deep pockets. Many individual stones are deeply recessed, and may not be structurally viable. The damage appears consistent with the mechanisms of frost action (freeze/thaw) and soluble salt crystallisation.

Cracking (horizontal and vertical), and delamination along the bedding planes has occurred within many of the dressed ashlar units forming the surrounds to the openings at all elevations. In many places the resulting loss of arises and the dressed surface is significant. Localised damage to some rybats and lintels may compromise the structural integrity of those openings.

At the SW gable elevation, the dressed ashlar, carved ornament (including date stone), and moulded coping are significantly impacted by cracking and delamination. Loose material may present a hazard. Widened joints between sections of coping indicate displacement has occurred.

Timely and appropriate maintenance using appropriate traditional materials does not appear to have been carried out on a regular basis. Previous repairs are evident, but those have been carried out using inappropriate materials. The patterns of stone decay are consistent with accelerated decay promoted by the use of hard, impermeable cement mortars which trap moisture within the masonry. Failure of the cement mortar pointing has exposed the original lime mortar, and in many areas this was found to be in poor condition. Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints.

In several areas the masonry has been frequently saturated as a result of defective rainwater gutters and downpipes. The stone surface is green with algae and various types of vegetation has taken root.

See also comments on the internal masonry regarding possible salt contamination.

Inside

Note: Inspection of some areas of the NE elevation was not possible due to stored materials. Walls are described using the external elevation references.

The interior sandstone masonry is in poor condition.

A thick layer of white paint previously covering the wall surface has deteriorated, and most areas of remaining paint are blistering, flaking and loose.

Structural movement has resulted in vertical cracks through the masonry, in many places reflecting those visible externally. The masonry supporting (and surrounding) many of the timber rafters at the wall-heads of the NW and SE elevations appears cracked and displaced. Bowing of the NW wall visible externally can also be seen internally. At the SW elevation the masonry is cracked and loose around the timber purlins.

Stone decay has resulted in degradation of the rubble surface in several areas.

Alterations and repairs have not been carried out sympathetically, and the internal walls are now a mix of the original random rubble, crude rubble infill, and modern interventions using brick, concrete and steel. Openings created through the rubble walling to accommodate pipes and cables have been crudely executed and the surrounding masonry left unrepaired.

Collapse of the rubble walling, resulting in a void which exposes the back of the external masonry has occurred at the SE elevation.

Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints. In many areas the remaining lime mortar pointing is very soft and friable, and loose in the joints. Smaller units of rubble and pinnings (small stones used to infill wider joints) have fallen out of the wall in many areas due to pointing failure.

The building was previously used to store fertiliser. Many fertilisers are salt based and it is likely that soluble salts were carried into the masonry with moisture where the material was in direct contact with the rubble walls. Soluble salts migrating through the wall to the exterior may have contributed to the stone decay seen externally through a process of salt crystallisation within the pores of the sandstone. As moisture evaporates near the masonry surface the salt deposits left behind crystallise and the resulting expansion within the pores of the stone causes disaggregation and loss of the surface. If hygroscopic in nature, the salt deposits could absorb moisture directly from the air resulting in 'hygroscopic dampness'. This may explain some areas of persistent dampness in the masonry.

E Recommendations for repairs

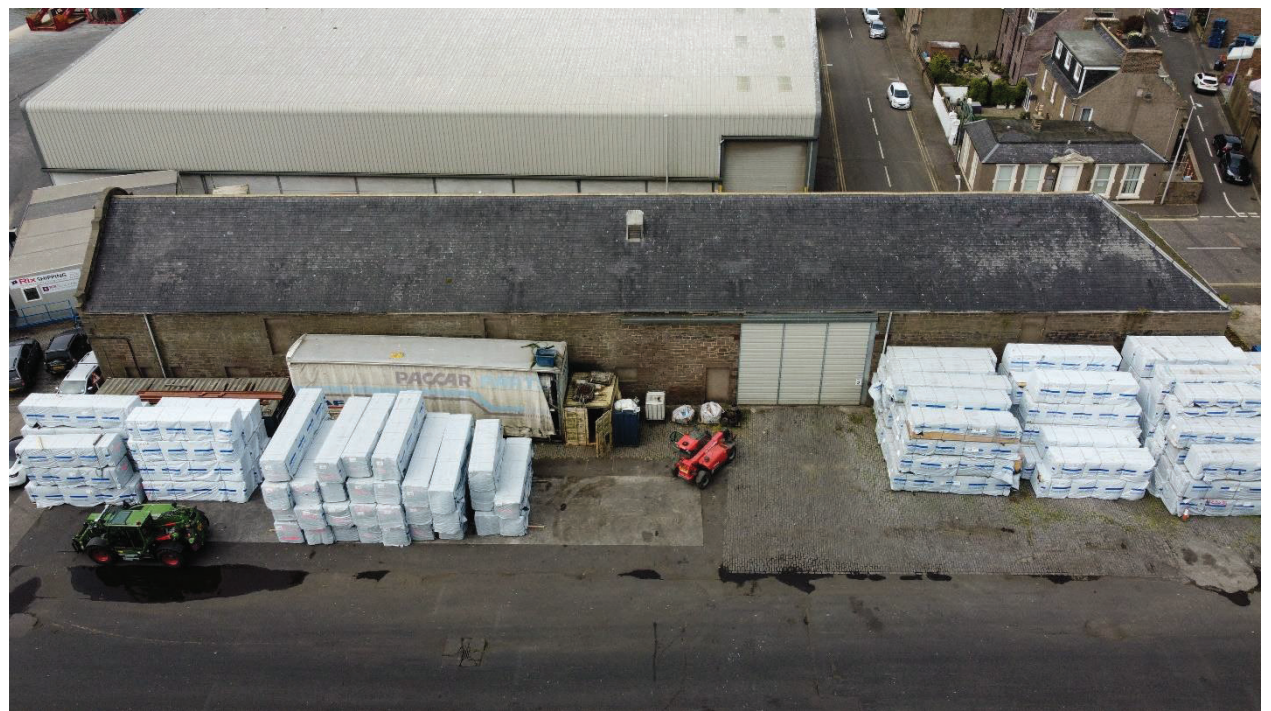
All elevations	The building condition report issued by Griffen Design Ltd, Structural Engineering Consultancy, suggests that structural movement and stonemasonry defects render the building structurally vulnerable to relatively minor accidents, and advises that repair will require dismantling and rebuilding of affected walls.
All elevations	Stone and mortar analysis by a specialist laboratory will help identify the types of sandstone used in the original construction, and the constituents used in the original mortars.
All elevations	Remove vegetation including the entire root structure. Where it is not practical to remove the root structure then treat with an appropriate herbicide to prevent regrowth.
All elevations External and internal	<p>Rake out defective, and cement based mortars, and re-point using appropriate lime mortars. In many areas, the poor condition of the original mortar will mean extensive and comprehensive mortar replacement will be required. Removal of defective mortars in those areas is likely to result in loose masonry requiring rebuilding.</p> <p>Aggregates and lime for mortars should be selected and mixed to match the original, or to provide an alternative mix suitable for the type of masonry and location.</p>
All elevations External	<p>Cut out and remove areas of snecked rubble walling where decay and loss of the stone surface has resulted in deep recesses or compromised structural integrity. Replace masonry which has been removed with new sandstone snecked rubble sourced, dressed and built to match the original.</p> <p>Cut out and remove dressed ashlar sills, rybats and lintels at the openings, where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant. Cut out and remove dressed ashlar quoins where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant. Replace with new sandstone sourced, dressed and built to match the original.</p> <p>Rebuild any loose masonry at the wall-head.</p> <p>Remove loose areas of random rubble internally and rebuild, introducing new rubble and pinnings as required to match the original as closely as possible. Repair voids and openings in the rubble walling using random rubble to match the original, splicing in with the original coursing to avoid risband jointing patterns.</p>
NW elevation (Meridian Street)	<p>Repair leaning and bowed masonry as directed by a structural engineer.</p> <p>To correct leaning and bowed areas of the wall as recommended by Griffen Design Ltd it may be necessary to completely dismantle and rebuild considerable areas, including the internal random rubble. This will present a significant and challenging engineering problem.</p>

NE elevation	<p>Repair cracked and leaning masonry as directed by a structural engineer. To correct cracked and leaning areas of the wall as recommended by Griffen Design Ltd it may be necessary to dismantle and rebuild a considerable area, including the internal random rubble. This will present a significant and challenging engineering problem.</p>	
SE elevation	<p>Repair leaning and bowed masonry as directed by a structural engineer. To correct leaning and bowed areas of the wall as recommended by Griffen Design Ltd it may be necessary to completely dismantle and rebuild considerable areas, including the internal random rubble. This will present a significant and challenging engineering problem.</p>	
SW elevation	<p>Dismantle displaced masonry including affected quoins, skew putts, skew coping and radiused coping, dressed ashlar and carved ornament (including date stone) and canopy over the circular ventilation opening, and set aside for assessment and rebuilding.</p> <p>Replace dressed and carved stone where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant, with new sandstone sourced, dressed and carved to match the original. Stone which is likely to require replacement includes – Skew putts, skew coping, radiused coping, several units forming the circular opening including keystone, date stone and ashlar to either side and above, several quoins.</p> <p>Repair cracked masonry as directed by a structural engineer.</p>	

F Elevations and key areas



NW elevation



SE elevation



SW elevation (gable)



NE elevation



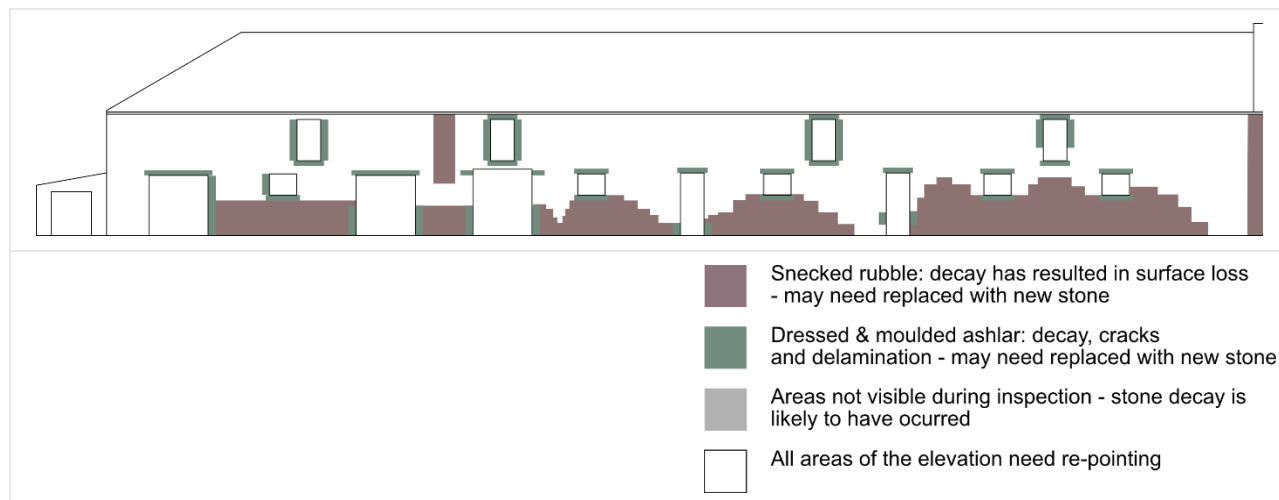
Interior



Overhead view

G Defects & marked up elevations

North West Elevation



Structural movement has occurred and there is a pronounced outwards bowing of the wall, most notable in the central area. In places, the structural movement has resulted in widened joints.

Some of the smaller units of rubble at the wall-head appear to be loose on their mortar beds.

Deterioration of the mortar pointing was noted in all areas of snecked rubble and dressed ashlar. In most areas the surface of the mortar is flaking and loose, and shrinkage gaps are evident. In many areas mortar loss has resulted in deeply recessed joints, or joints completely devoid of mortar. In several areas the mortar remaining is loose within the joints and appears to be no longer viable. Several areas have been re-pointed using inappropriate cement mortars.

Stone decay, spalling of the surface, separation along bedding planes, and delamination has affected dressed ashlar in many areas. Loss of the dressed surface has occurred, and many individual stones have now degraded to a point where replacement should be considered.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in many areas. In many areas, no evidence of the original tooling remains, and many stones have receded well back from the face of the wall. The damage is most evident along the lower third of the wall. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

The lower half of the wall was very damp on the day of inspection. There is evidence of gutters leaking and overflowing allowing rainwater to run down the wall in several places. Recessed masonry, and open beds and joints, appears to be providing places for rainwater to gather, causing saturation. Previous repairs and re-pointing using cement mortars may be contributing to the problem by trapping moisture within the masonry. Efflorescence was noted along the first two or three courses of masonry at the base of the wall. Salting of the pavement is likely to be a factor.

The wall is green with algae where frequently saturated. Vegetation has taken root in open beds and joints in several places.

If dismantling and rebuilding to correct structural movement is undertaken, much of the original dressed and tooled masonry will be unsuitable for reuse. The need to introduce a significant volume of new stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



70
Cracked rybats



71
Stone decay + open joints



76
Surface loss + cracking at rybats



80
Retained moisture



82
Delaminating lintel course



84
Algae + open joints



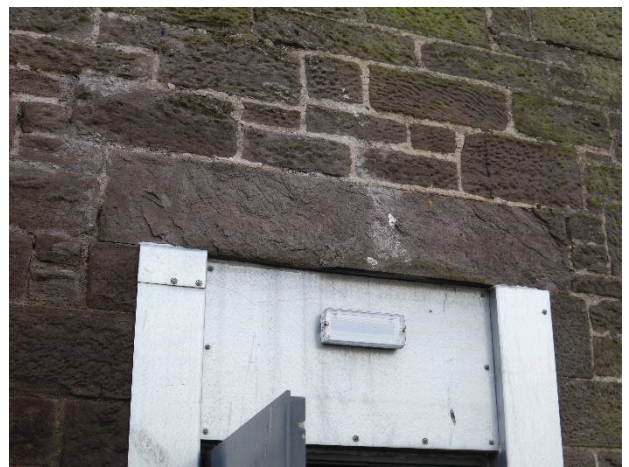
91
Spalling + cracking at lintel



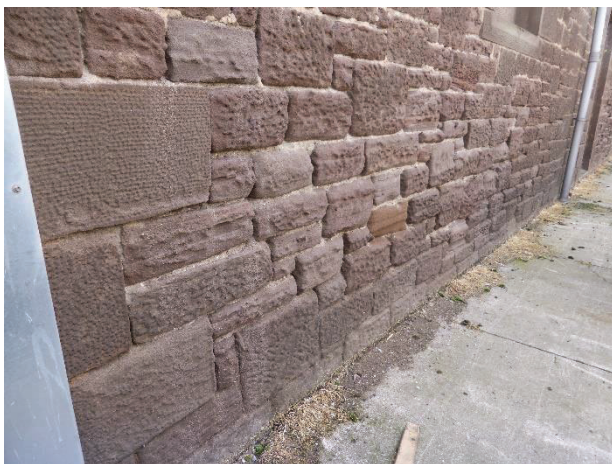
100
Spalling + cracking at lintel



101
Delaminating sill



103
Spalling + cracking at lintel



106
Stone decay + open joints



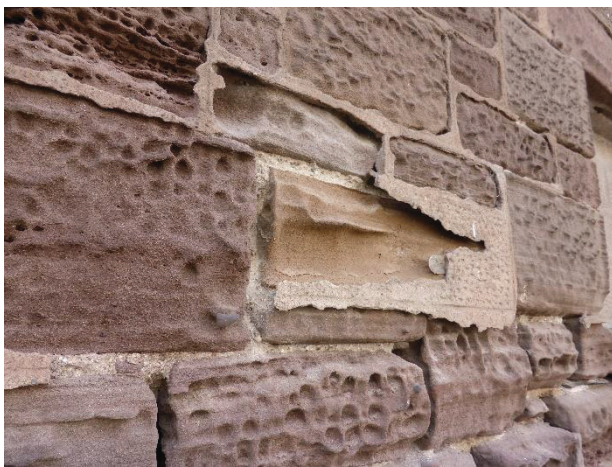
111
Cracking at rybats



112
Spalling + cracking at lintel



121
Stone decay + open joints



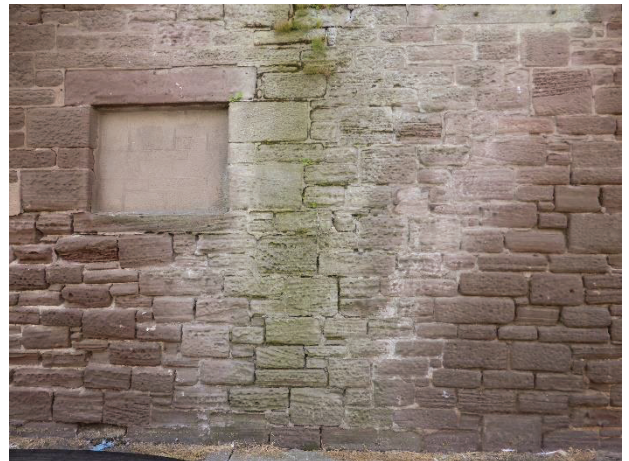
122
Stone decay + open joints



124
Stone decay + open joints



128
Algae + vegetation



129
Algae + vegetation + stone decay + open joints



134
Spalling + cracking at lintel + rymat



137
Stone decay + open joints



138
Stone decay + open joints



Structural movement + widened joints



143
Vegetation



145
Defective pointing



146
Bowed wall leaning into street

North East Elevation



- Snecked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

Structural movement has occurred and there is a pronounced outwards leaning of the wall, most notable at the left side. The structural movement has resulted in widened joints and cracks through the masonry.

Some of the smaller units of rubble at the wall-head appear to be loose on their mortar beds.

Deterioration of the mortar pointing was noted in several areas of snecked rubble and at the dressed ashlar quoins. Mortar loss has resulted in several open joints between quoins. Several areas have been re-pointed using inappropriate cement mortars.

Spalling of the surface has affected a quoin to the right hand side.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in several areas. In some areas, no evidence of the original tooling remains, and several stones have receded well back from the face of the wall. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

There is evidence of gutters leaking and overflowing allowing rainwater to run down the wall in several places. The wall is green with algae where frequently saturated.

If dismantling and rebuilding to correct structural movement is undertaken, some of the original dressed and tooled masonry will be unsuitable for reuse. The need to introduce some new stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



48

Outwards leaning of the wall



150

Structural movement cracks



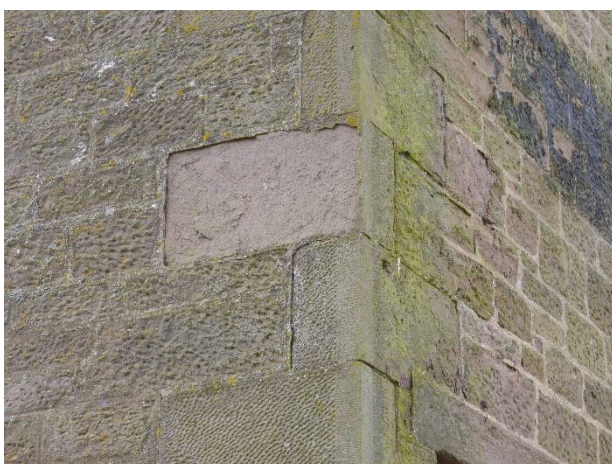
154

Structural movement cracks



156

Cement mortars + stone decay



157

Spalling surface at quoin

South East Elevation



- Snecked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

Inspection of this elevation was restricted by stored materials, and some areas of the wall were not visible.

Structural movement has occurred and there appears to be an outwards bowing or leaning of the wall. In places, the structural movement has resulted in widened joints.

Some of the smaller units of rubble at the wall-head appear to be loose on their mortar beds.

Deterioration of the mortar pointing was noted in all areas of snecked rubble and dressed ashlar. In most areas the surface of the mortar is flaking and loose, and shrinkage gaps are evident. In many areas mortar loss has resulted in deeply recessed joints, or joints completely devoid of mortar. In several areas the mortar remaining is loose within the joints and appears to be no longer viable. Several areas have been re-pointed using inappropriate cement mortars.

Stone decay, spalling of the surface, separation along bedding planes, and delamination has affected dressed ashlar in many areas. Loss of the dressed surface has occurred, and many individual stones have now degraded to a point where replacement should be considered.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in many areas. In many areas, no evidence of the original tooling remains, and many stones have receded well back from the face of the wall. The damage is most evident along the lower third of the wall. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

There is evidence of gutters leaking and overflowing allowing rainwater to run down the wall in several places. The wall is green with algae where frequently saturated. Vegetation has taken root in open beds and joints in several places.

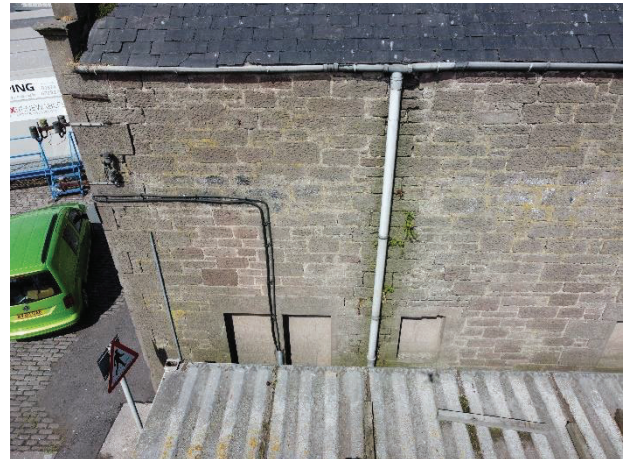
If dismantling and rebuilding to correct structural movement is undertaken, much of the original dressed and tooled masonry will be unsuitable for reuse. The need to introduce a significant volume of new stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



13

Collapsed walling + stone decay + open joints



26

Structural movement + open joints + vegetation



30

Cracked lintel + rybats + delaminating sill



33

Spalling lintel + cracked rybats + delaminating sill



46

Algae + vegetation



47

Structural movement + widened joints



163
Vegetation + spalling



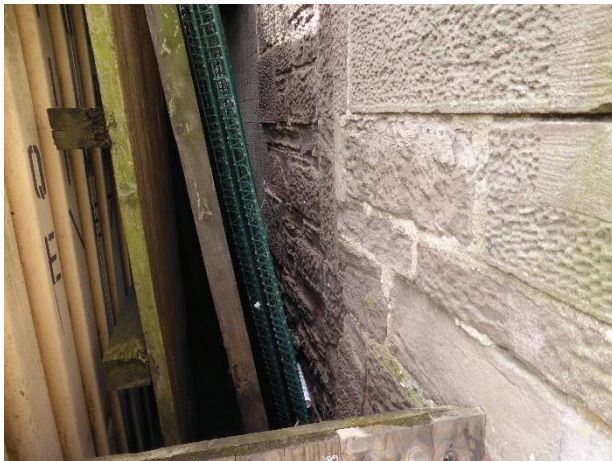
166
Cracked + spalling lintel



171
Failed pointing + open joints



172
Failed pointing + open joints



174
Stone decay



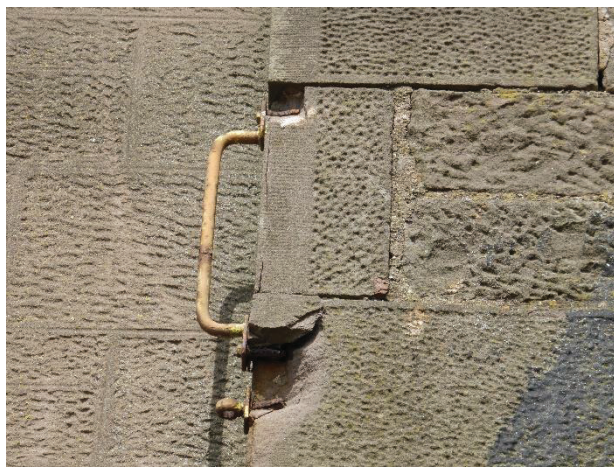
177
Delaminating + spalling sill



180
Cracked + spalling lintel + cracked rybats



181
Cracked rybats



184
Cracked rybats



192
Delaminating mullion



195
Stone decay

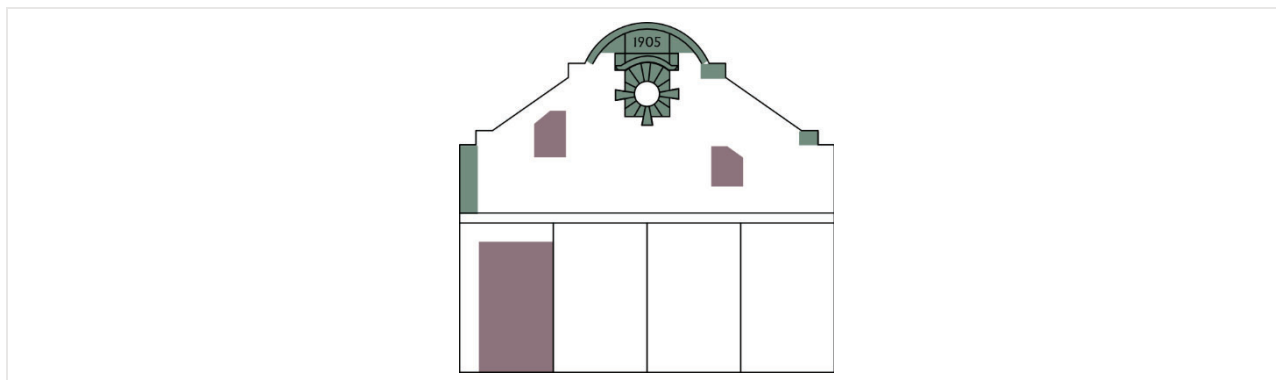


220
Cracked lintel + rybats



221
Cracked lintel + rylats

East Elevations



- Snecked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

Structural movement has occurred, and resulted in widened joints and cracks through the masonry.

Deterioration of the mortar pointing was noted in all areas of snecked rubble and dressed ashlar. In most areas the surface of the mortar is flaking and loose, and shrinkage gaps are evident. In many areas mortar loss has resulted in deeply recessed joints, or joints completely devoid of mortar. In several areas the mortar remaining is loose within the joints and appears to be no longer viable. Several areas have been re-pointed using inappropriate cement mortars.

Stone decay, spalling of the surface, separation along bedding planes, and delamination has affected dressed and carved ashlar in many areas. Loss of the dressed surface has occurred, and many individual stones have now degraded to a point where replacement should be considered. Most of the stone forming the ornate central part of the gable, including the date stone and circular ventilation opening, have degraded beyond practical repair. Loose masonry at the arched gable above the circular ventilation opening may present a hazard.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in several areas. In several areas, no evidence of the original tooling remains, and many stones have receded back from the face of the wall. The damage is most evident to the left side. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

Vegetation has taken root in open beds and joints in several places.

Most of the original ornate masonry will be unsuitable for reuse. The need to introduce new hand dressed and carved stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



2
Defective pointing



16
Vegetation



20
Cracked + delaminating at ornate masonry



23
Cracked + delaminating at ornate masonry



198
Cracked + delaminating at ornate masonry



200
Stone decay + open joints



201
Stone decay + spalling at quoins



202
Spalling at lintel



204
Structural movement



206
Cracked springer



209
Stone decay + open joints + vegetation



214
Stone decay

Internal Elevations



Inspection of the interior wall of the NE elevation was restricted by stored materials, and some areas of the wall were not visible. (walls are described using the external elevation references)

A thick layer of white paint previously covering the wall surface has deteriorated, and most areas of remaining paint are blistering, flaking and loose. The paint may be disguising masonry defects.

Stone decay has resulted in degradation of the rubble surface in several areas.

Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints. In many areas the remaining lime mortar pointing is very soft and friable, and loose in the joints. Smaller units of rubble and pinnings (small stones used to infill wider joints) have fallen out of the wall in many areas due to pointing failure.

Areas of damp masonry appear to reflect the external rainwater disposal defects.

Alterations and repairs have not been carried out sympathetically, and the internal walls are now a mix of the original random rubble, crude rubble infill, and modern interventions using brick, concrete and steel. Openings created through the rubble walling to accommodate pipes and cables have been crudely executed and the surrounding masonry left unrepaired.

If dismantling and rebuilding to correct structural movement is undertaken, much of the original rubble will be unsuitable for reuse. The need to introduce a significant volume of new stone should be anticipated.

NW Elevation

Deflection of the wall is consistent with the outward bowing visible externally. The masonry supporting (and surrounding) many of the timber rafters at the wall-head is cracked and displaced.

There are numerous small pockets and voids where rubble is missing.

The cut off ends of timber flooring joists remain embedded in the rubble. Several appear to have been removed and the resulting pockets crudely filled with brick and cement mortar.

NE Elevation

Structural movement cracks are visible, appearing to reflect those seen externally.

SE Elevation

Deflection of the wall is consistent with the outward lean or bowing visible externally. The masonry supporting (and surrounding) many of the timber rafters at the wall-head is cracked and displaced.

There are numerous small pockets and voids where rubble is missing. Collapse of the rubble walling, resulting in a void which exposes the back of the external masonry has occurred. The cut off ends of timber flooring joists remain embedded in the rubble. Several appear to have been removed and the resulting pockets crudely filled with brick and cement mortar.

SW Elevation

Structural movement cracks are visible, running through the masonry vertically either side of the opening, and appear to reflect those seen externally.

The masonry is cracked and loose around the timber purlins.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



1

Loose + missing rubble



2

Loose + missing rubble



4

Loose + missing rubble



6

Crude repairs + pockets of missing rubble



16

Crude repairs + pockets of missing rubble



19

Crude repairs + pockets of missing rubble



21

Crude repairs



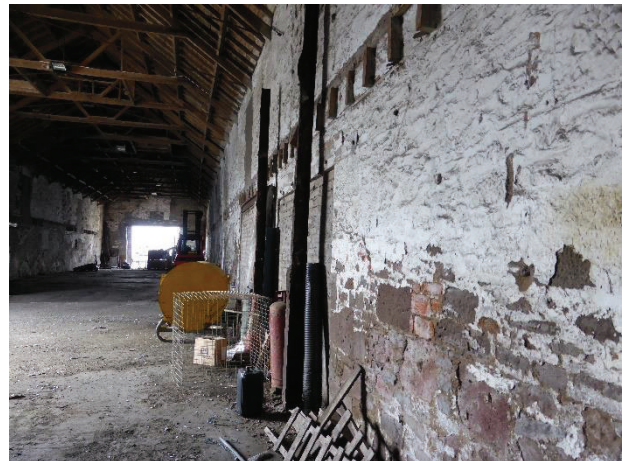
29

Crude repairs + pockets of missing rubble



31

Crude repairs + hole through wall



33

NW elevation outward bowing



36
Loose and friable mortar pointing



39
Stone decay



43
Cracks and loose masonry at rafter ends



44
Cracks and loose masonry at rafter ends



48
Vertical crack through rubble to right side



50
Cracks and loose masonry at purlin ends

H Photographic record

See the separate image files and documents supplied.

External images

Internal images

Panorama of NW elevation.



4 MERIDIAN STREET,
MONTROSE

Job No. 203966

ALTERNATIVE RESTORATION PROPOSAL

New Frame and Façade Retention

Nathan D. Murray

BEng (hons) MSc. CEng MStructE

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INTRODUCTION

Project Brief

This Report is based on further detailed structural engineering consideration of the options available to make safe and repurpose the stone warehouse at No. 4 Meridian Street, Montrose. Following further inspection and taking into consideration the findings and recommendations in the Stoneworks' Masonry Condition Survey (dated 10 August 2021) it is our professional opinion that the only recourse to try and salvage some of the historic stonework is to rebuild considerable areas of the NW elevation (Meridian Street) through a façade retention scheme. This in itself presents a 'significant and challenging engineering problem' – as referenced in the Stoneworks Survey, given that there is a pronounced outwards bowing of the wall. As noted in the Stoneworks' Survey, dismantling and rebuilding to correct structural movement will necessitate much of the original and tooled masonry unsuitable for reuse and the introduction of a significant volume of new stone.

Previous Reports

Griffen Design Ltd. and Stoneworks have inspected the existing building condition and noted several significant defects with the existing building. Stoneworks have made comment on the condition of the stone walls stating that the lower half of the Meridian Street elevation is unusable.

Proposal

We note that the RIX Shipping (Scotland) Ltd business and operational requirement for the site is for a warehouse building with a 9m eaves height. The proposed scheme shows a new portal frame structure 57.0m in length, spanning 22.0m and 9.0m to eaves. The building will be clad in profiled metal sheeting supported off metal purlins and sheeting rails.

The façade would need an independent supporting system. It is proposed to have horizontal steel beams at floor and eaves level and another beam at mid-height levels to each floor. Resin anchor fixings into the stone and connected to the steel beams. Façade retention columns, as indicated on the sketches, between the new portal frame columns.

DISCUSSION

Design

Portal Frame

The portal frame will be a standard frame and we would anticipate the following component parts, full design will be required.

Columns 610x229x101 UB

Rafters 533x210x82 UB

Purlins and Rails 200Z18

Façade Retention

Masonry is restricted to a more stringent deflection limit due to the brittle nature of the material. For this reason the façade retention scheme should be independent of the new portal frame.

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 Registered Office; 6 Osprey Bank, Dundee, DD2 5GE
 Registered in Scotland No.261157



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Resin anchors at approx. 600mm c/c horizontally to each beam.
 Horizontal beam 254x146x31 UB
 Spaced columns 203x133x25 UB (including diagonals) or temporary scheme.

A flexible junction is required between the new portal frame cladding and the existing stone wallhead.

Foundations for both would be in the order of 1.50m square and 1.0m deep below each column.

Building Condition

The building is in poor condition exhibiting a number of structural defects, wall lean, erosion etc. also the stone itself being weathered and the mortar compromised by weather, fertiliser and inappropriate repair techniques.

Repairs

In order to incorporate the existing elevation within the development proposal the following actions will be required taking account of previous reports.

1. Wallhead to be reduced and rebuilt to remove lean and cracks.
2. Base of wall to be reduced and rebuilt to remove unsuitable stonework
3. All loose and broken stone to be removed and replaced internally surrounding each of the fixing locations to provide a secure fixing strata.

SUMMARY

There are limited engineering options available to try and make safe and repurpose the stone warehouse at No. 4 Meridian Street, Montrose.

The only option to try and salvage some of the existing stonework is through a façade retention scheme.

Significant works are required to the existing stone wall to allow the safe retention of the façade.

Wall to be taken down and rebuilt to remove cracks, alignment defects and provide safe and secure fixing locations. The re-use of existing tooled stonework is not permitted due to deteriorated condition.

An independent façade retention scheme is required.

It is recommended that project costs should be ascertained to verify if this option is financially viable.

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CONCLUSIONS

It is our professional opinion, based on our structural building survey and the Stoneworks' Masonry Condition Survey, that it is not feasible in engineering terms, to try to augment the existing stone warehouse to fulfil this requirement given the level of decay of the existing stonework.

Yours faithfully,

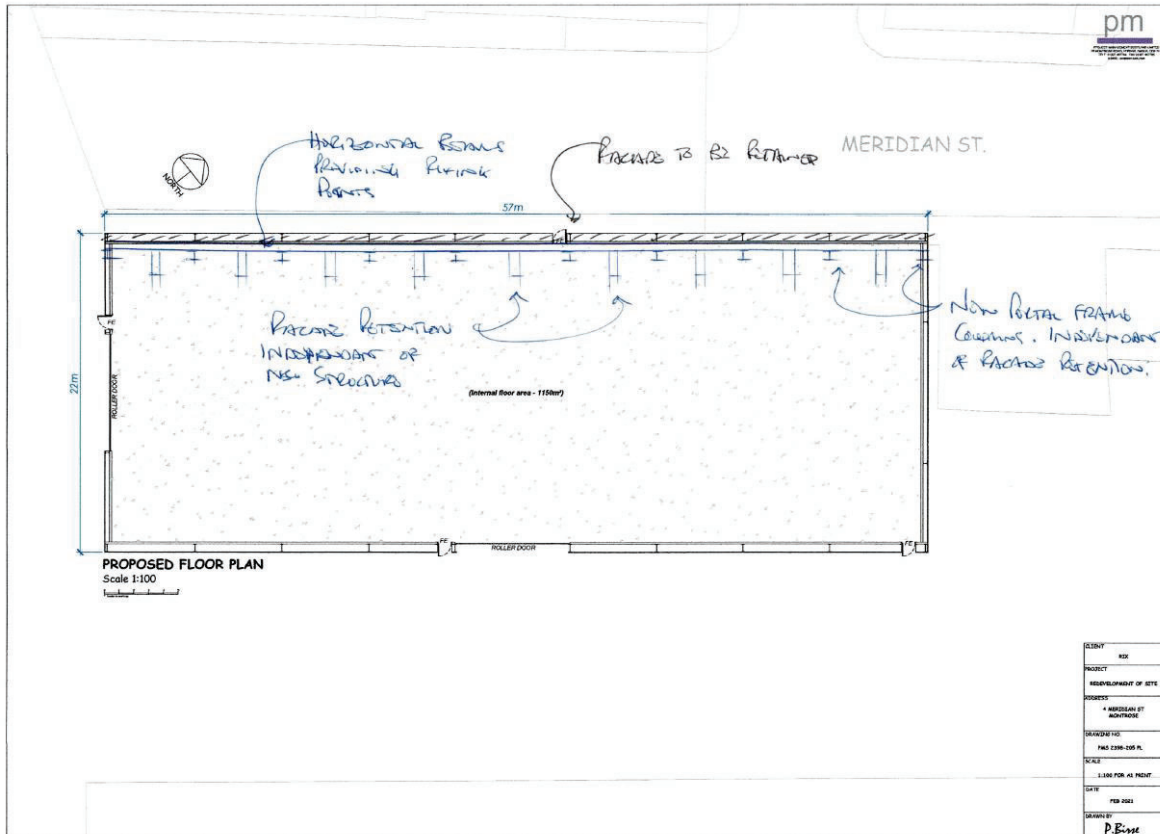


Nathan D. Murray
BEng(hons) MSc CEng MIStructE
For Griffen Design Ltd.

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Appendix A – Overmarked Plan



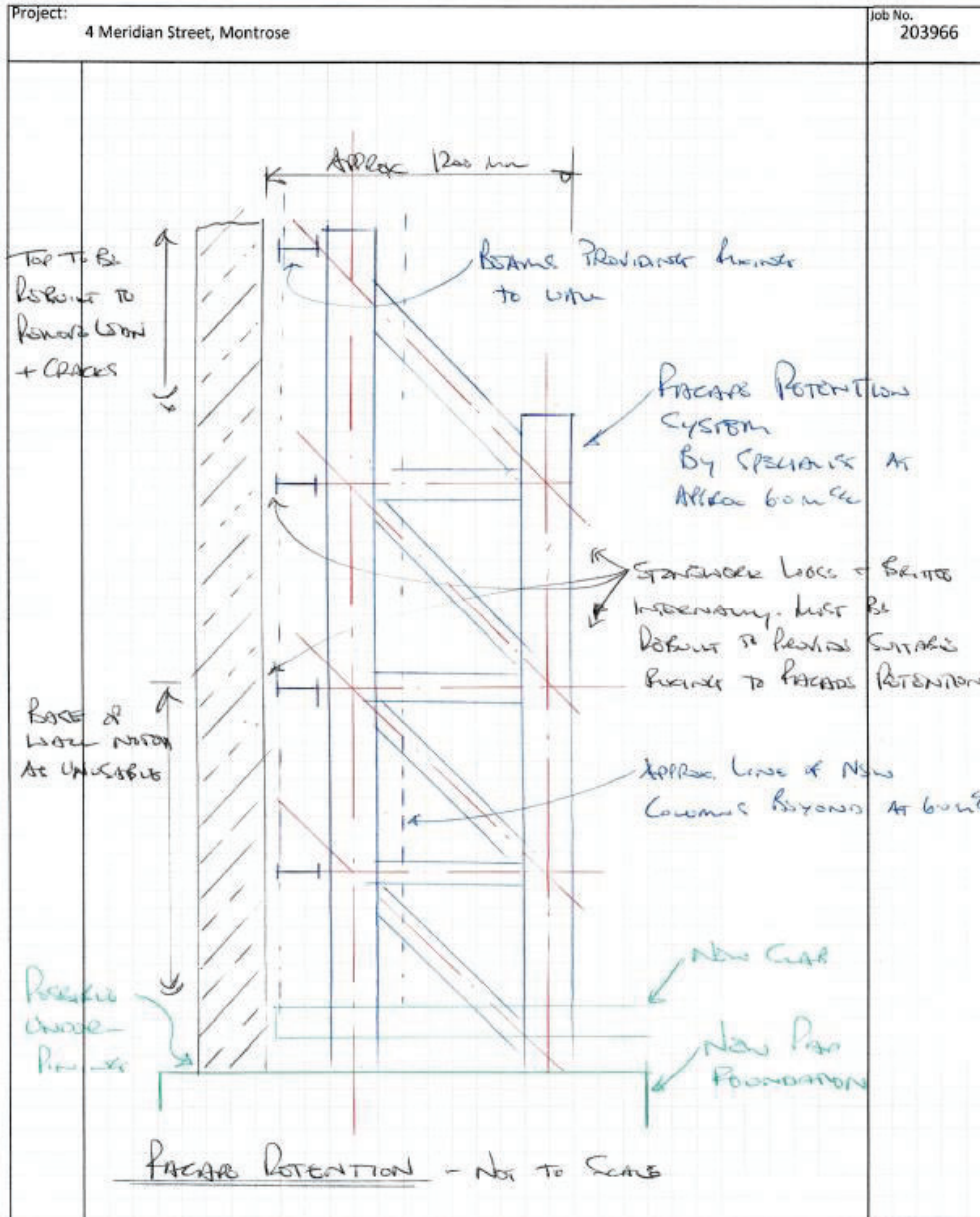
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Appendix B – Section

Griffen Design Ltd.
 Consulting Structural Engineers

Unit 2.5 Discovery House, Gemini Crescent
 Technology Park, Dundee, DD2 1SW
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Revision: -
 Issue: 1

Authorised By: NDM

Calc Sheet:

Griffen Design Ltd., T/A Griffen Design
 Registered Office; 6 Osprey Bank, Dundee, DD2 5GE
 Registered in Scotland No.261157



<u>Meridian Street, Montrose</u>				
<u>Work required to Stabilise and Keep the Existing Stone Wall of Meridian St West and North Walls</u>				
Carefully take down the existing 600mm thick stone wall and lay aside for reuse	m ²	68	30.00	2,040.00
Excavate in 600mm length to underpin the existing wall, concrete foundation 1200 x 200 with A192 mesh fabric and 600 wide stone work underpinning 750mm high	m	57	246.00	14,022.00
Excavate and concrete in foundation basis 1500 x 1500 x 1000mm deep include for 4 no. holding down bolts per base and 2 layers of A192 mesh fabric	No	9	339.00	3,051.00
Structured steel support frame consisting of 203 x 133 x 25kg columns, 254 x 146 x 31kg horizontal rails and 150 x 100 diagonal braces	Tonnes	14	3,800.00	53,200.00
Resin anchored bolts 600mm long drilled into stone walls at 600mm centres and bolted to steel beam with suitable spacers to take up the deflection in the stone work	No	383	35.00	13,405.00
600mm thick stone walling built and pointed in lime mortar using stone from duntakings	m ²	68	85.00	5,780.00
Picking and pointing existing stone work, both sides	m ²	889	45.00	40,005.00
Preliminaries, scaffolding etc.			7.50%	9,862.73
				141,365.73



Project Management Scotland Ltd

17 March, 2022

Our Ref: 2398

Angus Council
Planning Department
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

FAO: Damian Brennan

Dear Sir,

RE: Demolition of Building and Erection of a Class 5 and 6 General Industrial Warehouse at Warehouse 4 Meridian Street Montrose. Planning Reference: 21/00177/FULL

The case for the demolition of the building has been seriously investigated by the applicant and the necessary reasoning behind the proposal for complete demolition is addressed in the accompanying documents:

- Existing Building Condition Report, Griffen Design Ltd
- Existing Building Concluding Report, Griffen Design Ltd
- Masonry Condition Survey, Stoneworks
- Alternative Restoration Proposal, Griffen Design Ltd
- Level 1 Standing Building Survey, Robert Lentfert Archaeology
- Planning Statement, Maria Francké Planning

The most recent report 'Alternative Restoration Proposal' also includes consideration of options for re-purposing the existing building and has assessed why retention of part (or all) of it is not possible. Professional engineering advice is that its structural condition rules out its retention at reasonable cost. A schedule of costs is also attached which calculates the additional costs required to keep the existing stone wall on Meridian Street. Retaining a single wall through a façade retention scheme would be a futile exercise and would not be in the planning interests of the area. The wall itself is in poor condition as evidenced in the Level 1 Standing Building Survey and the Existing Building Condition Report. The Level 1 Standing Building Survey concludes:

“ While robustly built, unfortunately the exterior walls now show clear, alarming signs of bowing outwards and pieces of missing stonework within the wall themselves, now exposed to open air and the freezing/thawing impact of moisture in places has had a detrimental impact on structural integrity. The harbour area immediately surrounding the warehouse is a busy industrial area with large modern cargo ships being loaded and offloaded, heavy machinery and lorry traffic runs at a near-constant pace much of the time; these vibrations and traces of occasional physical contact with machinery over the years have taken a toll, along with likely natural settling of the warehouse foundations in the 116 years since it was constructed. While the warehouse has served its function admirably in the ensuing years, in my non-engineering view as an archaeologist, it has reached the end of its safe, useful lifespan and continued use would be an

increasingly risky endeavour. The client posses a structural integrity report which would corroborate this observation."

The building's scale, form and location on the portside makes its re-use in its existing form extremely limited given the off-shore renewable industries' requirements for a much larger warehouse building. There is no inherent commercial value in trying to restore the building if there is no end user. Trying to preserve or adapt the building will result in stymieing essential new portside development. Montrose Port Authority has verified this position in a letter of representation to the planning authority. The economic and public benefits of the application have been set out in the planning submission and are considered to be of sufficient weight to justify the grant of consent by the planning authority.

The nature of activities now undertaken at the port have changed dramatically since this building was built. Modern day port requirements to support the oil and gas suppliers and the growing offshore renewables sector necessitate larger warehousing, clearly evidenced by the array of substantially larger modern warehouses, which now line much of the North and South Quays at Montrose Port. As the Council is aware, Seagreen and now Inch Cape have chosen Montrose as their operational bases for their offshore renewables' projects; these will see Montrose Port supporting significant jobs and investment for the next 25 years plus. These projects have a direct bearing on the application proposals which will provide support facilities for the offshore renewables sector.

The proposals would enable the development of the site in a coherent and positive way which meets the modern-day shipping requirements.

In order to safeguard the interests of archaeological heritage, a Level 1 Standing Building Survey has been undertaken and if required, a Level 2 survey could also be conditioned by the planning authority on the grant of planning permission and listed consent.

It is therefore respectfully requested that Angus Council grants planning and listed building consent to demolish the building and erect a new industrial warehouse.

Yours faithfully,

Phil Birse

for Project Management Scotland Ltd.

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OUR Ref NM/KM/ 203966 2023-01-16

16 January 2023

Mr M Cessford
Rix Shipping (Scotland) Ltd.

Dear Sirs

BUILDING CONDITION
AT 4 MERIDIAN STREET, MONTROSE

We write in connection with the Building Condition Reports prepared by Griffen Design Ltd and the masonry condition report prepared by Stoneworks, specialists in masonry following a site visit with HES Engineers and their subsequent comments.

The Griffen Design Ltd. reports were prepared by Nathan Murray, the company principal, a Chartered Engineer and member of The Institution of Structural Engineers, with over 20 years' experience working with structures.

Once the use, form and function of a building has been defined by the client and architect, the purpose of any structure is to transfer the applied loads to the ground in a safe and efficient manner. The use, form and function of the building at Meridian Street currently does not meet the owner/occupiers needs. The suitability of the building is not up for consideration in this letter. We are to define the current building condition and the suitability of meaningful repair and alterations to facilitate functional use.

All the reports and inspections are based on visual inspections from ground level.

Historic Environment Scotland (HES) engineers visited the site on 10 June 2022 and were accompanied by Nathan Murray, Griffen Design Ltd and Phil Birse, Project Management Scotland Ltd. We write in response to the comments made by made by Steven Robb, Historic Environment Scotland in an email to Damian Brennan, Angus Council on 22 June 2022 (Shown in *Italic*).

1. *Existing gutters are full of vegetation and have essentially become redundant – this leaves the wall heads exposed to rainwater penetration to the core – this is evident externally through damp patches and algae growth on the surface. These should be cleaned/repaired/renewed to prevent water penetration and allow the external walls to dry out.*

The gutters are in need of repair, and this is one source of the structural concerns. Degradation is evident at the wallhead, numerous cracks and vegetation. The age and location of the building make the continual wetting a persistent problem over several decades. Water has penetrated the core of the walls loosening the mortar bond between stones. Neither Griffen Design or HES has inspected the wallhead closely, however, given the condition of the wall at lower levels and

what is evident from a visual inspection at ground level the wall would require extensive reworking along the entire length and a considerable distance below the eaves.

2. *Downpipes on occasion go below ground but others simply stop at ground level, thus allowing the ground around the base of the walls to remain damp. It is unclear if there is any proper drainage scheme around the building.*

It is unlikely that there is a dedicated drainage system in place given the age and location of structure. This is a likely to be one source of water damage at lower levels. A new system will need to be incorporated into the works.

3. *The deterioration in the stone appears to be surface only and appears to be caused by and accelerated by cement pointing on the outside and paint on the inside which is trapping moisture within the walls. Past usage has been fertilisers stacked against the wall which may have contributed to the deterioration but this has now stopped. The external walls require removal of cement pointing and replacement with a lime based mortar, indents and some stone replacement. Internally some localised areas may require a rebuild. A specialist stone conservator would need to comment on previous damage by use of fertilisers.*

The stonework is damaged on both faces, internally and externally, and the lower 2.0m (approx.) have already been confirmed by a specialist stonemason as unusable (Stoneworks' Masonry Condition Survey 10 Aug. 2021). There are several holes/patches internally that show the core of the wall is not in good condition. This is likely due to the previous repairs and uses of the building, along with water damage noted in points 1 and 2.

4. *The external walls have a bow caused by the loss of intermediate floor as well as ongoing water penetration and potential rust jacking action of timber trusses. There are no significant cracks on the long external walls, hairline cracks exist but these could be stitched. The gable end has a significant crack near the wallhead which also appears internally, these will need a closer inspection and could potentially be repaired with helical bars and consolidation works.*

The external walls have a bow and there is a lateral shift at the wallhead between trusses. This is not solely due to the loss of the internal floor but also the storage of the fertilizer which was retained against the walls. Contrary to HES comments, there are vertical cracks internally both sides at nearly every truss.

5. *The timber trusses from ground level appear to be in a good condition however, each truss is designed with metal ties which are cored through the timber rafters and attached to a metal shoe supporting the rafter end. Cracks are observed beneath many of the truss shoes suggesting some rust jacking action is occurring. It was also noted that some of the*

ties had broken off or were missing – this puts a varying load on the wall which may induce some cracking to the elevations.

The trusses are in fair condition, however, there are several rusted ties which would require repair. This is common and typical of a building of this age and use.

6. *Griffen Design suggested that the upper section of the masonry walls are not repairable but admitted that a closer inspection or assessment has not been carried out. Our view is that apart from the bow and localised cracks there are no major concerns – consolidation works are required.*

It is our opinion that the upper section of walls would require extensive repairs, given what has been noted above – gutters, cracks, bow and lean caused by poor guttering, previous pointing, repairs and use. We confirmed we have not made a closer inspection due to the height. HES engineers did not make a closer inspection and judging by the comments there is nothing to suggest that the upper section of wall is particularly good. We further stated that it is the lower section of wall that is unrepairable as stated by the stonemason and not the upper section as stated by HES Engineer.

7. *The loss of the suspended floor has lost restraint to the walls, however internal steel windposts could be provided to provide stiffness to the external walls – we note that some remains of steel posts exist and it was unclear as to why they were added and later removed (perhaps added for screening and keeping fertiliser storage away from the external walls).*

The loss of the internal floor will have made an impact on the capacity of the external walls and will have contributed to the bow observed. This is not the only cause of the issues. During the period as a fertilizer store the walls were partially retaining. The steel columns (HES Engineer unclear of why inserted and removed) were inserted as part of the fertilizer store and removed once not required. The columns had timber boards between against which the fertilizer was stored. The fertilized would either fall over the top of, or pushed between the timber boards. Thus, the gap between boards and wall became filled with fertilizer, hence the walls partially retaining and filled with fertilizer. This was discussed in full with HES Engineers on our visit.

8. *All lintels appeared to be intact with no major concerns noted.*

All working lintels are not original but modern either steel or concrete. Much of the existing façade has been redefined with old door and window openings being blocked up and new openings made, and blocked up again.

9. *We noted heavy machinery being used at very close proximity to the building with a risk of impact damage.*

Heavy machinery is in constant operation at the port. The condition of the building is a concern to the safety of personnel and materials.

Griffen Design Ltd.
 Structural Engineering Consultancy
 6 Osprey Bank, Dundee, DD2 5GE
 Tel: 01382 581 586
 Email: info@griffendesign.co.uk



There have clearly been several predicaments causing the structural issues. Likewise, HES Engineers have pointed out several of the defects, which we agree with and have highlighted in the reports.

There have already been changes to the structure in order to keep it useful. The original openings have been blocked up and new openings created. The loss of the intermediate floor is an indication that the building required a change to retain use. Likewise, the columns for the fertilizer store were inserted and later removed to maintain a function.

Upon review of the comments made by HES Engineers it would appear that we differ in our interpretation of “meaningful repair”.

* Consolidation of the upper level of wall would consist of repairing all loose and damaged areas of wallhead, repairing all cracks and rebuilding where there is excessive lateral movement. We would suggest this for the size of plant used in port operations. This is around the entire perimeter of the building. However, should this be carried out, it would be on a lower section of wall that cannot be reworked (as per Stonemason report) and would require new stone. We would not advise a reworked and consolidated upper section above an unusable lower section. For these reasons, it is our professional opinion that this building is not capable of meaningful repair.

* To reinsert the floor would be counterproductive, not only for the client but for the Port generally, given the heavy machinery used and size storage items. It has been removed because it is not suitable.

* To insert a façade retention scheme would impact on the floor area and require new foundations which would likely result in underpinning works. We would not be confident that the wall would provide suitable fixing points due to the condition, the wall would need to be completely consolidated, including the removal and reconstruction of the lower section of wall.

Returning to the purpose of the structure, which is to transfer the applied loading safely and efficiently to the ground, the consolidation works would be on stone that has been classified as unworkable, unusable and which should be replaced with new stone. This is the lower 2.0m (approx.) of the elevation on Meridian Street. To consolidate the upper section of wall and have this on a substandard lower section would not safely transfer the applied loading.

It is our opinion that the building would need to be thoroughly reworked with the lower section of the walls rebuilt in new stone (as per Stonemason report). The building has been altered to retain any purpose to the port and it has lost meaningful use due to size and condition. There are extensive works required which will cost excessive time and money and still result in a building that the client will have to compromise in order to use. This is clearly not meaningful repair.

Griffen Design Ltd.
Structural Engineering Consultancy
6 Osprey Bank, Dundee, DD2 5GE
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Email: info@griffendesign.co.uk



Yours faithfully,



N BEng(hons) MSc CEng MStructE
(SER Approved Certifier of Design)
For Griffen Design Ltd.
(SER Approved Body)

DEVELOPMENT MANAGEMENT REVIEW COMMITTEE

**APPLICATION FOR REVIEW –
4 MERIDIAN STREET, MONTROSE**

APPLICATION NO 21/00177/FULL

APPLICANT'S SUBMISSION

Page No

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|---------------|------------------------------------|
| ITEM 1 | Notice of Review |
| ITEM 2 | Statement of Appeal and Appendices |



Angus House Orchardbank Business Park Forfar DD8 1AN Tel: 01307 473360 Fax: 01307 461 895 Email: plnprocessing@angus.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 100643836-001

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.

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:	Maria Francke Planning		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Maria	Building Name:	Maria Francke Planning
Last Name: *	Francke	Building Number:	
Telephone Number: *	██████████	Address 1 (Street): *	PO Box 7658
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Glasgow
Fax Number:		Country: *	United Kingdom
		Postcode: *	G42 2JA
Email Address: *	maria@mfplanning.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text"/>
First Name: *	<input type="text"/>	Building Number:	<input type="text" value="2"/>
Last Name: *	<input type="text"/>	Address 1 (Street): *	<input type="text" value="Humber Quays"/>
Company/Organisation	<input type="text" value="J R Rix & Sons"/>	Address 2:	<input type="text" value="Wellington Street West"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="Hull"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="England"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="HU1 2BN"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text" value="████████████████████"/>		

Site Address Details

Planning Authority:	<input type="text" value="Angus Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

Northing	<input type="text" value="757146"/>	Easting	<input type="text" value="371552"/>
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Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Demolition of building and erection of a Class 5 and 6 general industrial warehouse, Warehouse, 4 Meridian Street, Montrose

Type of Application

What type of application did you submit to the planning authority? *

- Application for planning permission (including householder application but excluding application to work minerals).
- Application for planning permission in principle.
- Further application.
- Application for approval of matters specified in conditions.

What does your review relate to? *

- Refusal Notice.
- Grant of permission with Conditions imposed.
- No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

Please refer to supporting Local Review Statement and attached Documents

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

Yes No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Documents listed in Review Statement (D1 to D29) include: Application form & drawings; Decision Letter; Report of Handling; Demolition Method Statement; Bat Survey ; Existing Building Condition Report; Level 1 Standing Building Survey; Planning Statement; Masonry Condition Survey; Existing Building Concluding Report; Alternative Restoration Proposal; Façade Retention Proposal; HES consultation letters and Listing; NPF4; Correspondence; HES Managing Change Guidance: Chief Planner Letter 8.2.23

Application Details

Please provide the application reference no. given to you by your planning authority for your previous application.

21/00177/FULL

What date was the application submitted to the planning authority? *

04/03/2021

What date was the decision issued by the planning authority? *

22/06/2023

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

Yes No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

By means of inspection of the land to which the review relates

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

An accompanied site inspection of the appeal property is essential to verify the condition of the property, it's location on Montrose Port adjacent to berthing facilities

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

Yes No

Is it possible for the site to be accessed safely and without barriers to entry? *

Yes No

If there are reasons why you think the local Review Body would be unable to undertake an unaccompanied site inspection, please explain here. (Max 500 characters)

Only the Meridian Street elevations (part of NW and NE) can be seen from the street. Access to view the entire property externally and internally is through a secure port entrance. Given the nature of port activities, the site inspection must be accompanied.

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

Yes No

Have you provided the date and reference number of the application which is the subject of this review? *

Yes No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

Yes No N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

Yes No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

Yes No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Ms Maria Francke

Declaration Date: 18/09/2023

Local Review Statement

Demolition of building and erection of a Class 5 and 6 general industrial warehouse at Warehouse, 4 Meridian Street, Montrose

18 September 2023

Submitted on behalf of J R Rix & Sons Ltd



maria francké planning
Chartered Town Planning Consultants
maria@mfplanning.co.uk
www.mfplanning.co.uk

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- 4. Assessment of the Development Proposals..... 15
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LIST OF DOCUMENTS

D1	Application Form and Certificates
D2	Application Drawings <ul style="list-style-type: none"> • PMS 2398 – 100 PL, Location Plan, 1:1000 • PMS 2398 – 101 PL , Existing Site Plan, 1:500 • PMS 2398 – 102 PL, Proposed Downtakings, 1:500 • PMS 2398 – 105 PL, Existing Elevations and Floorplan, 1:100 • PMS 2398 – 201 PL Rev A, Proposed Site Plan, 1:500 • PMS 2398 – 210 PL, Proposed Elevations • PMS 2398 – 205 PL Rev A, Proposed Floor Plan, 1:100
D3	Demolition Method Statement, Revision A
D4	Bat Survey Report, GLM Ecology, September 2020
D5	Existing Building Condition Report, Griffen Design Ltd
D6	Level 1 Standing Building Survey, Robert Lenfert Archaeology, February 2021
D7	Planning Statement, Maria Francké Planning
D8	Masonry Condition Survey, Stoneworks, 10 August 2021
D9	Existing Building Concluding Report, Griffen Design Ltd
D10	Alternative Restoration Proposal, New Frame and Façade Retention, Griffen Design Ltd
D11	Façade Retention Proposal, New Frame and Façade Retention, Griffen Design Ltd
D12	Schedule of works and costings to stabilise existing NW wall
D13	Press release - Inch Cape selects Montrose Port as O&M base
D14	Extract from Invest in Angus webpage (URL link: https://investinangus.com/key-sectors/offshore-wind/)
D15	Extract from Seagreen webpage (URL link: https://www.seagreenwindenergy.com/)
D16	Extract from Inch Cape Offshore Ltd webpage (URL link: https://www.inchcapewind.com/)
D17	HES Letter to Angus Council dated 5 May 2021
D18	HES Letter to Angus Council dated 1 October 2021
D19	Letter from Project Management Scotland Ltd to Angus Council dated 17 March 2022
D20	Email dated 22 June 2022 from Steven Robb, HES to Angus Council
D21	Letter from Griffen Design to Rix Shipping (Scotland) Ltd dated 16 January 2023
D22	Letter from Project Management Scotland Ltd to Angus Council dated 24 January 2023
D23	Angus Council Report of Handling for 21/00177/FULL dated 21 June 2023
D24	Angus Council Decision Notice for 21/00177/FULL dated 22 June 2023
D25	Historic Environment Policy for Scotland, Historic Environment Scotland
D26	Managing Change in the Historic Environment - Demolition of Listed Buildings, Historic Environment Scotland
D27	Listing of 4 Meridian Street, Warehousing LB46221
D28	National Planning Framework 4
D29	Chief Planner's letter dated 8th February 2023

1. Introduction

1.1 This Local Review Statement has been prepared by Maria Francké Planning Ltd on behalf of **J R Rix & Sons** (the 'Applicant') in response to a refusal under delegated powers of Planning Application Ref. **21/00177/FULL** for the:

Demolition of building and erection of a Class 5 and 6 general industrial warehouse at Warehouse 4 Meridian Street, Montrose

1.2 The application for a Review by the Local Review Body (LRB) is made under s43A of The Town and Country Planning (Scotland) Act 1997 as amended, also Regulation 9 of The Town and Country Planning (Schemes of Delegation and Local Review Procedure) (Scotland) Regulations 2013.

1.3 This Review Statement sets out the grounds and reasoning for the requested local review.

1.4 A related application for Listed Building Consent (LBC) (Application Ref: 21/00178/LBC) is the subject of a separate appeal to the Scottish Ministers (DPEA). The appeal to Scottish Ministers does not prevent the LRB from undertaking a review of the planning application independently of the outcome of the LBC appeal.

1.5 The request for this Local Review should consider the various drawings, information and correspondence lodged by the applicant to support the planning application (Documents D1 to D12). These Documents were previously considered by the Appointed Officer and should be considered again by the LRB, de novo.

1.6 The Applicant respectfully recommends that the LRB undertakes a site visit as part of its consideration of this application. A determining issue in this case rests on the LRB's assessment of the ability of the appeal property to be 'meaningfully repaired' which is the requirement set out in Historic Environment Scotland's (HES) Managing Change guidance. It is suggested that viewing the building first hand will assist the LRB in its consideration of this matter. Additionally, the redevelopment of the site to generate economic benefits through supporting the offshore renewables industries, hinges on the site's portside location adjacent to berthing facilities. Again, viewing the appeal property in the context of its proximity to the berthing facilities and the type and scale of adjacent warehousing and the day-to-day port operations undertaken at the portside would, in the Applicant's view, inform the Committee's consideration.

1.7 The Applicant's case is that there is no justifiable evidence to support a refusal of the application on the grounds stated in the single reason for refusal and that planning permission should have been granted for the reasons set out in this Local Review Statement and the related supporting documentation.

1.8 The request for Local Review is lodged timeously within the three-month limit as prescribed by the Regulations.

1.9 This Review Statement is ordered as follows:

Section 2: Description of the Site

Section 3: Description of the Proposal

Section 4: Development Plan Assessment

Section 5: Response to the Reason for Refusal

Section 6: Material Considerations

Section 7: Conclusions

2. Description of the Site

- 2.1 The appeal site is a Category C listed building (listing number LB46221) located at No. 4 Meridian Street in Montrose Harbour on the south bank of the River South Esk. It is a traditional sandstone warehouse building measuring 60.0m x 10.3m and 6.3m to eaves with a slate roof on timber rafters.

Figure 1: Location Plan



- 2.2 It is bounded by Meridian Street to the north west and Andrew Mearns Quay to the south west and south east. The building has large metal sliding doors facing onto the harbour and also on the buildings' south east elevation. There is a small modern garage attached to the north eastern gable wall of the building and a hardstanding area that provides car parking for three/four cars. Large modern warehousing is located immediately adjacent to the appeal property to the south east and south west of the building. The building's location is shown in the submitted Location Plan (Document D2).



South west elevation



South east elevation



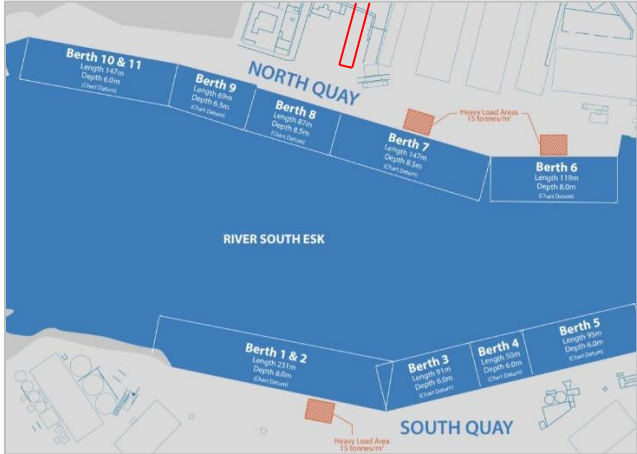
North west elevation



North east elevation

- 2.3 Access to the building is restricted, as since September 2001, port access is strictly controlled through the International Ship and Port Facility Security (ISPS) code. This means that there is no public access to the port area and the building sits within a controlled area. Aside from the furthestmost NE gable and part of the Meridian Street NW elevation, the building and its ornamental SW gable is not visible to anyone except port employees.
- 2.4 The appeal building was acquired by the Applicant in 2015 because of its strategic location on the portside and being adjacent to berthing facilities – Berth Nos. 7 and 8.

Figure 2: Montrose Port Berths (NB. appeal property shown outlined in red)



- 2.5 Warehouse accommodation at Montrose Harbour is at a premium with a scarcity of space on both the north and south banks of the River Esk and as can be seen from Figure 3 below (also contained within the Planning Statement, Document D7) the Applicant owns most of the buildings in the vicinity on the north bank.

Figure 3: Montrose Port, North Bank – Property in ownership of the Applicant



- 2.6 The building was originally used as a shipping store and loading building being adjacent to a large wet dock (now infilled) located to the south east. The scale of the wet dock can be seen in the historical OS maps contained in the Level 1 Building Survey (Document D6).

- 2.7 The condition of the building has been informed by several specialist reports and intrusive investigations including three structural engineering appraisals. (Documents D5, D9 and D10). Professional experts in the field of archaeological recording and preservation, stone technology and structural engineering have been engaged to provide robust scientific data which has informed the development proposals for the site which regrettably, necessitate demolition of the warehouse.
- 2.8 Demolition of the property is required as the building is in a deteriorated state, to the extent that the scale of repairs required would, in the words of the accredited stonemason and structural engineer, *“be a significant and challenging engineering problem”*. The details on the structural condition of the appeal property and the advice of the suite of experts is set out in the technical reports and summarised below.
- 2.9 These reports have all been submitted to the planning authority and shared with HES as part of the application. One of the fundamental issues in this Review is the weight to be attached to the expertise of the accredited professionals and their advice in the reports on the condition of the warehouse. This is central to the Applicant’s case for evidencing beyond doubt, that the appeal property is in fact incapable of meaningful repair.

Document No. D5	Existing Building Condition Report, Griffen Design Ltd
Document No. D6	Level 1 Standing Building Survey, Robert Lenfert Archaeology
Document No. D8	Masonry Condition Survey, Stoneworks, 10 August 2021
Document No. D9	Existing Building Concluding Report, Griffen Design Ltd
Document No. D10	Alternative Restoration Proposal, New Frame and Façade Retention, Griffen Design Ltd
Document No. D11	Façade Retention Proposal, New Frame and Façade Retention, Griffen Design Ltd

Level 1 Standing Building Survey, Robert Lenfert Archaeology

- 2.10 A Level 1 Standing Building Survey (Document No. D6) was undertaken on 12 February 2021 at 4 Meridian Street, Montrose, Angus on behalf of the applicant by Dr Robert Lenfert ACifA of Robert Lenfert Archaeology (RLA). Dr Lenfert is a heritage consultant and an Associate of the Chartered Institute for Archaeologists. His physical survey and assessment provide a comprehensive architectural and historical documentation of the appeal property with fully dimensioned plans and photographs. It also evidences that the Applicant fully appreciates the history of the appeal property and its cultural and historical significance to the Port of Montrose.

2.11 In his conclusions to his report, he states:

“While robustly built, unfortunately the exterior walls now show clear, alarming signs of bowing outwards and pieces of missing stonework within the wall themselves, now exposed to open air and the freezing/thawing impact of moisture in places has had a detrimental impact on structural integrity. The harbour area immediately surrounding the warehouse is a busy industrial area with large modern cargo ships being loaded and offloaded, heavy machinery and lorry traffic runs at a near-constant pace much of the time; these vibrations and traces of occasional physical contact with machinery over the years have taken a toll, along with likely natural settling of the warehouse foundations in the 116 years since it was constructed. While the warehouse has served its function admirably in the ensuing years, in my non-engineering view as an archaeologist, it has reached the end of its safe, useful life span and continued use would be an increasingly risky endeavour. The client possesses a structural integrity report which would corroborate this observation.”

2.12 Should planning permission be approved by the LRB, the Applicant accepts that a Level 2 Standing Building Survey may be recommended as a planning condition to fully record the building prior to its demolition.

Existing Building Condition Report, Griffen Design Ltd

2.13 An Existing Building Condition Report was undertaken by Nathan D Murray BEng (Hons) MSc CEng MStructE, Managing Director of Griffen Design Ltd to assess the structural condition of the building. A copy of this report was included with the application submission (Document No. D5).

2.14 The report advises that over the lifetime of the building, its previous uses have led to several changes in its appearance with window and door openings being blocked up and new openings created. Storing fertiliser in the building for many years (when the building was owned by Brechin Agricultural Product Company) has also detrimentally affected the building. Various building alterations were made by Brechin Agricultural Product Company to facilitate the fertiliser storage use including removing the intermediate floor, which in turn removed the lateral tie and the insertion of steel columns and timber boards. With the lateral tie removed, the building was substantially weakened. Over a period of some 45 years in use for fertiliser storage, Griffen Design advise that this process has led to the leaning and bowing of the external walls, particularly the long elevations as they are without lateral restraint.

2.15 The report also states that the use of the building as a fertiliser store has had an additional detrimental effect on the stonework and mortar which reacted with the fertiliser, leaving the mortar very friable and very damp. Even after several years of disuse, the dampness has penetrated the building and the report advises that this dampness is still very evident on the most sheltered northeast elevation. A technical explanation for the dampness is provided by the stonemason expert in the Masonry Condition Survey (Document No. D8).

- 2.16 All four elevations are described in detail in the Existing Building Condition Report and photographic evidence included. The northwest elevation (facing Meridian Street) shows evidence of a distinct bow in the wall in the central section. The top course of stonework is fixed to the rafters whilst the stone below has moved outwards by 150mm to 200mm. Internally, along this elevation the report states that at almost every main girder support there are vertical and/or diagonal cracks as a result of poor materials, poor workmanship and the fertiliser storage. The southwest long elevation wall is also noted internally as leaning/bowing, with the wallhead offset from the stone by similar distances to the Meridian Street elevation. On the gable ends, the report notes that there is evidence of repointing and cracking on the SW gable end and on the NE elevation (i.e., that furthest from the harbour) there are also several vertical cracks from the eaves downwards and most notably, the wall has stepped out, as it is evident that it is approximately half the gutter width off plumb. The report advises that the NE gable appears to be leaning at eaves level.
- 2.17 The report concludes that to repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities. The recommendation is to demolish the building as there is little structural capacity remaining for change of use.

Masonry Condition Survey, Stoneworks, 10 August 2021

- 2.18 Following the Existing Building Condition Report, at the request of HES, a detailed assessment of the condition of the masonry of the property was undertaken by David Lindsay, RICS of Stoneworks (Document No. D8).
- 2.19 As noted on David Lindsay's CV and the company webpage (<https://www.stoneworks.scot/about>), David has 35 years of practical experience working in the built heritage sector. He is expert in the use of natural stone and lime mortars and is qualified in Conservation of Masonry. He has an impressive reputation for quality of service working on high profile heritage projects throughout Scotland and the wider UK. Between 2014 and 2022, David worked for Stirling City Heritage Trust as part of the building inspection team delivering the Traditional Buildings Health Check scheme for Historic Environment Scotland. He also has experience of teaching traditional building skills and stone carving classes for leading Scottish colleges and heritage agencies. David is a qualified associate member of the Royal Institution of Chartered Surveyors (RICS). The company webpage also states that Stoneworks is 'Qualified by Historic Environment Scotland in Conservation of Masonry'.
- 2.20 The Masonry Condition Survey is supported by marked up drawings and a photographic record. The findings of this report on the condition of the building echo those of the structural engineers' Existing Building Condition Report findings, both in terms of the level of physical decay, the extensive vertical cracks, the

degree of movement and bowing in the side elevation walls and the unsympathetic alterations and repairs carried out over the lifetime of the building.

2.21 The Masonry Condition Survey then provides a detailed assessment of the condition of the exterior and interior stonework and mortar. The key findings are summarised below:

Outside

- Many areas of snecked rubble walling at the NW, SE and SW elevations are affected by decay which has resulted in considerable loss of the stone surface.
- The decayed surfaces are soft and friable, and in many places the original (stugged) hand tooling has been exaggerated by erosion to form deep pockets.
- Many individual stones are deeply recessed and may not be structurally viable.
- The damage appears consistent with the mechanisms of frost action (freeze/thaw) and soluble salt crystallisation.
- Cracking (horizontal and vertical), and delamination along the bedding planes has occurred within many of the dressed ashlar units forming the surrounds to the openings at all elevations. In many places the resulting loss of arises and the dressed surface is significant.
- Localised damage to some rybats and lintels may compromise the structural integrity of those openings.

Inside

- The interior sandstone masonry is in poor condition.
- Stone decay has resulted in degradation of the rubble surface in several areas.
- Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints. In many areas the remaining lime mortar pointing is very soft and friable, and oose in the joints. Smaller units of rubble and pinnings (small stones used to infill wider joints) have fallen out of the wall in many areas due to pointing failure.
- The building was previously used to store fertiliser. Many fertilisers are salt based and it is likely that soluble salts were carried into the masonry with moisture where the material was in direct contact with the rubble walls. Soluble salts migrating through the wall to the exterior may have contributed to the stone decay seen externally through a process of salt crystallisation within the pores of the sandstone. As moisture evaporates near the masonry surface the salt deposits left behind crystallise and the resulting expansion within the pores of the stone causes disaggregation and loss of the surface. If hygroscopic in nature, the salt deposits could absorb moisture directly from the air resulting in 'hygroscopic dampness'. This may explain some areas of persistent dampness in the masonry.

2.22 Attention must also be paid to Section E of the report which sets out a table of Recommendations for Repairs and Section G which lists the defects and has marked-up elevation sketches.

2.23 Section E contains general recommendations for all elevations, and then specific recommendations for each elevation. It is important for the LRB to note that the recommendations provided by David Lindsay RICS, the stonemason expert, cross reference the advice and recommendations of the structural engineer, as detailed in the Existing Building Condition Report (Document No. D5) prepared by Griffen Design Ltd. For each elevation, the Masonry Condition Survey recommends the following:

NW elevation (Meridian Street)

Repair leaning and bowed masonry as directed by a structural engineer.

To correct leaning and bowed areas of the wall as recommended by Griffen Design Ltd it may be necessary to completely dismantle and rebuild considerable areas, including the internal random rubble. *This will present a significant and challenging engineering problem.*

NE elevation

Repair cracked and leaning masonry as directed by a structural engineer. To correct cracked and leaning areas of the wall as recommended by Griffen Design Ltd it may be necessary to dismantle and rebuild a considerable area, including the internal random rubble. *This will present a significant and challenging engineering problem.*

SE elevation

Repair leaning and bowed masonry as directed by a structural engineer.

To correct leaning and bowed areas of the wall as recommended by Griffen Design Ltd it may be necessary to completely dismantle and rebuild considerable areas, including the internal random rubble. *This will present a significant and challenging engineering problem.*

SW elevation

Dismantle displaced masonry including affected quoins, skew putts, skew coping and radiused coping, dressed ashlar and carved ornament (including date stone) and canopy over the circular ventilation opening, and set aside for assessment and rebuilding.

Replace dressed and carved stone where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant, with new sandstone sourced, dressed and carved to match the original.

Stone which is likely to require replacement includes –

Skew putts, skew coping, radiused coping, several units forming the circular opening including keystone, date stone and ashlar to either side and above, several quoins.

Repair cracked masonry as directed by a structural engineer.

2.24 The illustrative marked up elevations in Section G of the report clearly show the considerable scale of dismantling and rebuilding that would be required to try to correct the structural movement on the NW, NE and SE elevations. It is relevant to note that it is the lower half of three sides of the building that would require dismantling and rebuilding and as advised in the Masonry Report (refer to Section E) on these three elevations, *“This will present a significant and challenging engineering problem.”* It also states that, *“the need to introduce a significant volume of new stone should be anticipated.”*

2.25 On the SW elevation, which faces onto the harbour and contains the ornate central part of the gable, the report advises in Section G that,

“Most of the stone forming the ornate central part of the gable, including the date stone and circular ventilation opening, have degraded beyond practical repair. Loose masonry at the arched gable above the circular ventilation opening may present a hazard.”

2.26 It goes onto state that:

“Most of the original ornate masonry will be unsuitable for reuse. The need to introduce new hand dressed and carved stone should be anticipated.”

2.27 The findings and conclusions of this professional Masonry Report in addition to the Existing Condition Building Report are pivotal to this appeal proposal and to the principal matter as to whether the building is capable of ‘meaningful repair’, as required under the HES Managing Change guidance.

2.28 It is also relevant to note that in the HES statement of special interest (Document No. D27), comments on the ornamental SW gable include:

“Dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay.”

and

“While harbour warehouses are not a rare building type in Scotland this example, with its segmental gable facing the harbour, is now among the best surviving 19th – early 20th century warehouses in Montrose.”

2.29 Clearly, given the evidence from the structural engineer and the stonemason, this SW gable end has deteriorated to such an extent that most of the stone forming the ornate central part of the gable, including the date stone and circular ventilation opening is beyond practical repair. The comments in the HES statement of special interest in respect of this gable end alone are now inaccurate in terms of it being ‘*best surviving*’, in light of the evidenced survey work undertaken.

2.30 It is the Applicant's position that the Masonry Condition Survey provides compelling and irrefutable evidence of the poor condition of the stonework and mortar; it also corroborates the structural engineer's findings (as stated in the Existing Building Condition Report) on the scale of rebuilding required on three of the bowing and leaning elevation walls. The stonemasonry expert concludes that the scale of rebuilding, *"will present a significant and challenging engineering problem."*

2.31 The structural engineer then reviewed the Masonry Report and provided further commentary and assessment in the Existing Building Concluding Report (Document Ref. D9). The findings of this report are summarised below for the LRB.

Existing Building Concluding Report, Griffen Design Ltd

2.32 The Existing Building Concluding Report (Document Ref. D9) was prepared by the structural engineer following a review of the Masonry Condition Report and draws the findings of the Existing Building Condition Report and the Masonry Report together. Griffen Design summarise the necessary repairs and the extent of stone replacement. Key conclusions are:

NW elevation (Meridian Street) – the extent of stone decay is noted in the Masonry Report (Section G of Document D8) along most of the ground floor to between 1.5m and 2.0m, also at the junction with the SW gable and one other section noted on the upper level. This would replace approximately 25%-30% of the elevation. The report notes that this elevation already has approximately 25% of the elevation changed from the original.

In addition to this, there is decay along the NW wallhead from the SW to approximately half-way along the elevation. This extends to 600m from the top.

The structural engineer's advice is that to facilitate the necessary repairs 60% to 70% of the northwest elevation would need to be rebuilt. The existing stone is not in a suitable condition to expect re-use.

SW elevation – as with the NW elevation, an area of stonework approximately 600m from the top will require the wallhead to be taken down and rebuilt. In addition to taking down and rebuilding that section of the elevation with the wall lean, the structural engineer's advice is that at least 11 of the 18 Girder Truss supports, which are cracked and moved would need rebuilding; this would replace approximately 50% of the elevation.

2.33 The report also notes that given the current condition of the building, the roof of the building would need to be propped up to allow for the demolition of the stone walls and their rebuild. The report advises that this solution is not efficient from a budget or time perspective.

- 2.34 The report concludes that based on the expert assessment of the stonework and mortar in the Masonry Report, that the stonework in the property is in such a poor condition that it would be unsuitable for reuse. The recommendation is to demolish the building as there is little structural capacity remaining and the potential for accidental damage is high.
- 2.35 In simple terms, the building is in a desperately poor and structurally vulnerable state with three sides of the building leaning or bowing with degraded stone, friable mortar and extensive vertical cracking. David Lindsay RICS, the stonemason professional expert, has presented detailed assessments of each elevation and illustrated the degree of replacement stone that would be required on all elevations. As evidenced in his report (Section G of Document D8) and further commented on by the structural engineer in the Building Condition 'Concluding' Report (Document D9), on the northwest elevation of Meridian Street, this would be up to 60 -70% of the stonework and on the southeast and northeast elevations, this is estimated to be around 50% of the stonework. It is the stonemason's professional opinion that to execute these works in addition to the southwest gable end elevation works, *"would be a significant and challenging engineering problem"*.
- 2.36 The structural engineer's advice is that the roof (with the rafters attached to the top course of stonework) would need to be propped up and physically raised to enable the defective stonework to be removed and each elevation wall rebuilt. Irrespective of the substantial monetary and time cost to undertake this, it is the Applicant's position that the scale of this exercise and the amount of stonework that would need to be replaced would result in a building where much of the original historic fabric would be lost.
- 2.37 The existing condition of the warehouse is a critical factor in the LRB's consideration of this proposal. It is submitted that assessments have been undertaken by a team of accredited experts in the fields of archaeology, stonemasonry and structural engineering to establish the extent of the damaged stonework and the structural integrity of the building. This team of experts are united in their robust findings on both the condition of the building and the scale of works required to try to stabilise the building. The principal conclusions arrived at by way of this holistic engineering assessment have justified the Applicant's proposals for the demolition of the warehouse and the redevelopment of the site.

3. Description of the Proposals

- 3.1 The proposed redevelopment of the site and the erection of a large modern warehouse is to meet specific business requirements from suppliers, subcontractors and fabrication contractors for a port side pre-shipment assembly and storage facility to support offshore energy related industries in Montrose.
- 3.2 The proposals unfortunately necessitate the demolition of the existing listed warehouse building due to its poor structural condition and inability to be augmented or extended and the construction of a larger purpose-built portal frame building. As evidenced in the application submission, the existing building is no longer fit for purpose given its structural condition.
- 3.3 The new warehouse requires planning permission for Class 5 (general industrial) and Class 6 (storage and distribution) uses. The massing and scale of the building has been designed specifically to meet prospective tenants' requirements.
- 3.4 The building will have an internal floor area of 1,150 sq. m and the proposed external materials are a concrete cladding base and a mix of light and dark grey profiled metal cladding panels across the whole building, akin to the adjacent warehouse to the north west at Nos. 5-11 Meridian Street. The footprint of the new larger building will be positioned on the footprint of the existing warehouse building with an additional area encompassing land on the buildings south eastern side at Andrew Mearns Quay.
- 3.5 Large scale 8m x 8m galvanised roller shutter doors are required on the buildings south eastern and south western elevations. This will enable direct access onto Andrew Mearns Quay for all vehicles servicing the building. There is sufficient vehicular turning space on the quay for these manoeuvres.
- 3.6 The proposed elevations of the building are shown below.

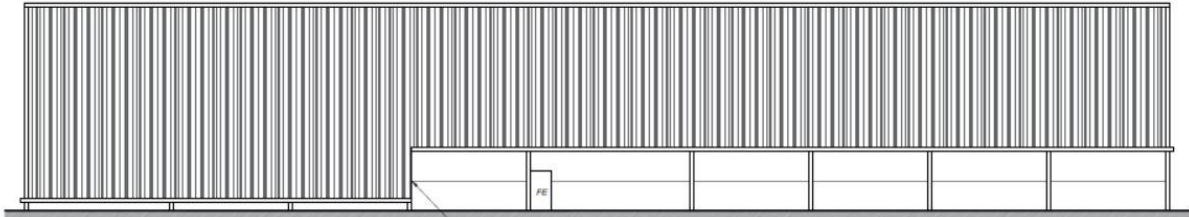


Figure 4: North West Elevation (Meridian Street)

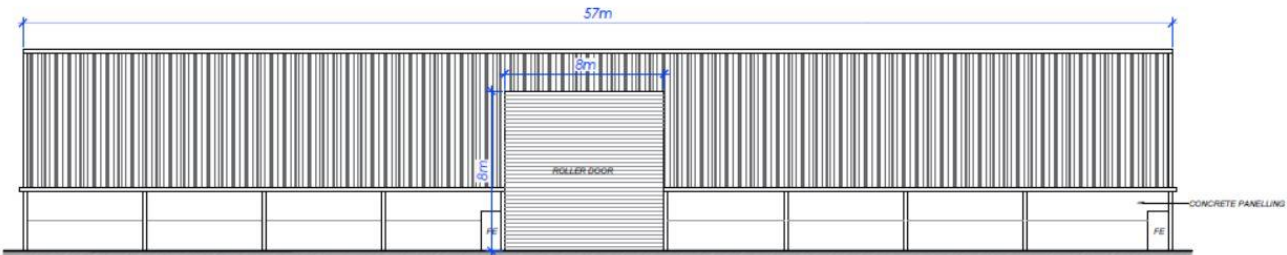


Figure 5: South East Elevation



Figure 6: South West Elevation (Harbour)

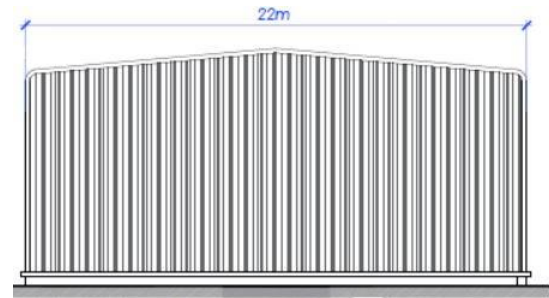


Figure 7: North East Elevation

- 3.7 The proposed use of the building necessitates a quayside location for easy and immediate access to the adjacent berthing facilities. In common with port side warehousing facilities, access is required 24/7 on all days of the year. Flexibility is required in the hours of operation of the site to meet the end user requirements.

4. Assessment of the Development Proposals

4.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 (as amended) (hereinafter referred to as 'The Act') states that:

'where in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the development plan unless material considerations indicate otherwise.'

4.2 The case of *Edinburgh City Council v. Secretary of State for Scotland*¹ confirms the correct approach to be:

- *consideration of the development plan, identifying any provisions which are relevant to the proposed development and making a proper interpretation of these provisions;*
- *consideration of whether the proposed development does or does not accord with the development plan. There may be some points in the development plan that support the proposal, but there may be some considerations pointing in the opposite direction. The decision-maker is required to assess all of these and then decide whether in light of the whole plan the proposal does or does not accord with it;*
- *identification of all other material considerations which are relevant to the application and to which the decision-maker should have regard. The decision-maker must note which considerations support the application and which do not, and then assess the weight to be given to all of these considerations;*
- *having weighed these material considerations the decision-maker must decide whether there are considerations of such weight as to indicate that the development plan should not be accorded the priority which the 1997 Act has given to it; and*
- *having weighed these considerations and determined these matters the decision-maker is required to determine the application.*

Development Plan

4.3 The development plan comprises of the National Planning Framework 4 (2023) (NPF4) and Angus Local Development Plan (2016) (ALDP). The planning policy assessment which is set out in the Applicant's Planning Statement (Document D7) was prepared prior to the introduction and adoption of NPF4. Since the application was lodged on 4th March 2021 and NPF4 was adopted on 13th February 2023, an assessment of the proposals against the relevant NPF4 policies is provided in this

¹ 1998, S.L.T. 120, per Lord Clyde at 127G-L

Local Review Statement. This is also pertinent as NPF4 Policy 7 is cited in the reason for refusal (Document D24).

NPF4 Assessment

- 4.4 The relevant NPF4 policies are commented on below.
- 4.5 **Policy 1 – Tackling the Climate and Nature Crises:** The application proposals involve the demolition of a stone warehouse and the development of a much larger, modern warehouse on the same site. The policy supports conserving and recycling assets. As evidenced in the application submission and this Review Statement, the building itself cannot be conserved due its poor structural condition. The debris materials (wood, metal, aggregates and stone) generated during the deconstruction and demolition of the building will be salvaged and recycled where condition permits. Demolition recycling is an important part of any building’s life cycle and in this proposal, will reduce the development’s carbon footprint in line with Policy 1.
- 4.6 **Policy 2 – Climate Mitigation and Adaptation:** (As above in Policy 1)
- 4.7 **Policy 3 – Biodiversity:** The proposals will not have an adverse impact on matters of biodiversity. The submitted bat survey (Document D4) shows that there are no roosts within the building. This report advises that there is no evidence to suggest that the proposal would result in any significant direct or indirect impact on protected species, natural heritage or biodiversity.
- 4.8 **Policy 4 – Natural Places:** The site is not located within any natural protected area and proposals will not have an adverse impact on the natural environment. The bat survey shows that there are no roosts within the building and no impact on species protected by legislation.
- 4.9 **Policy 7 – Historic Assets and Places:** This policy is mentioned by the Council in the reason for refusal of the application. Part (b) of the policy is in respect of the demolition of listed buildings and reads:

“Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:

- i. building is no longer of special interest;*
- ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;*
- iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or*

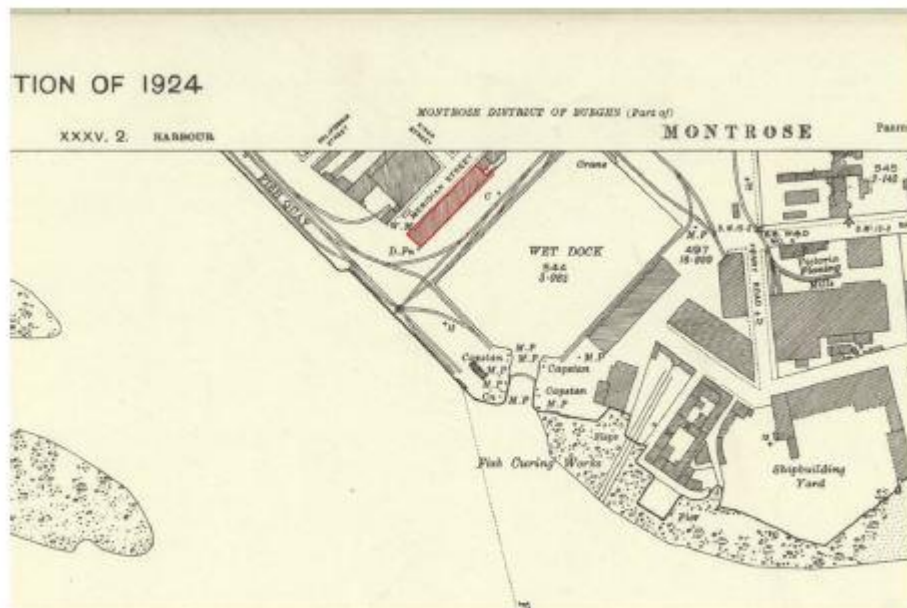
- iv. *demolition of the building is essential to delivering significant benefits to economic growth or the wider community.”*

4.10 As with the HES Managing Change criteria for demolition, only one of the points in Policy 7b) needs to be met to demonstrate that there are exceptional circumstances for the demolition of the building. Each of these four points is considered below. It is the Applicant’s position that points ii) and iv) present the LRB with the strong evidence it requires to sanction the approval of the application proposals and the demolition of the building.

i. **Is the building no longer of special interest?**

4.11 The Applicant acknowledges that the appeal property remains of special interest to HES. The review of the listing in 2020 confirms this position. In the submitted Planning Statement (Document D7) the Applicant raises the point that the original purpose of the building was to support the shipping industry. The warehouse was sited adjacent to a large wet dock located immediately to the east of the building and historically, ships were loaded from the dock via a line from the upper floor openings of the building directly onto the ships deck. The dock was infilled in 1981 and large modern warehousing erected over the site.

Figure 8: OS Map Extract 1924 (contained in Document D6 – Level 1 Standing Building Survey, Robert Lenfert Archaeology)



Illus 21 Approximate location of structure on the 25-inch 3rd Edition, Forfarshire, Sheet XXXV.6 (Craig; Montrose) Revised: 1922-3, Publication date: 1924. Image c. National Library of Scotland 2021.

4.12 Shipping industry activities ceased many decades ago and the building has been in use since the late 1970’s as a bulk storage facility for agricultural products including timber and fertiliser. Storing fertiliser in the building for many years has contributed to the deterioration of the internal walls and mortar (as noted in the Existing Building Condition Report (Document No. D5) and Masonry Condition Survey (Document No. D8).

- 4.13 The Applicant acquired the building in 2015 and uses the warehouse for storage, albeit this use is limited as a significant proportion of the floorspace can't be used. This is because storage goods cannot be placed against the exterior walls due to their precarious structural condition and any pressure on them raises the risk of damage and collapse. This greatly reduces the capacity of the building's internal storage and the efficiency of the building as a key portside warehouse facility.

Figure 9: NW and NE facing interior walls – showing reduced storage capacity with goods kept away from the walls due to wall lean, patches and cracking



- 4.14 Notwithstanding the physical condition of the building, it's special interest to HES is not questioned by the Applicant.

ii. **Is the building incapable of physical repair and re-use as verified through a detailed structural condition survey report?**

- 4.15 The wording of Point ii) of NPF4 Policy 7b is slightly different to that in the HES Managing Change criteria for demolition. Policy 7 bii) is clearer as it avoids the use of the term '*meaningful repair*'. The Applicant considers that NPF4 Policy 7 bii) replaces the uncertainty as to whether repair is '*meaningful*' with a much clearer and simpler requirement for the production of a detailed structural condition survey report to verify that the building is incapable of physical repair and re-use.
- 4.16 Assessed against Policy 7 bii), it is the Applicant's irrefutable case based on the 3 detailed structural condition survey reports submitted to the Council (Document Nos. D5, D9 and D10) that the demolition of the appeal property is fully justified. There is accordingly no conflict with Policy 7 in NPF4.

iii. **Is the repair of the building not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers?**

4.17 The economic viability of the repair of the building is not considered relevant to this proposal and has not been commented upon as part of the planning case for the proposal. Accordingly, the building has not been marketed to potential restoring purchasers.

4.18 This is because the Applicant has been advised by its professional team of experts that the scale of repairs required are so extreme which, if they were undertaken, would result in an estimated 60 to 70% of new stonework on the two long elevation walls (NW and SE) and around 50% of new stonework on the SW gable end elevation. This is in addition to a significant level of repairs historically undertaken on the building (and prior to the Applicant's ownership) using various inappropriate materials. Advice has been given to the Applicant by an experienced team of professional experts that to execute the required scale of the repairs *'will present a significant and challenging engineering problem'*.

4.19 Accordingly, cost issues and economic viability have not been examined in any detail; it is the practical feasibility of undertaking these works and the unauthentic resultant building (if it were practical to undertake them) which would largely be constituted of new stone. The Applicant's position is that there is no conflict with this part of the policy as it is not a relevant consideration.

iv. **Is demolition of the building is essential to delivering significant benefits to economic growth or the wider community."**

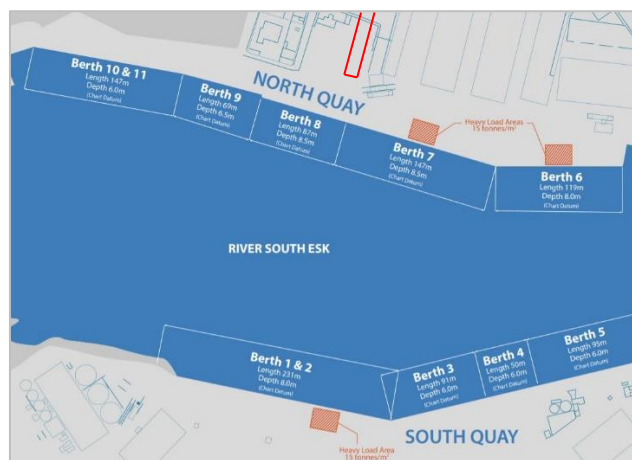
4.20 There are significant benefits to economic growth which will be generated as a result of the proposal. These benefits will be delivered through the use of the new warehouse by suppliers, contractors and fabricators engaged directly in the offshore wind farms of Seagreen (SSE) and Inch Cape (Red Rock Power and ESB), which have both selected Montrose Port as their Operations & Maintenance base (O&M) for a 25-year period. These two projects are multi-million investment programmes in Montrose Port, generating hundreds of jobs for the people of Montrose and Angus and will make a significant contribution to Scotland's net zero ambition.

4.21 Document D13 (<https://www.inchcapewind.com/inch-cape-selects-montrose-port-as-offshore-wind-operations-and-maintenance-base/>) is a press release from February 2022 following the announcement that Montrose Port was chosen by Inch Cape as the operations and maintenance base for its planned £5.2m offshore wind farm project. This will deliver 72 turbines located about 15km (9.3miles) off the Angus coast. Information on the significance of Inch Cape to the Angus economy is included on the company webpage (Document No.D16 - the link to the website can also be accessed here <https://www.inchcapewind.com/>).

- 4.22 Document D15 is an extract from the Seagreen website (the link to the website can be accessed here <https://www.seagreenwindenergy.com/>). Seagreen is now fully operational and its 114 turbines will provide enough green energy to power more than 1.6 million homes, equivalent to two-thirds of all Scottish homes. The webpage notes that Seagreen will also displace over 2 million tonnes of carbon dioxide from electricity generated by fossil fuels every year – similar to removing more than a third of all of Scotland’s annual car emissions and making a significant contribution to Scotland’s net-zero ambition by 2045.
- 4.23 Document D14 contains information extracted from the Invest in Angus webpage on offshore wind activities. The webpage contains a short video clip which also forms part of the submitted evidence to the LRB for this local review (the link can be accessed here <https://investinangus.com/key-sectors/offshore-wind/>). The webpage includes information on the major offshore projects of Seagreen and Inchcape along with key project statistics. The webpage expounds the many benefits and opportunities which can be secured in Angus as a result of the offshore wind sector and as noted on the page under ‘Angus Offshore Wind Supply Chain’, Rix Shipping (Scotland) Ltd (i.e., the Applicant), is noted as *‘an experienced supplier with significant experience of supplying to the sector’*. The Applicant’s business and warehouses at Montrose Port also feature prominently in the video footage.
- 4.24 The video clip highlights the strategic importance of Montrose Port and shows Tom Hutchison, CEO of Montrose Port Authority stating that in relation to the offshore wind industry, *‘the estimated revenue for Scotland as a whole, once constructed, is upwards of £1bn annually with hundreds of jobs created so it’s massive for the local economy’*. The video also includes some footage of portside warehousing activities including the advanced manufacturing technologies used in the assembly of engineering components for the offshore industries. These would be similar to that proposed for the new warehouse on the appeal site. Internal views of the warehouses on the portside also show the large scale of the machinery and 20tonne rigs that need to be housed inside the warehouses.
- 4.25 Demolition of the warehouse will directly contribute to and help achieve the economic ambitions for Montrose Port and will support the offshore renewables industries noted above by:
- providing a new, modern portside warehouse facility to support the offshore oil and gas and renewables industries that will be used by suppliers, subcontractors and fabrication contractors engaged in the offshore renewables industries
 - supporting the continued growth and development of Montrose Port
 - in directly supporting the offshore renewables industries it will also contribute to the Scottish Government’s aim for a greener economy.

- 4.26 Relevant to realisation of the benefits to economic growth of Montrose Port is the fact that a letter of support for the application proposals has been submitted by Captain Tom Hutchison, CEO and Harbourmaster of Montrose Port Authority. This is referenced in the Council's Report of Handling (Document D23).
- 4.27 In the Applicant's Planning Statement (Document D7), the benefits of the proposal to support the economic growth of Montrose Port and the investment of Seagreen were noted. These benefits cannot be realised through the existing warehouse or any adaptation of the appeal property, even if this were structurally possible, as a key building requirement is for a substantially larger warehouse with an eaves height of 9m and 8m x 8m roller shutters. This height requirement is to meet the demands (from suppliers, subcontractors and fabrication contractors) for a port side pre-shipment assembly and storage facility to support the offshore energy related industries in Montrose.
- 4.28 Also mentioned in the Applicant's Planning Statement is a key relevant fact that the appeal property is adjacent to berthing facilities (Berths 7 and Berth 8) as shown in Figure 10, (this diagram is included within the Planning Statement, Document D7) which would enable the assembled components to be loaded directly onto vessels and shipped offshore.

Figure 10: Montrose Port Berths (NB. appeal property shown outlined in red)



- 4.29 Within the proposed new building, the assembly of modular engineering components under cover (Use Class 5) and temporary storage (Use Class 6) will take place prior to shipment. The use of assembly jigs, the large scale of the finished assembled equipment (for all the offshore industries) and the need for an overhead 22 to 25 tonne crane as a minimum, dictates the need for a robust building with a 9m eaves height and 8m x 8m roller shutters, requirements that clearly cannot be met in the appeal property however it may be adapted (even if this were feasible).
- 4.30 In addition to the application proposals helping to support the £1bn delivery of benefits to the economic growth of the offshore industries, there are direct

quantitative economic benefits that will be generated from the proposed development as follows:

- a **capital investment of £1M** by the Applicant to develop the new modern warehouse building at Montrose Port
- the **creation of 6 FTEs during the construction phase**. This is based on a construction cost of £1m and where, within Angus, it is estimated that a construction spend of £177,000 supports 1 FTE²
- the **creation of up to 20 FTEs following the development for suppliers, subcontractors and fabrication contractors**. This is based on an estimated 75:25 split of the new warehouse being used for engineering components assembly (Class 5 activities) and storage (Class 6)³
- a **GVA per head in Angus of £64,583 for the renewables sector⁴ and £32,058 for the construction sector**
- an estimated **GVA impact of £1.29M per annum for the renewables sector** following the development and an estimated **one-off GVA impact of £0.19M per annum during the construction phase** (by applying the GVA per head figures to the net employment impacts).

- 4.31 In summary, when assessed against this criterion, the Applicant considers that there is also a strong case to support the demolition of the appeal property. The location of the property is strategically important for servicing the offshore energy sector and without replacement of the current building, the bespoke facilities proposed by the Applicant will be lost to the sector, reducing Montrose's capabilities and appeal to projects such as Seagreen and Inch Cape.
- 4.32 Overall, in terms of Policy 7 of NPF4, it is the Applicant's case that there are exceptional circumstances which warrant demolition of the property and that it has been evidenced through the submitted reports that all reasonable efforts have been made to retain, reuse and/or adapt the listed building (refer to Alternative Restoration Proposal and the Façade Retention Proposal (Documents 10 and 11)).
- 4.33 **Policy 9 – Brownfield, vacant and derelict land and empty lands:** This policy is to encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.

² Using data from the Scottish Government's *Scottish Annual Business Statistics* [Scottish Annual Business Statistics 2020 - gov.scot \(www.gov.scot\)](https://www.gov.scot)

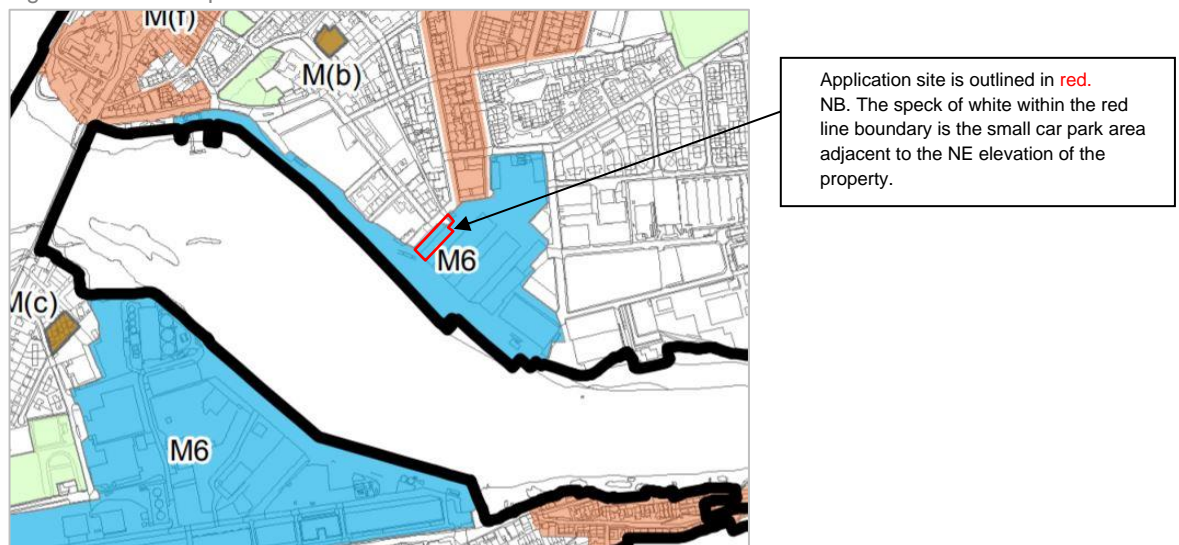
³ Using guidance issued by the Homes and Communities Agency in calculating employment densities, a figure of 47 sqm per FTE for Class 5 light industry (17 FTEs) and 80 sqm per FTE for Class 6 storage uses (3 FTEs), where the net internal floor area of 1,035 sqm is calculated as 90% of the gross floor area (1,150 sqm) given the modern facility and efficient use of space.

⁴ Using the GVA per head figure for 'primary industries' as a substitute for the renewables sector as this is not mentioned in the official statistics noted above.

The application proposals accord with this policy intent in that they will result in the sustainable reuse of a brownfield site. Whilst the reuse of existing buildings is the preferred option, the policy states that this must take into account their suitability for conversion to other uses. In this case, the reuse of the appeal property is not an option given its very poor structural condition.

- 4.34 **Policy 12 – Zero Waste:** The application proposals will seek to reduce, reuse and/or recycle materials in line with the waste hierarchy.
- 4.35 **Policy 13 – Sustainable Transport:** The application site is in a highly accessible location and within easy walking distance of public transport services and a range of other facilities and services.
- 4.36 **Policy 14 – Design, Quality and Place:** This policy aims to encourage, promote and facilitate well designed development that makes successful places. The application site is within the settlement of Montrose and falls within the established employment area and land use zoning for Montrose Port (Policy M6 of the LDP). Policy M6 states that “*Montrose Port is safeguarded for port related uses. Development proposals which enhance the commercial and economic role of the Port will be supported where these are compatible with adjacent land uses.*”

Figure 11: LDP map extract



- 4.37 The demolition of the building and the erection of a larger, modern warehouse for port related uses is in accordance with Policy M6 and it is argued, a wholly appropriate development for its location in line with policy principles of Policy 14 which support the creation of successful places.
- 4.38 **Policy 18 – Infrastructure First:** The applicant is committed to providing all infrastructure required to service the proposed use of the site for port related uses.
- 4.39 **Policy 22 – Flood Risk and Water Management:** The application proposals are not at risk of flooding. Both the Council’s Roads Department and SEPA raise no

objections to the proposals (noted in the Report of Handling, Document D23) provided no land raising is proposed.

- 4.40 **Policy 23 – Health and Safety:** The application proposals will not generate any adverse health or safety implications for neighbouring owners/occupiers. HSE was consulted on the application (noted in the Report of Handling, Document D23) and has no safeguarding objection to the proposal.
- 4.41 **Policy 25 - Community Wealth Building:** The proposed development will create local employment opportunities of 6 FTEs during construction and up to 20 FTEs following the development for suppliers, subcontractors and fabrication and will support existing port facilities and services when developed and occupied.
- 4.42 **Policy 26 – Business and Industry:** The policy supports development proposals for business and industry uses on sites allocated for those uses in the LDP and where they are compatible with the primary business function of the area. With the site being zoned in the LDP for port related uses (under Policy M6), it is argued that the proposals are wholly in accordance with this policy.
- 4.43 In summary, our review of all the NPF4 policies cited by the Council in the Report of Handling have been assessed including Policy 7 which is cited in the reason for refusal. It is contended that there are no policies within NPF4 which would prevent the LRB granting of planning permission for the application proposals as submitted.

Angus Local Development Plan Assessment

- 4.44 The Applicant has submitted a full assessment of the development proposals against the policies in the adopted Angus Local Development Plan (ALDP). The relevant policies are noted as:
- Policy DS1: Development Boundaries and Priorities
 - Policy DS2: Accessible Development
 - Policy DS3: Design Quality and Placemaking
 - Policy DS4: Amenity
 - Policy TC15: Employment development
 - Policy PV5: Protected Species
 - Policy PV8: Built and Cultural Heritage
 - Policy PV12: Managing Flood Risk
 - Policy PV15: Drainage Infrastructure
 - Policy PV18: Waste Management in New Development
- 4.45 In the Report of Handling, the Council acknowledges that the site is allocated in the ALDP for port related uses under Policy M6 and that the proposal attracts support from local plan policies. It only cites Policy PV8: Built and Cultural Heritage in the reason for refusal of the application.

- 4.46 Policy PV8 requires that *“any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits.”* The Council states that it has not been demonstrated that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and /or adapt the listed building. This is strongly refuted by the Applicant for the reasons set out in this Review Statement.
- 4.47 To the contrary, the information submitted has been prepared by experts in the fields of archaeology, structural engineering and stonemasonry. They have all visited the appeal property and undertaken on-site assessments which have informed their reports.
- 4.48 The structural engineer’s advice is that the roof (with the rafters attached to the top course of stonework) would need to be propped up and physically raised to enable the defective stonework to be removed and each elevation wall rebuilt. Irrespective of the substantial monetary and time cost to undertake this, the scale of this exercise and the amount of stonework that would need to be replaced would result in a building where much of the original historic fabric would be lost. The structural engineer states in the Existing Building Concluding Report (Document D9) that:
- “The addition of the Stoneworks report has solidified our opinion that the building is not fit for purpose and not suitable for re-use.*
- The extent of the decay is severe and will require the removal and rebuilding of excessive areas of stonework. The stone itself being in such a poor condition rendering it unsuitable for reuse. The result being the vast majority of the elevation being new stone.*
- Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. Also, the cost of repair high.”*
- 4.49 The combined evidence from the structural engineer and the stonemason is that three sides of the appeal property will require extensive stone replacement of between 50 to 70% of the stonework (due to the walls bowing and leaning). This is in addition to the previous unsympathetic repairs to the building undertaken over its 100-year history which have already replaced significant areas of the original stonework. The scale of these repairs would result in the building being constituted of largely new material and by default, losing its inherent special interest.
- 4.50 The Applicant is not arguing that the repair of the building is not physically possible; any building, no matter what ruinous or degraded state it may be in can be repaired, and in extreme cases such as this one, taken down and rebuilt. The critical question relates to the scale of repair, and in the case of an historic listed building, whether the repairs would result in a materially different building with much of the original listed stonework having been removed. The assessment criteria from HES in its managing change guidance, is whether the property is

capable of “*meaningful repair*”; the requirement in NPF4 Policy 7 is whether the “*physical repair and re-use as verified through a detailed structural condition survey report*”.

4.51 Based on the professional advice received from a team of independent consultants, whether it is HES’s “*meaningful repair*” or NPF4 Policy 7’s “*repair and re-use verified through a detailed structural condition report*”, it is a fact that to repair the building, would be a “*would be a significant and challenging engineering problem*”.

4.52 The Applicant has also earnestly investigated whether it is possible to retain, reuse and/or adapt the listed building. Prior to the site visit with HES on 10 June 2022, the Applicant submitted further reports to the Council and HES (Document Nos. D10-D12):

- Alternative Restoration Proposal, Griffen Design
- Façade Retention Proposal, Griffen Design
- Schedule of works and costings to stabilise existing NW wall

4.53 The Alternative Restoration Proposal (Document No. D10) investigates the scope to significantly alter the existing warehouse without recourse to complete demolition. This document states that:

“Following further inspection and taking into consideration the findings and recommendations in the Stoneworks’ Masonry Condition Survey (dated 10th August 2021) it is our professional opinion that the only recourse to try and salvage some of the historic stonework is to rebuild considerable areas of the NW elevation (Meridian Street) through a facade retention scheme. This in itself presents a “significant and challenging engineering problem” - as referenced in the Stoneworks’ Survey, given that there is a pronounced outwards bowing of the wall.”

4.54 It is consequently the Applicant’s well-informed position that there are very limited engineering options instead of the demolition of the building. The “Alternative Restoration Proposal” advises that a façade retention scheme of the NW elevation (i.e. Meridian Street) could be a possibility, but this would entail taking down the entire building and rebuilding the NW wall to remove cracks, alignment defects and to provide safe and secure fixing locations (i.e. a proper foundation). The structural engineer cautions that ‘*the reuse of existing tooled stonework is not permitted due to its deteriorated condition*’. A schedule of costed works for taking down the NW elevation wall and rebuilding it as a standalone façade wall was submitted to the Council (Document No. D12) along with a supporting cover letter dated 17 March 2022 (Document No. D19).

4.55 Given that 60 to 70% of the stonework needs to be replaced, according to the combined professional expertise of both the structural engineer and the stonemason, it is the Applicant’s position that the option to retain a single wall

through a façade retention scheme would be a costly and futile exercise and would not be in the planning interests of the area. The Applicant strongly contends that this would not constitute meaningful repair.

4.56 The Façade Retention Proposal Report (Document D11) is a separate engineering technical feasibility exercise prepared by Griffen Design to advise on the mechanics as to how the NW elevation could be retained and incorporated into the new build warehouse. For clarification, 'retention' does not mean leaving the NW elevation wall standing and undertaking stitch repairs, but fully taking down the wall and rebuilding it, due to its structural instability and the inability to reuse a considerable quantity (60-70%) of the original stone.

4.57 The report advises that the new built façade should be independent of the new portal frame and will need the following specification:

*'Resin anchors at approx. 600mm c/c horizontally to each beam.
Horizontal beam 254x146x31 UB
Spaced columns 203x133x25 UB (including diagonals) or temporary scheme.*

A flexible junction is required between the new portal frame cladding and the existing stone wallhead.

Foundations for both would be in the order of 1.50m square and 1.0m deep below each column.'

4.58 It remains that Applicant's position that limited weight and cognisance has been given by HES to the findings in these additional reports in addition to the three professional reports submitted by the Applicant from the structural engineer and stonemason (Document Nos. D5, D8 and D9).

4.59 **Overall, we find no conflict with Policy 7 of NPF4 or Policy PV8 of the ALDP. The poor structural condition of the warehouse and the inability to repair, reuse or retain it on the site has been fully evidenced by the Applicant.**

4.60 **As an allocated site for port related uses, we contend that the development proposals attract strong support from the development plan as a whole and respectfully request that the proposal is granted planning permission by the LRB.**

5. Other Material Considerations

5.1 Material considerations to be taken into account in the LRB's determination of the application are:

- Guidance contained in Historic Environment Scotland's 'Managing Change in the Historic Environment - Demolition of Listed Buildings' (Document 26) and the comments received from HES in its consultation letters dated 5 May 2021 and 1 October 2021 and email of 22 June 2022 (Documents 17, 18 and 20).

5.2 The HES Managing Change guidance states that no listed building should be demolished unless at least one of the following four criteria can be clearly demonstrated:

- i. the building is not of special interest;*
- ii. it is incapable of meaningful repair;*
- iii. its demolition is essential to delivering significant benefits to economic growth or the wider community; or*
- iv. the repair of the building is not economically viable and that it has been marketed at a price reflecting its location and condition to potential restoring purchasers for a reasonable period.*

5.3 As set out in Section 4 of this Statement (paragraphs 4.9 to 4.32), these criteria are almost identical to those in NPF4 Policy 7 with the exception of criteria ii), which in NPF4 Policy 7 asks for evidence that the building '*is incapable of physical repair and re-use as verified through a detailed structural condition survey report*'.

5.4 The Applicant considers that the case demonstrating that the building is incapable of meaningful repair has been fully evidenced. The listed building has been inspected by several specialist consultants, all of whom are in agreement on the condition of the building and the scale of works required to try to retain it, which in the words of the stonemason would be a "*significant and challenging engineering problem*". It is the professional opinion of the structural engineer that the building needs to be demolished as there is little structural capacity remaining for change of use. It is also relevant that NPF4 provides greater clarity on the matter of whether a listed building can be repaired and that this now forms part of the Development Plan, against which applications must be determined.

5.5 The LRB should note that the two HES objection letters dated 5 May 2021 and 1 October 2021 which were produced without the benefit of a site visit and the Applicant strongly refutes many of the comments made within them. In the letter of 1 October 2021, HES states:

"The new masonry condition report has found that 'many individual stones are deeply recessed and may not be structurally viable'. Furthermore, it states '[the stonework is] significantly impacted by cracking and delamination' and that 'it may be necessary to completely dismantle and rebuild considerable

areas' in order to correct the structural movement seen in the leaning external wall(s). This suggests the warehouse is capable of repair."

- 5.6 HES states that it is the opinion of their conservation engineer that the building is capable of meaningful repair – i.e. it can be repaired without complete or extensive loss/ replacement of the existing stone fabric. The HES engineer goes on to state that most of the defects identified are fairly common in traditional stone buildings and can be repaired with indents, crack stitching and through re bedding of the wall head masonry.
- 5.7 With the evidence of the three submitted reports (Document Nos. D5, D8 and D9), this is quite frankly not the case. The detailed Masonry Condition Survey verifies that three sides of the appeal property require extensive stone replacement (due to the walls bowing and leaning) and the structural engineer has quantified this as being in the order of 50 to 70% of the stonework. This is in addition to an estimated 25% of the stonework currently on the building being non-original stone resulting from previous (unsympathetic) repairs.
- 5.8 The extent of these new repairs and historic alterations to the building would clearly amount to an extensive loss and replacement of the existing stone fabric of the building. This is acknowledged by HES in its letter when it restates the masonry report findings that '*it may be necessary to completely dismantle and rebuild considerable areas*', but the fundamental point of the scale of the replacements needed does not seem to have been understood.
- 5.9 It is the Applicant's position that a very inexperienced view has been taken by the HES conservation engineer, evidenced by the comments made in the letter that:
- 'Our engineer suggests that most of the defects identified with the stone masonry are fairly common in traditional stone buildings and can be repaired with indents, crack stitching and through rebedding of the wallhead masonry - we would also consider lime repairs acceptable, which could be more cost effective than stone indents.'*
- 5.10 The HES engineer's advice completely fails to comprehend the scale of the structural problems evident in this building; plainly evidenced in the two professional reports prepared by the structural engineer and stonemason. Indents, crack stitching and lime repairs would simply not be sufficient to repair the elevation walls which are bowing and leaning and at risk of collapse. The rebedding of the wallhead masonry is not a simple task. As the engineer advises in the Existing Building Condition Report, the stone below the wallhead has moved outwards by 150mm to 200m on the long northwest and southeast elevations; to correct the leaning and bowed areas of the wall, it may be necessary to completely dismantle and rebuild considerable areas. As stated by the structural engineer and restated by the accredited stonemason, '*this will present a significant and challenging engineering problem.*'

- 5.11 HES also advises that a detailed condition survey of the existing timber roof is required and that it may be contributing to the lean in the external wall(s). It is the structural engineer's assessment in the Existing Building Condition Report that:

'The roof appears in reasonable condition. The ridge remains reasonably level. There are some missing or dislodged slates. The sarking is discoloured which is normally associated with rot but could also be a result of the fertiliser. The rafters, purlins and trusses all appear sound but this is a visual observation from ground level.'

- 5.12 The roof is not the problem. It is considered that a detailed condition survey of the existing timber roof would be an unnecessary activity given that the structural engineer and the professional stonemason have commented on the reasons for the bowing walls, which are primarily a result of the lack of lateral restraint when the intermediate floor was removed and the impact of storing fertiliser in the building over a period of some 45 years by the previous owner. These activities have pushed the external northwest and southeast walls outwards by 150mm to 200mm.

- 5.13 HES also states in this letter that it also considers that *"there is scope to significantly alter the existing warehouse without recourse to complete demolition. Alternatives to demolition may still make the building fit for the use as desired by the applicant and would certainly increase its adaptability."*

HES Email dated 10 June 2022 (Document No. D20) and Griffen Design Letter dated 16 January 2023 (Document No. D21)

- 5.14 A site visit was held with the Applicant's agent, the structural engineer from Griffen Design and two HES engineers on 10 June 2022. Following this site visit, HES provided a written response to the Council in an email dated 22 June 2022 (Document No. D20) and responding to this, a letter from the structural engineer Griffen Design (Document No. D21) was sent to the Applicant (and forwarded to the Council and HES by the Applicant's agent).

- 5.15 HES's email states that,

"we maintain our view that the warehouse at 4 Meridian Street is capable of meaningful repair – i.e. repairable without extensive loss or replacement of fabric – and therefore does not meet this test for demolition from our Managing Change Guidance on the Demolition of Listed Buildings."

- 5.16 Furthermore, the HES engineers considered, *"that there had been a lack of maintenance over several years which has led to the warehouse's current condition. It was the view of Kashif and our other engineer, Frantzeska, who accompanied him, that consolidation and repair works are feasible without recourse to demolition."*

5.17 Some feedback is provided in the email, noting that the HES comments are 'advisory'. The Applicant's structural engineer has reviewed these and responded to the HES comments in a letter dated 16 January 2023 (Document Ref. D21) which was addressed to the Applicant and then forwarded to the Council and HES.

5.18 There are clearly defects in the building such as the gutters being full of vegetation which have contributed to the degradation of the wallhead. With some downpipes simply stopping at ground level the structural engineer advises that it is unlikely that there is a dedicated drainage system in place given the age of the building and water runoff contributing to the damage at lower levels. However, there remain critical differences of opinion between the HES engineers and the Applicant's professional advisors (i.e. the structural engineer and stonemason) notably:

- Point 3 of the HES email which states that it considers the deterioration in the stone to be surface only. This is factually incorrect as advised in the Masonry Condition Survey. It is also disconcerting to note that HES states that a specialist stone conservator would need to comment on previous damage by use of fertilisers. This is exactly what the Stoneworks Masonry Condition Survey undertaken by David Lindsay, RICS does (Document No. D8). As noted in this review statement at paragraph 2.19, David Lindsay has 35 years of practical experience working in the built heritage sector and is an expert in the use of natural stone and lime mortars and is qualified in Conservation of Masonry. He has also been a specialist advisor directly to HES and the company is also 'Qualified by Historic Environment Scotland in Conservation of Masonry'. It is respectfully requested that full and valued cognisance is given by the LRB to the professional expertise reports that have been prepared by appropriately qualified personnel to assess the structural condition of the building and its stonework.
- The scale of the cracks in the elevation walls which HES engineers consider not to be significant and could be potentially repaired with helical bars and consolidation works. HES state: '*Our view is that apart from the bow and localised cracks there are no major concerns – consolidation works are required.*' HES also incorrectly states in point 6 of their letter that "*Griffen Design suggested that the upper section of the masonry walls are not repairable but admitted that a closer inspection or assessment has not been carried out.*" In the letter from Griffen Design, this point is corrected with Griffen Design stating that:

"It is our opinion that the upper section of walls would require extensive repairs, given what has been noted above - gutters, cracks, bow and lean caused by poor guttering, previous pointing, repairs and use. We confirmed we have not made a closer inspection due to the height. HES engineers did not make a closer inspection and judging by the comments there is nothing to suggest that the upper section of wall is particularly good. We further stated that it is the lower section of

wall that is unrepairable as stated by the stonemason and not the upper section as stated by HES engineer.”

- In terms of the consolidation works, the Griffen Design letter advises:

“Consolidation of the upper level of wall would consist of repairing all loose and damaged areas of wallhead, repairing all cracks and rebuilding where there is excessive lateral movement. We would suggest this for the size of plant used in port operations. This is around the entire perimeter of the building. However, should this be carried out, it would be on a lower section of wall that cannot be reworked (as per Stonemason report) and would require new stone. We would not advise a reworked and consolidated upper section above an unusable lower section. For these reasons, it is our professional opinion that this building is not capable of meaningful repair.”

- Fundamentally, it is not structurally feasible to repair the upper sections of the wall when the lower sections are irreparable.
- The structural engineer advises that it is plainly evident that there are vertical cracks externally as well as internally at nearly every truss. This matter will be readily discernible to the LRB at an accompanied site inspection as part of this review process.

5.19 The HES engineers also make comment on the loss of the suspended floor which has resulted in a loss of restraint and lateral tie to the external walls. This has been commented on in the submitted Existing Building Condition Report (Document No. D5), the Planning Statement (Document No. D7) and in paragraph 2.14 of this review statement. Aside from the engineering difficulties and technical feasibility of attempting to reinstate the floor between external walls that are leaning and bowing, it is not in the Applicant’s interest to do so as it would further minimise the storage capacity of the building for port side operations.

5.20 HES also notes in its letter the use of heavy machinery being used in close proximity to the building with a risk of impact damage. The scale of the machinery in use at the port is an indication of the type of equipment that will be required for use and application in the Applicant’s development proposal for a new large scale modern warehouse for the site with 8m x 8m wide door openings to the portside. It is a fact that the warehouse has lost its meaningful use due to its restricted size and condition. The building has been altered over time to retain both use and purpose to the port, however its deteriorated state and scale of unsympathetic repairs have already replaced large quantities of the original stone and significant quantities of new stone would be required to repair the buildings bowing walls.

- 5.21 As noted by the structural engineer in the letter (Document Ref. D21) the building would need to be thoroughly reworked with the lower section of the walls rebuilt in new stone (as per the stonemason's report).
- 5.22 Based on the expert surveys and reporting from the structural engineer and the stonemason, the Applicant considers that there is an irrefutable case for the building's demolition under criterion ii) of the Managing Change guidance as it has been clearly evidenced as being incapable of meaningful repair.
- 5.23 The Applicant concludes that the position of HES maintaining its objection to the proposal is not substantiated with any evidence. Conversely, there is irrefutable evidence to demonstrate that the demolition test required in the HES Managing Change guidance has indeed been met and that under criteria ii) as to whether the building is incapable of meaningful repair or iii) whether its demolition is essential to delivering significant benefits to economic growth, that indisputable evidence has been submitted to the planning authority. We respectfully ask the LRB to place due weight upon these professional reports and the advice contained therein which support the demolition of the building.

6. Response to the Reason for Refusal

6.1 One reason for refusal of planning permission was given under the Appointed Officer's decision set out in the Decision Notice dated 22 June 2023 (Document D24), videlicet:

1 The proposal is contrary to National Planning Framework 4 (2023) Policy 7, Angus Local Development Plan (2016) Policy PV8, and Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) because the development involves the demolition of a listed building and it has not been demonstrated that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.

6.2 A detailed examination of the policies cited in the reason for refusal has been provided in Section 4 of this Review Statement. It is the Applicant's contention that there is irrefutable evidence that the tests for demolition have been adhered to and that there is justification (as required by policy) to warrant the demolition of the building and the redevelopment of the site which will result in meaningful economic benefits to the local area.

6.3 It is the Applicant's position that if the reports prepared by accredited professionals in the fields of archaeology, structural engineering and stonemasonry had been properly considered by the Council (and HES), then planning permission and listed building consent should have been granted by the Council for the following reasons:

- Evidence that the building cannot be meaningfully repaired has been submitted. The exceptional circumstances are that the building is beyond repair, requiring 60 to 70% of replacement stonework on the NW (Meridian Street) elevation and around 50% of new stonework on the southeast and northeast elevations. Most of the original ornate masonry on the SW elevation is also unsuitable for reuse and new hand dressed and carved stone would be required on this elevation as well. This is not repair of a listed building but a rebuild.
- Evidence that the demolition of the building and the redevelopment of the site to support the offshore industries will deliver significant benefits to the economic growth of Montrose Port has been submitted.
- Evidence has been submitted to prove that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.

- The proposals meet the requirements of Policy PV8 as evidence has been submitted to show that there are significant economic benefits that would result from the proposal.
- The proposals meet the requirements of NPF4 Policy 7b ii) and iv) as detailed structural condition survey reports have been submitted to verify that the building is incapable of physical repair and re-use and it has also been proven that demolition of the building is essential to delivering significant benefits to economic growth.

7. Conclusions

- 7.1 To conclude this Statement of Review, the Applicant respectfully asks the LRB to place due weight on the substantial body of evidence, prepared by accredited professionals, that has been submitted to the Council to verify the poor structural condition of the listed building and the condition of its stonework. The conclusive evidence is that the building is not capable of 'meaningful' repair. When assessed against NPF4 Policy 7b, the case for demolition is indisputable, as Policy 7 is clear in its request for a detailed structural condition survey report to verify that the building is incapable of physical repair and re-use. Two structural condition survey reports have in fact been provided, both of which verify that the building is incapable of physical repair and re-use.
- 7.2 The structural engineer has advised that there are limited engineering options to try and make safe and repurpose the warehouse and that the only feasible option would be through a façade retention scheme of the NW (Meridian Street) wall. This would necessitate taking down the entire building, providing new foundations and rebuilding the NW elevation wall to remove cracks, alignment defects and provide safe and secure fixing locations. It is the Applicant's position that the scale of this exercise and the amount of stonework that would need to be replaced (at 60 to 70%) would result in just rebuilding a wall where the majority of the original historic fabric would have been lost. This would be a purposeless exercise and would not preserve the special interest of the listed building.
- 7.3 The Applicant has also set out the economic benefits that would result following the demolition of the building and the erection of a new modern warehouse on the site. In the context of a pandemic weakened economy, the economic impact resulting from the redevelopment of the site should not just be dismissed. The purpose of the warehouse is to meet a specific business requirement from suppliers, subcontractors and fabrication contractors for a port side pre-shipment assembly and storage facility to support the offshore energy related industries in Montrose. These offshore industries are a strategically important growth sector for Montrose and Angus. The application proposals are also supported by the Montrose Port Authority.
- 7.4 In the light of planning case law, it is respectfully suggested that the LRB has a responsibility in considering the development to weigh up the proposal's overall conformity in the light of the whole plan. This now includes NPF4 and as evidenced in this review statement, draws considerable support from the relevant policies, including Policy 7 which was cited in the reason for refusal.
- 7.5 The Scottish Government's Chief Planner has also written to all planning authorities following NPF4 (Document D29) advising that:

“Application of planning judgement to the circumstances of an individual situation remains essential to all decision making, informed by principles of proportionality and reasonableness.”

- 7.6 We respectfully ask the LRB to apply planning judgement in this case, informed by principles of proportionality and reasonableness, as advocated by the Chief Planner. It is the Applicant's position that the building is no longer fit for purpose and is not capable of repair and that this has been clearly evidenced in the application submission. Regrettably, there is no alternative to demolition. Added to this is the fact that the building is positioned on the portside adjacent to vessel berthing facilities, where there are strict controls preventing public access (in line with ISPS codes) and where day to day port operations use large heavy machinery in close proximity to this structurally vulnerable building. The risk of accident was also recognised by HES at its site visit to the building and noted in its correspondence.
- 7.7 The Applicant contends that the proposals conform fully with all relevant parts of the Development Plan including the two policies cited in the reason for refusal, as these policies (Policy 7 of NPF4 and Policy PV8 of the ALDP) both require evidence to justify the demolition of the building and that reasonable efforts have been made to assess the retention, reuse and/or adaptation of the property and that any significant adverse effects are significantly outweighed by economic benefits.
- 7.8 It is the Applicant's position that if the reports prepared by accredited professionals in the fields of archaeology, structural engineering and stonemasonry had been properly considered by the Council (and HES), then planning and listed building consent should have been granted by the Council for the following reasons:
- Evidence that the building cannot be meaningfully repaired has been submitted.
 - Evidence that the demolition of the building and the redevelopment of the site will deliver significant benefits to economic growth has been submitted.
 - Evidence has been submitted to prove that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.
 - The proposals meet the requirements of Policy PV8 as evidence has been submitted to show that there are significant economic benefits that would result from the proposal.
 - The proposals meet the requirements of NPF4 Policy 7b ii) and iv) as detailed structural condition survey reports have been submitted to verify that the building is incapable of physical repair and re-use and it has also been proven that demolition of the building is essential to delivering significant benefits to economic growth.
- 7.9 Accordingly, we respectfully ask that the LRB approves this application proposal.





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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 100373976-001

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 building and erection of a Class 5 and 6 general industrial warehouse

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:	Project Management Scotland Ltd		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Phil	Building Name:	
Last Name: *	Birse	Building Number:	26
Telephone Number: *		Address 1 (Street): *	Montrose Road
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Forfar
Fax Number:		Country: *	Scotland
		Postcode: *	DD8 2HT
Email Address: *	enq@pm-scot.com		

Is the applicant an individual or an organisation/corporate entity? *

Individual Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	Other	You must enter a Building Name or Number, or both: *	
Other Title:	J R Rix & Sons Ltd	Building Name:	
First Name: *	J R Rix & Sons Ltd	Building Number:	45
Last Name: *	J R Rix & Sons Ltd	Address 1 (Street): *	Spyvee St
Company/Organisation	J R Rix & Sons Ltd	Address 2:	
Telephone Number: *		Town/City: *	Hull
Extension Number:		Country: *	Scotland
Mobile Number:		Postcode: *	HU8 7JR
Fax Number:			
Email Address: *	enq@pm-scot.com		

Site Address Details

Planning Authority:

Angus 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

4 Meridian Street

Northing

757154

Easting

371557

Pre-Application Discussion

Have you discussed your proposal with the planning authority? *

Yes No

Site Area

Please state the site area:

1360.00

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)

storage on a limited use due to poor condition

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?

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)? *

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

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

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)

not applicable

Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? *

Yes No

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 5 General Industry

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

1254

If Class 1, please give details of internal floorspace:

Net trading spaces:

Non-trading space:

Total:

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

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 6 Storage or Distribution

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

1254

If Class 1, please give details of internal floorspace:

Net trading spaces:

Non-trading space:

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: Phil Birse

On behalf of: J R Rix & Sons Ltd J R Rix & Sons Ltd J R Rix & Sons Ltd

Date: 04/03/2021

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 principle 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)

planning statement, bat report, structural condition report. Please note Archaeological survey report to follow asap

Provide copies of the following documents if applicable:

- | | | |
|--|------------------------------|---|
| A copy of an Environmental Statement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Design Statement or Design and Access Statement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Flood Risk Assessment. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Drainage/SUDS layout. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Transport Assessment or Travel Plan | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Contaminated Land Assessment. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| Habitat Survey. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> N/A |
| A Processing Agreement. * | <input type="checkbox"/> Yes | <input checked="" type="checkbox"/> 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: Mr Phil Birse

Declaration Date: 03/03/2021

Payment Details

Pay Direct

Created: 04/03/2021 12:32



pm

PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
TELE: 01307 467744 FAX: 01307 467766
E-MAIL: eng@pm-scot.com

CALIFORNIA ST.

MERIDIAN ST.

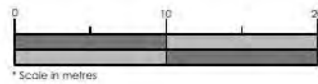
4 MERIDIAN ST BUILDING

EXTERNAL LAY DOWN STORAGE AREA

PARKING
L GARAGE

EXISTING SITE PLAN

Scale 1:500

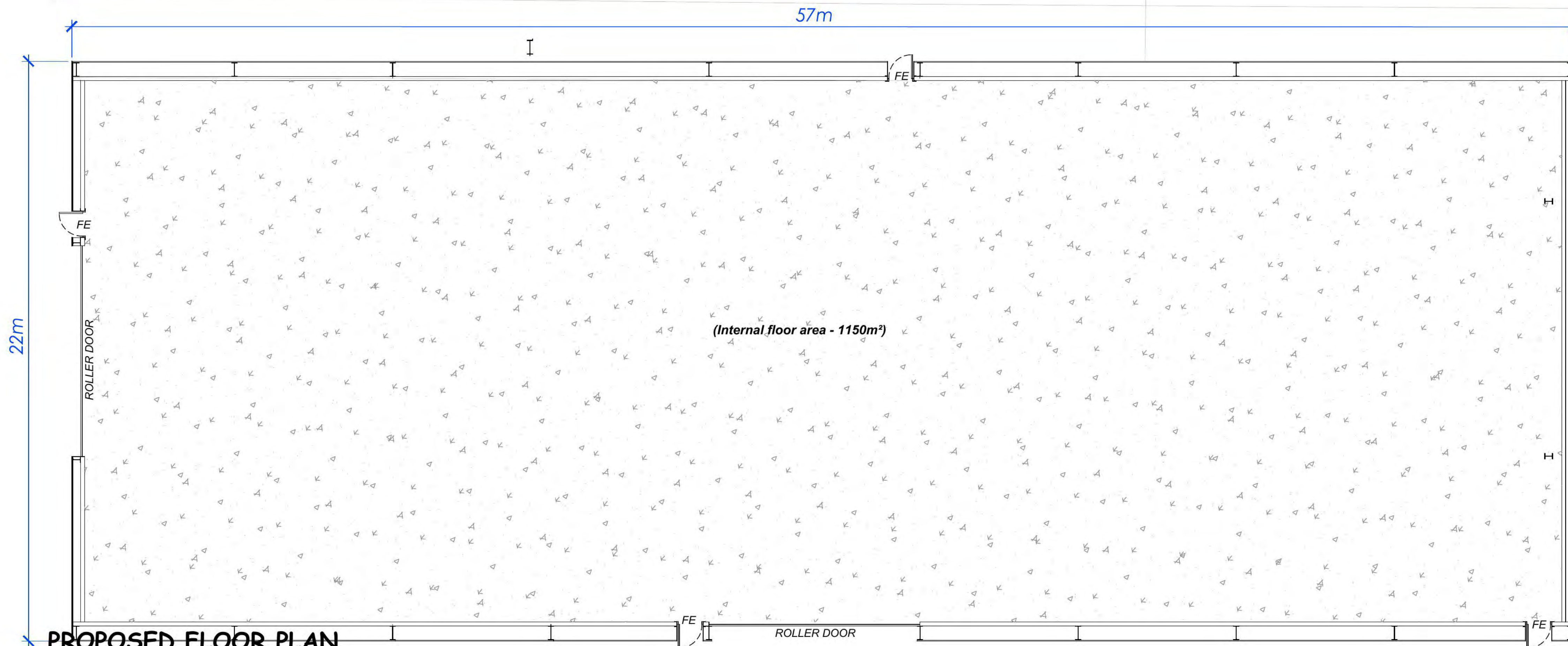
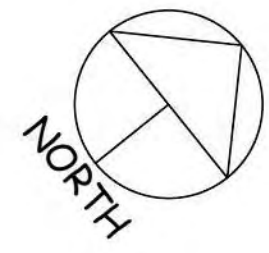


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CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 101 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

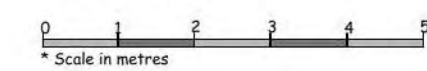
Refused

MERIDIAN ST.



PROPOSED FLOOR PLAN

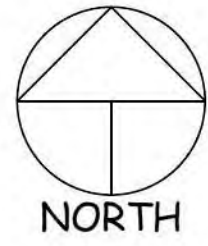
Scale 1:100



Refused

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-205 PL
SCALE	1:100 FOR A1 PRINT
DATE	FEB 2021
DRAWN BY	

Revision A - 18.03.21
*updated to indicate that the proposed floor plan does not breach public footpath

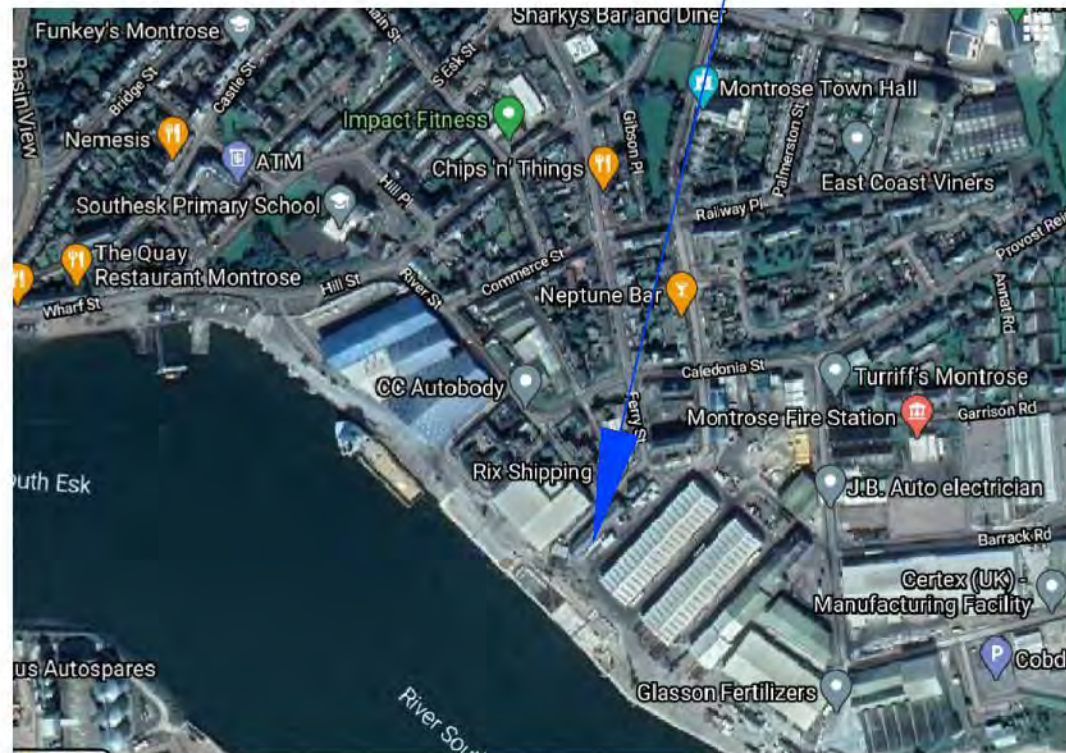


Refused

pm

PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
TELE: 01307 467744 FAX: 01307 467766
E-MAIL: enq@pm-scot.com

SITE LOCATION



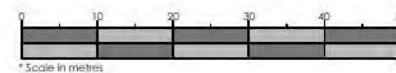
AERIAL VIEW OF LOCATION

**BLUE LINE INDICATES
OTHER PROPERTIES IN
RIX OWNERSHIP**

**RED LINE INDICATES
APPLICATION SITE**

LOCATION PLAN

Scale 1:1000



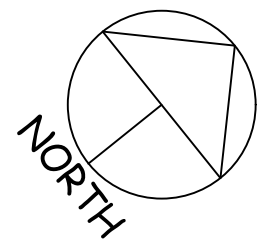
Refused

Rix has access rights across and express permission from Montrose Port Authority to occupy all the surrounding port areas for the warehousing in its ownership. Having been there for 65 years, Rix occupies and controls these areas with due consideration naturally afforded to other port stakeholders.

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 100 PL
SCALE	1:1000 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

Revision A - 18.03.21
*right of access note added
*properties owned by Rix (highlighted blue)

MERIDIAN ST.



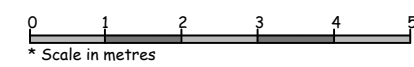
57m

22m

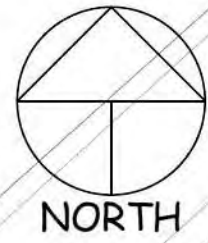
(Internal floor area - 1150m²)

PROPOSED FLOOR PLAN

Scale 1:100



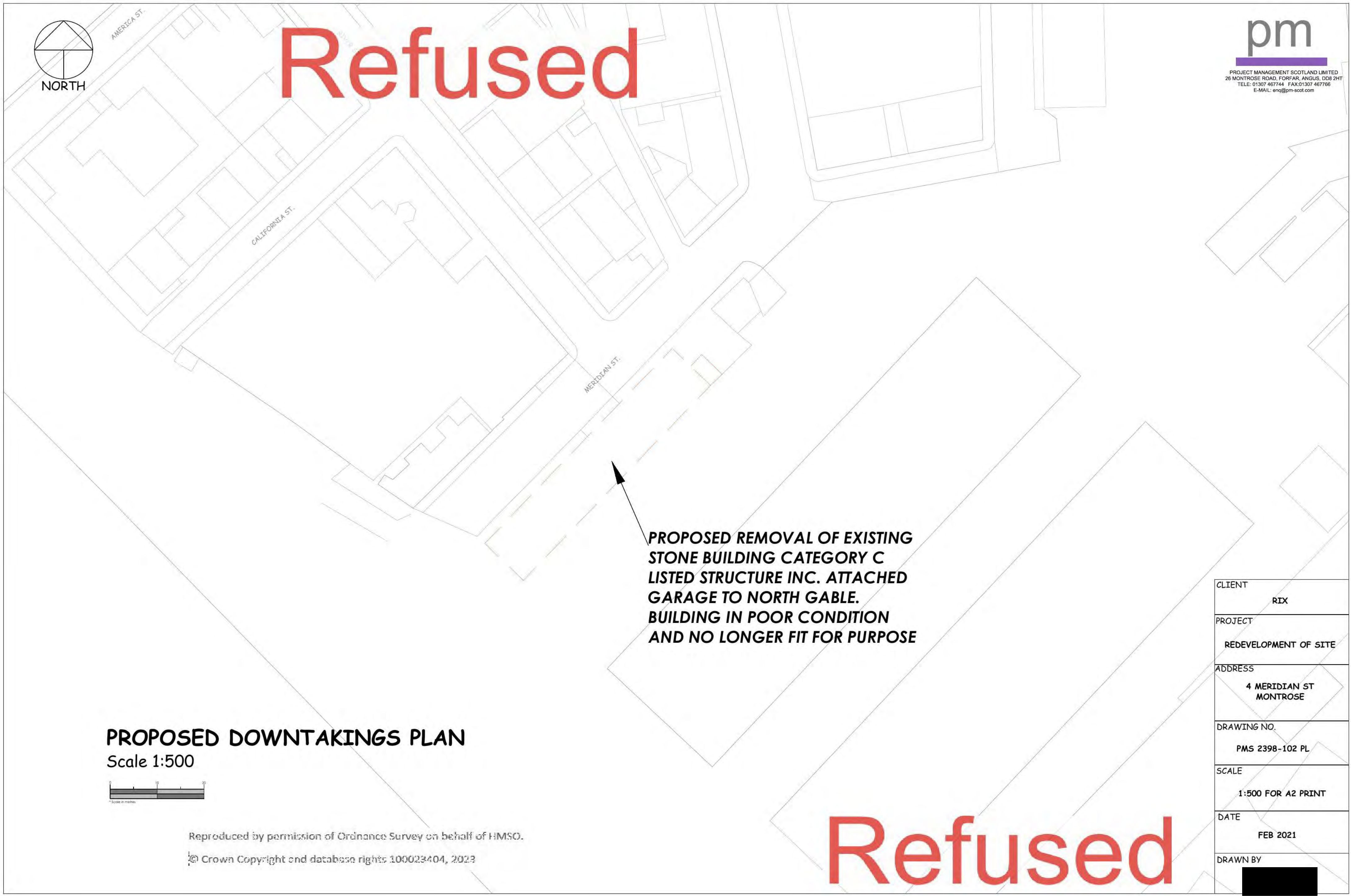
CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-205 PL
SCALE	1:100 FOR A1 PRINT
DATE	FEB 2021
DRAWN BY	



Refused

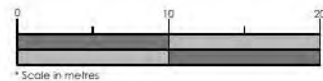
pm

PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
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E-MAIL: eng@pm-scot.com



**PROPOSED REMOVAL OF EXISTING
STONE BUILDING CATEGORY C
LISTED STRUCTURE INC. ATTACHED
GARAGE TO NORTH GABLE.
BUILDING IN POOR CONDITION
AND NO LONGER FIT FOR PURPOSE**

PROPOSED DOWNTAKINGS PLAN Scale 1:500

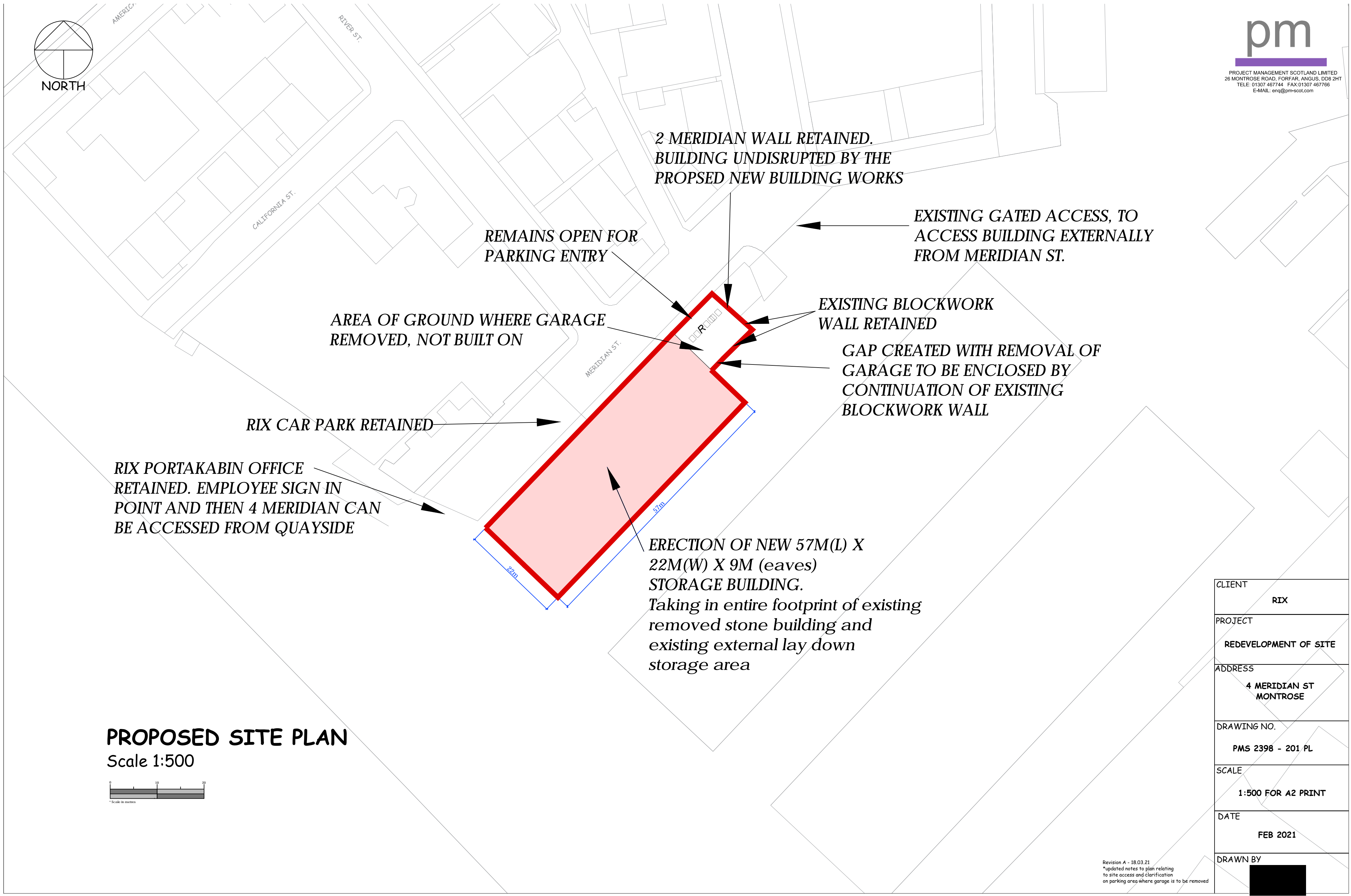
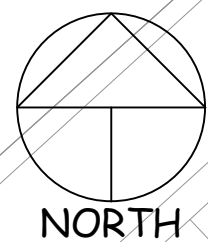


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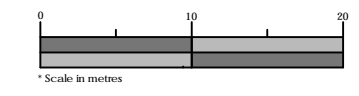
© Crown Copyright and database rights 100023404, 2023

CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398-102 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

Refused

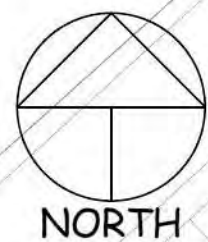


PROPOSED SITE PLAN
 Scale 1:500



CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 201 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	

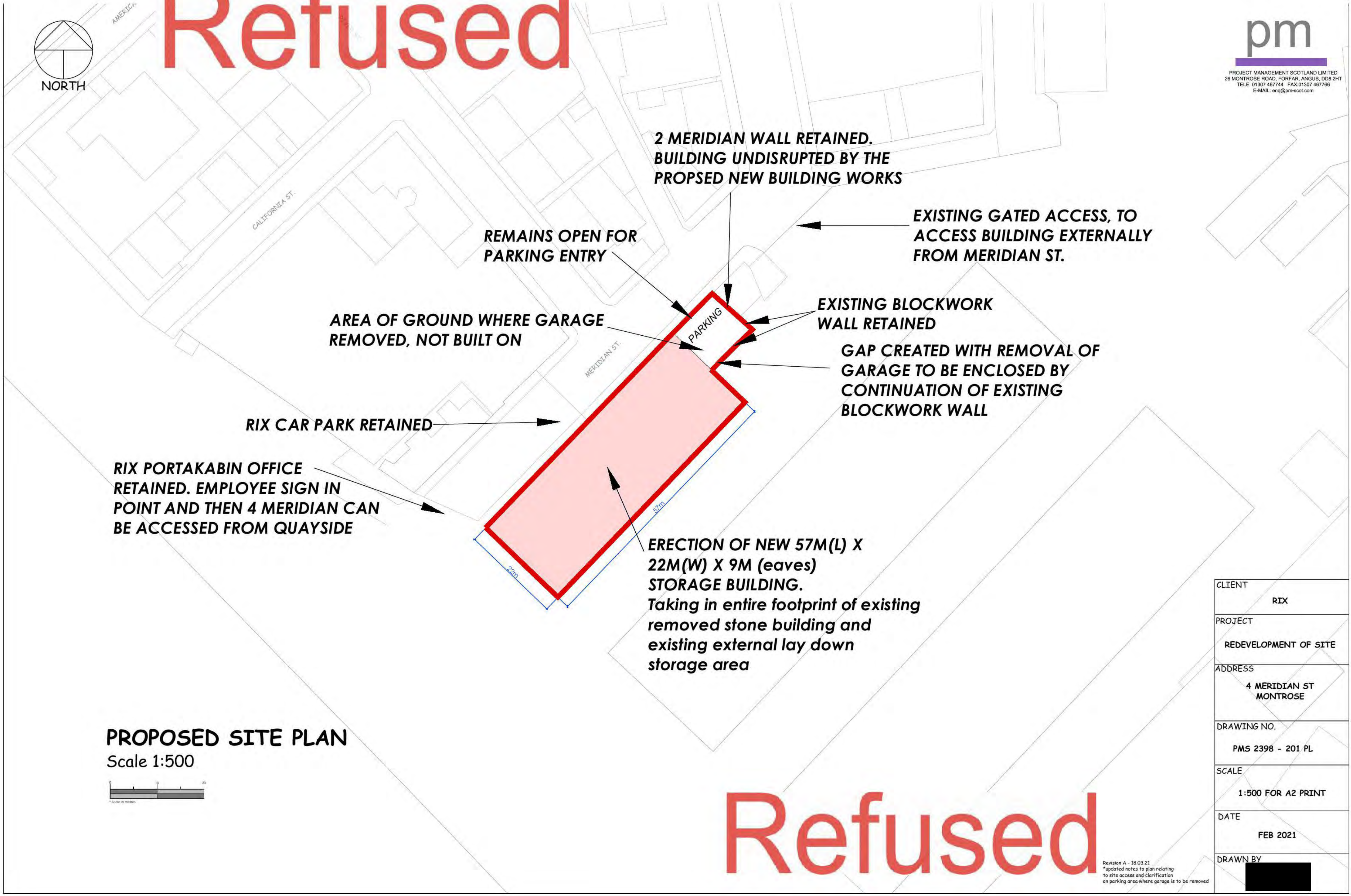
Revision A - 18.03.21
 *updated notes to plan relating to site access and clarification on parking area where garage is to be removed



Refused

pm

PROJECT MANAGEMENT SCOTLAND LIMITED
26 MONTROSE ROAD, FORFAR, ANGUS, DD8 2HT
TEL: 01307 467744 FAX: 01307 467766
E-MAIL: eng@pm-scot.com



2 MERIDIAN WALL RETAINED.
BUILDING UNDISRUPTED BY THE
PROPOSED NEW BUILDING WORKS

EXISTING GATED ACCESS, TO
ACCESS BUILDING EXTERNALLY
FROM MERIDIAN ST.

REMAINS OPEN FOR
PARKING ENTRY

AREA OF GROUND WHERE GARAGE
REMOVED, NOT BUILT ON

EXISTING BLOCKWORK
WALL RETAINED

GAP CREATED WITH REMOVAL OF
GARAGE TO BE ENCLOSED BY
CONTINUATION OF EXISTING
BLOCKWORK WALL

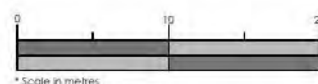
RIX CAR PARK RETAINED

RIX PORTAKABIN OFFICE
RETAINED. EMPLOYEE SIGN IN
POINT AND THEN 4 MERIDIAN CAN
BE ACCESSED FROM QUAYSIDE

ERECTOR OF NEW 57M(L) X
22M(W) X 9M (eaves)
STORAGE BUILDING.
Taking in entire footprint of existing
removed stone building and
existing external lay down
storage area

PROPOSED SITE PLAN

Scale 1:500



CLIENT	RIX
PROJECT	REDEVELOPMENT OF SITE
ADDRESS	4 MERIDIAN ST MONTROSE
DRAWING NO.	PMS 2398 - 201 PL
SCALE	1:500 FOR A2 PRINT
DATE	FEB 2021
DRAWN BY	[REDACTED]

Refused

Revision A - 18.03.21
*updated notes to plan relating
to site access and clarification
on parking area where garage is to be removed

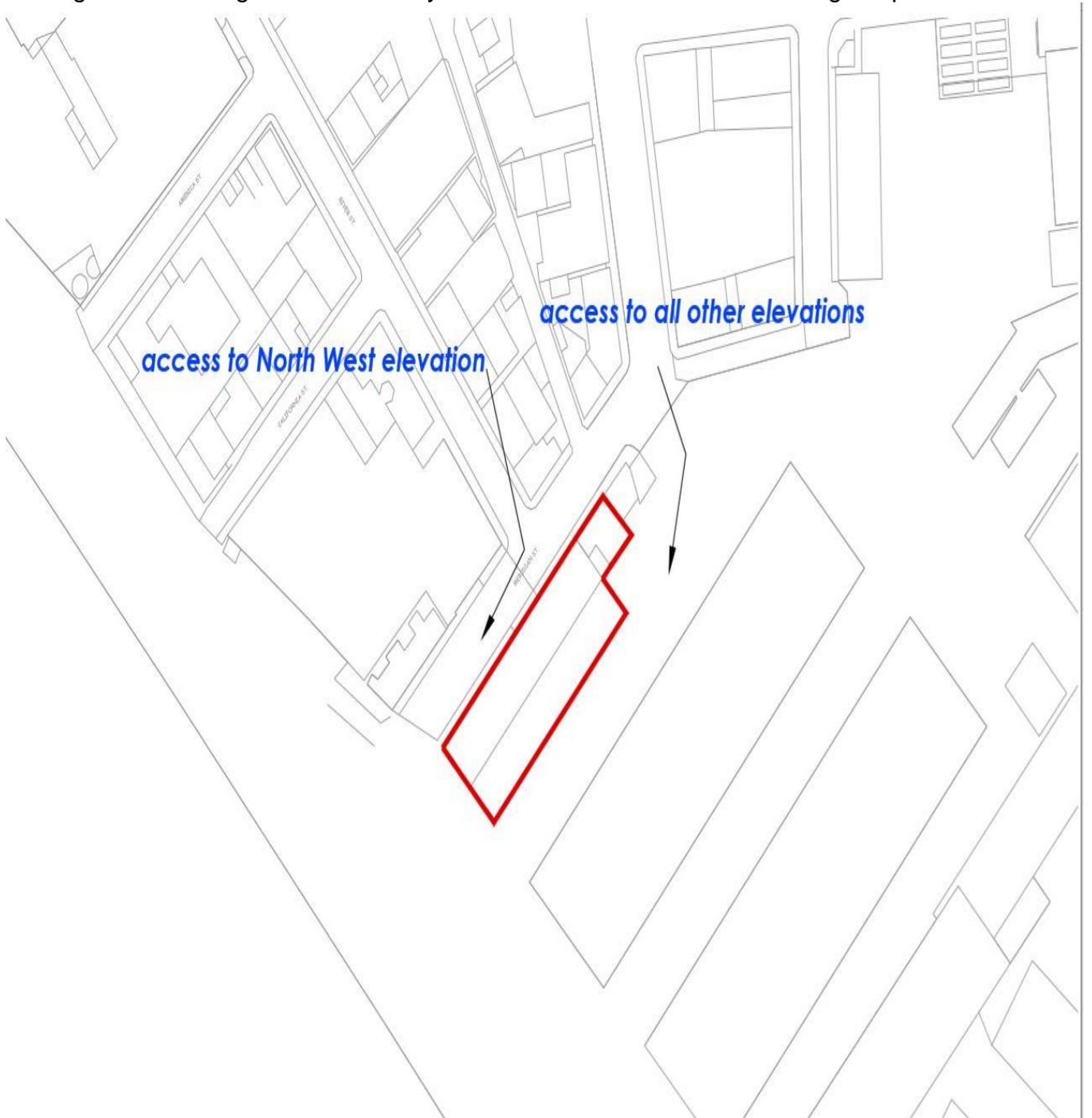
METHOD STATEMENT

Job Number	2398
Date	Method Statement Written by: Phil Birse (Project Management Scotland Ltd)
Name of Contractor	GS Robertson Carseview Road Forfar DD8 3BT 01307 462677
1. INTRODUCTION	
This Method Statement describes the specific safe working methods which will be used to carry out the work. It gives details of how the work will be carried out and what health and safety issues and controls are involved.	
2. DESCRIPTION OF WORK	
Demolition of existing stoned wall and slate roofed storage building	
Scope of Work	
<ul style="list-style-type: none"> - Herras fencing erected along site boundary - Safety signs displayed - Existing services will be disconnected from the buildings and confirmation obtained from licenced personnel that all services are no longer live - Soft strip of all fixtures - Hand strip of all roof slates as per bat survey report requirement - Mechanical excavator will be used to methodically and safely demolish the buildings, starting from roof level down to ground level - A dust suppression system consisting of a fine mist water spray will be available onsite if required - A supervisor shall observe the works and be in visual contact with the excavator operator at all times to ensure that surrounding buildings are protected. - The demolished material will be sorted once all the buildings have been demolished. These items will be recycled where possible, and all waste products will be disposed of by a licensed waste carrier - Site management are to ensure that no section of any building will be left in an unsafe manner overnight. - The site is to be left secure at the end of the day, and is to be inspected each morning before work commences. 	
3. Duration	
4 weeks	
4. LOCATION OF WORK	
4 Meridian Street, Montrose, DD10 8DS Location of buildings as per drawing number PMS 2398 – 100 PL	

5. ACCESS ARRANGEMENTS

Directly from Meridian St into Rix Car park to the North West side.

Through Rix secure gate access into yard for all other elevations / building footprint



6. LICENCES

None required

7. BUILDING REGULATIONS

I can confirm that all the proposed demolition works will be carried out in accordance with the following Building Regulations:

Regulation 10

1. Every building to be demolished must be demolished in such a way that all service connections to the building are properly closed off and any neighbouring building is left stable and watertight.
2. When demolition work has been completed and where, no further work is to commence immediately, the person who carried out that work shall ensure that the site is:
 - a. immediately graded and cleared, or
 - b. provided with such fences, protective barriers or hoardings as will prevent access thereto.

Regulation 13

1. No person shall carry out work unless the following provisions of this regulation are complied with.
2. Subject to paragraph (3), where work is to be carried out on any building site or building which is within 3.6m of any part of a road or other place to which members of the public have access (whether or not on payment of a fee or charge) there shall, prior to commencement of the work, be erected protective works so as to separate the building site or building or that part of the building site or building on which work is to be carried out from that road or other place.
3. Nothing in paragraph (2) shall require the provision of protective works in any case where the local authority is satisfied that no danger to the public is caused, or is likely to be caused, by the work.
4. The protective works referred to in the preceding paragraphs are all or any of:
 - a. providing hoardings, barriers or fences
 - b. subject to paragraph (5), where necessary to prevent danger, providing footpaths outside such hoardings, barriers or fences with safe and convenient platforms, handrails, steps or ramps, and substantial overhead coverings
 - c. any other protective works which in the opinion of the local authority are necessary to ensure the safety of the public, all of such description, material and dimensions and in such position as the local authority may direct.
5. Nothing in paragraph (4)(b) shall require the provision of a platform, handrail, step or ramp:
 - a. where no part of the existing footpath is occupied by the protective works or in connection with the work, or
 - b. where that part of an existing footpath remaining unoccupied affords a safe means of passage for people, and is of a width of not less than 1.2m or such greater width as the local authority may direct.
6. Any protective works shall be so erected as to cause no danger to the public and shall be maintained to the satisfaction of the local authority.
7. Subject to paragraph (8), any protective works shall be removed:
 - a. in the case of a building which has been constructed by virtue of a warrant, not more than 14 days or such longer period as the local authority may direct from the date of acceptance of the certificate of completion, and
 - b. in any other case, on completion of the work.
8. Nothing in paragraphs (1) to (7) of this regulation shall prohibit the removal of the protective works or any part thereof prior to the completion of the work where the local authority is satisfied that no danger to the public is caused or is likely to be caused as a result of their removal.

9. Any protective works shall be illuminated, and any such works which project on to or over that part of a road which is not a pavement or footpath shall be provided with such markings, as in the opinion of the local authority are necessary to secure the safety of the public.
10. Where work has been carried out without the provision of protective works, or where work on a building site has stopped or a building site has been abandoned, a local authority may require the site owner to carry out protective

Regulation 14

Where any work is being carried out on a building site or building, any neighbouring footpath (including any footpath provided so as to form part of the protective works) shall be regularly cleaned and kept free of building debris and related materials by the person carrying out the work, to the satisfaction of the local authority.

Regulation 15

1. Subject to paragraph (2) a person carrying on work shall ensure that any building which is partly constructed or partly demolished or which has been completed but not yet occupied is, so far as reasonably practicable, properly secured or closed against unauthorised entry at all times when work thereon is not in progress.
2. Nothing in paragraph (1) shall apply to any work where the local authority is satisfied that adequate supervision of the building is being or will be maintained for the purpose of securing the building.



Bat Survey Report

**4 Meridian Street
Montrose
Angus
DD10 8DS**

September 2020





Figure 1. Site plan Meridian Street Montrose

Introduction

1.1 Licensed bat worker Dr Garry Mortimer was commissioned to carry out building bat roost and bat activity surveys for the possible demolition of a working warehouse situated in the Montrose dock area at 4 Meridian Street Montrose DD10 8DS in August 2020 (Figure 1). These surveys are as required by Council in regards to a potential planning application.

1.2 Aims and Objectives

To determine if any bat roosts are present in the building to be demolished.

1.3 Bats Legal Status

Bats are protected under Annex IIa and IVa of the EC Habitats Directive (92/43/EC) as applied in Scotland under the Conservation (Natural Habitats &c.) Regulations 1994, as amended by the Conservation (Natural Habitats, &c.) Amendment (Scotland) Regulations of 2004, 2007 and 2009. This creates a series of criminal offences that can result in substantial fines and/or imprisonment. These offences are listed below and make it illegal;

- To deliberately or recklessly capture, injure or kill bats
- To deliberately or recklessly harass a bat or group of bats
- To deliberately or recklessly disturb a bat wherever they occur in a ^{[[SE]]}manner that is, or in circumstances which are, likely to impair its ability to survive, breed or reproduce, or rear or otherwise care for its young
- To deliberately or recklessly disturb a bat while it is hibernating or migrating
- To deliberately or recklessly disturb a bat in a manner that is, or is likely to significantly affect the local distribution or abundance of the species to which it belongs
- To deliberately or recklessly disturb a bat while it is rearing or otherwise caring for its young
- To deliberately or recklessly disturb a bat while it is occupying a structure or place which it used for shelter or protection
- To deliberately or recklessly obstruct access to a breeding site or resting place of a bat, or otherwise deny the animal use of the breeding site or resting place

(note that this protection exists even when the bat is not in occupation)

- To damage or destroy a breeding site or resting place (Note this is a strict liability offence and the prosecution do not have to prove deliberate or reckless intent, merely that the roost was damaged or destroyed)
- To possess or control or transport any live or dead bat which has been taken from the wild or anything derived from a bat or any such part of a bat
- In addition to the above offences it is an offence to knowingly cause or permit such offences to be committed.

Site Description

1.4 4 Meridian Street is a working warehouse situated in the docks area at Montrose. The building is of solid stone construction with slates onto sarking. No wall or roof cavities are present. The warehouse has no windows, however the sliding doors are open daily to allow forklift access (Figures 2-8).



Figure 2. Stonework construction of warehouse.



Figure 3. Slated roof.



Figure 4. Stonework with very limited bat roost potential.



Figure 5. Warehouse actively used for storage with open doors during working hours.



Figure 6. Warehouse actively used for storage.



Figure 7. Warehouse actively used for storage.



Figure 8. Slates laid onto wooden sarking and joists.

1.5 Standards and Guidance Followed for Bat Surveys

In August 2020 Dr. G Mortimer and surveyors carried out a Potential Roost Assessment (PRA) looking for signs of roosting bats to in accordance with guidance from the BCT.

1.6 Building Inspection

The outside and inside of the building was inspected utilizing ladders, 10 x 40 binoculars and an endoscope where appropriate. The building was checked for any potential bat access points, droppings on walls, urine stains, grease marks or other indications that a roost was present. Big packages covered in polythene were present inside the warehouse that have been there for a considerable time and were covered in dust and debris. These were carefully inspected on the exposed plastic for bat droppings.

Results

1.7 Signs of bats

No faecal droppings, staining or any other signs of bat occupancy were observed around the outside or inside of the building.

1.8 Following BCT Guidance it was considered that bat roost potential was low and that dawn and dusk activity surveys would be required.

1.9 Dusk & Dawn Emergence Surveys

In August & September three bat surveyors carried out dawn and dusk bat emergence/re-entry surveys in suitable conditions

August 24 Dawn - Start 03.30 – End 06.40; Sunrise 06.00; Weather: 4/8 Oktas cloud cover; Wind: Calm, Temperature: 12 Celsius.

August 28 Dusk - Start 20.30 – End 23.00; Sunset 20.21; Weather: 3/8 Oktas cloud cover; Wind: Force 1 NE, Temperature: 14 Celsius.

September 7 Dawn - Start 04.30 – End 07.00; Sunrise 06.30; Weather: 5/8 Oktas cloud cover; Wind: Force 2 W, Temperature: 14 Celsius.

September 22 Dusk - Start 18.30 – End 21.00; Sunset 19.15; Weather: 8/8 Oktas cloud cover; Wind: Force 2 W, Temperature: 16 Celsius.

1.10 BATBOX Duet Heterodyne / Frequency Division bat detectors and MP3 recording devices were used to enable bat detection and record any bat echolocations for subsequent analysis using Batsound software. Handheld GPS units were used to determine positions and radio receivers were used to communicate between surveyors. Information recorded included species, time seen, location, flight direction, habitat associations & behaviour.

Results

1.11 There was no bats recorded leaving or entering any roosts. No bats commuting or foraging in the general area were recorded.

Discussion of Bat Survey Results

1.12 The bat surveys were undertaken to assess whether there were roosting bats present in the warehouse building at 4 Meridian Street Montrose.

1.13 No bat droppings or other potential signs of bats were recorded inside or outside of the building.

1.14 No bats were recorded leaving or roosts during dawn and dusk bat activity surveys.

1.15 No bats were recorded in the general areas during surveys.

Mitigation

1.16 Whilst no bats were recorded, it is considered that mitigation will be required. Given the age and design of the building and that in particular, pipistrelle roosts can be transient and bats will change roosts frequently the following mitigation is required.

- That all slates and roof coverings are to be removed by hand.
- If any bats are found work should stop in the immediate area and GLM Ecology contacted who will deal with the issue in the appropriate manner.

Conclusion

1.17 A negligible risk of death or disturbance to European Protected Species is expected and it is safe to proceed if the above mitigation is followed.

- **DISCLAIMER**

This report has been prepared by Dr Garry Mortimer of GLM Ecology, with all reasonable skill and care within the terms of the agreement with the client. Dr Mortimer disclaims any responsibility to any parties in respect of matters outside this scope.

Best efforts were made to meet the objectives of this study through desktop study and field survey.

Information supplied by the client or any other parties and used in this report is assumed to be correct and GLM Ecology accepts no responsibility for inaccuracies in the data supplied.

It should be noted, that whilst every endeavour is made to meet the client's brief, no site investigation can guarantee absolute assessment or prediction of the natural environment. Numerous species are extremely mobile or only evident at certain times of year and habitats are subject to seasonal and temporal change.

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Document Prepared By
Dr Garry Mortimer
GLM Ecology



4 MERIDIAN STREET, MONTROSE

Job No. 203966

EXISTING BUILDING CONDITION REPORT

Interpretive report and recommendations from site observations.

Nathan D. Murray

BEng (hons) MSc. CEng MStructE

INTRODUCTION

Project Brief

At the request of Rix Shipping (Scotland) Ltd., Griffen Design Ltd. visited the property at 4 Meridian Street to assess the condition of the existing building.

Building Location & Overview

The building is located at the end of Meridian Street, Montrose. This is a public road despite restricted access caused by the gate. The operational buildings within the vicinity dwarf the old building.

The building is 60.0m x 10.3m and 6.3m to eaves. The walls are dressed stone externally with loose rubble filling. Originally there was an internal floor at 3.0m, the joist ends and wallplate are still evident in the wall. The roof is slate finish on timber rafters and purlins supported on raised tie timber trusses and hipped on the north east elevation. The floor is a mix of oversite concrete and tarmac, both of varying condition and thickness.

History

The building was built in 1905 as the Brechin Agricultural Trading Building, there is a date stone on the south west elevation. The building was originally used as a shipping store and loading building. The wet dock was off the south west of the building. The ships loaded via a line from the upper floor openings direct onto the ships deck. As technology progressed the building became more obsolete becoming a bulk fertilizer store in the late 1970's until 2015 when it was taken over by the current owner. In the early 1980's the wet dock was filled in rendering the building a store.

The change of use is evident in the buildings façade. The original openings are blocked up, large new openings in the south west and south east elevations with new access doors. Internally, the intermediate floor has been removed for increased storage space. To form the fertilizer store a series of steel columns were inserted adjacent to the external wall inner face, timber boards placed between the steel columns forming the retaining wall. There are only a few steel columns remaining, primarily to the northern end of the building.

SITE OBSERVATIONS

Due to storage items a number of areas of the building were not accessible, namely the north east and south west elevations, and internally the northern end of the building were all inaccessible or closely observable.

North † st Elevation

The north † st elevation is on Meridian Street. There are a number of alterations evident on this elevation, the large openings at the northern end on the ground floor are not original, reduced in size and finally blocked up. The upper floor openings are all blocked up, as are a number of the ground floor openings. A new personnel door is located midway along the elevation.

External

The stonework generally is in poor condition. The mortar has been repointed and there are several large damp patches particularly at the southern end. A distinct bow in the wall is observed particularly in the central section of the wall.

Internal

The wall is in very poor condition. The mortar is very friable, this is a combination of poor materials, poor maintenance and contact with the fertilizer. As a result there are numerous pockets where stones have been dislodged or missing.

At the wallhead there is a horizontal shift in the masonry. The top course is fixed to the rafters and remains in its original position. The stone below has moved outwards by 150mm to 200mm. This is due to the fertilizer storage, either retention or the push into position.

At almost every main girder support there are vertical and/or diagonal cracks. Again, this is due to a combination of poor materials, poor workmanship and fertiliser storage.

South - st Elevation

External

The stonework is difficult to observe on this elevation due to the material storage for the dockyard. From the small section that was observed the external face was in reasonable condition. A large new sliding door is located at approximately mid length. This opening is full height with new steel UB sections as a lintel.

Internal

The internal condition is very similar to the north east elevation. The mortar is very friable and there are numerous pockets of dislodged and missing stone. The wall is leaning or bowing. The wallhead is offset from the stone below by similar distances. There are cracks at almost every truss end.

South West Elevation

External

This elevation is a full gabled the coping stones are weathered. There is a new large full width opening forming a sliding door. There is evidence of the mortar being repointed and some cracking.

Internal

There is a large vertical crack at each side of the new opening emanating from the lintel support and projecting up towards the roof. Evidence of repair and repointing throughout this elevation.

North East Elevation

The roof is hipped at this end and the eaves level is consistent with the side elevations. This elevation has limited access from both external and internal.

External

The masonry looks in reasonable condition. This is perhaps the most sheltered elevation and most difficult to access from plant and machinery. There are several vertical cracks from the eaves downwards. The wall has stepped out gutter insomuch that the wall is approx. half the gutter width off plumb. The gable appears to be leaning at eaves level.

Internal

The cracks viewed externally are also observed internally. The general condition appears to be similar to the side elevations, although this was observed from a distance.

Roof

The roof appears in reasonable condition. The ridge remains reasonably level. There are some missing or dislodged slates. The sarking is discoloured which is normally associated with rot but could also be a result of the fertilizer. The rafters, purlins and trusses all appear sound but this is a visual observation from ground level.

DISCUSSION

Building Use

As discussed the previous uses of the building has changed numerous times over the life of the building. This has led to several changes in the appearance of the building, window and door openings being blocked up and new ones opened.

The use as a fertilizer store has had a detrimental effect on the building. In order to be used as a fertilizer store the intermediate floor was removed and steel columns were inserted adjacent to the external wall with timber boards between.

The fertilizer was stored in heaps by pushing the fertilizer using a type of bulldozer. Over time the fertilizer packed between the timber boards and external stone walls, either by the heap being pushed higher than the boards or being pressed between the boards. The walls then act partially as retaining walls supporting the at rest fertilizer pressure or the push pressure of the bulldozer. Either process has led to the bowing or leaning of the external wall.

The removal of the intermediate floor will have weakened the building as the lateral tie is removed. In combination with a change in the working pressures on the building has led to the leaning and bowing of the walls, particularly the elevations as they are long without lateral restraint.

The fertilizer also appears to have reacted or eroded the mortar between the stone, leaving the mortar very friable and very damp. The dampness is very evident on the most sheltered north east elevation where even after several years after disuse.

The previous uses and changes have weakened the building.

Building Condition

The building is generally in poor condition and in need of repair and maintenance. The north west elevation is particularly poor exhibiting a severe lean worsening towards the mid length of the building. The north east gable also has a severe lean observed by the wall relative to the gutter. Internally, the building is in very poor condition with very weak, friable mortar, loose and missing stones and numerous cracks.

The ground floor needs to be removed and replaced in its entirety to produce a floor suitable for storage.

Only minor repairs are need to the roof. There are several small holes needing repaired with the eaves and guttering needing particular attention.

BUILDING RECOMMENDATIONS

Conclusions

The building is no longer fit for the purpose it was built for, hence the changes in use and appearance. This is also evident in the size of the adjacent buildings which are much larger. Changes in technology, modern plant and machinery have led to better storage and loading techniques.

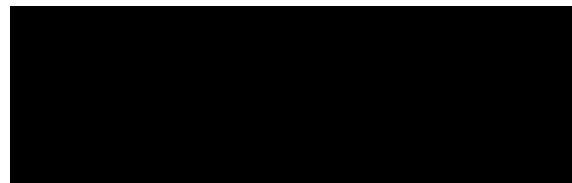
The owner will be limited in the future use of the building because of its size and condition. We would envisage that a relatively minor accident with a modern machine would lead to major impact on the building. A great risk to the public if this was to the north east elevation on Meridian Street.

To repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities.

Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. And the cost of repair high compared with the gain in repair.

This report has been prepared based on the observations from our site visit and visual inspection.

Yours faithfully,



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Appendix A – Photographs



Figure 1: South West Gable Elevation



Figure 2: North East Gable & North West Elevation (Meridian Street)



Figure 3: Part South East Elevation



Figure 4: Part South East Elevation



Figure 5: North West Elevation – Wall Lean



Figure 6: North West Elevation – Wall Lean



Figure 7: North West Elevation – Damp Patch, Weathered Stone & Eroded Friable Mortar



Figure 8: North West Elevation – Altered Openings, Damp Pathces & Eroded Stone and Mortar



Figure 9: North East Elevation – Damp Patch, Weathered Stone & Cracking



Figure 10: North East Elevation – Typical Crack



Figure 11: North East Elevation – Damp Patch, Weathered Stone ,Cracking & Gutter Position



Figure 12: North East Elevation – Damp Patch, Weathered Stone ,Cracking & Gutter Position



Figure 13: North East Elevation – Wall off Plumb (Left Hand Corner)



Figure 14: Internal South West Elevation – Weathered Stone & Cracking, Truss Discolouring



Figure 15: Internal South West Elevation –New Lintel with Vertical Crack



Figure 16: Internal North East Elevation –Wall Lean, Weathered Stone, Patches & Cracking



Figure 17: Internal South West Elevation –Wall Lean, Weathered Stone, Patches & Cracking



Figure 18: Internal North East Elevation –Wall Lean, Wall Displacement, Patches & Cracking



Figure 19: Internal North East Elevation –Wall Lean, Wall Displacement, Patches & Cracking



Figure 20: Internal North East Elevation –Wall Lean, Wall Displacement, Patches & Cracking



Figure 21: Internal North East Elevation –Intermediate Floor, Patches & Cracking



Figure 22: Internal North East Elevation –Intermediate Floor, Patches & Cracking



Figure 23: Internal North East Elevation –Diagonal Crack



Figure 24: Damaged Stonework



Figure 25: Damaged Stonework



Figure 26: Damaged Stonework



Figure 27: Damaged Stonework



Figure 28: Damaged Stonework



Figure 29: Damaged Stonework



Robert Lenfert Archaeology
Heritage Consultant

4 Meridian Street Montrose, Angus

Level 1 Standing Building Survey
Data Structure Report
Project Code RLA-110-21

Dr Robert Lenfert, ACIfA
Robert Lenfert Archaeology
February 2021

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Summary

A Level 1 standing building survey was undertaken on February 12th, 2021 at 4 Meridian Street, Montrose, Angus on behalf of RIX Shipping Scotland and Project Management Scotland. This was carried out in advance of demolition of the building which shows signs of impending collapse with heavily bowed structural walls. The structure is a C-listed building, comprising a long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour constructed in 1905. The warehouse is still in use for timber products, however, materials are currently kept away from the walls to avoid further destabilisation.

1 Introduction

1.1 Robert Lenfert Archaeology (RLA) was commissioned by Project Management Scotland, on behalf of Rix Shipping Scotland, to carry out a Level 1 standing building survey at 4 Meridian Street.

1.2 The structure is situated in the historic core of the old town in an urban location, centred on NGR NO 71566 57152 at >5m OD.

1.3 A Planning Application (Ref No to be assigned) is to be submitted for the demolition of the existent structures. This survey is therefore a 'proactive' Level 1 survey in advance of the respective planning application.

1.4 All work specified in this brief was carried out in the context of Scottish Planning Policy (SPP), Planning Advice Note 2/2011 (PAN 2/2011), and Historic Environment Policy for Scotland (HEPS), which states that archaeological remains should be regarded as part of the environment to be protected and managed.

1.5 The project code for 4 Meridian Street is RLA-110-21.



Illus 1 Location of 4 Meridian Street, Montrose. Contains Ordnance Survey data © Crown copyright and database right 2021.

2 Background

2.1 The structure lies centrally within the harbour area, which in turn is set within the historic core of the town of Montrose. Montrose was made a royal burgh by David I by the mid-12th Century AD, but its origins as a settlement are likely much earlier. Its medieval layout, at the core of the town, can still be seen. Early exports were skins, hides and cured salmon. The harbour is at the heart of Montrose's fortunes, and as trade and fishing increased throughout the 17th - 19th century so the town developed and expanded.

Roy's Military Survey of Scotland 1747-1755 was the oldest map consulted for this survey. No structures are reliably depicted here at this time, though the total accuracy of the Roy Map regarding this location cannot be considered definitive.

By the publication of the 1st edition Ordnance Survey maps and the large-scale Scottish town plan of 1861-2 in particular, the area around Meridian Street had become a bustling centre of maritime activity, including a number of surrounding boatbuilding sheds, shipyards and curing plants for the local fishing industry. The site on which 4 Meridian Street stands today was then depicted as a largely empty lot, with two small structures in place at the SW and NE ends of the current structure's footprint.

3 The Level 1 Standing Building Survey

3.1 Recording and Survey methods

The building survey was performed on February 12th, 2021. The weather was frigid and very windy, with ice and snow present. Photos were taken with a 24mp Nikon DSLR with a 10-24mm wide angle lens, employing an external high-power strobe for unlit interior areas. In some instances, perspective correction was applied with image processing software to mimic a tilt-shift lens and obtain a more correctly rectified image.

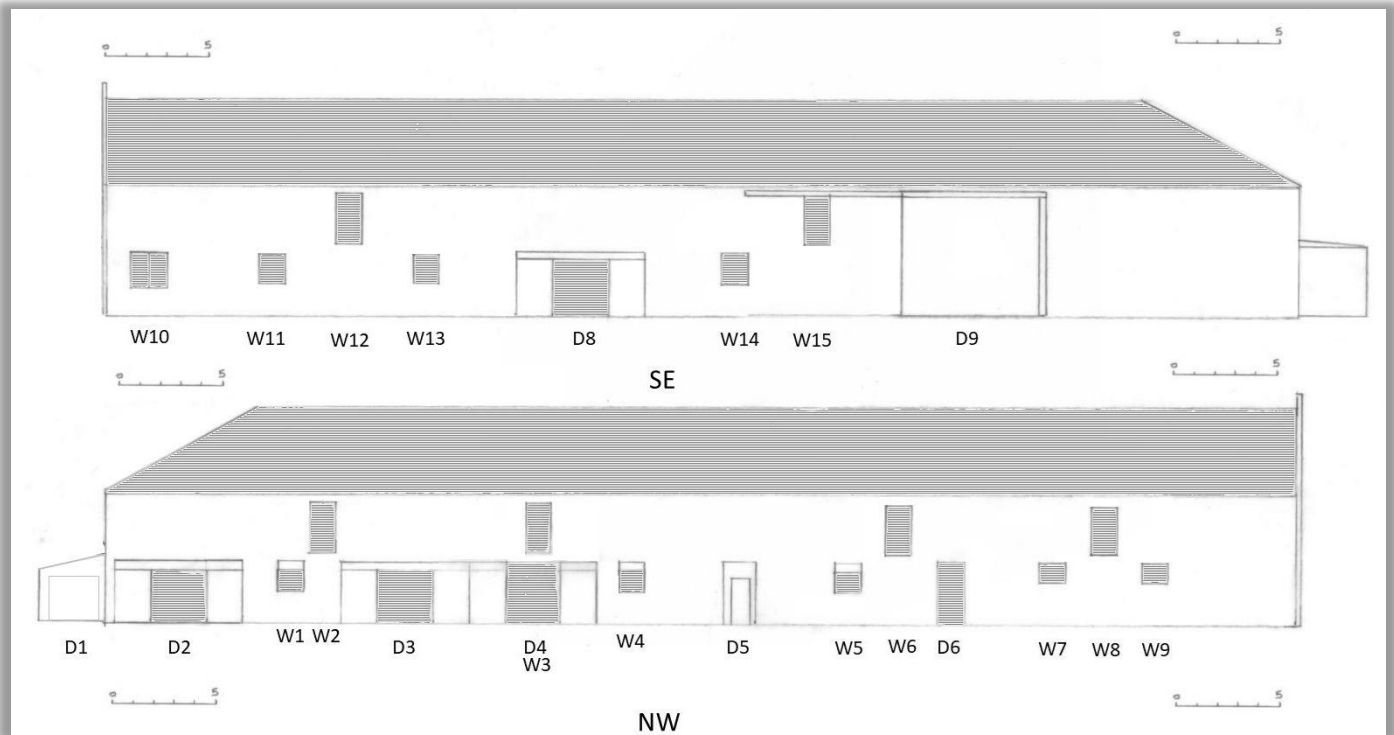
The majority of measurements were taken with a Bosch GLM 120C professional digital laser measure and tripod, while a small number were taken using 50m and 3m tapes. The plans and elevations were drawn on site using A3 graph paper overlain with drafting film, then scanned, digitally revised and annotated in the office.

3.2 The Structure

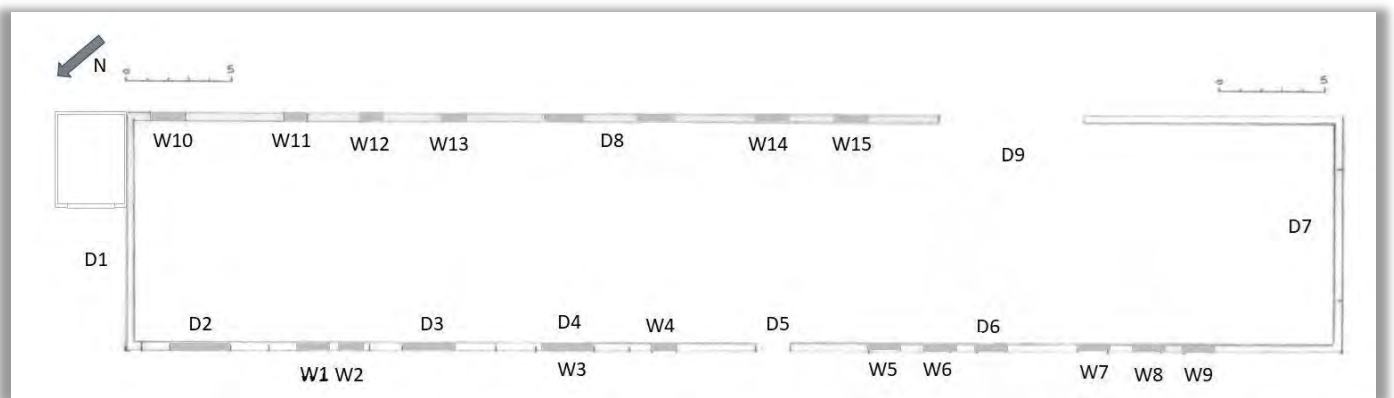
The warehouse is a C-listed rectangular structure measuring 58.05m SW-NE by 11.18m SE-NW, comprising a long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour (Illus 2-4). The gable has simple classical detailing. Within the gablehead is a circular opening with a segmental hoodmould with coped skews and double skewputts. Within the hoodmould is a panel inscribed '1905'. Overall, the structure is constructed of grey/brown sandstone rubble with ashlar dressings, common to many traditional buildings in Montrose. There are blocked openings at ground and 1st floor, some with rolling door insets. The pitched roof is timber with a grey slate covering and is piended at the northeast end. It was formerly used by the Brechin Agricultural Product Company, and faint lettering is still visible painted on the NW facing exterior first floor level. The pitched roof is covered in grey slate, piended to the north-east. Fenestration is irregular. The south-west elevation faces the harbour and has large metal sliding doors at the ground-floor. The north-west elevation has one metal pedestrian security door and various blocked openings to the ground and first floor. There is a small

modern garage measuring 3.25 x 5.56m with pebbledash siding, a modern roller door and a corrugated fibreglass roof at the NE corner.

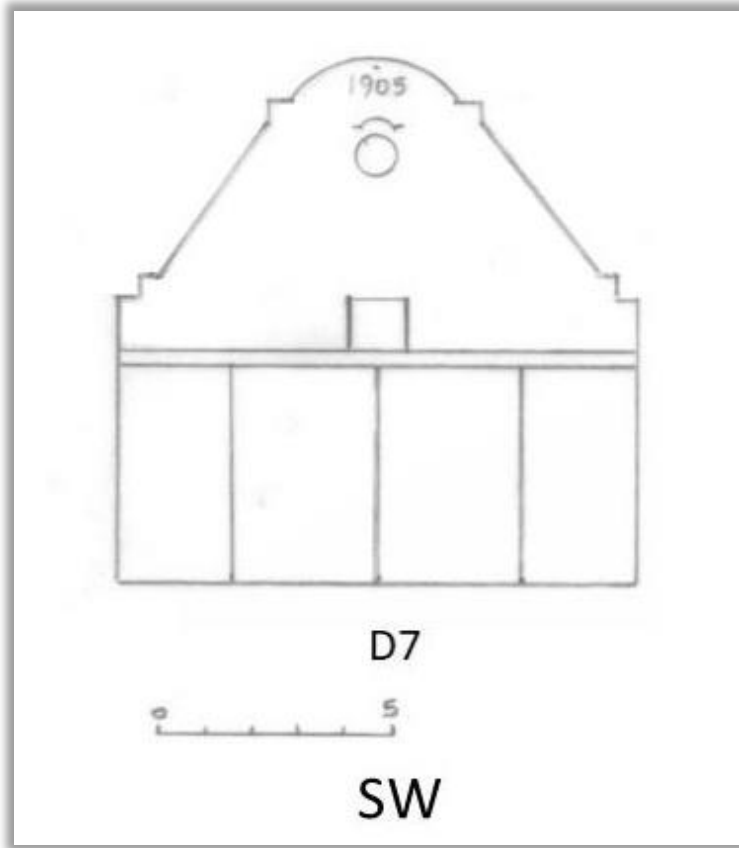
Currently there are three main doors/entrances in use and no functioning windows. There is a metal pedestrian door on the NW facing aspect, a large double set of sliding doors on the SW facing aspect (below the hoodmould) and a large sliding door centrally located along the SE facing aspect which stands at full wall height. (cont. p.11)



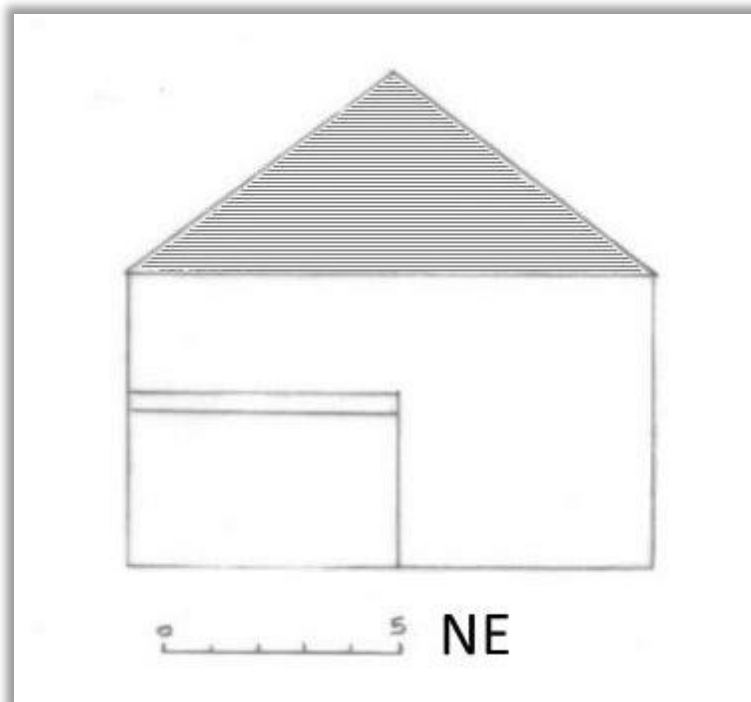
Illus 2 Elevations for the warehouse structure, 4 Meridian Street, Montrose. Scale is in metres.



Illus 3 Plan of the warehouse structure, 4 Meridian Street, Montrose. Scale is in metres. The structure is of a single phase of construction, minus the small external garage.



Illus 4 The SW Elevation/façade at 4 Meridian Street, Montrose. Scale is in metres.



Illus 5 The NE Elevation/façade at 4 Meridian Street, Montrose. Please note modern garage extension. Scale is in metres.



Illus 6 General view looking S along the NE/NW exterior.



Illus 7 General view of the N portion of the NW exterior.



Illus 8 General view of the SW façade.



Illus 9 Detail of circular vent, hoodmould and build date on the SW façade.



Illus 10 General view of the NW facing interior walling.



Illus 11 Rafters and ceiling arrangement.



Illus 12 General interior view looking NE.



Illus 13 NE facing exterior with small modern garage addition.

(...cont. from p.5)

Doors 2-4 & 8 represent the original early 20th century working entrances for carts or large items. These four doors were narrowed in width at an undetermined point in the structure's history, though this first stage of reduction appears to be well weathered and therefore of some age. At this point, the doors were apparently sliding horizontal double doors, as evidenced by the remaining cast or wrought iron track affixed above all except D4, which is now missing. A second phase saw the doors completely blocked in the same manner and style as all windows, with neatly snecked sandstone blocks and mortar. This infill appears to have very little weathering or biological growth, indicating that it was a relatively recent modification, perhaps at the time the modern sliding doors and metal security door (D7-8 and D5 respectively) were fitted.

Inside the warehouse structure, there are no partitions or internal walls. The structure is currently used for timber and building material storage, though loads are stacked away from the badly bowing walls. The wooden rafters and sub-roofing appear to show signs of substantial repair or replacement. The external roofing is neat slate tile and appears largely weathertight and well-maintained.

The walls themselves, as mentioned, are now showing signs of moderate to severe outward bowing, with a visible curvature when viewed along the exterior. Such is the extent, this bowing has also given a slight curve to the drainpipes affixed to the building. The warehouse floor is modern concrete.

Externally, a small (5.6 x 5.6m x 3.25m high) modern garage was added to the NE facing end of the structure. It is finished in pebbledash and has a modern overhead sliding metal roller door.

Overall, the structure is utilitarian in nature as to be expected, though the SW facing façade has some ornamentation, including the build date of 1905 in prominent font high above, with a circular vent with neatly dressed sandstone surround and hoodmould above.

There does not appear to be any phases of substantial modification or additions, other than the aforementioned blocking of doors and windows and small garage addition to the NE exterior.

Internally, traces of a first floor or loft are present with the remains of floor joists found along the interior walling at a height of 2.8m. This suggests windows 2,3,6,8,13,15, prior to blocking, were perhaps ports for the intake or removal of goods stored within, though this cannot be conclusively established from the present scarring.

Windows:

ID	Dimensions in metres (w x h)	Description
W1	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W2	1.0 x 2.5	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. This window may have originally served as a doorway or port when the first floor was present.
W3	1.0 x 2.5	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. This window may have originally served as a doorway or port when the first floor was present.
W4	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W5	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W6	1.0 x 2.5	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. This window may have originally served as a doorway or port when the first floor was present.
W7	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W8	1.0 x 2.5	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. This window may have originally served as a doorway or port when the first floor was present.
W9	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W10	1.3 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. Sandstone partition, double window. Unique to this structure.
W11	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W12	1.0 x 2.5	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. This window may have originally served as a doorway or port when the first floor was present.
W13	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W14	1.0 x 1.3	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks.
W15	1.0 x 2.5	Alternating sandstone quoins, flush sandstone sill, now blocked with neatly snecked sandstone blocks. This window may have originally served as a doorway or port when the first floor was present.

Doors

ID	Dimensions in metres (w x h)	Comments
D1	2.5 x 2.2	Modern metal overhead roller door (garage door).
D2	6.0 x 2.8 (inset 2.75 x 2.8)	Original door dimensions – 6.0m x 2.8m. Partially blocked with coarse sandstone rubble blocks and reduced to 2.75m wide, retaining original height. A second phase completely blocked the door with neatly snecked sandstone blocks, same material as windows listed above and apparently contemporary. Remains of cast or wrought iron horizontally sliding door track present but in poor condition.
D3	6.0 x 2.8 (inset 2.75 x 2.8)	Original door dimensions – 6.0m x 2.8m. Partially blocked with coarse sandstone rubble blocks and reduced to 2.75m wide, retaining original height. A second phase completely blocked the door with neatly snecked sandstone blocks, same material as windows listed above and apparently contemporary. Remains of cast or wrought iron horizontally sliding door track present but in poor condition.
D4	6.0 x 2.8 (inset 2.75 x 2.8)	Original door dimensions – 6.0m x 2.8m. Partially blocked with coarse sandstone rubble blocks and reduced to 2.75m wide, retaining original height. A second phase completely blocked the door with neatly snecked sandstone blocks, same material as windows listed above and apparently contemporary. As opposed to D2 and D3, there are no metal sliding door fixings or track present, though scaring reveals they were present.
D5	1.3 x 2.2	Modern galvanised metal security door apparently with surround blocking former doorway with dimensions identical to D6. Door is currently in use and is the only access into the building from the NW facing side of the warehouse.
D6	1.3 x 2.8	Blocked doorway, filled with neatly snecked sandstone.
D7	4.0 x 6.0	Modern galvanised metal double sliding door. In use.
D8	6.0 x 2.8 (inset 2.75 x 2.8)	Original door dimensions – 6.0m x 2.8m. Partially blocked with coarse sandstone rubble blocks and reduced to 2.75m wide, retaining original height. A second phase completely blocked the door with neatly snecked sandstone blocks, same material as windows listed above and apparently contemporary.
D9	6.0 x 6.0	Single large modern galvanised metal sliding door, main service entrance to warehouse for plant and machinery. In use.

4 Discussion and Conclusions

Based up historical map regression starting in the mid-18th century, this area of Montrose Harbour was not settled, and only one structure is depicted in this general area on the Roy Map (Illus 7). By the 1833 Admiralty Chart, this picture changes substantially with two relatively small square structures shown on the present-day footprint of the warehouse. Whether this represents a differential in general cartographic accuracy, or a true reflection of increased activity and commerce remains somewhat uncertain, though there is little doubt by the early to mid-19th century, the harbour area was fast becoming a centre of industry along the quayside. By the first edition Ordnance Survey Maps (1860s) and the second Admiralty Chart (late 1880s), this location is now highly developed, with ship yards, fish-curing works and various other industrial activities listed on maps of the period (Illus 9-13). By the 1861 survey for the 6- and 25-inch Ordnance Survey maps, a series of small yet disjointed structures occupy the current footprint of the warehouse. This situation remains constant until the construction of the warehouse. As the panel on the SW facing end states, the structure appears to have been rapidly built in 1905; it does not appear on the 1903 2nd edition 25-inch map, but does appear on the 3rd edition of 1924.

Structurally, the warehouse remains overall unmodified to any great extent, minus the small modern garage addition on the NE corner. The main modifications have been blocking up of doors and windows, with a shift to larger modern roller garage doors and a heavy modern steel security door for foot traffic on the NW facing side.

While robustly built, unfortunately the exterior walls now show clear, alarming signs of bowing outwards and pieces of missing stonework within the wall themselves, now exposed to open air and the freezing/thawing impact of moisture in places has had a detrimental impact on structural integrity. The harbour area immediately surrounding the warehouse is a busy industrial area with large modern cargo ships being loaded and offloaded, heavy machinery and lorry traffic runs at a near-constant pace much of the time; these vibrations and traces of occasional physical contact with machinery over the years have taken a toll, along with likely natural settling of the warehouse foundations in the 116 years since it was constructed. While the warehouse has served its function admirably in the ensuing years, in my non-engineering view as an archaeologist, it has reached the end of its safe, useful lifespan and continued use would be an increasingly risky endeavour. The client possesses a structural integrity report which would corroborate this observation.

5 Acknowledgements

Many thanks to Phil Birse of Project Management Scotland Ltd and Rix Shipping, Scotland for commissioning this project, and to Claire Herbert of the Aberdeenshire Council Archaeology Service (covering Angus) for her help and advice.

6 References

Electronic References

www.nls.uk

www.pastmap.org.uk

www.historicenvironment.scot

www.canmore.org.uk

<https://online.aberdeenshire.gov.uk/smrpub/default.aspx>

Appendix 1 Historical Map Regression

Historical Map Regression

Maps consulted include:

Roy's 'Military Survey of Scotland' 1747-1752.

Admiralty Charts of Scotland, 1795-1904. Montrose Harbour. Surveyed and published 1833.

Admiralty Charts of Scotland, 1795-1904. Montrose Harbour. Surveyed 1883-4, published 1884.

Ordnance Survey Maps:

Six-inch 1st Edition, Forfarshire, Sheet XXXV (Craig; Lunan; Montrose), survey date 1861, publication date 1865

25-inch 1st Edition, Forfarshire, Sheet XXXV.6 (Montrose) Surveyed 1861-2, published 1863.

25-inch 2nd Edition, Forfarshire, Sheet XXXV.6 (Craig; Montrose) Revised: 1902, Publication date: 1903.

25-inch 3rd Edition, Forfarshire, Sheet XXXV.6 (Craig; Montrose) Revised: 1922-3, Publication date: 1924.

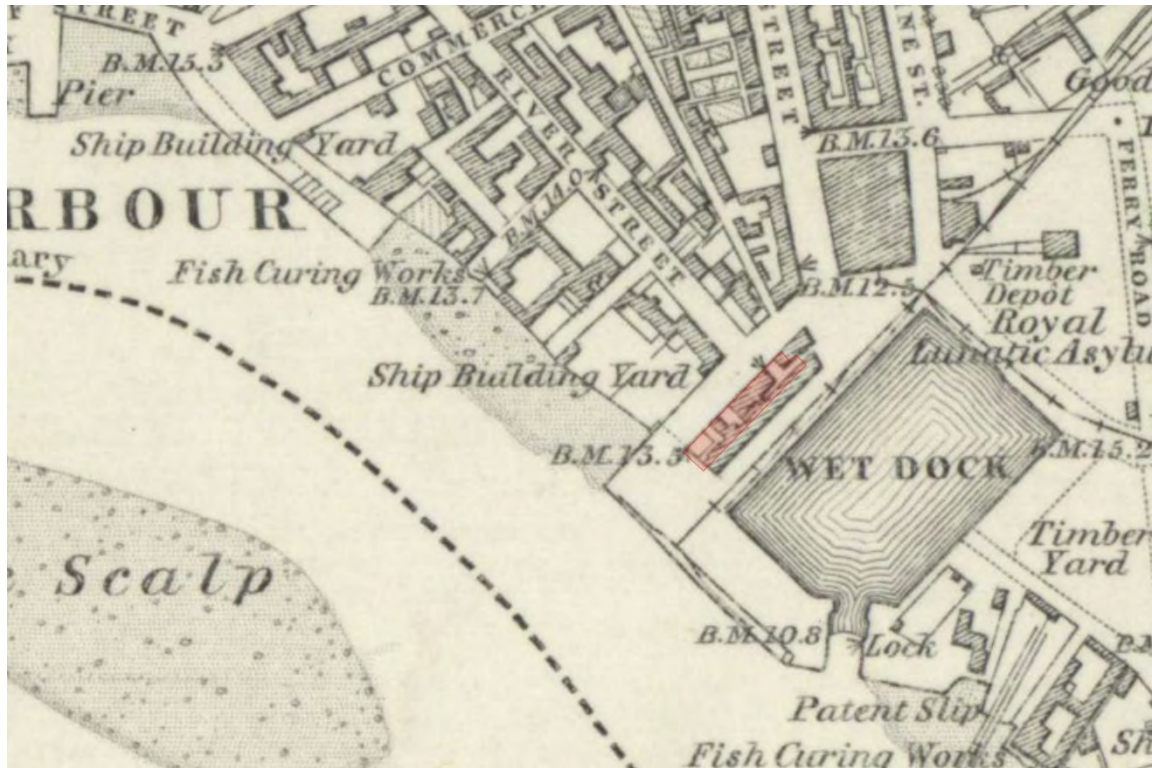
Ordnance Survey Large-Scale Scottish town plans, 1847-1895. Montrose. Survey date: 1861-2.



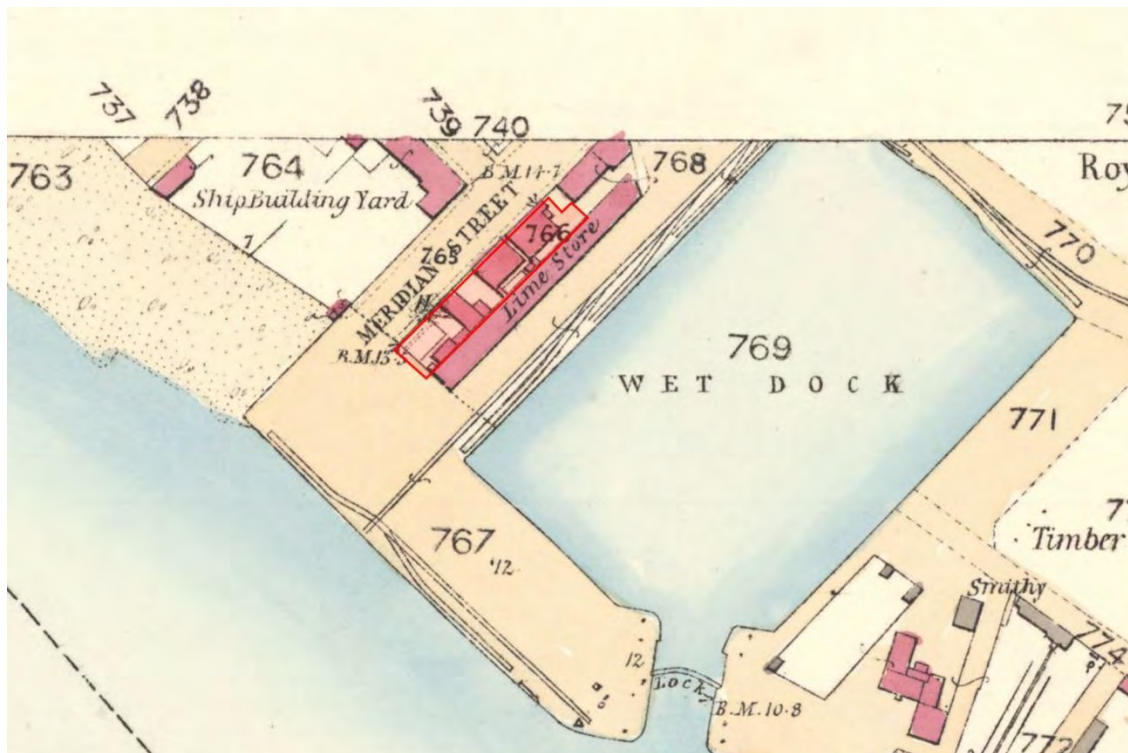
Illus 14 Roy's Military Survey of Scotland 1747-1752 showing approximate location of site. Image c. National Library of Scotland 2021.



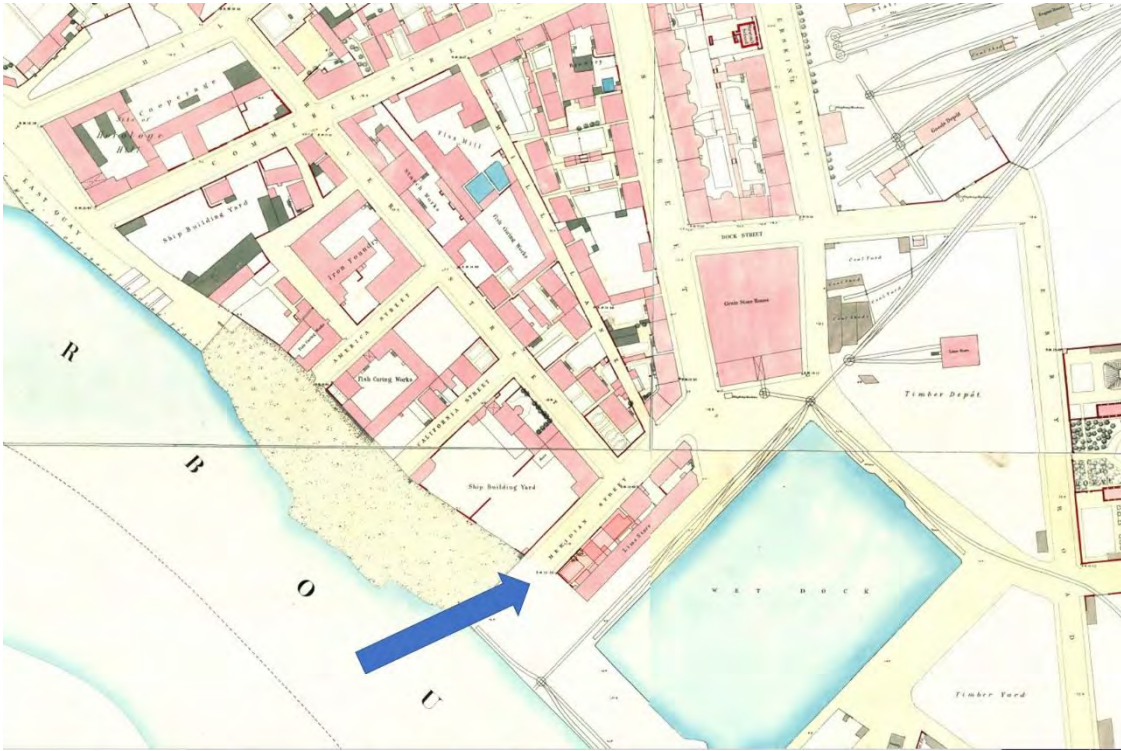
Illus 15 Approximate location of structure on Admiralty Charts of Scotland, 1795-1904. Montrose Harbour. Surveyed and published 1833. Image c. National Library of Scotland 2021.



Illus 16 Approximate location of structure on the Six-inch 1st Edition, Forfarshire, Sheet XXXV (Craig; Lunan; Montrose), survey date 1861, publication date 1865. Image c. National Library of Scotland 2021.



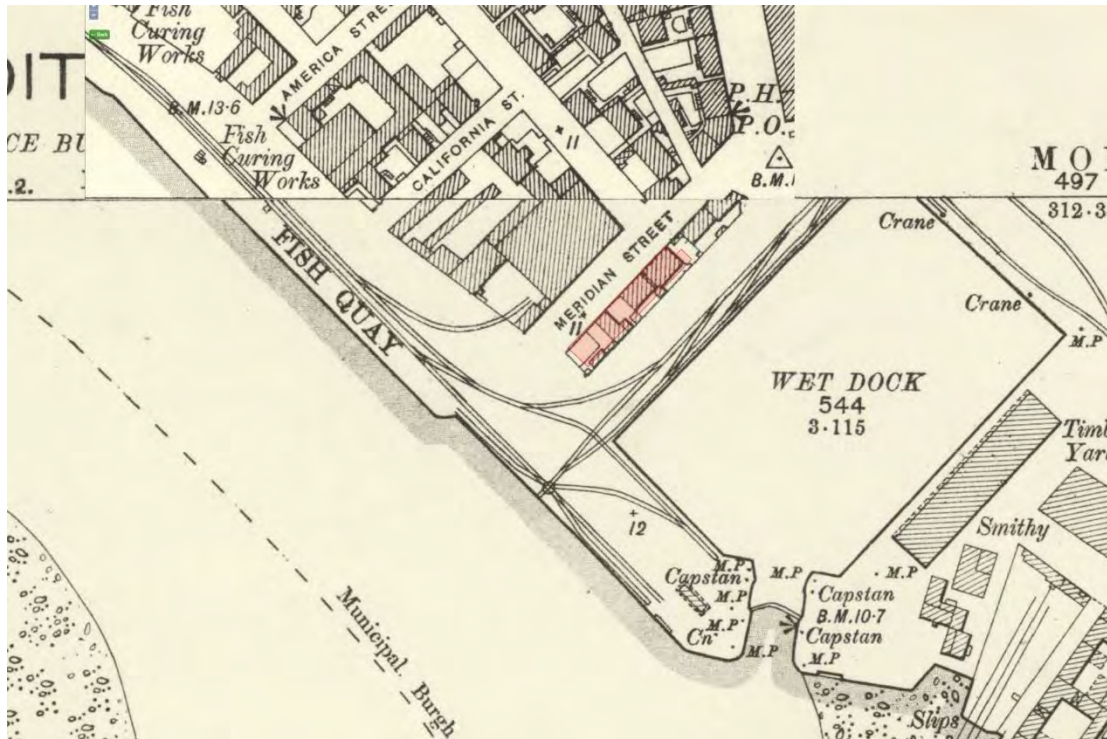
Illus 17 Approximate location of structure on 25-inch 1st Edition, Forfarshire, Sheet XXXV.6 (Montrose) Surveyed 1861-2, published 1863. Image c. National Library of Scotland 2021.



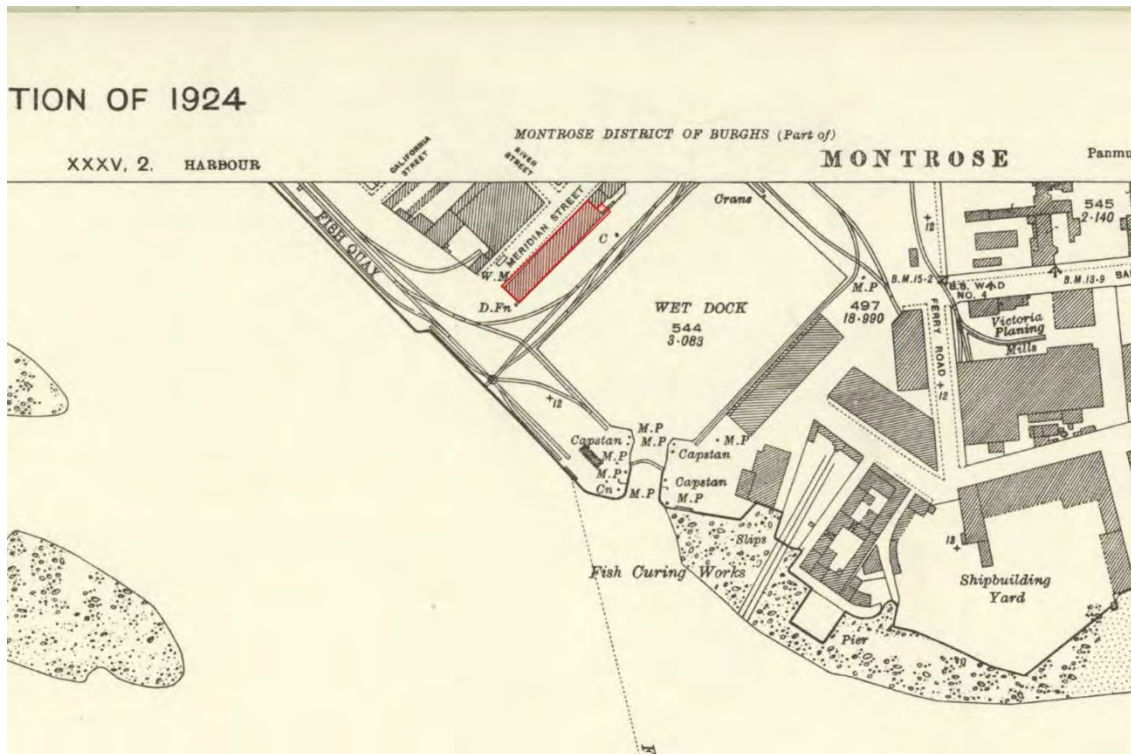
Illus 18 Approximate location of structure on the Ordnance Survey Large-Scale Scottish town plans, 1847-1895. Montrose Survey date: 1861-2. Image c. National Library of Scotland 2021.



Illus 19 Approximate location of structure on the Second Admiralty Chart, surveyed 1883-4, published 1884. Image c. National Library of Scotland 2021.



Illus 20 Approximate location of structure on the 25-inch 2nd Edition, Forfarshire, Sheet XXXV.6 (Craig; Montrose) Revised: 1902, Publication date: 1903. Image c. National Library of Scotland 2021.



Illus 21 Approximate location of structure on the 25-inch 3rd Edition, Forfarshire, Sheet XXXV.6 (Craig; Montrose) Revised: 1922-3, Publication date: 1924. Image c. National Library of Scotland 2021.

Appendix 2: Photographs

Photo ID	Comments
RLA-110-01	General view looking south of the NE façade (with small modern garage attachment) and lengthy NW facing exterior.
RLA-110-02	View of the N end of the NW facing exterior. Note badly weathered lettering from the former 'Brechin Agricultural Products' on the first floor exterior.
RLA-110-03	View of the N and central portion of the NW facing exterior. Note modern metal security door.
RLA-110-04	View of the central portion of the NW facing exterior. Note modern metal security door.
RLA-110-05	Oblique view of the S portion of the NW facing exterior.
RLA-110-06	Direct view of the S portion of the NW facing exterior.
RLA-110-07	Detail of the S end of the NW facing exterior.
RLA-110-08	View of the SW façade with ornamental hoodmould and date at top.
RLA-110-09	View of the SW façade with ornamental hoodmould and date at top.
RLA-110-10	View of the SW façade with ornamental hoodmould and date at top.
RLA-110-11	Detail of the SW façade with ornamental hoodmould and date at top.
RLA-110-12	View of the SW façade with ornamental hoodmould and date at top.
RLA-110-13	Detail view of the S corner of the SW facing façade, looking NE along the SE facing exterior.
RLA-110-14	Detail view looking SW halfway along the SE facing façade.
RLA-110-15	Direct view of D9 and central/N portion of SE exterior.
RLA-110-16	View of N end of SE facing exterior, with modern garage addition/walling sloping away from original structure.
RLA-110-17	View of N end of SE facing exterior, with modern garage addition/walling sloping away from original structure.
RLA-110-18	Direct view of NE facing exterior/façade.
RLA-110-19	Detail of modern garage addition, NE façade.
RLA-110-20	Detail of Door 2 (D2) showing second phase of blocking and iron track for sliding double doors.
RLA-110-21	Detail of Door 2 (D2) showing second phase of blocking and iron track for sliding double doors.
RLA-110-22	Detail of D3/4 on NW facing façade.
RLA-110-23	Detail of D3/4 on NW facing façade.
RLA-110-24	Detail of Door D5. NW façade.
RLA-110-25	Detail of D6, NW façade.
RLA-110-26	Interior view along NW wall.
RLA-110-27	Interior view of S end of NW wall joining SW facing wall.
RLA-110-28	Interior view of SW facing wall.
RLA-110-29	View of SE facing interior wall. Note floor joists for missing loft area/partial first floor.
RLA-110-30	View along interior of SE facing wall.

RLA-110-31	View of rafters and internal ceiling fixings, SW end of structure.
RLA-110-32	Internal detail of blocked window, W9
RLA-110-33	Internal detail of blocked window, W14. Again, note floor joists for partial loft or overhead storage/first floor.
RLA-110-34	General view towards large sliding door D9 with W14 to right of frame.
RLA-110-35	General interior view of structure looking towards NE end.
RLA-110-36	Direct internal view of D4 with W3 above.
RLA-110-37	General view of rafters and internal ceiling arrangement, looking NE.

ITEM D7

Planning Statement

Demolition of building and erection of a Class 5 and
Class 6 general industrial warehouse at No. 4
Meridian Street, Montrose

Prepared on behalf of
Rix Shipping (Scotland) Ltd

March 2021



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- 4. Proposed Development..... 7
- 5. Planning Policy Assessment 9
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- 7. Conclusion 24

Appendices

Appendix 1 Historic Environment Scotland Statutory Listing

1. Introduction

1.1 This statement has been prepared by Maria Francké Planning on behalf of Rix Shipping (Scotland) Ltd (“the Applicant) and provides an assessment of the proposals seeking Planning and Listed Building Consent for:

“Demolition of building and erection of a Class 5 and Class 6 general industrial warehouse at No. 4 Meridian Street, Montrose.”

1.2 The purpose of this Planning Statement is to provide an assessment of the proposal against the relevant provisions of the Development Plan, relevant national planning policy and other material considerations and to reach conclusions to inform the determination of the application by Angus Council.

1.3 For the avoidance of doubt, this Planning Statement is submitted in respect of both applications seeking planning permission and listed building consent for the development.

1.4 In addition to this statement, a number of reports are submitted in support of the proposed development. These are:

- Existing Building Condition Report, Griffen Design Ltd
- Level 1 Standing Building Survey, Robert Lenfert Archaeology
- Bat Survey, GLM Ecology

1.5 A number of architectural drawings are also submitted to support the application. These are listed below.

Drawing No.	Description	Scale	Size
PMS 2398 – 100 PL	Location Plan	1:1000	A2
PMS 2398 – 101 PL	Existing Site Plan	1:500	A2
PMS 2398 – 102 PL	Proposed Downtakings	1:500	A2
PMS 2398 – 105 PL	Existing Elevations	1:100	A1
PMS 2398 – 201 PL	Proposed Site Plan	1:500	A2
PMS 2398 – 205 PL	Proposed Floor Plan	1:100	A1
PMS 2398 – 210 PL	Proposed Elevations	1:100	A1

1.6 The Statement is structured as follows:

- Section 2 provides information about the Applicant and the specific business requirements for the development
- Section 3 sets the context of the application proposal, including its site and surroundings
- Section 4 describes the proposed development
- Section 5 assesses the relevant planning policy context
- Section 6 considers other material considerations, and
- Section 7 sets out our conclusions on the scheme.

2. Rix Shipping (Scotland) Ltd

About the Applicant

- 2.1 J. R. Rix and Sons Ltd is a family-owned business with a 140-year history. The groups portfolio includes Rix Renewables which provides managed solutions to the offshore wind industry and Rix Petroleum, which provides commercial and domestic fuel supply and distribution and is one of the largest independent operators in the country. Rix Shipping Co Ltd & Rix Shipping (Scotland) Ltd.'s operations include the owning and operation of oil tankers, estuarial barges and crew transfer vessels. The company also operates as ship's agents and brokers, and as a warehouse and stevedoring operator at Hull, Montrose and Great Yarmouth where it also holds strategic land and quayside assets.
- 2.2 Under Rix Shipping's operations the division of Rix Sea Shuttle owns and manages six vessels ranging in size from 19m to 27m. The vessels work throughout the UK and Northern Europe providing support to operators during the construction, operation and maintenance phases of windfarms. Rix Sea Shuttle had three vessels working on the SSE Beatrice Offshore Wind Farm during 2019; this farm is located off the coast at Wick.
- 2.3 Rix Shipping has invested significantly in Montrose in recent years including:
- £1m investment in 2015 to replace a rundown building in Meridian Street and develop a modern bulk storage facility
 - £1.6m investment in 2016 to develop a 42,000 sq.ft. cereals and commodities warehouse,
 - £1.2m investment in 2019 in extending the cereal and commodity warehouse, increasing the size from 42,000 sq. ft. to 72,000 sq. ft. and bringing the biggest materials handler to the east coast of Scotland – a German made Liebherr LH110, and
 - £1.6m planned investment in America Street to provide O&M office and warehousing facilities within a listed façade redevelopment scheme for the off-shore renewables sector.
- 2.4 The redevelopment proposals for Meridian Street represent a further £1m investment by the Applicant to demolish a building which has passed its economic life and create new employment opportunities through the erection of a modern, fit for purpose warehouse facility to help sustain the future of Montrose Port and the local economy.

The Business Requirement

- 2.5 The proposed redevelopment of the application site is in response to specific business requirements from suppliers, subcontractors and fabrication contractors for a port side pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries in Montrose.
- 2.6 The building is required for the storage (Class 6) and assembly (Class 5) of large sized engineering components for both the oil and gas industry and the offshore wind facilities. Rix Shipping receives regular enquires for the storage of modular

components which can then be assembled under cover in a warehouse prior to shipping. The use of assembly jigs, the large scale of the finished assembled equipment (for either industry) and the need for an overhead 25t crane as a minimum dictates the need for the 9m eaves height and 8m x 8m roller shutters in the new warehouse. The assembly process requires a Class 5 general industrial planning consent as flexibility is required in the range of assembly design and processes that may be undertaken in the building. Welded construction activities may take place on site. No permanent workshop equipment or machinery is to be installed in the warehouse and any machinery required will be brought into the warehouse by the occupier. It is not anticipated that any hydrotesting or pressure testing of the components will be required to be undertaken on the site.

- 2.7 In common with other port side warehousing facilities, the building can be used by suppliers and subcontractors on a short term leasing arrangement with Rix Shipping.
- 2.8 Rix Shipping does not have any other existing warehouse facility which is either not in use or has the required scale of external roller doors or internal space necessary for the assembly of such large engineering components. The application site is the only site in the Applicant's ownership that can be developed to provide the scale of warehouse accommodation necessary to meet this port related business requirement.

3. The Site and Surroundings

The Surroundings

- 3.1 The application site is in Montrose Harbour on the south bank of the River South Esk at No. 4 Meridian Street. It is part of the North Quay which provides 558m of berthing. A further 475m of berthing is available at the South Quay, which opened in 1975 primarily to serve the North Sea oil and gas industry.
- 3.2 It is one of a few remaining redundant historical sites on the North Quay; many original buildings adjacent to the quayside having been demolished and redeveloped for larger warehousing and storage sheds to meet the growing needs of the harbour and Montrose Port Authority. The Level 1 Standing Building Survey (Robert Lenfert Archaeology) provides an historical map regression showing the changing urban characteristics of the port over a 150-year period. Modern quayside storage facilities comprise open ground (for general storage and/or fabrication and repair work), warehousing and transit sheds and a purpose-built grain store. Further conversion of warehouse facilities has provided additional stores for 9000t of animal feed and 10,000t of grain on the South and North shores respectively.
- 3.3 The juxtaposition of the building on the application site sitting between modern warehouses to its west and east can be clearly seen from the aerial photograph image in Figure 1 and the OS base map in Figure 2.

Figure 1: North Quay Aerial Photograph (source: Google Earth)

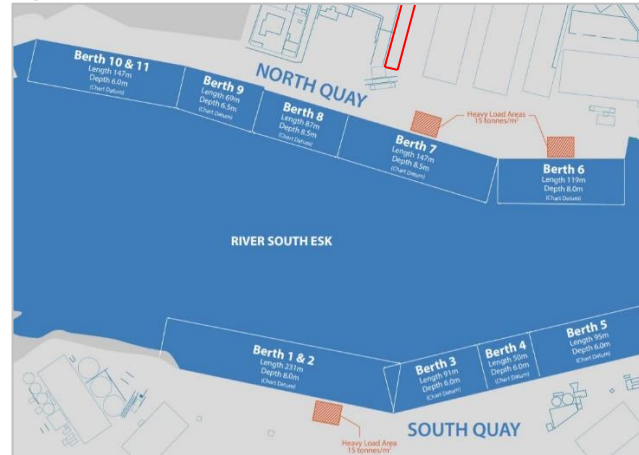


- 3.4 Following the investment of Seagreen in Montrose, the Port Authority's strategy is to diversify and attract more renewable and decommissioning work in addition to developing Montrose as the port and logistics hub for North East Scotland.
- 3.5 Strategically, the application site is adjacent to Berths 7 and Berth 8 as shown in Figure 3.

Figure 2: North Quay



Figure 3: Port Berths



The Site

- 3.6 The application site comprises a traditional stone warehouse building with slate roof at No. 4 Meridian Street, Montrose. It is bounded by Meridian Street to the north west, Andrew Mearns Quay to the south west and south east. There is modern warehousing to the south east and south west of the building. The building has large metal sliding doors facing onto the harbour and also on the buildings south east elevation. There is a small modern garage attached to the north eastern gable wall of the building and a hardstanding area that provides car parking for three/four cars. The building's location is shown in Figure 4.

Figure 4: Site Location



- 3.7 The building is category C listed and has an ornamental south west gable with a date stone of 1905 on this elevation. Historically the building was associated with ship building activities connected to the former wet dock which was to the east of the site. The wet dock was infilled in 1981. Historically, ships were loaded via a line from the upper floor openings of the building directly onto the ships deck. The building has been in use since the late 1970's as a bulk storage facility for agricultural products including timber and fertiliser. Rix Shipping acquired the building in 2015 and has made limited use of the building (given its structural condition) to the current day.

- 3.8 Given the age and condition of the building and to support the application for Listed Building Consent a Level 1 Standing Building Survey has been undertaken by Robert Lenfert Archaeology (RLA). A copy of this report accompanies the application and should be referred to for a detailed narrative of the building. The brief and scope of the survey has been agreed with the Archaeology Service for Aberdeenshire, Moray, Angus & Aberdeen City Councils and the report contains an historical mapping of the site supported by scaled plans, elevations and site photographs.
- 3.9 An Existing Building Condition Report has also been undertaken by Griffen Design Ltd to assess the structural condition of the building. A copy of this report is included with the application submission. The report advises that the previous uses of the building have led to several changes in its appearance with window and door openings being blocked up and new ones opened. The building shows signs of impending collapse with significant bowing and leaning of the external walls. The use of the building as a fertilizer store has had an additional detrimental effect on the stonework and mortar which has reacted with the fertilizer, leaving the mortar very friable and very damp. The removal of the intermediate floor (to increase its storage capacity) has removed the lateral restraints and further weakened the building. The report advises that repair would be exceptionally difficult given the major defect is the wall lean to the 57m long side elevations. The Existing Building Condition Report recommends demolition. It also advises that the potential for accidental damage and collapse is high.

Planning History of the Site

- 3.10 The planning history of the building is taken from Angus Council's planning and building standards portal and shows the following for UPRN no. 000117113019, Warehouse, 4 Meridian Street, Montrose:

Application Ref. No.	Application Type	Address	Status
10/00082/DS	Dangerous Building Enquiry	W.J. Reid (Fertilisers) Limited Warehouse Meridian Street Montrose DD10 8DS	Closed. During a routine inspection it was noted that steel vertical columns at 3 doorways which had been exposed to the street were showing signs of corrosion and should be checked for safety.
12/00644/HAZ	Hazardous Substances Consent for Storing of Ammonium Nitrate	Warehouse 4 Meridian Street Montrose	Application Withdrawn

4. Proposed Development

Building Design

- 4.1 The scheme is for the demolition of the existing warehouse building and the construction of a larger purpose-built portal frame building. The new building is to be used as a pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries in Montrose and requires planning permission for Class 5 (general industrial) and Class 6 (storage and distribution) uses. The massing and scale of the building has been designed specifically to meet prospective tenants' requirements.
- 4.2 The building will have an internal floor area of 1,150 sq.m and the proposed external materials are a concrete cladding base and a mix of light and dark grey profiled metal cladding panels across the whole building, akin to the adjacent warehouse to the north west at Nos. 5-11 Meridian Street. The footprint of the new larger building will be positioned on the footprint of the existing warehouse building with an additional area encompassing land on the buildings south eastern side at Andrew Mearns Quay.
- 4.3 Large scale 8m x 8m galvanised roller shutter doors are required on the buildings south eastern and south western elevations. This will enable direct access onto Andrew Mearns Quay for all vehicles servicing the building. There is sufficient vehicular turning space on the quay for these manoeuvres.
- 4.4 The proposed elevations of the building are shown below.

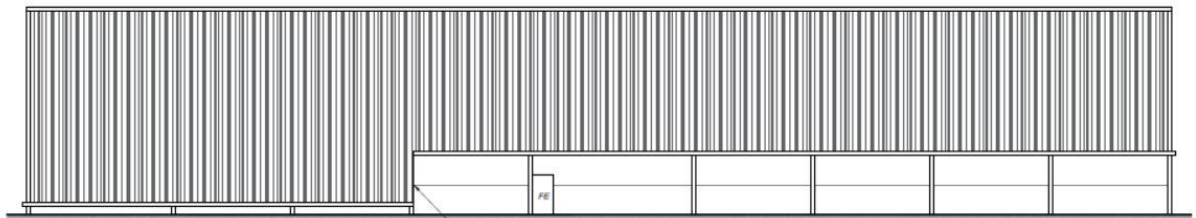


Figure 5: North West Elevation (Meridian Street)

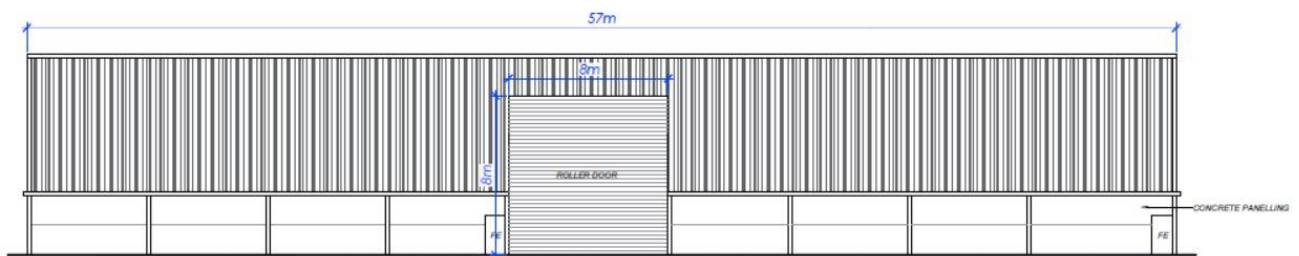


Figure 6: South East Elevation



Figure 7: South West Elevation

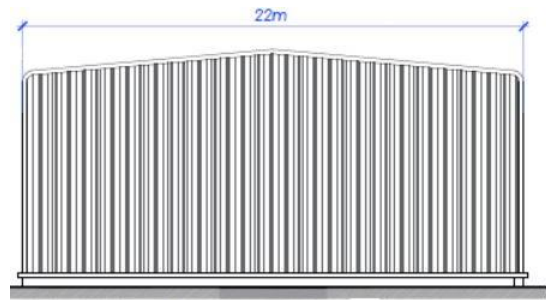


Figure 8: North East Elevation

Demolition

- 4.5 The Building Condition Report demonstrates that the listed warehouse is in a weakened structural condition and is no longer fit for purpose. Demolition of the of building is necessary to provide the scale of modern warehousing required for the pre-shipment assembly and storage facility of modular components for the oil and gas and offshore renewables industries. Even in its current usage as a timber and fertilizer store, the Building Condition Report cautions that there is a real risk that even a relatively minor accident with a modern machine could have dangerous consequences and be of risk to the public. All stored materials are currently kept away from the internal walls to avoid putting additional pressure on the walls and to lower the potential risk of building collapse. We note that a Dangerous Building Enquiry was lodged 11 years ago on the Council's building and planning portals where it was noted that steel vertical columns at 3 doorways which had been exposed to the street were showing signs of corrosion. Since this date, the building has deteriorated further; demolition is deemed necessary from both a building safety perspective and in the longer term planning and economic interests of Montrose Port.

Access and Car Parking

- 4.6 Access to the warehouse will be via Meridian Street with vehicular access to the warehouse taken directly from Andrew Mearns Quay. There is sufficient space on the quay for vehicle turning and manoeuvring. There is also an existing area of hardstanding at the north-eastern end of the warehouse building which can be used for car parking for three cars should this be required.

Hours of Operation

- 4.7 The use of the building necessitates a quayside location for easy and immediate access to the adjacent berthing facilities. In common with port side warehousing facilities, access is required 24/7 on all days of the year. Flexibility is required in the hours of operation of the site to meet the end user requirements.

5. Planning Policy Assessment

5.1 The purpose of this section is to assess the policies that are relevant to the determination of the planning application.

Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997

5.2 Primary legislation relating to listed buildings is found in the Town and Country Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. The Act requires the Historic Environment Scotland (HES) to compile a statutory list of buildings of special architectural or historic interest. In undertaking this duty HES must have regard to not only the building itself but also:

- a) *any respect in which its exterior contributes to the architectural or historic interest of any group of buildings of which it forms part, and*
- b) *the desirability of preserving, on the ground of its architectural or historic interest, any feature of the building consisting of a man-made object or structure fixed to the building or forming part of the land and comprised within the curtilage of the building.*

5.3 The HES listing for the property is reproduced in Appendix 1.

Development Plan

5.4 Section 25 of the Town and Country Planning (Scotland) Act 1997 sets out the status of development plans and states that:

“Where, in making any determination under the planning Acts, regard is to be had to the development plan, the determination shall be made in accordance with the plan unless material considerations indicate otherwise.”

5.5 In this case, the Development Plan framework comprises of the Angus Local Development Plan which was adopted in 2016 and the TAYplan Strategic Development Plan (SDP).

TAYplan Strategic Development Plan (SDP)

5.6 Montrose Port is identified in TAYplan SDP as a Strategic Development Area for port related uses. Two key policies are pertinent to the application: Policy 3 - A First Choice for Investment and Policy 10 – Connection People.

5.7 Policy 3 - A First Choice for Investment states that:

‘Local Development Plans should:

D. continue to support the development of the Strategic Development Areas set out in Map 3’

5.8 Policy 10 - Connecting People, Places and Markets states that:

‘Local Development Plans should enhance connectivity of people, places and markets by:

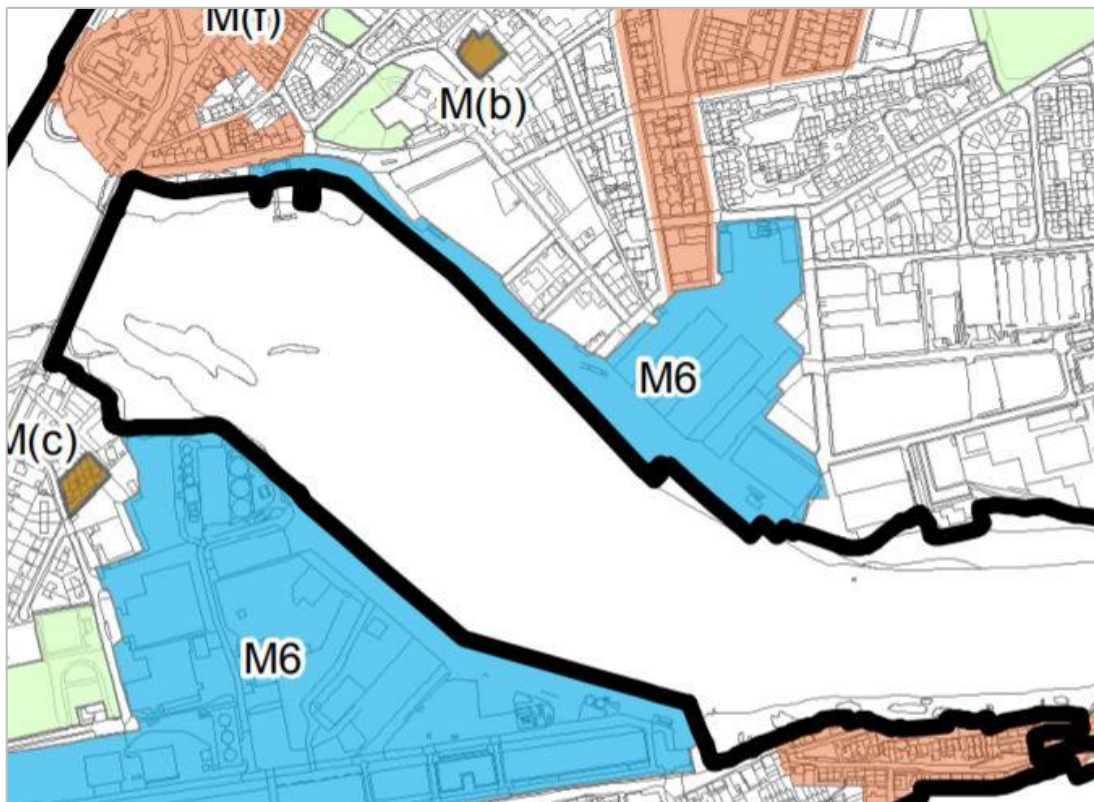
A. safeguarding land at Dundee and Montrose Ports, and other harbours as appropriate, for port related uses to support sea freight, economic growth in the port, offshore renewable energy and offshore oil and gas sectors, and, maritime trade, recreation and tourism;’

- 5.9 The supporting text to both Policy 3 and Policy 10 states that Dundee and Montrose Ports will play a major role in Britain’s east coast energy cluster as envisaged by National Planning Framework 3 and the National Renewables Infrastructure Plan (2011). They are increasingly attractive for oil, gas and wider offshore energy businesses. This is exactly the intention of the application site which is being redeveloped to support these industries.

Angus Local Development Plan

- 5.10 The main issues in relation to this application are whether the proposed development accords with relevant Angus Local Development Plan policies and whether there are any material considerations that justify a departure from the development plan.
- 5.11 The application site is within the settlement of Montrose and falls within the established employment area and land zoning for Montrose Port (Policy M6). The LDP map extract is shown in Figure 9.

Figure 9: LDP map extract



5.12 Policy M6 states:

Montrose Port is safeguarded for port related uses. Development proposals which enhance the commercial and economic role of the Port will be supported where these are compatible with adjacent land uses. Development proposals should be supported by a Flood Risk Assessment and a Drainage Impact Assessment.

Development proposals at Montrose Port should not result in adverse impacts, either alone or in combination with other proposals or projects, on the integrity of any European designated site, in accordance with Policy PV4 Sites Designated for Natural Heritage and Biodiversity Value.

5.13 The demolition of the building and the erection of a larger warehouse for port related uses is in accordance with Policy M6.

5.14 The following policies also apply within the LDP:

- Policy DS1: Development Boundaries and Priorities
- Policy DS2: Accessible Development
- Policy DS3: Design Quality and Placemaking
- Policy DS4: Amenity
- Policy TC15: Employment development
- Policy PV5: Protected Species
- Policy PV8: Built and Cultural Heritage
- Policy PV12: Managing Flood Risk
- Policy PV15: Drainage Infrastructure
- Policy PV18: Waste Management in New Development

5.15 [Policy DS1: Development Boundaries and Priorities](#) states that all proposals will be expected to support delivery of the Development Strategy. Proposals on sites not allocated or otherwise identified for development, but within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

5.16 In terms of the Development Strategy for Montrose, the objectives pertinent to this application are that it supports the redevelopment of vacant, underused and brownfield sites; supports the continued development of the Strategic Development Area at Montrose Port and safeguards and enhances the natural and built features which are a key part of the character and identity of Montrose.

5.17 The scale and nature of the proposals are in line with the port related activities at Montrose harbour. Specifically, the development of the modern warehouse as a pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries supports the continued growth and development of Montrose Port.

5.18 Section 6 of this statement demonstrates that full and proper planning consideration has been given to the Historic Environment Scotland guidance on the Demolition of Listed Buildings. Supporting reports to this planning application (Existing Building

Condition Report and Level 1 Standing Building Survey) have also advised on the deteriorating and dangerous condition of the existing building fabric.

5.19 The proposed new warehouse would be located in an area of the port which already contains several modern warehouses which are very similar in their utilitarian design to the application proposal. It is in an established employment area and the scale and nature of the proposal is considered to be acceptable under the terms of Policy DS1.

5.20 **Policy DS2: Accessible Development** states that:

Development proposals will require to demonstrate, according to scale, type and location, that they:

- *are or can be made accessible to existing or proposed public transport networks;*
- *make provision for suitably located public transport infrastructure such as bus stops, shelters, lay-bys, turning areas which minimise walking distances;*
- *allow easy access for people with restricted mobility;*
- *provide and/or enhance safe and pleasant paths for walking and cycling which are suitable for use by all, and link existing and proposed path networks; and*
- *are located where there is adequate local road network capacity or where capacity can be made available*

5.21 The site is well connected to existing public transport bus stops and routes. There are no issues regarding local road network capacity and there is no conflict with Policy DS2.

5.22 **Policy DS3: Design Quality and Placemaking** aims to ensure developments deliver a high design standard and adhere to the principles of “Designing Places” which identifies six qualities of a successful place - has a strong sense of character and identity, ensuring development is well connected, is a safe and pleasant place to be in, makes good use of resources and is able to adapt to changing community needs.

5.23 The proposals for the site have taken into account the principles of Designing Places, notwithstanding that this is chiefly an industrial area at Montrose Port surrounded by large modern sheds. We consider that there is no conflict with Policy DS3.

5.24 **Policy DS4: Amenity** requires all proposed development to have full regard to opportunities for maintaining and improving environmental quality. It states that development will not be permitted where there is an unacceptable adverse impact on the surrounding area or the environment or amenity of existing or future occupiers of adjoining or nearby properties. The closest residential properties to the site are located on River Street and Mill Lane. The two storey property adjoining the hardstanding area at the northern end of the site is a former seafarers centre and is owned by the Port Authority and used as an office. Given that there is an existing

warehouse building on the site and there are adjacent warehouses to the east and west of the site at the port it is not considered that there will be any adverse effect on nearby properties, which will be accustomed to the levels of general activity and noise associated with the port. The site is within the context of an existing and well established port and industrial area where there are many buildings of a similar size and scale in relatively close proximity. The visual appearance of the new warehouse, whilst larger in scale, is appropriate in relation to its local context and would not appear out of place. The proposed general industrial activities to be undertaken in the warehouse will not introduce new levels of noise into the area as alongside the proposed storage use, the anticipated industrial processes will involve the assembly of modular engineering components.

- 5.25 Given that the position of the new warehouse will sit largely on the footprint of the existing warehouse, there will be a negligible impact on neighbouring properties and no adverse impact on amenity. There is no conflict with Policy DS4.
- 5.26 **Policy TC15: Employment Development** states that proposals for employment development outside of employment land allocations or existing employment areas, but within the development boundaries of the towns and the settlements within the rural area will be supported where:
- *there are no suitable or viable sites available within an employment land allocation or existing employment area; or*
 - *the use is considered to be acceptable in that location; and*
 - *there is no unacceptable impact on the built and natural environment, surrounding amenity, access and infrastructure.*
- 5.27 This is a proposal for a replacement warehouse on a site which is within an established port area which has been used for warehousing and other activities associated with Montrose Port. The site is also designated in the local plan under Policy M6 – Montrose Port. The existing warehouse, whilst Category C listed, is in a dangerous state of disrepair and the Building Condition Report notes that demolition is the most appropriate course of action as there is little structural capacity remaining for any future change of use.
- 5.28 The redevelopment of the site would necessitate demolition of the building and the erection of a large modern warehouse which is required for a port related use which necessitates a quayside location and vessel berthing facilities.
- 5.29 Alternative LDP designated employment sites are not viable for the following reasons:
- The application site enables the provision of a large modern warehouse facility to be used for port side pre-shipment assembly and storage for the oil and gas and offshore energy related industries. It is essential, therefore, that it is located on a quayside location, and on a site with adjoining berthing facilities for onward shipping. No other employment designated site within the Montrose settlement boundary is therefore suitable for this use.

- Regarding the road transportation of the assembled engineering plant, moving over sized loads of up to 5m can be done under The Road Vehicles (Authorisation of Special Types) General Order 2003; movement of abnormal indivisible loads of between 5.1 – 6.0m in overall width requires Secretary of State "VR1" authorisation and thereafter, anything above 6.1m requires a Special Order (Secretary of State "HA form BE 16" authorisation) issued by the Scottish Government. For the latter, the associated notification timeframes for the Scottish Government, Transport Scotland and Police Scotland are lengthy and impractical. Only sites and buildings such as the application site that have a direct harbour access to the quayside can avoid this conflict, with the movements authorised under harbour and port statutory authority.
- Rix Shipping also owns several modern warehouses in the port area as shown in Figure 10, but these are fully operational and in use for existing port related activities. There is no ability to meet the business requirement for a port side pre-shipment assembly and storage facility on a single site at any of these other locations.

Figure 10: Rix Shipping warehousing facilities, Port of Montrose



- 5.30 The site is in an established employment area and zoned for port related activities under Policy M6. There is an existing warehouse building on the site which remains in limited use (given the buildings structural restrictions) for storage associated with port activities. The replacement of this traditional stone warehouse with a fit for purpose modern warehouse is considered to be an acceptable land use.
- 5.31 Regarding impact on the built and natural environment, surrounding amenity, access and infrastructure, it is contended that for the reasons set out in this Statement under the assessment of planning policies DS2, DS3, DS4 and PV8, the impacts of the development are considered to be acceptable. The application will replace a tired and structurally unstable warehouse building with a modern equivalent structure which will be larger in scale. The increase in the size of the building's footprint will be hidden from Meridian Street as the extension to the built footprint will take place on the south eastern side of the building which already sits adjacent to much larger scale industrial warehousing.

- 5.32 For all the above reasons we consider that the proposals are in accord with Policy TC15.
- 5.33 **Policy PV5: Protected Species** states that development proposals which are likely to affect protected species will be assessed to ensure compatibility with the appropriate regulatory regime. A Bat Survey Report has been submitted to assess the likely impacts of the proposal in relation to bats. The report concludes that there was no evidence of bats either inside or outside of the building and that given the dockside location, suitable foraging habitat is not present. Whilst no bats were found, the report advises that mitigation will be required given the age and design of the building and that demolition is proposed and that in particular, pipistrelle roosts can be transient and bats will change roosts frequently. It advises:

‘That all slates and roof coverings are to be removed by hand.’

- 5.34 If any bats are found work should stop in the immediate area and GLM Ecology contacted who will deal with the issue in the appropriate manner.’
- 5.35 The Applicant is happy to accept these recommendations which can be imposed as a planning condition on the grant of any planning permission.
- 5.36 **Policy PV8: Built and Cultural Heritage** states that development proposals which are likely to affect protected sites, their setting or the integrity of their designation will be assessed within the context of the appropriate regulatory regime. For proposals that affect listed buildings, the policy states that these will only be supported where:
- *the proposed development will not adversely affect the integrity of the site or the reasons for which it was designated;*
 - *any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits; and*
 - *appropriate measures are provided to mitigate any identified adverse impacts.*

- 5.37 The first two bullet points in this policy are similar to the criteria needed to be met for demolition of a listed building contained in ‘*Managing Change in the Historic Environment – Demolition of Listed Buildings, April 2019*’. Our detailed assessment against this HES guidance and the justification for the building’s demolition is contained in the following section of this Planning Statement on material considerations (refer to paragraphs 6.12 to 6.25).
- 5.38 Paragraph 6.23 of this statement details the economic benefits, and these should be read in relation to the requirements under policy PV8.
- 5.39 There is a practical need to demolish the listed building which has been assessed as being in a very poor condition with structurally unstable walls with weak, friable mortar, loose and missing stones and numerous cracks. The Building Condition Report notes that to repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The recommendation of the Building Condition Report is to demolish the building.

Given the potential for a major accident and risk to the public it is considered that a redevelopment of the site for a contemporary warehouse is in the interests of the proper planning of the area and public safety.

- 5.40 For these reasons and those all contained in the detailed assessment in Section 6 of this statement, we consider that the proposals are in accord with Policy PV8.
- 5.41 In terms of [Policy PV12: Managing Flood Risk](#), the SEPA flood risk map shows the site is at medium risk of coastal flooding. The Applicant is aware that Angus Council has prepared a Tay Estuary and Montrose Basin Local Flood Risk Management Plan and that flood protection studies have been prepared and a programme of actions identified to help manage flooding. The site is located in an existing built up area and the demolition of the existing warehouse and the erection of a contemporary warehouse in the same position as the current building (albeit with a larger footprint) does not increase the flood risk to the local area.
- 5.42 In terms of [Policy PV15: Drainage Infrastructure](#), the proposed foul and surface water drainage would discharge to the public sewer as is currently the case.
- 5.43 Regarding [Policy PV18: Waste Management in New Development](#), the Applicant will adhere to national regulations in the demolition of the building and the segregation of wastes off site for processing into recycled aggregate where possible.

Development Plan Considerations Conclusion

- 5.44 We consider that the proposals for the redevelopment of the site at No 4 Meridian Street are supported by the adopted Angus Local Development Plan.

6. Material Considerations

6.1 The Town and Country Planning (Scotland) Act 1997 (as amended) requires that applications be determined in accordance with the development plan unless material considerations indicate otherwise. The material considerations which are considered relevant to the planning application are:

- Historic Environment Policy for Scotland (HEPS)
- Managing Change in the Historic Environment - Demolition of Listed Buildings
- Scottish Planning Policy (SPP)

Historic Environment Policy for Scotland

6.2 Historic Environment Policy for Scotland (HEPS), published in 2019, provides policies and principles to guide development and manage change in the historic environment.

6.3 Policy HEP1 is applicable to the proposal. This policy states that decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance. The proposed development has been informed by a thorough understanding of the heritage significance of the listed building. This is demonstrated in the application submission through the Level 1 Standing Building Survey, the Building Condition Report and this Planning Statement. The proposed development is therefore in accordance with policy HEP1.

6.4 Policy HEP2 is applicable to the proposal and states that decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.

6.5 The warehouse is in currently in limited use for port related storage. The bowing of the external walls and their generally poor and fragile condition means that internally, all stored materials must be kept away from the walls to avoid risk of collapse. Whilst this building has stood on the site for over 100 years it is considered that there is limited future enjoyment left in the building and no benefits that can be realised from the retention of the property. It is in the proper planning interests of the area that this building is safely taken down and a modern warehouse erected in its place which is more purposefully suited to meeting the port industries requirements.

6.6 The Level 1 Standing Building Survey provides an historical written and photographic account of the property to ensure that the building has been properly recorded for the historical archives. The proposed development should therefore be considered in accordance with policy HEP2.

6.7 Policy HEP4 is also of relevance to the proposed development. It states:

“Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate. If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.”

6.8 The HEPS expands on Policy HEP4 by requiring proposals to be assessed against the following:

- *Understand and analyse the historic asset and its cultural significance.*
- *Understand the background / reasons for the change.*
- *Understand the likely impact on the historic asset and make this clear, so that it can inform decision-making.*
- *Avoid negative impact where possible.*
- *Minimise any impact that cannot be avoided.*
- *Keep intervention to a minimum and ensure changes are proportionate to its cultural significance.*
- *Consider less detrimental alternatives if they can deliver the same objectives.*
- *Identify opportunities for mitigation throughout, and as early as possible.*

6.9 The demolition of the building is the only option for the future use of this strategic port site. Its original purpose was to support the loading of ships in the adjacent wet dock which has long since been infilled; with the site of the wet dock having been developed for modern warehousing. The Building Condition Report advises that repair of the building is not feasible given the structural bowing and leaning in the elevation walls coupled with very weak and friable mortar. There is no alternative mitigation to retain the listed building that is economically feasible or viable and for these reasons, negative impact is not possible.

6.10 This is a site allocated within the Montrose Port area as defined in the adopted development plan. It is surrounded by other industrial warehousing sheds which are of a similar utilitarian design to the application proposal. These sheds typify the scale of modern warehousing required to meet the needs of the oil and gas industry and the growing offshore renewables sector at the port. Whilst some use is currently being made of the building, the internal capacity for storage and the risk of structural damage to the walls (through the loading and off-loading of heavy, bulky materials) renders a much reduced internal footprint. In addition to this being an uneconomical use of the space it also poses a building risk. As noted in the Building Condition Report, “... a relatively minor accident with a modern machine would lead to major impact on the building. A great risk to the public if this was to the north east elevation on Meridian Street.”

6.11 It is considered that given the condition of the building, a detrimental impact on the historic environment is unavoidable. The building needs to be demolished and this is in the context of the dramatic changes evident at Montrose Port over the 100 years since the building was erected. For these reasons, the proposed development should therefore also be considered in accordance with policy HEP4.

Managing Change in the Historic Environment – Demolition of Listed Buildings

6.12 HES guidance on ‘*Managing Change in the Historic Environment – Demolition of Listed Buildings, April 2019*’ states that if one of the undernoted situations applies then the loss of a listed building is likely to be acceptable, as long as this is clearly demonstrated and justified:

- *Is the building no longer of special interest?*
- *Is the building incapable of meaningful repair?*
- *Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?*

6.13 Each of these issues is examined in turn.

Is the building no longer of special interest?

6.14 The statutory listing of the building is contained in Appendix 1. It notes that the building is of special interest and states:

‘the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour.

and

While harbour warehouses are not a rare building type in Scotland this example, with its segmental gable facing the harbour, is now among the best surviving 19th – early 20th century warehouses in Montrose.

6.15 Whilst the special interest is acknowledged and its quayside setting of importance, relating directly to the buildings historic function, the activities at Montrose Port have changed significantly since the erection of the building over a hundred years ago. The site occupies a strategic location at Montrose Port on Andrew Mearns Quay with adjacent vessel berthing facilities. The original wet dock which used to sit alongside it has been infilled and the building is now surrounded by modern shipping warehouses and sheds. The need for modern warehousing is in response to the changing activities now undertaken at Montrose Port. Appendix 1 of the Level 1 Standing Building Survey contains a mapping history regression of the changing nature of Montrose Port over the past 100 years, evidencing how modern shipping and portside requirements have necessitated the gradual replacement of the historic stone buildings by large, modern sheds.

6.16 The Applicant notes the advice contained in Managing Change in the Historic Environment - Use and Adaptation of Listed Buildings which states:

The best use of a listed building is often going to be the one for which it was designed. Keeping a building in the same use helps us to understand what the building was originally designed for. It can also help to protect any associations and special meanings that the building has – part of its intangible value

- 6.17 Despite the building being of historic and special interest, practically, it is not feasible to retain it for the purpose for which it was designed. Firstly, irrespective of the structural condition of the building, the size of the building itself renders a restricted use. The business requirement is in response to the demands of the oil and gas industry and those of the offshore renewables market, where a pre-shipment assembly facility is required for large modular industrial components. The scale of these engineering end products necessitates a wide 8m x 8m door access and the deployment of 25t cranes as a minimum. The current building is not able to meet this essential port related need.
- 6.18 The adjacent wet dock which used to support the warehouse has also been infilled and whilst the building is currently being used for port related storage, the capacity of the building's internal storage is greatly reduced due to the precarious structural condition of the external walls which dictate that no materials are placed against them for fear of damage and collapse. The Building Condition Report confirms that the building has undergone numerous changes over its lifetime with window and door openings being blocked up and new ones opened. The removal of the intermediate floor (used historically to load ships berthed in the adjacent wet dock via a line from the upper floor openings) has weakened the building as the lateral tie has been removed. Structurally, the Building Condition Report advises that the building has passed its economical use and is no longer fit for the purpose it was built for. As such, notwithstanding its special interest, we consider that its demolition is not only justified, but necessary.

Is the building incapable of meaningful repair?

- 6.19 The Building Condition Report is resolute in its assessment and conclusions regarding the building's structural integrity. In the report's conclusions it states:

'The owner will be limited in the future use of the building because of its size and condition. We would envisage that a relatively minor accident with a modern machine would lead to major impact on the building. A great risk to the public if this was to the north east elevation on Meridian Street.

To repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities.

Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. And the cost of repair high compared with the gain in repair.'

- 6.20 The retention of the building is not sustainable, and the scale of repair would necessitate a brick by brick take down and reconstruction. This is simply not a viable proposition and change is considered necessary to bring the site back into an economic use that meets the demands of Montrose Port.

6.21 Under this criterion, we therefore conclude that the building's demolition is both justified and necessary.

Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?

6.22 The redevelopment of the site at No 4 Meridian Street through the demolition of the building and the erection of a modern warehouse is essential to enable the economic reuse of the site for modern day port related activities. The building has deteriorated severely to the extent where the external walls are dangerously bowed, and the cost of repair is vastly disproportionate to the continued use of the building.

6.23 The redevelopment of the site will deliver benefits to the economic growth of Montrose Port through the following:

Economic Growth Benefits

- Demolition of the listed building is essential and will deliver a commercially viable development on a site which whilst still in use, has reduced storage capacity for port related uses which in turn, reduces the operational efficiencies of the port.
- As a site within the Policy M6 designation for Montrose Port, its redevelopment is in line with the port related regeneration initiatives and the strategic intent of the adopted Local Development Plan policy for Montrose Port.
- Providing a strategic site to enable the development for a pre-shipment assembly and storage facility to support the oil and gas and offshore energy related industries will:
 - result in enhanced operational efficiencies at the port and the promotion of sustainable economic growth
 - boost industrial port related productivity levels that will underpin further inclusive growth in these key sectors
 - have a positive effect on employment by helping businesses grow and opening up job opportunities for suppliers, subcontractors and fabrication contractors
 - increase the competitiveness of Montrose Port specifically and in doing so, support the wider Angus economy.
- A significant investment by the Applicant of £1m in redeveloping the site resulting in the creation of jobs both during the demolition and construction stage of the project and the longer term sustainable use of the industrial warehouse by industry.
- The redevelopment of the site is in line with the objectives of Montrose Port Authority to develop Montrose as the port and logistics hub for North

East Scotland and strengthen its position in the growing offshore renewables and decommissioning sectors.

- 6.24 In summary, we would argue that when assessed against this criterion, we consider that there is a strong argument to support the demolition of the building.
- 6.25 The above assessment against the three criteria in '*Managing Change in the Historic Environment – Demolition of Listed Buildings*' demonstrates that there is the justification required for the demolition of the listed building.

Scottish Planning Policy

- 6.26 Scottish Planning Policy (SPP) was issued in its revised form in December 2020 and remains a material consideration that carries significant weight. In terms of Policy Principles, the SPP introduces a presumption in favour of sustainable development. SPP advises that the planning service should:

'play a key role in facilitating sustainable economic growth, particularly the creation of new jobs and the strengthening of economic capacity and resilience within communities;' (Paragraph 4)

- 6.27 The SPP states that decisions on planning applications should be guided by a number of principles (at paragraph 29) including giving due weight to net economic benefit, supporting good design and the six qualities of successful places, should respond to economic issues, challenges and opportunities and make efficient use of existing land and supporting regeneration priorities.
- 6.28 In supporting business and employment, it states:

Planning should address the development requirements of businesses and enable key opportunities for investment to be realised. It can support sustainable economic growth by providing a positive policy context for development that delivers economic benefits. (Paragraph 92)

- 6.29 In support of economic development, planning authorities are expected to respond to the diverse range of needs and locational requirements of businesses and to take a flexible approach in accommodating changing circumstances and realising new economic opportunities. To do so, the planning system is expected to support economic development in all areas by taking account of the economic benefits of proposed development in development plans and development management decisions. This would include supporting development which will provide new employment opportunities and enhance local competitiveness and promoting the integration of employment generation opportunities with supporting infrastructure.
- 6.30 The application proposals are consistent with the aims of Scottish Planning Policy for sustainable economic growth. They represent a regeneration opportunity through the redevelopment of a listed building which is in a very poor condition with no realistic prospect of meaningful repair given the state of its deterioration.
- 6.31 The application proposal represents a significant investment in Montrose Port; it supports economic development and growth through providing a modern industrial

warehouse facility which will be used to support the current needs of the oil and gas industry and the offshore renewables sector.

Material Considerations Conclusion

6.32 This Planning Statement has assessed the planning application against other material considerations, all of which support the demolition of the listed building and the redevelopment of this site. The application should therefore be granted planning permission.

7. Conclusion

7.1 This application seeks planning and listed building consent for

“Demolition of building and erection of a Class 5 and Class 6 general industrial warehouse at No. 4 Meridian Street, Montrose.”

7.2 The existing warehouse building on the site is Category C listed and was built over 100 years ago to support the then activities at Montrose Port. The building was originally used as a shipping store and loading building being adjacent to the wet dock (now infilled) located to the south west. Significant changes to the building and internal alterations over the years have weakened its structure, to the extent that the walls are dangerously bowing, with numerous cracks, missing stones and damp patches. The mortar throughout the building is friable. A Building Condition Report has advised that demolition is recommended as the building is no longer fit for purpose. The building does however remain in use at the port for storage, but this use is curtailed due to the weak structural integrity of the walls which reduces the internal area of the building that can be used for storage purposes. The Building Condition Report cautions that the potential for accidental damage is high given the nature of vehicles undertaking loading and off-loading of bulky and heavy materials in the port area.

7.3 The redevelopment of the site by demolishing the building and erecting a modern warehouse is to support a business requirement for a pre-shipment assembly facility for modular components for the oil and gas and offshore renewables industries. A quayside location with adjacent berthing is essential for this proposal. The investment in the site will provide a high level of sustainable economic benefit for Montrose, supporting the objectives of the Port Authority, creating jobs and will result in the physical renewal of a site to the longer terms benefits of the port.

7.4 An application for demolition of a listed building must be assessed against the tests outlined within the Scottish Ministers Planning Policy relating to listed buildings and heritage assets, the Historic Environment Scotland Policy Statement and the HES guidance on Managing Change in the Historic Environment – Demolition of Listed Buildings. This latter document outlines a number of criteria against which proposed demolition works need to be assessed. This Planning Statement provides the necessary assessment and finds that the proposed demolition of the building can be justified under all three of the stated situations, where the guidance requires that if just one of the situations applies, then loss of the listed building is likely to be acceptable.

7.5 The proposal has also been assessed against relevant development plan policies including those relating to listed buildings and similarly found to be justified.

7.6 We consider that it is in the wider planning interests of the port of Montrose to enable the demolition of the building and the erection of a modern warehouse to meet the contemporary needs of the port. It is therefore respectfully requested that Angus Council grants planning and listed building consent for the proposed development.

Appendix 1

Statutory Listing for No. 4 Meridian Street

4 MERIDIAN STREET, WAREHOUSING LB46221

Status: Designated

Documents

There are no additional online documents for this record.

Summary

Category C	Local Authority Angus	NGR NO 71566 57152
Date Added 30/03/1999	Planning Authority Angus	Coordinates 371566, 757152
Supplementary Information Updated 09/09/2020	Burgh Montrose	

Description

A long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour. The gable has simple classical detailing with a circular opening, a panel inscribed "1905", and a segmental hoodmould with coped skews and double skewputts. It is constructed of the grey/brown sandstone rubble with ashlar dressings, common to many traditional buildings in Montrose. There are blocked openings at ground and 1st floor, some with rolling door insets. The pitched roof structure is timber with a grey slate covering and is piended at the northeast end.

Statement of Special Interest

Dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay.

A warehouse was first proposed for this site by engineer James Leslie in his 1836 plan for Montrose Harbour (adjacent to the proposed wet dock, completed by 1843). The rectangular-plan footprint of a lime store warehouse is shown on the 1st Edition Ordnance Survey map (surveyed, 1861) and the present building may incorporate some fabric from this building. The present warehouse, dated 1905, has largely remained in use in some capacity since then for storage. Two vehicular openings were enlarged during the later 20th century. The wet dock was infilled in 1981, creating space for additional warehousing and storage facilities.

Despite some later alteration and some loss of fabric, the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour. The prosperity of the town during the 19th century was in no small part built on its well-situated harbour for international trading and cargo.

The quayside setting is important, relating directly to the building's function. It is one of a small group of nearby industrial buildings of historic significance in this area of Montrose including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). Together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

While harbour warehouses are not a rare building type in Scotland this example, with its segmental gable facing the harbour, is now among the best surviving 19th – early 20th century warehouses in Montrose.

Listed building record revised in 2020.



mf planning

STONWORKS



MASONRY CONDITION SURVEY

Building address

4 Meridian Street, Montrose

Client name

Rix Shipping (Scotland) Ltd

Client address

Rix Shipping (Scotland) Limited
Meridian Street
Montrose
DD10 8DS

Date of report

10/08/2021

Contents

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A Introduction to the report

This condition survey report aims to:

- Provide a detailed assessment of the condition of the masonry elements inspected.
- Recommend what action(s) you need to take to maintain or repair the building.

Section B: An outline description of the inspection process, what masonry elements will be inspected and what equipment we use.

Section C: Relevant details about the building including information obtained during our desk-top study. May also include sketches, drawings, and reference photographs.

Section D: Our opinion about the general condition of the masonry.

Section E: A summary of our recommendations for repairs.

Section F: Elevations and key areas. May include photographs, sketches and drawings.

Section G: Marked up elevations. May include annotated photographs.

Section H: The photographic record. May be provided in a separate document.

If you have any questions about the survey or this report, please do not hesitate to contact us.

Note

This report should be read in conjunction with the marked up drawings and photographic record.

B About the inspection

Surveyors name

David Lindsay AssocRICS (associate member of the Royal Institution of Chartered Surveyors)

Date of the inspection

30/07/2021

Weather conditions

Scattered clouds, 19/17°C, wind 2mph

Address of the building

4 Meridian Street, Montrose, DD10 8DS

Status of the building

In use for storage

We inspect the outside of the building, and internal masonry where it is exposed. Parts of the structure which are covered or inaccessible will not be inspected, and we are unable to report that any such part of the building is free from defects. Where restricted access or limited views prevents us from inspecting a part of the building, we will provide an explanation and advise you of any further investigations that are needed.

Chimneys and other high-level masonry elements are generally inspected from ground level using binoculars, digital camera with telephoto lens, or a drone fitted with a high resolution camera. Where it is safe to do so we will try to carry out a physical inspection. Drone operations will only take place if aviation regulations allow.

If it is safe to do so we may take advantage of balconies and flat roof areas or use ladders. Masonry elements visible from within the roof space will be inspected if safe access is available and flooring or crawl boards are laid. Where practical and agreed upon we may utilise mobile elevated work platforms (cherry pickers) to inspect elements at high level. We are unable to inspect the inside of chimneys or flues and any assessment of these areas will be informed by the condition of external surfaces.

We will also carry out a desk-top study of the photographs taken during the inspection and where appropriate will research the history of the building using online resources such as the publicly available record of listed buildings and historic maps.

We used the following specialist access equipment during the inspection.

Drone fitted with 12MP camera

C About the building

Type of building

2 storey former shipping store and loading facility. Currently in use for general storage and warehousing.

Year of construction

1905 (shown on date stone)

Listing category

C

Conservation area

n/a

Construction



Panoramic image of NW elevation assembled from several separate photographs

Approximately 58.5m x 11.3m x 6.5m to eaves.

The exterior walls are constructed of sandstone snecked rubble walling with a hand tooled (stugged) finish with dressed ashlar quoins and surrounds to the openings (stugged finish with droved margins). The ornamental south west gable features a carved date stone and circular ventilation opening fitted with timber louvres. There is a moulded canopy over the opening. The gable wall is completed with moulded coping built to follow the radius and skew.

The interior walls are constructed of random rubble. A mix of sandstone and whinstone has been used. Timber lintels (behind the outer stone lintels) were originally used over the openings and several remain in place.

The masonry is built and pointed using lime mortars.

There are many interventions and repairs using a variety of modern building materials.

Described by Historic Environment Scotland as –

Dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay. A warehouse was first proposed for this site by engineer James Leslie in his 1836 plan for Montrose Harbour (adjacent to the proposed wet dock, completed by 1843). The rectangular-plan footprint of a lime store warehouse is shown on the 1st Edition Ordnance Survey map (surveyed, 1861) and the present building may incorporate some fabric from this building. The present warehouse, dated 1905, has largely remained in use in some capacity since then for storage. Two vehicular openings were enlarged during the later 20th century. The wet dock was infilled in 1981, creating space for additional warehousing and storage facilities.

D General condition

This report, and the associated marked up drawings and photographic record, attempts to summarise the condition of the stonemasonry and to identify areas of stone deterioration that are of most significant interest. There will be areas of deterioration that are not described but which may benefit from repair if access is available.

Outside

Note: inspection of some areas of the SE elevation was not possible due to stored materials.

The exterior sandstone masonry is in variable to poor condition.

Structural movement has resulted in vertical cracks through the masonry and a widening of joints at the NW (north west), NE (north east), SE (south east) and SW (south west) elevations. At the NW elevation there is a pronounced outwards bowing of the wall, most notable in the central area. The NE elevation is leaning outwards, most notably at the left side. The SE elevation appears to be leaning or bowing outwards.

Some of the smaller units of rubble at the wall-heads appear to be loose on their mortar beds.

Many areas of snecked rubble walling at the NW, SE and SW elevations are affected by decay which has resulted in considerable loss of the stone surface. The decayed surfaces are soft and friable, and in many places the original (stugged) hand tooling has been exaggerated by erosion to form deep pockets. Many individual stones are deeply recessed, and may not be structurally viable. The damage appears consistent with the mechanisms of frost action (freeze/thaw) and soluble salt crystallisation.

Cracking (horizontal and vertical), and delamination along the bedding planes has occurred within many of the dressed ashlar units forming the surrounds to the openings at all elevations. In many places the resulting loss of arises and the dressed surface is significant. Localised damage to some rybats and lintels may compromise the structural integrity of those openings.

At the SW gable elevation, the dressed ashlar, carved ornament (including date stone), and moulded coping are significantly impacted by cracking and delamination. Loose material may present a hazard. Widened joints between sections of coping indicate displacement has occurred.

Timely and appropriate maintenance using appropriate traditional materials does not appear to have been carried out on a regular basis. Previous repairs are evident, but those have been carried out using inappropriate materials. The patterns of stone decay are consistent with accelerated decay promoted by the use of hard, impermeable cement mortars which trap moisture within the masonry. Failure of the cement mortar pointing has exposed the original lime mortar, and in many areas this was found to be in poor condition. Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints.

In several areas the masonry has been frequently saturated as a result of defective rainwater gutters and downpipes. The stone surface is green with algae and various types of vegetation has taken root.

See also comments on the internal masonry regarding possible salt contamination.

Inside

Note: Inspection of some areas of the NE elevation was not possible due to stored materials. Walls are described using the external elevation references.

The interior sandstone masonry is in poor condition.

A thick layer of white paint previously covering the wall surface has deteriorated, and most areas of remaining paint are blistering, flaking and loose.

Structural movement has resulted in vertical cracks through the masonry, in many places reflecting those visible externally. The masonry supporting (and surrounding) many of the timber rafters at the wall-heads of the NW and SE elevations appears cracked and displaced. Bowing of the NW wall visible externally can also be seen internally. At the SW elevation the masonry is cracked and loose around the timber purlins.

Stone decay has resulted in degradation of the rubble surface in several areas.

Alterations and repairs have not been carried out sympathetically, and the internal walls are now a mix of the original random rubble, crude rubble infill, and modern interventions using brick, concrete and steel. Openings created through the rubble walling to accommodate pipes and cables have been crudely executed and the surrounding masonry left unrepaired.

Collapse of the rubble walling, resulting in a void which exposes the back of the external masonry has occurred at the SE elevation.

Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints. In many areas the remaining lime mortar pointing is very soft and friable, and loose in the joints. Smaller units of rubble and pinnings (small stones used to infill wider joints) have fallen out of the wall in many areas due to pointing failure.

The building was previously used to store fertiliser. Many fertilisers are salt based and it is likely that soluble salts were carried into the masonry with moisture where the material was in direct contact with the rubble walls. Soluble salts migrating through the wall to the exterior may have contributed to the stone decay seen externally through a process of salt crystallisation within the pores of the sandstone. As moisture evaporates near the masonry surface the salt deposits left behind crystallise and the resulting expansion within the pores of the stone causes disaggregation and loss of the surface. If hygroscopic in nature, the salt deposits could absorb moisture directly from the air resulting in 'hygroscopic dampness'. This may explain some areas of persistent dampness in the masonry.

E Recommendations for repairs

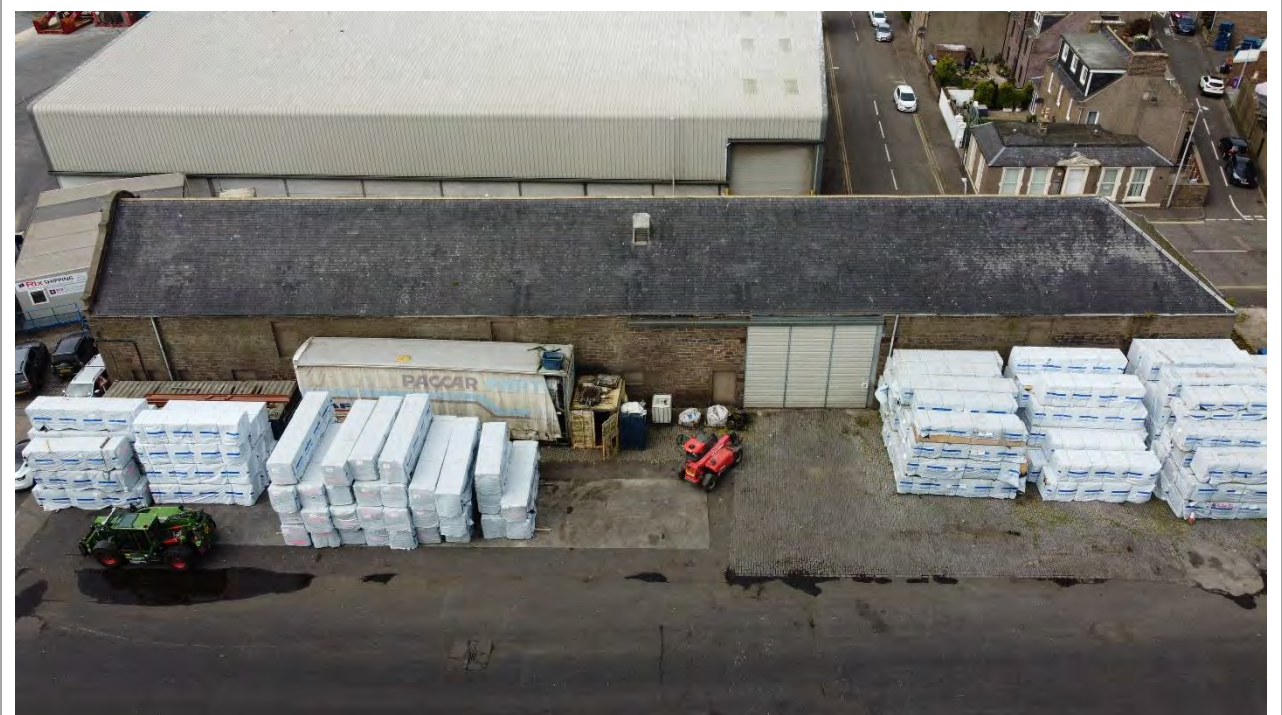
All elevations	The building condition report issued by Griffen Design Ltd, Structural Engineering Consultancy, suggests that structural movement and stonemasonry defects render the building structurally vulnerable to relatively minor accidents, and advises that repair will require dismantling and rebuilding of affected walls.
All elevations	Stone and mortar analysis by a specialist laboratory will help identify the types of sandstone used in the original construction, and the constituents used in the original mortars.
All elevations	Remove vegetation including the entire root structure. Where it is not practical to remove the root structure then treat with an appropriate herbicide to prevent regrowth.
All elevations External and internal	<p>Rake out defective, and cement based mortars, and re-point using appropriate lime mortars. In many areas, the poor condition of the original mortar will mean extensive and comprehensive mortar replacement will be required. Removal of defective mortars in those areas is likely to result in loose masonry requiring rebuilding.</p> <p>Aggregates and lime for mortars should be selected and mixed to match the original, or to provide an alternative mix suitable for the type of masonry and location.</p>
All elevations External	<p>Cut out and remove areas of snecked rubble walling where decay and loss of the stone surface has resulted in deep recesses or compromised structural integrity. Replace masonry which has been removed with new sandstone snecked rubble sourced, dressed and built to match the original.</p> <p>Cut out and remove dressed ashlar sills, rybats and lintels at the openings, where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant. Cut out and remove dressed ashlar quoins where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant. Replace with new sandstone sourced, dressed and built to match the original.</p> <p>Rebuild any loose masonry at the wall-head.</p> <p>Remove loose areas of random rubble internally and rebuild, introducing new rubble and pinnings as required to match the original as closely as possible. Repair voids and openings in the rubble walling using random rubble to match the original, splicing in with the original coursing to avoid risband jointing patterns.</p>
NW elevation (Meridian Street)	<p>Repair leaning and bowed masonry as directed by a structural engineer.</p> <p>To correct leaning and bowed areas of the wall as recommended by Griffen Design Ltd it may be necessary to completely dismantle and rebuild considerable areas, including the internal random rubble. This will present a significant and challenging engineering problem.</p>

NE elevation	<p>Repair cracked and leaning masonry as directed by a structural engineer. To correct cracked and leaning areas of the wall as recommended by Griffen Design Ltd it may be necessary to dismantle and rebuild a considerable area, including the internal random rubble. This will present a significant and challenging engineering problem.</p>	
SE elevation	<p>Repair leaning and bowed masonry as directed by a structural engineer. To correct leaning and bowed areas of the wall as recommended by Griffen Design Ltd it may be necessary to completely dismantle and rebuild considerable areas, including the internal random rubble. This will present a significant and challenging engineering problem.</p>	
SW elevation	<p>Dismantle displaced masonry including affected quoins, skew putts, skew coping and radiused coping, dressed ashlar and carved ornament (including date stone) and canopy over the circular ventilation opening, and set aside for assessment and rebuilding.</p> <p>Replace dressed and carved stone where decay, cracking and delamination has compromised structural integrity, or where surface loss is significant, with new sandstone sourced, dressed and carved to match the original. Stone which is likely to require replacement includes – Skew putts, skew coping, radiused coping, several units forming the circular opening including keystone, date stone and ashlar to either side and above, several quoins.</p> <p>Repair cracked masonry as directed by a structural engineer.</p>	

F Elevations and key areas



NW elevation



SE elevation



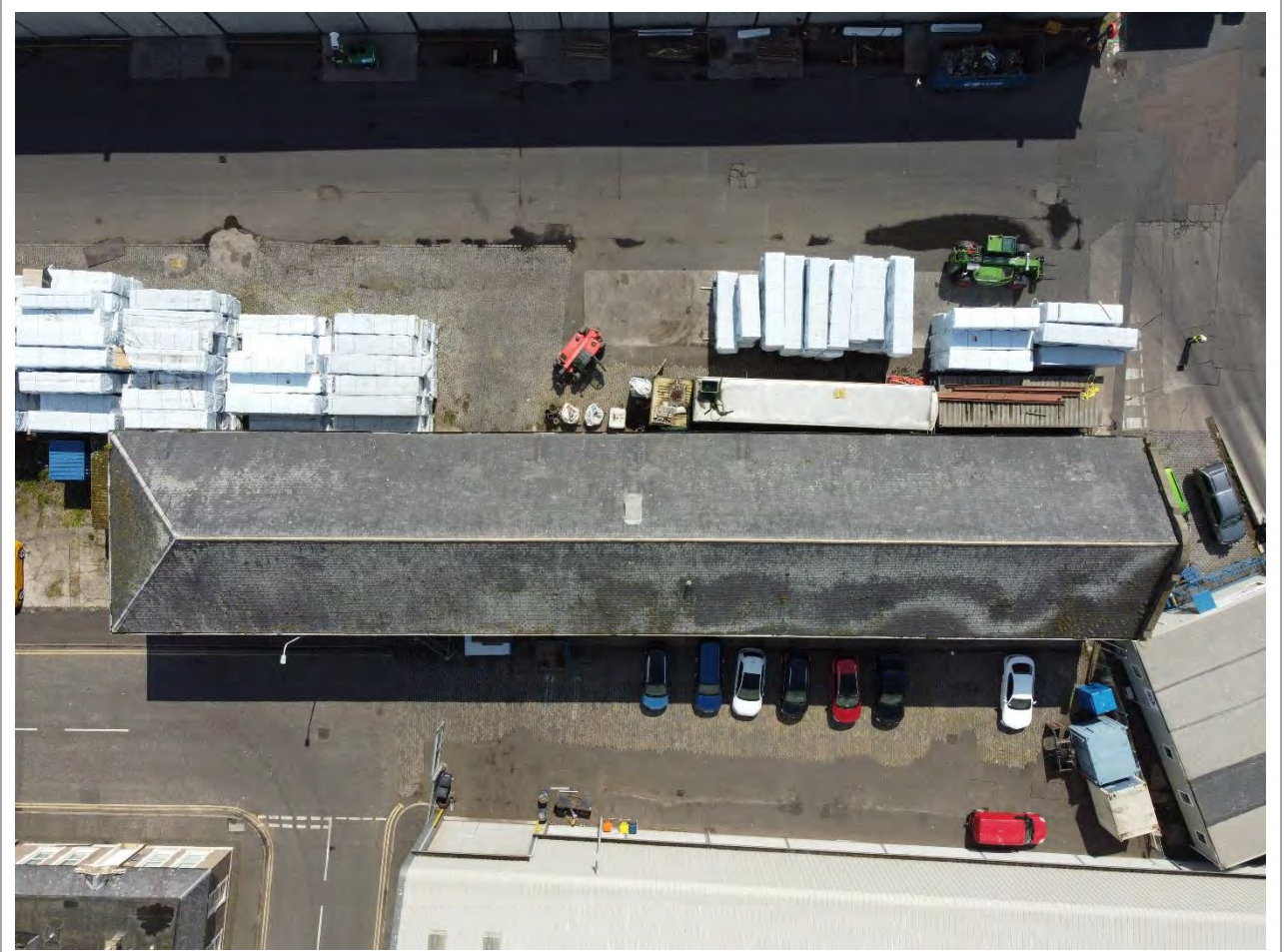
SW elevation (gable)



NE elevation



Interior



Overhead view

G Defects & marked up elevations

North West Elevation



Structural movement has occurred and there is a pronounced outwards bowing of the wall, most notable in the central area. In places, the structural movement has resulted in widened joints.

Some of the smaller units of rubble at the wall-head appear to be loose on their mortar beds.

Deterioration of the mortar pointing was noted in all areas of snecked rubble and dressed ashlar. In most areas the surface of the mortar is flaking and loose, and shrinkage gaps are evident. In many areas mortar loss has resulted in deeply recessed joints, or joints completely devoid of mortar. In several areas the mortar remaining is loose within the joints and appears to be no longer viable. Several areas have been re-pointed using inappropriate cement mortars.

Stone decay, spalling of the surface, separation along bedding planes, and delamination has affected dressed ashlar in many areas. Loss of the dressed surface has occurred, and many individual stones have now degraded to a point where replacement should be considered.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in many areas. In many areas, no evidence of the original tooling remains, and many stones have receded well back from the face of the wall. The damage is most evident along the lower third of the wall. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

The lower half of the wall was very damp on the day of inspection. There is evidence of gutters leaking and overflowing allowing rainwater to run down the wall in several places. Recessed masonry, and open beds and joints, appears to be providing places for rainwater to gather, causing saturation. Previous repairs and re-pointing using cement mortars may be contributing to the problem by trapping moisture within the masonry. Efflorescence was noted along the first two or three courses of masonry at the base of the wall. Salting of the pavement is likely to be a factor.

The wall is green with algae where frequently saturated. Vegetation has taken root in open beds and joints in several places.

If dismantling and rebuilding to correct structural movement is undertaken, much of the original dressed and tooled masonry will be unsuitable for reuse. The need to introduce a significant volume of new stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



70
Cracked rybats



71
Stone decay + open joints



76
Surface loss + cracking at rybats



80
Retained moisture



82
Delaminating lintel course



84
Algae + open joints



91
Spalling + cracking at lintel



100
Spalling + cracking at lintel



101
Delaminating sill



103
Spalling + cracking at lintel



106
Stone decay + open joints



111
Cracking at rybats



112
Spalling + cracking at lintel



121
Stone decay + open joints



122
Stone decay + open joints



124
Stone decay + open joints



128
Algae + vegetation



129
Algae + vegetation + stone decay + open joints



134
Spalling + cracking at lintel + rymat



137
Stone decay + open joints



138
Stone decay + open joints



Structural movement + widened joints



143
Vegetation

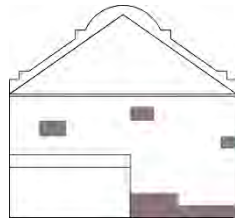


145
Defective pointing



146
Bowed wall leaning into street

North East Elevation



- Snecked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

Structural movement has occurred and there is a pronounced outwards leaning of the wall, most notable at the left side. The structural movement has resulted in widened joints and cracks through the masonry.

Some of the smaller units of rubble at the wall-head appear to be loose on their mortar beds.

Deterioration of the mortar pointing was noted in several areas of snecked rubble and at the dressed ashlar quoins. Mortar loss has resulted in several open joints between quoins. Several areas have been re-pointed using inappropriate cement mortars.

Spalling of the surface has affected a quoin to the right hand side.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in several areas. In some areas, no evidence of the original tooling remains, and several stones have receded well back from the face of the wall. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

There is evidence of gutters leaking and overflowing allowing rainwater to run down the wall in several places. The wall is green with algae where frequently saturated.

If dismantling and rebuilding to correct structural movement is undertaken, some of the original dressed and tooled masonry will be unsuitable for reuse. The need to introduce some new stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



48
Outwards leaning of the wall



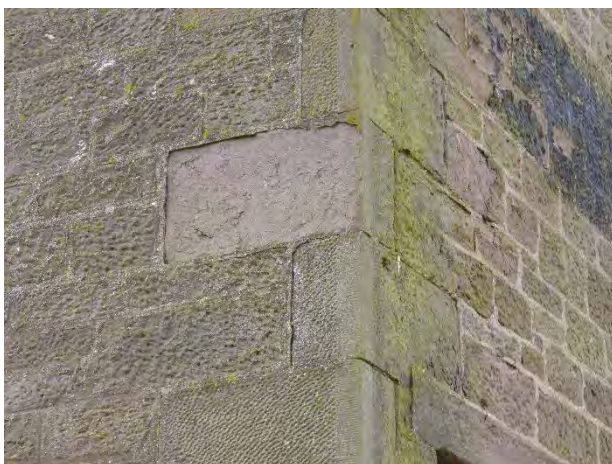
150
Structural movement cracks



154
Structural movement cracks



156
Cement mortars + stone decay



157
Spalling surface at quoin

South East Elevation



- Snecked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

Inspection of this elevation was restricted by stored materials, and some areas of the wall were not visible.

Structural movement has occurred and there appears to be an outwards bowing or leaning of the wall. In places, the structural movement has resulted in widened joints.

Some of the smaller units of rubble at the wall-head appear to be loose on their mortar beds.

Deterioration of the mortar pointing was noted in all areas of snecked rubble and dressed ashlar. In most areas the surface of the mortar is flaking and loose, and shrinkage gaps are evident. In many areas mortar loss has resulted in deeply recessed joints, or joints completely devoid of mortar. In several areas the mortar remaining is loose within the joints and appears to be no longer viable. Several areas have been re-pointed using inappropriate cement mortars.

Stone decay, spalling of the surface, separation along bedding planes, and delamination has affected dressed ashlar in many areas. Loss of the dressed surface has occurred, and many individual stones have now degraded to a point where replacement should be considered.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in many areas. In many areas, no evidence of the original tooling remains, and many stones have receded well back from the face of the wall. The damage is most evident along the lower third of the wall. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

There is evidence of gutters leaking and overflowing allowing rainwater to run down the wall in several places. The wall is green with algae where frequently saturated. Vegetation has taken root in open beds and joints in several places.

If dismantling and rebuilding to correct structural movement is undertaken, much of the original dressed and tooled masonry will be unsuitable for reuse. The need to introduce a significant volume of new stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



13

Collapsed walling + stone decay + open joints



26

Structural movement + open joints + vegetation



30

Cracked lintel + rybats + delaminating sill



33

Spalling lintel + cracked rybats + delaminating sill



46

Algae + vegetation



47

Structural movement + widened joints



163
Vegetation + spalling



166
Cracked + spalling lintel



171
Failed pointing + open joints



172
Failed pointing + open joints



174
Stone decay



177
Delaminating + spalling sill



180
Cracked + spalling lintel + cracked rybats



181
Cracked rybats



184
Cracked rybats



192
Delaminating mullion



195
Stone decay

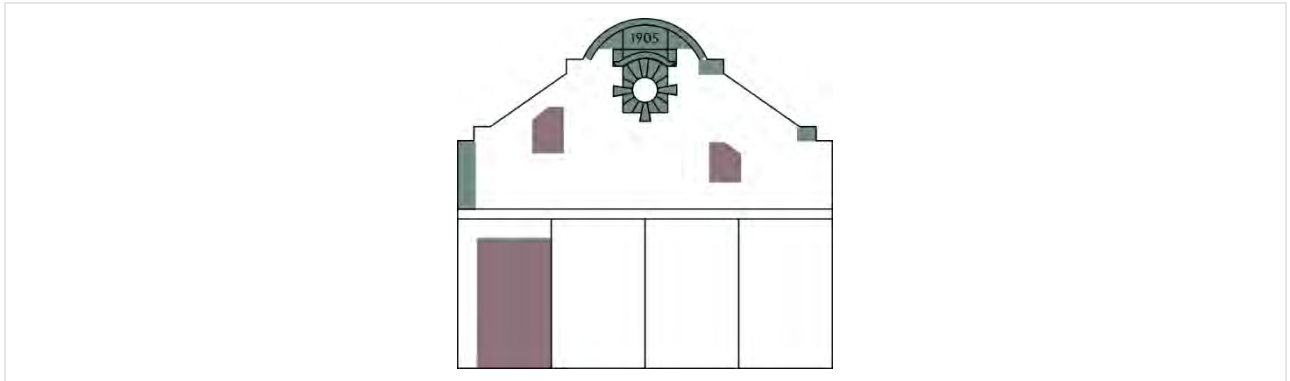


220
Cracked lintel + rybats



221
Cracked lintel + rylats

East Elevations



- Snecked rubble: decay has resulted in surface loss - may need replaced with new stone
- Dressed & moulded ashlar: decay, cracks and delamination - may need replaced with new stone
- Areas not visible during inspection - stone decay is likely to have occurred
- All areas of the elevation need re-pointing

Structural movement has occurred, and resulted in widened joints and cracks through the masonry.

Deterioration of the mortar pointing was noted in all areas of snecked rubble and dressed ashlar. In most areas the surface of the mortar is flaking and loose, and shrinkage gaps are evident. In many areas mortar loss has resulted in deeply recessed joints, or joints completely devoid of mortar. In several areas the mortar remaining is loose within the joints and appears to be no longer viable. Several areas have been re-pointed using inappropriate cement mortars.

Stone decay, spalling of the surface, separation along bedding planes, and delamination has affected dressed and carved ashlar in many areas. Loss of the dressed surface has occurred, and many individual stones have now degraded to a point where replacement should be considered. Most of the stone forming the ornate central part of the gable, including the date stone and circular ventilation opening, have degraded beyond practical repair. Loose masonry at the arched gable above the circular ventilation opening may present a hazard.

Stone decay has resulted in significant loss of the tooled surface of the snecked rubble walling in several areas. In several areas, no evidence of the original tooling remains, and many stones have receded back from the face of the wall. The damage is most evident to the left side. Previous repairs using hard impermeable cement mortars appears to have accelerated the stone decay.

Vegetation has taken root in open beds and joints in several places.

Most of the original ornate masonry will be unsuitable for reuse. The need to introduce new hand dressed and carved stone should be anticipated.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



2
Defective pointing



16
Vegetation



20
Cracked + delaminating at ornate masonry



23
Cracked + delaminating at ornate masonry



198
Cracked + delaminating at ornate masonry



200
Stone decay + open joints



201
Stone decay + spalling at quoins



202
Spalling at lintel



204
Structural movement



206
Cracked springer



209
Stone decay + open joints + vegetation



214
Stone decay

Internal Elevations



Inspection of the interior wall of the NE elevation was restricted by stored materials, and some areas of the wall were not visible. (walls are described using the external elevation references)

A thick layer of white paint previously covering the wall surface has deteriorated, and most areas of remaining paint are blistering, flaking and loose. The paint may be disguising masonry defects.

Stone decay has resulted in degradation of the rubble surface in several areas.

Deterioration and failure of the mortar pointing in many areas has resulted in washed out and deeply recessed beds and joints. In many areas the remaining lime mortar pointing is very soft and friable, and loose in the joints. Smaller units of rubble and pinnings (small stones used to infill wider joints) have fallen out of the wall in many areas due to pointing failure.

Areas of damp masonry appear to reflect the external rainwater disposal defects.

Alterations and repairs have not been carried out sympathetically, and the internal walls are now a mix of the original random rubble, crude rubble infill, and modern interventions using brick, concrete and steel. Openings created through the rubble walling to accommodate pipes and cables have been crudely executed and the surrounding masonry left unrepaired.

If dismantling and rebuilding to correct structural movement is undertaken, much of the original rubble will be unsuitable for reuse. The need to introduce a significant volume of new stone should be anticipated.

NW Elevation

Deflection of the wall is consistent with the outward bowing visible externally. The masonry supporting (and surrounding) many of the timber rafters at the wall-head is cracked and displaced.

There are numerous small pockets and voids where rubble is missing.

The cut off ends of timber flooring joists remain embedded in the rubble. Several appear to have been removed and the resulting pockets crudely filled with brick and cement mortar.

NE Elevation

Structural movement cracks are visible, appearing to reflect those seen externally.

SE Elevation

Deflection of the wall is consistent with the outward lean or bowing visible externally. The masonry supporting (and surrounding) many of the timber rafters at the wall-head is cracked and displaced.

There are numerous small pockets and voids where rubble is missing. Collapse of the rubble walling, resulting in a void which exposes the back of the external masonry has occurred. The cut off ends of timber flooring joists remain embedded in the rubble. Several appear to have been removed and the resulting pockets crudely filled with brick and cement mortar.

SW Elevation

Structural movement cracks are visible, running through the masonry vertically either side of the opening, and appear to reflect those seen externally. The masonry is cracked and loose around the timber purlins.

Examples of masonry defects are shown below. Reference numbers relate to the photographic record.



1
Loose + missing rubble



2
Loose + missing rubble



4
Loose + missing rubble



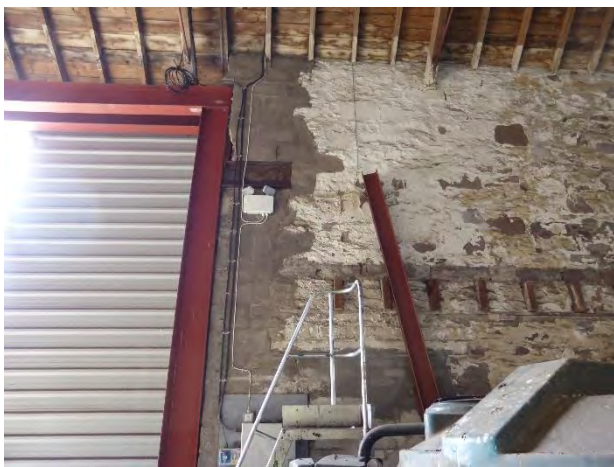
6
Crude repairs + pockets of missing rubble



16
Crude repairs + pockets of missing rubble



19
Crude repairs + pockets of missing rubble



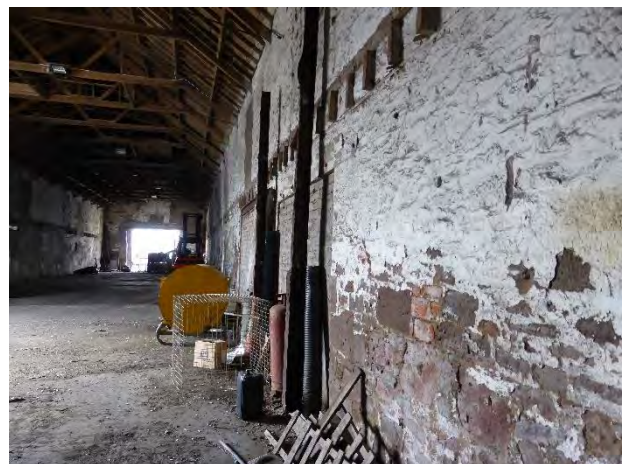
21
Crude repairs



29
Crude repairs + pockets of missing rubble



31
Crude repairs + hole through wall



33
NW elevation outward bowing



36
Loose and friable mortar pointing



39
Stone decay



43
Cracks and loose masonry at rafter ends



44
Cracks and loose masonry at rafter ends



48
Vertical crack through rubble to right side



50
Cracks and loose masonry at purlin ends

H Photographic record

See the separate image files and documents supplied.

External images

Internal images

Panorama of NW elevation.



4 MERIDIAN STREET, MONTROSE

Job No. 203966

EXISTING BUILDING CONCLUDING REPORT
Interpretive Report and Recommendations from
Site Observations & Masonry Report.

Nathan D. Murray

BEng (hons) MSc. CEng MStructE

INTRODUCTION

Project Brief

At the request of Rix Shipping (Scotland) Ltd., Griffen Design Ltd. visited the property at 4 Meridian Street to assess the condition of the existing building. Following our visit and report, Stoneworks carried out a Masonry Condition Survey and provided a factual report on the condition of the stone. This report aims to conclude both reports.

Previous Reports

Both reports were based on visual inspections from ground level. Both reports state the building is in poor condition and note numerous defects. Further to this the building is no longer fit for purpose in its current state given the advances in technology.

In order to incorporate the existing building into the elevations onto Meridian Street (NW) and facing the harbour (SW) would be the most advantageous to retain with a new modern storage structure behind.

The North West (NW) elevation has numerous defects, namely.

- The wall is leaning or bowing, mainly through the central section.
- There are structural cracks vertically through the masonry.
- There are cracks to the stonework around most of the Roof Girder Trusses.
- The wall head is eroded due to poor maintenance, both NW and SW elevations.
- The stone is weathered, friable and mortar washed out.

The Stoneworks report notes following regarding the condition of the stone.

- Sneked rubble walling affected by decay which has resulted in considerable loss of the stone surface.
- The surface is soft and friable.
- Hand tooling has been exaggerated to form deep pockets.
- Many individual stones are deeply recessed and may not be structurally viable.
- Delamination along bedding planes of many dressed ashlar units.
- Dressed ashlar, carved ornament, and moulded coping are significantly impacted by cracking and delamination. Loose material may present a hazard.
- Maintenance was neither timely or appropriate and accelerated decay.

Necessary Repairs

Stoneworks noted that decay has resulted in surface loss of the sneked rubble and may need replaced with new stone. On the NW elevation this is highlighted along most of the ground floor to between 1.5m and 2.0m, also at the junction with the SW gable and one other section noted on the upper level. This would replace approximately 25%-30% of the elevation.

We would add to that the decay along the NW wallhead from the SW to approximately half-way along the elevation. The SW elevation will require the wallhead to be taken down rebuilt. Both, approximately 600mm from the top.

The wall lean should be taken down and rebuilt along with rebuilding at least 11 of the 18 Girder Truss supports, which are cracked and moved. This would replace approximately 50% of the elevation.

DISCUSSION

Previous Alterations, Uses and Maintenance

It is clear that several alterations to the external appearance have already been undertaken by previous occupiers of the building, either blocking up original openings or creating new openings, some of which have also been blocked up. By our estimates the NW elevation has approximately 25% of the elevation changed from the original.

Previous uses and repairs have weakened the structure and accelerated decay, such as removing the upper floor, storing fertilizer and inappropriate stonework repairs.

Current alterations account for approximately 25% of the NW elevation area. To facilitate the necessary repairs 60%-70% of the NW elevation would need to be rebuilt. The existing stone is not in a suitable condition to expect re-use.

Building Condition

The building is in poor condition exhibiting a number of structural defects, wall lean, erosion etc. also the stone itself being weathered and the mortar compromised by weather, fertiliser and inappropriate repair techniques.

Repairs

To carry out the repairs and alterations would involve careful planning and design with cognizance of future works.

In the current condition the roof would need to be propped to allow for the demolition of the stone walls and rebuild. Alternatively, as part of the works remove the roof and walls and reconstruct with a façade retention scheme to support the walls. Either solution is not efficient for budget or time.

BUILDING RECOMMENDATIONS

Conclusions

The addition of the Stoneworks report has solidified our opinion that the building is not fit for purpose and not suitable for re-use.

The extent of the decay is severe and will require the removal and rebuilding of excessive areas of stonework. The stone itself being in such a poor condition rendering it unsuitable for reuse. The result being the vast majority of the elevation being new stone.

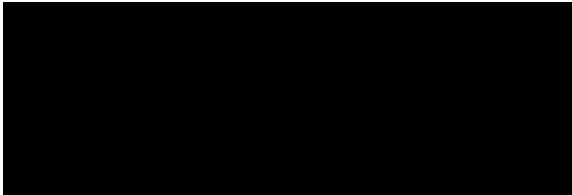
Griffen Design Ltd.
Structural Engineering Consultancy
Unit 2.5 Discovery House, Technology Park, Dundee, DD2 1SW
Tel: 01382 561112
Email: info@griffendesign.co.uk



Finally, our recommendation is to demolish the building. There is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. Also, the cost of repair high.

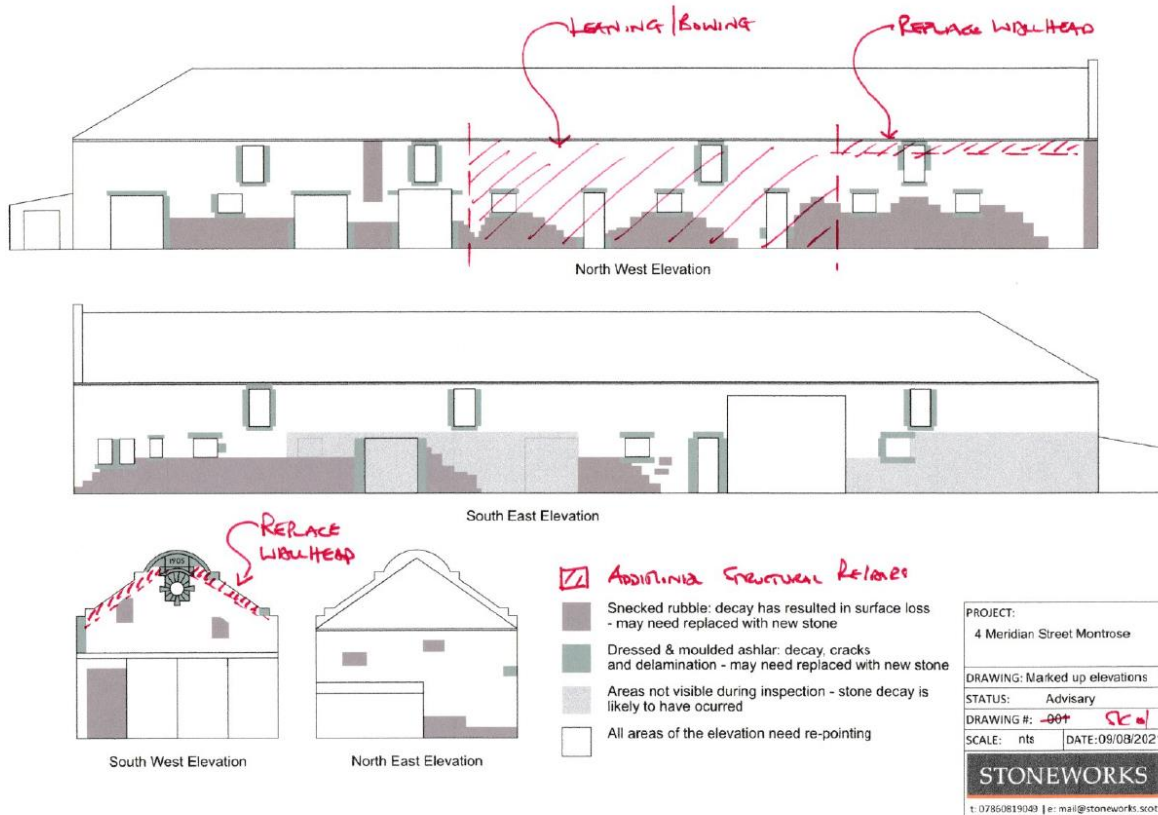
This report has been prepared based on the observations from our site visit, visual inspection and Stoneworks Masonry Condition Report.

Yours faithfully,



Nathan D. Murray
BEng(hons) MSc CEng MStructE
For Griffen Design Ltd.

Appendix A – Overmarked Elevations





4 MERIDIAN STREET,
MONTROSE

Job No. 203966

ALTERNATIVE RESTORATION PROPOSAL

New Frame and Façade Retention

Nathan D. Murray

BEng (hons) MSc. CEng MIStructE

INTRODUCTION

Project Brief

This Report is based on further detailed structural engineering consideration of the options available to make safe and repurpose the stone warehouse at No. 4 Meridian Street, Montrose. Following further inspection and taking into consideration the findings and recommendations in the Stoneworks' Masonry Condition Survey (dated 10 August 2021) it is our professional opinion that the only recourse to try and salvage some of the historic stonework is to rebuild considerable areas of the NW elevation (Meridian Street) through a façade retention scheme. This in itself presents a 'significant and challenging engineering problem' – as referenced in the Stoneworks Survey, given that there is a pronounced outwards bowing of the wall. As noted in the Stoneworks' Survey, dismantling and rebuilding to correct structural movement will necessitate much of the original and tooled masonry unsuitable for reuse and the introduction of a significant volume of new stone.

Previous Reports

Griffen Design Ltd. and Stoneworks have inspected the existing building condition and noted several significant defects with the existing building. Stoneworks have made comment on the condition of the stone walls stating that the lower half of the Meridian Street elevation is unusable.

Proposal

We note that the RIX Shipping (Scotland) Ltd business and operational requirement for the site is for a warehouse building with a 9m eaves height. The proposed scheme shows a new portal frame structure 57.0m in length, spanning 22.0m and 9.0m to eaves. The building will be clad in profiled metal sheeting supported off metal purlins and sheeting rails.

The façade would need an independent supporting system. It is proposed to have horizontal steel beams at floor and eaves level and another beam at mid-height levels to each floor. Resin anchor fixings into the stone and connected to the steel beams. Façade retention columns, as indicated on the sketches, between the new portal frame columns.

DISCUSSION

Design

Portal Frame

The portal frame will be a standard frame and we would anticipate the following component parts, full design will be required.

Columns 610x229x101 UB

Rafters 533x210x82 UB

Purlins and Rails 200Z18

Façade Retention

Masonry is restricted to a more stringent deflection limit due to the brittle nature of the material. For this reason the façade retention scheme should be independent of the new portal frame.

Resin anchors at approx. 600mm c/c horizontally to each beam.
Horizontal beam 254x146x31 UB
Spaced columns 203x133x25 UB (including diagonals) or temporary scheme.

A flexible junction is required between the new portal frame cladding and the existing stone wallhead.

Foundations for both would be in the order of 1.50m square and 1.0m deep below each column.

Building Condition

The building is in poor condition exhibiting a number of structural defects, wall lean, erosion etc. also the stone itself being weathered and the mortar compromised by weather, fertiliser and inappropriate repair techniques.

Repairs

In order to incorporate the existing elevation within the development proposal the following actions will be required taking account of previous reports.

1. Wallhead to be reduced and rebuilt to remove lean and cracks.
2. Base of wall to be reduced and rebuilt to remove unsuitable stonework
3. All loose and broken stone to be removed and replaced internally surrounding each of the fixing locations to provide a secure fixing strata.

SUMMARY

There are limited engineering options available to try and make safe and repurpose the stone warehouse at No. 4 Meridian Street, Montrose.

The only option to try and salvage some of the existing stonework is through a façade retention scheme.

Significant works are required to the existing stone wall to allow the safe retention of the façade.

Wall to be taken down and rebuilt to remove cracks, alignment defects and provide safe and secure fixing locations. The re-use of existing tooled stonework is not permitted due to deteriorated condition.

An independent façade retention scheme is required.

It is recommended that project costs should be ascertained to verify if this option is financially viable.

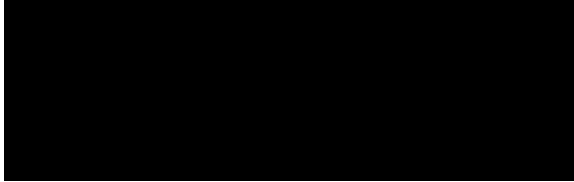
Griffen Design Ltd.
Structural Engineering Consultancy
Unit 2.5 Discovery House, Technology Park, Dundee, DD2 1SW
Tel: 01382 561112
Email: info@griffendesign.co.uk



CONCLUSIONS

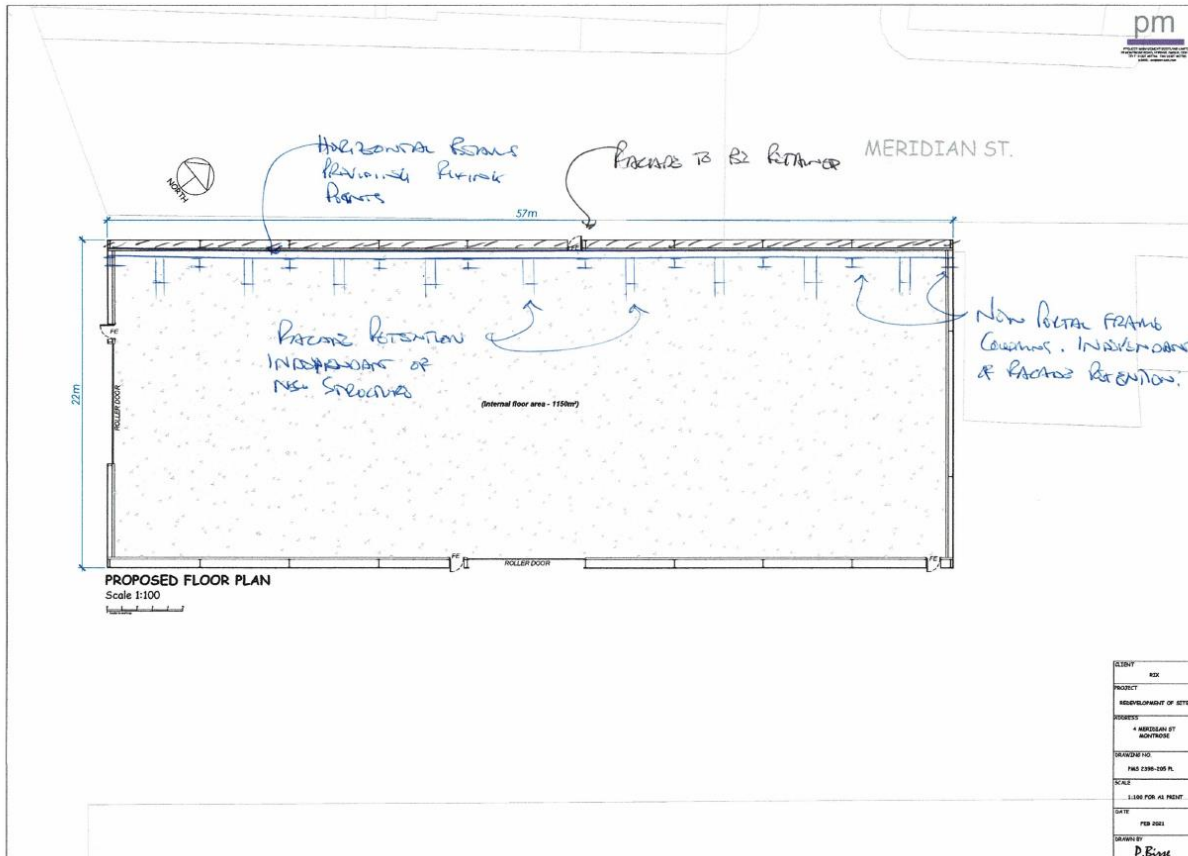
It is our professional opinion, based on our structural building survey and the Stoneworks' Masonry Condition Survey, that it is not feasible in engineering terms, to try to augment the existing stone warehouse to fulfil this requirement given the level of decay of the existing stonework.

Yours faithfully,



Nathan D. Murray
BEng(hons) MSc CEng MIStructE
For Griffen Design Ltd.

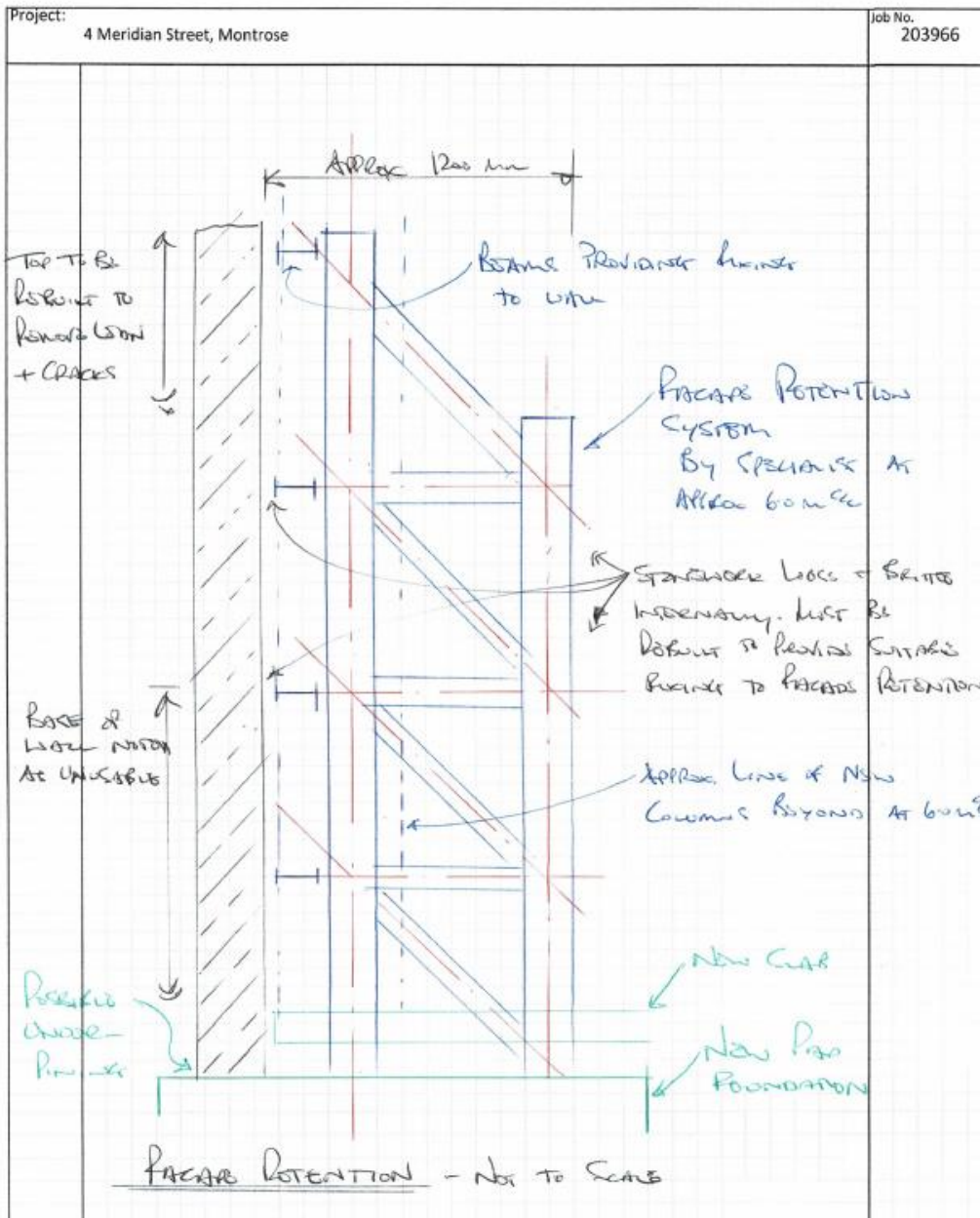
Appendix A – Overmarked Plan



Appendix B – Section

Griffen Design Ltd.
 Consulting Structural Engineers

Unit 2.5 Discovery House, Gemini Crescent
 Technology Park, Dundee, DD2 1SW
 Tel: 01382 561112 Email: info@griffendesign.co.uk



Revision: -
 Issue: 1

Authorised By: NDM

Calc Sheet:



4 MERIDIAN STREET, MONTROSE

Job No. 203966

FAÇADE RETENTION PROPOSAL
New Frame and Façade Retention
Nathan D. Murray
BEng (hons) MSc. CEng MIStructE

INTRODUCTION

Project Brief

This report is based on the design of a new storage facility retaining the existing stone façade.

Previous Reports

Griffen Design Ltd. and Stoneworks have inspected the existing building condition and noted several significant defects with the existing building. Stoneworks have made comment on the condition of the stone walls stating that the lower half of the Meridian Street elevation is unusable.

Proposal

The proposed scheme shows a new portal frame structure 57.0m in length, spanning 22.0m and 9.0m to eaves. The building will be clad in profiled metal sheeting supported off metal purlins and sheeting rails.

The façade would need an independent supporting system. It is proposed to have horizontal steel beams at floor and eaves level and another beam at mid-height levels to each floor. Resin anchor fixings into the stone and connected to the steel beams. Façade retention columns, as indicated on the sketches, between the new portal frame columns.

DISCUSSION

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The building is in poor condition exhibiting a number of structural defects, wall lean, erosion etc. also the stone itself being weathered and the mortar compromised by weather, fertiliser and inappropriate repair techniques.

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In order to incorporate the existing elevation within the development proposal the following actions will be required taking account of previous reports.

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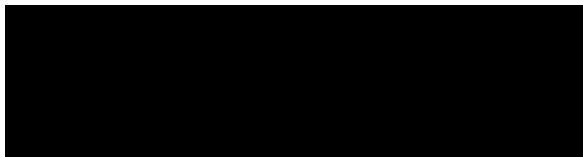
Conclusions

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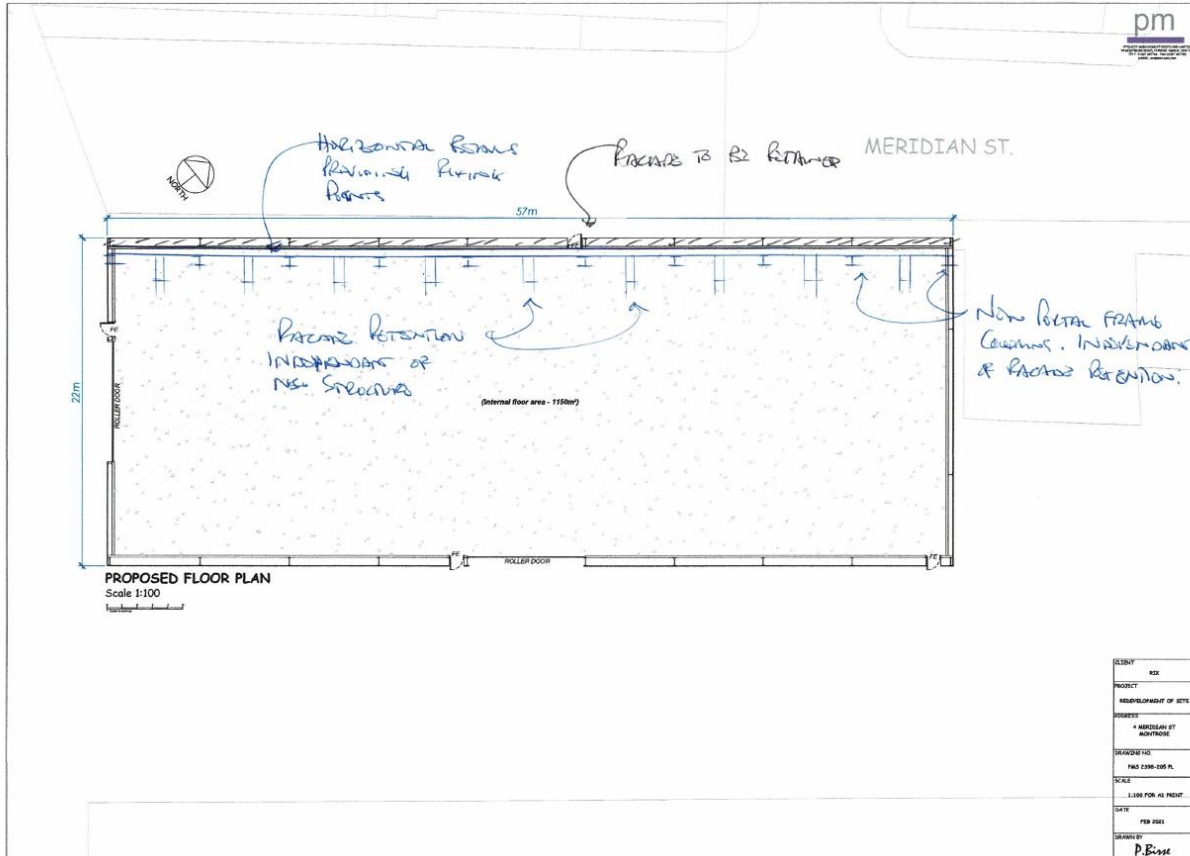
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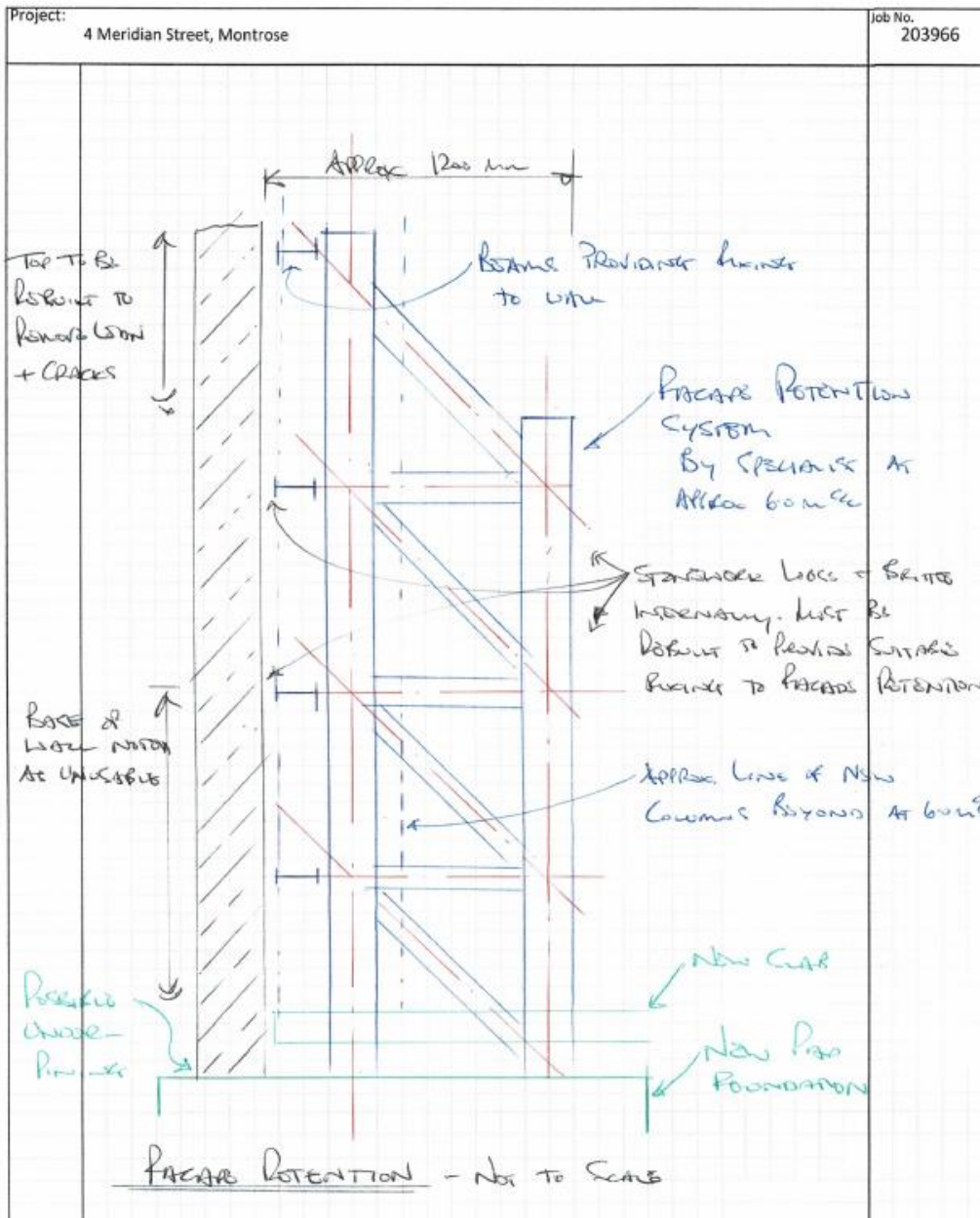
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Appendix B – Section

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 Consulting Structural Engineers

Unit 2.5 Discovery House, Gemini Crescent
 Technology Park, Dundee, DD2 1SW
 Tel: 01382 561112 Email: info@griffendesign.co.uk



Revision: -
 Issue: 1

Authorised By: NDM

Calc Sheet:

<u>Meridian Street, Montrose</u>				
<u>Work required to Stabilise and Keep the Existing Stone Wall of Meridian St West and North Walls</u>				
Carefully take down the existing 600mm thick stone wall and lay aside for reuse	m ²	68	30.00	2,040.00
Excavate in 600mm length to underpin the existing wall, concrete foundation 1200 x 200 with A192 mesh fabric and 600 wide stone work underpinning 750mm high	m	57	246.00	14,022.00
Excavate and concrete in foundation basis 1500 x 1500 x 1000mm deep include for 4 no. holding down bolts per base and 2 layers of A192 mesh fabric	No	9	339.00	3,051.00
Structured steel support frame consisting of 203 x 133 x 25kg columns, 254 x 146 x 31kg horizontal rails and 150 x 100 diagonal braces	Tonnes	14	3,800.00	53,200.00
Resin anchored bolts 600mm long drilled into stone walls at 600mm centres and bolted to steel beam with suitable spacers to take up the deflection in the stone work	No	383	35.00	13,405.00
600mm thick stone walling built and pointed in lime mortar using stone from dountakings	m ²	68	85.00	5,780.00
Picking and pointing existing stone work, both sides	m ²	889	45.00	40,005.00
Preliminaries, scaffolding etc.			7.50%	9,862.73
				141,365.73



Inch Cape selects Montrose Port as offshore wind operations and maintenance base

Home » **Inch Cape selects Montrose Port as offshore wind operations and maintenance base**

Inch Cape Offshore Limited has selected Montrose Port as the future operations and maintenance base for its offshore wind farm – which will see up to 72 turbines located 15 km off the Angus coast.

The wind farm, owned by Red Rock Power and ESB, will create an initial £5.2 million investment and more than 50 long-term skilled jobs during its lifetime.

The decision was marked by a visit to Montrose Port by local MSP Mairi Gougeon, Cabinet Secretary for Rural Affairs and Islands at The Scottish Government, where she was able to meet senior figures from Inch Cape and Montrose Port to discuss their plans.

The Inch Cape Offshore Wind Farm has applied to the UK Government for a long-term energy contract in its latest 'Contracts for Difference' allocation round, with results expected this summer.

If successful, this will trigger the 18-month £multi-million investment programme in the Angus port with more than 50 long term skilled operations and maintenance jobs to follow.

Initial work on the infrastructure upgrade will begin in 2023 with the construction of offices and warehouse at the port's South Quay.

A dedicated pontoon for crew transfer vessels travelling to and from the Inch Cape site will also be constructed along with the installation of dock side cranes and a communications mast, with the latest technologies in vessel fuelling being considered as an additional investment.

Works are expected to be complete and the base operational by early 2025 to coincide with the commissioning of the first turbines at the offshore wind farm. Once fully operational, the Montrose base will support up to 56 direct, full-time equivalent (FTE), long-term jobs including turbine technicians, asset managers and office staff.

Rural Affairs Secretary Mairi Gougeon said:

“This award highlights the direct long-term economic benefits which are flowing into local communities across Scotland as a result of our fast-growing offshore wind industry. The Inch Cape Offshore Wind Farm, which will provide sustainable career-long jobs for people in Angus, is a great example of this.

“Montrose Port has long played an important role in supporting Scotland’s offshore energy sector and the investment announced by Inch Cape will help it become a major facility supporting our just transition towards a Net Zero economy.”

Adam Ezzamel, Project Director of the Inch Cape Offshore Wind Farm said:

“This new infrastructure will make Montrose Port a key element in the Inch Cape Offshore Wind Farm, which will become one of Scotland’s largest single sources of renewable power, operational for at least 30 years. We plan to utilise the very latest technology to reduce carbon emissions from vessels to operational base designs, operating and maintaining some of the biggest wind turbines in the world deployed in water depths of up to 57 metres.

“If we succeed in the current Contracts for Difference round, Inch Cape will deliver millions of pounds of new investment, not just in Montrose but, with other key suppliers and facilities in Scotland and beyond, supporting local communities and a transition to a greener economy. The UK is already a world leader in offshore wind and this project will see Inch Cape increase this lead –

delivering long-term skilled jobs and enough electricity to power more than a million homes.”

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“We are delighted to welcome Inch Cape to Montrose as part of our growing offshore wind portfolio. We aim to become the go-to port for the industry and believe that with our geographical position, deep water berths, and sheltered quays we are ideally placed to do so.

“As a Trust Port we are driven to develop our offering to benefit our community of stakeholders both now and for future generations to come. We have already started to see the benefits offshore wind can bring to our regional economy and we are proud to be championing Montrose and the wider Angus region as a bastion for green energy.”



Adam Ezzamel, Project Director, Mairi Gougeon MSP, Capt. Tom Hutchison,
Harbourmaster

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Inch Cape

OFFSHORE LIMITED



Red Rock Power Limited



Energy for
generations

Key Sectors

HOME / KEY SECTORS / OFFSHORE WIND

Offshore Wind

The offshore wind sector has tremendous potential to bring significant opportunities to businesses in Angus. We are here to help you capitalise on these opportunities by supporting further development of the sector.

According to the [Offshore Wind Sector Deal](#), the UK has a target to provide 30% of the UK's total power needs from offshore wind by 2030. Related targets for the UK include:

- 60% lifetime UK content in domestic projects
- increasing UK content in the capital expenditure phase
- increasing the representation of women in the offshore wind workforce to at least a third by 2030
- increasing exports fivefold to £2.6 billion by 2030
- investing £250 million to support productivity and increase competitiveness of UK supply chain

As part of the [Tay Cities Deal](#), Angus aims to achieve green and inclusive growth to contribute towards these targets.

Offshore Wind, Angus - Scotland



Sign up to receive the Offshore Wind newsletter.

Offshore Wind Growth Partnership (OWGP) Innovation Grants

The Offshore Wind Growth Partnership (OWGP) Innovation Grants will allow businesses to apply for grants of £25,000 to £200,000 for projects that will address two offshore wind industry innovation priorities – Decarbonisation and Improving Reliability. Projects will be expected to focus on the commercialisation of [Privacy & Cookies Policy](#) and

services that will either support offshore wind decarbonisation or improve the reliability and robustness of offshore wind developments.

Key Dates

- Call opens: **9 November 2022**
- Application deadline: **20 January 2023**
- Applicants Notified: **17 March 2023**
- Project Start Date: **on or before 1 May 2023**

Find out more and apply on the [OWGP website](#).

Forth and Tay Offshore Cluster

The [Forth and Tay Offshore Cluster](#) is one of two supply chain clusters in Scotland formed in light of the UK's Offshore Wind Sector Deal between Government and the offshore wind industry.

The cluster was established to support and advise companies on Scotland's East coast about the many business opportunities from the growth of offshore wind.

The cluster is a collaboration between Angus Council and other organisations, including:

- East coast of Scotland's Local Authorities
- Energy developers in the region
- Scottish Enterprise and Scottish Engineering
- Regional ports

Angus Council is leading the supply chain development activity on behalf of the Cluster. We aim to accelerate and expand the growth of the offshore energy sector on the East coast of Scotland.

Learn more about the supply chain and the benefits for Angus businesses of being part of the [Forth and Tay Offshore Cluster](#).

Angus Offshore Wind Supply Chain

An established supplier with significant experience of supplying to the sector

Asco Group
Calibre Power Electronics Ltd
Cargo Handling, Crane, Plant & Personnel Hire
Carlton Hotel
Clarkson Port Services Limited
D Geddes (Contractors) Ltd
Delson Contracts Ltd
Destini Marine Safety Solutions Ltd
Finesse Control Systems Ltd
Framework Property Developments Ltd T/a Grey Harlings Hotel
GAC Services (UK) Ltd
Hydrus Energy Engineering Ltd
JJKS Estates Ltd
Montrose Port Authority
Montrose Rope & Sail Co Ltd
Mooring Systems Ltd
Northern Tool and Gear Co. Ltd.
NOV
Petrofac Facilities Management Limited
Pioneer Oil Tools Ltd
RAM Engineering & Tooling Ltd
Ritchie Industrial
Rix Renewables Ltd
Rix Shipping (Scotland) Ltd
RMEC Limited
Survival System International
Windcat Workboats
Xiom Scotland Ltd
XL Global Group

Good capacity and some experience in supplying to the sector

Baker Hughes
First Marine Solutions Ltd
InterMoor
R & M Buildbase
Watson Engineering
Whittaker Group

Capabilities to supply, but no/limited experience in the sector

Angus 3D Solutions Ltd
Genista Energy Ltd
Gorilla Corrosion (Services) Ltd
Harry Maiden Ltd
IOT GROUP
JDT Services Ltd
LSR Engineering Ltd
Pert-Bruce Construction

Major Offshore Projects

Seagreen Wind Farm Project

Neart na Gaoithe (NnG) offshore Wind Farm

— Inch Cape Offshore Wind Farm

Located 15km off the Angus Coast in the East of Scotland, The Inch Cape Offshore Wind Farm, currently in late stage development, will see up to 72 turbines. The wind farm covers an area of approximately 150 km².

Inch Cape Offshore Limited (ICOL) is a proposed offshore wind farm located in the North Sea around 15 km off the Angus coastline. Inch Cape Offshore Wind Farm is owned by Inch Cape Offshore Limited, an equal joint venture between- Edinburgh based renewable and sustainable energy company, [Red Rock Power Limited](#) and Ireland's leading energy company, [ESB](#).

The farm will consist of turbines supported by fixed foundations and substructures. It connects to the grid at the former Cockenzie Coal Power station in East Lothian.

Investment in Angus and the environment

Inch Cape Offshore Limited has selected Montrose Port as the future operations and maintenance base for its offshore wind farm.

The wind farm will create an initial £5.2 million investment and more than 50 long-term skilled jobs during its lifetime.

Works are expected to be complete and the base operational by early 2025 to coincide with the commissioning of the first turbines at the offshore wind farm. Once fully operational, the Montrose base will support up to 56 direct, full-time equivalent (FTE), long-term jobs including turbine technicians, asset managers and office staff.

The project represents an important investment in Scotland's energy infrastructure and will open up massive opportunities for Angus. This will also make a significant contribution to addressing climate change and energy security while providing economic opportunities for our area.

To find out more, please visit the [Inch Cape website](#).

ICOL and Angus fishing communities

ICOL would like to work with fishing communities to enable the co-existence of fishing activities and operation of the Inch Cape Offshore wind farm.

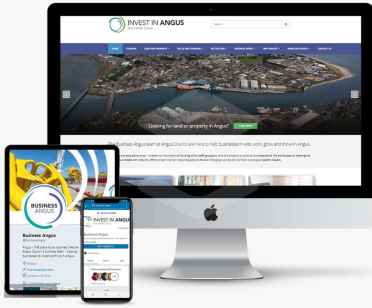
ICOL aim to identify and train fishermen to perform the Offshore Fisheries Liaison Officer (OFLO) and Fishing Industry Representatives (FIRs) roles on the project to work on the project on a part-time or ad-hoc basis to form part of the fishing liaison team.

The FIRs are shore-based and assist in disseminating project information and assist in gathering information, views and feedback from the fishing community.

Fishermen and former fishermen in Angus area including Arbroath, Carnoustie and Montrose are invited to apply for FIRs.

If you are interested in being considered, please email InchCapefisheries@sff.co.uk or inchcapewind@redrockpower.co.uk to register your interest.

ScotWind



For advice and support in this sector, contact the Invest in Angus team:

Call 01307 492342 (Mon-Fri, 9am to 5pm)

Email: invest@angus.gov.uk

[Complete enquiry form](#)

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Follow Us





Building Scotland's largest offshore wind farm

Overview

The Seagreen Offshore Wind Farm is under construction around 27km from the coast of Angus in the North Sea.

A joint venture between TotalEnergies (51%) and SSE Renewables (49%), Seagreen will be Scotland's largest and the world's deepest fixed foundation offshore wind farm once complete.

Fast facts



**114 wind
turbines under
constructi**

[Cookie Settings](#)



1,075MW. Following first power in August 2022 the site is expected to be fully operational during summer 2023. Power is exported via c.19km of underground cables from landfall at Carnoustie to a new substation at Tealing near Dundee.

The 114 turbines will provide enough green energy to power more than 1.6 million homes, equivalent to two-thirds of all Scottish homes. They will also displace over 2 million tonnes of carbon dioxide from electricity generated by fossil fuels every year – similar to removing more than a third of all of Scotland's annual car emissions and making a significant contribution to Scotland's net-zero ambition by 2045*.

The remaining 36 offshore wind turbines are consented but not yet constructed. The power will be exported to the grid via Cockenzie, East Lothian. Information relating to this connection can be found [here](#).

In January 2022 we submitted a Screening Report to Marine Scotland to increase the size of the 36 consented turbines. You can find out more about this Screening Report by clicking [here](#).

**Operational
base in Port of
Montrose**

**Located 27km
from Angus
coast**

**First power
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**Fully
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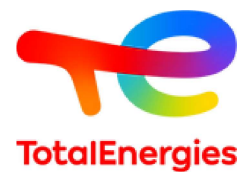


A joint venture partnership

Seagreen is an offshore wind farm development owned by SSE Renewables (49%) and TotalEnergies (51%).

SSE Renewables is leading the development and construction of the joint venture project, supported by TotalEnergies, and will operate Seagreen on completion.

First power was achieved in August 2022 with the offshore wind farm expected to enter commercial operation during summer 2023.



[Find out more](#)

Seagreen is delivering significant economic benefit to Scotland and the UK. It is helping power a green, economic recovery and supporting high value green jobs in Scotland, including direct, contractor and supply chain roles.

At Global Energy Group's Port of Nigg near Inverness, Seagreen supported 141 skilled jobs associated with the marshalling, storage and logistics for the 114 turbine jacket foundations.

The 141 peak construction jobs included work for 93 permanent roles already on-site as well as the creation of an additional 48 new roles at the port, delivering a green jobs boost to the Scottish Highlands.

The Seagreen Operations and Maintenance (O&M) base at Montrose is complete and was built by local Angus contractors Pert-Bruce who included a number of apprentices in its workforce as part of the works. The building was formerly in use in Aberdeen and the adjacent radio mast was formerly in use at another offshore wind farm development.

The O&M base in Montrose will be home to approximately 80 full-time (direct) operational roles including up to 60 Vestas personnel maintaining the turbines both from the O&M base and offshore service operations vessels. There will also be a significant number of indirect roles and specialised contractors supporting Seagreen and the O&M base throughout the life of the wind farm.

Section 36C application (November 2022)

Seagreen Wind Energy Limited (SWEL) has made a formal application to vary the existing Seagreen Alpha and Bravo section 36 consents under section 36C of the Electricity Act 1989 (as amended). SWEL has also requested that the associated marine licences are varied at the same time under section 72 of the Marine and Coastal Access Act 2009 and section 30 of the Marine (Scotland) Act 2010.

SWEL is principally proposing to vary the existing S36 consents (issued on 10 October 2022) to correct a discrepancy in the decision notice which originated from an administrative error in the S36C Seagreen application documentation submitted April 2022. As part of the application, SWEL is submitting a letter describing the correction and resubmitting all the application documents from the April 2022 S36 variation which remain unchanged.

To find out more about the application and how to make representations, please click [here](#).

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SWEL is principally proposing to vary the existing consents to allow for changes to parameters of the consented but not constructed 36 wind turbine generators associated with the Seagreen Project. Varied parameters include an increase in rotor diameter, blade chord width, maximum and minimum tip height and hub height. No changes to piling parameters are included in the proposed variation. SWEL are also proposing to vary the existing consents to allow for an increase in steel seabed deposits.

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Our latest news



Montrose Port Authority



Final wind turbine installed



1,000th tree planted at





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Adam Ezzamel, Project Director, Mairi Gougeon MSP, Capt. Tom Hutchison,
Harbourmaster

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Inch Cape

OFFSHORE LIMITED



Red Rock Power Limited



Energy for
generations



HISTORIC
ENVIRONMENT
SCOTLAND

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By email to: plnprocessing@angus.gov.uk

Angus Council
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Enquiry Line: 0131-668-8716
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Our case ID: 300050662
Your ref: 21/00178/LBC
05 May 2021

Dear Angus Council

Planning (Listed Building Consent and Conservation Area Consent Procedure)
(Scotland) Regulations 2015
Warehouse 4 Meridian Street Montrose - Demolition of 4 Meridian St storage building

Thank you for your consultation which we received on 15 April 2021. The proposals affect the following:

Ref	Name	Designation Type
LB46221	4 MERIDIAN STREET, WAREHOUSING	Listed Building

Our Advice

We **object** to the application because we do not consider the demolition of the listed building has been justified.

The application is for the demolition of this traditional stone-built warehouse, dated 1905, including the later lean-to garage extension on the North elevation. A replacement, corrugated steel storage building is also proposed, which would greatly exceed the scale and form of the existing structure.

The proposals would result in the complete loss of the category C listed warehouse, which contributes significantly to an understanding of the commercial history and development of Montrose Harbour and groups well with nearby industrial buildings of historic significance, including the former fish curing works on America Street. To clarify, we see no issue with the removal of the lean-to garage extension.



We have set out our comments below, concentrating on the four considerations in our Managing Change guidance for justifying the demolition of a listed building:
[Managing Change in the Historic Environment: Demolition of Listed Buildings](#)

Special Interest

Our designations colleagues recently reviewed the warehouse for its special architectural and historic interest. This review was completed on 09 September 2020, and their assessment concluded the building continues to meet the criteria for listing and that the present category C is considered the most appropriate level of listing. A report of handling on this review can be found via a link on the building's list description:
[4 MERIDIAN STREET, WAREHOUSING \(300044855\) \(historicenvironment.scot\)](#)

This listed building retains its special architectural and historic interest as one of the best surviving 19th – 20th century industrial warehouses in Montrose, with its prominent quayside location on the north side of the harbour. This quayside setting is important, because it relates directly to the building's original function – shipping storage and loading. The building's quayside elevation is also its most decorated, featuring a curvilinear gable design with simple classical detailing, and reflects the town's prosperous industry in international trading and cargo during the 19th century. Although dated 1905, it is possible the present building may incorporate some earlier fabric, with the first edition Ordnance Survey map indicating the rectangular-plan footprint of a lime store warehouse, surveyed in 1861.

It is clear the existing building has undergone some later alteration and loss of fabric (particularly within the interior), including blocked and enlarged/new openings, in its development and adaptation as a storage building – especially when it became a grain store and the former wet dock adjacent was infilled. Despite these changes, the warehouse's functional design, classical decoration and grey/brown rubble sandstone appearance remain intact and make this an uncommon example of harbour warehousing that is distinctive to Montrose.

The applicant has indicated the fabric of the building is poor, but the present condition of the surviving fabric is not a factor when deciding whether a building is of special interest.

Meaningful Repair

Most traditionally-built buildings, even those in an advanced state of decay, can be repaired. A listed building is deemed capable of meaningful repair when its repair can preserve its special interest.

We note the physical condition of the historic warehouse has been in decline for some years now and that it is largely unused. The building condition report submitted has



identified some significant defects in the external walls, including sizeable cavities and cracks in the stone masonry as well as friable mortar joints that are causing structural bowing and leaning of the walls.

However, we are currently unconvinced the warehouse's stone walls cannot be repaired without complete reconstruction. The condition report itself states that '*The building is generally in poor condition and in need of repair and maintenance*' and that '*The roof appears in reasonable condition.*'. It also suggests that alternative solutions to reconstruction are possible. We therefore consider the warehouse is capable of meaningful repair, a separate issue to economic viability, which is considered below.

The condition report has also highlighted a concern that the warehouse's walls could easily collapse as a result of accidental damage by modern machinery used on site. We advise the applicant consults a conservation accredited engineer to investigate a temporary/emergency solution that prevents the structural integrity of the affected walls from worsening and we would be happy to consult with our own conservation engineer as well, if your Council considers this helpful.

Benefits to Economic Growth or the Wider Community

Some projects may be of such economic or public significance that their benefits may be seen to outweigh the strong presumption in favour of retaining a listed building. Where proposals involve a new development on the site, planning permission for the replacement development should be demonstrated as being in line with local and national policy. Unless this can be done, there is no certainty that planning permission will be achievable. This would make it impossible to ensure that the benefits were going to happen, and the demolition would therefore not be justified.

The applicant's planning statement argues that the proposed demolition is required for ensuring port related activities can successfully continue on this site, which is strategically important because of its quayside location. The applicant also refers to Policy M6 from the Angus Local Development Plan, which safeguards Montrose Harbour for port related uses. While the warehouse does fall under this established employment area and land zoning, our understanding is that this does not automatically supersede its cultural significance as a listed building and that sufficient evidence would be required to demonstrate why the complete demolition of the warehouse is essential to obtaining these economic benefits. We do not agree the applicant has achieved this.

It is not made clear, for instance, why the listed building could not be extended. We note there is space to extend towards the North and East of the warehouse and understand these areas are within the applicant's ownership. An extension could be made large enough to accommodate the modern machinery for the applicant's desired storage and



assembly requirements. We consider it would also be possible to adapt/reuse the interior space of the existing warehouse, which has already been extensively altered.

Our view is that the suggested benefits of the proposals cannot currently be seen to outweigh the strong presumption in favour of retaining this listed building. Therefore, we consider demolition on these grounds has not been adequately justified.

Economic Viability

This consideration relates to the conservation deficit of a building – where repair and reuse is judged higher than the end value. In such cases we would advise the investigation of grant assistance at an early stage. If a conservation deficit is proved and the current owner can see no viable end use, we would normally expect the building to be marketed to a potential restoring purchaser, e.g. someone who can reuse the building without recourse to substantial demolition. The marketing price should not be defined by the value of the land without the building, because that would assume demolition will take place.

In this case, the supporting information does not clearly indicate if attempts to market the building have been undertaken since the applicant acquired the building in 2015. Consequently, it is our view that the building's demolition cannot currently be argued under this consideration.

Conclusion

There is a strong presumption in favour of retaining listed buildings. The decision to demolish a listed building is a last resort and must always be made at the end of a process that has considered and discounted all other feasible options. The applicants bought the building knowing it was listed, and presumably took this designation into account.

We have found no compelling evidence that less harmful solutions, that could retain the building, have been considered. Our guidance document '[Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings](#)' provides advice on how the re-use of a listed building can be sensitively achieved.

Our current evaluation has been a desk-based exercise only, albeit with the assistance of the application's supporting information. However, it is clear the proposals would have an irreversible adverse impact on the listed building.

In summary, the supporting information included does not, in our view, meet the criteria for justifying the complete demolition of the listed building. Therefore, we object to the current scheme.



We would be happy to meet you and the applicant(s), either remotely or on site, to discuss our concerns and potential solutions that will help retain a meaningful proportion of the traditional stone warehouse. We consider there is scope to significantly alter the existing warehouse without recourse to complete demolition, including the interior; erecting a new extension; and the extensive removal/opening of the North and East walls. Such options may make it easier to retain both the slated pitched roof and the more visually prominent and characterful street-facing and quayside elevations, which in our view form the warehouse's most important surviving elements. These alternatives to demolition could make the building fit for the uses desired by the applicant and would certainly increase its adaptability.

If you are minded to grant consent, with or without conditions, you are required under the terms of the Planning (Listed Buildings and Conservation Areas) (Notification of Applications) Direction 2015 to notify Scottish Ministers.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

Guidance about national policy can be found in our 'Managing Change in the Historic Environment' series available online at www.historicenvironment.scot/advice-and-support/planning-and-guidance/legislation-and-guidance/managing-change-in-the-historic-environment-guidance-notes/. Technical advice is available through our Technical Conservation website at www.engineshed.org.

As this application involves the demolition of a listed building, if consent is granted there is a separate requirement through section 7 of the Planning (Listed Buildings and Conservation Areas)(Scotland) Act 1997 (as amended) to allow us the opportunity to carry out recording of the building. To avoid any unnecessary delay in the case of consent being granted, applicants are strongly encouraged to complete and return the Consent Application Referral Form found at www.historicenvironment.scot/about-us/what-we-do/survey-and-recording/threatened-buildings-survey-programme.

Please contact us if you have any questions about this response. The officer managing this case is Mario Cariello who can be contacted by phone on 0131 668 8917 or by email on mario.cariello@hes.scot.

Yours faithfully

Historic Environment Scotland

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**



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Our ref: BrennanDG@angus.gov.uk
Our case ID: 300050662
Your Ref: 21/00178/LBC
01 October 2021

Dear Angus Council

Planning (Listed Building Consent and Conservation Area Consent Procedure)
(Scotland) Regulations 2015
21/00178/LBC | Demolition of 4 Meridian St storage building | Warehouse 4 Meridian
Street Montrose

Thank you for your consultation which we received on 27 August 2021. The proposals affect the following:

Ref	Name	Designation Type
LB46221	4 MERIDIAN STREET, WAREHOUSING	Listed Building

Our Advice

We thank your Council and the applicant for providing additional information, which has helped in our assessment of the application. However, we maintain our **objection** to the application because we remain unconvinced the demolition of the category C listed building has been justified.

The proposals for the application are unchanged and would still see the complete demolition of the traditional stone-built warehouse and its replacement with a significantly larger corrugated steel storage building.

The most recently submitted masonry condition and interpretive reports address the 'Meaningful Repair' consideration from our Managing Change Guidance for justifying the demolition of a listed building ([Managing Change in the Historic Environment: Demolition of Listed Buildings](#)).

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

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We maintain our previous comments for the other three considerations (Special Interest; Benefits to Economic Growth or the Wider Community; and Economic Viability) but would like to make the following updated comments about Meaningful Repair.

Meaningful Repair

A listed building is deemed capable of meaningful repair when its repair can preserve its special interest.

The new masonry condition report has found that *'many individual stones are deeply recessed and may not be structurally viable'*. Furthermore, it states *'[the stonework is] significantly impacted by cracking and delamination'* and that *'it may be necessary to completely dismantle and rebuild considerable areas'* in order to correct the structural movement seen in the leaning external wall(s). This suggests the warehouse is capable of repair.

We understand the condition of the existing stonework is poor and have consulted our conservation engineer about the building's overall condition and reuse. Their view is that the warehouse is capable of meaningful repair – i.e. it can be repaired without complete or extensive loss/replacement of the existing stone fabric. As explained in our previous response, this is a separate issue to economic viability. Our engineer suggests that most of the defects identified with the stone masonry are fairly common in traditional stone buildings and can be repaired with indents, crack stitching and through rebedding of the wallhead masonry - we would also consider lime repairs acceptable, which could be more cost effective than stone indents.

Furthermore, it was noted that a detailed condition survey of the existing timber roof structure does not appear to have been undertaken – the previous condition report only mentioned a visual inspection from ground level - and that it may be contributing to the lean in the external wall(s). Consequently, we would recommend consulting a conservation accredited engineer to review the roof's condition in greater detail, in case it needs strengthening.

Conclusion

There is a strong presumption in favour of retaining listed buildings. The decision to demolish a listed building is a last resort and must always be made at the end of a process that has considered and discounted all other feasible options. In our view, there remains no compelling evidence that less harmful solutions have been fully explored in this application. Our guidance document [Managing Change in the Historic Environment: Use and Adaptation of Listed Buildings](#) provides advice on how the re-use of a listed building can be achieved.

In summary, we consider the supporting information still does not meet the criteria for justifying the complete demolition of the traditional warehouse. The masonry condition



report suggests that the building is capable of being repaired and reused – albeit that it *‘will present a significant and challenging engineering problem’*. We agree with this assessment and that replacement of some of the existing stone masonry will be required. Therefore, after reviewing this additional information, we still object to the current scheme which would have an irreversible adverse impact on the listed building. Besides the demolition of the building itself, its loss would also limit our understanding and appreciation of the historic Montrose Harbour area, including its evolution and development.

However, we understand the building is in poor condition and we would not expect a pure conservation scheme for the remaining fabric. As indicated in our previous consultation response, we consider there is scope to significantly alter the existing warehouse without recourse to complete demolition. Alternatives to demolition may still make the building fit for the uses desired by the applicant and would certainly increase its adaptability.

We remain happy to assist in ongoing discussions for potential solutions that will retain a meaningful proportion of this traditional stone warehouse.

If you are minded to grant consent, with or without conditions, you are required under the terms of the Planning (Listed Buildings and Conservation Areas) (Notification of Applications) Direction 2015 to notify Scottish Ministers.

Further Information

This response applies to the application currently proposed. An amended scheme may require another consultation with us.

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Please contact us if you have any questions about this response. The officer managing this case is Mario Cariello who can be contacted by phone on 0131 668 8917 or by email on mario.cariello@hes.scot.

Yours faithfully

Historic Environment Scotland

Historic Environment Scotland – Longmore House, Salisbury Place, Edinburgh, EH9 1SH

Scottish Charity No. **SC045925**

VAT No. **GB 221 8680 15**



Project Management Scotland Ltd

17 March, 2022

Our Ref: 2398

Angus Council
Planning Department
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

FAO: Damian Brennan

Dear Sir,

RE: Demolition of Building and Erection of a Class 5 and 6 General Industrial Warehouse at Warehouse 4 Meridian Street Montrose. Planning Reference: 21/00177/FULL

The case for the demolition of the building has been seriously investigated by the applicant and the necessary reasoning behind the proposal for complete demolition is addressed in the accompanying documents:

- Existing Building Condition Report, Griffen Design Ltd
- Existing Building Concluding Report, Griffen Design Ltd
- Masonry Condition Survey, Stoneworks
- Alternative Restoration Proposal, Griffen Design Ltd
- Level 1 Standing Building Survey, Robert Lentfert Archaeology
- Planning Statement, Maria Francké Planning

The most recent report 'Alternative Restoration Proposal' also includes consideration of options for re-purposing the existing building and has assessed why retention of part (or all) of it is not possible. Professional engineering advice is that its structural condition rules out its retention at reasonable cost. A schedule of costs is also attached which calculates the additional costs required to keep the existing stone wall on Meridian Street. Retaining a single wall through a façade retention scheme would be a futile exercise and would not be in the planning interests of the area. The wall itself is in poor condition as evidenced in the Level 1 Standing Building Survey and the Existing Building Condition Report. The Level 1 Standing Building Survey concludes:

“ While robustly built, unfortunately the exterior walls now show clear, alarming signs of bowing outwards and pieces of missing stonework within the wall themselves, now exposed to open air and the freezing/thawing impact of moisture in places has had a detrimental impact on structural integrity. The harbour area immediately surrounding the warehouse is a busy industrial area with large modern cargo ships being loaded and offloaded, heavy machinery and lorry traffic runs at a near-constant pace much of the time; these vibrations and traces of occasional physical contact with machinery over the years have taken a toll, along with likely natural settling of the warehouse foundations in the 116 years since it was constructed. While the warehouse has served its function admirably in the ensuing years, in my non-engineering view as an archaeologist, it has reached the end of its safe, useful lifespan and continued use would be an

increasingly risky endeavour. The client posses a structural integrity report which would corroborate this observation.”

The building's scale, form and location on the portside makes its re-use in its existing form extremely limited given the off-shore renewable industries' requirements for a much larger warehouse building. There is no inherent commercial value in trying to restore the building if there is no end user. Trying to preserve or adapt the building will result in stymieing essential new portside development. Montrose Port Authority has verified this position in a letter of representation to the planning authority. The economic and public benefits of the application have been set out in the planning submission and are considered to be of sufficient weight to justify the grant of consent by the planning authority.

The nature of activities now undertaken at the port have changed dramatically since this building was built. Modern day port requirements to support the oil and gas suppliers and the growing offshore renewables sector necessitate larger warehousing, clearly evidenced by the array of substantially larger modern warehouses, which now line much of the North and South Quays at Montrose Port. As the Council is aware, Seagreen and now Inch Cape have chosen Montrose as their operational bases for their offshore renewables' projects; these will see Montrose Port supporting significant jobs and investment for the next 25 years plus. These projects have a direct bearing on the application proposals which will provide support facilities for the offshore renewables sector.

The proposals would enable the development of the site in a coherent and positive way which meets the modern-day shipping requirements.

In order to safeguard the interests of archaeological heritage, a Level 1 Standing Building Survey has been undertaken and if required, a Level 2 survey could also be conditioned by the planning authority on the grant of planning permission and listed consent.

It is therefore respectfully requested that Angus Council grants planning and listed building consent to demolish the building and erect a new industrial warehouse.

Yours faithfully,

Phil Birse

for Project Management Scotland Ltd.

phil@pm-scot.com

From: Steven Robb <steven.robb@hes.scot>
Sent: 22 June 2022 10:03
To: Damian G Brennan
Cc: Phil Birse
Subject: Meridian Street

Dear Damian,

Following our conservation engineer's site visit on Friday 10th June, we maintain our view that the warehouse at 4 Meridian Street is capable of meaningful repair – i.e. repairable without extensive loss or replacement of fabric – and therefore does not meet this test for demolition from our Managing Change Guidance on the Demolition of Listed Buildings.

Overall, it was considered that there had been a lack of maintenance over several years which has led to the warehouse's current condition. It was the view of Kashif and our other engineer, Frantzeska, who accompanied him, that consolidation and repair works are feasible without recourse to demolition.

We have included more detailed feedback from Kashif and Frantzeska's visual inspection, set out below. It should be reiterated that these comments are advisory:

- *Existing gutters are full of vegetation and have essentially become redundant – this leaves the wall heads exposed to rainwater penetration to the core – this is evident externally through damp patches and algae growth on the surface. These should be cleaned/repared/renewed to prevent water penetration and allow the external walls to dry out.*
- *Downpipes on occasion go below ground but others simply stop at ground level, thus allowing the ground around the base of the walls to remain damp. It is unclear if there is any proper drainage scheme around the building.*
- *The deterioration in the stone appears to be surface only and appears to be caused by and accelerated by cement pointing on the outside and paint on the inside which is trapping moisture within the walls. Past usage has been fertilisers stacked against the wall which may have contributed to the deterioration but this has now stopped. The external walls require removal of cement pointing and replacement with a lime based mortar, indents and some stone replacement. Internally some localised areas may require a rebuild. A specialist stone conservator would need to comment on previous damage by use of fertilisers.*
- *The external walls have a bow caused by the loss of intermediate floor as well as ongoing water penetration and potential rust jacking action of timber trusses. There are no significant cracks on the long external walls, hairline cracks exist but these could be stitched. The gable end has a significant crack near the wallhead which also appears internally, these will need a closer inspection and could potentially be repaired with helical bars and consolidation works.*
- *The timber trusses from ground level appear to be in a good condition however, each truss is designed with metal ties which are cored through the timber rafters and attached to a metal shoe supporting the rafter end. Cracks are observed beneath many of the truss shoes suggesting some rust jacking action is occurring. It was also noted that some of the ties had broken off or were missing – this puts a varying load on the wall which may induce some cracking to the elevations.*
- *Griffen Design suggested that the upper section of the masonry walls are not repairable but admitted that a closer inspection or assessment has not been carried out. Our view is that apart from the bow and localised cracks there are no major concerns – consolidation works are required.*
- *The loss of the suspended floor has lost restraint to the walls, however internal steel windposts could be provided to provide stiffness to the external walls – we note that some remains of steel posts exist and it*

was unclear as to why they were added and later removed (perhaps added for screening and keeping fertiliser storage away from the external walls).

- *All lintels appeared to be intact with no major concerns noted.*
- *We noted heavy machinery being used at very close proximity to the building with a risk of impact damage.*

In summary, we remain keen to find a solution that will allow the applicant to use the building while ensuring it remains listed. As previously indicated, we consider it would be possible to propose a radical intervention through alteration, including an extension which would allow wider use of the building, and would be happy to discuss revised proposals with our engineer(s).

I hope this information is helpful to your Council in terms of progressing a decision on application 21/00178/LBC.

Kind regards,

Steven

Steven Robb IHBC MRTPI | Deputy Head:Historic Buildings | Planning, Consents and Advice Service | Heritage Directorate

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East Team – Historic Buildings. Aberdeen, Aberdeenshire, Angus, City of Dundee, City of Edinburgh, Clackmannan, East Lothian, Fife, Midlothian, Scottish Borders, West Lothian

*We inform and enable good decision-making so that the historic environment of Scotland is valued and protected.
Watch our [video](#) or sign up to [Lintel](#), our quarterly newsletter, to find out more about our work.*

Please note I am currently working at home due to the Coronavirus outbreak. I will do my best to respond to you, but please bear with us at this difficult time. I can be contacted on my work number 0131 668 8089.



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OUR Ref NM/KM/ 203966 2023-01-16

16 January 2023

Mr M Cessford
 Rix Shipping (Scotland) Ltd.

Dear Sirs

BUILDING CONDITION
AT 4 MERIDIAN STREET, MONTROSE

We write in connection with the Building Condition Reports prepared by Griffen Design Ltd and the masonry condition report prepared by Stoneworks, specialists in masonry following a site visit with HES Engineers and their subsequent comments.

The Griffen Design Ltd. reports were prepared by Nathan Murray, the company principal, a Chartered Engineer and member of The Institution of Structural Engineers, with over 20 years' experience working with structures.

Once the use, form and function of a building has been defined by the client and architect, the purpose of any structure is to transfer the applied loads to the ground in a safe and efficient manner. The use, form and function of the building at Meridian Street currently does not meet the owner/occupiers needs. The suitability of the building is not up for consideration in this letter. We are to define the current building condition and the suitability of meaningful repair and alterations to facilitate functional use.

All the reports and inspections are based on visual inspections from ground level.

Historic Environment Scotland (HES) engineers visited the site on 10 June 2022 and were accompanied by Nathan Murray, Griffen Design Ltd and Phil Birse, Project Management Scotland Ltd. We write in response to the comments made by made by Steven Robb, Historic Environment Scotland in an email to Damian Brennan, Angus Council on 22 June 2022 (Shown in *Italic*).

1. *Existing gutters are full of vegetation and have essentially become redundant – this leaves the wall heads exposed to rainwater penetration to the core – this is evident externally through damp patches and algae growth on the surface. These should be cleaned/repared/renewed to prevent water penetration and allow the external walls to dry out.*

The gutters are in need of repair, and this is one source of the structural concerns. Degradation is evident at the wallhead, numerous cracks and vegetation. The age and location of the building make the continual wetting a persistent problem over several decades. Water has penetrated the core of the walls loosening the mortar bond between stones. Neither Griffen Design or HES has inspected the wallhead closely, however, given the condition of the wall at lower levels and

what is evident from a visual inspection at ground level the wall would require extensive reworking along the entire length and a considerable distance below the eaves.

- 2. Downpipes on occasion go below ground but others simply stop at ground level, thus allowing the ground around the base of the walls to remain damp. It is unclear if there is any proper drainage scheme around the building.*

It is unlikely that there is a dedicated drainage system in place given the age and location of structure. This is a likely to be one source of water damage at lower levels. A new system will need to be incorporated into the works.

- 3. The deterioration in the stone appears to be surface only and appears to be caused by and accelerated by cement pointing on the outside and paint on the inside which is trapping moisture within the walls. Past usage has been fertilisers stacked against the wall which may have contributed to the deterioration but this has now stopped. The external walls require removal of cement pointing and replacement with a lime based mortar, indents and some stone replacement. Internally some localised areas may require a rebuild. A specialist stone conservator would need to comment on previous damage by use of fertilisers.*

The stonework is damaged on both faces, internally and externally, and the lower 2.0m (approx.) have already been confirmed by a specialist stonemason as unusable (Stoneworks' Masonry Condition Survey 10 Aug. 2021). There are several holes/patches internally that show the core of the wall is not in good condition. This is likely due to the previous repairs and uses of the building, along with water damage noted in points 1 and 2.

- 4. The external walls have a bow caused by the loss of intermediate floor as well as ongoing water penetration and potential rust jacking action of timber trusses. There are no significant cracks on the long external walls, hairline cracks exist but these could be stitched. The gable end has a significant crack near the wallhead which also appears internally, these will need a closer inspection and could potentially be repaired with helical bars and consolidation works.*

The external walls have a bow and there is a lateral shift at the wallhead between trusses. This is not solely due to the loss of the internal floor but also the storage of the fertilizer which was retained against the walls. Contrary to HES comments, there are vertical cracks internally both sides at nearly every truss.

- 5. The timber trusses from ground level appear to be in a good condition however, each truss is designed with metal ties which are cored through the timber rafters and attached to a metal shoe supporting the rafter end. Cracks are observed beneath many of the truss shoes suggesting some rust jacking action is occurring. It was also noted that some of the*

ties had broken off or were missing – this puts a varying load on the wall which may induce some cracking to the elevations.

The trusses are in fair condition, however, there are several rusted ties which would require repair. This is common and typical of a building of this age and use.

6. *Griffen Design suggested that the upper section of the masonry walls are not repairable but admitted that a closer inspection or assessment has not been carried out. Our view is that apart from the bow and localised cracks there are no major concerns – consolidation works are required.*

It is our opinion that the upper section of walls would require extensive repairs, given what has been noted above – gutters, cracks, bow and lean caused by poor guttering, previous pointing, repairs and use. We confirmed we have not made a closer inspection due to the height. HES engineers did not make a closer inspection and judging by the comments there is nothing to suggest that the upper section of wall is particularly good. We further stated that it is the lower section of wall that is unrepairable as stated by the stonemason and not the upper section as stated by HES Engineer.

7. *The loss of the suspended floor has lost restraint to the walls, however internal steel windposts could be provided to provide stiffness to the external walls – we note that some remains of steel posts exist and it was unclear as to why they were added and later removed (perhaps added for screening and keeping fertiliser storage away from the external walls).*

The loss of the internal floor will have made an impact on the capacity of the external walls and will have contributed to the bow observed. This is not the only cause of the issues. During the period as a fertilizer store the walls were partially retaining. The steel columns (HES Engineer unclear of why inserted and removed) were inserted as part of the fertilizer store and removed once not required. The columns had timber boards between against which the fertilizer was stored. The fertilized would either fall over the top of, or pushed between the timber boards. Thus, the gap between boards and wall became filled with fertilizer, hence the walls partially retaining and filled with fertilizer. This was discussed in full with HES Engineers on our visit.

8. *All lintels appeared to be intact with no major concerns noted.*

All working lintels are not original but modern either steel or concrete. Much of the existing façade has been redefined with old door and window openings being blocked up and new openings made, and blocked up again.

9. *We noted heavy machinery being used at very close proximity to the building with a risk of impact damage.*

Heavy machinery is in constant operation at the port. The condition of the building is a concern to the safety of personnel and materials.

There have clearly been several predicaments causing the structural issues. Likewise, HES Engineers have pointed out several of the defects, which we agree with and have highlighted in the reports.

There have already been changes to the structure in order to keep it useful. The original openings have been blocked up and new openings created. The loss of the intermediate floor is an indication that the building required a change to retain use. Likewise, the columns for the fertilizer store were inserted and later removed to maintain a function.

Upon review of the comments made by HES Engineers it would appear that we differ in our interpretation of "meaningful repair".

* Consolidation of the upper level of wall would consist of repairing all loose and damaged areas of wallhead, repairing all cracks and rebuilding where there is excessive lateral movement. We would suggest this for the size of plant used in port operations. This is around the entire perimeter of the building. However, should this be carried out, it would be on a lower section of wall that cannot be reworked (as per Stonemason report) and would require new stone. We would not advise a reworked and consolidated upper section above an unusable lower section. For these reasons, it is our professional opinion that this building is not capable of meaningful repair.

* To reinsert the floor would be counterproductive, not only for the client but for the Port generally, given the heavy machinery used and size storage items. It has been removed because it is not suitable.

* To insert a façade retention scheme would impact on the floor area and require new foundations which would likely result in underpinning works. We would not be confident that the wall would provide suitable fixing points due to the condition, the wall would need to be completely consolidated, including the removal and reconstruction of the lower section of wall.

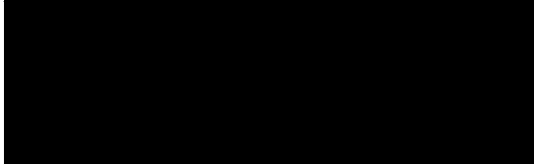
Returning to the purpose of the structure, which is to transfer the applied loading safely and efficiently to the ground, the consolidation works would be on stone that has been classified as unworkable, unusable and which should be replaced with new stone. This is the lower 2.0m (approx.) of the elevation on Meridian Street. To consolidate the upper section of wall and have this on a substandard lower section would not safely transfer the applied loading.

It is our opinion that the building would need to be thoroughly reworked with the lower section of the walls rebuilt in new stone (as per Stonemason report). The building has been altered to retain any purpose to the port and it has lost meaningful use due to size and condition. There are extensive works required which will cost excessive time and money and still result in a building that the client will have to compromise in order to use. This is clearly not meaningful repair.

Griffen Design Ltd.
Structural Engineering Consultancy
6 Osprey Bank, Dundee, DD2 5GE
Tel: 01382 581 586
Email: info@griffendesign.co.uk



Yours faithfully,



Nathan D. Murray BEng(hons) MSc CEng MIStructE
(SER Approved Certifier of Design)
For Griffen Design Ltd.
(SER Approved Body)



Project Management Scotland Ltd

24 January, 2023

Our Ref: 2398

Angus Council Planning Department
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

FAO: Damian Brennan

RE: 21/00177/FULL & 21/00178/LBC - Demolition and erection of warehouse, 4 Meridian Street, Montrose

Please find attached a letter from Nathan Murray, Griffen Design Ltd which responds to the comments made by Historic Environment Scotland in the email from Steven Robb dated 22 June 2022. We respectfully now ask that Angus Council seek to present this application to the Development Standards Committee for determination at the earliest opportunity.

The Applicant has thoroughly assessed the potential to repurpose this property and has been informed by accredited building engineers and stonemasonry specialists. Based on the advice from these professional advisors, the building is not capable of 'meaningful repair'. We cannot see any purpose in advising the Applicant to instruct any further investigations; the submissions made to the Council have comprehensively demonstrated that the building is not capable of meaningful repair – as per the requirement of Managing Change in the Historic Environment – Demolition of Listed Buildings. The guidance states:

"It would not be possible to meaningfully repair a building where there is structural damage that cannot be repaired without complete reconstruction – such as serious corrosion of reinforced concrete frames, or extensive damage to the building."

This is the case here. In simple terms, the lower section of the building is structurally unstable and progressing with any form of stonework repairs to the upper levels would be futile.

The application site is allocated in the LDP under Policy M6 for port related uses. As presented in the application proposals, there is a pressing need for a much larger facility to accommodate the storage and assembly of large engineering modular components which can be assembled under cover, requiring a 9m eaves height and an 8m x 8m roller shutter opening.

Please can you advise me as to when the application will be presented to Committee for determination?

Yours faithfully,



Phil Birse

for Project Management Scotland Ltd.
phil@pm-scot.com

Angus Council

Application Number:	21/00177/FULL
Description of Development:	Demolition of building and erection of a Class 5 and 6 general industrial warehouse
Site Address:	Warehouse 4 Meridian Street Montrose
Grid Ref:	371563 : 757150
Applicant Name:	J R Rix & Sons Ltd

Report of Handling

Proposal

The application proposes the demolition of the category C listed 670sqm sandstone warehouse at 4 Meridian Street, Montrose and its replacement with a new larger 1250sqm warehouse building constructed from concrete panels and metal cladding. The application form indicates that the building would be used for class 5 general industrial and class 6 storage and distribution uses. The information submitted indicates that the building does not require water supply or public drainage connections. Arrangements for the management of surface water are unspecified.

The application has not been subject of variation.

Publicity

The application was subject to normal neighbour notification procedures.

The application was advertised in the Dundee Courier on 23 April 2021 for the following reasons:

- development affecting a listed building or its setting

A site notice was posted for development affecting a listed building or its setting.

Planning History

4 Meridian Street was listed as a building of special architectural or historic interest on 30 March 1999. It is described in the listing as a long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour. The gable has simple classical detailing with a circular opening, a panel inscribed "1905", and a segmental hoodmould with coped skews and double skewputts. It is constructed of the grey/brown sandstone rubble with ashlar dressings, common to many traditional buildings in Montrose. There are blocked openings at ground and 1st floor, some with rolling door insets. The pitched roof structure is timber with a grey slate covering and is piended at the northeast end.

The statement of special interest indicates (amongst other things) that:

dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay.

Despite some later alteration and some loss of fabric, the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour. The prosperity of the town during the 19th century was in no small part built on its well-situated harbour for international trading and cargo.

The quayside setting is important, relating directly to the building's function. It is one of a small group of

nearby industrial buildings of historic significance in this area of Montrose including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). Together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

While harbour warehouses are not a rare building type in Scotland, this example, with its segmental gable facing the harbour, is now among the best surviving 19th - early 20th century warehouses in Montrose.

A proposal was submitted to HES remove the listed designation in May 2020. The review of the listing confirmed the special interest of the building and its listed status was retained (Category C) (decision dated 9 September 2020).

Application 21/00178/LBC for listed building consent for demolition of 4 Meridian St was refused on 19 June 2023 for the following reason:-

the demolition of the warehouse would not preserve the listed building, its setting or the features of special architectural and historic interest which it possesses. The evidence presented does not illustrate its loss has been fully considered and justified and the proposal does not meet the demolition tests set out in the Managing Change in the Historic Environment: Demolition of Listed Buildings guidance.

Planning history relevant to other listed buildings referred to in statement of special interest for 4 Meridian Street

Planning permission (22/00779/FULL) and listed building consent (22/00781/LBC) for refurbishment and extension of Custom House to accommodate offices for Whittaker Group were approved subject to conditions on 22 March 2023. This listed building (LB38222) is located to the northeast of the site.

Planning permission (19/00551/FULL) and listed building consent (19/00552/LBC) for change of use and extension of the Grain Store House to form offices for Whittaker Group were approved subject to conditions on 4 November 2019. This listed building (LB38222) is located to the northeast of the site.

Planning permission (20/00574/FULL) and listed building consent (20/00599/LBC) applications for redevelopment of 1 - 5 America Street Montrose including alteration of the existing building to remove its roof and the southwestern boundary section of the building and to erect a store/offices for J R Rix & Sons Ltd are currently being assessed. Those application propose substantial demolition (façade retention) of the listed buildings at 1-5 America Street (LB46164), Montrose to enable the redevelopment of the site to allow modern offices and warehousing. That site is located adjacent to Montrose Port North Quay around 100m northwest of 4 Meridian Street.

Applicant's Case

Bat Survey Report (GLM Ecology, September 2020) - Dusk and dawn emergence surveys were carried out in appropriate conditions and no evidence of bats using the building was discovered. Mitigation measures are proposed suggesting that roof slates should be removed by hand, and if any evidence of bats are found work should stop and the ecologist should be contacted.

Building Condition Report (Griffen Design Ltd, undated) - The report provides an assessment of the condition of the building based on a visual inspection. It indicates that due to the storage of items within the building, a number of areas were not accessible at the northeast and southwest elevations, and internally the northern end of the building was inaccessible. The report describes the building as being in poor condition and in need of repair and maintenance and it lists defects in the structure. The report suggests that the building is no longer fit for the purpose it was built for and notes that changes in technology, modern plant and machinery have led to better storage and loading techniques. It indicates that to repair the building would be exceptionally difficult given the major defect is the wall lean to the side elevations and weak mortar throughout the building. The wall would need to be taken down and reconstructed to correct the lean or a repair mortar injected into the cavities. The report recommends demolishing the building and suggests that there is little structural capacity remaining for change of use. The potential for accidental damage is high and the consequences disproportionate to the accident. The cost of repair is high compared with the gain in repair.

Demolition Method Statement (revised) (PMS, undated) - describes the specific safe working methods which would be used to carry out the work, including the requirement to hand strip slates in line with the bat survey report. It gives details of how the work will be carried out and what health and safety issues and controls are involved.

Planning Statement (MF Planning, March 2021) - includes a planning assessment of the proposal in support of the applications for planning permission and listed building consent. It indicates that the building is required for the storage and assembly of large sized engineering components for both the oil and gas industry and offshore wind facilities. It indicates that the equipment to be used dictates the need for a 9m eaves height and wide doors and suggests that the site is the only site in the applicant's ownership that can be developed to provide the scale of warehouse accommodation necessary to meet this port related business requirement. The planning assessment considers the proposal against the demolition tests set out in HES Managing Change Guidance and suggests that retention of the building is not sustainable or viable, and suggests that the proposal is essential to the delivery of economic growth at Montrose Port.

Existing Building Concluding Report (Griffen Design Ltd, undated) - indicates that the report aims to conclude the findings of the Building Condition Report and the Masonry Condition Survey carried out by Stoneworks. It describes the defects in the elevations and stonework, sets out the necessary repairs to the building and suggests that the extent of decay is severe and will require the removal and rebuilding of excessive areas of stonework. It indicates that the cost of repair would be high and recommends demolition of the building.

Masonry Condition Survey (Stoneworks, 10 August 2021) - describes the internal and external condition of masonry and details a number of recommendations for repairs.

Alternative Restoration Proposal (Griffen Design Ltd, undated) - describes the works involved in an alternative proposal involving façade retention of the Meridian Street stone facade. Concludes that such an alternative is not feasible in engineering terms.

Covering letter and costing projection for work required to stabilise and keep existing stone wall (PMS, 17 March 2022) - describes works required and projects costs associated with retaining the existing masonry wall 'on Meridian Street West and north walls'. Suggests that this involves dismantling, underpinning, foundations, structural steel, works to tie into steel structure, rebuilding, picking and repointing, scaffolding. The letter suggests that the buildings scale, form and location on the portside makes its re-use in its existing form extremely limited given the off-shore renewable industries' requirements for a much larger warehouse building. There is no inherent commercial value in trying to restore the building if there is no end user. Trying to preserve or adapt the building will result in stymieing essential new portside development. Montrose Port Authority has verified this position in a letter of representation to the planning authority. The economic and public benefits of the application have been set out in the planning submission and are considered to be of sufficient weight to justify the grant of consent by the planning authority.

Applicant response to HES comments (Griffin Design, 16 January 2023) - indicates that once the use, form and function of a building has been defined by the client and architect, the purpose of any structure is to transfer the applied loads to the ground in a safe and efficient manner. The use, form and function of the building at Meridian Street currently does not meet the owner/occupiers needs. The suitability of the building is not up for consideration in this letter. Griffen Design's role is to define the current building condition and the suitability of meaningful repair and alterations to facilitate functional use. The letter responds to the various observations made by HES following the HES engineers site inspection of the building and suggests that the condition of the building is worse than set out in HES comments.

Consultations

Community Council - There was no response from this consultee at the time of report preparation.

Roads (Traffic) – no objection.

Roads (flooding) – has no objection but makes advisory comment for the applicant recommending the use of flood resilient materials and construction techniques to minimise the impact of potential flooding.

SEPA – has confirmed that the proposed building would be a water compatible use provided no land raising is proposed, noting that building is likely to flood.

Scottish Water - There was no response from this consultee at the time of report preparation.

Environmental Health - No objection.

Archaeology Service – **objects** to the proposal, commenting that the building occupies a prominent harbourside location within the historic core of Montrose (Angus HER NO75NW0110). It is a relatively rare example of this type of building within Montrose, and is probably the best surviving example in the town. The archaeology service has indicated that it would encourage the enhancement, protection and appropriate active use of sites such as this. They indicate that they should be re-consulted for planning conditions should the proposal be approved.

Health & Safety Executive – Does not advise against the granting of planning permission on safety grounds.

Other relevant consultee responses relevant to the assessment

Historic Environment Scotland (HES) - **objected** to the parallel application for listed building consent which was recently refused. Their comments are summarised as follows:-

HES has reviewed the supporting information submitted and has indicated that their own conservation engineer visited the site on Friday 10 June 2022. HES consider that the warehouse retains its special interest and indicated that this special interest was confirmed in a listing review undertaken in 2020. HES consider that the warehouse is capable of repair without extensive loss or replacement of fabric. They do not consider the application has demonstrated that there are benefits to economic growth or the wider community that justify demolition; nor that demolition has been justified on the basis of economic viability. They note that no evidence has been submitted to illustrate that the building has been marketed to a potential restoring purchaser. HES does not consider the proposal to meet the tests for demolition of a listed building set out in managing change guidance.

HES indicate that lack of maintenance of the building over several years has led to the warehouse's current condition, and their engineer advises that consolidation and repair works are feasible without recourse to demolition. HES encourage an alternative approach for the building which could involve alteration and extension without resorting to demolition.

Representations

1 letter of representation was received which offers support for the proposal. The letter of support is submitted by Montrose Port Authority and offers the following comment:-

- The Port Authority's strategy is to develop Montrose as the port and logistics hub for North East Scotland.
- Montrose Port has changed significantly over the past 100 years since the building on the site was built. The changing nature of the port and the fact that many original buildings have had to be demolished and redeveloped for larger warehousing and storage sheds is to meet the needs of Montrose Port Authority's stakeholders. These changes have all been supported by Angus Council.
- The application site has a strategic position with adjacent berthing facilities which renders it an important quayside site.
- The economic benefits of potential job creation, investment in an underused and decaying building, supporting growth to Montrose Port following the £1m investment by the applicant Rix Shipping Ltd are welcomed by Montrose Port Authority.

Development Plan Policies

NPF4 – national planning policies

Policy 1 Tackling the climate and nature crises
Policy 2 Climate mitigation and adaptation
Policy 3 Biodiversity
Policy 4 Natural places
Policy 7 Historic assets and places
Policy 9 Brownfield, vacant and derelict land and empty buildings
Policy 12 Zero waste
Policy 13 Sustainable transport
Policy 14 Design, quality and place
Policy 18 Infrastructure first
Policy 22 Flood risk and water management
Policy 23 Health and safety
Policy 25 Community wealth building
Policy 26 Business and industry

Angus Local Development Plan 2016

Policy DS1 : Development Boundaries and Priorities
Policy DS2 : Accessible Development
Policy DS3 : Design Quality and Placemaking
Policy DS4 : Amenity
Policy TC15 : Employment Development
Policy PV5 : Protected Species
Policy PV8 : Built and Cultural Heritage
Policy PV12 : Managing Flood Risk
Policy PV15 : Drainage Infrastructure
Policy PV18 : Waste Management in New Development
Policy PV21 : Pipeline Consultation Zones
M6 Working – Montrose Port

The full text of the relevant development plan policies can be viewed at Appendix 1 to this report.

Assessment

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise.

Section 59 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority, in considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

In this case the development plan comprises: -

- National Planning Framework 4 (NPF4) (Adopted 2023)
- Angus Local Development Plan (ALDP) (Adopted 2016)

The development plan policies relevant to the determination of the planning application are reproduced at Appendix 1 and have been taken into account in preparing this report.

The ALDP was adopted in September 2016 while NPF4 was adopted in February 2023. Planning legislation indicates that where there is any incompatibility between the provision of the national planning framework and the provision of a local development plan, whichever of them is the later in date is to prevail.

The site is located in the development boundary of Montrose. The ALDP development strategy for Montrose supports the redevelopment of vacant, underused or brownfield sites within the development

boundary. It also seeks (amongst other things) to support the continued development of the Strategic Development Area at Montrose Port.

The majority of the site is located within the M6 Montrose Port designation where land is safeguarded for port related uses. The M6 designation states that (amongst other things) development proposals which enhance the commercial and economic role of the Port will be supported where these are compatible with adjacent land uses. NPF4 recognises that Montrose Port is a key site in Angus Council's Mercury Programme. It indicates that there are further opportunities for a range of economic activities and investment in ports associated with a green economy at Montrose.

ALDP Policy DS1 safeguards land allocated or otherwise identified for development for the uses set specified. Policy DS1 also states that proposals on sites not allocated or otherwise identified for development within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

Both NPF4 and the ALDP seek to encourage the reuse of brownfield land and buildings to help reduce the need for greenfield development. NPF4 Policy 9 indicates that development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, it indicates that demolition will be regarded as the least preferred option.

NPF4 Policy 7 seeks to protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places. Part (b) of the policy indicates that development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. ALDP Policy PV8 states that development proposal which affect a listed building will only be supported where the proposed development will not adversely affect the integrity of the site or the reasons for which it was designated; any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits; and appropriate measures are provided to mitigate any identified adverse impacts.

The key issues in this case are whether there are any exceptional circumstances which justify demolition of the listed building and all reasonable efforts have been made to retain, reuse and/or adapt the listed building; and, if those exceptional circumstances exist, whether the proposed replacement building complies with development plan policy.

Demolition of the listed building

As noted above, development plan policy seeks to safeguard listed buildings. Where demolition is proposed, NPF4 Policy 7 indicates that **demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building**. It lists considerations to be applied when assessing proposals for demolition, which include whether the building is no longer of special interest (i); is incapable of physical repair and re-use as verified through a detailed structural condition survey report (ii); repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers (iii); or demolition of the building is essential to delivering significant benefits to economic growth or the wider community (iv).

Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) provides relevant government guidance on the assessment of proposals which involve the demolition of listed buildings. It identifies a number of key issues to consider and indicates that there is a strong presumption in favour of retaining listed buildings; and states that applications to demolish listed buildings should be refused unless their loss has been fully considered and justified.

Where an application proposes demolition, the managing change document indicates that applicants need to clearly demonstrate and justify that one of the following situations applies to the listed building to be demolished. The tests are similar to those identified in NPF4 Policy 7(b) and are as follows:-

- o Is the building no longer of special interest; or*
- o Is the building incapable of meaningful repair; or*
- o Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community; or*
- o Is repair or reuse of the building not economically viable?*

Historic Environment Scotland (HES) has commented on the parallel application for listed building consent (21/00178/LBC) which was recently refused. They have reviewed the supporting information submitted by the applicant, and have visited the building proposed for demolition (including a visit by their own structural engineers). The advice they provide is relevant to the consideration of the planning application as well as the parallel listed building consent application and is referred to where relevant in the below assessment.

The applicant's evidence and lines of argument speak primarily to the proposition that 4 Meridian Street is incapable of meaningful repair, demolition of the building is essential to delivering significant benefits to economic growth, and repair or reuse of the building not economically viable. They do not suggest that the building is no longer of special interest. Each test is addressed below in turn against the demolition tests identified in Scottish Government Guidance.

Is the building no longer of special interest?

The warehouse at 4 Meridian Street was listed (Category C) on 30 March 1999.

The statement of special interest which accompanies the listing describes the building as a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay. The statement acknowledges that some alterations have been carried out to the building but indicates that *the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour*. The statement indicates that the warehouse is one of a small group of nearby industrial buildings of historic significance in this area of Montrose, including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). It states that together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

The planning statement submitted on behalf of the applicant acknowledges the special interest of the building and does not argue that demolition of the building meets this test. The special interest of the building is clearly set out in the statement of significance which accompanies the listing, and is referenced above. A proposal was submitted by the applicant to remove the listed designation in May 2020. The review confirmed the special interest of the building and its listed status was retained (Category C). Demolition of the building is not justified on the basis that the building is no longer of special interest.

Is the building incapable of meaningful repair?

The Building Condition Report describes the building as being in poor condition and in need of repair and maintenance; and it lists defects in the structure. It indicates that the repair of the building would be exceptionally difficult due to the condition of the building, suggests that some localised rebuilding would be required and recommends demolition of the building. The Masonry Condition Survey, Building Concluding Report and other supporting information provide further information on the extent of decay of the building, and sets out the works required the repair the building.

HES reviewed the supporting information submitted as part of their consideration of the parallel application for listed building consent. They indicate that their conservation engineer visited the site in June 2022 to inspect the condition of the building. HES consider that the warehouse is capable of meaningful repair i.e. repair without extensive loss or replacement of fabric. HES note that lack of maintenance of the building over several years has led to the warehouse's current poor condition, but they consider that consolidation and repair works are feasible without recourse to demolition.

While the applicant's supporting information sets out difficulties associated with repair of the warehouse building, it does not demonstrate that the building is incapable of meaningful repair (repair without extensive loss or replacement of fabric). Having regard to the content of the supporting information and

the advice provided by HES, the demolition of the listed building is not justified on the basis that it is incapable of meaningful repair.

Is the demolition of the building essential to delivering significant benefits to economic growth or the wider community?

The supporting information submitted suggests that the demolition of the existing warehouse is essential to enable the erection of a modern replacement warehouse more suited to modern day port related activities. It describes the economic growth benefits of the proposal as delivering a commercially viable development with increased storage capacity for port related uses; delivering regeneration at the port; providing a strategic site to enable pre-shipment assembly and storage to support offshore oil and gas and offshore energy related industry; having a positive effect on employment by helping business grow; and increasing the competitiveness of Montrose Port. It suggests that the applicant's investment would be in the region of £1 million.

The Managing Change document provides guidance on the consideration of this demolition test. It suggests that *some projects may be of such economic or public significance that their benefits may be seen to outweigh the strong presumption in favour of retaining a listed building. Often these projects form part of wider strategies at national or regional level. Examples may include major transportation schemes or significant regeneration projects. Supporting evidence should also include a detailed assessment of the likely benefits of the proposed project. If the works form part of a wider strategy, the application should explain why the strategy is significant at a national or regional level.*

While it is acknowledged that a more modern building on the site could offer more flexibility for port related activities (as described in the supporting information), particularly where those activities involve larger and heavy plant and equipment; the evidence submitted does not clearly quantify or demonstrate that the demolition of the building is essential to delivering significant benefits to economic growth or the wider community.

The HES consultation response on the parallel listed building consent application questions why the building cannot be altered and extended to deliver some of the described benefits without requiring its demolition, and HES refer to space available to the north and east of the existing building to potentially enable its extension.

While the supporting information suggests that applicant has no other land available where such a facility (and the associated economic benefits) could be provided, it is understood that planning permission has been granted for the applicant to construct a large warehouse structure (2,225sqm) on the north side of Barrack Road (Unit 4 in application 13/00682/FULL refers) which is not yet constructed. While that site is further from the quayside than 4 Meridian Street and would require some alteration to the approved design to provide a large access door, it remains close and convenient for quayside access and the approved building is tall enough to accommodate the scale of roller door required. It is not clear why that site could not be used to deliver similar economic benefits to those described in the proposal, and without requiring the demolition of a listed building.

HES advised that the benefits of the proposal explained in the applicant's supporting information cannot be seen to outweigh the strong presumption in favour of retaining the listed building. HES does not consider demolition of the building on the grounds of *essential to delivering significant benefits to economic growth or the wider community* has been adequately justified.

Having regard to the content of the supporting information and the advice provided by HES, the demolition of the listed building is not justified on the basis that it is essential to delivering significant benefits to economic growth or the wider community.

Is repair or reuse of the building not economically viable?

The Managing Change document provides guidance on the consideration of the economic viability demolition test. It indicates that in some instances the repair and reuse of a listed building is not economically viable. This means that the cost of retaining the listed building would be higher than its end

value. Where the cost of works is higher than the end value, the difference is referred to as the 'conservation deficit'. The guidance states that the principle of demolition should only be accepted where it has been demonstrated that all reasonable efforts have been made to retain the listed building. This includes undertaking pro-active marketing measures to demonstrate that every effort has been made to secure a buyer who would retain the building. A building should be marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition. This should normally be at least six months, although in some circumstances a longer or shorter time period may be appropriate.

The planning statement suggests that the repair and reuse of the building is not economically viable. The building condition report states the cost of repair is high compared with the gain in repair (but it does not quantify the cost of repair or the resultant value); and the costing projection for an alternative façade retention approach indicates that there is no inherent commercial value in trying to restore the building if there is no end user. The information submitted does not consider alternative restoration proposals; and does provide any evidence to suggest that the building has been marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition.

HES commented on the merits of the proposal against the economic viability test and considered the façade retention costing information. They suggest that if a conservation deficit could be demonstrated, grant assistance should also be investigated. HES note the lack of evidence to suggest the building has been marketed to a potential restoring purchaser, and their view is the building's demolition cannot be argued under this consideration. HES note that while there may be a conservation deficit under the façade retention scheme information submitted, that does not mean there would necessarily be a conservation deficit as there could be other, more sympathetic and financially viable, repair and reuse schemes for the warehouse.

The information submitted does not demonstrate that the repair and reuse of the building is not economically viable, and no evidence has been submitted to suggest that the building has been marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition. Accordingly, demolition of the building is not justified under this test.

In summary, the evidence presented by the applicant does not demonstrate that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. The proposal does not comply with any of the four demolition tests set out in government guidance or in NPF4 Policy 7(b). HES has objected to the parallel application for listed building consent on the basis that demolition of the listed building has not been justified against these tests. The archaeology service has also objected to the proposal, noting that the building is a relatively rare example of this type of building within Montrose and they encourage the enhancement, protection and appropriate active use of sites such as this. The proposal does not comply with development plan policy aimed at protecting and enhancing historic environment assets and places.

The replacement building

As noted above, development plan policy safeguards land at Montrose Port for port related uses and promotes redevelopment proposals which are consistent with that aim, recognising the important role of the port to the regional economy. It is acknowledged that a larger, purpose-built replacement building could offer more flexibility for port related activities than the existing stone warehouse building which occupies the site. Those benefits are described in detail in the supporting information and in the letter of support received from Montrose Port Authority. The proposed new building attracts some support from development plan policy, but that support is not unqualified and must be balanced against other development plan policies aimed at safeguarding the historic environment, including the strong presumption against the demolition of listed buildings.

The new building proposed is a similar length to the building it would replace, and it would occupy a similar location on the heel of the Meridian Street footway as the existing building. The new building extends further east into the quayside area than the existing stone building and has a higher wallhead and overall height than the existing building.

Amenity impacts associated with the new building are unlikely to be significant. The activities taking place within the new building would be similar to those associated with the existing building connected to port activities. Environmental health has no objection to the proposal in respect of amenity impacts. While the massing of the structure would be greater, impacts on neighbouring uses are unlikely to be significant in respect of overshadowing or visual amenity. The design and appearance of the building proposed is similar to the other new building on Meridian Street and is similar to other buildings found elsewhere in south Montrose.

The bat survey report does not identify the presence of roosts within the building and mitigation measures are proposed to ensure that risks to bats are minimised (including the hand removal of roof slates as part of the demolition method). Subject to that mitigation, there is no evidence to suggest the proposal would result in any significant direct or indirect impacts on protected species, natural heritage or biodiversity.

The building is sited in an area which is subject to risk from coastal flooding. Comment has been provided by SEPA and the roads service who suggest that the building proposed is a water compatible use and neither party has objected provided no land raising is proposed. The drawings do not identify any change in floor level for the new building and detailed site levels could be secured by planning condition were the proposal otherwise acceptable. Surface water drainage arrangements are unclear but that information could be secured by planning condition were the proposal otherwise acceptable. Scottish Water has been consulted but has not commented on the application. HSE has no safeguarding objection to the proposal.

Matters relating to the demolition of the listed building are addressed in detail above, but there are other historic environment matters that require consideration. Custom House (Category B listed) is located around 50m to the northeast, but impacts on its setting are not unacceptable having regard to the location of the proposed building other buildings sited closer to the principal elevation of Custom House. Planning permission and listed building consent has recently been granted for its rehabilitation, but the authorised office use is compatible with activities that would take place in the proposed building.

The site is located within an area which is reasonably well located for access via sustainable means of travel. Some car parking would be provided within the site and the roads service offers no objection to the proposal. The proposal raises no significant issues against the sustainable travel and accessible development policies of the development plan.

Some parts of the proposal are more consistent with the aims of NPF4 policies 1 and 2 than others. The demolition of the building would result in the loss of the embodied energy used in its construction, and development plan policy (NPF4 Policy 9) promotes reuse of buildings over demolition and replacement. The building is located in an area which is likely to experience coastal flooding, but it could be designed to coexist with that risk, which is likely to increase due to the effect of climate change. The enlargement of the business premises in a location which can access existing infrastructure and public transport is more compatible with policies 1 and 2.

Conclusion

The proposal attracts support from development plan policies aimed at enhancing the function of Montrose Port, and it is clear that a larger, taller modern building would be more flexible for port related activities and the modern machinery used than the existing sandstone warehouse. However, development plan support for development at the port is not unqualified, and the proposal raises significant conflict when considered against policies designed to safeguard the historic environment. Those policies only allow the demolition of listed buildings in exceptional circumstances and where all reasonable efforts have been made to save the building; and government guidance indicates that there is a strong presumption in favour of retaining listed buildings. While the applicant has provided information which shows that the building is in poor condition, that condition has come about due to lack of maintenance over several years. The information submitted does not demonstrate that the building is incapable of repair and does not demonstrate that there are any exceptional circumstances which justify its demolition. HES considers the building to be capable of meaningful repair without extensive loss of, or replacement of fabric and objected to the parallel application for listed building consent. HES suggest alternatives to demolition such as retention of and extension to the sandstone warehouse to increase its functionality for port related activities. When the matters are balanced and considered in the round, the benefits of the proposal do not outweigh the strong presumption in favour of protecting the listed building.

The proposal does not comply with the development plan. There are no material considerations which justify approval of the proposal contrary to the provisions of the development plan.

Human Rights Implications

The decision to refuse this application has potential implications for the applicant in terms of his entitlement to peaceful enjoyment of his possessions (First Protocol, Article 1). For the reasons referred to elsewhere in this report justifying the decision in planning terms, it is considered that any actual or apprehended infringement of such Convention Rights, is justified. Any interference with the applicant's right to peaceful enjoyment of his possessions by refusal of the present application is in compliance with the Council's legal duties to determine this planning application under the Planning Acts and such refusal constitutes a justified and proportionate control of the use of property in accordance with the general interest and is necessary in the public interest with reference to the Development Plan and other material planning considerations as referred to in the report.

Decision

The application is refused

Reason(s) for Decision:

1. The proposal is contrary to National Planning Framework 4 (2023) Policy 7, Angus Local Development Plan (2016) Policy PV8, and Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) because the development involves the demolition of a listed building and it has not been demonstrated that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.

Notes:

Case Officer: Ed Taylor
Date: 21 June 2023

Appendix 1 - Development Plan Policies

NPF4 – national planning policies

Policy 1 Tackling the climate and nature crises

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy 2 Climate mitigation and adaptation

- a) Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.
- b) Development proposals will be sited and designed to adapt to current and future risks from climate change.
- c) Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.

Policy 3 Biodiversity

- a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:
 - i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;
 - ii. wherever feasible, nature-based solutions have been integrated and made best use of;
 - iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;
 - iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long- term retention and monitoring should be included, wherever appropriate; and
 - v. local community benefits of the biodiversity and/or nature networks have been considered.
- c) Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development. Applications for individual householder development, or which fall within scope of (b) above, are excluded from this requirement.
- d) Any potential adverse impacts, including cumulative impacts, of development proposals on biodiversity, nature networks and the natural environment will be minimised through careful planning and design. This will take into account the need to reverse biodiversity loss, safeguard the ecosystem services that the natural environment provides, and build resilience by enhancing nature networks and maximising the potential for restoration.

Policy 4 Natural places

- a) Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported.
- b) Development proposals that are likely to have a significant effect on an existing or proposed European site (Special Area of Conservation or Special Protection Areas) and are not directly connected with or necessary to their conservation management are required to be subject to an "appropriate assessment" of the implications for the conservation objectives.

- c) Development proposals that will affect a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:
- i. The objectives of designation and the overall integrity of the areas will not be compromised; or
 - ii. Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

All Ramsar sites are also European sites and/ or Sites of Special Scientific Interest and are extended protection under the relevant statutory regimes.

- d) Development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:
- i. Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or
 - ii. Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance.

e) The precautionary principle will be applied in accordance with relevant legislation and Scottish Government guidance.

f) Development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development, steps must be taken to establish its presence. The level of protection required by legislation must be factored into the planning and design of development, and potential impacts must be fully considered prior to the determination of any application.

- g) Development proposals in areas identified as wild land in the Nature Scot Wild Land Areas map will only be supported where the proposal:
- i) will support meeting renewable energy targets; or,
 - ii) is for small scale development directly linked to a rural business or croft, or is required to support a fragile community in a rural area.

All such proposals must be accompanied by a wild land impact assessment which sets out how design, siting, or other mitigation measures have been and will be used to minimise significant impacts on the qualities of the wild land, as well as any management and monitoring arrangements where appropriate. Buffer zones around wild land will not be applied, and effects of development outwith wild land areas will not be a significant consideration.

Policy 7 Historic assets and places

a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.

- b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:
- i. building is no longer of special interest;
 - ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
 - iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
 - iv. demolition of the building is essential to delivering significant benefits to economic growth or the

wider community.

- c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.
- d) Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:
 - i. architectural and historic character of the area;
 - ii. existing density, built form and layout; and
 - iii. context and siting, quality of design and suitable materials.
- e) Development proposals in conservation areas will ensure that existing natural and built features which contribute to the character of the conservation area and its setting, including structures, boundary walls, railings, trees and hedges, are retained.
- f) Demolition of buildings in a conservation area which make a positive contribution to its character will only be supported where it has been demonstrated that:
 - i. reasonable efforts have been made to retain, repair and reuse the building;
 - ii. the building is of little townscape value;
 - iii. the structural condition of the building prevents its retention at a reasonable cost; or
 - iv. the form or location of the building makes its reuse extremely difficult.
- g) Where demolition within a conservation area is to be followed by redevelopment, consent to demolish will only be supported when an acceptable design, layout and materials are being used for the replacement development.
- h) Development proposals affecting scheduled monuments will only be supported where:
 - i. direct impacts on the scheduled monument are avoided;
 - ii. significant adverse impacts on the integrity of the setting of a scheduled monument are avoided;or
 - iii. exceptional circumstances have been demonstrated to justify the impact on a scheduled monument and its setting and impacts on the monument or its setting have been minimised.
- i) Development proposals affecting nationally important Gardens and Designed Landscapes will be supported where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.
- j) Development proposals affecting nationally important Historic Battlefields will only be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains and special qualities.
- k) Development proposals at the coast edge or that extend offshore will only be supported where proposals do not significantly hinder the preservation objectives of Historic Marine Protected Areas.
- l) Development proposals affecting a World Heritage Site or its setting will only be supported where their Outstanding Universal Value is protected and preserved.
- m) Development proposals which sensitively repair, enhance and bring historic buildings, as identified as being at risk locally or on the national Buildings at Risk Register, back into beneficial use will be supported.
- n) Enabling development for historic environment assets or places that would otherwise be unacceptable in planning terms, will only be supported when it has been demonstrated that the enabling development proposed is:
 - i. essential to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss; and

- ii. the minimum necessary to secure the restoration, adaptation and long-term future of the historic environment asset or place.

The beneficial outcomes for the historic environment asset or place should be secured early in the phasing of the development, and will be ensured through the use of conditions and/or legal agreements.

- o) Non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts. Historic buildings may also have archaeological significance which is not understood and may require assessment.

Where impacts cannot be avoided they should be minimised. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations.

When new archaeological discoveries are made during the course of development works, they must be reported to the planning authority to enable agreement on appropriate inspection, recording and mitigation measures.

Policy 9 Brownfield, vacant and derelict land and empty buildings

- a) Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
- b) Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.
- c) Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.
- d) Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy 12 Zero waste

- a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.
- b) Development proposals will be supported where they:
 - i. reuse existing buildings and infrastructure;
 - ii. minimise demolition and salvage materials for reuse;
 - iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
 - iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;
 - v. use materials that are suitable for reuse with minimal reprocessing.
- c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:
 - i. provision to maximise waste reduction and waste separation at source, and
 - ii. measures to minimise the cross-contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.
- d) Development proposals for waste infrastructure and facilities (except landfill and energy from waste facilities) will be only supported where:
 - i. there are no unacceptable impacts (including cumulative) on the residential amenity of nearby dwellings, local communities; the transport network; and natural and historic environment assets;
 - ii. environmental (including cumulative) impacts relating to noise, dust, smells, pest control and

pollution of land, air and water are acceptable;

- iii. any greenhouse gas emissions resulting from the processing and transportation of waste to and from the facility are minimised;
- iv. an adequate buffer zone between sites and sensitive uses such as homes is provided taking account of the various environmental effects likely to arise;
- v. a restoration and aftercare scheme (including appropriate financial mechanisms) is provided and agreed to ensure the site is restored;
- vi. consideration has been given to co-location with end users of outputs.

e) Development proposals for new or extended landfill sites will only be supported if:

- i. there is demonstrable need for additional landfill capacity taking into account Scottish Government objectives on waste management; and
- ii. waste heat and/or electricity generation is included. Where this is considered impractical, evidence and justification will require to be provided.

f) Proposals for the capture, distribution or use of gases captured from landfill sites or waste water treatment plant will be supported.

g) Development proposals for energy-from-waste facilities will not be supported except under limited circumstances where a national or local need has been sufficiently demonstrated (e.g. in terms of capacity need or carbon benefits) as part of a strategic approach to residual waste management and where the proposal:

- i. is consistent with climate change mitigation targets and in line with circular economy principles;
- ii. can demonstrate that a functional heat network can be created and provided within the site for appropriate infrastructure to allow a heat network to be developed and potential local consumers have been identified;
- iii. is supported by a heat and power plan, which demonstrates how energy recovered from the development would be used to provide electricity and heat and where consideration is given to methods to reduce carbon emissions of the facility (for example through carbon capture and storage)
- iv. complies with relevant guidelines published by Scottish Environment Protection Agency (SEPA); and
- v. has supplied an acceptable decarbonisation strategy aligned with Scottish Government decarbonisation goals.

Policy 13 Sustainable transport

a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:

- i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
- ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.
- iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).

b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:

- i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
- ii. Will be accessible by public transport, ideally supporting the use of existing services;
- iii. Integrate transport modes;
- iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
- v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
- vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;
- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and

- viii. Adequately mitigate any impact on local public access routes.
- c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.
- d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.
- e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.
- f) Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.
- g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer.

While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered by Transport Scotland where significant economic or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with relevant guidance and where there will be no adverse impact on road safety or operational performance.

Policy 14 Design, quality and place

a) Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.

b) Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the six qualities of successful places are set out in Annex D.

c) Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy 18 Infrastructure first

a) Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.

b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Where planning obligations are entered into, they should meet the following tests:

- be necessary to make the proposed development acceptable in planning terms
- serve a planning purpose
- relate to the impacts of the proposed development
- fairly and reasonably relate in scale and kind to the proposed development
- be reasonable in all other respects

Planning conditions should only be imposed where they meet all of the following tests. They should be:

- necessary
- relevant to planning
- relevant to the development to be permitted
- enforceable
- precise
- reasonable in all other respects

Policy 22 Flood risk and water management

a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for:

- i. essential infrastructure where the location is required for operational reasons;
- ii. water compatible uses;
- iii. redevelopment of an existing building or site for an equal or less vulnerable use; or.
- iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long- term safety and resilience can be secured in accordance with relevant SEPA advice.

The protection offered by an existing formal flood protection scheme or one under construction can be taken into account when determining flood risk.

In such cases, it will be demonstrated by the applicant that:

- o all risks of flooding are understood and addressed;
- o there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- o the development remains safe and operational during floods;
- o flood resistant and resilient materials and construction methods are used; and
- o future adaptations can be made to accommodate the effects of climate change.

Additionally, for development proposals meeting criteria part iv), where flood risk is managed at the site rather than avoided these will also require:

- o the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- o that the proposal does not create an island of development and that safe access/ egress can be achieved.

b) Small scale extensions and alterations to existing buildings will only be supported where they will not significantly increase flood risk.

c) Development proposals will:

- i. not increase the risk of surface water flooding to others, or itself be at risk.
- ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue- green infrastructure. All proposals

should presume no surface water connection to the combined sewer;

iii. seek to minimise the area of impermeable surface.

d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.

e) Development proposals which create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure, will be supported.

Policy 23 Health and safety

a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.

b) Development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required.

c) Development proposals for health and social care facilities and infrastructure will be supported.

d) Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.

e) Development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.

f) Development proposals will be designed to take into account suicide risk.

g) Development proposals within the vicinity of a major accident hazard site or major accident hazard pipeline (because of the presence of toxic, highly reactive, explosive or inflammable substances) will consider the associated risks and potential impacts of the proposal and the major accident hazard site/pipeline of being located in proximity to one another.

h) Applications for hazardous substances consent will consider the likely potential impacts on surrounding populations and the environment.

i) Any advice from Health and Safety Executive, the Office of Nuclear Regulation or the Scottish Environment Protection Agency that planning permission or hazardous substances consent should be refused, or conditions to be attached to a grant of consent, should not be overridden by the decision maker without the most careful consideration.

j) Similar considerations apply in respect of development proposals either for or near licensed explosive sites (including military explosive storage sites).

Policy 25 Community wealth building

a) Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported.

This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.

b) Development proposals linked to community ownership and management of land will be supported.

Policy 26 Business and industry

- a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.
- b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.
- c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.
- d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:
 - i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
 - ii. The nature and scale of the activity will be compatible with the surrounding area.
- e) Development proposals for business and industry will take into account:
 - i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;
 - ii. The need for appropriate site restoration at the end of a period of commercial use.
- f) Major developments for manufacturing or industry will be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.

Angus Local Development Plan 2016

Policy DS1 : Development Boundaries and Priorities

All proposals will be expected to support delivery of the Development Strategy.

The focus of development will be sites allocated or otherwise identified for development within the Angus Local Development Plan, which will be safeguarded for the use(s) set out. Proposals for alternative uses will only be acceptable if they do not undermine the provision of a range of sites to meet the development needs of the plan area.

Proposals on sites not allocated or otherwise identified for development, but within development boundaries will be supported where they are of an appropriate scale and nature and are in accordance with relevant policies of the ALDP.

Proposals for sites outwith but contiguous* with a development boundary will only be acceptable where it is in the public interest and social, economic, environmental or operational considerations confirm there is a need for the proposed development that cannot be met within a development boundary.

Outwith development boundaries proposals will be supported where they are of a scale and nature appropriate to their location and where they are in accordance with relevant policies of the ALDP.

In all locations, proposals that re-use or make better use of vacant, derelict or under-used brownfield land or buildings will be supported where they are in accordance with relevant policies of the ALDP.

Development of greenfield sites (with the exception of sites allocated, identified or considered appropriate for development by policies in the ALDP) will only be supported where there are no suitable and available brownfield sites capable of accommodating the proposed development.

Development proposals should not result in adverse impacts, either alone or in combination with other proposals or projects, on the integrity of any European designated site, in accordance with Policy PV4 Sites Designated for Natural Heritage and Biodiversity Value.

*Sharing an edge or boundary, neighbouring or adjacent

Policy DS2 : Accessible Development

Development proposals will require to demonstrate, according to scale, type and location, that they:

- o are or can be made accessible to existing or proposed public transport networks;
- o make provision for suitably located public transport infrastructure such as bus stops, shelters, lay-bys, turning areas which minimise walking distances;
- o allow easy access for people with restricted mobility;
- o provide and/or enhance safe and pleasant paths for walking and cycling which are suitable for use by all, and link existing and proposed path networks; and
- o are located where there is adequate local road network capacity or where capacity can be made available.

Where proposals involve significant travel generation by road, rail, bus, foot and/or cycle, Angus Council will require:

- o the submission of a Travel Plan and/or a Transport Assessment.
- o appropriate planning obligations in line with Policy DS5 Developer Contributions.

Policy DS3 : Design Quality and Placemaking

Development proposals should deliver a high design standard and draw upon those aspects of landscape or townscape that contribute positively to the character and sense of place of the area in which they are to be located. Development proposals should create buildings and places which are:

- o **Distinct in Character and Identity:** Where development fits with the character and pattern of development in the surrounding area, provides a coherent structure of streets, spaces and buildings and retains and sensitively integrates important townscape and landscape features.
- o **Safe and Pleasant:** Where all buildings, public spaces and routes are designed to be accessible, safe and attractive, where public and private spaces are clearly defined and appropriate new areas of landscaping and open space are incorporated and linked to existing green space wherever possible.
- o **Well Connected:** Where development connects pedestrians, cyclists and vehicles with the surrounding area and public transport, the access and parking requirements of the Roads Authority are met and the principles set out in 'Designing Streets' are addressed.
- o **Adaptable:** Where development is designed to support a mix of compatible uses and accommodate changing needs.
- o **Resource Efficient:** Where development makes good use of existing resources and is sited and designed to minimise environmental impacts and maximise the use of local climate and landform.

Supplementary guidance will set out the principles expected in all development, more detailed guidance on the design aspects of different proposals and how to achieve the qualities set out above. Further details on the type of developments requiring a design statement and the issues that should be addressed will also be set out in supplementary guidance.

Policy DS4 : Amenity

All proposed development must have full regard to opportunities for maintaining and improving environmental quality. Development will not be permitted where there is an unacceptable adverse impact on the surrounding area or the environment or amenity of existing or future occupiers of adjoining or nearby properties.

Angus Council will consider the impacts of development on:

- Air quality;
- Noise and vibration levels and times when such disturbances are likely to occur;
- Levels of light pollution;
- Levels of odours, fumes and dust;
- Suitable provision for refuse collection / storage and recycling;
- The effect and timing of traffic movement to, from and within the site, car parking and impacts on highway safety; and

- Residential amenity in relation to overlooking and loss of privacy, outlook, sunlight, daylight and overshadowing.

Angus Council may support development which is considered to have an impact on such considerations, if the use of conditions or planning obligations will ensure that appropriate mitigation and / or compensatory measures are secured.

Applicants may be required to submit detailed assessments in relation to any of the above criteria to the Council for consideration.

Where a site is known or suspected to be contaminated, applicants will be required to undertake investigation and, where appropriate, remediation measures relevant to the current or proposed use to prevent unacceptable risks to human health.

Policy TC15 : Employment Development

Proposals for new employment development (consisting of Class 4, 5, or 6) will be directed to employment land allocations or existing employment areas within development boundaries, subject to the application of the sequential approach required by Policy TC19 Retail and Town Centre Uses for office developments of over 1,000 square metres gross floorspace.

Proposals for employment development outside of employment land allocations or existing employment areas, but within the development boundaries of the towns and the settlements within the rural area will be supported where:

- o there are no suitable or viable sites available within an employment land allocation or existing employment area; or
- o the use is considered to be acceptable in that location; and
- o there is no unacceptable impact on the built and natural environment, surrounding amenity, access and infrastructure.

Proposals for employment development (consisting of Class 4, 5, or 6) outwith development boundaries will only be supported where:

- o the criteria relating to employment development within development boundaries are met;
- o the scale and nature of the development is in keeping with the character of the local landscape and pattern of development; and
- o the proposal constitutes rural diversification where:
 - o the development is to be used directly for agricultural, equestrian, horticultural or forestry operations, or for uses which by their nature are appropriate to the rural character of the area; or
 - o the development is to be used for other business or employment generating uses, provided that the Council is satisfied that there is an economic and/or operational need for the location.

Policy PV5 : Protected Species

Angus Council will work with partner agencies and developers to protect and enhance all wildlife including its habitats, important roost or nesting places. Development proposals which are likely to affect protected species will be assessed to ensure compatibility with the appropriate regulatory regime.

European Protected Species

Development proposals that would, either individually or cumulatively, be likely to have an unacceptable adverse impact on European protected species as defined by Annex 1V of the Habitats Directive (Directive 92/24/EEC) will only be permitted where it can be demonstrated to the satisfaction of Angus Council as planning authority that:

- o there is no satisfactory alternative; and
- o there are imperative reasons of overriding public health and/or safety, nature, social or economic interest and beneficial consequences for the environment, and
- o the development would not be detrimental to the maintenance of the population of a European protected species at a favourable conservation status in its natural range

Other Protected Species

Development proposals that would be likely to have an unacceptable adverse effect on protected species unless justified in accordance with relevant species legislation (Wildlife and Countryside Act 1981 and the Protection of Badgers Act 1992) subject to any consequent amendment or replacement.

Further information on protected sites and species and their influence on proposed development will be set out in a Planning Advice Note.

Policy PV8 : Built and Cultural Heritage

Angus Council will work with partner agencies and developers to protect and enhance areas designated for their built and cultural heritage value. Development proposals which are likely to affect protected sites, their setting or the integrity of their designation will be assessed within the context of the appropriate regulatory regime.

National Sites

Development proposals which affect Scheduled Monuments, Listed Buildings and Inventory Gardens and Designed Landscapes will only be supported where:

- the proposed development will not adversely affect the integrity of the site or the reasons for which it was designated;
- any significant adverse effects on the site or its setting are significantly outweighed by social, environmental and/or economic benefits; and
- appropriate measures are provided to mitigate any identified adverse impacts.

Proposals for enabling development which is necessary to secure the preservation of a listed building may be acceptable where it can be clearly shown to be the only means of preventing its loss and securing its long term future. Any development should be the minimum necessary to achieve these aims. The resultant development should be designed and sited carefully in order to preserve or enhance the character and setting of the listed building.

Regional and Local Sites

Development proposals which affect local historic environment sites as identified by Angus Council (such as Conservation Areas, sites of archaeological interest) will only be permitted where:

- supporting information commensurate with the site's status demonstrates that the integrity of the historic environment value of the site will not be compromised; or
- the economic and social benefits significantly outweigh the historic environment value of the site.

Angus Council will continue to review Conservation Area boundaries and will include Conservation Area Appraisals and further information on planning and the built and cultural heritage in a Planning Advice Note.

Policy PV12 : Managing Flood Risk

To reduce potential risk from flooding there will be a general presumption against built development proposals:

- o on the functional floodplain;
- o which involve land raising resulting in the loss of the functional flood plain; or
- o which would materially increase the probability of flooding to existing or planned development.

Development in areas known or suspected to be at the upper end of low to medium risk or of medium to high flood risk (as defined in Scottish Planning Policy (2014), see Table 4) may be required to undertake a flood risk assessment. This should demonstrate:

- o that flood risk can be adequately managed both within and outwith the site;
- o that a freeboard allowance of at least 500-600mm in all circumstances can be provided;
- o access and egress to the site can be provided that is free of flood risk; and
- o where appropriate that water-resistant materials and construction will be utilised.

Where appropriate development proposals will be:

- o assessed within the context of the Shoreline Management Plan, Strategic Flood Risk Assessments and Flood Management Plans; and
- o considered within the context of SEPA flood maps to assess and mitigate surface water flood potential.

Built development should avoid areas of ground instability (landslip) coastal erosion and storm surges. In areas prone to landslip a geomorphological assessment may be requested in support of a planning application to assess degree of risk and any remediation measures if required to make the site suitable for use.

Policy PV15 : Drainage Infrastructure

Development proposals within Development Boundaries will be required to connect to the public sewer where available.

Where there is limited capacity at the treatment works Scottish Water will provide additional wastewater capacity to accommodate development if the Developer can meet the 5 Criteria*. Scottish Water will instigate a growth project upon receipt of the 5 Criteria and will work with the developer, SEPA and Angus Council to identify solutions for the development to proceed.

Outwith areas served by public sewers or where there is no viable connection for economic or technical reasons private provision of waste water treatment must meet the requirements of SEPA and/or The Building Standards (Scotland) Regulations. A private drainage system will only be considered as a means towards achieving connection to the public sewer system, and when it forms part of a specific development proposal which meets the necessary criteria to trigger a Scottish Water growth project.

All new development (except single dwelling and developments that discharge directly to coastal waters) will be required to provide Sustainable Drainage Systems (SUDs) to accommodate surface water drainage and long term maintenance must be agreed with the local authority. SUDs schemes can contribute to local green networks, biodiversity and provision of amenity open space and should form an integral part of the design process.

Drainage Impact Assessment (DIA) will be required for new development where appropriate to identify potential network issues and minimise any reduction in existing levels of service.

*Enabling Development and our 5 Criteria (<http://scotland.gov.uk/Resource/0040/00409361.pdf>)

Policy PV18 : Waste Management in New Development

Proposals for new retail, residential, commercial, business and industrial development should seek to minimise the production of demolition and construction waste and incorporate recycled waste into the development.

Where appropriate, Angus Council will require the submission of a Site Waste Management Plan to demonstrate how the generation of waste will be minimised during the construction and operational phases of the development.

Development proposals that are likely to generate waste when operational will be expected to include appropriate facilities for the segregation, storage and collection of waste. This will include provision for the separate collection and storage of recyclates within the curtilage of individual houses.

Policy PV21 : Pipeline Consultation Zones

Decisions on whether to grant planning permission for development proposals within the pipeline consultation zones shown on the proposals map will be taken in light of the views and advice of the Health and Safety Executive.

ANGUS COUNCIL

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997
(AS AMENDED)
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT
PROCEDURE) (SCOTLAND)
REGULATIONS 2013



PLANNING PERMISSION REFUSAL
REFERENCE : 21/00177/FULL

To **J R Rix & Sons Ltd**
c/o Project Management Scotland Limited
26 Montrose Road
Forfar
DD8 2HT

With reference to your application dated 20 April 2021 for planning permission under the above mentioned Acts and Regulations for the following development, viz.:-

Demolition of building and erection of a Class 5 and 6 general industrial warehouse at Warehouse 4 Meridian Street Montrose for J R Rix & Sons Ltd

The Angus Council in exercise of their powers under the above mentioned Acts and Regulations hereby **Refuse Planning Permission (Delegated Decision)** for the said development in accordance with the particulars given in the application and plans docquetted as relative hereto in paper or identified as refused on the Public Access portal.

The reasons for the Council's decision are:-

- 1 The proposal is contrary to National Planning Framework 4 (2023) Policy 7, Angus Local Development Plan (2016) Policy PV8, and Historic Environment Scotland's Managing Change in the Historic Environment: Demolition of Listed Buildings (April 2019) because the development involves the demolition of a listed building and it has not been demonstrated that there are exceptional circumstances justifying demolition and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building.

Amendments:

The application has not been subject of variation.

Dated this **22 June 2023**



Jill Paterson
Service Lead
Planning and Sustainable Growth
Angus Council
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

Planning Decisions – Guidance Note

Please retain – this guidance forms part of your Decision Notice

You have now received your Decision Notice. This guidance note sets out important information regarding appealing or reviewing your decision. There are also new requirements in terms of notifications to the Planning Authority and display notices on-site for certain types of application. You will also find details on how to vary or renew your permission.

Please read the notes carefully to ensure effective compliance with the new regulations.

DURATION

The duration of any permission granted is set out in conditions attached to the permission. Where no conditions are attached the duration of the permission will be in accordance with sections 58 and 59 of the Town and Country Planning (Scotland) Act 1997 (as amended).

PLANNING DECISIONS

Decision Types and Appeal/Review Routes

The 'decision type' as specified in your decision letter determines the appeal or review route. The route to do this is dependent on the how the application was determined. Please check your decision letter and choose the appropriate appeal/review route in accordance with the table below. Details of how to do this are included in the guidance.

Determination Type	What does this mean?	Appeal/Review Route
Development Standards Committee/Full Council	National developments, major developments and local developments determined at a meeting of the Development Standards Committee or Full Council whereby relevant parties and the applicant were given the opportunity to present their cases before a decision was reached.	DPEA (appeal to Scottish Ministers) – See details on attached Form 1
Delegated Decision	Local developments determined by the Service Manager through delegated powers under the statutory scheme of delegation. These applications may have been subject to less than five representations, minor breaches of policy or may be refusals.	Local Review Body – See details on attached Form 2
Other Decision	All decisions other than planning permission or approval of matters specified in condition. These include decisions relating to Listed Building Consent, Advertisement Consent, Conservation Area Consent and Hazardous Substances Consent.	DPEA (appeal to Scottish Ministers) – See details on attached Form 1

NOTICES

Notification of initiation of development (NID)

Once planning permission has been granted and the applicant has decided the date they will commence that development they must inform the Planning Authority of that date. The notice must be submitted before development commences – failure to do so would be a breach of planning control. The relevant form is included with this guidance note.

Notification of completion of development (NCD)

Once a development for which planning permission has been given has been completed the applicant must, as soon as practicable, submit a notice of completion to the planning authority. Where development is carried out in phases there is a requirement for a notice to be submitted at the conclusion of each phase. The relevant form is included with this guidance note.

Display of Notice while development is carried out

For national, major or 'bad neighbour' developments (such as public houses, hot food shops or scrap yards), the developer must, for the duration of the development, display a sign or signs containing prescribed information.

The notice must be in the prescribed form and:-

- displayed in a prominent place at or in the vicinity of the site of the development;
- readily visible to the public; and
- printed on durable material.

A display notice is included with this guidance note.

Should you have any queries in relation to any of the above, please contact:

Angus Council
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

Telephone 03452 777 780
E-mail: planning@angus.gov.uk
Website: www.angus.gov.uk



TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED)

The Town & Country Planning (Development Management Procedure) (Scotland) Regulations 2013 – Schedule to Form 1

*Notification to be sent to applicant on refusal of planning permission
or on the grant of permission subject to conditions decided by Angus Council*

1. If the applicant is aggrieved by the decision of the planning authority-
 - a) to refuse permission for the proposed development;
 - b) to refuse approval, consent or agreement required by condition imposed on a grant of planning permission;
 - c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may appeal to the Scottish Ministers to review the case under section 47 of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of appeal should be addressed to The Planning and Environmental Appeals Division, Scottish Government, Ground Floor, Hadrian House, Callendar Business Park, Callendar Road, Falkirk, FK1 1XR. Alternatively you can submit your appeal directly to DPEA using the national e-planning web site <https://eplanning.scotland.gov.uk>.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.



TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997 (AS AMENDED)

The Town & Country Planning (Development Management Procedure) (Scotland) Regulations 2013 – Schedule to Form 2

*Notification to be sent to applicant on refusal of planning permission
or on the grant of permission subject to conditions decided through
Angus Council's Scheme of Delegation*

1. If the applicant is aggrieved by the decision of the planning authority-
 - a) to refuse permission for the proposed development;
 - b) to refuse approval, consent or agreement required by condition imposed on a grant of planning permission;
 - c) to grant planning permission or any approval, consent or agreement subject to conditions,

the applicant may require the planning authority to review the case under section 43A of the Town and Country Planning (Scotland) Act 1997 within three months beginning with the date of this notice. The notice of review should be addressed to Committee Officer, Angus Council, Resources, Legal & Democratic Services, Angus House, Orchardbank Business Park, Forfar, DD8 1AN.

A Notice of Review Form and guidance can be found on the national e-planning website <https://eplanning.scotland.gov.uk>. Alternatively you can return your Notice of Review directly to the local planning authority online on the same web site.

2. If permission to develop land is refused or granted subject to conditions and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonably beneficial use by the carrying out of any development which has been or would be permitted, the owner of the land may serve on the planning authority a purchase notice requiring the purchase of the owner of the land's interest in the land in accordance with Part 5 of the Town and Country Planning (Scotland) Act 1997.

PLANNING

Your experience with Planning

Please indicate whether you agree or disagree with the following statements about your most recent experience of the Council's handling of the planning application in which you had an interest.

Q.1 I was given the advice and help I needed to submit my application/representation:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.2 The Council kept me informed about the progress of the application that I had an interest in:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.3 The Council dealt promptly with my queries:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.4 The Council dealt helpfully with my queries:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.5 I understand the reasons for the decision made on the application that I had an interest in:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q.6 I feel that I was treated fairly and that my view point was listened to:-

Strongly Agree	Agree	Neither Agree nor Disagree	Disagree	Strongly Disagree	It does not apply
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OVERALL SATISFACTION: Overall satisfaction with the service:

Q.7 Setting aside whether your application was successful or not, and taking everything into account, how satisfied or dissatisfied are you with the service provided by the council in processing your application?

Very satisfied	Fairly satisfied	Neither Satisfied nor Dissatisfied	Fairly Dissatisfied	Very Dissatisfied
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

OUTCOME: Outcome of the application:

Q.8 Was the application that you had an interest in:-

Granted Permission/Consent	<input type="checkbox"/>	Refused Permission/Consent	<input type="checkbox"/>	Withdrawn	<input type="checkbox"/>
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Q.9 Were you the:- Applicant Agent Third Party objector who made a representation

Please complete the form and return in the pre-paid envelope provided.
Thank you for taking the time to complete this form.

HISTORIC ENVIRONMENT POLICY FOR SCOTLAND



HISTORIC
ENVIRONMENT
SCOTLAND

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INTRODUCTION

The historic environment is our surroundings as they have been shaped, used and valued by people in the past, and continue to be today. It is central to our everyday lives and our sense of place, identity and wellbeing.

It is wide-ranging – including natural and built features – and it can be valued for both its tangible and intangible aspects.

The principles and policies that make up the Historic Environment Policy for Scotland (HEPS) help us to care collectively for this precious resource as we work towards a shared vision:



Scotland's historic environment is understood and valued, cared for and protected, enjoyed and enhanced. It is at the heart of a flourishing and sustainable Scotland and will be passed on with pride to benefit future generations”

OUR PLACE IN TIME

WORDS AND PHRASES USED IN THIS POLICY

These are definitions of terms and phrases as they are used in this policy, to ensure that we are all using them in the same way. Some of the following definitions have been adopted from other sources (named in brackets).

asset

An asset (or 'historic asset' or 'heritage asset') is a physical element of the historic environment – a building, monument, site, place, area or landscape identified as having cultural significance.

community

A community is a group of people connected by location or by a common interest.

community of place

A community of place, or place-based community, is a group of people connected because of where they live, work, visit or otherwise spend a large amount of time. It can also refer to a group of people connected to a particular geographic location.

communities of practice and interest

Communities of practice are groups of people who share a concern or a passion for a place or something they do. A community of interest is a group of people who identify with or share a similar interest or experience.

cultural heritage

Cultural heritage is an expression of the ways of living developed by a community and passed on from generation to generation. It can include customs, practices, places, objects, artistic expressions and values, aesthetic, historic, scientific, social or spiritual aspects. (ICOMOS 2002)

cultural significance

Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations. Cultural significance can be embodied in a place itself, its fabric, setting, use, associations, meanings, records, related places and related objects. (Australia ICOMOS Burra Charter 2013)

decision-maker

A decision-maker for the historic environment is anyone who has a role or interest in making decisions that might affect it. In this context the term often refers to planning authorities, but it could also mean individuals, public- or private-sector organisations, Ministers, communities or developers. The decisions might be about land use, funding, alterations to a building, site or place, or long-term strategies.

historic environment

The historic environment is 'the physical evidence for human activity that connects people with place, linked with the associations we can see, feel and understand'. (*Our Place in Time, the Historic Environment Strategy for Scotland*)

impact

The effect of changes on the historic environment is often referred to as the impact. This can be neutral, positive or negative. There can be impact on the physical elements of a place or on its setting, if its surroundings are changed so that our understanding, appreciation or experience is altered. Changes in the historic environment can also affect people's associations with a place or its setting, and their responses to it.

mitigation

Mitigation refers to ways in which we can minimise the impact on the historic environment, avoid it, or make it less damaging. Sometimes it is possible to offset the impact, compensating for it through positive actions.

place

Place can refer to the environment in which we live, the people that inhabit these spaces and the quality of life that comes from the interaction of people and their surroundings. Architecture, public space and landscape are central to this. (*Creating Places: A Policy Statement on Architecture and Place for Scotland*)

planning system

The planning system is the process by which local and national government bodies make decisions about how and where development should take place. Change to some designated sites and places is also managed through separate consent regimes.

sustainable development

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (*World Commission on Environment and Development*)

WHAT IS THE STATUS OF HEPS?

HEPS is a policy statement directing decision-making that affects the historic environment. It is non-statutory, which means that it is not required to be followed as a matter of law or statute. It is relevant to a wide range of decision-making at national and local levels. It is supported by detailed policy and guidance.

HEPS should be taken into account whenever a decision will affect the historic environment. This includes in plans and policies that deal with funding decisions or estate management, or other specific topics such as agriculture or energy. It is also a material consideration for planning proposals that might affect the

historic environment, and in relation to listed building consent and scheduled monument consent ('material consideration' means that decision-makers should take it into account when coming to a decision). Decisions on scheduled monument consent are made in line with Historic Environment Scotland's policy for determining consents at scheduled monuments (see 'Sources of further information and guidance').

The Scottish Government produces national policies for addressing land use matters and decisions. HEPS sits alongside these policies, and should be used with them.



WHAT IS HEPS FOR?

HEPS is designed to support and enable good decision-making about changes to the historic environment. Good decision-making takes into account all aspects of the historic environment and the different ways people value it. Good decision-making is transparent and open to challenge, and recognises that a wide range of factors can affect the historic environment in different ways. Changes might support its long-term survival, impact on its current management or even give us new information to improve our understanding of it.

HEPS sets out a series of principles and policies for the recognition, care and sustainable

management of the historic environment. It promotes a way of understanding the value of the historic environment which is inclusive and recognises different views. It encourages consistent, integrated management and decision-making to support positive outcomes for the people of Scotland. It also supports everyone's participation in decisions that affect the historic environment.

By doing these things, HEPS helps to deliver the vision and aims of *Our Place in Time*. It takes into account principles that the UK and Scottish governments have agreed to in international charters and conventions on cultural heritage and landscape.

HOW HAS HEPS BEEN DEVELOPED?

HEPS is for everyone who cares about decisions that affect the historic environment. This includes the people who make the decisions, as well as the people affected by or interested in them.

The policy has been developed using current research as well as established views about how to care for the historic environment. It also draws upon previous policy documents and related policy areas that affect or are affected by the historic environment.

HEPS has also been informed by work undertaken by HES to understand what the historic environment means to the people of Scotland. HES did this by listening to people's views on how to look after and manage the historic environment. These conversations have shaped this policy document.

POLICIES FOR MANAGING THE HISTORIC ENVIRONMENT

HEP1

Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.

HEP2

Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.

HEP3

Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment.

If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.

HEP4

Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate.

If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.

HEP5

Decisions affecting the historic environment should contribute to the sustainable development of communities and places.

HEP6

Decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.

WHAT ARE THE CHALLENGES AND OPPORTUNITIES FOR THE HISTORIC ENVIRONMENT?

There are a number of challenges and opportunities that affect how we understand, manage and care for the historic environment.

Decision-making has to be sufficiently flexible and adaptable to deal with wide-ranging and ongoing changes in society and the environment.

Good decisions will aim to achieve the best possible outcome for the historic environment and maximise its benefits.

LAND MANAGEMENT

Land management affects much of the historic environment. Changes to agricultural and land use policies and practice can have a significant impact.

CREATING AND MAINTAINING PLACES

The changing places where we live, work and play, and the ways we understand and relate to them, are among the wide range of factors that affect our wellbeing. The historic environment plays a key part in making good places.

DIVERSITY, EQUALITY AND ACCESS

Established ways of recognising and managing the historic environment haven't always reflected our whole society. It is important to talk about the past in a way that recognises its diversity. The historic environment should be accessible and inclusive, providing a source of inspiration, enjoyment and learning for all.

ROLES AND RESPONSIBILITIES

Taking care of the historic environment is a shared responsibility. Sometimes the interests of different groups and individuals overlap, and this can cause confusion and tension about roles and responsibilities.

FUNDING

Some historic places and sites will rely on external funding. There are difficult choices to be made about where to spend available money, and opportunities to think creatively about approaches to funding.

SUSTAINABLE TOURISM

Tourism brings huge benefits to the wider economy and can provide financial resources for looking after historic sites and buildings. High visitor numbers can also affect the sites themselves, sometimes creating management challenges.



C
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CLIMATE CHANGE

Climate change and the effort required to mitigate and adapt to its effects have a significant impact on the historic environment. We are still working as a society to understand this impact.

SOCIETAL CHANGE

Our communities and lifestyles are changing; our population is ageing and shifting. This can have an impact on the historic environment, changing how we interact with it and value it.

INTANGIBLE CULTURAL HERITAGE

Established ways of managing the historic environment are often based around physical structures such as buildings and monuments – but the historic environment is made up of both intangible and tangible cultural elements.

A HOLISTIC APPROACH TO THE ENVIRONMENT

All of our landscapes – rural and urban – are part of the historic environment. Established ways of managing them don't always recognise that natural and cultural benefits and outcomes are often interdependent.

ECONOMIC CHANGE

Changes to the economy, whether positive or negative, have an impact on the historic environment and how it is looked after and managed. The historic environment contributes to our economy and can be a source of sustainable growth.

COMMUNITY PARTICIPATION AND EMPOWERMENT

Decisions about the historic environment have an impact on people and communities. Empowering communities and broadening participation improves outcomes for people and for the historic environment.

REGULATORY CHANGE

Changes to a wide range of laws and regulations can affect the management of the historic environment. It can be hard to predict and fully understand the impact of these changes.

SKILLS AND CAPACITY

Good management relies on decision-makers having access to the right skills, expertise and capacity to look after the historic environment and make informed decisions.

CHALLENGES AND OPPORTUNITIES



POLICIES AND PRINCIPLES

The following policies and core principles set out HES's understanding of how the historic environment should be managed and how to apply these principles.

The principles in this document are the fundamental ideas that underpin desirable and positive outcomes for the historic environment. These principles are the basis for the policies outlined here. The policies describe how the principles should be implemented.

UNDERSTANDING AND RECOGNITION: POLICIES AND PRINCIPLES

Policy on understanding and recognition

HEP1

Decisions affecting any part of the historic environment should be informed by an inclusive understanding of its breadth and cultural significance.

Core principles on understanding and recognition

- **Recognising the cultural significance of sites and places supports good decision-making.**
- **A place must be understood in order for its cultural significance to be identified.**
- **A wide range of factors contribute to cultural significance.**
- **Knowledge and information about the historic environment is critical to our understanding of our past, present and future.**
- **The historic environment changes over time, and so does how it is understood and appreciated.**
- **Research, discussion and exchange of ideas can all contribute to our understanding of the historic environment.**
- **Understanding will improve when information is made widely available and everyone has the opportunity to contribute to knowledge of the historic environment.**

How these principles are applied

People have created the character, diversity and distinctiveness of the historic environment over time. It is fundamental to people's sense of belonging; it provides tangible links with the past, helps to define who we are, and shapes our lives today. The qualities an asset or place has and expresses may be rare, finite and vulnerable to change. Sometimes the value of a place becomes apparent only through the process of change.

Decisions affecting the historic environment should be based on careful consideration of cultural significance. This helps to ensure that the historic environment can be appreciated today and passed on with confidence for the future.

To understand a place's cultural significance, we have to understand the place itself. This involves thinking about its physical and material elements – how much of it has survived or how much of it has changed through time, as well as its wider context and setting. Elements of places which may not have a physical presence but which contribute to cultural significance need to be recognised. These intangible qualities include the knowledge and associations people have with a particular place; they might involve elements such as language and poetry, stories and song, and skills and traditions.

Different individuals and groups of people value places in different ways. Understanding this helps us to understand the cultural significance of places for past, present and future generations. Recognising why places are culturally significant helps to fulfil a range of social, environmental and economic needs.

Access to as much information and knowledge as possible is essential for understanding cultural significance. This knowledge should be shared. An inclusive approach takes account of different ways of looking at things and valuing them, and diverse interpretations of our past and heritage.

As a society, we recognise value in many different ways: in records in archives, pieces in museum collections or the legal protection given to some of our most valued historic places. Many other ways of recognising value are part of our everyday lives. We share local knowledge, cultural practices, the language we use and the stories we tell. The diversity of Scotland's rich cultural heritage should be celebrated in all its forms. People should have the opportunity to contribute to our understanding, and influence decision-making for the historic environment.

MANAGING CHANGE: POLICIES AND PRINCIPLES

Policies on managing change

HEP2

Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.

HEP3

Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment.

If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.

HEP4

Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate.

If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.

Core principles on managing change

- **Some change is inevitable.**
- **Change can be necessary for places to thrive.**
- **Caring for the historic environment benefits everyone, now and in the future.**
- **Good decisions take a long-term view.**
- **Good decisions reflect an understanding of the wider environment.**
- **Good decisions are well-informed, transparent, robust, consistent and proportionate.**
- **Good decisions make sure that nothing is lost without considering its value first and exploring options for avoiding its loss.**
- **To manage the historic environment in a sustainable way, its cultural significance and the cultural significance of elements within it have to be understood.**

How these principles are applied

The historic environment enhances our quality of life and is a hugely valuable social, cultural, economic and environmental resource. It is finite and much of it can't be replaced. Good management maintains the quality of this resource and secures its benefits, making sure that nothing is lost without considering its value and exploring options for avoiding its loss.

Cultural significance should be considered in order to manage change through national and local policies as well as other land use management systems. If a place has cultural significance or has the potential for important new discoveries, decision-makers need to consider this when making decisions. In the planning system, this is called a 'material consideration'.

When decisions are made that affect places of cultural significance, the focus should be on avoiding or minimising adverse impact. Wherever possible, special characteristics and qualities should be protected, conserved or enhanced. Lots of actions can contribute to this, including:

- conservation
- effective maintenance
- restoration and conversion
- land management
- sensitive use of materials
- building techniques and high-quality new design
- creative and informed approaches to new development
- robust and proportionate regulation

These principles apply to the whole of the historic environment. In some cases, sites are given legal protection through formal designations, which can bring more formal obligations. In the case of listed buildings, scheduled monuments and conservation areas, consent is required for many works.

Understanding the development of the environment through time helps to inform management decisions. It offers a longer-term perspective on issues affecting the historic environment – issues like the effect of past climate change and land management. The historic environment has to be managed in a sustainable way so that it can be understood and appreciated, and so that it can benefit present and future generations.

Before decisions are made, their impact should be understood. If there is no way of being confident about what the impact of an action will be, the only way to be certain that there will be no damage is to avoid the action. This is referred to as the precautionary principle.

Sometimes the best actions for the historic environment will not be the best actions for other interests. There will be occasions where decision-makers need to manage conflicting needs. Potential conflicts should be identified and reduced as much as possible.

When decision-makers are considering potential changes, whether as a result of a development proposal or arising from environmental processes, they should use this general approach:

Understand the historic environment

- Understand and analyse the historic environment, context, asset or place.
- Understand the cultural significance of any affected assets or places.

Understand the background for the change

- Identify and understand the nature of and reasons for the change.

Understand the likely impact of proposed actions or decisions

- Assess and predict the likely level of the impact of proposals on the historic environment, context, asset or place.
- Make the level of impact clear so that it can inform decision-making.

Making decisions about impact

- Avoid negative impact where possible.
- Minimise any impact that cannot be avoided.
- Keep intervention to a minimum.
- Ensure changes to a site or place are proportionate to its cultural significance.
- Consider less detrimental alternatives if they can deliver the same objectives.
- Identify opportunities for mitigation throughout, and as early as possible.
- Identify opportunities for furthering our knowledge and understanding where possible.

Monitoring

- Put monitoring measures in place to make sure that any mitigation has been implemented.
- Make sure measures are in place to identify any unforeseen or unintended consequences.
- Monitor the outcome and impact of the decision to provide a sound knowledge base for future policy and decision-making.

WORKING TOGETHER: POLICIES AND PRINCIPLES

Policies on working together

HEP5

Decisions affecting the historic environment should contribute to the sustainable development of communities and places.

HEP6

Decisions affecting the historic environment should be informed by an inclusive understanding of the potential consequences for people and communities. Decision-making processes should be collaborative, open, transparent and easy to understand.

Core principles on working together

- **Everyone has a stake in the historic environment and how it is looked after.**
- **Effective management is a collective effort.**
- **Effective management takes wider interests into account.**
- **Good management empowers and involves communities.**
- **Early dialogue and close collaboration lead to better outcomes.**

How these principles are applied

Changes to our society, climate and economy create significant challenges for the historic environment. Resources need to be managed sustainably to balance competing demands. The different ways communities and individuals place value on the historic environment should be recognised.

Effective management of the historic environment is a shared endeavour involving individuals and organisations who own, use, manage or care about heritage. People should be empowered to use their heritage to develop their communities and places in a sustainable way. We all need to work collaboratively to respond to the challenges and opportunities we are facing, to make sure the outcome is as fair as possible.

When making decisions about the historic environment, different interests need to be taken into account. Decision-makers need to consider the consequences of decisions for a range of people. In doing this, tensions and conflicts can arise. Interrelationships and areas of common ground should be identified to encourage dialogue and collaboration, rather than focusing on competing views.

DELIVERY AND MONITORING

Good decision-making balances current circumstances with long-term aspirations. This is central to the sustainable management of the historic environment. It is a collective responsibility to ensure that we are all striking that balance.

Decision-makers should understand and monitor decisions affecting the historic environment to learn from experience and to improve future decisions. Historic Environment Scotland will monitor this policy in collaboration with other interested parties over a ten-year period until 2029.

SOURCES OF FURTHER INFORMATION AND GUIDANCE

Strategy, policy and procedure

Our Place in Time:
The Historic Environment
Strategy for Scotland

Historic Environment Scotland:
Designation Policy and
Selection Guidance
<https://www.historicenvironment.scot/designation-policy>

Designations application from
[historicenvironment.scot/
designation-application](http://historicenvironment.scot/designation-application)

Historic Environment Scotland:
Scheduled Monument
Consents Policy
<https://www.historicenvironment.scot/smc-policy>

Historic Environment Circular 1:
Process and Procedures
<https://www.historicenvironment.scot/circular>

Scotland's Archaeology Strategy
<http://archaeologystrategy.scot>

Guidance

Managing Change in the Historic
Environment guidance series

Managing Change Demolition of
Listed Buildings
<https://www.historicenvironment.scot/demolition>

Managing Change Use and
Adaptation of Listed Buildings
<https://www.historicenvironment.scot/use-and-adaptation>

HES case studies
<https://www.historicenvironment.scot/adaptation-case-studies>

HES Technical advice notes
(TANs), Short Guides, Inform
Guides, and Practitioners Guides
<https://www.historicenvironment.scot/archives-and-research/publications>

Scottish Government Planning
Advice Note (PAN) 2/2011:
Planning and Archaeology
[www.gov.scot/publications/pan-2-
2011-planning-archaeology](http://www.gov.scot/publications/pan-2-2011-planning-archaeology)

Scottish Government Planning
Advice Note (PAN) 71:
Conservation Area Management
[www.gov.scot/publications/
conservation-management-
planning-advice](http://www.gov.scot/publications/conservation-management-planning-advice)

Online resources

Historic Environment
Scotland website -
[www.historicenvironment.scot/
advice-and-support](http://www.historicenvironment.scot/advice-and-support)

Designation records
and decisions -
[www.portal.
historicenvironment.scot](http://www.portal.historicenvironment.scot)

Canmore: National Record
of the Historic Environment
www.canmore.org.uk



HISTORIC
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MANAGING CHANGE IN THE HISTORIC ENVIRONMENT

DEMOLITION OF LISTED BUILDINGS



HISTORIC
ENVIRONMENT
SCOTLAND

ÀRAINNEACHD
EACHDRAIDHEIL
ALBA

APRIL 2019

View of Murraygate, Dundee prior to demolition. Titled: 'Mauchline Tower, (Old Murraygate)' c. 1875 © Courtesy of HES (Photograph album 67).



BACKGROUND

Managing Change is a series of guidance notes produced by Historic Environment Scotland in our role as lead public body for the historic environment. The series supports national level policy for planning and the historic environment. Planning and other authorities should take this guidance into account when making decisions.

Historic buildings enrich Scotland's landscape and chart a great part of our history. They are central to our everyday lives, creating a sense of place, identity and wellbeing. Some historic buildings are designated as 'listed buildings' because they have special architectural or historic interest. You can find out more about listing [on our website](#).

Listed building consent (LBC) is required for any works that would affect the special interest of a listed building. This includes demolition. It is a criminal offence to carry out such work without consent. The LBC process is normally administered by planning authorities. Historic Environment Scotland is a consultee for the demolition of any listed building. All of the details of our role in both LBC and conservation area consent are set [out on our website](#).

[Scottish Planning Policy](#) states that 'listed buildings should be protected from demolition or other work that would adversely affect it or its setting' (paragraph 141). [Historic Environment Policy for Scotland](#) outlines the key policy considerations for making decisions about works that affect listed buildings:

HEP2

Decisions affecting the historic environment should ensure that its understanding and enjoyment as well as its benefits are secured for present and future generations.

HEP4

Changes to specific assets and their context should be managed in a way that protects the historic environment. Opportunities for enhancement should be identified where appropriate.

If detrimental impact on the historic environment is unavoidable, it should be minimised. Steps should be taken to demonstrate that alternatives have been explored, and mitigation measures should be put in place.

The Planning (Listed Buildings and Conservation Areas) (Scotland) 1997 Act 'The 1997 Act'

Demolishing a listed building should be avoided wherever possible. [The 1997 Act](#) requires that special regard be given to preserving listed buildings and their settings when making decisions on LBC applications. There is a strong presumption in favour of retaining listed buildings. Applications to demolish listed buildings should be refused unless their loss has been fully considered and justified.

DEFINITION OF DEMOLITION

In this context, demolition means the total or substantial loss of a listed building. A listed building can be any built structure. Although the 1997 Act and this document use the term 'building', the phrase can apply to things like bridges, lamp posts and phone boxes, too. Even if part of a building is to be retained (such as in façade retention), a proposal may still be considered demolition. This would be the case if the proposed works would result in the loss of the majority of the listed building.

The removal of smaller parts of a building, such as conservatories, porches, chimneys and small scale extensions, should be assessed as alterations rather than demolition. In more complex cases, where alterations involve the loss of large amounts of fabric, planning authorities may need to consider in more detail whether works are classed as demolition. This should happen as early as possible in the process so that the planning authority can identify the relevant policies and guidance.



View of central block during demolition of
Royal Infirmary, Edinburgh.
Titled: 'Edinburgh Infirmary' c.1884
© Courtesy of HES.

HOW TO USE THIS GUIDANCE

This guidance should be used when the future of a listed building is uncertain and demolition is being considered as an option. Because of the strong presumption in favour of retaining listed buildings, the decision to demolish a listed building is a last resort. It will almost always be made at the end of a process that has considered and discounted all other feasible options.

There will be some exceptional circumstances where the demolition of a listed building can be justified. This document provides information and guidance that will be a key consideration in such cases. It is most relevant to owners, their agents, and those making decisions on LBC applications for demolition. It should inform:

- The approach of owners

[The accompanying Managing Change in the Historic Environment: The Use and Adaptation of Listed Buildings](#) provides guidance on different approaches to reusing listed buildings. It should be read alongside this guidance when considering the range of potential options for listed buildings. If the owner decides to submit a LBC application for demolition, pre-application discussions are strongly encouraged.

- Decisions on listed building consent (LBC) applications for demolition

The planning authority should identify which national and local planning and historic environment policies they will use to assess an application at the earliest possible stage. They should give clear advice to the applicant on what supporting information will be required. They should also involve us at an early stage.

WHAT TO CONSIDER FIRST

If one of the following situations applies then the loss of a listed building is likely to be acceptable, as long as this is clearly demonstrated and justified. The supporting information expected to justify demolition under these situations is specific to each.

IS THE BUILDING NO LONGER OF SPECIAL INTEREST?

In some circumstances a listed building may no longer be of special architectural or historic interest. This might include where there has been a significant loss of fabric or features of interest, or where there have been later alterations which have affected the character of the building.

Where the case for demolition rests on this factor, owners should ask us to review the listing to determine if a building is still of special architectural or historic interest. This review should happen before an application for demolition is submitted.

Further information on the process of proposing a building for listing, or requesting a review of a listing is available on [our website](#). For an individual building, we aim to complete a review within six months. We recognise that some reviews will require a quicker response. We will consider requests for a shorter time period on a case by case basis. We may be able to give an initial view of the special architectural or historic interest of the building in a much shorter time, particularly if it no longer meets the criteria for designation. The more detail you give us when asking for the review, the quicker we can assess your proposal.

LBC is not required for demolition of a building which has been de-listed. However, local planning policies may still require the cultural significance of an unlisted building to be taken into account. If the building is located within a conservation area, conservation area consent will be required. This is a separate process from LBC and is also administered by planning authorities. The conservation area consent process focuses on considering the building's contribution to the character and appearance of the conservation area.



Demolition work in progress after the Arnott Simpson fire, Argyle Street, Glasgow, 1951 © Newsquest (Herald & Times). Licensor www.scran.ac.uk

IS THE BUILDING INCAPABLE OF MEANINGFUL REPAIR?

Most traditionally-built buildings, even those in an advanced state of decay, can be repaired.

There are occasions when repairing and reusing a listed building would lead to extensive loss or replacement of fabric, which would have a consequent effect on its special interest. If repairing a building cannot preserve its special interest, it is not capable of meaningful repair.

Instances where meaningful repair might not be possible include where the building has inherent design failures, or where a timber structure has decayed so much that no original material can be saved. It would not be possible to meaningfully repair a building where there is structural damage that cannot be repaired without complete reconstruction – such as serious corrosion of reinforced concrete frames, or extensive damage to the building.

This issue is separate to that of the economic viability of any repairs, which is considered below.

If an LBC application is submitted arguing that a building is incapable of meaningful repair, supporting evidence for this will need to be provided. This should include a full condition assessment by appropriately qualified and experienced professionals, and a statement placing the condition assessment in context of the building's significance.

IS THE DEMOLITION OF THE BUILDING ESSENTIAL TO DELIVERING SIGNIFICANT BENEFITS TO ECONOMIC GROWTH OR THE WIDER COMMUNITY?

Some projects may be of such economic or public significance that their benefits may be seen to outweigh the strong presumption in favour of retaining a listed building. Often these projects form part of wider strategies at national or regional level. Examples may include major transportation schemes or significant regeneration projects.

An LBC application for demolition on these grounds should provide evidence to demonstrate why the loss of the building is essential in order to obtain these benefits. It should make clear why these, or similar, benefits cannot be achieved with retention of the building. Supporting evidence should also include a detailed assessment of the likely benefits of the proposed project. If the works form part of a wider strategy, the application should explain why the strategy is significant at a national or regional level.

If the proposals involve a new development on the site, planning permission for the replacement development should be demonstrated as being in line with local and national policy. Unless this can be done, there is no certainty that planning permission will be achievable. This would make it impossible to ensure that the benefits were going to happen, and the demolition would therefore not be justified.

ECONOMIC VIABILITY

In some instances the repair and reuse of a listed building is not economically viable. This means that the cost of retaining the listed building would be higher than its end value. Where the cost of works is higher than the end value, the difference is referred to as the 'conservation deficit'.

The principle of demolition should only be accepted where it has been demonstrated that all reasonable efforts have been made to retain the listed building. The efforts made should take into consideration the special interest of the listed building.

The accompanying [Managing Change in the Historic Environment: The Use and Adaptation of Listed Buildings](#) provides more detailed advice on how reuse of a listed building can be achieved. This includes undertaking pro-active marketing measures.

Marketing should be undertaken in an open and transparent manner before a final decision is taken on making an application for demolition. In certain cases its marketing should continue when a LBC application has been submitted.

Marketing is necessary to demonstrate that every effort has been made to secure a buyer who would retain the building.

Marketing should make clear that the building is listed. It should include a development brief if possible, as this helps to maximise the possible opportunities for retaining the building. The process should also involve specific marketing to groups or individuals with a track record in restoration, such as Building Preservation Trusts.

A building should be marketed to potential restoring purchasers for a reasonable period, at a price reflecting its location and condition. This should normally be at least six months, although in some circumstances a longer or shorter time period may be appropriate. The price should be its current market value and should not take account of any historic purchase price.

The marketing price should not be defined by the value of the land without the building, even if this might be higher, because that would assume demolition will take place.

COMMUNITY OWNERSHIP

Concern for the future of an unused listed building may result in a community effort to take over ownership. A range of options exists, and might include:

- working in partnership with the owner
- leasing the building
- negotiating a private sale
- purchasing on the open market

Community Right to Buy (CRtB) now allows communities throughout Scotland to register an interest in land and the opportunity to buy that land when it comes up for sale. Further information on CRtB can be found on the [Community Ownership Support Service website](#).

In some circumstances the price may be a nominal sum. It is important to note that whilst a building may be marketed at a low value (in some cases as little as £1), this should not be seen as a reflection of its special interest. It is only a reflection of the extent of the conservation deficit together with the strong presumption in favour of retaining the building.

The justification to demolish a listed building on economic grounds will not rest solely on marketing. The decision to demolish is normally at the end of a process where an owner has considered the viability of alternative options. A financial assessment should demonstrate that the other options were not economically viable. It should include a detailed assessment of costs, including developer profit, as well as the likely value of the completed project or projects.

The details of the marketing process and financial assessment (or viability assessment) should form part of the material submitted to the planning authority as part of an LBC application. The planning authority should verify the information provided by reviewing the assumptions and allowances within the financial assessment.

The marketing information should outline the steps taken by the applicant to market the building, detail any interest shown, and explain why this did not result in any credible offers.

The applicant should also show that there is no other way of financing the project, through funding sources such as enabling development, or grant aid.

Some buildings or structures are of historic or architectural interest but have more limited scope for reuse. Bridges, dovecots, statues and lampposts are all examples of structures that may have limited options for reuse. Consent for demolition of such structures should not normally be given on the grounds of economic viability alone. The main factors in these cases are likely to be the special interest of the listed structure, its condition, the likely availability of funding, and whether marketing to repairing purchasers is a realistic option.



CURTILAGE

Structures within the curtilage of a listed building, even if they are not fixed to it, may be included in the listing. For example, a country house might be named in the statutory address, and structures such as boundary walls, gateways or stable blocks may not be named or described in the listed building record, but are often part of the listing. It is a role of planning authorities to decide whether structures within the curtilage are listed.

Decisions on demolition of curtilage listed structures should primarily be based on their contribution to the special interest of the listing. Where a building makes a significant contribution to the character, appreciation or understanding of the main subject of the listing, the principles of this guidance apply.

If part of a building is not listed, both the statutory address and the statement of special interest in the listed building record will state that it is excluded. The statement will use the word 'excluding' and quote the 1997 Act. Some earlier listed building records may use the word 'excluding', but if the Act is not quoted, the exclusion carries no legal weight.

RECORDING

Owners and developers should carry out detailed recording of all listed buildings when fundamental changes are proposed. If LBC is granted for demolition, there is a separate requirement under [Section 7 of the 1997 Act](#) to give us an opportunity to carry out recording for the public record. Planning authorities may have separate requirements for recording.

SALVAGE

The salvaging of historic features and material does not justify demolition or form part of the justification. But if LBC is given for demolition, opportunities for salvage should be considered. Salvaged materials and features can make a significant contribution to the repair and maintenance of historic buildings.

Often it will be possible to re-site salvaged features, such as decorative stone doorways, plaques, or other fixtures and fittings within a redeveloped site. Likewise, salvaged materials may be reused to the benefit of the scheme, such as stone boundary walling.

SOURCES OF FURTHER INFORMATION AND GUIDANCE

Legislation, strategy, policy and procedure

[Our Place in Time:
The Historic Environment
Strategy for Scotland](#)

[Historic Environment Scotland:
Designation Policy and Selection
Guidance](#)

[Historic Environment Circular:
Regulations and Procedures](#)

[Planning \(Listed Buildings and
Conservation Areas\) \(Scotland\)
Act 1997](#)

Guidance

[HES Use and Adaptation of
listed buildings](#)

[HES Use and Adaptation of
listed buildings
case studies](#)

[Managing Change in the Historic
Environment guidance series](#)

[HES Technical advice notes
\(TANs\), Short Guides, Inform
Guides, and Practitioners Guides](#)

[Scottish Government Planning
Advice Note \(PAN\) 71:
Conservation Area Management](#)

Online resources

[Historic Environment Scotland
website](#)

[Designation records
and decisions](#)

[Buildings at Risk Toolkit](#)

[HES role in Listed building
consent and Conservation area
consent](#)

Front cover image:

The remains of the clock tower at the Chancelot Mill in Leith, Edinburgh in July 1972
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HISTORIC
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www.historicenvironment.scot

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4 MERIDIAN STREET, WAREHOUSING LB46221

Status: Designated

Documents

There are no additional online documents for this record.

Summary

Category C	Local Authority Angus	NGR NO 71566 57152
Date Added 30/03/1999	Planning Authority Angus	Coordinates 371566, 757152
Supplementary Information Updated 09/09/2020	Burgh Montrose	

Description

A long, 2-storey warehouse with curvilinear south gable end facing Montrose Harbour. The gable has simple classical detailing with a circular opening, a panel inscribed "1905", and a segmental hoodmould with coped skews and double skewputts. It is constructed of the grey/brown sandstone rubble with ashlar dressings, common to many traditional buildings in Montrose. There are blocked openings at ground and 1st floor, some with rolling door insets. The pitched roof structure is timber with a grey slate covering and is piended at the northeast end.

Statement of Special Interest

Dated 1905 (possibly incorporating earlier fabric) this building is a notable representative example of stone-built warehousing in Montrose, occupying a prominent harbour location, with an ornamental gable facing the quay.

A warehouse was first proposed for this site by engineer James Leslie in his 1836 plan for Montrose Harbour (adjacent to the proposed wet dock, completed by 1843). The rectangular-plan footprint of a lime store warehouse is shown on the 1st Edition Ordnance Survey map (surveyed, 1861) and the present building may incorporate some fabric from this building. The present warehouse, dated 1905, has largely

remained in use in some capacity since then for storage. Two vehicular openings were enlarged during the later 20th century. The wet dock was infilled in 1981, creating space for additional warehousing and storage facilities.

Despite some later alteration and some loss of fabric, the warehouse remains a good surviving example of an industrial building that relates to the development and historic function of Montrose Harbour. The prosperity of the town during the 19th century was in no small part built on its well-situated harbour for international trading and cargo.

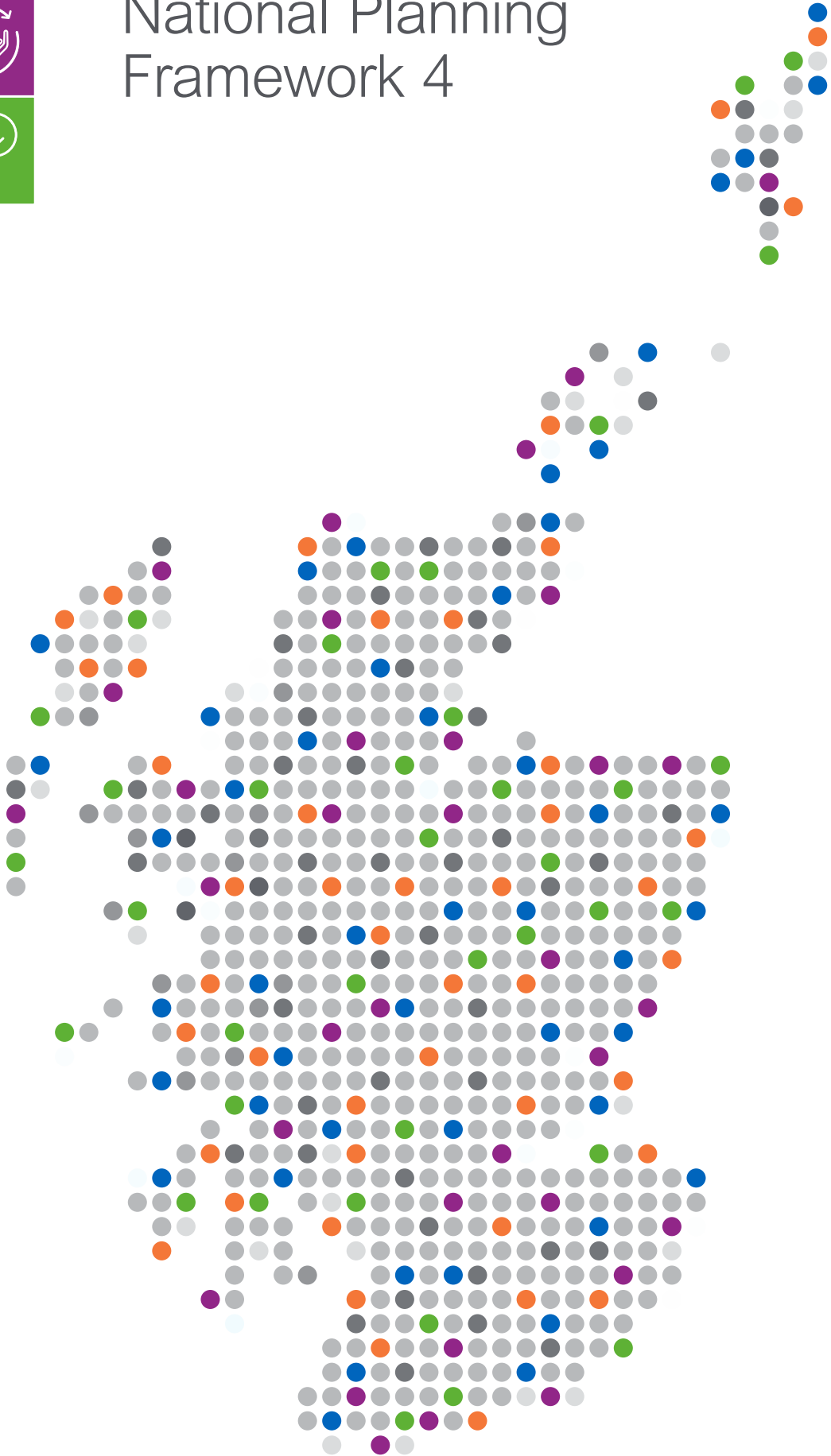
The quayside setting is important, relating directly to the building's function. It is one of a small group of nearby industrial buildings of historic significance in this area of Montrose including the Old Custom House and Grain Store (LB38222) and the former fish curing works at 1-5 America Street (LB46164). Together these buildings contribute to an understanding of the commercial history and development of Montrose Harbour.

While harbour warehouses are not a rare building type in Scotland this example, with its segmental gable facing the harbour, is now among the best surviving 19th – early 20th century warehouses in Montrose.

Listed building record revised in 2020.



National Planning Framework 4



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Ministerial Foreword



Tom Arthur MSP

Minister for Public Finance,
Planning and Community Wealth

I am delighted to publish Scotland's fourth National Planning Framework. I am proud that, for the first time, we have brought together our long-term spatial strategy with a comprehensive set of national planning policies to form part of the statutory development plan.

The world is changing, and so are Scotland's places. This strategy sets out how we will work together in the coming years to improve people's lives by making sustainable, liveable and productive places. This will play a key role in delivering on the United Nations Sustainable Development Goals, as well as our national outcomes.

Planning carries great responsibility – decisions about development will impact on generations to come. Putting the twin global climate and nature crises at the heart of our vision for a future Scotland will ensure the decisions we make today will be in the long-term interest of our country.

As we recover from the pandemic we are working towards achieving net zero in a way which also tackles longstanding challenges and inequalities. We live in challenging times, but better places will be an important part of our response to our strategic priorities of net zero, child poverty and a wellbeing economy. Planning will also play a critical role in delivering the National Strategy for Economic Transformation and in community wealth building.

Planning is already a fully devolved function of the Scottish Government. Our global reputation

for excellence and expertise in this field demonstrates what can be achieved when the choices are in our own hands. We can build on this. By securing a new future for Scotland as an independent country, additional powers will be available to support public and private sector investment in development and infrastructure across our country.

Changes to our places will not always be easy. People care about their neighbourhoods and rightly and reasonably expect that new development should improve their lives, rather than undermining what they value most. To help deliver on this strategy I am committed to involving a wider range of people in planning. A fairer and more inclusive planning system will ensure that everyone has an opportunity to shape their future so that our places work for all of us. I also recognise that planning authorities across Scotland will need support and guidance to put our proposals and policies into practice, and will continue to work with the profession and local government to ensure our system can realise its full potential.

The process for preparing this strategy has shown what can be achieved when we work together. I greatly appreciate the ideas that people and organisations have contributed. I am also very grateful to the Scottish Parliament for the time and energy they have put into their scrutiny of the draft document. National Planning Framework 4 has benefited considerably from their thoughtful and constructive input.

Part 1 – A National Spatial Strategy for Scotland 2045

The world is facing unprecedented challenges. The global climate emergency means that we need to reduce greenhouse gas emissions and adapt to the future impacts of climate change. We will need to respond to a growing nature crisis, and to work together to enable development that addresses the social and economic legacy of the coronavirus pandemic, the cost crisis and longstanding inequality.

Scotland's rich heritage, culture and outstanding environment are national assets which support our economy, identity, health and wellbeing. Many communities benefit from great places with excellent quality of life and quality, affordable homes. Many people can easily access high quality local greenspaces and neighbourhood facilities, safe and welcoming streets and spaces and buildings that reflect diverse cultures and aspirations. Increasingly, communities have been finding new ways to live sustainably, including by taking control of their property or land.

However, people living in Scotland have very different life chances, at least partly a result of the places where they live.

Past industrial restructuring has had significant impacts in some places and communities. Disadvantage, child poverty and poor health

outcomes are concentrated in parts of Scotland where life expectancy is significantly lower than in more advantaged areas. Access to the natural environment varies, and pollution and derelict land is concentrated in some places. Population change will bring further challenges in the future, particularly in rural parts of Scotland. Many people have limited access to opportunities because of the way our places have been designed in the past, and our city and town centres have experienced accelerating change in recent years.

We have already taken significant steps towards decarbonising energy and land use, but choices need to be made about how we can make sustainable use of our natural assets in a way which benefits communities.

Planning is a powerful tool for delivering change on the ground in a way which brings together competing interests so that decisions reflect the long-term public interest. Past, present and future challenges mean that we will need to make the right choices about where development should be located. We also need to be clear about the types of infrastructure we will need to build, and the assets that should be protected to ensure they continue to benefit future generations.

Spatial principles

We will plan our future places in line with six overarching spatial principles:

- **Just transition.** We will empower people to shape their places and ensure the transition to net zero is fair and inclusive.
- **Conserving and recycling assets.** We will make productive use of existing buildings, places, infrastructure and services, locking in carbon, minimising waste, and building a circular economy.
- **Local living.** We will support local liveability and improve community health and wellbeing by ensuring people can easily access services, greenspace, learning, work and leisure locally.
- **Compact urban growth.** We will limit urban expansion so we can optimise the use of land to provide services and resources, including carbon storage, flood risk management, blue and green infrastructure and biodiversity.
- **Rebalanced development.** We will target development to create opportunities for communities and investment in areas of past decline, and manage development sustainably in areas of high demand.
- **Rural revitalisation.** We will encourage sustainable development in rural areas, recognising the need to grow and support urban and rural communities together.

These principles will play a key role in delivering on the United Nations (UN) Sustainable Development Goals (SDGs) and our national outcomes.

Applying these principles in practice

We want our future places to work for everyone. Rather than compromise or trade-offs between environmental, social and economic objectives, this is an integrated strategy to bring together cross-cutting priorities and achieve sustainable development.

By applying these spatial principles, our national spatial strategy will support the planning and delivery of:

- **sustainable places**, where we reduce emissions, restore and better connect biodiversity;
- **liveable places**, where we can all live better, healthier lives; and
- **productive places**, where we have a greener, fairer and more inclusive wellbeing economy.

Eighteen **national developments** support this strategy, including single large scale projects and networks of several smaller scale proposals that are collectively nationally significant. National developments will be a focus for delivery, as well as exemplars of the Place Principle, placemaking and a Community Wealth Building (CWB) approach to economic development. Regional spatial strategies and Local Development Plans (LDPs) should identify and support national developments which are relevant to their areas.

The strategy will be taken forward in different ways across Scotland, reflecting the diverse character, assets and challenges of our places. To guide this, we have identified **regional spatial priorities** for five broad regions of Scotland which will inform the preparation of regional spatial strategies (RSS) and LDPs by planning authorities.

Table 1 – National Planning Framework 4 Summary					
	Spatial principles	National Developments	Policies	Key policy links	Cross cutting policies
<p>Sustainable places SDGs: 7, 11, 12, 13</p> <p><i>National outcomes:</i> Environment, communities, economy</p>	<ul style="list-style-type: none"> • Just transition • Conserving and recycling assets 	<ul style="list-style-type: none"> • Energy Innovation Development on the islands. • Pumped Hydro Storage • Strategic Renewable Electricity Generation and Transmission Infrastructure • Circular Economy Materials Management Facilities • Urban Sustainable, Blue and Green Surface Water Management Solutions • Urban Mass/Rapid Transit Networks 	<ul style="list-style-type: none"> • Tackling the climate and nature crises • Climate mitigation and adaptation • Biodiversity • Natural places • Soils • Forestry, woodland and trees • Historic assets and places • Green belts • Brownfield land, vacant and derelict land and empty buildings • Coastal development • Energy • Zero waste • Sustainable transport 	<ul style="list-style-type: none"> • Land Use – getting the best from our land: strategy 2021 – 2026 • Making things last: a circular economy strategy for Scotland • Scotland’s Energy Strategy • Scotland’s Environment Strategy • Scotland’s Forestry Strategy • Scottish Biodiversity Strategy 	<ul style="list-style-type: none"> • Climate Change Plan • Climate Change Adaptation Programme
<p>Liveable places SDGs: 3, 4, 5, 6, 10, 11</p> <p><i>National outcomes:</i> Communities, culture, human rights, children and young people, health</p>	<ul style="list-style-type: none"> • Liveable places • Compact urban growth 	<ul style="list-style-type: none"> • Central Scotland Green Network • National Walking, Cycling and Wheeling Network • Edinburgh Waterfront • Dundee Waterfront • Stranraer Gateway • A Digital Fibre Network 	<ul style="list-style-type: none"> • Design, quality and place • Local living and 20 minute neighbourhoods • Quality homes • Rural homes • Infrastructure first • Heat and cooling • Blue and green infrastructure • Play, recreation and sport • Flood risk and water management • Health and Safety • Digital infrastructure 	<ul style="list-style-type: none"> • A Connected Scotland • A Healthier Future: Scotland’s diet and healthy weight delivery plan • Cleaner Air for Scotland 2 • Creating Places • Culture Strategy • Heat in Buildings Strategy • Housing to 2040 • Learning Estate Strategy/Learning Estate Investment Programme • Public Health Priorities for Scotland • Remote, Rural and Islands Housing Action Plan (pub. Spring 2023) • Scotland’s Population Strategy 	<ul style="list-style-type: none"> • Just Transition Plans • National Transport Strategy • Infrastructure Investment Plan • Strategic Transport Projects Review 2 • National Islands Plan • National Marine Plan • Tackling Child Poverty Delivery Plan
<p>Productive places SDGs: 1, 2, 8, 9, 11, 14</p> <p><i>National outcomes:</i> Fair work and business, economy, poverty, communities</p>	<ul style="list-style-type: none"> • Rebalancing development • Rural revitalisation 	<ul style="list-style-type: none"> • Clyde Mission • Aberdeen Harbour • Industrial Green Transition Zones • Hunterston Strategic Asset • Chapelcross Power Station Redevelopment • High Speed Rail 	<ul style="list-style-type: none"> • Community wealth building • Business and industry • City, town, local and commercial centres • Retail • Rural development • Tourism • Culture and creativity • Aquaculture • Minerals 	<ul style="list-style-type: none"> • National Strategy for Economic Transformation • Retail Strategy for Scotland • Report of the City Centre Recovery Taskforce • Scottish land rights and responsibilities statement • Town Centre Action Plan 2 	



Sustainable places

Our climate is changing, with increasing rainfall, extreme weather events and higher temperatures that will intensify in the coming years. This will increase flood risk, water scarcity, environmental change, coastal erosion, impact on forestry and agriculture, and generate risks to health, food security and safety. Impacts will not be equal and communities who already face disadvantage will be particularly affected.

Scotland's high quality environment, and the natural capital it supports, underpin our approach to tackling climate change and the economy and is fundamental to our health and wellbeing. It provides the essentials we all need to survive, including clean air, water and food.

However, the health of the planet's ecosystems is declining faster than at any point in human history and our natural environment is facing significant challenges, including ongoing loss of biodiversity. Since the 1990s alone, wildlife populations in Scotland have declined, on average, by around a quarter. This threatens the capacity of the natural environment to provide the services we all rely on, and reduces our resilience to the impacts of climate change.

Scotland's Climate Change Plan, backed by legislation, has set our approach to achieving net zero emissions by 2045, and we must make significant progress towards this by 2030 including by reducing car kilometres travelled by 20% by reducing the need to travel and promoting more sustainable transport.

Just Transition sector plans, designed and delivered with those impacted, will play an important role in delivering the change we need to see. We must also adapt to the impacts of climate change that are already locked in, by delivering Scotland's Climate Change Adaptation Programme.

Scotland's Climate Assembly set out recommendations for how Scotland should change to tackle the climate emergency and gives us a key insight into the measures the Scottish Public expect for a just transition to net zero emissions by 2045.

Scotland's Energy Strategy will set a new agenda for the energy sector in anticipation of continuing innovation and investment. The interplay between land and sea will be critical, given the scale of offshore renewable energy resources. Our Infrastructure Investment Plan and National Transport Strategy are clear that we must work with our existing infrastructure assets first, before investing in additional assets.

Scotland's Environment Strategy sets out the Scottish Government's vision for tackling the twin climate and nature crises. Building on this, a new Scottish Biodiversity Strategy will set targets for halting biodiversity loss by 2030 and restoring and regenerating biodiversity by 2045. Scotland's Land Use Strategy aims to make efficient use of our land by managing competing activities in a sustainable way.

National spatial strategy

Scotland's future places will be net zero, nature-positive places that are designed to reduce emissions and adapt to the impacts of climate change, whilst protecting, recovering and restoring our environment.

Meeting our climate ambition will require a rapid transformation across all sectors of our economy and society. This means ensuring the right development happens in the right place.

Every decision on our future development must contribute to making Scotland a more sustainable place. We will encourage low and zero carbon design and energy efficiency, development that is accessible by sustainable travel, and expansion of renewable energy generation. It is also crucial that we build resilience to the future impacts of climate change including water resources and assets and development on our coasts. Our places will also need to evolve to help us cope with changing temperatures.

Our commitment to a **just transition**, means that our journey to a net zero society and nature recovery must involve, and be fair to, everyone. We will grow a circular economy and make best use of embodied carbon by **conserving and recycling assets**, including by encouraging sustainable design and the wise use of resources.

To respond to the global biodiversity crisis, nature recovery must be at the heart of future places. We will secure positive effects for biodiversity, create and strengthen nature networks and invest in nature-based solutions to benefit natural capital and contribute to net zero. We will use our land wisely including through a renewed focus on reusing vacant and derelict land to help limit the new land that we build on. We will protect and enhance our historic environment, and safeguard our shared heritage for future generations. We will also work together to ensure that development onshore aligns with national, sectoral and regional marine plans.

National developments

Six national developments support the delivery of sustainable places:

- **Energy Innovation Development on the Islands** provides infrastructure for low carbon fuels for communities and commerce, as well as for export. This will contribute to improved energy security, unlock opportunities for employment and business, and help to put Scotland at the forefront of low carbon fuel innovation.
- **Pumped Hydro Storage** extends hydro-electricity capacity to support the transition away from fossil fuels, whilst also providing employment opportunities in rural areas.
- **Strategic Renewable Electricity Generation and Transmission Infrastructure** supports electricity generation and associated grid infrastructure throughout Scotland, providing employment and opportunities for community benefit, helping to reduce emissions and improve security of supply.
- **Circular Economy Materials Management Facilities** facilitates delivery of zero waste objectives by reducing the need for new materials, resource use and emissions.
- **Urban Sustainable, Blue and Green Surface Water Management Solutions** is an exemplar of a nature based, infrastructure first approach to catchment wide surface water flood risk management to help our two largest cities adapt to the future impacts of climate change.
- **Urban Mass/Rapid Transit Networks** facilitates a shift towards sustainable transport in Glasgow, Edinburgh, and Aberdeen and their wider regions, helping to reduce transport related emissions and supporting accessibility for all.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

REDUCING GREENHOUSE GAS EMISSIONS

Our strategy and policies support development that helps to meet greenhouse gas emissions targets.

The global climate emergency and the nature crisis have formed the foundations for the spatial strategy as a whole. The regional priorities share opportunities and challenges for reducing emissions and adapting to the long-term impacts of climate change, in a way which protects and enhances our natural environment.

[Policy 1](#) gives significant weight to the global climate emergency in order to ensure that it is recognised as a priority in all plans and decisions. [Policy 2](#) will ensure that emissions from new development are minimised as far as possible.

A healthy natural environment is key to reducing emissions. [Policies 3](#) and [4](#) protect biodiversity and natural assets, which in turn play a crucial role in carbon reduction. [Policy 5](#) provides significant protection for peatland and carbon rich soils and [Policy 6](#) aims to protect and expand forests, woodland and trees. Blue and green infrastructure is supported by [Policy 20](#). [Policy 10](#) encourages the use of natural solutions to coastal protection. [Policy 7](#) protects the embodied carbon in the historic built environment, and [Policy 9](#) makes better use of previously used land and buildings, helping to lock in carbon.

By supporting the transition of key emissions generating activities, [Policy 11](#) supports renewable energy development, [Policy 19](#) helps to decarbonise heat, alongside [Policy 18](#) and its encouragement of an infrastructure first approach. [Policy 12](#) encourages sustainable waste management, and [Policy 13](#) will facilitate a transition towards more sustainable, lower emissions travel including active travel and public transport.

Several policies support more local living and limit the use of additional land for development. This includes [Policy 8](#) which manages development in the greenbelt, [Policy 15](#) which promotes local living, including where feasible 20 minute neighbourhoods, and [Policy 16](#) which focuses on delivering new homes that are designed to a high standard and located in sustainable places. Minimising and reducing emissions is also integral to the six qualities of successful places, as set out in [Policy 14](#). [Policies 17](#) and [29](#) support rural development which is compatible with climate change targets. [Policy 24](#) facilitates the roll out of digital infrastructure, helping to reduce the need to travel. [Policy 27](#) promotes a town centre first approach to development and [Policy 28](#) restricts additional out of town retail development.

Policies relating to productive places are consistent with our ambition for green growth in the futures. More specifically, [Policy 33](#) is clear that fossil fuel exploration, development and production (excluding unconventional oil and gas) will not be supported other than in exceptional circumstances, and that the Scottish Government does not support the development of unconventional oil and gas in Scotland.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

IMPROVING BIODIVERSITY

Our strategy and policies support development that helps to secure positive effects for biodiversity.

The nature crisis, together with the global climate emergency, underpinned the spatial strategy as a whole. The action areas include proposals which protect and enhance the natural environment.

[Policy 1](#) gives significant weight to the nature crisis to ensure that it is recognised as a priority in all plans and decisions. [Policy 4](#) protects and enhances natural heritage, and this is further supported by [Policy 5](#) on soils and [Policy 6](#) on forests, woodland and trees. [Policy 20](#) also promotes the expansion and connectivity of blue and green infrastructure, whilst [Policy 10](#) recognises the particular sensitivities of coastal areas.

Protection of the natural features of brownfield land is also highlighted in [Policy 9](#), and protection of the green belt in [Policy 8](#) will ensure that biodiversity in these locations is conserved and accessible to communities, bringing nature into the design and layout of our cities, towns, streets and spaces in [Policy 14](#).

Most significantly, [Policy 3](#) plays a critical role in ensuring that development will secure positive effects for biodiversity. It rebalances the planning system in favour of conserving, restoring and enhancing biodiversity and promotes investment in nature-based solutions, benefiting people and nature. The policy ensures that LDPs protect, conserve, restore and enhance biodiversity and promote nature recovery and nature restoration. Proposals will be required to contribute to the enhancement of biodiversity, including by restoring degraded habitats and building and strengthening nature networks. Adverse impacts, including cumulative impacts, of development proposals on the natural environment will be minimised through careful planning and design, taking into account the need to reverse biodiversity loss. Development proposals for national, major or Environmental Impact Assessment (EIA) development will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks, so they are in a demonstrably better state than without intervention. Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity.



Liveable places

The global pandemic has left a social legacy that requires urgent, as well as long-term action. Many people need better places to support their lifelong health and wellbeing and build their future resilience. In recent years communities have found ways to work together to find local solutions to shared challenges. However, the cost crisis is again underlining the need for our future buildings and places to do more to support our long-term resilience.

There remain significant differences between the healthy life expectancy of people living in the most and least deprived parts of Scotland. More people need to be involved in planning their future places so that the built environment is safe and welcoming to everyone, including women, disabled people, children and young people and black and ethnic minority groups.

Scotland's Tackling Child Poverty Delivery Plan sets out actions required to continue to reduce the number of children living in poverty. It recognises the importance of place and continued investment in regeneration, targeted to areas where the need is greatest.

Access to affordable, quality homes in better places, as supported by Housing to 2040, will make an important contribution to addressing the impact of the cost crisis, particularly on younger people who will also benefit from reduced transport costs. The planning system has an important role to play in supporting the delivery of homes which meet our future needs.

Consistent with this, Scotland's Population Strategy reflects the need for planning to identify the amount of land required for future homes and to enable more balanced demographic change including sustainable rural development.

Health policies, including Scotland's diet and healthy weight delivery plan reflect the importance of places which provide opportunities for exercise and access to healthy food. Our strategy for tackling social isolation and loneliness also recognises the importance of providing quality, accessible and welcoming places for everyone through placemaking and regeneration.

National spatial strategy

Scotland's future places will have homes and neighbourhoods that are healthier, affordable and vibrant places to live.

We have an opportunity to significantly improve our places, address longstanding inequality and eliminate discrimination, helping to transform our country for the better. Cleaner, safer and greener places and improved open spaces will build resilience and provide wider benefits for people, health and biodiversity, in a balanced way.

We will plan our future places in a way that improves **local living**, so that we live in communities that are inclusive, empowered, resilient, safe and provides opportunities for learning. Quality homes will be better served by local facilities and services by applying the principles of local living to development proposals. The concept of 20 minute neighbourhoods will help to support this, particularly in more urban areas. In rural areas the approach to local living will be shaped by local context.

Planning must also enable the delivery of good quality, affordable homes by allocating enough land in the right locations to meet current and future needs and aspirations.

Recognising the need for liveable places to be consistent with our ambition for net zero and nature recovery, we will promote **compact urban growth**. Higher density development which will help to sustain public transport and support local living. Virtual connectivity and continued investment in active travel links will also be important.

We want to make better use of our spaces to support physical activity, relaxation and play, to bring people together and to celebrate our culture, diversity and heritage. Buildings and other physical assets can also support activities based on intangible cultural assets such as Gaelic language.

We will improve green infrastructure to bring nature into our towns and cities, connecting people with nature, building resilience and helping our biodiversity to recover and flourish. We will ensure we work towards a stronger infection-resilient society through adaptations to our buildings and the spaces around them.

Our strategy is to value, enhance, conserve and celebrate our places and to build better communities for future generations. A stronger commitment to placemaking, through a design-led approach and a focus on quality, will ensure every new development improves the experience of our places.

Underpinning this, everyone must have an opportunity to help shape their local neighbourhoods. We will continue to work to broaden involvement in the planning system as a whole.

National developments

Six national developments support the delivery of liveable places:

- **Central Scotland Green Network** restores nature at scale and acts as an exemplar of green infrastructure in placemaking that provides benefits for communities and supports a wellbeing economy. This will provide multiple benefits for health, biodiversity, and will help us to mitigate and adapt to climate change. Action should continue to focus on areas where community wellbeing and resilience would benefit most.
- **National Walking, Cycling and Wheeling Network** strengthens and extends a national active travel network to reduce emissions from transport, focusing on areas where improvements to accessibility are most needed.
- **Edinburgh Waterfront** creates a high quality, mixed use, locally liveable place, contributing to the sustainable future development of Scotland's capital city.
- **Dundee Waterfront** delivers a high quality, mixed use, locally liveable place demonstrating resilient waterfront regeneration which anticipates and responds to climate impacts.
- **Stranraer Gateway** acts as a hub for surrounding communities. Regeneration will help create a high quality, mixed use, locally liveable place, optimising the area as a national and international gateway.
- A **Digital Fibre Network** enhances the connectivity of communities and help to facilitate more sustainable ways of living including in rural and island communities.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

A FAIR AND INCLUSIVE PLANNING SYSTEM

Our strategy and policies support development that helps to eliminate discrimination and promote equality.

We expect everyone involved in planning to take steps to ensure that a wide range of people are involved in shaping their future places. Planning authorities are required to respect, protect and fulfil human rights in accordance with the Human Rights Act 1998. As per the Equality Act 2010, the Public Sector Equality duty is applicable and Equality Impact Assessments, Fairer Scotland Duty Assessments and where applicable Island Communities Impact Assessments are required for LDPs. The UN Convention of the Rights of the Child also means that young people must be encouraged to play an active role in planning.

Throughout the planning system, opportunities are available to engage in development planning and decisions about future development. Such engagement, undertaken in line with statutory requirements, should be early, collaborative, meaningful and proportionate. Support or concern expressed on matters material to planning must be given careful consideration in the determination of development proposals.

Our places can only work for everyone if the views of all users are properly understood, but experience shows that some people can find it more challenging to engage with planning.

There are opportunities to involve a wider range of people in the planning system. It is essential, and a statutory requirement, that people with protected characteristics, including disability, race, age, sex and sexual orientation, and including people from a range of socio-economic backgrounds, are given particular support to express their views on plans and decisions, with consultations designed to meet the communication needs of people.

The spatial strategy as a whole is clear that our future development must support a just transition, and it highlights opportunities for development and regeneration that are designed to tackle social, economic and health inequalities. [Policy 14](#), focusing on the six qualities of successful places recognises that diversity is an integral part of placemaking. Children and young people will have an important contribution to make, given the long-term impacts of planning for future generations. Women, as well as disabled people and their representatives, can ensure that barriers and challenges of the design of our living and working environments are tackled effectively. We have also provided clear support for development that will help to ensure human rights are maintained, for example: [Policy 16](#) on quality homes which addresses the need for accommodation for Gypsy/Travellers and Travelling Showpeople yards, as well as homes for older people and disabled people; and [Policy 21](#) which supports and facilitates spaces and opportunities for play, recreation and sport in our natural and built environments for children and people for all ages.

Our impact assessment has demonstrated that there is potential for significant benefits from more sustainable, liveable and productive places which will be delivered by these and other policies. We recognise that delivery will also depend on fair and inclusive engagement with people, and we will therefore continue to promote best practice and innovation, including in guidance on effective community engagement.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

HOMES THAT MEET OUR DIVERSE NEEDS

Our strategy and policies support development that helps to meet the housing needs of people living in Scotland including, in particular, the housing needs of older people and disabled people.

The spatial strategy has taken into account future population and household projections, and highlights areas where there will be particular challenges arising from an ageing population. Spatial principles, including local living and just transition, will also help to ensure that the needs of all people are reflected in our future places.

Policy 16 supports the delivery of high quality, sustainable homes that meet the needs of people throughout their lives. In particular, it supports proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision. This could include: accessible, adaptable and wheelchair accessible homes; homes that meet the needs of older people; a range of size of homes; and other specialist groups.

The majority of older people want to remain in their home as they age, preferring mainstream housing, and so accessible and adaptable homes can allow people to continue to live independently. The close alignment of planning and housing delivery at the local level, through LDPs and Local Housing Strategies, will help to deliver the right type and mix of homes in the right locations. In addition Housing to 2040 sets out a commitment to Scottish Accessible Home Standard in 2025/26.

Development that provides homes to meet the needs of older people and disabled people will be further promoted by LDPs. Evidence reports will explain the action taken to support and promote the construction and/ or adaptation of homes to meet their needs. Spatial strategies will take into account housing needs and the availability of land for new homes, including for older people and disabled people through the Accessible Home Standard, wheelchair housing targets and the consideration of accessibility in design of the wider development and local amenity. The planning authority must also keep their plan under review, and monitor any changes in this.

Placemaking and choices about the location of development will also help to meet the needs of older people and disabled people. **Policy 14** supports development that is consistent with the six qualities of successful places, including health and wellbeing, and safe and pleasant places for people to meet. **Policy 15** supports development that is consistent with the principles of local living and 20 minute neighbourhoods, helping to ensure our homes and wider neighbourhoods meet all of our needs. As part of this, it recognises that affordable housing options, ability to age in place and housing diversity are an integral part of more liveable places. **Policy 13** is also clear that the views of disabled people must be sought when seeking to reduce reliance on the car including by managing car parking provision.



Productive places

The economic performance of different parts of Scotland varies considerably, with challenges and opportunities for different places and sectors. At present, some communities are particularly affected by high rates of poverty, one in five people of working age is economically inactive, and there is significant scope to improve our productivity and the scale and rate of business development.

The unprecedented challenge of the pandemic has created difficult conditions for some sectors including hospitality, tourism, and culture. The cost crisis and our exit from the European Union have combined with this to exacerbate labour shortages particularly in our more remote, rural and island communities. World-wide supply chain issues have generated severe challenges, including for the construction sector.

Scotland's National Strategy for Economic Transformation aims to make Scotland a successful place with opportunities for everyone, in every region of Scotland, to share in our economic prosperity. It tackles the challenges of structural inequality, the transition to net zero, and achieving a green recovery from the pandemic. It also supports entrepreneurship and aims to play to the strengths and assets of each part of Scotland to build community wealth.

Building community wealth should be founded on an assessment of local assets in partnership with communities. It also involves better co-ordinated state investment at national, regional and local levels to strengthen of Scotland's indigenous business base and create sustainable fair work opportunities. Opportunities will flow from more land and assets being placed in the hands of communities or under their guiding influence.

Our city centres are socially and culturally important, supporting our productivity and stimulating innovation and investment. The pandemic has generated severe impacts and longer term challenges for these places. The City Centre Recovery Taskforce has developed a shared vision for their future with support from the City Centre Recovery Fund for recovery and repurposing. Through playing their part in the delivery of the National Strategy for Economic Transformation, Scotland's cities have a nationally significant opportunity to contribute to Scotland's economic recovery and to achieve a wellbeing economy.

The Town Centre Action Plan Review and our subsequent response recognises the critical importance of planning with and for communities sets a new vision for town centres, and reaffirms our commitment to the Town Centre First Principle. It recognises the critical importance of planning in diversifying the offer within our city and town centres, to help them thrive, improve their resilience and anticipate continuing societal, environmental and economic change. The Place Based Investment Programme supports our commitment to town centre action, places, local living and community wealth building.

National spatial strategy

Our future places will attract new investment, build business confidence, stimulate GDP, export growth and entrepreneurship, and facilitate future ways of working.

Planning will play a key role in creating a globally competitive, entrepreneurial, inclusive and sustainable economy, with thriving and innovative businesses, quality jobs and fair work for everyone.

We will actively encourage investment where it is needed most by **rebalancing development**. This will play to the economic strengths and opportunities of each part of Scotland. Significant investment opportunities include strategic sites which were previously a focus for industrial activity but which have experienced decline. These locations will play a significant role in our transition to net zero as they are served by strategic infrastructure, well located on or close to developed coasts, and could provide added benefits for communities that are in greatest need. They also include areas that have been overlooked historically, but which are now strategically located for extensive renewable energy generation.

Planning can enable diversification of city, town and commercial centres, to better manage their role and respond to ongoing changes to the way we shop and access services. The way we work is changing, and we will need to be flexible to facilitate future business and employment that benefits communities and improves places. Digital connectivity will play a crucial role in supporting sustainable work in the future.

The way we plan our places can contribute to our short term recovery, as well as longer term restructuring to tackle long standing inequalities. Our strategy is to build a wellbeing economy that benefits everyone, and every place, in Scotland. We want the planning system to create a society that is thriving across economic, social and environmental dimensions, and that delivers prosperity for all.

Scotland's national and international connectivity for people and freight will remain important, for the economic, social and cultural benefits it delivers and for supporting wider Government ambitions on trade, tourism, and business development. Airports, ports and rail links will provide vital connections within Scotland and beyond which will be crucial to building on a sustainable recovery whilst helping to decarbonise transport through low and zero emissions technologies. Looking ahead, there will also be opportunities to build on inclusive growth within communities and support economic transformation through Green Freeports in Scotland.

Rural revitalisation, achieved by distributing development, investment and infrastructure strategically and by actively enabling rural development in particular, will play an important role in this. Key sectors including energy and food and drink focus on natural resources and provide significant employment in rural parts of Scotland. These sectors also depend on supporting services and access to markets and there is significant potential for associated investment to develop a sustainable supply chain. Digital connectivity will also be critical to their continued success.

Urban areas are a focus for investment in the built environment and many of our industries and businesses are located in and around our cities. These areas will also be more attractive to future investors and their employees if they are greener and healthier places to live.

National developments

Six national developments support the delivery of productive places:

- **Clyde Mission** brings together substantial public and private investment to remediate and regenerate brownfield land along the River Clyde for economic, social and environmental uses.
- **Aberdeen Harbour** facilitates completion of the South Harbour and access to it as well as a more mixed use waterfront for Aberdeen on areas of the harbour that will not in future be required for port uses. This will contribute to international and national connectivity, freight and the renewable energy sector.
- **Industrial Green Transition Zones** support transformation of key sites including by putting in place the infrastructure needed to commercialise carbon capture and storage and decarbonise industry. Innovation will provide green jobs, reduce emissions and help Scotland lead the way on new technologies.
- **Hunterston Strategic Asset** supports re-use the port and wider site, engaging in new technologies and creating opportunities from nuclear decommissioning to make best use of existing infrastructure and provide local benefits.
- **Chapelcross Power Station Redevelopment** involves the reuse of a key site to provide a range of economic opportunities for local communities. Energy produced will help to reduce heating and transport emissions within the wider region.
- **High Speed Rail** ensures connectivity with the United Kingdom (UK) and beyond, reduce long distance transport emissions and optimise the benefits more widely.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

RURAL REVITALISATION

Our strategy and policies support development that helps to retain and increase the population of rural areas of Scotland.

The spatial strategy reflects a wide range of proposals for development in rural areas, supported by national developments that recognise the potential and need to expand key sectors including renewable energy, sustainable transport and green infrastructure.

[Policy 17](#) promotes the development of rural homes, to ensure the needs of communities are met in a sustainable way. Similarly, [Policy 29](#) encourages development that will contribute to rural economies and communities. Development proposals that contribute to the viability, sustainability and diversity of rural businesses are supported while ensuring planning policies take into consideration local characteristics. Both policies support development in previously inhabited areas in a way that is guided by LDPs. Greater constraint will be applied in areas of pressure whilst in rural areas with fragile communities, a more enabling approach has been taken to support communities to be sustainable and thrive. LDPs are required to set out an appropriate approach to development in areas of pressure and decline informed by an understanding of population change and settlement characteristics and how these have changed over time as well as an understanding of the local circumstances including housing and travel.

Many policies will also play an important role in supporting rural communities and population growth. Some focus on supporting sustainable development in key sectors for rural areas such as [Policy 30](#) on tourism, which aims to ensure community, environmental and business considerations are fully taken into account. [Policy 32](#) encourages sustainable aquaculture, whilst [Policy 10](#) supports development in coastal areas that takes into account future vulnerability to climate change. [Policy 11](#) supports opportunities for renewable energy development whilst [Policy 24](#) will support the delivery of digital infrastructure to support investment and population growth in rural areas.

Care has been taken to ensure policies reflect the specific needs and constraints of rural areas. [Policy 13](#) ensures that in assessing the transport impacts of development, the area's needs and characteristics are taken into account. [Policy 15](#) aims to promote local living in broad terms, including through 20 minute neighbourhoods where practical, recognising varying settlement patterns and the particular characteristics and challenges of different areas in applying these principles in practice. [Policy 28](#) also recognises the importance of retail facilities for rural communities and economies.

Alongside this, recognising that environmental quality is a key asset for rural areas, Policies [3](#), [4](#), [5](#) and [6](#) ensure that natural assets are protected and enhanced.

CROSS-CUTTING OUTCOME AND POLICY LINKS:

LIFELONG HEALTH AND WELLBEING

Our strategy and policies support development that helps to improve health and wellbeing. The spatial strategy as a whole recognises that there are significant health inequalities in Scotland that future development can help to address. The spatial principles aim to ensure that future development is directed to sustainable locations, recognising that the role of planning in supporting development in places which would benefit most from regeneration and investment.

The natural environment is fundamental to our health and wellbeing from the benefits we get from being in nature to the design and delivery of blue and green infrastructure. Policies [1](#), [3](#), [4](#), [5](#) and [6](#) manage the effects of development on biodiversity and on natural places. [Policy 20](#) supports development that will provide good quality, accessible greenspaces and nature networks and [Policy 21](#) supports development that will provide opportunities for sport and play. Active travel is encouraged by [Policy 13](#) with walking and cycling providing wider health benefits.





[Policy 23](#) helps to protect health and wellbeing, including by ensuring that air and noise pollution are taken into account, and by planning and managing development to take hazards into account. [Policy 22](#) ensures that future flood risk is not exacerbated by development, and facilitates the delivery of sustainable flood risk management solutions. [Policy 10](#) manages development to reflect future vulnerability of coastal areas. [Policy 9](#) encourages the redevelopment of brownfield land, helping to reduce the impact of vacant and derelict sites on communities.

Housing plays a critical role in supporting our health and wellbeing. [Policy 16](#) enables the delivery of well planned, good quality, affordable, safe and warm homes. Alongside this, [Policy 13](#) supports development that provides, or is accessible by active travel and [Policy 15](#) ensures people have access to facilities from their homes, including healthcare facilities. Development is also required to take into account the capacity and any additional needs for community services and facilities, as part of the infrastructure first approach set out in [Policy 18](#).



















[Policy 14](#) applies the six qualities of successful places to development proposals, including health and wellbeing. As part of this it prioritises key aspects including women's safety and suicide risk and aims to ensure development does not undermine the amenity of our existing homes and places. Climate related mental and physical health effects will be addressed by the strategy as a whole and in particular by Policies [1](#) and [2](#) by ensuring future development minimises emissions and is built to reflect the future risks of climate change. Health and wellbeing will also be supported by development that helps us to transition to net zero, as reflected in [Policy 11](#) on renewable energy, [Policy 12](#) on zero waste, and [Policy 19](#) on heat and cooling. Wider policies relating to economic development will have a further positive effect on overall health and wellbeing by supporting employment and investment in our places in a fair and sustainable way.

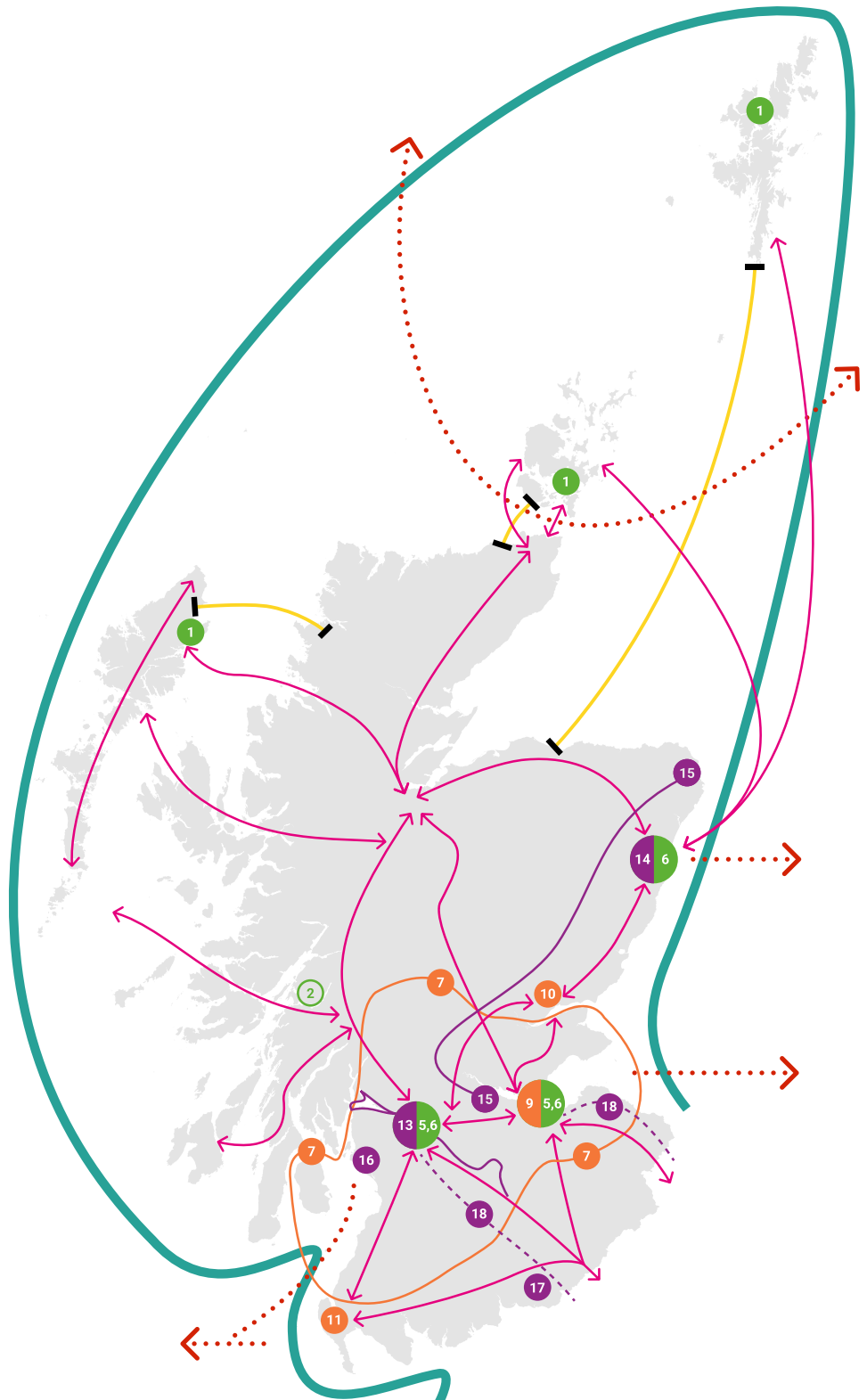
National Spatial Strategy

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy
-  Transmission infrastructure

National Developments

-  Energy Innovation Development on the Islands
-  Pumped Hydro Storage
Scotland Wide
-  Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  Circular Economy Materials Management Facilities
Scotland Wide
-  Urban Sustainable, Blue and Green Surface Water Management Solutions
Edinburgh and Glasgow
-  Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow
-  Central Scotland Green Network
-  National Walking, Cycling and Wheeling Network
Scotland Wide
-  Edinburgh Waterfront
-  Dundee Waterfront
-  Stranraer Gateway
-  Digital Fibre Network
Scotland Wide
-  Clyde Mission
-  Aberdeen Harbour
-  Industrial Green Transition Zones
-  Hunterston Strategic Asset
-  Chapelcross Power Station Redevelopment
-  High Speed Rail



Indicative

National Developments

Legend

Sustainable Places

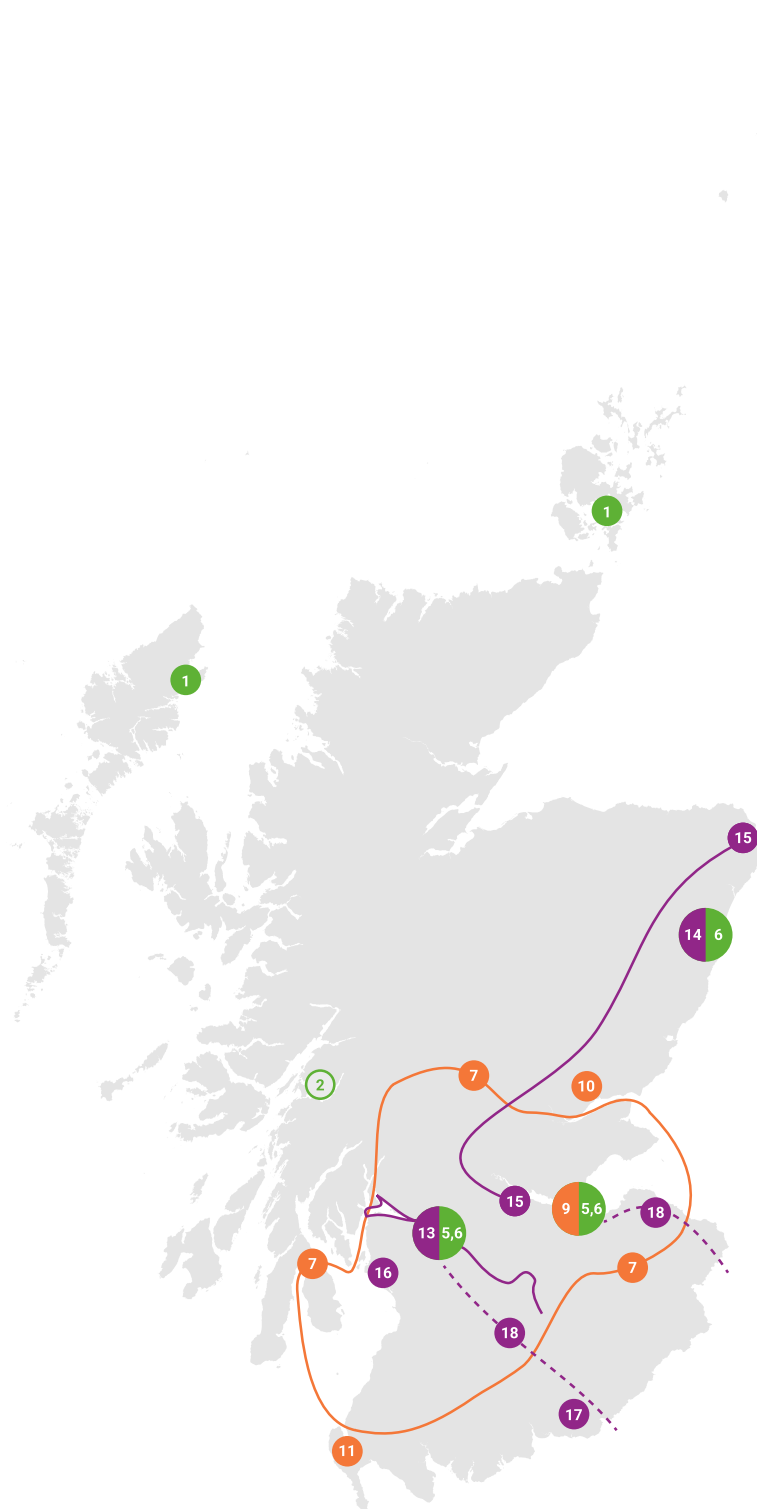
- 1 Energy Innovation Development on the Islands
- 2 Pumped Hydro Storage
Scotland Wide
- 3 Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
- 4 Circular Economy Materials Management Facilities
Scotland Wide
- 5 Urban Sustainable, Blue and Green Surface Water Management Solutions
Edinburgh and Glasgow
- 6 Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow

Liveable Places

- 7 Central Scotland Green Network
- 8 National Walking, Cycling and Wheeling Network
Scotland Wide
- 9 Edinburgh Waterfront
- 10 Dundee Waterfront
- 11 Stranraer Gateway
- 12 Digital Fibre Network
Scotland Wide

Productive Places

- 13 Clyde Mission
- 14 Aberdeen Harbour
- 15 Industrial Green Transition Zones
- 16 Hunterston Strategic Asset
- 17 Chapelcross Power Station Redevelopment
- 18 High Speed Rail



Indicative

Regional Spatial Priorities

North and West Coast and Islands

This part of Scotland will be at the forefront of our efforts to reach net zero emissions by 2045. It is a diverse area, from Shetland and Orkney in the north, to the Outer and Inner Hebrides and the coastal areas of Highland and Argyll and Bute. As one of the most renewable energy rich localities in Europe with significant natural resources, there is a real opportunity for this area to support our shared national outcomes.

Key centres where lifeline links provide access to the islands include Lerwick, Kirkwall, Stromness, Stornoway, Wick and Thurso, Ullapool, Mallaig and Oban, whilst Tarbert, Lochgilphead and Campbeltown are important hubs to the south of the area. These centres provide important services to their wider hinterlands. Local projects are ongoing, including the regeneration of Stromness, the Stornoway Deep Water Port development, the linked Islands Growth Deal Outer Hebrides Energy Hub project in Stornoway, and the Islands Growth Deal Knab Redevelopment project in Shetland.

The area has an exceptional environment with coastal and island landscapes that are an important part of our national identity. It is rich in biodiversity, sustaining many internationally significant ecological sites, including the United Nations Educational, Scientific and Cultural Organization (UNESCO) Global Geoparks in the North West Highlands and Shetland, and Wester Ross UNESCO Biosphere Reserve and species including some of the best remaining temperate rainforest sites in Europe. It has a rich history, language and distinctive cultural heritage including the St Kilda and the Heart of Neolithic Orkney UNESCO World Heritage Sites. These key assets require careful management to ensure they continue to benefit communities.

There will be significant climate challenges for this part of Scotland. Island and coastal ecosystems, and the communities they support, are naturally more vulnerable to the effects of climate change, sea level rise and extreme events. Of particular concern are the impacts on vulnerable low-lying coastal zones and

infrastructure, with potentially wide-ranging effects from biodiversity loss to coastal erosion, flooding and landslips. If we do not take action to plan and build resilience, communities could suffer disproportionately from the impacts of climate change.

A climate and nature conscious approach to development of this area can help to tackle wider challenges. The Carbon Neutral Islands project will support six islands (Hoy, Islay, Great Cumbrae, Raasay, Barra and Yell) to become carbon neutral by 2040. This will act as a catalyst for further climate action across all Scottish islands to make more attractive, resilient and sustainable communities in the long-term.

The relatively high levels of community land ownership, particularly in the Outer Hebrides, and strong ties with the land and sea reflect this area's strong sense of place and local resilience. Scotland's National Islands Plan aims to grow the population and economy, improve transport and housing, and ensure island communities are served by the facilities, jobs, education and services they need to flourish. Environmental wellbeing, clean and affordable energy, strong communities, culture and identity are also priorities.

Around 94 of Scotland's 900 islands are permanently inhabited. The size and composition of each population has changed over the years and continues to do so. Whilst most recent estimates indicate population growth across the majority of local authority areas with islands, population change within each area is more complex, with areas of growth and depopulation varying between islands and coastal communities, and across different strata of the population. An ageing population in some parts of the area will mean that we need to do more to reverse past patterns of population decline and sustain local facilities and services that support rural and dispersed communities.

Public service provision, transport, energy consumption, fuel poverty, child poverty and housing, including its affordability, will continue to be significant challenges. Employment varies across the area, and can tend to rely on the public sector, tourism and lower wage sectors,

limiting the scope and choice of skilled jobs in some locations. It can be difficult to attract and retain a local workforce to support some jobs, underlining the importance of building skills and promoting fair work principles to support future investment. Language skills are also important in many areas where Gaelic is used by the community.

Challenges from the end of free movement and changing markets, and the agriculture and fishing industries, will need support to ensure long-term sustainability, but there are also substantial economic opportunities presented by developments in sectors such as renewable energy generation.

Priorities

Alongside Scotland's marine planning authorities, we will work with the area's exceptional assets and natural resources to build a more resilient future for island and coastal communities. By guiding RSS and LDPs in this area, our strategy aims to:

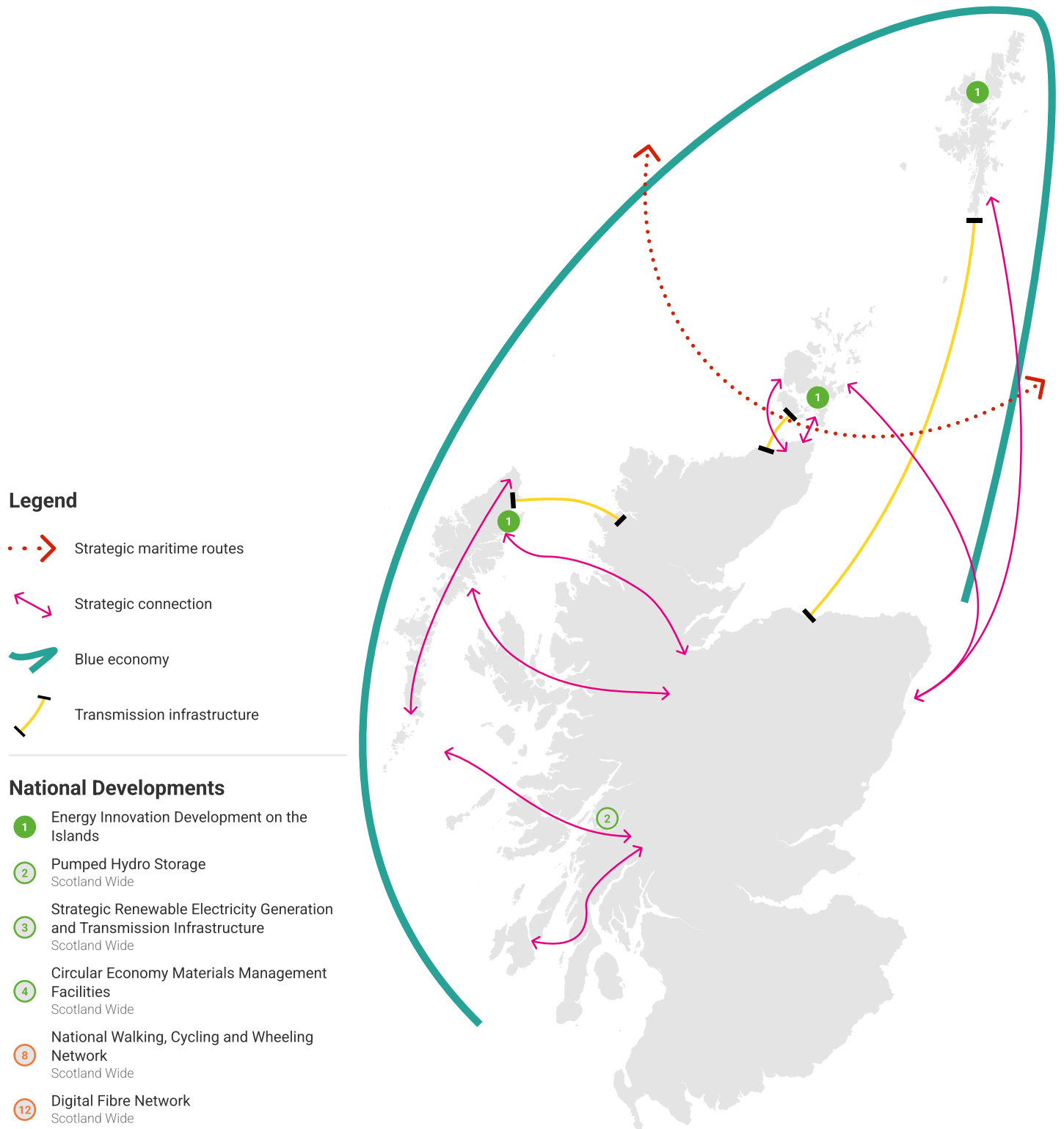
- Maximise the benefits of renewable energy whilst enhancing blue and green infrastructure, decarbonising transport and building resilient connections.
- Support coastal and island communities to become carbon neutral, thus contributing to net-zero commitments and reducing fuel poverty.
- Seize the opportunities to grow the blue and green economy, recognising the world-class environmental assets that require careful management and opportunities to develop skills and diversify employment.

The following national developments will support delivery of the spatial strategy for this area:

- [Energy Innovation Development on the Islands](#)
- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Digital Fibre Network](#)

Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

North and West Coast and Islands



Indicative

North

The Highlands of Scotland, Moray, mainland Argyll, northern parts of rural Stirling and Perthshire are world renowned for their stunning landscapes, rich biodiversity and cultural heritage.

Settlement patterns vary, from dispersed or low density crofting townships, to key centres such as Inverness, Ullapool, Dingwall, Grantown-on-Spey, Aviemore, Elgin, Pitlochry and Aberfeldy. Cairngorms National Park is a national asset with internationally significant habitats and landscapes and there is currently a proposal to make the Flow Country a UNESCO World Heritage Site. The northern part of the Loch Lomond and The Trossachs National Park also extends into this area.

Emissions here are partly offset by the climate sequestration from land use and forestry so that the area acts as a net carbon sink overall. There are few sources of significant industrial emissions. Climate change risks include changing levels of rainfall, increased storm events, temperature rise, flood risk, rising sea levels and associated erosion. Tailored measures will be required to assist communities in adapting to climate change and transitioning to net zero.

This rural heartland is much more than a place of beauty and isolation. Many thriving communities live here, and they depend on local jobs and learning to support their quality of life. Some communities have experienced outmigration, particularly the loss of younger people, especially outwith Inverness. Further population decline is a future risk, particularly for the west and north. People often depend on the car and more limited access to services creates disadvantage, despite the quality of life and good health that many living here enjoy. An ageing population will put pressures on some services.

Parts of the area have recently experienced an accelerated increase in house prices. The pandemic has reinforced long standing issues of affordability and a more mobile remote workforce has been attracted to the area, adding increased pressure. Without intervention, access to affordable homes, jobs and services that enable local people, including young people, to stay in their communities could become more challenging. Fuel and transport poverty is a particular challenge towards the north and west and there are significant areas which do not currently benefit from good quality digital connectivity.

The area's environmental quality, culture, language, landscape and wildlife sustain key economic sectors including tourism, food and drink, distilling and clean energy. Extensive areas of woodland and peatland act as a carbon sink, contributing significantly to our national sustainability. The area has a strong economy with growing income and low unemployment overall, but there remain pockets of deprivation both in urban areas and in more remote areas where there is a need for alternatives to low skilled and low paid jobs.

Priorities

This part of Scotland can continue to make a strong contribution towards meeting our ambition for a net zero and nature positive country by demonstrating how natural assets can be managed and used to secure a more sustainable future. By guiding RSS and LDPs in this area, our strategy aims to:

- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.
- Maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.
- Support local economic development by making sustainable use of the areas' world-class environmental assets to innovate and lead greener growth.




The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Digital Fibre Network](#)






Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

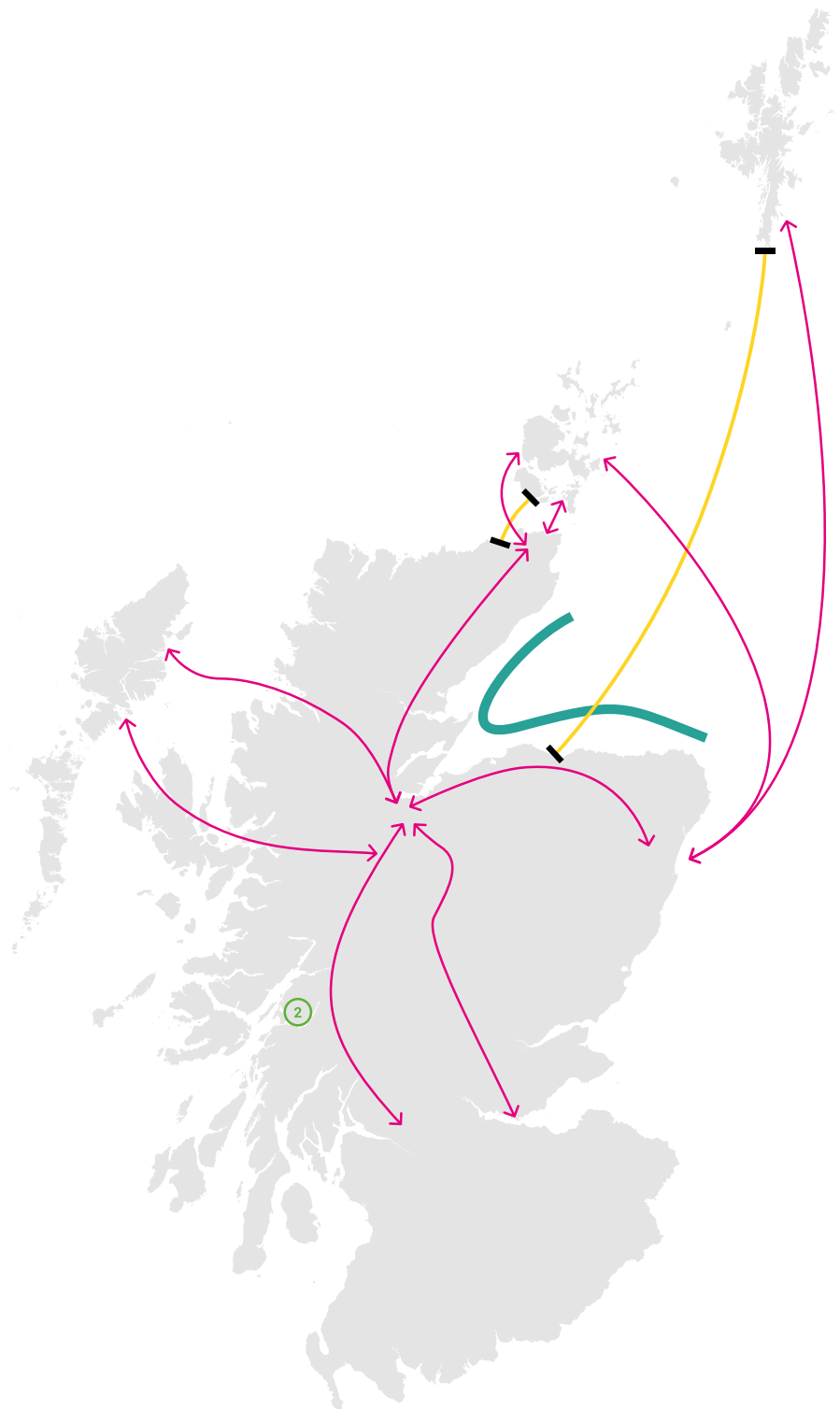
North

Legend

-  Strategic connection
-  Blue economy
-  Transmission infrastructure

National Developments

-  **2** Pumped Hydro Storage
Scotland Wide
-  **3** Strategic Renewable Electricity Generation
and Transmission Infrastructure
Scotland Wide
-  **4** Circular Economy Materials Management
Facilities
Scotland Wide
-  **8** National Walking, Cycling and Wheeling
Network
Scotland Wide
-  **12** Digital Fibre Network
Scotland Wide



Indicative

North East

The north east is a centre for the skills and expertise we will need to meet our climate change commitments. This area will evolve, through a just transition, to move industry and business away from the oil and gas sector towards a cleaner, greener future. Rich in natural assets, this area, along with the wider Moray and Cromarty Firths, has built on its oil and gas experience to pioneer new technologies. This makes it a uniquely investable proposition that could benefit Scotland as a whole. We can build on the area's experience to find innovative solutions to climate change.

Emissions generated from this area arise mainly from transport, industrial and commercial activity and domestic properties, with land use and forestry providing carbon sequestration. Car ownership is particularly high in Aberdeenshire. Significant parts of the coast will be vulnerable to future climate impacts.

This area is amongst the most prosperous parts of Scotland, but has experienced significant economic challenges in recent years and has pockets of deprivation. The area comprises a mix of rural and urban communities, with the city of Aberdeen and a surrounding network of towns including Huntly, Fraserburgh, Peterhead, Ellon, Inverurie and Stonehaven, and significant rural areas including countryside around Aberdeen city. Whilst parts of the area have experienced population decline, several settlements around Aberdeen have grown. Links from Aberdeenshire to communities in Moray, Angus and Tayside are also important.

Affordability and choice of homes is acute across the area, especially within Aberdeen. The growing proportion of retirees in Aberdeenshire presents a further challenge to housing and service delivery. There are lower levels of educational attainment and limited access to services for communities along the Aberdeenshire and Moray coast. Many of these places will benefit from further regeneration that builds on their identity and natural assets.

The excellent quality of the built environment, natural assets and cultural heritage already contribute to health and wellbeing in the area

and can form the basis of a transition to net zero. Some of our highest quality productive agricultural land is concentrated here, together with other land-based industries, and the economy benefits from a strong fishing industry, alongside its globally significant energy sector. The dominance of these sectors, together with wider changes including from the pandemic, European Union (EU) Exit and global markets, means that economic diversification and repurposing of buildings and infrastructure will be key priorities.

Priorities

This part of Scotland will play a crucial role in achieving Just Transition to net zero. By guiding RSS and LDPs in this area, our strategy aims to:

- Plan infrastructure and investment to support the transition from oil and gas to net zero whilst protecting and enhancing blue and green infrastructure and decarbonising connectivity.
- Focus on continued regeneration through the principles of local living and 20 minute neighbourhoods to sustain the skilled workforce and improve local liveability.
- Support continued economic diversification and innovation.





The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [Urban Mass/Rapid Transit Networks](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Digital Fibre Network](#)
- [Aberdeen Harbour](#)
- [Industrial Green Transition Zones](#)









Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

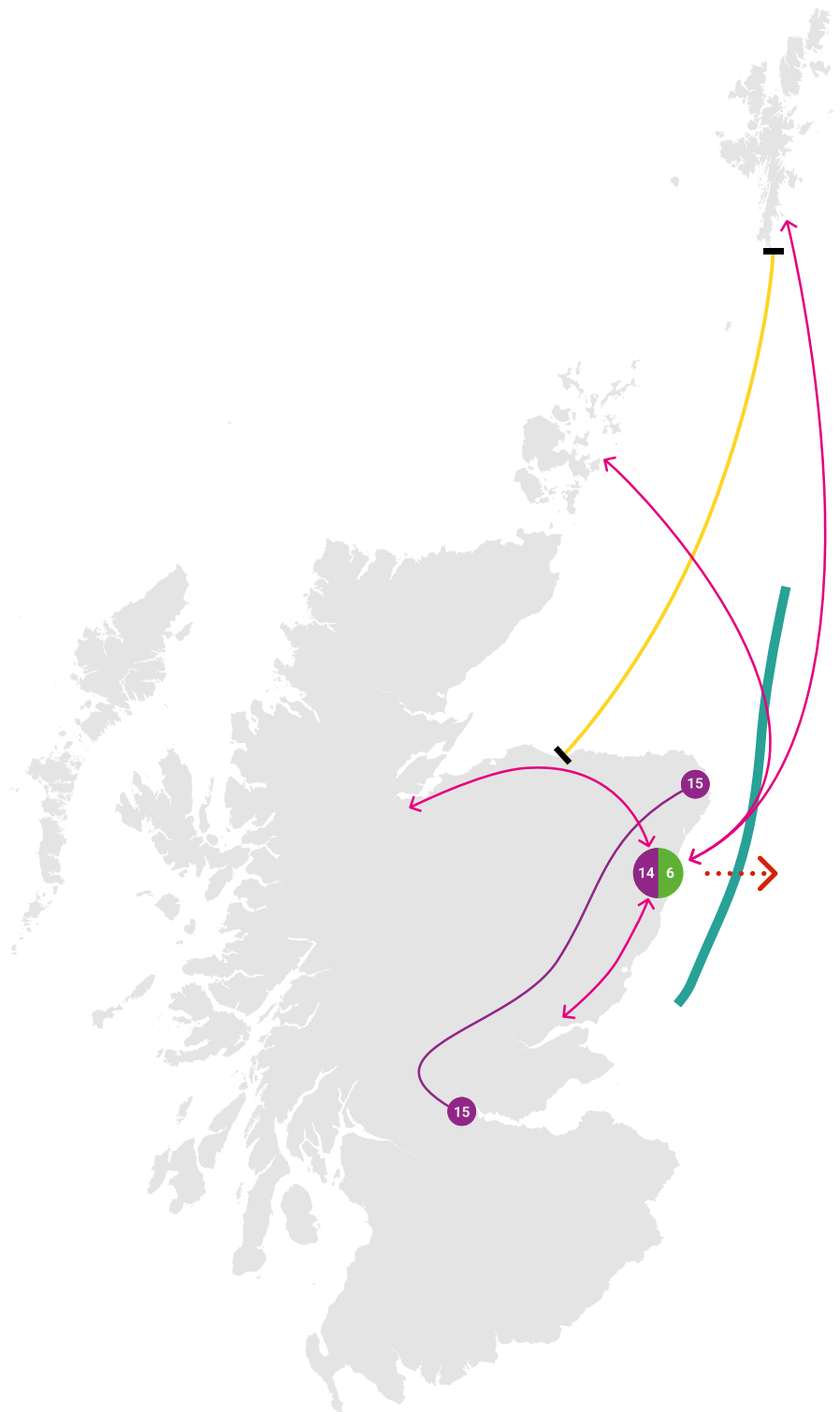
North East

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy
-  Transmission infrastructure

National Developments

-  **2** Pumped Hydro Storage
Scotland Wide
-  **3** Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  **4** Circular Economy Materials Management Facilities
Scotland Wide
-  **6** Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow
-  **8** National Walking, Cycling and Wheeling Network
Scotland Wide
-  **12** Digital Fibre Network
Scotland Wide
-  **14** Aberdeen Harbour
-  **15** Industrial Green Transition Zones



Indicative

Central

We will only meet our climate change commitments if we make significant changes to the densely populated central belt of Scotland. Our urban communities will play a critical role in reducing the emissions generated by the way we live our lives.

This area includes the Glasgow, Edinburgh, Stirling, Dundee and Perth city regions as well as networks of towns and smaller settlements, and more rural surroundings.

Many of our largest emitters of greenhouse gas emissions are located in this area, including Grangemouth where industrial activity is concentrated, providing high value manufacturing and employment, and playing a key role in our resilience. Other key sources include industrial, manufacturing and waste management sites and facilities. Overall emissions from domestic properties and transport are high as a result of the area's population density and the scale of daily movement within and between city regions. The growing risk of flooding could have significant impacts in the future, as many key settlements and economic assets are located on the Clyde, Forth and Tay estuaries.

We need to work together to decarbonise buildings and transport and tackle congestion, make more efficient use of existing land and buildings, generate renewable energy and establish supporting electricity and heat networks and create more inclusive, greener and sustainable places that will stand the test of time. By weaving blue and green infrastructure across our urban fabric we can ensure that nature and the outdoors are accessible to everyone, supporting lifelong health and wellbeing and creating places that are more resilient to flooding.

There are significant social and economic differences across the area – at a broad scale there are relatively high concentrations of poor health, child poverty, economic disadvantage and population decline in parts of the Glasgow city region contrasting with strong demand

and expected population growth in parts of the Edinburgh city region. The broad pattern is repeated for children living in poverty, who are more likely to live in the Glasgow city region. Across the area as a whole, however, there are localised areas of high and low deprivation.

As a nation we have a particular obligation to do more to tackle the concentration of poor health outcomes in west central Scotland. Action is needed to reduce inequality and improve health and wellbeing so that everyone is able to thrive. Better places can do more to support lifelong health and wellbeing by providing warm homes that are connected to services. Access to quality greenspace and nature-based solutions can help to mitigate health inequalities and improve physical and mental health, by providing opportunities for play, socialising, relaxation and physical activity. Developing our communities to promote local living and 20 minute neighbourhoods can help reduce inequalities in health. The frequency of urban car use can be reduced by improving local liveability and improved access to facilities, helping to reduce emissions and air pollution. Access to health and social care facilities will need to be built into our future places and can benefit from continuing investment in digital infrastructure and innovation.

Household projections show there will be a continuing demand for more homes across the most urban parts of Scotland. There has been a strong market, high levels of housebuilding and pressure on infrastructure in some 'hot spots' including the Edinburgh city region, Stirling and Falkirk, and Perth. In contrast, despite good connections and infrastructure capacity, it can be more challenging to encourage the market to deliver new homes particularly in parts of the west where unemployment is also higher.

There are also inequalities across each of the city regions, with local concentrations of economic deprivation and many former coalfield communities. Overall, economic performance is higher in Edinburgh and Glasgow and lower in surrounding areas including Inverclyde, Ayrshire, along parts of the Clyde Coast and Lanarkshire.

The diverse business base reflects nationally important sectors including financial services, business administration, life sciences, distribution and transport, retail and commercial, and manufacturing and production. City centres are experiencing significant challenges, caused or accelerated by the pandemic, but each retain a strong character and distinctive identity, offering opportunities for new business, homes, and services. Similar issues apply to the towns across this area.

A wellbeing economy goes beyond strategic investment sites to link more closely with the wellbeing of communities and their local environments. It will be critical to recognise the importance of anchor institutions who can support local investment in our places and natural and historic assets, provide education, employment and other services, and act as community hubs. Significant investment in our health and social care, justice and learning estates will continue to provide important sources of employment and income for smaller scale local businesses.

Around the area's settlements there are many high quality environments, from World Heritage Sites, historic burghs and conservation areas to protected biodiversity sites of international importance, ancient woodlands and areas of high landscape quality, including the coastline, country and national parks, and canals. This brings opportunities for outdoor recreation within a short distance of the majority of Scotland's population.

The coast is an integral part of the area's identity, combining natural and cultural heritage and acting as a focus for investment and regeneration. We have made progress in restoring and reusing areas that were historically a focus for heavy industry and mining, leaving a legacy of disused sites and areas blighted by dereliction. Key sites for further investment include urban waterfronts and former industrial sites where existing infrastructure can be reused to support the transition to a low carbon economy.

Priorities

A coherent strategy that focuses on climate change and responds to the challenges of the pandemic will drive forward change to tackle inequalities and build a new, greener, future for this part of the country. By guiding RSS and LDPs in this area, our strategy aims to:

- Provide net zero energy solutions including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.
- Pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.
- Target economic investment and build community wealth to overcome disadvantage and support a greener wellbeing economy.




The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [Urban Sustainable, Blue and Green Drainage Solutions](#)
- [Urban Mass/Rapid Transit Networks](#)
- [Central Scotland Green Network](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Edinburgh Waterfront](#)
- [Dundee Waterfront](#)
- [Digital Fibre Network](#)
- [Clyde Mission](#)
- [Industrial Green Transition Zones](#)
- [Hunterston Strategic Asset](#)
- [High Speed Rail](#)















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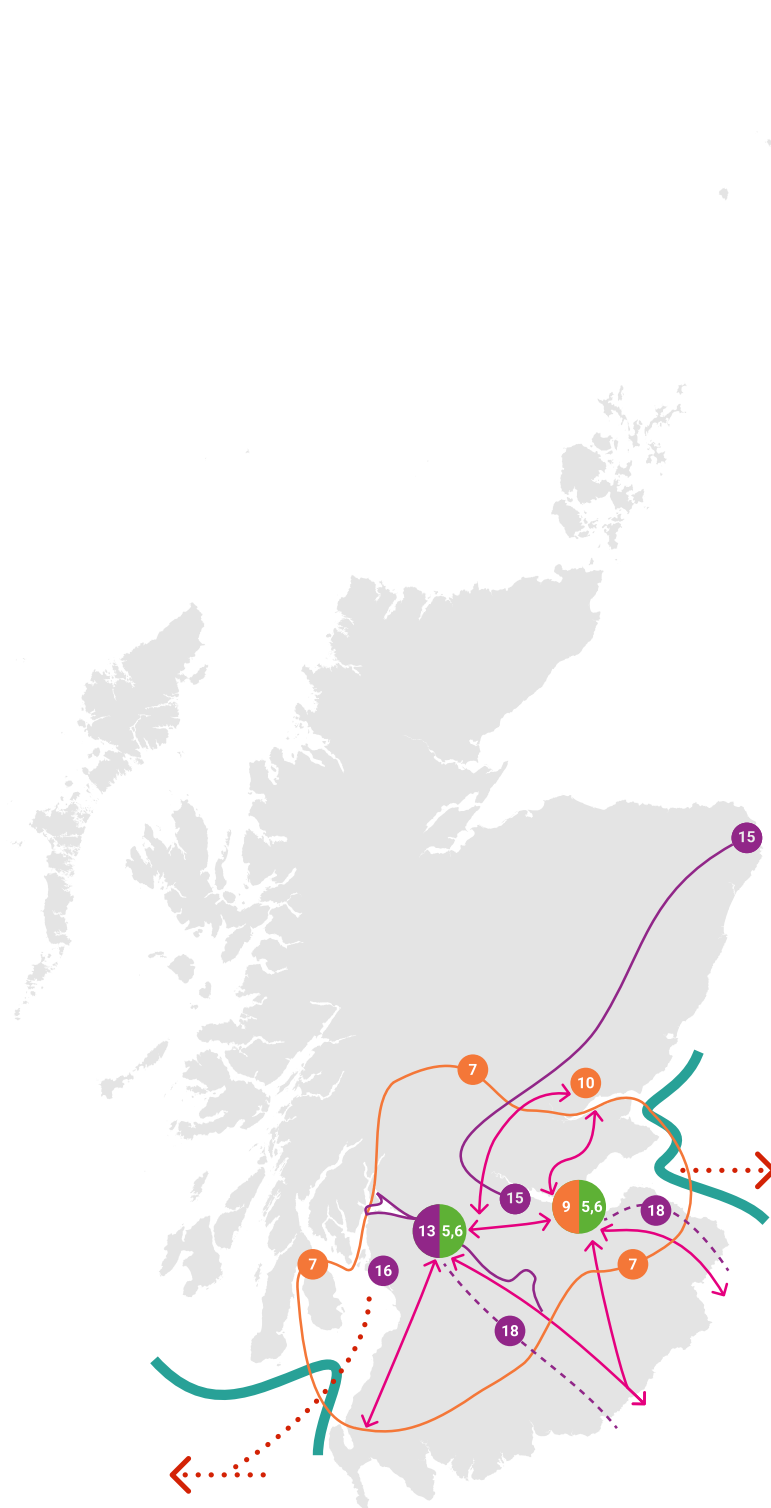
Central

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy

National Developments

-  Pumped Hydro Storage
Scotland Wide
-  Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  Circular Economy Materials Management Facilities
Scotland Wide
-  Urban Sustainable, Blue and Green Surface Water Management Solutions
Edinburgh and Glasgow
-  Urban Mass/Rapid Transit Networks
Aberdeen, Edinburgh and Glasgow
-  Central Scotland Green Network
Mapping is indicative
-  National Walking, Cycling and Wheeling Network
Scotland Wide
-  Edinburgh Waterfront
-  Dundee Waterfront
-  Digital Fibre Network
Scotland Wide
-  Clyde Mission
-  Industrial Green Transition Zones
-  Hunterston Strategic Asset
-  High Speed Rail



Indicative

South

The South of Scotland is strategically important with a strong sense of identity centred on networks of towns and villages, supported by distinctive landscapes and coasts. This is a place with a rich cultural heritage and exceptional environmental assets and natural resources, such as the Galloway and Southern Ayrshire UNESCO Biosphere and Galloway Forest Dark Sky Park. This area is ambitious for positive change in the coming years, and the immediate work to recover from the pandemic will form the basis of a longer term plan to respond to the challenges of climate change and support nature restoration and recovery.

Settlements across this area provide services to the surrounding rural communities. Towns are well placed to be models of sustainable living, with many undergoing regeneration. Larger settlements include Dumfries, Stranraer, Galashiels, Hawick, with a network of towns and villages throughout Dumfries and Galloway and the Scottish Borders. The area extends northwards to include Ayrshire towns such as Ayr, Girvan, Dalmellington and Cumnock in the west, as well as towards the southern rural parts of East Lothian in the east and parts of South Lanarkshire including Biggar and Moffat. Beyond the towns there are many small settlements and rural homes, farms and smallholdings.

Cross border relationships are important in this area, together with strategic transport connections to England, Northern Ireland and Ireland.

Emissions in this area are moderate, with transport and industry emissions being partly offset by land use. The area has significant areas of woodland and peatland which act as a carbon sink and form the basis for future investment opportunities. The few sites that are significant sources of greenhouse gas emissions include industrial and commercial activities, including some food and drink processing facilities. Coastal erosion and flood risk is expected to be a significant challenge in the future, particularly where there is a risk of impacts on key transport corridors or settlements.

Working with communities to find new ways of rural living that are consistent with climate change will be a challenge for this part of Scotland, given the relatively high levels of dependence on the car, limited public transport, housing affordability challenges and the dispersed population.

Despite having high levels of wellbeing and quality of life, population decline is projected to continue in some regions to the west of the area, with fewer younger people and more retired people living in the area in the future. Economic diversification will help to address dependence on low wage and public sector employment.

Priorities

Our strategy aims to ensure that this part of Scotland fulfils its potential. There is significant potential for the area to develop and increase recognition of it as a place to live, work and visit. By guiding RSS and LDPs in this area, our strategy aims to:

- Protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.
- Increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.
- Support local economic development whilst making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.




The following national developments will also support delivery of the spatial strategy for this area:

- [Pumped Hydro Storage](#)
- [Strategic Renewable Electricity Generation and Transmission Infrastructure](#)
- [Circular Economy Material Management Facilities](#)
- [National Walking, Cycling and Wheeling Network](#)
- [Stranraer Gateway](#)
- [Digital Fibre Network](#)
- [Clyde Mission](#)
- [Chapelcross Power Station Redevelopment](#)
- [High Speed Rail](#)









Further detail about the priorities for this area is contained in [Annex C](#). Further details of national developments are contained in [Annex B](#).

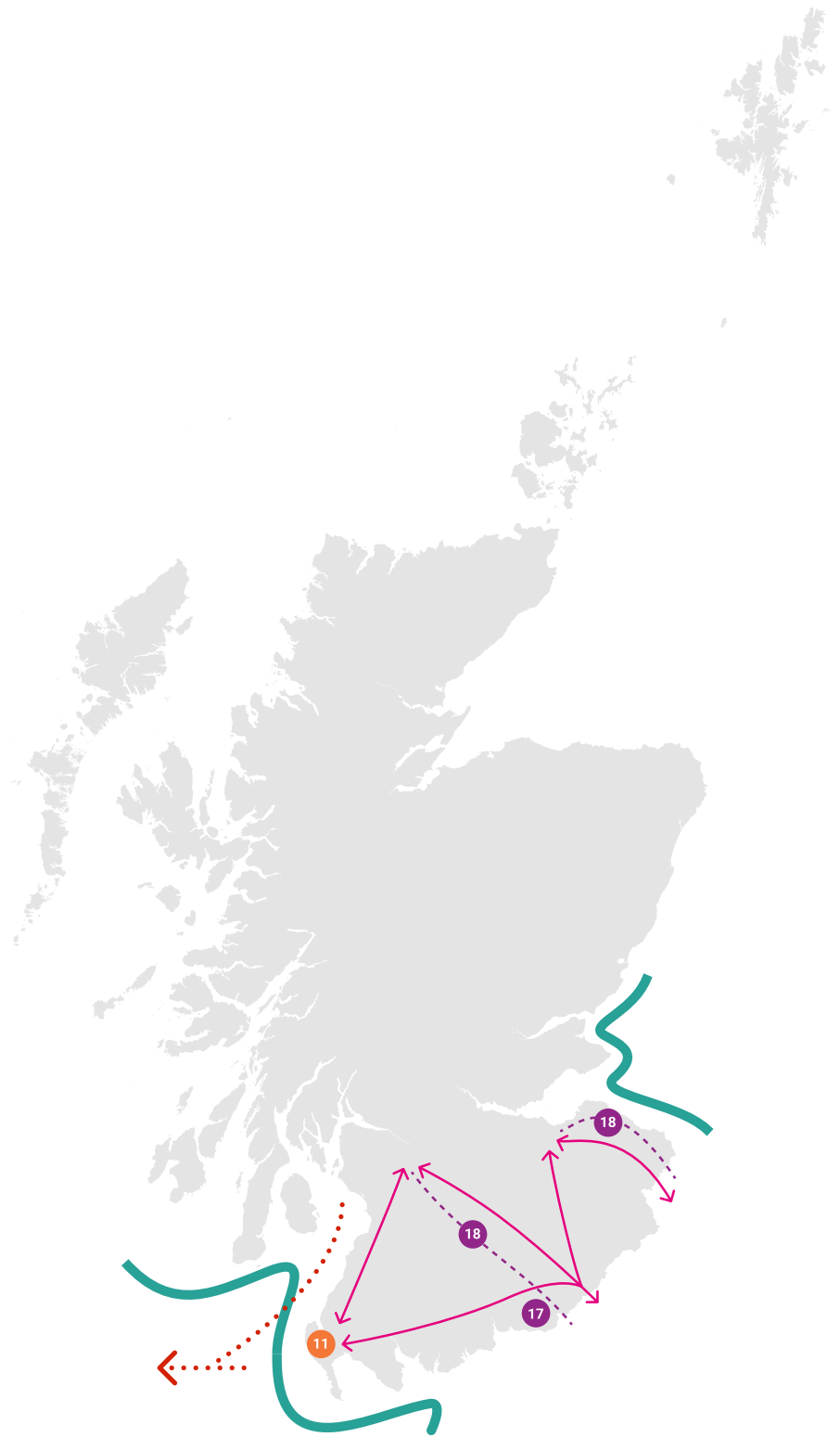
South

Legend

-  Strategic maritime routes
-  Strategic connection
-  Blue economy

National Developments

-  Pumped Hydro Storage
Scotland Wide
-  Strategic Renewable Electricity Generation and Transmission Infrastructure
Scotland Wide
-  Circular Economy Materials Management Facilities
Scotland Wide
-  National Walking, Cycling and Wheeling Network
Scotland Wide
-  Stranraer Gateway
-  Digital Fibre Network
Scotland Wide
-  Chapelcross Power Station Redevelopment
-  High Speed Rail



Indicative

Part 2 – National Planning Policy



Sustainable Places

Tackling the climate and nature crises

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that addresses the global climate emergency and nature crisis.

Policy Outcomes:

- Zero carbon, nature positive places.

Local Development Plans:

LDPs must address the global climate emergency and nature crisis by ensuring the spatial strategy will reduce emissions and adapt to current and future risks of climate change by promoting nature recovery and restoration in the area.

Policy 1

When considering all development proposals significant weight will be given to the global climate and nature crises.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Compact urban growth
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

All other policies.

Climate mitigation and adaptation

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that minimises emissions and adapts to the current and future impacts of climate change.

Policy Outcomes:

- Emissions from development are minimised; and
- Our places are more resilient to climate change impacts.

Local Development Plans:

The LDP spatial strategy should be designed to reduce, minimise or avoid greenhouse gas emissions. The six spatial principles should form the basis of the spatial strategy, helping to guide development to, and create, sustainable locations. The strategy should be informed by an understanding of the impacts of the proposals on greenhouse gas emissions.

LDPs should support adaptation to the current and future impacts of climate change by taking into account climate risks, guiding development away from vulnerable areas, and enabling places to adapt to those risks.

Policy 2

- Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible.
- Development proposals will be sited and designed to adapt to current and future risks from climate change.
- Development proposals to retrofit measures to existing developments that reduce emissions or support adaptation to climate change will be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

All other policies.

Biodiversity

Policy Principles

Policy Intent:

To protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks.

Policy Outcomes:

- Biodiversity is enhanced and better connected including through strengthened nature networks and nature-based solutions.

Local Development Plans:

LDPs should protect, conserve, restore and enhance biodiversity in line with the mitigation hierarchy. They should also promote nature recovery and nature restoration across the development plan area, including by: facilitating the creation of nature networks and strengthening connections between them to support improved ecological connectivity; restoring degraded habitats or creating new habitats; and incorporating measures to increase biodiversity, including populations of priority species.

Policy 3

- a) Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible.
- b) Development proposals for national or major development, or for development that requires an Environmental Impact Assessment will only be supported where it can be demonstrated that the proposal will conserve, restore and enhance biodiversity, including nature networks so they are in a demonstrably better state than without intervention. This will include future management. To inform this, best practice assessment methods should be used. Proposals within these categories will demonstrate how they have met all of the following criteria:
 - i. the proposal is based on an understanding of the existing characteristics of the site and its local, regional and national ecological context prior to development, including the presence of any irreplaceable habitats;
 - ii. wherever feasible, nature-based solutions have been integrated and made best use of;
 - iii. an assessment of potential negative effects which should be fully mitigated in line with the mitigation hierarchy prior to identifying enhancements;
 - iv. significant biodiversity enhancements are provided, in addition to any proposed mitigation. This should include nature networks, linking to and strengthening habitat connectivity within and beyond the development, secured within a reasonable timescale and with reasonable certainty. Management arrangements for their long-term retention and monitoring should be included, wherever appropriate; and
 - v. local community benefits of the biodiversity and/or nature networks have been considered.
- c) Proposals for local development will include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development. Applications for individual householder development, or which fall within scope of (b) above, are excluded from this requirement.
- d) Any potential adverse impacts, including cumulative impacts, of development proposals on biodiversity, nature networks and the natural environment will be minimised through careful planning and design. This will take into account the need to reverse biodiversity loss, safeguard the ecosystem services that the natural environment provides, and build resilience by enhancing nature networks and maximising the potential for restoration.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Soils](#)

[Forestry, woodland and trees](#)

[Green belts](#)

[Coastal development](#)

[Energy](#)

[Design, quality and place](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

Natural places

Policy Principles

Policy Intent:

To protect, restore and enhance natural assets making best use of nature-based solutions.

Policy Outcomes:

- Natural places are protected and restored.
- Natural assets are managed in a sustainable way that maintains and grows their essential benefits and services.

Local Development Plans:

LDPs will identify and protect locally, regionally, nationally and internationally important natural assets, on land and along coasts. The spatial strategy should safeguard them and take into account the objectives and level of their protected status in allocating land for development. Spatial strategies should also better connect nature rich areas by establishing and growing nature networks to help protect and restore the biodiversity, ecosystems and natural processes in their area.

Policy 4

- Development proposals which by virtue of type, location or scale will have an unacceptable impact on the natural environment, will not be supported.
 - Development proposals that are likely to have a significant effect on an existing or proposed European site (Special Area of Conservation or Special Protection Areas) and are not directly connected with or necessary to their conservation management are required to be subject to an “appropriate assessment” of the implications for the conservation objectives.
- Development proposals that will affect a National Park, National Scenic Area, Site of Special Scientific Interest or a National Nature Reserve will only be supported where:
 - The objectives of designation and the overall integrity of the areas will not be compromised; or
 - Any significant adverse effects on the qualities for which the area has been designated are clearly outweighed by social, environmental or economic benefits of national importance.

All Ramsar sites are also European sites and/or Sites of Special Scientific Interest and are extended protection under the relevant statutory regimes.
 - Development proposals that affect a site designated as a local nature conservation site or landscape area in the LDP will only be supported where:
 - Development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified; or
 - Any significant adverse effects on the integrity of the area are clearly outweighed by social, environmental or economic benefits of at least local importance.
 - The precautionary principle will be applied in accordance with relevant legislation and Scottish Government guidance.
 - Development proposals that are likely to have an adverse effect on species protected by legislation will only be supported where the proposal meets the relevant statutory tests. If there is reasonable evidence to suggest that a protected species is present on a site or may be affected by a proposed development, steps must be taken to establish its presence. The level of protection required by legislation must be factored into the planning and design of development, and potential impacts must be fully considered prior to the determination of any application.

g) Development proposals in areas identified as wild land in the Nature Scot Wild Land Areas map will only be supported where the proposal:

- i. will support meeting renewable energy targets; or,
- ii. is for small scale development directly linked to a rural business or croft, or is required to support a fragile community in a rural area.

All such proposals must be accompanied by a wild land impact assessment which sets out how design, siting, or other mitigation measures have been and will be used to minimise significant impacts on the qualities of the wild land, as well as any management and monitoring arrangements where appropriate. Buffer zones around wild land will not be applied, and effects of development outwith wild land areas will not be a significant consideration.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Soils](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Green belts](#)

[Coastal development](#)

[Energy](#)

[Design, quality and place](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Rural development](#)

[Tourism](#)

Soils

Policy Principles

Policy Intent:

To protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development.

Policy Outcomes:

- Valued soils are protected and restored.
- Soils, including carbon-rich soils, are sequestering and storing carbon.
- Soils are healthy and provide essential ecosystem services for nature, people and our economy.

Local Development Plans:

LDPs should protect locally, regionally, nationally and internationally valued soils, including land of lesser quality that is culturally or locally important for primary use.

Policy 5

- a) Development proposals will only be supported if they are designed and constructed:
 - i. In accordance with the mitigation hierarchy by first avoiding and then minimising the amount of disturbance to soils on undeveloped land; and
 - ii. In a manner that protects soil from damage including from compaction and erosion, and that minimises soil sealing.
 - b) Development proposals on prime agricultural land, or land of lesser quality that is culturally or locally important for primary use, as identified by the LDP, will only be supported where it is for:
 - i. Essential infrastructure and there is a specific locational need and no other suitable site;
 - ii. Small-scale development directly linked to a rural business, farm or croft or for essential workers for the rural business to be able to live onsite;
 - iii. The development of production and processing facilities associated with the land produce where no other local site is suitable;
 - iv. The generation of energy from renewable sources or the extraction of minerals and there is secure provision for restoration; and
- In all of the above exceptions, the layout and design of the proposal minimises the amount of protected land that is required.
- c) Development proposals on peatland, carbon-rich soils and priority peatland habitat will only be supported for:
 - i. Essential infrastructure and there is a specific locational need and no other suitable site;
 - ii. The generation of energy from renewable sources that optimises the contribution of the area to greenhouse gas emissions reductions targets;
 - iii. Small-scale development directly linked to a rural business, farm or croft;
 - iv. Supporting a fragile community in a rural or island area; or
 - v. Restoration of peatland habitats.
 - d) Where development on peatland, carbon-rich soils or priority peatland habitat is proposed, a detailed site specific assessment will be required to identify:
 - i. the baseline depth, habitat condition, quality and stability of carbon rich soils;
 - ii. the likely effects of the development on peatland, including on soil disturbance; and
 - iii. the likely net effects of the development on climate emissions and loss of carbon.

This assessment should inform careful project design and ensure, in accordance with relevant guidance and the mitigation hierarchy, that adverse impacts are first avoided and then minimised through best practice. A peat management plan will be required to demonstrate that this approach has been followed, alongside other appropriate plans required for restoring and/ or enhancing the site into a functioning peatland system capable of achieving carbon sequestration.

- e) Development proposals for new commercial peat extraction, including extensions to existing sites, will only be supported where:
- i. the extracted peat is supporting the Scottish whisky industry;
 - ii. there is no reasonable substitute;
 - iii. the area of extraction is the minimum necessary and the proposal retains an in-situ residual depth of peat of at least 1 metre across the whole site, including drainage features;
 - iv. the time period for extraction is the minimum necessary; and
 - v. there is an agreed comprehensive site restoration plan which will progressively restore, over a reasonable timescale, the area of extraction to a functioning peatland system capable of achieving carbon sequestration.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Energy](#)

[Blue and green infrastructure](#)

[Rural development](#)

Forestry, woodland and trees

Policy Principles

Policy Intent:

To protect and expand forests, woodland and trees.

Policy Outcomes:

- Existing woodlands and trees are protected, and cover is expanded.
- Woodland and trees on development sites are sustainably managed.

Local Development Plans:

LDPs should identify and protect existing woodland and the potential for its enhancement or expansion to avoid habitat fragmentation and improve ecological connectivity, helping to support and expand nature networks. The spatial strategy should identify and set out proposals for forestry, woodlands and trees in the area, including their development, protection and enhancement, resilience to climate change, and the expansion of a range of types to provide multiple benefits. This will be supported and informed by an up to date Forestry and Woodland Strategy.

Policy 6

- Development proposals that enhance, expand and improve woodland and tree cover will be supported.
- Development proposals will not be supported where they will result in:
 - Any loss of ancient woodlands, ancient and veteran trees, or adverse impact on their ecological condition;
 - Adverse impacts on native woodlands, hedgerows and individual trees of high biodiversity value, or identified for protection in the Forestry and Woodland Strategy;
 - Fragmenting or severing woodland habitats, unless appropriate mitigation measures are identified and implemented in line with the mitigation hierarchy;
 - Conflict with Restocking Direction, Remedial Notice or Registered Notice to Comply issued by Scottish Forestry.

- Development proposals involving woodland removal will only be supported where they will achieve significant and clearly defined additional public benefits in accordance with relevant Scottish Government policy on woodland removal. Where woodland is removed, compensatory planting will most likely be expected to be delivered.
- Development proposals on sites which include an area of existing woodland or land identified in the Forestry and Woodland Strategy as being suitable for woodland creation will only be supported where the enhancement and improvement of woodlands and the planting of new trees on the site (in accordance with the Forestry and Woodland Strategy) are integrated into the design.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Soils](#)

[Historic assets and places](#)

[Green belts](#)

[Energy](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Heat and cooling](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Health and safety](#)

[Tourism](#)

Historic assets and places

Policy Principles

Policy Intent:

To protect and enhance historic environment assets and places, and to enable positive change as a catalyst for the regeneration of places.

Policy Outcomes:

- The historic environment is valued, protected, and enhanced, supporting the transition to net zero and ensuring assets are resilient to current and future impacts of climate change.
- Redundant or neglected historic buildings are brought back into sustainable and productive uses.
- Recognise the social, environmental and economic value of the historic environment, to our economy and cultural identity.

Local Development Plans:

LDPs, including through their spatial strategies, should support the sustainable management of the historic environment. They should identify, protect and enhance valued historic assets and places.

Policy 7

a) Development proposals with a potentially significant impact on historic assets or places will be accompanied by an assessment which is based on an understanding of the cultural significance of the historic asset and/or place. The assessment should identify the likely visual or physical impact of any proposals for change, including cumulative effects and provide a sound basis for managing the impacts of change.

Proposals should also be informed by national policy and guidance on managing change in the historic environment, and information held within Historic Environment Records.

- b) Development proposals for the demolition of listed buildings will not be supported unless it has been demonstrated that there are exceptional circumstances and that all reasonable efforts have been made to retain, reuse and/or adapt the listed building. Considerations include whether the:
- i. building is no longer of special interest;
 - ii. building is incapable of physical repair and re-use as verified through a detailed structural condition survey report;
 - iii. repair of the building is not economically viable and there has been adequate marketing for existing and/or new uses at a price reflecting its location and condition for a reasonable period to attract interest from potential restoring purchasers; or
 - iv. demolition of the building is essential to delivering significant benefits to economic growth or the wider community.
- c) Development proposals for the reuse, alteration or extension of a listed building will only be supported where they will preserve its character, special architectural or historic interest and setting. Development proposals affecting the setting of a listed building should preserve its character, and its special architectural or historic interest.
- d) Development proposals in or affecting conservation areas will only be supported where the character and appearance of the conservation area and its setting is preserved or enhanced. Relevant considerations include the:
- i. architectural and historic character of the area;
 - ii. existing density, built form and layout; and
 - iii. context and siting, quality of design and suitable materials.
- e) Development proposals in conservation areas will ensure that existing natural and built features which contribute to the character of the conservation area and its setting, including structures, boundary walls, railings, trees and hedges, are retained.

- f) Demolition of buildings in a conservation area which make a positive contribution to its character will only be supported where it has been demonstrated that:
 - i. reasonable efforts have been made to retain, repair and reuse the building;
 - ii. the building is of little townscape value;
 - iii. the structural condition of the building prevents its retention at a reasonable cost; or
 - iv. the form or location of the building makes its reuse extremely difficult.
- g) Where demolition within a conservation area is to be followed by redevelopment, consent to demolish will only be supported when an acceptable design, layout and materials are being used for the replacement development.
- h) Development proposals affecting scheduled monuments will only be supported where:
 - i. direct impacts on the scheduled monument are avoided;
 - ii. significant adverse impacts on the integrity of the setting of a scheduled monument are avoided; or
 - iii. exceptional circumstances have been demonstrated to justify the impact on a scheduled monument and its setting and impacts on the monument or its setting have been minimised.
- i) Development proposals affecting nationally important Gardens and Designed Landscapes will be supported where they protect, preserve or enhance their cultural significance, character and integrity and where proposals will not significantly impact on important views to, from and within the site, or its setting.
- j) Development proposals affecting nationally important Historic Battlefields will only be supported where they protect and, where appropriate, enhance their cultural significance, key landscape characteristics, physical remains and special qualities.
- k) Development proposals at the coast edge or that extend offshore will only be supported where proposals do not significantly hinder the preservation objectives of Historic Marine Protected Areas.
- l) Development proposals affecting a World Heritage Site or its setting will only be supported where their Outstanding Universal Value is protected and preserved.
- m) Development proposals which sensitively repair, enhance and bring historic buildings, as identified as being at risk locally or on the national Buildings at Risk Register, back into beneficial use will be supported.
- n) Enabling development for historic environment assets or places that would otherwise be unacceptable in planning terms, will only be supported when it has been demonstrated that the enabling development proposed is:
 - i. essential to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss; and
 - ii. the minimum necessary to secure the restoration, adaptation and long-term future of the historic environment asset or place.

The beneficial outcomes for the historic environment asset or place should be secured early in the phasing of the development, and will be ensured through the use of conditions and/or legal agreements.
- o) Non-designated historic environment assets, places and their setting should be protected and preserved in situ wherever feasible. Where there is potential for non-designated buried archaeological remains to exist below a site, developers will provide an evaluation of the archaeological resource at an early stage so that planning authorities can assess impacts. Historic buildings may also have archaeological significance which is not understood and may require assessment.

Where impacts cannot be avoided they should be minimised. Where it has been demonstrated that avoidance or retention is not possible, excavation, recording, analysis, archiving, publication and activities to provide public benefit may be required through the use of conditions or legal/planning obligations.

When new archaeological discoveries are made during the course of development works, they must be reported to the planning authority to enable agreement on appropriate inspection, recording and mitigation measures.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Coastal development](#)

[Energy](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

[Digital infrastructure](#)

[Community wealth building](#)

[City, town, local and commercial centres](#)

[Rural development](#)

[Tourism](#)

[Culture and creativity](#)

Green belts

Policy Principles

Policy Intent:

To encourage, promote and facilitate compact urban growth and use the land around our towns and cities sustainably.

Policy Outcomes:

- Development is directed to the right locations, urban density is increased and unsustainable growth is prevented.
- The character, landscape, natural setting and identity of settlements is protected and enhanced.
- Nature networks are supported and land is managed to help tackle climate change.

Local Development Plans:

LDPs should consider using green belts, to support their spatial strategy as a settlement management tool to restrict development around towns and cities.

Green belts will not be necessary for most settlements but may be zoned around settlements where there is a significant danger of unsustainable growth in car-based commuting or suburbanisation of the countryside.

Green belts should be identified or reviewed as part of the preparation of LDPs. Boundary changes may be made to accommodate planned growth, or to extend, or alter the area covered as green belt. Detailed green belt boundaries should be based on evidence and should be clearly identified in plans.

Policy 8

- a) Development proposals within a green belt designated within the LDP will only be supported if:
- they are for:
 - development associated with agriculture, woodland creation, forestry and existing woodland (including community woodlands);
 - residential accommodation required and designed for a key worker in a primary industry within the immediate vicinity of their place of employment where the presence of a worker is essential to the operation of the enterprise, or retired workers where there is no suitable alternative accommodation available;
 - horticulture, including market gardening and directly connected retailing, as well as community growing;
 - outdoor recreation, play and sport or leisure and tourism uses; and developments that provide opportunities for access to the open countryside (including routes for active travel and core paths);
 - flood risk management (such as development of blue and green infrastructure within a “drainage catchment” to manage/mitigate flood risk and/or drainage issues);
 - essential infrastructure or new cemetery provision;
 - minerals operations and renewable energy developments;
 - intensification of established uses, including extensions to an existing building where that is ancillary to the main use;
 - the reuse, rehabilitation and conversion of historic environment assets; or
 - one-for-one replacements of existing permanent homes.
- and

ii) the following requirements are met:

- reasons are provided as to why a green belt location is essential and why it cannot be located on an alternative site outwith the green belt;
- the purpose of the green belt at that location is not undermined;
- the proposal is compatible with the surrounding established countryside and landscape character;
- the proposal has been designed to ensure it is of an appropriate scale, massing and external appearance, and uses materials that minimise visual impact on the green belt as far as possible; and
- there will be no significant long-term impacts on the environmental quality of the green belt.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Energy](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Digital infrastructure](#)

[Business and industry](#)

[Rural development](#)

[Retail](#)

[Tourism](#)

[Minerals](#)

Brownfield, vacant and derelict land and empty buildings

Policy Principles

Policy Intent:

To encourage, promote and facilitate the reuse of brownfield, vacant and derelict land and empty buildings, and to help reduce the need for greenfield development.

Policy Outcomes:

- Development is directed to the right locations, maximising the use of existing assets and minimising additional land take.
- The contribution of brownfield land to nature recovery is recognised and opportunities for use as productive greenspace are realised where appropriate.
- Derelict buildings and spaces are regenerated to improve wellbeing and transform our places.

Local Development Plans:

LDPs should set out opportunities for the sustainable reuse of brownfield land including vacant and derelict land and empty buildings.

Policy 9

- Development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings, whether permanent or temporary, will be supported. In determining whether the reuse is sustainable, the biodiversity value of brownfield land which has naturalised should be taken into account.
- Proposals on greenfield sites will not be supported unless the site has been allocated for development or the proposal is explicitly supported by policies in the LDP.

- Where land is known or suspected to be unstable or contaminated, development proposals will demonstrate that the land is, or can be made, safe and suitable for the proposed new use.
- Development proposals for the reuse of existing buildings will be supported, taking into account their suitability for conversion to other uses. Given the need to conserve embodied energy, demolition will be regarded as the least preferred option.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Compact urban growth
- ✓ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Historic assets and places](#)

[Zero waste](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Health and safety](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Rural development](#)

[Culture and creativity](#)

Coastal development

Policy Principles

Policy Intent:

To protect coastal communities and assets and support resilience to the impacts of climate change.

Policy Outcomes:

- Coastal areas develop sustainably and adapt to climate change.

Local Development Plans:

LDP spatial strategies should consider how to adapt coastlines to the impacts of climate change. This should recognise that rising sea levels and more extreme weather events resulting from climate change will potentially have a significant impact on coastal and islands areas, and take a precautionary approach to flood risk including by inundation. Spatial strategies should reflect the diversity of coastal areas and opportunities to use nature-based solutions to improve the resilience of coastal communities and assets. LDP spatial strategies should identify areas of developed and undeveloped coast and should align with national, sectoral and regional marine plans.

Policy 10

- a) Development proposals in developed coastal areas will only be supported where the proposal:
 - i. does not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and
 - ii. is anticipated to be supportable in the long-term, taking into account projected climate change.
- b) Development proposals in undeveloped coastal areas will only be supported where they:
 - i. are necessary to support the blue economy, net zero emissions or to contribute to the economy or wellbeing of communities whose livelihood depend on marine or coastal activities, or is for essential infrastructure, where there is a specific locational need and no other suitable site;
 - ii. do not result in the need for further coastal protection measures taking into account future sea level change; or increase the risk to people of coastal flooding or coastal erosion, including through the loss of natural coastal defences including dune systems; and
 - iii. are anticipated to be supportable in the long-term, taking into account projected climate change; or
 - iv. are designed to have a very short lifespan.
- c) Development proposals for coastal defence measures will be supported if:
 - i. they are consistent with relevant coastal or marine plans;
 - ii. nature-based solutions are utilised and allow for managed future coastal change wherever practical; and
 - iii. any in-perpetuity hard defense measures can be demonstrated to be necessary to protect essential assets.
- d) Where a design statement is submitted with any planning application that may impact on the coast it will take into account, as appropriate, long-term coastal vulnerability and resilience.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Energy](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Rural development](#)

[Tourism](#)

[Aquaculture](#)

Energy

Policy Principles

Policy Intent:

To encourage, promote and facilitate all forms of renewable energy development onshore and offshore. This includes energy generation, storage, new and replacement transmission and distribution infrastructure and emerging low-carbon and zero emissions technologies including hydrogen and carbon capture utilisation and storage (CCUS).

Policy Outcomes:

- Expansion of renewable, low-carbon and zero emissions technologies.

Local Development Plans:

LDPs should seek to realise their area's full potential for electricity and heat from renewable, low carbon and zero emission sources by identifying a range of opportunities for energy development.

Policy 11

- a) Development proposals for all forms of renewable, low-carbon and zero emissions technologies will be supported. These include:
 - i. wind farms including repowering, extending, expanding and extending the life of existing wind farms;
 - ii. enabling works, such as grid transmission and distribution infrastructure;
 - iii. energy storage, such as battery storage and pumped storage hydro;
 - iv. small scale renewable energy generation technology;
 - v. solar arrays;
 - vi. proposals associated with negative emissions technologies and carbon capture; and
 - vii. proposals including co-location of these technologies.
- b) Development proposals for wind farms in National Parks and National Scenic Areas will not be supported.
- c) Development proposals will only be supported where they maximise net economic impact, including local and community socio-economic benefits such as employment, associated business and supply chain opportunities.
- d) Development proposals that impact on international or national designations will be assessed in relation to Policy 4.
- e) In addition, project design and mitigation will demonstrate how the following impacts are addressed:
 - i. impacts on communities and individual dwellings, including, residential amenity, visual impact, noise and shadow flicker;
 - ii. significant landscape and visual impacts, recognising that such impacts are to be expected for some forms of renewable energy. Where impacts are localised and/or appropriate design mitigation has been applied, they will generally be considered to be acceptable;
 - iii. public access, including impact on long distance walking and cycling routes and scenic routes;
 - iv. impacts on aviation and defence interests including seismological recording;
 - v. impacts on telecommunications and broadcasting installations, particularly ensuring that transmission links are not compromised;
 - vi. impacts on road traffic and on adjacent trunk roads, including during construction;
 - vii. impacts on historic environment;
 - viii. effects on hydrology, the water environment and flood risk;
 - ix. biodiversity including impacts on birds;
 - x. impacts on trees, woods and forests;
 - xi. proposals for the decommissioning of developments, including ancillary infrastructure, and site restoration;
 - xii. the quality of site restoration plans including the measures in place to safeguard or guarantee availability of finances to effectively implement those plans; and
 - xiii. cumulative impacts.

In considering these impacts, significant weight will be placed on the contribution of the proposal to renewable energy generation targets and on greenhouse gas emissions reduction targets.

Grid capacity should not constrain renewable energy development. It is for developers to agree connections to the grid with the relevant network operator. In the case of proposals for grid infrastructure, consideration should be given to underground connections where possible.

- f) Consents for development proposals may be time-limited. Areas identified for wind farms are, however, expected to be suitable for use in perpetuity.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Soils](#)

[Historic assets and places](#)

[Green belts](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Community wealth building](#)

Zero waste

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that is consistent with the waste hierarchy.

Policy Outcomes:

- The reduction and reuse of materials in construction is prioritised.
- Infrastructure for zero waste and to develop Scotland's circular economy is delivered in appropriate locations.

Local Development Plans:

LDPs should identify appropriate locations for new waste management infrastructure to support the circular economy and meet identified needs in a way that moves waste as high up the waste hierarchy as possible.

Policy 12

- a) Development proposals will seek to reduce, reuse, or recycle materials in line with the waste hierarchy.
- b) Development proposals will be supported where they:
 - i. reuse existing buildings and infrastructure;
 - ii. minimise demolition and salvage materials for reuse;
 - iii. minimise waste, reduce pressure on virgin resources and enable building materials, components and products to be disassembled, and reused at the end of their useful life;
 - iv. use materials with the lowest forms of embodied emissions, such as recycled and natural construction materials;
 - v. use materials that are suitable for reuse with minimal reprocessing.
- c) Development proposals that are likely to generate waste when operational, including residential, commercial, and industrial properties, will set out how much waste the proposal is expected to generate and how it will be managed including:
 - i. provision to maximise waste reduction and waste separation at source, and
 - ii. measures to minimise the cross-contamination of materials, through appropriate segregation and storage of waste; convenient access for the collection of waste; and recycling and localised waste management facilities.
- d) Development proposals for waste infrastructure and facilities (except landfill and energy from waste facilities) will be only supported where:
 - i. there are no unacceptable impacts (including cumulative) on the residential amenity of nearby dwellings, local communities; the transport network; and natural and historic environment assets;
 - ii. environmental (including cumulative) impacts relating to noise, dust, smells, pest control and pollution of land, air and water are acceptable;
 - iii. any greenhouse gas emissions resulting from the processing and transportation of waste to and from the facility are minimised;
 - iv. an adequate buffer zone between sites and sensitive uses such as homes is provided taking account of the various environmental effects likely to arise;
 - v. a restoration and aftercare scheme (including appropriate financial mechanisms) is provided and agreed to ensure the site is restored;
 - vi. consideration has been given to co-location with end users of outputs.
- e) Development proposals for new or extended landfill sites will only be supported if:
 - i. there is demonstrable need for additional landfill capacity taking into account Scottish Government objectives on waste management; and
 - ii. waste heat and/or electricity generation is included. Where this is considered impractical, evidence and justification will require to be provided.

- f) Proposals for the capture, distribution or use of gases captured from landfill sites or waste water treatment plant will be supported.
- g) Development proposals for energy-from-waste facilities will not be supported except under limited circumstances where a national or local need has been sufficiently demonstrated (e.g. in terms of capacity need or carbon benefits) as part of a strategic approach to residual waste management and where the proposal:
- i. is consistent with climate change mitigation targets and in line with circular economy principles;
 - ii. can demonstrate that a functional heat network can be created and provided within the site for appropriate infrastructure to allow a heat network to be developed and potential local consumers have been identified;
 - iii. is supported by a heat and power plan, which demonstrates how energy recovered from the development would be used to provide electricity and heat and where consideration is given to methods to reduce carbon emissions of the facility (for example through carbon capture and storage)
 - iv. complies with relevant guidelines published by Scottish Environment Protection Agency (SEPA); and
 - v. has supplied an acceptable decarbonisation strategy aligned with Scottish Government decarbonisation goals.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Compact urban growth

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Energy](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Community wealth building](#)

[Minerals](#)

Sustainable transport

Policy Principles

Policy Intent:

To encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public transport for everyday travel and reduce the need to travel unsustainably.

Policy Outcomes:

- Investment in transport infrastructure supports connectivity and reflects place-based approaches and local living.
- More, better, safer and more inclusive active and sustainable travel opportunities.
- Developments are in locations which support sustainable travel.

Local Development Plans:

LDPs should prioritise locations for future development that can be accessed by sustainable modes. The spatial strategy should reflect the sustainable travel hierarchy and sustainable investment hierarchy by making best use of existing infrastructure and services.

LDPs should promote a place-based approach to consider how to reduce car-dominance. This could include low traffic schemes, shared transport options, designing-in speed controls, bus/cycle priority, pedestrianisation and minimising space dedicated to car parking. Consideration should be given to the type, mix and use of development; local living and 20 minute neighbourhoods; car ownership levels; the accessibility of proposals and allocations by sustainable modes; and the accessibility for users of all abilities.

LDPs should be informed by an appropriate and effective transport appraisal undertaken in line with relevant transport appraisal guidance. Plans should be informed by evidence of the area's transport infrastructure capacity, and an appraisal of the spatial strategy on the transport network. This should identify any potential cumulative transport impacts and deliverable

mitigation proposed to inform the plan's infrastructure first approach. Where there is likely to be an impact on the trunk road or rail network, early engagement with Transport Scotland is required.

Policy 13

- a) Proposals to improve, enhance or provide active travel infrastructure, public transport infrastructure or multi-modal hubs will be supported. This includes proposals:
 - i. for electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy.
 - ii. which support a mode shift of freight from road to more sustainable modes, including last-mile delivery.
 - iii. that build in resilience to the effects of climate change and where appropriate incorporate blue and green infrastructure and nature rich habitats (such as natural planting or water systems).
- b) Development proposals will be supported where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and where appropriate they:
 - i. Provide direct, easy, segregated and safe links to local facilities via walking, wheeling and cycling networks before occupation;
 - ii. Will be accessible by public transport, ideally supporting the use of existing services;
 - iii. Integrate transport modes;
 - iv. Provide low or zero-emission vehicle and cycle charging points in safe and convenient locations, in alignment with building standards;
 - v. Supply safe, secure and convenient cycle parking to meet the needs of users and which is more conveniently located than car parking;
 - vi. Are designed to incorporate safety measures including safe crossings for walking and wheeling and reducing the number and speed of vehicles;

- vii. Have taken into account, at the earliest stage of design, the transport needs of diverse groups including users with protected characteristics to ensure the safety, ease and needs of all users; and
 - viii. Adequately mitigate any impact on local public access routes.
- c) Where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.
- d) Development proposals for significant travel generating uses will not be supported in locations which would increase reliance on the private car, taking into account the specific characteristics of the area.
- e) Development proposals which are ambitious in terms of low/no car parking will be supported, particularly in urban locations that are well-served by sustainable transport modes and where they do not create barriers to access by disabled people.
- f) Development proposals for significant travel generating uses, or smaller-scale developments where it is important to monitor travel patterns resulting from the development, will only be supported if they are accompanied by a Travel Plan with supporting planning conditions/obligations. Travel plans should set out clear arrangements for delivering against targets, as well as monitoring and evaluation.
- g) Development proposals that have the potential to affect the operation and safety of the Strategic Transport Network will be fully assessed to determine their impact. Where it has been demonstrated that existing infrastructure does not have the capacity to accommodate a development without adverse impacts on safety or unacceptable impacts on operational performance, the cost of the mitigation measures required to ensure the continued safe and effective operation of the network should be met by the developer.

While new junctions on trunk roads are not normally acceptable, the case for a new junction will be considered by Transport Scotland where significant economic or regeneration benefits can be demonstrated. New junctions will only be considered if they are designed in accordance with relevant guidance and where there will be no adverse impact on road safety or operational performance.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Infrastructure first](#)
- [Quality homes](#)
- [Rural homes](#)
- [Blue and green infrastructure](#)
- [Business and industry](#)
- [City, town, local and commercial centres](#)
- [Retail](#)
- [Rural development](#)
- [Tourism](#)



Liveable Places

Design, quality and place

Policy Principles

Policy Intent:

To encourage, promote and facilitate well designed development that makes successful places by taking a design-led approach and applying the Place Principle.

Policy Outcomes:

- Quality places, spaces and environments.
- Places that consistently deliver healthy, pleasant, distinctive, connected, sustainable and adaptable qualities.

Local Development Plans:

LDPs should be place-based and created in line with the Place Principle. The spatial strategy should be underpinned by the [six qualities of successful places](#). LDPs should provide clear expectations for design, quality and place taking account of the local context, characteristics and connectivity of the area. They should also identify where more detailed design guidance is expected, for example, by way of design frameworks, briefs, masterplans and design codes.

Planning authorities should use the Place Standard tool in the preparation of LDPs and design guidance to engage with communities and other stakeholders. They should also where relevant promote its use in early design discussions on planning applications.

Policy 14

- Development proposals will be designed to improve the quality of an area whether in urban or rural locations and regardless of scale.
- Development proposals will be supported where they are consistent with the six qualities of successful places:

Healthy: Supporting the prioritisation of women's safety and improving physical and mental health.

Pleasant: Supporting attractive natural and built spaces.

Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.

Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.

Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Further details on delivering the [six qualities of successful places](#) are set out in Annex D.

- Development proposals that are poorly designed, detrimental to the amenity of the surrounding area or inconsistent with the six qualities of successful places, will not be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[All other policies.](#)

Local Living and 20 minute neighbourhoods

Policy Principles

Policy Intent:

To encourage, promote and facilitate the application of the Place Principle and create connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home, preferably by walking, wheeling or cycling or using sustainable transport options.

Policy Outcomes:

- Places are planned to improve local living in a way that reflects local circumstances.
- A network of high-quality, accessible, mixed-use neighbourhoods which support health and wellbeing, reduce inequalities and are resilient to the effects of climate change.
- New and existing communities are planned together with homes and the key local infrastructure including schools, community centres, local shops, greenspaces, health and social care, digital and sustainable transport links.

Local Development Plans:

LDPs should support local living, including 20 minute neighbourhoods within settlements, through the spatial strategy, associated site briefs and masterplans. The approach should take into account the local context, consider the varying settlement patterns and reflect the particular characteristics and challenges faced by each place. Communities and businesses will have an important role to play in informing this, helping to strengthen local living through their engagement with the planning system.

Policy 15

- a) Development proposals will contribute to local living including, where relevant, 20 minute neighbourhoods. To establish this, consideration will be given to existing settlement pattern, and the level and quality of interconnectivity of the proposed development

with the surrounding area, including local access to:

- sustainable modes of transport including local public transport and safe, high quality walking, wheeling and cycling networks;
- employment;
- shopping;
- health and social care facilities;
- childcare, schools and lifelong learning opportunities;
- playgrounds and informal play opportunities, parks, green streets and spaces, community gardens, opportunities for food growth and allotments, sport and recreation facilities;
- publicly accessible toilets;
- affordable and accessible housing options, ability to age in place and housing diversity.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Compact urban growth
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Infrastructure first](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Community wealth building](#)

[City, town, local and commercial centres](#)

[Retail](#)

Quality homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable homes, in the right locations, providing choice across tenures that meet the diverse housing needs of people and communities across Scotland.

Policy Outcomes:

- Good quality homes are at the heart of great places and contribute to strengthening the health and wellbeing of communities.
- Provision of land in the right locations to accommodate future need and demand for new homes, supported by the appropriate infrastructure.
- More energy efficient, net zero emissions homes, supporting a greener, fairer and more inclusive wellbeing economy and community wealth building, tackling both fuel and child poverty.

Local Development Plans:

LDPs are expected to identify a Local Housing Land Requirement for the area they cover. This is to meet the duty for a housing target and to represent how much land is required. To promote an ambitious and plan-led approach, the Local Housing Land Requirement is expected to exceed the 10 year [Minimum All-Tenure Housing Land Requirement \(MATHLR\) set out in Annex E](#).

Deliverable land should be allocated to meet the 10 year Local Housing Land Requirement in locations that create quality places for people to live. Areas that may be suitable for new homes beyond 10 years are also to be identified. The location of where new homes are allocated should be consistent with local living including, where relevant, 20 minute neighbourhoods and an infrastructure first approach. In rural and island areas, authorities are encouraged to set out tailored approaches to housing which

reflect locally specific market circumstances and delivery approaches. Diverse needs and delivery models should be taken into account across all areas, as well as allocating land to ensure provision of accommodation for Gypsy/Travellers and Travelling Showpeople where need is identified.

The LDP delivery programme is expected to establish a deliverable housing land pipeline for the Local Housing Land Requirement. The purpose of the pipeline is to provide a transparent view of the phasing of housing allocations so that interventions, including infrastructure, that enable delivery can be planned: it is not to stage permissions. Representing when land will be brought forward, phasing is expected across the short (1-3 years), medium (4-6 years) and long-term (7-10 years). Where sites earlier in the deliverable housing land pipeline are not delivering as programmed, and alternative delivery mechanisms identified in the delivery programme are not practical, measures should be considered to enable earlier delivery of long-term deliverable sites (7-10 years) or areas identified for new homes beyond 10 years. De-allocations should be considered where sites are no longer deliverable. The annual Housing Land Audit will monitor the delivery of housing land to inform the pipeline and the actions to be taken in the delivery programme.

Policy 16

- a) Development proposals for new homes on land allocated for housing in LDPs will be supported.
- b) Development proposals that include 50 or more homes, and smaller developments if required by local policy or guidance, should be accompanied by a Statement of Community Benefit. The statement will explain the contribution of the proposed development to:
 - i. meeting local housing requirements, including affordable homes;
 - ii. providing or enhancing local infrastructure, facilities and services; and
 - iii. improving the residential amenity of the surrounding area.

- c) Development proposals for new homes that improve affordability and choice by being adaptable to changing and diverse needs, and which address identified gaps in provision, will be supported. This could include:
- i. self-provided homes;
 - ii. accessible, adaptable and wheelchair accessible homes;
 - iii. build to rent;
 - iv. affordable homes;
 - v. a range of size of homes such as those for larger families;
 - vi. homes for older people, including supported accommodation, care homes and sheltered housing;
 - vii. homes for people undertaking further and higher education; and
 - viii. homes for other specialist groups such as service personnel.
- d) Development proposals for public or private, permanent or temporary, Gypsy/Travellers sites and family yards and Travelling Showpeople yards, including on land not specifically allocated for this use in the LDP, should be supported where a need is identified and the proposal is otherwise consistent with the plan spatial strategy and other relevant policies, including human rights and equality.
- e) Development proposals for new homes will be supported where they make provision for affordable homes to meet an identified need. Proposals for market homes will only be supported where the contribution to the provision of affordable homes on a site will be at least 25% of the total number of homes, unless the LDP sets out locations or circumstances where:
- i. a higher contribution is justified by evidence of need, or
 - ii. a lower contribution is justified, for example, by evidence of impact on viability, where proposals are small in scale, or to incentivise particular types of homes that are needed to diversify the supply, such as self-build or wheelchair accessible homes.
- The contribution is to be provided in accordance with local policy or guidance.
- f) Development proposals for new homes on land not allocated for housing in the LDP will only be supported in limited circumstances where:
- i. the proposal is supported by an agreed timescale for build-out; and
 - ii. the proposal is otherwise consistent with the plan spatial strategy and other relevant policies including local living and 20 minute neighbourhoods;
 - iii. and either:
 - delivery of sites is happening earlier than identified in the deliverable housing land pipeline. This will be determined by reference to two consecutive years of the Housing Land Audit evidencing substantial delivery earlier than pipeline timescales and that general trend being sustained; or
 - the proposal is consistent with policy on rural homes; or
 - the proposal is for smaller scale opportunities within an existing settlement boundary; or
 - the proposal is for the delivery of less than 50 affordable homes as part of a local authority supported affordable housing plan.
- g) Householder development proposals will be supported where they:
- i. do not have a detrimental impact on the character or environmental quality of the home and the surrounding area in terms of size, design and materials; and
 - ii. do not have a detrimental effect on the neighbouring properties in terms of physical impact, overshadowing or overlooking.
- h) Householder development proposals that provide adaptations in response to risks from a changing climate, or relating to people with health conditions that lead to particular accommodation needs will be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Rural homes](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

Rural homes

Policy Principles

Policy Intent:

To encourage, promote and facilitate the delivery of more high quality, affordable and sustainable rural homes in the right locations.

Policy Outcomes:

- Improved choice of homes across tenures so that identified local needs of people and communities in rural and island areas are met.
- Homes are provided that support sustainable rural communities and are linked with service provision.
- The distinctive character, sense of place and natural and cultural assets of rural areas are safeguarded and enhanced.

Local Development Plans:

LDPs should be informed by an understanding of population change over time, locally specific needs and market circumstances in rural and island areas.

LDPs should set out tailored approaches to rural housing and where relevant include proposals for future population growth – including provision for small-scale housing such as crofts and woodland crofts and the appropriate resettlement of previously inhabited areas. The Scottish Government's 6 fold Urban Rural Classification 2020 should be used to identify remote rural areas. Plans should reflect locally appropriate delivery approaches. Previously inhabited areas that are suitable for resettlement should be identified in the spatial strategy.

Policy 17

- a) Development proposals for new homes in rural areas will be supported where the development is suitably scaled, sited and designed to be in keeping with the character of the area and the development:
- i. is on a site allocated for housing within the LDP;
 - ii. reuses brownfield land where a return to a natural state has not or will not happen without intervention;
 - iii. reuses a redundant or unused building;
 - iv. is an appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
 - v. is demonstrated to be necessary to support the sustainable management of a viable rural business or croft, and there is an essential need for a worker (including those taking majority control of a farm business) to live permanently at or near their place of work;
 - vi. is for a single home for the retirement succession of a viable farm holding;
 - vii. is for the subdivision of an existing residential dwelling; the scale of which is in keeping with the character and infrastructure provision in the area; or
 - viii. reinstates a former dwelling house or is a one-for-one replacement of an existing permanent house.
- b) Development proposals for new homes in rural areas will consider how the development will contribute towards local living and take into account identified local housing needs (including affordable housing), economic considerations and the transport needs of the development as appropriate for the rural location.
- c) Development proposals for new homes in remote rural areas will be supported where the proposal:
- i. supports and sustains existing fragile communities;
 - ii. supports identified local housing outcomes; and

- iii. is suitable in terms of location, access, and environmental impact.
- d) Development proposals for new homes that support the resettlement of previously inhabited areas will be supported where the proposal:
- i. is in an area identified in the LDP as suitable for resettlement;
 - ii. is designed to a high standard;
 - iii. responds to its rural location; and
 - iv. is designed to minimise greenhouse gas emissions as far as possible.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Historic assets and places](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Coastal development](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[City, town, local and commercial centres](#)

[Rural development](#)

[Tourism](#)

Infrastructure first

Policy Principles

Policy Intent:

To encourage, promote and facilitate an infrastructure first approach to land use planning, which puts infrastructure considerations at the heart of placemaking.

Policy Outcomes:

- Infrastructure considerations are integral to development planning and decision making and potential impacts on infrastructure and infrastructure needs are understood early in the development planning process as part of an evidenced based approach.
- Existing infrastructure assets are used sustainably, prioritising low-carbon solutions.
- Infrastructure requirements, and their planned delivery to meet the needs of communities, are clear.

Local Development Plans:

LDPs and delivery programmes should be based on an integrated infrastructure first approach. Plans should:

- be informed by evidence on infrastructure capacity, condition, needs and deliverability within the plan area, including cross boundary infrastructure;
- set out the infrastructure requirements to deliver the spatial strategy, informed by the evidence base, identifying the infrastructure priorities, and where, how, when and by whom they will be delivered; and
- indicate the type, level (or method of calculation) and location of the financial or in-kind contributions, and the types of development from which they will be required.

Plans should align with relevant national, regional and local infrastructure plans and policies and take account of the Scottish Government infrastructure investment hierarchy and sustainable travel and investment hierarchies in developing the spatial strategy. Consistent early engagement and collaboration between relevant stakeholders will better inform decisions on land use and investment.

Policy 18

- a) Development proposals which provide (or contribute to) infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.
- b) The impacts of development proposals on infrastructure should be mitigated. Development proposals will only be supported where it can be demonstrated that provision is made to address the impacts on infrastructure. Where planning conditions, planning obligations, or other legal agreements are to be used, the relevant tests will apply.

Where planning obligations are entered into, they should meet the following tests:

- be necessary to make the proposed development acceptable in planning terms
- serve a planning purpose
- relate to the impacts of the proposed development
- fairly and reasonably relate in scale and kind to the proposed development
- be reasonable in all other respects

Planning conditions should only be imposed where they meet all of the following tests. They should be:

- necessary
- relevant to planning
- relevant to the development to be permitted
- enforceable
- precise
- reasonable in all other respects

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Energy](#)

[Zero waste](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Heat and cooling](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Health and safety](#)

[Digital infrastructure](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Rural development](#)

Heat and cooling

Policy Principles

Policy Intent:

To encourage, promote and facilitate development that supports decarbonised solutions to heat and cooling demand and ensure adaptation to more extreme temperatures.

Policy Outcomes:

- Development is connected to expanded heat networks which use and store heat from low or zero emission sources.
- Buildings and places are adapted to more extreme temperatures.

Local Development Plans:

LDPs should take into account the area's Local Heat & Energy Efficiency Strategy (LHEES). The spatial strategy should take into account areas of heat network potential and any designated Heat Network Zones (HNZ).

Policy 19

- Development proposals within or adjacent to a Heat Network Zone identified in a LDP will only be supported where they are designed and constructed to connect to the existing heat network.
- Proposals for retrofitting a connection to a heat network will be supported.
- Where a heat network is planned but not yet in place, development proposals will only be supported where they are designed and constructed to allow for cost-effective connection at a later date.
- National and major developments that will generate waste or surplus heat and which are located in areas of heat demand, will be supported providing wider considerations, including residential amenity, are not adversely impacted. A Heat and Power Plan should demonstrate how energy recovered from the development will be used to produce electricity and heat.

- Development proposals for energy infrastructure will be supported where they:
 - repurpose former fossil fuel infrastructure for the production or handling of low carbon energy;
 - are within or adjacent to a Heat Network Zone; and
 - can be cost-effectively linked to an existing or planned heat network.
- Development proposals for buildings that will be occupied by people will be supported where they are designed to promote sustainable temperature management, for example by prioritising natural or passive solutions such as siting, orientation, and materials.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Energy](#)

[Zero waste](#)

[Infrastructure first](#)

[Blue and green infrastructure](#)

[Business and industry](#)

Blue and green infrastructure

Policy Principles

Policy Intent:

To protect and enhance blue and green infrastructure and their networks.

Policy Outcomes:

- Blue and green infrastructure are an integral part of early design and development processes; are designed to deliver multiple functions including climate mitigation, nature restoration, biodiversity enhancement, flood prevention and water management.
- Communities benefit from accessible, high quality blue, green and civic spaces.

Local Development Plans:

LDPs should be informed by relevant, up-to-date audits and/or strategies, covering the multiple functions and benefits of blue and green infrastructure. The spatial strategy should identify and protect blue and green infrastructure assets and networks; enhance and expand existing provision including new blue and/or green infrastructure. This may include retrofitting. Priorities for connectivity to other blue and/or green infrastructure assets, including to address cross-boundary needs and opportunities, should also be identified.

LDPs should encourage the permanent or temporary use of unused or under-used land as green infrastructure. Where this is temporary, this should not prevent future development potential from being realised.

LDPs should safeguard access rights and core paths, including active travel routes, and encourage new and enhanced opportunities for access linked to wider networks.

Policy 20

- a) Development proposals that result in fragmentation or net loss of existing blue and green infrastructure will only be supported where it can be demonstrated that the proposal would not result in or exacerbate a deficit in blue or green infrastructure provision, and the overall integrity of the network will be maintained. The planning authority's Open Space Strategy should inform this.
- b) Development proposals for or incorporating new or enhanced blue and/or green infrastructure will be supported. Where appropriate, this will be an integral element of the design that responds to local circumstances.

Design will take account of existing provision, new requirements and network connections (identified in relevant strategies such as the Open Space Strategies) to ensure the proposed blue and/or green infrastructure is of an appropriate type(s), quantity, quality and accessibility and is designed to be multi-functional and well integrated into the overall proposals.

- c) Development proposals in regional and country parks will only be supported where they are compatible with the uses, natural habitats, and character of the park.
- d) Development proposals for temporary open space or green space on unused or under-used land will be supported.
- e) Development proposals that include new or enhanced blue and/or green infrastructure will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policy impact:

- ✔ Just Transition
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Soils](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Green belts](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Quality homes](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

[Rural development](#)

Play, recreation and sport

Policy Principles

Policy Intent:

To encourage, promote and facilitate spaces and opportunities for play, recreation and sport.

Policy Outcomes:

- Natural and built environments are improved, with more equitable access to opportunities for play and recreation.
- Physical and mental health are improved through provision of, and access to, outdoor recreation, play and sport facilities.

Local Development Plans:

LDPs should identify sites for sports, play and outdoor recreation for people of all ages. This should be based on an understanding of the needs and demand in the community and informed by the planning authority's Play Sufficiency Assessment and Open Space Strategy. These spaces can be incorporated as part of enhancing and expanding blue and green infrastructure, taking account of relevant agencies' plans or policy frameworks, such as flood risk and/or water management plans. New provisions should be well-designed, high quality, accessible and inclusive.

Policy 21

- a) Development proposals which result in the loss of outdoor sports facilities will only be supported where the proposal:
 - i. is ancillary to the principal use of the site as an outdoor sports facility; or
 - ii. involves only a minor part of the facility and would not affect its use; or
 - iii. meets a requirement to replace the facility which would be lost, either by a new facility or by upgrading an existing facility to provide a better quality facility. The location will be convenient for users and the overall playing capacity of the area will be maintained; or
- iv. can demonstrate that there is a clear excess of provision to meet current and anticipated demand in the area, and that the site would be developed without detriment to the overall quality of provision.

This should be informed by the local authority's Open Space Strategy and/or Play Sufficiency Assessment and in consultation with sportscotland where appropriate.
- b) Development proposals that result in the quantitative and/or qualitative loss of children's outdoor play provision, will only be supported where it can be demonstrated that there is no ongoing or future demand or the existing play provision will be replaced by a newly created, or improved existing asset, that is better quality or more appropriate.

This should be informed by the planning authority's Play Sufficiency Assessment.
- c) Development proposals for temporary or informal play space on unused or underused land will be supported.
- d) Development proposals likely to be occupied or used by children and young people will be supported where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.
- e) Development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.
- f) New, replacement or improved play provision will, as far as possible and as appropriate:
 - i. provide stimulating environments;
 - ii. provide a range of play experiences including opportunities to connect with nature;
 - iii. be inclusive;
 - iv. be suitable for different ages of children and young people;
 - v. be easily and safely accessible by children and young people independently, including those with a disability;

- vi. incorporate trees and/or other forms of greenery;
 - vii. form an integral part of the surrounding neighbourhood;
 - viii. be well overlooked for passive surveillance;
 - ix. be linked directly to other open spaces and play areas.
- g) Development proposals that include new or enhanced play or sport facilities will provide effective management and maintenance plans covering the funding arrangements for their long-term delivery and upkeep, and the party or parties responsible for these.

Policy impact:

- ✔ Just Transition
- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Natural places](#)

[Forestry, woodland and trees](#)

[Historic assets and places](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

[Culture and creativity](#)

Flood risk and water management

Policy Principles

Policy Intent:

To strengthen resilience to flood risk by promoting avoidance as a first principle and reducing the vulnerability of existing and future development to flooding.

Policy Outcomes:

- Places are resilient to current and future flood risk.
- Water resources are used efficiently and sustainably.
- Wider use of natural flood risk management benefits people and nature.

Local Development Plans:

LDPs should strengthen community resilience to the current and future impacts of climate change, by avoiding development in areas at flood risk as a first principle. Resilience should also be supported by managing the need to bring previously used sites in built up areas into positive use; planning for adaptation measures; and identifying opportunities to implement improvements to the water environment through natural flood risk management and blue green infrastructure.

Plans should take into account the probability of flooding from all sources and make use of relevant flood risk and river basin management plans for the area. A precautionary approach should be taken, regarding the calculated probability of flooding as a best estimate, not a precise forecast. For areas where climate change is likely to result in increased flood exposure that becomes unmanageable, consideration should be given to alternative sustainable land use.

Policy 22

- a) Development proposals at risk of flooding or in a flood risk area will only be supported if they are for:
- i. essential infrastructure where the location is required for operational reasons;
 - ii. water compatible uses;
 - iii. redevelopment of an existing building or site for an equal or less vulnerable use; or.
 - iv. redevelopment of previously used sites in built up areas where the LDP has identified a need to bring these into positive use and where proposals demonstrate that long-term safety and resilience can be secured in accordance with relevant SEPA advice.

The protection offered by an existing formal flood protection scheme or one under construction can be taken into account when determining flood risk.

In such cases, it will be demonstrated by the applicant that:

- all risks of flooding are understood and addressed;
- there is no reduction in floodplain capacity, increased risk for others, or a need for future flood protection schemes;
- the development remains safe and operational during floods;
- flood resistant and resilient materials and construction methods are used; and
- future adaptations can be made to accommodate the effects of climate change.

Additionally, for development proposals meeting criteria part iv), where flood risk is managed at the site rather than avoided these will also require:

- the first occupied/utilised floor, and the underside of the development if relevant, to be above the flood risk level and have an additional allowance for freeboard; and
- that the proposal does not create an island of development and that safe access/ egress can be achieved.

- b) Small scale extensions and alterations to existing buildings will only be supported where they will not significantly increase flood risk.
- c) Development proposals will:
- i. not increase the risk of surface water flooding to others, or itself be at risk.
 - ii. manage all rain and surface water through sustainable urban drainage systems (SUDS), which should form part of and integrate with proposed and existing blue-green infrastructure. All proposals should presume no surface water connection to the combined sewer;
 - iii. seek to minimise the area of impermeable surface.
- d) Development proposals will be supported if they can be connected to the public water mains. If connection is not feasible, the applicant will need to demonstrate that water for drinking water purposes will be sourced from a sustainable water source that is resilient to periods of water scarcity.
- e) Development proposals which create, expand or enhance opportunities for natural flood risk management, including blue and green infrastructure, will be supported.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Biodiversity](#)

[Green belts](#)

[Coastal development](#)

[Design, quality and place](#)

[Infrastructure first](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Health and safety](#)

[Business and industry](#)

Health and safety

Policy Principles

Policy Intent:

To protect people and places from environmental harm, mitigate risks arising from safety hazards and encourage, promote and facilitate development that improves health and wellbeing.

Policy Outcomes:

- Health is improved and health inequalities are reduced.
- Safe places protect human health and the environment.
- A planned approach supports health infrastructure delivery.

Local Development Plans:

LDP spatial strategies should seek to tackle health inequalities particularly in places which are experiencing the most disadvantage. They should identify the health and social care services and infrastructure needed in the area, including potential for co-location of complementary services, in partnership with Health Boards and Health and Social Care Partnerships.

LDPs should create healthier places for example through opportunities for exercise, healthier lifestyles, land for community food growing and allotments, and awareness of locations of concern for suicide.

Spatial strategies should maintain appropriate distances between sites with hazardous substances and areas where the public are likely to be present and areas of particular natural sensitivity or interest.

Policy 23

- a) Development proposals that will have positive effects on health will be supported. This could include, for example, proposals that incorporate opportunities for exercise, community food growing or allotments.
- b) Development proposals which are likely to have a significant adverse effect on health will not be supported. A Health Impact Assessment may be required.
- c) Development proposals for health and social care facilities and infrastructure will be supported.
- d) Development proposals that are likely to have significant adverse effects on air quality will not be supported. Development proposals will consider opportunities to improve air quality and reduce exposure to poor air quality. An air quality assessment may be required where the nature of the proposal or the air quality in the location suggest significant effects are likely.
- e) Development proposals that are likely to raise unacceptable noise issues will not be supported. The agent of change principle applies to noise sensitive development. A Noise Impact Assessment may be required where the nature of the proposal or its location suggests that significant effects are likely.
- f) Development proposals will be designed to take into account suicide risk.
- g) Development proposals within the vicinity of a major accident hazard site or major accident hazard pipeline (because of the presence of toxic, highly reactive, explosive or inflammable substances) will consider the associated risks and potential impacts of the proposal and the major accident hazard site/pipeline of being located in proximity to one another.
- h) Applications for hazardous substances consent will consider the likely potential impacts on surrounding populations and the environment.
- i) Any advice from Health and Safety Executive, the Office of Nuclear Regulation or the Scottish Environment Protection Agency that planning permission or hazardous substances consent should be refused, or conditions to be attached to a grant of consent, should not be overridden by the decision maker without the most careful consideration.
- j) Similar considerations apply in respect of development proposals either for or near licensed explosive sites (including military explosive storage sites).

Policy impact:

- ✔ Just Transition
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Forestry, woodland and trees](#)

[Energy](#)

[Zero waste](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Heat and cooling](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Flood risk and water management](#)

[Digital infrastructure](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Retail](#)

[Culture and creativity](#)

[Aquaculture](#)

[Minerals](#)

Digital infrastructure

Policy Principles

Policy Intent:

To encourage, promote and facilitate the roll-out of digital infrastructure across Scotland to unlock the potential of all our places and the economy.

Policy Outcomes:

- Appropriate, universal and future proofed digital infrastructure across the country.
- Local living is supported and the need to travel is reduced.

Local Development Plans:

LDPs should support the delivery of digital infrastructure, including fixed line and mobile connectivity, particularly in areas with gaps in connectivity and barriers to digital access.

Policy 24

- Development proposals that incorporate appropriate, universal, and future-proofed digital infrastructure will be supported.
- Development proposals that deliver new digital services or provide technological improvements, particularly in areas with no or low connectivity capacity, will be supported.
- Development proposals that are aligned with and support the delivery of local or national programmes for the roll-out of digital infrastructure will be supported.
- Development proposals that deliver new connectivity will be supported where there are benefits of this connectivity for communities and the local economy.
- Development proposals for digital infrastructure will only be supported where:
 - the visual and amenity impacts of the proposed development have been minimised through careful siting, design, height, materials and, landscaping, taking into account cumulative impacts and relevant technical constraints;

- it has been demonstrated that, before erecting a new ground based mast, the possibility of erecting antennas on an existing building, mast or other structure, replacing an existing mast and/or site sharing has been explored; and
- there is no physical obstruction to aerodrome operations, technical sites, or existing transmitter/receiver facilities.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Natural places](#)

[Green belts](#)

[Zero waste](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Health and safety](#)

[Community wealth building](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Rural development](#)



Productive Places

Community wealth building

Policy Principles

Policy Intent:

To encourage, promote and facilitate a new strategic approach to economic development that also provides a practical model for building a wellbeing economy at local, regional and national levels.

Policy Outcomes:

- local economic development that focuses on community and place benefits as a central and primary consideration – to support local employment and supply chains.
- support community ownership and management of buildings and land.

Local Development Plans:

LDPs should be aligned with any strategy for community wealth building for the area. Spatial strategies should address community wealth building priorities; identify community assets; set out opportunities to tackle economic disadvantage and inequality; and seek to provide benefits for local communities.

Policy 25

- Development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities will be supported. This could include for example improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.
- Development proposals linked to community ownership and management of land will be supported.

Policy impact:

- ✓ Just Transition
- ✓ Rebalanced development
- ✓ Rural revitalisation

Key policy connections:

- [Brownfield, vacant and derelict land and empty buildings](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Business and industry](#)

Business and industry

Policy Principles

Policy Intent:

To encourage, promote and facilitate business and industry uses and to enable alternative ways of working such as home working, live-work units and micro-businesses.

Policy Outcomes:

- Recovery within the business and industry sector is sustainable and inclusive.
- Investment in the business and industrial sector contributes to community wealth building.

Local Development Plans:

LDPs should allocate sufficient land for business and industry, taking into account business and industry land audits, in particular ensuring that there is a suitable range of sites that meet current market demand, location, size and quality in terms of accessibility and services. This allocation should take account of local economic strategies and support broader objectives of delivering a low carbon and net zero economic recovery, and a fairer and more inclusive wellbeing economy.

Policy 26

- a) Development proposals for business and industry uses on sites allocated for those uses in the LDP will be supported.
- b) Development proposals for home working, live-work units and micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.
- c) Development proposals for business and industry uses will be supported where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.

- d) Development proposals for business, general industrial and storage and distribution uses outwith areas identified for those uses in the LDP will only be supported where:
 - i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and
 - ii. The nature and scale of the activity will be compatible with the surrounding area.
- e) Development proposals for business and industry will take into account:
 - i. Impact on surrounding residential amenity; sensitive uses and the natural and historic environment;
 - ii. The need for appropriate site restoration at the end of a period of commercial use.
- f) Major developments for manufacturing or industry will be accompanied by a decarbonisation strategy to demonstrate how greenhouse gas emissions from the process are appropriately abated. The strategy may include carbon capture and storage.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Health and safety](#)

[Digital infrastructure](#)

[Community wealth building](#)

[City, town, local and commercial centres](#)

[Rural development](#)

City, town, local and commercial centres

Policy Principles

Policy Intent:

To encourage, promote and facilitate development in our city and town centres, recognising they are a national asset. This will be achieved by applying the Town Centre First approach to help centres adapt positively to long-term economic, environmental and societal changes, and by encouraging town centre living.

Policy Outcomes:

- Centres are vibrant, healthy, creative, enterprising, accessible and resilient places for people to live, learn, work, enjoy and visit.
- Development is directed to the most sustainable locations that are accessible by a range of sustainable transport modes and provide communities with easy access to the goods, services and recreational opportunities they need.

Local Development Plans:

LDPs should support sustainable futures for city, town and local centres, in particular opportunities to enhance city and town centres. They should, where relevant, also support proposals for improving the sustainability of existing commercial centres where appropriate.

LDPs should identify a network of centres that reflect the principles of 20 minute neighbourhoods and the town centre vision.

LDPs should be informed by evidence on where clustering of non-retail uses may be adversely impacting on the wellbeing of communities. They should also consider, and if appropriate, identify any areas where drive-through facilities may be acceptable where they would not negatively impact on the principles of local living or sustainable travel.

LDPs should provide a proportion of their Local Housing Land Requirements in city and town centres and be proactive in identifying opportunities to support residential development.

Policy 27

- a) Development proposals that enhance and improve the vitality and viability of city, town and local centres, including proposals that increase the mix of uses, will be supported.
- b) Development proposals will be consistent with the town centre first approach. Proposals for uses which will generate significant footfall, including commercial, leisure, offices, community, sport and cultural facilities, public buildings such as libraries, education and healthcare facilities, and public spaces:
 - i. will be supported in existing city, town and local centres, and
 - ii. will not be supported outwith those centres unless a town centre first assessment demonstrates that:
 - all centre and edge of centre options have been sequentially assessed and discounted as unsuitable or unavailable;
 - the scale of development cannot reasonably be altered or reduced in scale to allow it to be accommodated in a centre; and
 - the impacts on existing centres have been thoroughly assessed and there will be no significant adverse effect on the vitality and viability of the centres.

Town Centre First Assessment

For development proposals which are out of city/town centre and which will generate significant footfall a Town Centre First Assessment will be provided. Applicants should agree the data required with the planning authority before undertaking the assessment, and should present information on areas of dispute in a succinct and comparable form.

The town centre first assessment should:

- identify the potential relationship of the proposed development with the network of centres identified in the LDP;
- demonstrate the potential economic impact of the development and any possible displacement effects, including the net impact on jobs; and
- consider supply chains and whether local suppliers and workers will be a viable option; and
- the environmental impact of transporting goods and of staff and visitors travelling to the location.

The town centre first assessment should be applied flexibly and realistically for community, education, health and social care and sport and leisure facilities so that they are easily accessible to the communities they are intended to serve.

- c) Development proposals for non-retail uses will not be supported if further provision of these services will undermine the character and amenity of the area or the health and wellbeing of communities, particularly in disadvantaged areas. These uses include:
- i. Hot food takeaways, including permanently sited vans;
 - ii. Betting offices; and
 - iii. High interest money lending premises.

- d) Drive-through developments will only be supported where they are specifically supported in the LDP.

Town centre living

- e) Development proposals for residential development within city/town centres will be supported, including:
- i. New build residential development.
 - ii. The re-use of a vacant building within city/town centres where it can be demonstrated that the existing use is no longer viable and the proposed change of use adds to viability and vitality of the area.
 - iii. The conversion, or reuse of vacant upper floors of properties within city/town centres for residential.
- f) Development proposals for residential use at ground floor level within city/town centres will only be supported where the proposal will:
- i. retain an attractive and appropriate frontage;
 - ii. not adversely affect the vitality and viability of a shopping area or the wider centre; and
 - iii. not result in an undesirable concentration of uses, or 'dead frontages'.
- g) Development proposals for city or town centre living will take into account the residential amenity of the proposal. This must be clearly demonstrated where the proposed development is in the same built structure as:
- i. a hot food premises, live music venue, amusement arcade/centre, casino or licensed premises (with the exception of hotels, restaurants, cafés or off licences); and/or
 - ii. there is a common or shared access with licenced premises or other use likely to be detrimental to residential amenity.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Historic assets and places](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Quality homes](#)

[Blue and green infrastructure](#)

[Play, recreation and sport](#)

[Health and safety](#)

[Community wealth building](#)

[Business and industry](#)

[Retail](#)

[Rural development](#)

[Tourism](#)

[Culture and creativity](#)

Retail

Policy Principles

Policy Intent:

To encourage, promote and facilitate retail investment to the most sustainable locations that are most accessible by a range of sustainable transport modes.

Policy Outcomes:

- Retail development and the location of shops support vibrant city, town and local centres.
- Communities can access the shops and goods they need by a range of sustainable transport modes including on foot, by bike, and by public transport, as part of local living.

Local Development Plans:

LDPs should consider where there may be a need for further retail provision, this may be:

- where a retail study identifies deficiencies in retail provision in terms of quality and quantity in an area; or
- when allocating sites for housing or the creation of new communities, in terms of the need for neighbourhood shopping, and supporting local living.

LDPs should identify areas where proposals for healthy food and drink outlets can be supported.

Policy 28

- a) Development proposals for retail (including expansions and changes of use) will be consistent with the town centre first principle. This means that new retail proposals:
- i. will be supported in existing city, town and local centres, and
 - ii. will be supported in edge-of-centre areas or in commercial centres if they are allocated as sites suitable for new retail development in the LDP.
 - iii. will not be supported in out of centre locations (other than those meeting policy 28(c) or 28(d)).
- b) Development proposals for retail that are consistent with the sequential approach (set out in a) and click-and-collect locker pick up points, will be supported where the proposed development:
- i. is of an appropriate scale for the location;
 - ii. will have an acceptable impact on the character and amenity of the area; and
 - iii. is located to best channel footfall and activity, to benefit the place as a whole.
- c) Proposals for new small scale neighbourhood retail development will be supported where the proposed development:
- i. contributes to local living, including where relevant 20 minute neighbourhoods and/or
 - ii. can be demonstrated to contribute to the health and wellbeing of the local community.
- d) In island and rural areas, development proposals for shops ancillary to other uses such as farm shops, craft shops and shops linked to petrol/service/charging stations will be supported where:
- i. it will serve local needs, support local living and local jobs;
 - ii. the potential impact on nearby town and commercial centres or village/local shops is acceptable;
 - iii. it will provide a service throughout the year; and
 - iv. the likely impacts of traffic generation and access and parking arrangements are acceptable.

Policy impact:

- ✔ Local living
- ✔ Compact urban growth
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Health and safety](#)

[City, town, local and commercial centres](#)

[Rural development](#)

Rural development

Policy Principles

Policy Intent:

To encourage rural economic activity, innovation and diversification whilst ensuring that the distinctive character of the rural area and the service function of small towns, natural assets and cultural heritage are safeguarded and enhanced.

Policy Outcomes:

- Rural places are vibrant and sustainable and rural communities and businesses are supported.
- A balanced and sustainable rural population.

Local Development Plans:

LDPs should identify the characteristics of rural areas within the plan area, including the existing pattern of development, pressures, environmental assets, community priorities and economic needs of each area. The spatial strategy should set out an appropriate approach to development in rural areas which reflects the identified characteristics. The Scottish Government's 6 fold Urban Rural Classification 2020 should be used to identify remote rural areas. Spatial strategies should support the sustainability and prosperity of rural communities and economies. Previously inhabited areas which are suitable for resettlement should be identified in the spatial strategy.

Policy 29

- a) Development proposals that contribute to the viability, sustainability and diversity of rural communities and local rural economy will be supported, including:
- i. farms, crofts, woodland crofts or other land use businesses, where use of good quality land for development is minimised and business viability is not adversely affected;
 - ii. diversification of existing businesses;
 - iii. production and processing facilities for local produce and materials, for example sawmills, or local food production;
- iv. essential community services;
- v. essential infrastructure;
- vi. reuse of a redundant or unused building;
- vii. appropriate use of a historic environment asset or is appropriate enabling development to secure the future of historic environment assets;
- viii. reuse of brownfield land where a return to a natural state has not or will not happen without intervention;
- ix. small scale developments that support new ways of working such as remote working, homeworking and community hubs; or
- x. improvement or restoration of the natural environment.
- b) Development proposals in rural areas should be suitably scaled, sited and designed to be in keeping with the character of the area. They should also consider how the development will contribute towards local living and take into account the transport needs of the development as appropriate for the rural location.
- c) Development proposals in remote rural areas, where new development can often help to sustain fragile communities, will be supported where the proposal:
- i. will support local employment;
 - ii. supports and sustains existing communities, for example through provision of digital infrastructure; and
 - iii. is suitable in terms of location, access, siting, design and environmental impact.
- d) Development proposals that support the resettlement of previously inhabited areas will be supported where the proposal:
- i. is in an area identified in the LDP as suitable for resettlement;
 - ii. is designed to a high standard;
 - iii. responds to their rural location; and
 - iv. is designed to minimise greenhouse gas emissions as far as possible.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Compact urban growth
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Soils](#)

[Historic assets and places](#)

[Green belts](#)

[Brownfield, vacant and derelict land and empty buildings](#)

[Coastal development](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Local Living and 20 minute neighbourhoods](#)

[Infrastructure first](#)

[Rural homes](#)

[Blue and green infrastructure](#)

[Flood risk and water management](#)

[Business and industry](#)

[City, town, local and commercial centres](#)

[Retail](#)

[Tourism](#)

[Culture and creativity](#)

[Aquaculture](#)

[Minerals](#)

Tourism

Policy Principles

Policy Intent:

To encourage, promote and facilitate sustainable tourism development which benefits local people, is consistent with our net zero and nature commitments, and inspires people to visit Scotland.

Policy Outcomes:

- Communities and places enjoy economic, social and cultural benefits from tourism, supporting resilience and stimulating job creation.

Local Development Plans:

LDPs should support the recovery, growth and long-term resilience of the tourism sector. The spatial strategy should identify suitable locations which reflect opportunities for tourism development by taking full account of the needs of communities, visitors, the industry and the environment. Relevant national and local sector driven tourism strategies should also be taken into account.

The spatial strategy should also identify areas of pressure where existing tourism provision is having adverse impacts on the environment or the quality of life and health and wellbeing of local communities, and where further development is not appropriate.

Policy 30

- a) Development proposals for new or extended tourist facilities or accommodation, including caravan and camping sites, in locations identified in the LDP, will be supported.
 - b) Proposals for tourism related development will take into account:
 - i. The contribution made to the local economy;
 - ii. Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
 - iii. Impacts on communities, for example by hindering the provision of homes and services for local people;
 - iv. Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
 - v. Accessibility for disabled people;
 - vi. Measures taken to minimise carbon emissions;
 - vii. Opportunities to provide access to the natural environment.
- c) Development proposals that involve the change of use of a tourism-related facility will only be supported where it is demonstrated that the existing use is no longer viable and that there is no requirement for alternative tourism-related facilities in the area.
 - d) Proposals for huts will be supported where the nature and scale of the development is compatible with the surrounding area and the proposal complies with relevant good practice guidance.
 - e) Development proposals for the reuse of existing buildings for short term holiday letting will not be supported where the proposal will result in:
 - i. An unacceptable impact on local amenity or the character of a neighbourhood or area; or
 - ii. The loss of residential accommodation where such loss is not outweighed by demonstrable local economic benefits.

Policy impact:

- ✔ Just Transition
- ✔ Conserving and recycling assets
- ✔ Local living
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

[Tackling the climate and nature crises](#)

[Climate mitigation and adaptation](#)

[Natural places](#)

[Historic assets and places](#)

[Coastal development](#)

[Sustainable transport](#)

[Design, quality and place](#)

[Quality homes](#)

[Rural homes](#)

[Health and safety](#)

[Community wealth building](#)

[City, town, local and commercial centres](#)

[Retail](#)

[Rural development](#)

[Culture and creativity](#)

Culture and creativity

Policy Principles

Policy Intent:

To encourage, promote and facilitate development which reflects our diverse culture and creativity, and to support our culture and creative industries.

Policy Outcomes:

- Locally distinctive places reflect the diversity of communities and support regeneration and town centre vibrancy.
- Cultural and creative industries are expanded, providing jobs and investment.
- Communities have access to cultural and creative activities.

Local Development Plans:

LDPs should recognise and support opportunities for jobs and investment in the creative sector, culture, heritage and the arts.

Policy 31

- Development proposals that involve a significant change to existing, or the creation of new, public open spaces will make provision for public art. Public art proposals which reflect diversity, culture and creativity will be supported.
- Development proposals for creative workspaces or other cultural uses that involve the temporary use of vacant spaces or property will be supported.
- Development proposals that would result in the loss of an arts or cultural venue will only be supported where:
 - there is no longer a sustainable demand for the venue and after marketing the site at a reasonable rate for at least 12 months, through relevant local and national agents and online platforms, there has been no viable interest from potential operators; or
 - the venue, as evidenced by consultation, no longer meets the needs of users and cannot be adapted; or

- alternative provision of equal or greater standard is made available at a suitable location within the local area; and
 - the loss of the venue does not result in loss or damage to assets or objects of significant cultural value.
- d) Development proposals within the vicinity of existing arts venues will fully reflect the agent of change principle and will only be supported where they can demonstrate that measures can be put in place to ensure that existing noise and disturbance impacts on the proposed development would be acceptable and that existing venues and facilities can continue without additional restrictions being placed on them as a result of the proposed new development.

Policy impact:

- ✓ Just Transition
- ✓ Conserving and recycling assets
- ✓ Local living
- ✓ Rebalanced development

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Climate mitigation and adaptation](#)
- [Historic assets and places](#)
- [Brownfield, vacant and derelict land and empty buildings](#)
- [Zero waste](#)
- [Sustainable transport](#)
- [Design, quality and place](#)
- [Local Living and 20 minute neighbourhoods](#)
- [Blue and green infrastructure](#)
- [Play, recreation and sport](#)
- [Health and safety](#)
- [Digital infrastructure](#)
- [Community wealth building](#)
- [City, town, local and commercial centres](#)
- [Rural development](#)
- [Tourism](#)

Aquaculture

Policy Principles

Policy Intent:

To encourage, promote and facilitate aquaculture development and minimise any adverse effects on the environment, including cumulative impacts.

Planning should support an aquaculture industry that is sustainable, diverse, competitive, economically viable and which contributes to food security, whilst operating with social licence, within environmental limits and which ensures there is a thriving marine ecosystem for future generations.

Policy Outcomes:

- New aquaculture development is in locations that reflect industry needs and considers environmental impacts.
- Producers will contribute to communities and local economies.
- Prosperous finfish, shellfish and seaweed sectors.
- Migratory fish species are safeguarded.

Local Development Plans:

LDPs should guide new aquaculture development in line with National and Regional Marine Planning, and will minimise adverse environmental impacts, including cumulative impacts, that arise from other existing and planned aquaculture developments in the area while also reflecting industry needs.

Policy 32

- a) To safeguard migratory fish species, further salmon and trout open pen fish farm developments on the north and east coasts of mainland Scotland will not be supported.
- b) Development proposals for aquaculture will be supported where they comply with the LDP, the National Marine Plan and, where relevant, the appropriate Regional Marine Plan.
- c) Development proposals for fish farms will demonstrate that operational impacts (including from noise, acoustic deterrent devices (where applicable) light, access,

navigation, containment, deposition, waste emissions and sea lice, impacts on wild salmonids, aquaculture litter (and odour and impacts on other marine users)) are acceptable and comply with the relevant regulatory framework.

- d) Development proposals for fish farm developments will only be supported where the following impacts have been assessed and mitigated:
 - i. landscape and visual impact of the proposal including the siting and design of cages, lines and associated facilities taking into account the character of the location;
 - ii. the impact of any land based facilities, ensuring that the siting and design are appropriate for the location;
 - iii. impacts on natural heritage, designated sites and priority marine features; and
 - iv. impacts on historic marine protected areas.
- e) Applications for open water farmed finfish or shellfish development are excluded from the requirements of policy 3b) and 3c) and will instead apply all relevant provisions from National and Regional Marine Plans.

Policy impact:

- ✔ Just Transition
- ✔ Rebalanced development
- ✔ Rural revitalisation

Key policy connections:

- [Tackling the climate and nature crises](#)
- [Historic assets and places](#)
- [Natural places](#)
- [Biodiversity](#)
- [Coastal development](#)
- [Design, quality and place](#)
- [Health and safety](#)
- [Community wealth building](#)
- [Business and industry](#)
- [Rural development](#)

Minerals

Policy Principles

Policy Intent:

To support the sustainable management of resources and minimise the impacts of the extraction of minerals on communities and the environment.

Policy Outcomes:

- Sufficient resources are available to meet industry demands, making an essential contribution to the Scottish economy.
- Important raw materials for manufacturing, construction, agriculture, and other industries are available.
- Important workable mineral resources are protected from sterilisation by other developments.
- Communities and the environment are protected from the impacts of mineral extraction.

Local Development Plans:

LDPs should support a landbank of construction aggregates of at least 10-years at all times in the relevant market areas, whilst promoting sustainable resource management, safeguarding important workable mineral resources, which are of economic or conservation value, and take steps to ensure these are not sterilised by other types of development.

Policy 33

- a) Development proposals that seek to explore, develop, and produce fossil fuels (excluding unconventional oil and gas) will not be supported other than in exceptional circumstances. Any such exceptions will be required to demonstrate that the proposal is consistent with national policy on energy and targets for reducing greenhouse gas emissions.
- b) The Scottish Government does not support the development of unconventional oil and gas in Scotland. This means development connected to the onshore exploration, appraisal or production of coal bed methane or shale oil or shale gas, using unconventional oil and gas extraction techniques, including hydraulic fracturing and dewatering for coal bed methane.
- c) Development proposals that would sterilise mineral deposits of economic value will only be supported where:
 - i. there is an overriding need for the development and prior extraction of the mineral cannot reasonably be undertaken; or
 - ii. extraction of the mineral is impracticable or unlikely to be environmentally acceptable.
- d) Development proposals for the sustainable extraction of minerals will only be supported where they:
 - i. will not result in significant adverse impacts on biodiversity, geodiversity and the natural environment, sensitive habitats and the historic environment, as well as landscape and visual impacts;
 - ii. provide an adequate buffer zone between sites and settlements taking account of the specific circumstances of individual proposals, including size, duration, location, method of working, topography, and the characteristics of the various environmental effects likely to arise;
 - iii. can demonstrate that there are no significant adverse impacts (including cumulative impact) on any nearby homes, local communities and known sensitive receptors and designations;
 - iv. demonstrate acceptable levels (including cumulative impact) of noise, dust, vibration and potential pollution of land, air and water;
 - v. minimise transport impacts through the number and length of lorry trips and by using rail or water transport wherever practical;
 - vi. have appropriate mitigation plans in place for any adverse impacts;
 - vii. include schemes for a high standard of restoration and aftercare and commitment that such work is undertaken at the earliest opportunity. As a further

safeguard a range of financial guarantee options are available, and the most effective solution should be considered and agreed on a site-by-site basis. Solutions should provide assurance and clarity over the amount and period of the guarantee and in particular, where it is a bond, the risks covered (including operator failure) and the triggers for calling in a bond, including payment terms.

- e) Development proposals for borrow pits will only be supported where:
- i. the proposal is tied to a specific project and is time-limited;
 - ii. the proposal complies with the above mineral extraction criteria taking into account the temporary nature of the development; and
 - iii. appropriate restoration proposals are enforceable.

Policy impact:

- ✔ Conserving and recycling assets

Key policy connections:

[Tackling the climate and nature crises](#)

[Biodiversity](#)

[Natural places](#)

[Historic assets and places](#)

[Zero waste](#)

[Infrastructure first](#)

[Health and safety](#)

Part 3 – Annexes

Annex A – How to use this document

Purpose of Planning

The purpose of planning is to manage the development and use of land in the long-term public interest.

The decisions we make today will have implications for future generations. Scotland in 2045 will be different. We must embrace and deliver radical change so we can tackle and adapt to climate change, restore biodiversity

loss, improve health and wellbeing, reduce inequalities, build a wellbeing economy and create great places.

Role of the National Planning Framework

Scotland 2045: our Fourth National Planning Framework, commonly known as NPF4, is required by law to set out the Scottish Ministers' policies and proposals for the development and use of land. It plays a key role in supporting the delivery of Scotland's national outcomes and the United Nations Sustainable Development Goals.

National Performance Framework

Our Purpose, Values and National Outcomes



SUSTAINABLE DEVELOPMENT GOALS



NPF4 includes a long-term spatial strategy to 2045. This reflects the spatial aspects of a range of Scottish Government policies, including the Infrastructure Investment Plan.

The Infrastructure Investment Plan (IIP) identified that NPF4 would include housing land requirements framed within a spatial strategy that aligns with the investment programme and principles, and highlighted that national planning policies would include an infrastructure first approach.

The NPF4 strategy, policies and national developments are aligned to the strategic themes of the IIP: enabling the transition to net zero emissions and environmental sustainability; driving inclusive economic growth; and building resilient and sustainable places. The policies and instruction for LDPs activate the IIP priorities within the themes to the degree that those priorities involve physical development, opportunities for people and improvements for place. Minimum All Tenure Housing Land Requirements are set out at [Annex E](#). The investment hierarchy influences the approach to NPF4 overall and features specifically in instructions for LDPs in Policy 18 'Infrastructure First'.

NPF4 replaces National Planning Framework 3 (2014) and Scottish Planning Policy (2014). NPF4 should be read as a whole. It represents a package of planning policies to guide us to the place we want Scotland to be in 2045.

NPF4 is required by law to contribute to 6 outcomes:

- Meeting the **housing needs** of people living in Scotland including, in particular, the housing needs for older people and disabled people,
- Improving the **health and wellbeing** of people living in Scotland,
- Increasing the **population of rural areas** of Scotland,
- Improving **equality** and eliminating discrimination,
- Meeting any targets relating to the **reduction of emissions** of greenhouse gases, and
- Securing positive effects for **biodiversity**.

Statements setting out further detail on the contribution of NPF4 to each outcome are set out in Part 1.

Plan-led Approach

A plan-led approach is central to supporting the delivery of Scotland’s national outcomes and broader sustainable development goals. It is a legislative requirement that planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise.

The statutory development plan for any given area of Scotland consists of the National Planning Framework and the relevant LDP(s). The Town and Country Planning (Scotland) Act 1997 prescribes four different plans, at different scales:

National Planning Framework (NPF)	<p>The National Planning Framework sets out the Scottish Ministers’ policies and proposals for the development and use of land.</p> <p>The NPF must have regard to any adopted regional spatial strategy.</p> <p>NPF4 is part of the statutory development plan.</p>
Regional spatial strategies (RSS)	<p>The Planning (Scotland) Act 2019 introduced a new duty requiring the preparation of regional spatial strategies.</p> <p>A planning authority, or authorities acting jointly will prepare these long-term spatial strategies for the strategic development of an area.</p> <p>RSS are not part of the statutory development plan, but have an important role to play in informing future versions of the NPF and LDPs.</p>
Local development plans (LDPs)	<p>Planning authorities must prepare one or more LDPs for their area.</p> <p>The LDP sets out a spatial strategy for the development of that area. It must take into account the National Planning Framework and any registered local place plan in the area it covers. It must have regard to the authority’s adopted regional spatial strategy. The LDP must also have regard to any local outcomes improvement plan for the area it covers.</p> <p>LDPs are part of the statutory development plan.</p>
Local place plans (LPPs)	<p>Local place plans are community-led plans setting out proposals for the development and use of land. They must have regard to the NPF, any LDP which covers the same area, and also any locality plan which covers the same area.</p> <p>LPPs are not part of the statutory development plan, but have an important role to play in informing LDPs.</p>

Spatial Strategy

[Part 1](#) sets out our spatial strategy for Scotland to 2045, identifying:

- [6 spatial principles](#) which will influence all our plans and decisions:
 - Just transition
 - Conserving and recycling assets
 - Local living
 - Compact urban growth
 - Rebalanced development
 - Rural revitalisation
- 3 themes, linked to the United Nations Sustainable Development Goals and Scottish Government National Performance Framework:
 - Sustainable places where we reduce emissions, restore and better connect biodiversity
 - Liveable places where we can all live better, healthier lives
 - Productive places where we have a greener, fairer and more inclusive wellbeing economy

LDPs should take account of these principles and outcomes, and they should also be reflected within regional spatial strategies and local place plans.

National Developments

Eighteen national developments have been identified. These are significant developments of national importance that will help to deliver the spatial strategy. They are intentionally high level and focus on key elements, as the projects are at different stages.

National development status does not grant planning permission for the development and all relevant consents are required.

Their designation means that the principle of the development does not need to be agreed in later consenting processes, providing more certainty for communities, business and investors.

Their designation is not intended to describe in detail how the projects should be designed, matters to consider, or impact assessments and mitigation to be applied. In addition to the statement of need at [Annex B](#), decision makers for applications for consent for national developments should take into account all relevant policies.

LDPs should take forward proposals for national developments where relevant and facilitate their delivery. This could be through supporting land allocations, policy intervention and LDP delivery programmes.

Regional Spatial Priorities

Regional spatial priorities set out how each part of the country can use their assets and opportunities to help deliver the overall strategy. The detail of these priorities should be further considered and consulted upon through the local development planning process, and where appropriate through regional spatial strategies and regional transport strategies.

The maps are indicative, and certain authorities may have a role to play in more than one regional area. The broad areas identified in NPF4 are intended to act as a flexible framework to guide the preparation of future Regional Spatial Strategies. It is open to planning authorities to decide for themselves, including by working in partnership with others, the most appropriate scale and extent of areas to be covered by Regional Spatial Strategies.

Statutory guidance will guide the preparation of Regional Spatial Strategies.

National Planning Policy

[Part 2](#) sets out our policy framework by topic under the three themes.

Planning is complex and requires careful balancing of issues. The **policy intent** is provided to aid plan makers and decision makers to understand the intent of each policy and to help deliver policy aspirations.

The **policy outcomes** set out what we want to achieve and will help to influence future monitoring of the planning system.

The **Local Development Plan** section clarifies the expected role of LDPs for each topic. The focus for LDPs should be on land allocation through the spatial strategy and interpreting this national policy in a local context. There is no need for LDPs to replicate policies within NPF4, but authorities can add further detail including locally specific policies should they consider to be a need to do so, based on the area's individual characteristics.

The **policy** sections are for use in the determination of planning applications. The policies should be read as a whole. Planning decisions must be made in accordance with the development plan, unless material considerations indicate otherwise. It is for the decision maker to determine what weight to attach to policies on a case by case basis. Where a policy states that development will be supported, it is in principle, and it is for the decision maker to take into account all other relevant policies.

The **policy impact** section shows which spatial principles the policy will help to deliver.

The **key policy connections** help to show the key connections between policies, but are not intended to be comprehensive.

Annex B – National Developments Statements of Need

National developments are significant developments of national importance that will help to deliver our spatial strategy.

Eighteen national developments will support the delivery of our spatial strategy. These national developments range from single large scale projects or collections and networks of several smaller scale proposals. They are also intended to act as exemplars of the Place Principle and placemaking approaches.

The statements of need set out in this annex are a requirement of the Town and Country Planning (Scotland) Act 1997 and describe the development to be considered as a national development for consent handling purposes.

An assessment of the likely impact of each proposed national development's lifecycle greenhouse gas emissions on achieving national greenhouse gas emissions reductions targets¹ (with the meaning given in the Climate Change (Scotland) Act 2009) has been undertaken. The assessment is based on the detail provided at the time of the assessment, and the conclusion may alter depending on the nature and detail of the projects taken forward.

The potential for national developments to affect European designated sites, depending on the precise design, location and construction of individual projects, has been identified by the Habitats Regulations Appraisal (HRA) of NPF4. Any such development would need to be considered carefully at project level and all relevant statutory tests met.

¹ Research project: Lifecycle Greenhouse Gas Emissions of NPF4 Proposed National Developments Assessment Findings (LUC 2021) available online at <https://www.transformingplanning.scot/national-planning-framework/>

1. Energy Innovation Development on the Islands

This national development supports proposed developments in the Outer Hebrides, Shetland and Orkney island groups, for renewable energy generation, renewable hydrogen production, infrastructure and shipping, and associated opportunities in the supply chain for fabrication, research and development.

Any strategy for deployment of these technologies must enable decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland's just transition to net zero.

This is aligned with low carbon energy projects within the Islands Growth Deal that have been developed with local partners such as the Islands Centre for Net Zero and encompasses other projects that can facilitate net zero aims.

The use of low and zero emission fuels will play a crucial role in decarbonising island and mainland energy use, shipping, strengthening energy security overall and creating a low carbon energy economy for the islands and islanders. The developments will add value where they link into national and international energy expertise, learning and research and development networks.

Location

Outer Hebrides, Shetland, Orkney and surrounding waters.

Need

These classes of development support the potential of the three island authorities to exemplify a transition to a net zero society. This will support delivery of our spatial strategy by helping to sustain communities in rural and island areas by stimulating employment and innovation.

Designation and classes of development

A development contributing to 'Energy Innovation Development on the Islands' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

Outer Hebrides – Supporting the Arnish Renewables Base and Outer Hebrides Energy Hub

The classes below apply to development that is for delivery of the Arnish Renewables Base and Outer Hebrides Energy Hub:

- a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;
- b) Electricity transmission cables and converter stations on and/or off shore of 132 kilovolts (kv) and above;
- c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;
- d) Improved oil storage infrastructure for Stornoway, with appropriate emissions abatement; and
- e) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Arnish.

Shetland Islands – Supporting the Opportunity for Renewable Integration with Offshore Networks (ORION) Clean Energy Project

The classes below apply to development that is for delivery of renewable and low carbon aspects of the ORION project:

- a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;
- b) Electricity transmission cables and converter stations on and/or off shore of/ or exceeding 132kv;
- c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport, storage, and utilisation infrastructure at Sullom Voe;
- d) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at Sullom Voe, Scatsta, Lerwick, and Dales Voe (Lerwick);
- e) Oil terminal modifications at Sullom Voe to maintain asset use moving towards net zero emissions; and
- f) New infrastructure, and/or upgraded buildings and facilities to support the transportation and storage of captured carbon.

Orkney Islands – Supporting Scapa Flow Future Fuels Hub and Orkney Harbours

The classes below apply to development that is for the delivery of the Future Fuels Hub, new quay in Scapa Flow, and the Orkney Logistics Base at Hatston, which support services for the renewable and marine energy and shipping sectors:

- a) New or updated on and/or off shore infrastructure for energy generation from renewables exceeding 50 megawatts capacity;

- b) Electricity transmission cables and converter stations on and/or off shore of 132kv and above;
- c) Infrastructure for the production, storage and transportation of low and zero-carbon fuels (that are not electricity or heat) including renewable hydrogen; and hydrogen production related chemicals including ammonia with appropriate carbon capture linked to transport and storage infrastructure;
- d) Quay to service renewable energy, energy transportation, energy decommissioning, fabrication or freight handling, including new or enhanced associated laydown or operational area at, Scapa Flow, and Hatston (Kirkwall); and
- e) Oil terminal modifications at Scapa Flow to maintain asset use moving towards net zero emissions.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

2. Pumped Hydro Storage

This national development will play a significant role in balancing and optimising electricity generation and maintaining the operability of the electricity system as part of our transition to net zero. This is necessary as we continue to move towards a decarbonised system with much more renewable generation, the output from which is defined by weather conditions.

This national development supports additional capacity at existing sites as well as at new sites. Cruachan in Argyll is a nationally important example of a pumped storage facility with significant potential for enhanced capacity that could create significant jobs in a rural location.

Location

All Scotland.

Need

This national development supports pumped hydro storage capacity within the electricity network through significant new or expanded sites. This supports the transition to a net zero economy through the ability of pumped hydro storage schemes to optimise electricity generated from renewables by storing and releasing it when it is required.

Designation and classes of development

A development contributing to 'Pumped Hydro Storage' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) New and/or expanded and/or upgraded water holding reservoir and dam;
- b) New and/or upgraded electricity generating plant structures or buildings;
- c) New and/or upgraded pump plant structures or buildings;
- d) New and/or expanded and/or upgraded water inlet and outlet pipework;
- e) New and/or upgraded substations and/or transformers; and
- f) New and/or replacement transmission cables.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

3. Strategic Renewable Electricity Generation and Transmission Infrastructure

This national development supports renewable electricity generation, repowering, and expansion of the electricity grid.

A large and rapid increase in electricity generation from renewable sources will be essential for Scotland to meet its net zero emissions targets. Certain types of renewable electricity generation will also be required, which will include energy storage technology and capacity, to provide the vital services, including flexible response, that a zero carbon network will require. Generation is for domestic consumption as well as for export to the UK and beyond, with new capacity helping to decarbonise heat, transport and industrial energy demand. This has the potential to support jobs and business investment, with wider economic benefits.

The electricity transmission grid will need substantial reinforcement including the addition of new infrastructure to connect and transmit the output from new on and offshore capacity to consumers in Scotland, the rest of the UK and beyond. Delivery of this national development will be informed by market, policy and regulatory developments and decisions.

Location

All Scotland.

Need

Additional electricity generation from renewables and electricity transmission capacity of scale is fundamental to achieving a net zero economy and supports improved network resilience in rural and island areas. Island transmission connections in particular can facilitate capturing the significant renewable energy potential in those areas as well as delivering significant social and economic benefits.

Designation and classes of development

A development contributing to 'Strategic Renewable Electricity Generation and Transmission' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) On and off shore electricity generation, including electricity storage, from renewables exceeding 50 megawatts capacity;
- b) New and/or replacement upgraded on and offshore high voltage electricity transmission lines, cables and interconnectors of 132kv or more; and
- c) New and/or upgraded Infrastructure directly supporting on and offshore high voltage electricity lines, cables and interconnectors including converter stations, switching stations and substations.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local Living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

4. Circular Economy Materials Management Facilities

This national development supports the development of facilities required to achieve a circular economy. This sector will provide a range of business, skills and employment opportunities as part of a just transition to a net zero economy.

The range and scale of facilities required to manage secondary materials and their circulation back into the economy is not yet clear. However, sites and facilities will be needed to retain the resource value of materials so that we can maximise the use of materials in the economy and minimise the use of virgin materials in order to reduce greenhouse gas emissions. This is particularly significant for the construction and demolition industries and decommissioning industry.

Careful assessment of specific proposals will be required to ensure they provide sustainable low carbon solutions, include appropriate controls, manage any emissions and mitigate localised impacts including on neighbouring communities and the wider environment.

Location

All Scotland.

Need

This national development helps maximise Scotland's potential to retain the energy and emissions values within materials already in the economy.

Designation and classes of development

A development contributing to 'Circular Economy Materials Management Facilities' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) Facilities for managing secondary materials; and
- b) Recycling facilities.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local Living
- ✔ Conserving and recycling assets
- ✔ Just transition

5. Urban Sustainable, Blue and Green Surface Water Management Solutions

This national development aims to build on the benefits of the Metropolitan Glasgow Strategic Drainage Partnership, to continue investment and extend the approach to the Edinburgh city region.

Our biggest cities and their regions will require improved infrastructure to ensure they are more resilient to climate change. A strategic, catchment scale approach to adaptation through surface water and drainage infrastructure investment will reduce impacts and risks for our urban population and is an example of an infrastructure first approach. Catchment scale nature-based solutions which may include blue and green infrastructure should be prioritised. Grey infrastructure should be optimised and only used when necessary to augment blue-green infrastructure solutions. Delivery of multiple climate, wellbeing and economic benefits should form the basis of the approach. Whilst this national development focuses on Edinburgh and Glasgow other cities and towns may benefit from similar approaches.

Location

Glasgow and Edinburgh City Regions and their wider water catchment areas.

Need

A large proportion of our population lives in our largest cities. The management of surface water drainage at scale across these city regions will help us to adapt to extreme weather events that will become more frequent as a result of climate change. A nature-based approach to surface water management has the potential to deliver multiple health, wellbeing, economic and climate adaptation and emissions reduction benefits and it may free up sewer capacity.

Designation and classes of development

A development contributing to 'Urban Sustainable, Blue and Green Surface Water Management Solutions' in the location described, within the Class of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) Spaces, infrastructure, works, structures, buildings, pipelines, and nature-based approaches, for surface water management and drainage systems.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

6. Urban Mass/Rapid Transit Networks

This national development supports low carbon mass/rapid transit projects for Aberdeen, Edinburgh and Glasgow.

To reduce transport emissions at scale, we will require low carbon transport solutions for these three major cities that can support transformational reduction in private car use.

Development of the Glasgow 'Metro' and Edinburgh Mass Transit in these cities and their associated regions plus the Aberdeen Rapid Transit system are recommendations from the Strategic Transport Projects Review 2.

This will support placemaking and deliver improved transport equity across the most densely populated parts of Scotland, improving access to employment and supporting sustainable investment in the longer term. It can function as part of a broader transport network that includes active travel, and this places importance on multi-modal hubs or transport interchange points.

The type of interventions will be determined through the on-going development of business cases and studies but could include the provision of new systems or extensions to existing sustainable and public transport networks.

Location

Aberdeen, Glasgow and Edinburgh City Regions.

Need

This national development will help reduce transport related emissions overall, improve air quality, reduce the demand for private vehicle use, support the roll out of 20 minute neighbourhoods and improve transport equity.

Designation and classes of development

A development contributing to 'Urban Mass/Rapid Transit Networks' in the location described, within one or more of the Classes of Development below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development. This relates to development supported by the Strategic Transport Projects Review 2 consisting of new or upgraded:

- a) Track or road infrastructure;
- b) Fuelling or power infrastructure;
- c) Passenger facilities; and
- d) Depots servicing the networks.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Conserving and recycling assets
- ✔ Just transition

7. Central Scotland Green Network

This national development is one of Europe's largest and most ambitious green infrastructure projects. It will play a key role in tackling the challenges of climate change and biodiversity loss including by building and strengthening nature networks. A greener approach to development will improve placemaking, can contribute to the roll-out of 20 minute neighbourhoods and will benefit biodiversity connectivity. This has particular relevance in the more urban parts of Scotland where there is pressure for development as well as significant areas requiring regeneration to address past decline and disadvantage. Regeneration, repurposing and reuse of brownfield land should be a priority.

Priorities include enhancement to provide multi-functional green and blue infrastructure that provides greatest environmental, lifelong physical and mental health, social wellbeing and economic benefits. It focuses on those areas where greening and development can be mutually supportive, helping to improve equity of access to quality green and blue space, and supporting communities where improving wellbeing and resilience is most needed, including to help people adapt to future climate risks.

Nature-based solutions for climate change adaptation and mitigation may include woodland expansion and peatland restoration as a priority. The connectivity of biodiversity rich areas may be enhanced through nature networks, including corridors and stepping stones to provide enhanced natural capital and improved ecosystem services.

Location

Central Scotland local authorities within a boundary identified by the Green Action Trust.

Need

This national development is needed to improve quality of place and create new opportunities for investment. This will support delivery of our spatial strategy which highlights the importance of accelerating urban greening in this most densely populated part of Scotland.

Designation and classes of development

A development contributing to 'Central Scotland Green Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Development to create and/or enhance multi-functional green infrastructure including for: emissions sequestration; adaptation to climate change; and biodiversity enhancement;
- b) Reuse of vacant and derelict land and buildings for greening and nature-based solutions;
- c) New and/or upgraded sustainable surface water management and drainage systems and the creation of blue space;
- d) Use of land for allotments or community food growing; and
- e) Routes for active travel and/or recreation.

Lifecycle Greenhouse Gas Emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

8. National Walking, Cycling and Wheeling Network

This national development facilitates the shift from vehicles to walking, cycling and wheeling for everyday journeys contributing to reducing greenhouse gas emissions from transport and is highly beneficial for health and wellbeing.

The upgrading and provision of additional active travel infrastructure will be fundamental to the development of a sustainable travel network providing access to settlements, key services and amenities, employment and multi-modal hubs. Infrastructure investment should be prioritised for locations where it will achieve our National Transport Strategy 2 priorities and outcomes, to reduce inequalities, take climate action, help deliver a wellbeing economy and to improve health and wellbeing. This will help to deliver great places to live and work, including through connecting neighbourhoods, villages and towns, active freeways and long distance routes.

Location

All Scotland.

Need

Reducing the need to travel unsustainably is the highest priority in the sustainable transport investment hierarchy. This national development will significantly support modal shift and deliver multiple outcomes including our commitment to a 20% reduction in car kilometres by 2030, associated emissions reduction, health and air quality improvement. This will support the delivery of our spatial strategy by creating a more sustainable distribution of access across Scotland as a whole.

Designation and classes of development

A development contributing to 'National Walking, Cycling and Wheeling Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) New/and or upgraded routes suitable for a range of users for walking, cycling and wheeling that help create a national network that facilitates short and longer distance journeys and linkages to multi-modal hubs.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Just transition

9. Edinburgh Waterfront

This national development supports the regeneration of strategic sites along the Forth Waterfront in Edinburgh.

The waterfront is a strategic asset that contributes to the city's character and sense of place and includes significant opportunities for a wide range of future developments.

Development will include high quality mixed use proposals that optimise the use of the strategic asset for residential, community, commercial and industrial purposes, including support for off-shore energy relating to port uses. Further cruise activity should take into account the need to manage impacts on transport infrastructure.

This will help maintain and grow Edinburgh's position as a capital city and commercial centre with a high quality and accessible living environment. Development locations and design will need to address future resilience to the risks from climate change, impact on health inequalities, and the potential to incorporate green and blue infrastructure.

Location

Leith to Granton.

Need

Waterfronts in our largest urban areas are frequently under-utilised and contain significant areas of brownfield land as well as existing infrastructure assets. Their location may be particularly vulnerable to climate change and likely risks will require careful management. This will support delivery of our spatial strategy, which recognises the importance of our urban coastline in supporting our sense of place, economy and wellbeing.

Designation and classes of development

A development contributing to 'Edinburgh Waterfront' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) New and/or upgraded buildings for mixed use and/or residential development;
- b) New and/or upgraded buildings for commercial, industrial, business use;
- c) New and/or upgraded utilities;
- d) New and/or upgraded green and blue infrastructure;
- e) New and/or upgraded active and sustainable travel routes; and
- f) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, and marine sector services.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

10. Dundee Waterfront

This national development supports the redevelopment of the Dundee Waterfront Zones including: the Central Waterfront, Seabraes, City Quay, Dundee Port, Riverside Business Area and Nature Park, and the Michelin Scotland Innovation Parc.

Continued delivery of the waterfront transformation is crucial to securing the role of the city as a location for investment in the net zero economy. Supporting population growth alongside economic opportunities, and skills and career development, is important in continuing to demonstrate the sustainability of urban living in Scotland and a just transition to the net zero economy.

Further projects associated with this include: the Michelin Scotland Innovation Parc which will become an innovation hub for net zero emission mobility; the Eden Project; and an improvement of facilities at Dundee Port. This national development includes reusing land on and around the Dundee Waterfront to support the lifelong health and wellbeing of communities, deliver innovation and attract investment. As the development progresses it will be important to support sustainable and active transport options and to build in adaptation to future climate risks.

Location

Dundee Waterfront zones: Central Waterfront, Seabraes, City Quay, Dundee Port, Riverside Business Area and Riverside Nature Park; Michelin Scotland Innovation Parc.

Need

This national development supports the continued revitalisation of Dundee Waterfront, expanded to include Michelin Scotland Innovation Parc in support of the Tay Cities Region Economic Strategy and its continued use for economic purposes. Waterfront locations may be particularly vulnerable to climate change and so development requires to be carefully designed to manage likely risks.

Designation and classes of development

A development contributing to 'Dundee Waterfront' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development:

- a) New and/or upgraded buildings for mixed use and/or residential development;
- b) New and/or upgraded buildings for commercial, industrial, business, storage, distribution, research, educational, and/or tourism use;
- c) New and/or upgraded utilities;
- d) New and/or upgraded active and sustainable travel routes;
- e) New and/or upgraded port facilities for vessel berthing and related landside activities including for lay-down, freight handling and marine sector services; and
- f) New and/or upgraded green and blue infrastructure.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

11. Stranraer Gateway

This national development supports the regeneration of Stranraer.

Stranraer is a gateway town. It is located close to Cairnryan, a key port connecting Scotland to Northern Ireland, Ireland and beyond to wider markets.

High quality place-based regeneration will help address socio-economic inequalities in Stranraer and to support the wider population of south west Scotland by acting as a hub and providing a platform for future investment. This will be supported by any strategic transport interventions including road and rail that emerge from the second Strategic Transport Projects Review which embeds the National Transport Strategy's sustainable travel and investment hierarchies.

Location

Stranraer and associated transport routes.

Need

Loch Ryan and Stranraer act as a gateway to Scotland. Reusing the assets in this location will support the wellbeing, economy and community in line with the regional growth deal. It will help to deliver our spatial strategy by driving forward regeneration of a key hub.

Designation and classes of development

A development contributing to 'Stranraer Gateway' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) Development contributing to Stranraer Waterfront regeneration;
- b) Marina expansion;
- c) Redevelopment of Stranraer harbour east pier;
- d) Sustainable, road, rail and freight infrastructure for access to Stranraer and/or Cairnryan;
- e) New and/or upgraded infrastructure for the transportation and use of low carbon fuels; and
- f) Reuse of vacant and derelict buildings and brownfield land, including regeneration of Blackparks industrial estate.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

12. Digital Fibre Network

This national development supports the continued roll-out of world-class broadband across Scotland.

Our strategy requires enhanced digital connectivity to provide high speed broadband or equivalent mobile services, prioritising those areas with weaker networks as part of the Reaching 100% (R100) programme and Project Gigabit, including urban, island specific and rural enhancements. This is a significant utility including 4G and 5G mobile infrastructure facilitating home based working, renewable energy development, rural repopulation and access to services. The data transmission network can also support the availability and use of 'big data.' Digital capability is a feature of a number of City Region and Growth Deals.

Opportunities should be taken to deliver the infrastructure as part of other infrastructure upgrades or installation works such as energy transmission, transportation, and travel networks where appropriate.

Location

All Scotland.

Need

This is a fundamentally important utility, required to support development, community wellbeing, equal access to goods and services, and emissions reduction from reduced demand for travel. This will help to deliver our spatial strategy by complementing a new emphasis of living locally, and by helping to sustain and grow rural and island communities.

Designation and classes of development

A development contributing to 'Digital Fibre Network' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Installation of new and/or upgraded broadband cabling on land and sub-sea for fixed line and mobile networks; and
- b) Green data centres.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall negligible impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local living
- ✔ Rebalanced development
- ✔ Rural revitalisation
- ✔ Just transition

13. Clyde Mission

This national development is a national, place-based Mission to make the Clyde an engine of economic success for Glasgow, the city region and Scotland.

The Clyde Mission is focused on the River Clyde and the riverside from South Lanarkshire in the east to Inverclyde and Argyll and Bute in the west and focusing on an area up to around 500 metres from the river edge. This footprint includes the parts of the Clyde Gateway, River Clyde Waterfront, North Clyde River Bank and River Clyde Corridor frameworks, and Glasgow Riverside Innovation District.

Across this area significant land assets are under-utilised, and longstanding inequality, in relation to poor environment and health outcomes require to be tackled as a national priority. An ambitious redevelopment programme is being taken forward under [Five Missions](#). It is a collective, cross-sector effort and partnership working will help bring forward assets and sites that are ready for redevelopment to sustain a range of uses. This will repurpose and reinvigorate brownfield and supporting local living as well as adapting the area to the impacts of climate change, where nature-based solutions would be particularly supported.

Location

The river and land immediately next to it (up to around 500 metres from the river) along its length.

Need

These classes of development revitalise a major waterfront asset which is currently under-utilised. This will support the delivery of our spatial strategy by attracting investment and reuse of brownfield land in west central Scotland where there is a particular need to improve quality of place, generate employment and support disadvantaged communities. It will also support adaptation to climate risks.

Designation and classes of development

A development contributing to 'Clyde Mission' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) Mixed use, which may include residential, redevelopment of brownfield land;
- b) New, reused and/or upgraded buildings and facilities for residential, commercial, business and industrial uses on brownfield land;
- c) Upgrade of existing port and harbour assets for servicing marine functions including freight and cruise uses and associated landside commercial and/or industrial land for supporting services;
- d) New and/or upgraded active and sustainable travel and recreation routes and infrastructure; and
- e) New and/or upgraded infrastructure for climate adaptation, including nature-based, green and blue solutions.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net negative impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets

14. Aberdeen Harbour

This national development supports the continued relocation and repurposing of Aberdeen Harbour. The harbour is a strategically important asset supporting the economy of the north east of Scotland.

The south harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services. The facilities are also important for international connections.

At the south harbour the focus should be on regenerating existing industrial land and reorganising land use around the harbour in line with the spatial strategy of the LDP. By focusing future port activity here, parts of the existing harbour in the city centre will become available for mixed use development, opening up development land to help reinvigorate Aberdeen city centre.

This can help provide significant economic opportunities, in line with the objectives of the Aberdeen City Region Deal. Environmental benefits, for example to enhance access and improve the quality of green space and active travel options should be designed-in to help offset any potential impacts on the amenity of local communities with relevant projects addressing environmental sensitivities through careful planning, assessment and implementation.

The extent to which this should include additional business and industrial development outwith the existing north and south harbours is a matter to be determined in the relevant LDP, and is outwith the scope of this national development.

Location

Port of Aberdeen North and South Harbours.

This national development supports the optimisation of Aberdeen Harbour to support net zero and stimulate economic investment. It is also a significant opportunity to support better placemaking including city centre transformation, and regeneration of existing land by optimising the use of new and existing assets. This will

deliver our spatial strategy by helping the north east of Scotland to achieve a just transition from a high carbon economy whilst improving quality of place.

Designation and classes of development

A development contributing to 'Aberdeen Harbour' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#) is designated a national development:

- a) Mixed use development reusing land at the existing (north) Aberdeen Harbour;
- b) Upgraded port facilities at Aberdeen Harbour and completion of South Harbour;
- c) New and/or upgraded green infrastructure;
- d) Buildings and facilities for commercial, manufacturing and industrial uses;
- e) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen and related chemicals including ammonia, with carbon capture as necessary; and
- f) Transport infrastructure, including for sustainable and active travel, for the South Harbour as supported by the Aberdeen City Region Deal.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Just transition

15. Industrial Green Transition Zones

To secure a just transition to a net zero economy, the decarbonisation of nationally important industrial sites in a way that ensures continued jobs, investment and prosperity for these areas and the communities that depend on them is essential. Industrial Green Transition Zones (IGTZ) will support the generation of significant economic opportunities while minimising carbon emissions. Technologies that will help Scotland transition to net zero will be supported at these locations, with a particular focus on low carbon and zero emissions technologies including renewables and the generation, storage and distribution of low carbon hydrogen.

The deployment of hydrogen and CCUS at these locations must demonstrate decarbonisation at pace and cannot be used to justify unsustainable levels of fossil fuel extraction or impede Scotland's just transition to net zero. Hydrogen and CCUS are emerging industries, both government and industry in Scotland wish to accelerate and maximise the deployment of green hydrogen. For projects that utilise carbon capture and storage, we want to ensure the highest possible carbon capture rates in the deployment of these technologies. While there are examples internationally where CCUS projects have been associated with offshore Enhanced Oil Recovery, we understand there to be no plans for offshore Enhanced Oil Recovery as part of the Scottish Cluster. However, if any IGTZ is found to be incompatible with Scotland's transition to net zero, Scottish Government policy, along with designations of and classes of development, will change accordingly.

Industrial Green Transition Zones are:

- **The Scottish Cluster** encompasses a carbon capture and storage (CCS) projects network and is a key strategic vehicle for industrial decarbonisation, energy generation, and the transportation and storage of captured carbon. The designation relates to projects that form a Scottish Cluster in the first instance specifically Peterhead, St Fergus and Grangemouth. Further industrial transition sites are expected to emerge in the longer

term and benefit from the experience gained within the Scottish Cluster but do not form part of this national development. This national development will support the generation of significant economic opportunities for low carbon industry as well as minimising carbon emissions at scale, and will play a vital part in maintaining the security and operability of Scotland's electricity supply and network. The creation of hydrogen and deployment of negative emissions technologies, utilising CCUS, at commercial scale will establish the opportunities to decarbonise industry, transport and heat, as well as other sectors, and pave the way for the transportation and storage infrastructure to support the growing hydrogen economy in Scotland.

- **Grangemouth investment zone** currently hosts strategic and critical infrastructure, high value employment and manufacturing of materials that are currently vital for every-day life. This role will continue in the long-term but must seek to decarbonise given the significant contribution of the industrial activities to Scotland's emissions. It is a key location in the Scottish Cluster for carbon capture and storage, and hydrogen deployment. The Grangemouth Investment Zone will be a focus for transitioning the petro-chemicals industry and associated activities into a leading exemplar of industrial decarbonisation, significantly helped through the coordination activities of the Scottish Government's Grangemouth Future Industry Board. Decarbonisation could include opportunities for: renewable energy innovation; bioenergy; hydrogen production with carbon capture and storage; and repurposing of existing strategic and critical infrastructure such as pipelines.

Location

St Fergus, Peterhead, and Grangemouth.

Need

This national development is required to meet our targets for emissions reduction. It also supports a just transition by creating new jobs in emerging technologies and significant economic opportunities for lower carbon industry. It will help to decarbonise other sectors, sites and regions, paving the way for increasing demand

to be complemented by the production of further hydrogen in the future. This will also help to deliver our spatial strategy by supporting investment in the North East and the Central Belt where there has been a relatively high level of output from fossil fuel industries.

Designation and classes of development

A development contributing to 'Industrial Green Transition Zones' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)' is designated a national development.

- a) Carbon capture with high capture rates and negative emission technologies, transportation and storage of captured carbon forming part of or helping to create an expandable national network;
- b) Pipeline for transportation and storage of captured carbon and/or hydrogen;
- c) Onshore infrastructure including compression equipment, supporting pipeline transportation and shipping transportation of captured carbon and/or hydrogen;
- d) Offshore storage of captured carbon;
- e) New and/or upgraded buildings and facilities for the utilisation of captured carbon;
- f) Infrastructure for the production of hydrogen on shore or off shore where co-located with off shore wind farms within 0-12 nautical miles;
- g) Infrastructure for the storage of hydrogen on shore or off shore, including on or near-shore geological storage;
- h) Port facilities for the transport and handling of hydrogen and carbon dioxide;
- i) The application of carbon capture and storage technology to existing or replacement thermal power generation capacity;

- j) Production, storage and transportation with appropriate emissions abatement of: bioenergy; hydrogen production related chemicals including ammonia;
- k) New and/or upgraded buildings for industrial, manufacturing, business, and educational or research uses related to the industrial transition;
- l) Town centre regeneration at Grangemouth;
- m) Grangemouth flood protection scheme;
- n) New and/or upgraded green and blue infrastructure;
- o) New and/or upgraded utilities and/or local energy network; and
- p) New and/or upgraded facilities at the port for inter-modal freight handling at Grangemouth.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive effect on lifecycle greenhouse gas emissions reductions targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

16. Hunterston Strategic Asset

This national development supports the repurposing of Hunterston port as well as the adjacent former nuclear power station sites and marketable business land of the Hunterston Estate. Hunterston has long been recognised as a strategic location for the port and energy sectors given its deepwater access and existing infrastructure. Hunterston is a key site, anchoring other opportunities around the Firth of Clyde.

The location and infrastructure offers potential for electricity generation from renewables, and a variety of commercial uses including port, research and development, aquaculture, the circular economy, and environmental and economic opportunities around nuclear decommissioning expertise.

New development will need to optimise the capacity of the transport network, include active travel links and be compatible with a location adjacent to sites with nuclear power uses. Designated biodiversity sites will require protection and enhancement where possible, and sustainable flood risk management solutions will be required for the area. Aligned with the Ayrshire Growth Deal, jointly funded by the Scottish and UK Governments, investment in this location will support a wellbeing economy by opening up opportunities for employment and training for local people. A community wealth building approach has been embedded within the Deal and Regional Economic Strategy within Ayrshire, and would be expected to form a part of future development proposals to ensure the economic benefits are retained locally as far as possible, strengthening local supply chains and supporting businesses and communities across Ayrshire.

Location

Hunterston Port, nuclear power station sites and marketable employment land at Hunterston Estate.

Need

These classes of development support the redevelopment and reuse of existing strategic assets and land contributing to a net zero economy. It also supports delivery of our spatial strategy by stimulating investment in the west of Scotland, potentially contributing to the wider aim of tackling inequalities.

Designation and classes of development

A development contributing to 'Hunterston Strategic Asset' in the location described within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Infrastructure to support a multi-modal deep water harbour;
- b) Land and buildings for bulk handling, storage, processing and distribution;
- c) Facilities for marine energy generation technology fabrication and decommissioning;
- d) Facilities for marine energy servicing;
- e) Land and buildings for industrial, commercial, research and development, and training uses;
- f) Infrastructure for the capture, transportation and long-term storage of greenhouse gas emissions, where transportation may be by pipe or vehicular means;
- g) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen; and hydrogen production related chemicals including ammonia;
- h) Infrastructure for the generation and storage of electricity from renewables exceeding 50 megawatts; and
- i) Electricity transmission infrastructure of 132kv or more.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

17. Chapelcross Power Station Redevelopment

This national development supports the redevelopment of Chapelcross, a former nuclear power station site of significant scale regionally and nationally, and our strategy supports the reuse of the site to help deliver on net zero and provide opportunities for communities in the South of Scotland.

Final uses for the site remain to be agreed, but the site has locational advantage to act as an energy hub with opportunities including: business development with a particular focus on energy and energy supply chain; energy generation from solar; electricity storage; generation of heat; production and storage of low carbon and renewable hydrogen. This could link to ambitions for low carbon heat and vehicle fuel at Stranraer.

The proposal aims to create new job opportunities, including high value employment. A community wealth building approach will ensure that benefits are retained locally as far as possible, and this in turn will help to sustain and grow the local population. We also support opportunities to reduce the fuel costs for local communities to tackle fuel poverty. Sustainable access to the site for workers and commercial vehicles will be required.

Location

Site of the former Chapelcross power station.

Need

This national development supports the reuse of a significant area of brownfield land in a rural area with economically fragile communities. It will also support the just transition to net zero.

Designation and classes of development

A development contributing to 'Chapelcross Power Station Redevelopment' in the location described, within one or more of the Classes of Development described below and that would otherwise have been of a scale or type that is classified as 'major' by '[The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009](#)', is designated a national development:

- a) Commercial, industrial, manufacturing, and office related development occurring on the Chapelcross development site;
- b) Generation of electricity from renewables exceeding 50 megawatts capacity;
- c) Infrastructure for the production, storage and transportation of low carbon and renewable hydrogen and related chemicals including ammonia, with carbon capture as necessary; and
- d) Active and sustainable travel connection to the site.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Local living
- ✔ Rebalanced development
- ✔ Conserving and recycling assets
- ✔ Rural revitalisation
- ✔ Just transition

18. High Speed Rail

This national development supports the implementation of increased infrastructure to improve rail capacity and connectivity on the main cross-border routes, the east and west coast mainlines.

Rail connectivity that can effectively compete with air and road based transport between the major towns and cities in Scotland, England and onward to Europe is an essential part of reducing transport emissions, making best use of the rail network and providing greater connectivity opportunities. There can be significant emissions savings of approximately 75% to be made when freight is transported by rail instead of road.

Enhancement would be in addition to and in conjunction with High Speed 2 (HS2) and other enhancements identified by the UK Government.

Scottish Ministers have an agreement with the UK Government to develop infrastructure enhancements 'North of HS2' and Scottish Ministers continue to press the UK Government on the imperative that all nations and regions of Britain benefit from the prosperity that HS2 will deliver both in its construction and its implementation. The Strategic Transport Projects Review 2 is appraising through recommendation 45 and will provide the strategic case for investment in the rail network in Scotland, over and above the commitments within HS2.

Location

Central and southern Scotland to the border with England.

Need

This national development aims to ensure a low emissions air-competitive journey time to cities in the UK as well as connectivity with European cities and benefits to freight. This will support Scotland's ability to attract and compete for investment.

Designation and classes of development

A development contributing to 'High Speed Rail' in the location described, within one or more of the Classes of Development described below and that is of a scale or type that would otherwise have been classified as 'major' by ['The Town and Country Planning \(Hierarchy of Developments\) \(Scotland\) Regulations 2009'](#), is designated a national development:

- a) New and/or upgraded railway track and electrification solution (overhead cabling and pylons or on track);
- b) New and/or upgraded multi-modal railway stations to service high-speed lines; and
- c) Depot facilities for high speed trains and/or related to the construction and onward maintenance of the UK high-speed rail infrastructure.

Lifecycle greenhouse gas emissions assessment

Depending on the nature of the projects taken forward and considering both direct and indirect effects, the lifecycle greenhouse gas emissions assessment concludes this development will likely have an overall net positive impact on achieving national greenhouse gas emissions reduction targets.

Policy impact:

- ✔ Compact urban growth
- ✔ Conserving and recycling assets

Annex C – Spatial Planning Priorities

This information is intended to guide the preparation of Regional Spatial Strategies and LDPs to help deliver Scotland’s national spatial strategy.

North and West Coast and Islands

This area broadly comprises the island communities of Shetland, Orkney, the Outer Hebrides, and parts of Highland and Argyll and Bute, and the north and west coastline of the Scottish mainland.

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans should maximise the benefits of renewable energy whilst enhancing blue and green infrastructure, decarbonising transport and building resilient connections.

This area’s natural and cultural assets will require careful planning and management so that their special qualities can continue to form a strong foundation for future development and investment. There are opportunities for local projects across this area to come together and create an enhanced nature network which benefits quality of life and contributes to biodiversity recovery and restoration as well as carbon sequestration.

Resilience and a growing green economy will depend on delivery of improved grid connections, including high voltage grid cables connecting the three island groups to the mainland. This will be complemented by the innovation in low and zero carbon fuels and the roll out of locally distributed energy systems to reduce emissions from buildings, address significant fuel poverty and secure longer term resilience.

Significant peatland restoration and woodland creation and restoration, along with blue carbon opportunities will secure wider biodiversity benefits and be a focus for investment to

offset carbon and secure existing natural carbon stores. The Lewis Peatlands and the Flow Country are internationally recognised as accounting for a significant proportion of the world’s blanket bog habitat, and there are opportunities to protect and expand Scotland’s temperate rainforest, including some of the best remaining rainforest sites in Europe. Access to the outdoors, as well as active travel, can benefit from continued investment in long distance walking and cycling routes with a range of projects emerging at a regional scale.

Communities in this area will need resilient transport connectivity to maintain accessibility and lifeline links, and further innovation will be required to help modernise connections and decarbonise transport systems. A net zero islands air network and decarbonisation of ferry services will help to secure the viability and service stability of island and remote coastal communities. Communities are keen to explore long-term ambitions for fixed links for example across the Sound of Harris and Sound of Barra, and potentially to connect the Outer Hebrides to mainland Scotland. An Islands Connectivity Plan will consider the role of ferries, fixed links and low carbon aviation in securing lifeline links and marine access for both leisure and freight. In addition to the investment potential of the area’s ports and harbours, the strategic location of the Northern Isles as a hub for future shipping using long distance trade routes has significant potential for investment and growth over the longer term. There is also potential to consider decarbonisation of fishing fleets and the aquaculture industry in the future.

Electric vehicle ownership is already high in some parts of the area and continued expansion of charging networks will support further decarbonisation. Key routes and hubs are emerging – examples include the aspiration for an electric spinal route that extends across the Outer Hebrides. This should be viewed as one part of a wider system response to net zero that also strengthens active travel across the area.

Improved digital connectivity is a priority to sustain current businesses and create ‘smart’ communities. We are committed to investment in ultrafast broadband to ensure every property is connected and to improve mobile coverage. This will unlock opportunities for rural businesses and remote working, and make future community growth more feasible. Full benefits will be realised by actively tackling the digital divide by building skills, literacy and learning and addressing the financial barriers to internet access. Key projects include the Outer Hebrides Giga Fibre Network and the North Isles Fibre Project.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should support coastal and island communities to become carbon neutral, thus contributing to net-zero commitments and reducing fuel poverty.

Future-proofing local liveability will benefit people as well as the planet. Island and coastal communities can apply the concept of local living, including 20 minute neighbourhoods, in a flexible way and find local solutions to low carbon living, for example by identifying service hubs in key locations with good public transport links. The aim is to build long-term resilience and self-reliance by minimising the need to travel whilst sustaining dispersed communities and rural patterns of development. Communities in this area will continue to rely to an extent on the private car, and low carbon solutions to the provision of services will need to be practical and affordable. Innovation including electric vehicle charging and digital connectivity will play an important role.

Increased coastal flooding and erosion arising from future climate change will need to be considered along with impacts on associated infrastructure such as bridges and transport networks. The majority of island populations live in coastal locations and there is a need for a pro-active and innovative approach that works with local communities to address this issue.

Regionally and locally driven plans and strategies will identify areas for future development that reflect these principles – for example planned population growth on the Western Seaboard of Argyll and in a growth corridor from Tobermory to Oban and on to Dalmally. Community hubs, where people can easily access a variety of services, will need to evolve and grow to support communities and sustain a range of functions. Ports and harbours can be a focal point for electric vehicle charging as well as employment. Sustainable and fair access to affordable healthier food will support future resilience and broader objectives including reduced child poverty and improved health outcomes. Innovative and equitable service provision, including digital solutions, will be needed to support dispersed communities in a low carbon way.

Communities will need greater choice and more flexible and affordable homes to support varying needs. This can be achieved to an extent by refurbishing the existing building stock to reduce the release of embedded carbon, as well as by delivering more affordable, energy efficient homes. The additional costs of island homebuilding and development generally, as well as in delivering net zero, is a challenge that needs to be factored into a planned approach.

There is a clear need for affordable housing provision across the region to improve choice and access to homes, to support local economies, and in some areas to help offset the impact of second home ownership and short term lets on the market. Local solutions may include key worker housing, temporary homes for workers in remote areas, and self-provided homes including self-build and custom-build. Continued innovation of holistic place-based solutions, such as the Rural and Islands Housing Fund, will be required to create homes that meet diverse community needs, including homes for an ageing population and to help young people to stay in or return to their communities. Greater efforts to ensure young people have more influence in decisions that affect their future places could support this, as well as helping more people access land and crofts and the reuse of abandoned sites where appropriate.

To reverse past depopulation and support existing settlements, planning can help to sustain communities in more peripheral and fragile areas in a way that is compatible with our low carbon agenda and resilient to climate change impacts. Further action should be taken where appropriate to encourage economically active people to previously inhabited areas. This will also need to reflect climate commitments and wider aspirations to create sustainable places that incorporate principles of 20 minute neighbourhoods and active travel networks. Coasts will continue to evolve, and development will be needed to sustain and grow communities in a sustainable way. Collaboration and strong alignment of terrestrial and marine planning, at all levels, will also be needed.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should seize the opportunities to grow the blue and green economy, recognising the world-class environmental assets that require careful management and the opportunities to develop skills and diversify employment.

This area has significant opportunities for investment that capitalise on its natural assets and further strengthen the synergies between people, land and sea. This will require strong collaboration and alignment of terrestrial and marine planning, especially as further development of related blue economy activities in the terrestrial environment may increase competition for marine space and resources offshore. To significantly reduce greenhouse gas emissions, more onshore and offshore renewable energy generation will be needed, bringing unprecedented opportunities to strengthen local economies, build community wealth and secure long-term sustainability. The island authorities have set targets for creating green jobs and for rolling out clean and efficient energy systems to build local resilience. We expect to see continued innovation to unlock the infrastructure and business opportunities arising from a blue and green prosperity agenda.

As a result of its natural advantages, the area is growing its research excellence, and driving low-carbon is a core theme of the Islands Growth Deal. This will support the emergence of the planned joint Islands Centre for Net Zero, alongside island-specific initiatives. Orkney has been home to the European Marine Energy Centre since 2003 and the Orkney Research and Innovation Campus (ORIC) in Stromness provides a focus for Orkney's renewable and low carbon industries and research facilities. There are plans to grow the role of Orkney's ports and harbours to support net zero. The Outer Hebrides Energy Hub plans to establish the initial infrastructure necessary to support the production of low carbon hydrogen from renewable energy and conduct a 'large village' trial for Stornoway, and there may also be co-benefits to be gained for aquaculture in the area. Shetland aims to grow its net zero contribution including through a planned ultra-deep water port development, which would support servicing the energy sector, oil and gas decommissioning and large-scale offshore renewables. In addition, Oban is developing as a university town, and the European Marine Science Park is a key opportunity to build the local economy and provide education locally.

Sea ports are a focus for investment in the blue economy and further diversification of activities could generate additional employment across the area. Potential for business development ranges from long distance freight to supporting the cruise and marine leisure sectors and decommissioning opportunities. There may also be opportunity for ports in the islands to establish themselves as near-Arctic marine transport and logistics hubs, including for transshipment operations.

There is an aspiration for the servicing of ultra large container ships with associated facilities within Scapa Flow. The potential for such development to adversely affect European site(s) has been identified through the HRA of NPF4. Therefore, this would need to be considered carefully at project level, including through the Habitats Regulations Appraisal process, to ascertain that there will be no adverse effects on

the integrity of European sites, or if this is not the case, whether there are imperative reasons of over-riding public interest and relevant statutory tests can be met.

New infrastructure and repurposing of land will help to shift industrial activity towards supporting the offshore renewables sector. Key strategic sites for industrial investment and associated port infrastructure and facilities include plans for: Dales Voe and Scapa Flow as part of the Islands Growth Deal; Cullivoe; Arnish in Stornoway; Wick; Scrabster; Gills Bay; Kishorn; Oban; Port Askaig; and Hatston, Kirkwall. Other key nodes on the ferries network, including Ullapool, Uig and Mallaig, will continue to act as important hubs to support communities, investors and visitors.

Proposed space ports, which make use of the area's relatively remote location and free airspace, could support our national ambitions to grow this sector. This includes plans for an Outer Hebrides Spaceport 1 in Scolpaig, North Uist and an emphasis on space research and skills development in Shetland as part of the Islands Growth Deal, a space port at Machrihanish and ancillary buildings at Benbecula. Planning permission has been granted for a space port at Melness in Sutherland, making use of its location away from populated areas to provide a vertical launch facility that could link with wider opportunities for manufacturing, research and development across Scotland.

Food and drink is a key sector, with aquaculture, distilleries, commercial fishing, and seaweed farming providing a crucial and growing source of employment for many local communities. This sector is of national significance, with whisky generating an estimated £5 billion to the UK economy and salmon accounting for more than 40% of total food exports. By improving the resilience of existing infrastructure we will ensure continued access to international markets. There are significant opportunities to build on experience and expertise through associated research and development. A development hub at Machrihanish to support aquaculture research in association with Stirling University could open up wider opportunities to expand

onshore aquaculture at sites across Scotland. Within Orkney, farming is still the main industry providing products for local consumption and for Scotland's food and drink sector.

Targeted investment in tourism infrastructure will ensure the coast and islands can capitalise on their rich natural assets, heritage and culture to support better quality and more stable jobs in the sector whilst providing a positive experience for visitors and residents. This sector has been significantly impacted by the pandemic and a short term focus on recovery can be underpinned by efforts to secure longer term sustainability. Planning can help to ensure that the Rural Tourism Infrastructure Fund is targeted to places where the pressure is most significant. Priorities include visitor management of the area's World Heritage Sites. Through the Islands Growth Deal, plans are in place for the Orkney World Heritage Site Gateway that will manage and disperse visitors to the Heart of Neolithic Orkney UNESCO World Heritage Site; and the Outer Hebrides Destination Development Project will support the strategic development of tourism infrastructure, bringing together key assets including St Kilda World Heritage Site, the Iolaire Centre, the Hebridean Way, Food and Drinks trail and the Callanish standing stones. Other ongoing projects, including long distance routes such as the Kintyre Way and the Argyll Sea Kayak Trail and Crinan Canal can help to expand a high quality offer of exceptional marine tourism across the area as a whole.

Regionally and locally there is a need for smaller scale investment across the area to put in place low maintenance, carefully designed facilities which better support and manage the impact of informal tourism including camping, campervans and day trips. This should reflect the scale and nature of operators including community trusts, which can have broad impact and influence. Efforts to provide access to education and build skills locally will also support this, with key projects including plans for the redevelopment of the Shetland Campus. Additionally, the lessons we have learned from the pandemic about remote working could also help to grow communities by extending the range of high quality jobs available locally.

North

This area broadly includes parts of Highland with parts of Argyll and Bute, Moray, Cairngorms National Park, as well as the north of Loch Lomond and The Trossachs National Park, Stirling and Perth and Kinross, with links west and north to coastal and island communities.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient connections.

The area's natural capital will play a vital role in locking in carbon and building our resilience by providing valuable ecosystem services. This includes sustainable flood risk management, biodiversity, access and education.

Land and sea assets will play an internationally significant role in renewable energy generation and carbon sequestration. The area can act as a strategic carbon and ecological 'mitigation bank' that can make a major contribution to our national climate change commitments. A programme of investment in forestry, woodland creation, native woodlands and peatland restoration will play a key role in reducing our national emissions, providing investment opportunities, supporting ecosystems and biodiversity and benefiting current and future generations. There are also opportunities to explore the decarbonisation of the forestry sector, processing and the transport of timber, and to build community wealth through new businesses, such as a nationally important tree nursery in Moray.

Wider but closely related priorities include continuing conservation at a landscape-scale, to develop resilient nature networks, deer and moorland management, visitor management and recreation, rural housing, community empowerment and economic development. This will provide good quality local employment,

strengthen and diversify local economies and help to secure a sustainable future for local people. The area's rivers are also strategic assets that will continue to benefit from aligned land use, climate adaptation and biodiversity enhancement.

The Cairngorms National Park is bringing together conservation, the visitor experience and rural development to provide benefits that extend well beyond the park boundary. Landscape-scale solutions to build resilience to climate change, to manage sustainable tourism and outdoor access, and a commitment to reversing biodiversity decline and increasing woodland expansion and peatland restoration, are all key priorities. Demand for development, including in pressured areas, will require a planned response to minimise the impact of second homes on local communities and ensure new homes are affordable and meet local needs.

This area also makes an important contribution to our climate change targets by supporting renewable energy generation. Repowering and extending existing wind farms will optimise their productivity and capitalise on the area's significant natural energy resources, and there is potential to increase offshore wind energy capacity. A carefully planned approach can reduce environmental and other impacts and retain more benefits locally. Community ownership of renewable energy projects at all scales could play a key role in improving resilience, empowering local people to take control of their own assets and helping tackle fuel poverty. **Pumped hydro storage** at Cruachan and other sites such as Coire Glas can support the energy network, as well as providing tourism and recreation opportunities, and we expect to see a growth in solar power. As technologies continue to develop, storage and other forms of generation will grow. The electricity distribution and transmission network will require upgrading to support the large increase in onshore and offshore electricity generation required to achieve net zero, as well as to meet new demand from heat and transport. There will also be a need for more community-scale energy generation to serve the needs of local communities directly and build resilience.

The transport system as a whole will need to be planned to support a shift to more sustainable transport whilst maintaining access to markets and facilities. In line with the transport sustainable investment hierarchy, development should first be focused in locations which make the best use of existing infrastructure and services before building new infrastructure or providing new services.

Improvements to the Highland Main Line through electrification and delivery of new stations including at Inverness Airport, will help to create a sustainable commuter network for Inverness and open up more rural areas to lower carbon development. Our rolling programme of efficient electrification is also a key enabler for growth in rail freight, creating improved connectivity and providing additional capacity with faster journey times, better use of track capacity and lower unit costs. A continued modal shift to rail for both passengers and freight will bring significant environmental benefits over time.

Roads will continue to be arteries upon which local communities and businesses depend. There will be a need to adapt key routes due to the impacts of climate change alongside creating a strong network of charging points, including improvements to the A96 to improve safety and to the A9 to maintain a resilient road link from Thurso and Inverness to the central belt. Remote and rural areas including islands are dependent on reliable accessibility by road including connecting to ferries and ports, facilitating reliable public transport by road, access to essential services and transporting of goods. There is an urgent need for improvements to the A83 to ensure the resilience of the economy and communities of wider Argyll, as well as resilience challenges for other key routes such as the A82.

Continued investment in the national long distance walking and cycling network provides an opportunity to assist in decarbonising tourism and recreation across the area, whilst also providing, and acting as a spine for, sustainable active travel connections for everyday travel in the vicinity of towns and villages.

Inverness and Oban airports are hubs for air connections to dispersed communities and Wick John O'Groats Airport and Broadford Airstrip on Skye are key connections. Oban Airport is also an opportunity for investment in compliance operations and future drone technology. The Highlands and Islands are aiming to become the world's first net zero aviation region by 2040 by pioneering new approaches including electric aircraft. Investment in technology and facilities will be required to achieve this. The proposed Moray Aerospace Advanced Technology and Innovation Campus (MAATIC) at Lossiemouth intends to create a skilled workforce for the Moray region through focusing on aviation sector and supply chain.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should maintain and help to grow the population by taking a positive approach to rural development that strengthens networks of communities.

We will do all we can to help reverse depopulation across rural Scotland. Here, as with other more rural areas of Scotland, 20 minute neighbourhoods can be tailored to work with both larger towns and more dispersed settlement patterns.

Inverness plays a vital role as a regional centre for services, health, justice, employment, education, sport, culture and tourism and has seen significant expansion in recent years. Key sites for its growth are located primarily to the east along the Moray coast. A sustainable and adaptive growth strategy will continue to be supported by planned investment in education and health and social care services, as well as employment uses. The new railway station serving Inverness Airport will help to connect local communities with growing employment opportunities in the wider area. Inverness Castle, as part of the Inverness and Highland City Region Deal, will be redeveloped and opened up to the public, attracting national and international tourists and encouraging visits to the wider Highlands and Islands.

Fort William, Dingwall, Grantown-on-Spey and Aviemore are key settlements, and the area has strong relationships with adjacent, more coastal settlements such as Mallaig, Oban, Wick and Thurso. Moray also has a strong network of towns including Forres, Elgin and Nairn. In more remote communities there is a need to reverse population decline. A place-based approach (as demonstrated by Fort William 2040), including work to improve town centres and reuse redundant buildings, will support recovery in a way which responds to the strong character and identity of each of the area's towns and villages. Such an approach is evident in Growth Deal projects such as Moray's Cultural Quarter proposal.

A positive approach to rural development could support the development of a network of hubs, and future service provision will require imaginative solutions so that places can be resilient and self-supporting. Investment in strategic health, justice and education facilities is already planned. In the longer term, digital solutions, including mobile and remote health services and virtual education, as well as continued investment in improved connectivity, will play an increasingly important role.

As with other parts of Scotland, more homes will be needed to retain people and attract new residents of all ages. Many communities have taken ownership of their land and this could form the foundations for future development by unlocking further development sites. Refurbishment of existing rural buildings and halting the loss of crofts could help to sustain the area, and new homes should align with infrastructure and service provision. They should also be located and designed to minimise emissions and to complement the distinctive character of existing settlements and wider landscapes. As climate change continues to have an impact, water supplies and drainage will need to be secured and maintained. Flood risk management and changing ecosystems will need to be factored into future plans to ensure nature-based adaptation solutions complement local living. Addressing fuel poverty will require

greater energy efficiency and affordable, low carbon, distributed heat and electricity networks, with a model for increased local generation, having potential to bring benefits. Maintaining connectivity will be essential, particularly through public transport that includes rail access and other active travel networks.

We will continue to support further investment in digital connectivity but will need to go further to adapt to climate change and make use of emerging technologies. Priorities include satellite and mobile solutions to address 'not spots', and to support local living by reducing the need to travel unsustainably. To complement existing physical connections, smart solutions, local hubs, demand responsive transport, and active travel networks will help people to access services and employment and make low carbon local living a more viable option.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support local economic development by making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

Natural assets and environmental quality underpin the area's main economic sectors and must therefore be protected, restored and used sustainably. Planning will help to attract investment, grow and diversify businesses and enable local entrepreneurship, micro enterprises, self-employment and social enterprises to flourish. Remote working can be capitalised on to build economically active local communities. This will require the continued roll out of high quality digital infrastructure and maintenance and decarbonisation of transport routes to wider markets. Food miles can be reduced over time with the help of local community-led food growing networks, by supporting locally driven public procurement and, from a land use perspective, protecting higher quality agricultural land.

Ideas are emerging for the area to secure a low carbon future for tourism. Assets such as the North Coast 500 and, more recently, the Kintyre 66 in the adjacent coastal area, as well as the area's high quality environment and associated food and drink products, attract visitors. However, they also require investment in improvements to infrastructure to support local communities and visitors. This will maintain the quality of the experience and the environment, facilitate lower carbon transport, promote 'leave no footprint' and encourage longer stays. This could involve extending the availability of transport services. There are also many regionally significant opportunities to create jobs by growing support services for outdoor activities such as mountain biking, climbing, walking and angling and in support of the country's winter sport and recreation sector that is primarily focussed in this area.

Investment in research and development, business opportunities and local centres of expertise will help to retain benefits locally and broaden the range of skilled jobs. There will also be opportunities to build on and repurpose existing assets to create greener jobs, such as the former nuclear installation at Dounreay and development at Fort William associated with the Lochaber Smelter.

The area's coastline contributes to the beauty and experience of the area and is also a hub for economic activity including fishing, the cruise and marine leisure sectors, and the offshore renewable energy sector. Key ports include the Cromarty Firth (including Port of Cromarty, Nigg and Highland Deephaven), Corpach, Ardersier, Gills Bay, Inverness, Kishorn and Buckie. Through Opportunity Cromarty Firth and other projects, new facilities and infrastructure will help ports to adapt, unlocking their potential to support the transition from fossil fuels through oil and gas decommissioning, renewable energy (including the significant opportunities for marine energy arising from Scotwind) and low carbon hydrogen production and storage, and the expansion of supply chain and services. This will in turn benefit communities by providing employment and income for local businesses.

North East

This area focuses on Aberdeen City and Aberdeenshire with cross-boundary links to Moray, and south towards Angus and the Tay estuary.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should plan infrastructure and investment to support the transition from oil and gas to net zero, whilst protecting and enhancing blue and green infrastructure and decarbonising connectivity.

Action is required to tackle industrial emissions and transition towards a greener future that benefits existing communities and attracts further investment.

Greener energy choices, including hydrogen and on and offshore renewables, have a natural home here and will be at the heart of the area's future wellbeing economy. Investment opportunities focus on the green and blue economy and energy innovation. Significant infrastructure will be required to deliver a hydrogen network for Scotland, including repurposing of existing facilities and the creation of new capacity. £62 million in the Energy Transition Fund is supporting four projects to protect existing jobs and create new jobs in the North East, and across Scotland, by opening up opportunities through energy transition and harnessing private sector funding. This funding aligns with the Aberdeen City Region Deal and continuing support for retraining and skills development. Ports and harbours throughout the area are key assets in the blue economy. As offshore renewables are an important part of Scotland's energy transition, there will be a need to align terrestrial and marine development so as to maximise the potential of this sector.

The area's growth strategy includes a commitment to building with nature by creating multi-functional blue and green networks and improving green spaces in and around settlements, connecting with the national long distance cycling and walking network

and facilitating active travel. Community-led climate action will help to provide locally-driven solutions. A new water supply and waste-water systems will play an important role in building long-term resilience.

Aberdeen is a key transport hub providing vital connections internationally, as well as lifeline services to Orkney and Shetland. Congestion will be reduced as a result of the construction of the Aberdeen Western Peripheral Route, and the A92/A96 Haudagain Improvement project. In the city, work is ongoing to lock in the benefits and prioritise sustainable transport, including Aberdeen Rapid Transit. More widely the Aberdeen to Central Belt Rail Improvements will bring benefits to both passengers and freight.

The area can lead the way in promoting low emissions vehicles, active travel and public transport connectivity as part of its contribution to net zero. Links south to the Central Belt and west towards Inverness remain vital. Work is progressing on the £200m investment being made to improve journey times and capacity between Aberdeen and the Central Belt for passengers and freight. Continuing improvements to digital connectivity and active travel will reduce the need to travel by unsustainable modes and facilitate further remote, home or hub based working.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should focus on continued regeneration and encourage more 20 minute neighbourhoods to sustain the skilled workforce and improve local liveability.

A new focus on local living could help to address the high levels of car ownership and respond to the area's dispersed settlement pattern. Growth corridors extending from Aberdeen to Peterhead, Huntly and Laurencekirk will be a focus for future development, and strategic sites include new communities at Chapelton, Grandhome and Countesswells. There is significant potential to promote more compact growth by making better use of brownfield sites and increasing density.

There will be benefits for people of all ages arising from an increase in local living and a shift towards 20 minute neighbourhoods and the creation of connected, walkable, liveable and thriving places, in both urban and rural contexts. The aim is to encourage sustainable travel options, provide communities with local access to the wider range of facilities, services and amenities to support healthier and flourishing communities. In rural places, social and community infrastructure can be designed with different settlements working in clusters as a 'network of places', providing services and amenities that best meet the needs of local rural communities.

The area's towns contribute to its sense of place and further town centre regeneration will help communities to adapt to current challenges and future change. Service provision also needs to reflect the area's character. Several new or extended primary and secondary schools and community facilities are planned and the area will support wider rural communities by hosting a new centre of excellence for rural and remote medicine and social care. Access to good quality open space and opportunities for local food growing, including allotments and community orchards, can benefit health and wellbeing and tackle inequalities as an integral part of placemaking.

The area benefits from a productive coastline that will be a focus for future economic activity and investment associated with offshore renewable energy and the blue economy. The coast is home to communities who will benefit from continued regeneration and a move towards 20 minute neighbourhoods that reduces the need to travel. Key regional priorities include the regeneration of Banff, Macduff, Fraserburgh and Peterhead. Future coastal vulnerability to erosion, sea level rise and flood risk will need to be factored into development strategies. The fishing industry will continue to contribute to the area's strong sense of place and shared heritage, communities and economy, with some ports and harbours also having opportunities in the cruise and marine leisure sectors.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support continued economic diversification and innovation.

The relocation of some activity at [Aberdeen Harbour](#) to the south harbour has been an important element in planning for the future. Further investment will help to realise its full potential as a low carbon hub and gateway, and there may be opportunities for development at the South Harbour to support the carbon capture and storage and hydrogen innovation work at St Fergus and Peterhead in Northern Aberdeenshire. This is also a significant opportunity to improve urban liveability by unlocking waterfront sites for mixed use development close to the city centre. Local people will need to be involved in deciding how potentially significant industrial and business activity can be accommodated, alongside regenerating a vibrant, redesigned city centre in the coming years.

It is essential that environmental impacts arising from relocation of the harbour and any onward reorganisation of the land uses around it are carefully managed in a way that recognises the location's natural assets and sensitivities. We expect the LDPs and consenting processes to be informed by the required impact assessments, to play a crucial role in guiding future development and addressing environmental sensitivities.

Central

This area broadly covers central Scotland from the Glasgow city region and the Ayrshires in the west to Edinburgh city region in the east, including the Tay cities, the Forth Valley and Loch Lomond and The Trossachs National Park.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should support net zero energy solutions including extended heat networks and improved energy efficiency, together with urban greening and improved low carbon transport.

Blue and green infrastructure

The greening of the built environment, including former industrial areas, is a long held ambition that we now need to expedite to significantly reduce emissions, adapt to the future impacts of climate change and tackle biodiversity loss. Investment in green infrastructure will support urban sustainability, help to restore biodiversity, contribute to our overall targets for reducing emissions and improve health and wellbeing.

There is much that we have already learned from past work, for example initiatives to naturalise former mining features, reclaiming canals as a cultural heritage and natural asset, and extensive woodland creation. Wider woodland expansion across more urban areas could make a significant contribution to improving air quality and quality of life by reducing pollution, managing water and cooling urban environments. Blue and green networks can help to deliver compact and liveable cities.

Many initiatives will come together to achieve urban greening:

- The [Central Scotland Green Network](#) will continue to bring together environmental enhancement projects. Initiatives such as the John Muir Pollinator Way demonstrate how nature networks can help restore and better connect biodiversity and enhance green infrastructure at a landscape scale.

- The Glasgow City Region Green Network, a long-term transformational programme of environmental action, can achieve a step change in the quality and benefits of green places across west central Scotland and bring enhanced biodiversity closer to communities. As part of this, the Clyde Climate Forest is proposing natural solutions at scale across the Glasgow city region.
- The Inner Forth Futures Partnership is tackling the effects of climate change and providing recreation benefits through projects such as peatland restoration and woodland expansion, and supporting the creation of habitat networks.
- The River Leven Project in Fife is a holistic place-based approach to development. Blue and green infrastructure will support investment and provide environmental, health and wellbeing benefits for communities.
- The Tayside strategic green and active travel network also aims to create regionally significant assets that contribute to the quality of the area.
- Perthshire Nature Connections Partnership (PNCP) encompasses a long-term, nature-based vision for Perth and Kinross that aims to create a distinct connection between the Cairngorms and Loch Lomond and The Trossachs National Parks.
- There is a particular opportunity to build on the successful regeneration of our canals to provide an invaluable strategic greenspace that connects communities across the area as a whole, contributes to its strong post-industrial heritage and provides wider functions such as water management to support future resilience to climate change. The potential of a canal asset should be recognised as a shared priority.

There is a continuing need to invest in renewing and improving the capacity of flooding, water and drainage infrastructure to build the resilience of communities. A catchment-scale approach, using nature-based solutions, can also provide benefits for the health and quality of life of Scotland's urban communities, particularly where solutions seek to deliver multiple benefits, including biodiversity gain and active travel

routes. This approach can also be more cost-effective than hard engineering solutions and create lasting jobs. For example, the Glasgow city region recognises the challenges for future adaptation and is identifying sustainable solutions to sea level rise, urban overheating, and water management.

Engineered solutions to adapt our water and drainage infrastructure will be required in some circumstances, but should support more natural benefits as far as possible. There is scope to continue, and extend, the lessons from the Metropolitan Glasgow Strategic Drainage Partnership to future proof infrastructure in support of the long-term growth and development of Edinburgh. The Lothian Drainage Partnership is taking this forward with projects emerging within Edinburgh and at the ClimatEvolution Zone in East Lothian.

At a local scale there is significant potential to expand raingardens and sustainable urban drainage systems to help manage surface water as part of blue and green infrastructure for our future cities and towns.

Whilst predominantly urban, this part of Scotland benefits from a rich and diverse rural area and there are many areas where town meets countryside. These green areas and natural spaces are key assets, sustaining communities that could become better places to live if we can achieve this in a way that is compatible with our wider aims for climate change, nature restoration and 20 minute neighbourhoods. The pandemic has demonstrated that many people are looking for more space at home and in their communities. It will be important to plan positively and imaginatively to make sustainable use of the countryside around our cities and towns.

These areas have important functions – productive agricultural land, providing vital ecosystem services and spaces for local food growing, outdoor access and recreation. They support carbon sequestration, including through peatland restoration, woodland creation and conserving natural habitats, and there is scope for innovation in key sectors including sustainable food production.

Planning has the potential to address the impact of climate change on communities whilst also generating renewable heat and facilitating urban cooling from our rivers. Mine water, solar and onshore support for offshore renewables, including development that makes use of existing infrastructure at strategic hubs, all provide opportunities for decarbonisation.

Loch Lomond and The Trossachs National Park has landscape-scale opportunities to restore and enhance nature and respond to climate change, including through woodland creation and peatland restoration, as well as natural flood risk management. The National Park will continue to support the quality of life and health of the urban population and its future priorities include new infrastructure provision to provide a quality visitor experience and support people to connect with nature, as well as a greener tourism sector supported by innovative low carbon transport solutions. Long distance active travel and rail routes have untapped potential to provide sustainable tourism solutions. The area's communities can adapt to support more localised living and working opportunities, with improved digital connectivity and affordable housing. More integrated planning and land management offers opportunities to support land use change and reduction of greenhouse gas emissions. The approach also links with and relates to the action area to the north.

Urban accessibility

A focus on community wealth building, together with growing opportunities for longer term remote working, could address the high levels of transport movement by private car and challenges of congestion and air pollution across the area. Local living, including 20 minute neighbourhoods, will help to minimise future commuting and ensure jobs and income can be spread more evenly across the area. Accessibility and transport affordability can support more resilience which benefits communities who are less connected.

By putting in place [mass/rapid transit systems](#) for Edinburgh through plans to extend the tram network, and for Glasgow including the Clyde Metro and multi-modal connectivity, we have an

opportunity to substantially reduce levels of car-based commuting, congestion and emissions from transport at scale.

Connections to the rest of the UK will be strengthened in the longer term through [high speed rail](#) connectivity, with stations expected in Glasgow and Edinburgh. Decarbonisation of freight will require the construction of new hubs and associated facilities to support logistics. This will also support growing interest in express logistics from rail operators that would see passenger Electrical Multiple Units converted to carry small freight, targeting the UK parcel market. Ports on the Clyde, Forth and Tay coasts will also play a key role in this transition.

Digital connectivity will facilitate remote working, supporting the growth of towns and villages outwith the larger cities and potentially leading to a renaissance in more rural living. It will be crucial to address digital inequality, whether through cost, infrastructure or skills development, as virtual service provision continues to grow.

To deliver [liveable places](#), Regional Spatial Strategies and Local Development Plans in this area should pioneer low carbon, resilient urban living by rolling out networks of 20 minute neighbourhoods, future proofing city and town centres, accelerating urban greening, investing in net zero homes, and managing development on the edge of settlements.

20 minute neighbourhoods

The diversity of this area, from metropolitan districts to rural and dispersed settlements, will require concerted effort to develop networks of places that meet the principles of local living and 20 minute neighbourhoods, and with fair access to a range of services that support sustainable living. Planning should focus on revitalising cities and towns at scale, supporting a finer grained approach to placemaking, and a more intricate mix of land uses and density. This should incorporate networks of natural spaces and blue and green infrastructure, to create health and wellbeing benefits, increase resilience to climate change and support the growth of green job opportunities.

The car-based design of some of our places, including many suburban areas and new towns, mean that a significant shift to a more people centred approach will be required. Planning can help retrofit facilities and services into areas where they are scarce, such as predominantly residential areas, to enable better integrated, mixed-use areas. City, town and neighbourhood centres can be at the heart of this if they are planned to strengthen self-sufficiency and bring services and jobs closer to homes. The recommendations of the recent town centre review can be delivered by supporting a wider range of uses and making the most of their assets.

Accessibility will be a key part of the transition and will involve investment in infrastructure and services in line with the sustainable travel and investment hierarchies, to improve fair access and reduce carbon emissions. Active travel networks will need to expand to make walking, wheeling and cycling an attractive, convenient, safe, and sustainable choice for everyday travel. There are significant opportunities for investment in heat networks, energy storage and the circular economy to create more sustainable neighbourhoods.

Energy efficient, affordable homes

As well as building new homes to net zero standards, more will need to be done to meet the bigger challenge of upgrading the existing housing stock to reduce emissions and adapt to future climate impacts. Emissions from our homes need to be very substantially reduced – by 2030, they must fall by 68% from 2020 levels.

Improved energy efficiency will be needed, by providing zero emissions heating solutions and more sustainable water management practices for existing settlements and homes. Improving sustainable travel options and reliability will help to reduce transport based emissions associated with our homes.

There is a particular pressure for housing solutions, including provision of affordable homes that meet future needs, in the south east of Scotland. Edinburgh has committed to building affordable homes at scale, and will

need to work with the region to accommodate wider need and demand in a strategic way. Seven strategic sites, supported through the Edinburgh and South East Scotland City Region Deal, could accommodate up to 45,000 homes and associated economic and employment benefits including: Blindwells, Calderwood, Dunfermline, Edinburgh Waterfront, Shawfair, Tweedbank and Winchburgh. The need for proposals to be supported by low carbon transport solutions, in line with the Infrastructure Investment Plan and National Transport Strategy investment hierarchies and infrastructure first approach, will be critical to their success. The Edinburgh and South East Scotland City Deal identifies infrastructure investment as part of this. These interventions and commitments, taken with the additional transport investment made through the Deal, will ensure the city region continues to grow and flourish. Regionally significant services, including healthcare and social care facilities and investment in the learning estate, is also planned to support future growth and sustain the wellbeing of existing, new and expanding communities.

Waterfront regeneration

The region's coasts and firths define the area's history and shape its sense of place. There is potential to unlock the strategic importance of coasts, estuary and river corridors for climate mitigation, resilience, and positive environmental change. Coastal change, driven by climate change, will need to be managed to build long-term resilience and future-proof our waterfronts, where this is feasible. Progress has been made to create long distance walking and cycling routes to open up access to waterfront spaces and reclaim them as a resource for people as well as industry. There will be a need to anticipate and mitigate risk from coastal erosion, flood risk and storm surges, with a focus on natural solutions which work with the unique biodiversity and landscape character of these important places.

These coasts are rich in cultural and natural heritage. Along the Inner Forth, various projects provide multiple benefits, including flood management, cultural landscape enhancement, habitat creation, access and

tourism. Edinburgh's waterfront regeneration is ongoing, with Granton benefiting from an ambitious masterplan, the tram extension to Leith progressing and potential development at Seafield helping to redefine the city's relationship with its coastline. This is reusing existing assets and helping Edinburgh to become a more liveable city. A masterplanned approach to regenerating the [Edinburgh Waterfront](#) can take into account opportunities for the Port of Leith to service the offshore energy sector. More broadly, port facilities should continue to be capable of servicing freight traffic within the Firth of Forth given the importance of east coast freight links.

The successful regeneration of [Dundee Waterfront](#) has demonstrated the potential to make sustainable use of our urban coasts, and ongoing proposals include the creation of a marina at Victoria Dock and further development of central waterfront sites. Dundee port has an aspiration to expand its operational area into the Firth of Tay. The HRA of NPF4 has identified that such development would have a high probability of resulting in adverse effects on the integrity of European site(s). This would therefore need to be considered carefully at project level, including through the HRA process to ascertain that there will be no adverse effects on European sites, or if this is not the case, whether there are imperative reasons of over-riding public interest and relevant statutory tests are met.

Reuse of brownfield land

A more liveable Central Belt means that we will need to do more to reuse empty buildings and brownfield land, including vacant and derelict land, particularly spaces which have not been used for decades and can be accessed by sustainable modes. This will reduce further urban sprawl and improve local environments. Around 40% of Scotland's vacant and derelict land is concentrated in the Glasgow city region and its reuse for a range of uses is a key priority. Edinburgh has committed to building a significant share of future housing development on brownfield sites and progress is being made in Dundee to repurpose disused sites, including the creation of a new innovation park on the former Michelin site.

A combination of incentives, investment and policy support for productively reusing brownfield land and buildings at risk will be required to steer development away from greenfield locations, whilst also acknowledging their biodiversity value and potential for urban greening. Public-sector led development can shape future markets and deliver development in places where change is needed the most and can deliver multiple benefits. Redevelopment should include, but not be limited to, housing development. By de-risking sites and taking an infrastructure first approach, this land can help to achieve a better distribution of new homes to meet our future needs. This will also reduce pressure in places where growth is no longer sustainable. Key projects include the Eden project on the sites of the former Dundee gasworks, and the redevelopment of Ravenscraig, a longstanding post-industrial site where new development, including improved transport connectivity, can bring new models of low carbon living at scale.

To deliver [productive places](#), Regional Spatial Strategies and Local Development Plans in this area should target economic investment and build community wealth to overcome disadvantage and support a greener wellbeing economy.

This area has a diverse business base and is a key engine of growth for Scotland as a whole. There are many clusters of sites and businesses which form the basis of regional propositions for investment. In line with our aspirations to build a wellbeing economy, opportunities for investment and development should be designed to maximise economic, social and environmental wellbeing, rather than focusing on growth alone. A planned approach can help to target future development in areas of significant economic disadvantage so that new and better jobs are more fairly distributed to help address national, regional and more localised inequality.

City and town centres

The pandemic has brought obvious challenges for our city centres, but has also unlocked opportunities to take forward new models of working that could better support wellbeing and improve our places in the longer term. The continued growth of remote and local working and the creation of hubs within groups of settlements could significantly reduce the need to travel, whilst also helping to grow local businesses and communities.

This raises significant questions for the future of city centres. Existing offices have the potential to be repurposed to achieve higher density mixed use neighbourhoods with a lower carbon footprint and require careful planning to ensure future communities are properly supported by appropriate services.

Glasgow city centre, an exceptional asset and a primary location and cultural destination, has been significantly impacted by unprecedented changes in working patterns, service provision and the retail sector. Whilst these changes may not be sustained in the long-term, now is the time to accelerate work to diversify the city centre and invest in maintaining and re-using existing buildings so that it can evolve to be a more carbon conscious place. Existing connections mean the centre could sustain many more homes to meet a commitment to doubling the city centre population, revitalising places and creating a 24 hour city that is safe and open to everyone. Significant investment in schools, community services and greenspace will be needed to achieve this and more creative use of the public realm and a low emission zone will help to make this a safer and healthier environment for people of all ages. Innovative solutions, such as retrofitting energy efficiency measures to social housing across the city, could be extended to help improve the built fabric of the city centre's commercial properties.

Edinburgh has similar challenges and opportunities for positive change. High interest in investment and associated demand for new homes means that planning will need to help deliver sustainable development that supports the quality of life of existing and future residents.

As a capital city with a World Heritage Site at its core, it will be crucial that future development takes into account the capacity of the city itself and its surrounding communities and makes the most of its exceptional heritage assets, places and cultural wealth. The City Centre Transformation Plan supports a move away from a car-based city centre to create a more liveable and attractive place to live, work and visit. The Forth Bridge is also an inscribed UNESCO World Heritage Site, and our rich industrial and cultural heritage remains apparent across the area.

Dundee is well on the way towards reinventing itself through regeneration of the waterfront, unlocking strategic sites for new homes and new opportunities for innovation and economic development arising, such as the Michelin Scotland Innovation Park and at the port. Continued regeneration in this area, building on the city's rich culture, sense of place and appetite to innovate will also contribute to the overall aims for this part of Scotland. The V&A will continue to be a focal point for this, evolving to become a National Centre for Design within this UNESCO City of Design.

Town centres throughout this area will also play a critical role in driving a new economic future. The recent town centre review highlights opportunities to expand the range of services and facilities they offer, reuse redundant buildings and provide new homes for a wide range of people. This in turn will ensure their crucial role in defining our sense of place is protected and enhanced, future proofing a key asset for Scotland as a whole.

Strategic sites

Many business and investment sites are located along key transport corridors and new approaches may be required as investment transitions away from locations that can only be reached by car towards more accessible areas that are connected by low carbon and active travel options.

The [Clyde Mission](#) will stimulate investment in sites along the Clyde to build a wellbeing economy and achieve a step-change in the quality of the environment for communities. This

ambitious project will reuse extensive areas of vacant and derelict land in accessible locations and requires a sustainable approach to manage the future impact of climate change. Key sites extend from Greenock Ocean Terminal to Queens Quay, Tradeston, the Broomielaw and Glasgow City Centre, to Clyde Gateway – a longstanding regeneration project which has made exceptional progress in transforming communities and overcoming inequality. A national collaboration to support delivery of the project has significant potential to accelerate change, attract investment and achieve wider benefits for communities. The wider Clyde Coast, an iconic area rich in cultural heritage and natural assets, can be reimaged through collective efforts on regeneration in nearby coastal communities, such as Dunoon and Rothesay. The area's accessibility by train and water means that it is an ideal location for low carbon tourism and leisure.

Aligning with the Clyde Mission, the Ayrshire Councils are working together through their Ayrshire Growth Deal and Community Wealth Building programme to build economic resilience and address unemployment, poverty and inequality across their area, with town centres at the heart of communities. This includes proposals for advanced manufacturing and aerospace engineering which will make use of the existing infrastructure and investment opportunities available at Glasgow and Prestwick airports. Glasgow is already a centre of expertise for manufacturing satellites and will benefit from the associated development of a network of spaceports across the country, whilst supporting wider industry and employment. The Ardeer peninsula is also a significant site for redevelopment of the wider Ayrshire area. [Hunterston](#) is a strategic asset with deepwater access, where there are plans for new economic development and employment uses. Development of the site will need to take account of future vulnerability to climate change. A planned marine centre at Ardrossan will provide further opportunities.

The Edinburgh City Region supports investment in significant clusters including the Bioquarter, Mid Fife, Dunfermline, Guardbridge St. Andrews,

Galashiels, Cockenzie, Midlothian and the M8 corridor. A strategy for West Edinburgh is emerging which guides a wide range of uses to create a sustainable extension to the city, with added benefit from associated improvements to the quality of place of existing communities. Proposals focus on locating development on and around existing transport corridors and work is ongoing to improve accessibility including the Edinburgh tram extension. Further investment should take into account the impact of new development on potentially compounding existing capacity constraints and congestion, and prioritise sustainable choices.

As the highest single source of industrial emissions in Scotland, and a key part of our future resilience and manufacturing base, continued investment at Grangemouth, and the strategic sites it includes, will be required. Plans are emerging for innovative industry in the Falkirk/Grangemouth Investment Zone, building on the area's strengths in chemicals and making the most of strategic assets including the port and rail connection. There is great potential, not only to reduce emissions at the Grangemouth complex, but also to grow the cluster into a hub of low carbon manufacturing that can help unlock wider decarbonisation across the country, with its strategic location, infrastructure, assets and skills base. Opportunities include renewable energy innovation, bioenergy hydrogen production with carbon capture and storage, and repurposing of existing strategic and critical infrastructure such as pipelines. The skills, knowledge and experience that is currently situated there for the petro-chemicals sector is a prime resource for the transition to net zero. This can form a focal point in a wider masterplan for Forth Valley that brings together opportunities for energy with the circular economy to support wider investment in green economic opportunities.

Coastal sites formerly used for baseload power generation – specifically Longannet and Cockenzie – benefit from existing assets and infrastructure that can be repurposed to form the basis of new proposals. At Cockenzie, work is ongoing to develop an opportunity for a Climate Evolution Zone to generate employment and

provide essential infrastructure for net zero, linked with the potential to expand the new sustainable settlement at Blindwells, within the Greater Blindwells Development Area. There is scope to build on the strategic location and rail connectivity of Longannet to benefit local communities around this part of the Forth. There are further opportunities for a range of economic activities and investment in ports associated with a green economy at Montrose, Dundee, Rosyth, Burntisland, and Methil.

The Levenmouth rail link will reconnect Leven to the mainline rail network with new stations at Leven and Cameron Bridge by 2024 subject to consenting processes. This will enhance the communities it serves and contribute positively to the lives of people who live there by unlocking access to social, cultural, employment and educational opportunity.

The Tay Cities Region has a strong regional proposal for developing clusters of investment in research and innovation supporting a range of sectors in both urban and rural areas including life sciences, energy, digital, and food production. Perth is managing housing development in strategic development areas and transport infrastructure investment and the creation of a bus and rail interchange to support modal shift and establish a new gateway to the city. Work is underway to deliver local heat and energy networks, Perth West Regional Innovation Park and to make Perth the 'Biodiversity Capital of Scotland'. Angus Council is progressing its Mercury Programme to support clean growth, low carbon transport and housing and agri tech which will contribute to future food security and reduce emissions. Key sites include Montrose Port, and the Angus Rural Mobility Hub in Brechin.

Stirling is bringing forward new opportunities for innovation and investment, building on the city's strong heritage and supported by the area's educational institutions. Within Forth Valley, a National Tartan Centre, the Canal corridor, the Frontiers of the Roman Empire: Antonine Wall World Heritage Site, Ochil Hills and Whisky Trail create a unique heritage offering which will support local employment and strengthen the

area's sense of place. Tourism is a key theme in the emerging regional economic strategy for the Forth Valley and both the Falkirk Growth Deal and Stirling and Clackmannanshire City Region Deal.

Ports

Key ports in this area can play a central role in supporting the expansion of renewable energy, in particular offshore wind energy. It will also be important to make use of the infrastructure to reduce road haulage and secure a more sustainable freight sector which directly links to international markets. There are opportunities for enhanced cruise facilities for the Forth, as well as the Clyde where Greenock Ocean Terminal, supported by the Glasgow City Region Deal, can build on its role as a key gateway. There may be opportunities to make use of harbour facilities to support the marine leisure industry.

Development of ports on the Firth of Forth will also need to take account of the potential for a substantial increase in freight and passenger traffic between Scotland and continental Europe, linked to the Scottish Government's objective that Scotland should accede to the EU as an independent Member State at the earliest possible opportunity.

South

This area broadly includes Dumfries and Galloway and the Scottish Borders, South and East Ayrshires, South Lanarkshire in the west, with links to the Lothians towards the east.

Priorities

To deliver sustainable places, Regional Spatial Strategies and Local Development Plans in this area should protect environmental assets and stimulate investment in natural and engineered solutions to climate change and nature restoration, whilst decarbonising transport and building resilient physical and digital connections.

This area's forests and woodland are a nationally significant asset and its extensive peatland will need to support carbon storage and sequestration. The Borderlands Natural Capital Programme will develop trials and sector strategies to restore biodiversity, build resilience and make the most of the area's natural assets to support climate change mitigation and adaptation. This will build on the successes of a range of nature restoration projects in the area, such as the Carrifran Wildwoods project.

The UNESCO Galloway and Southern Ayrshire Biosphere is a crucial environmental asset which can contribute to the area's future sustainability, liveability and productivity. The South of Scotland Regional Land Use Pilot is providing significant opportunity to work with landowners, landed interests and others to look at the multi-benefits from land use and to maximise natural capital opportunities.

The South of Scotland is an important centre for renewable energy generation. Proposals for consolidating and extending existing wind farms and associated grid improvements and supply chain opportunities will require a carefully planned approach. The Solway Firth has significant potential for renewable energy generation in the future, but development will require careful planning given the sensitivity of the environment and its international importance for nature conservation.

The area's low carbon future will depend on supporting modal shift and reducing car use, given current dependence on the car and need to improve access to services, education and employment. Low emissions vehicles will only go some of the way towards addressing future challenges. Enhancing public transport and improving connectivity between communities in the east and west will help to support thriving and distinct communities.

Public transport, including the bus network, will play an important role in decarbonisation and developing innovative solutions and linkages to the rail system. Active travel should be supported with wheeling, walking and cycling within and between towns and other communities linked to strategic routes for residents and visitors. This is important not only for local sustainability but also as a strategic attraction to take advantage of major outdoor recreation opportunities.

There is also a need to secure better digital links to unlock the potential of rural living and home or hub working. The Borderlands Digital Infrastructure Programme will play a key role in supporting connectivity and responding to future technology and innovation.

To deliver liveable places, Regional Spatial Strategies and Local Development Plans in this area should increase the population by improving local liveability, creating a low carbon network of towns and supporting sustainable rural development.

Quality of life for people living in the area will depend on the network of settlements in the future and existing communities should form the basis of a tailored response to the local living concept. Town centres can be strengthened as they recover from the pandemic. New measures to build resilience to climate change will be required including flood risk management in key settlements.

Housing provision will play a key role in supporting the area's aspirations for economic development as well as in maintaining

and growing a working age population. Decarbonisation of existing homes will be required, as well as a strategic approach to rolling out electric vehicle charging. Communities themselves will have a critical role to play in shaping their future development.

The area is already investing in regenerating and future proofing its towns and wider communities. The [Stranraer Gateway](#) Project is an opportunity to consolidate and bring new impetus to regenerate this strategically located settlement. Plans include expansion of the marina, supported by the Borderlands Inclusive Growth Deal, and low carbon heating can be incorporated as part of the transformation of the wider town. Nearby Cairnryan is a crucial gateway to Scotland, with a need to make best use of existing connections.

Regeneration innovation extends across the area. The HALO Kilmarnock project focuses on the reuse of vacant industrial land to create a low carbon community urban village, acting as an exemplar for innovative transformation of future places. The Ayrshire Manufacturing Investment Corridor project supports the economic generation of Kilmarnock and the wider region, whilst the CoRE (Community Renewable Energy) project in Cumnock seeks to explore, develop and provide solutions to energy supply and storage challenges in urban and non-urban areas, and to help in the development of a new, more flexible energy grid to complement existing power systems.

To deliver productive places, Regional Spatial Strategies and Local Development Plans in this area should support local economic development whilst making sustainable use of the area's world-class environmental assets to innovate and lead greener growth.

The future sustainability of the area will depend on the creation of high quality and green jobs for local people. The local economy will need to diversify from its focus on land based industries (agriculture and forestry), to sustain a wider range of businesses and jobs. An emphasis on

community wealth building will help to reduce dependence on public sector employment and a relatively low wage economy associated with rural and primary sectors.

The current approach to investment focuses on strategic growth corridors linking economic hubs with transport routes. Whilst the strategic road network is an asset and contributes to the area's connections north and south, a long-term strategy will require innovation and fresh thinking to ensure that future growth reflects our commitment to reducing greenhouse gas emissions and reducing inequality.

The future growth of the east of the area aims to consolidate existing settlements, capitalise on the strong sense of place of its towns and ensure accessibility by locating new development close to the Borders Rail Line. The Borderlands Place Programme, Borderlands Natural Capital Project, future Regional Land Use Partnerships and other strategic initiatives can support an integrated approach to protecting and restoring the area's natural assets, enhancing the built environment and achieving a greener, fairer and more inclusive wellbeing economy across the area.

Employment opportunities can support population growth, help to retain more young people and transition the area away from its current dependence on low wage sectors. New ways of working, including remote working could attract more people to live here, supporting the economy and sustaining local services and facilities. This will also benefit from continued support for local skills development and centres of further and higher education including the Galashiels campus of Heriot Watt University and Glasgow University at the Crichton Campus, Dumfries.

Significant investment sites include the former nuclear power station at Chapelcross which benefits from existing grid connections and is an opportunity to repurpose the land by establishing a green energy park that contributes to national ambitions and innovation. Low carbon accessibility will be a key challenge, as the site is remote from Annan and not served by public

transport. Providing access to wider markets, the port at Cairnryan could create further strategic growth opportunities. The expansion of Tweedbank and an inclusive approach to economic development in the Central Borders and Tweeddale are also strategic opportunities.

The area has aspirations to become a prime outdoor recreation and green tourism destination. Key projects include the South West Coastal Path, and projects supported by the Borderlands Inclusive Growth Deal; the Mountain Biking Innovation Centre at Innerleithen, updating the cycling experience and facilities at some of the 7stanes sites, and Destination Tweed which will deliver a multi-user path and cycle route from Moffat to Berwick upon Tweed. More could be made of the area's border location and attractions to ensure visitors make better use of local services and support the economy and communities.

The west of the area has a close relationship, and strategic connection to, Northern Ireland and Ireland via Cairnryan, as well as across the English border to Carlisle and onwards to European markets. The connection to Northern Ireland and Ireland is already a focus for freight movements as a result of EU Exit.

In the east, the Scottish Borders has a role to play as part of the Edinburgh City Region, with the Borders Railway opening up new sites for sustainable development towards the north, and the south sustaining rural industries. Work is ongoing to assess the feasibility of extending the Borders Railway from Tweedbank to Carlisle.

Annex D – Six Qualities of Successful Places

1. Healthy: Supporting the prioritisation of women’s safety and improving physical and mental health

Designing for:

- **lifelong wellbeing** through ensuring spaces, routes and buildings feel safe and welcoming e.g. through passive surveillance and use of physical safety measures.
- **healthy and active lifestyles**, through the creation of walkable neighbourhoods, food growing opportunities and access to nature and greenspace
- **accessibility and inclusion** for everyone regardless of gender, sexual orientation, age, ability and culture
- **social connectivity** and creating a sense of belonging and identity within the community
- **environmentally positive places** with improved air quality, reactivating derelict and brownfield land, removing known hazards and good use of green and blue infrastructure

2. Pleasant: Supporting attractive natural and built spaces

Designing for:

- **positive social interactions** including quality of public realm, civic spaces, streets and ensuring a lively and inclusive experience
- **protection** from the elements to create attractive and welcoming surroundings, including provision for shade and shelter, mitigating against noise, air, light pollution and undesirable features, as well as ensuring climate resilience, including flood prevention and mitigation against rising sea levels
- **connecting with nature** including natural landscape, existing landforms and features, biodiversity and eco-systems, integrating blue and green infrastructure and visual connection
- **variety and quality** of play and recreation spaces for people of all ages and abilities
- **enjoyment**, enabling people to feel at ease, spend more time outdoors and take inspiration from their surroundings

3. Connected: Supporting well connected networks that make moving around easy and reduce car dependency

Designing for:

- **active travel** by encouraging more walking, wheeling and cycling together with reliable, accessible, public transport and shared transport hubs that allow for simple modal shifts
- **connectivity** including strategic cycle routes, local cycle routes, footpaths, pavements, active travel networks, desire lines, destinations, permeability, accessibility and catering for different needs and abilities
- **convenient connections** including local and regional interconnection, infrastructure, sustainable travel, interchange between public transport and active travel and supporting easy modal shifts in transport
- **pedestrian experience** including safe crossing, pedestrian priority, reduced vehicular speed and noise, inclusive design and surfaces, assistive technology, reduced street clutter, catering for suitable vehicular parking and management of loading/unloading and deliveries and refuse collections

4. Distinctive: Supporting attention to detail of local architectural styles and natural landscapes to be interpreted into designs to reinforce identity

Designing for:

- **scale** including density, building heights, massing, orientation, building lines and legibility
- **built form** including mix of typologies, types, uses, sizes and tenures
- **sense of place** including design influences, architectural styles, choice of materials and finishes, detailing, landscape design, active frontages and cultural context

5. Sustainable: Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience and integrating nature positive biodiversity solutions

Designing for:

- **transition to net-zero** including energy/carbon efficient solutions, retrofitting, reuse and repurposing and sharing of existing infrastructure and resources
- **climate resilience and nature recovery** including incorporating blue and green infrastructure, integrating nature positive biodiversity solutions
- **active local economy** including opportunities for local jobs and training, work spaces, enabling working from home, supporting community enterprise and third sector
- **community and local living** including access to local services and facilities, education, community growing and healthy food options, play and recreation and digital connectivity

6. Adaptable: Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can meet the changing needs and accommodate different uses over time

Designing for:

- **quality and function**, ensuring fitness for purpose, design for high quality and durability
- **longevity and resilience** including recognising the role of user centred design to cater for changing needs over time and to respond to social, economic and environmental priorities
- **long-term maintenance** including effective engagement, clarity of rights and responsibilities, community ownership/stewardship, continuous upkeep and improvements

Place Standard Tool and the delivery of successful places

The Place Standard contains 14 themes that support the Six Qualities of Successful Places, providing a consistent framework to consider and to assess the quality of new and existing places. The Place Standard tool Design Version is specifically created to support the consideration of development planning and design within the framework of the 14 Place Standard themes and to deliver on the Six Qualities of Successful Places.

Annex E – Minimum All-Tenure Housing Land Requirement

This Annex sets out the Minimum All-Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. This is to meet the requirement of Section 3A(3)(d) of the Town and Country Planning (Scotland) Act 1997, as amended. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period. The MATHLR is expected to be exceeded in each Local Development Plan's Local Housing Land Requirement.


Local and National Park Authority	MATHLR
Aberdeen City	7,000
Aberdeenshire	7,550
Angus	2,550
Argyll & Bute	2,150
Cairngorms National Park	850
City of Edinburgh	36,750
Clackmannanshire	1,500
Dumfries & Galloway	4,550
Dundee City	4,300
East Ayrshire	4,050
East Dunbartonshire	2,500
East Lothian	6,500
East Renfrewshire	2,800
Eilean Siar	192
Falkirk	5,250
Fife (Central and South)	5,550
Fife (North)	1,750
All Fife*	7,300
Glasgow City	21,350
Highland	9,500
Inverclyde	1,500
Loch Lomond & The Trossachs National Park	300
Midlothian	8,850
Moray	3,450
North Ayrshire	2,950
North Lanarkshire	7,350
Orkney	1,600
Perth & Kinross	8,500
Renfrewshire	4,900
Scottish Borders	4,800
Shetland	850
South Ayrshire	2,000
South Lanarkshire	7,850
Stirling	3,500
West Dunbartonshire	2,100
West Lothian	9,850

* The total consists of Fife North and Fife Central and South. This reflects that Fife was formerly part of two Strategic Development Plan areas and contributed to separate Housing Need and Demand Assessments.

Annex F – Glossary of definitions

20 minute neighbourhood	A flexible approach to assessing our places against the concept of local living. A method of achieving connected and often compact neighbourhoods designed in such a way that people can meet the majority of their daily needs within a reasonable distance of their home preferably by sustainable and active travel methods. The principle can be adjusted to include varying geographical scales from cities and urban environments, to rural and island communities. Housing would be planned together with local infrastructure including schools, community centres, local shops and health and social care to significantly reduce the need to use unsustainable methods of travel, to prioritise quality of life, help tackle inequalities, increase levels of health and wellbeing and respond to the climate emergency.
4G	4G is the fourth generation of mobile phone technology, following 2G and 3G. 2G technology was suitable for making calls and sending text messages, while 3G makes it possible to access the internet more effectively through devices such as a mobile, tablet or laptop. It's ideal for services that demand more capacity, like video streaming, mapping and social networking sites.
5G	<p>5G is much faster than previous generations of wireless technology. 5G also offers greater capacity, allowing thousands of devices in a small area to be connected at the same time.</p> <p>The reduction in latency (the time between instructing a wireless device to perform an action and that action being completed) means 5G is also more responsive. Together these features make 5G highly relevant for industrial applications.</p> <p>The connectivity and capacity offered by 5G is opening up the potential for new, innovative services while mobile spectrum can be used in more effective ways.</p>
Affordable home/affordable housing	Good quality homes that are affordable to people on low incomes. This can include social rented, mid-market rented, shared-ownership, shared-equity, housing sold at discount (including plots for self-build), self-build plots and low cost housing without subsidy.
Agent of change principle	Where an application is made for development which is likely to be affected by noise from existing development such as, but not limited to, music venues, manufacturing or industrial sites, large retail outlets, etc., the applicant is required to demonstrate both that they have assessed the potential impact on occupants of the proposed development and that the proposed design incorporates appropriate measures to mitigate this impact.
Ancient woodland	Land that has maintained continuous woodland habitat since at least 1750.
Appropriate assessment	Regulation 48 of The Conservation (Natural Habitats, &c.) Regulations 1994, as amended, requires an authority, before deciding to undertake, or give any consent, permission or other authorisation for certain plans or projects likely to have a significant effect on a European site in Great Britain (either alone or in combination with other plans or projects), to make an 'appropriate assessment' of the implications for the site in view of that site's conservation objectives.

Biodiversity	The variability in living organisms and the ecological complexes of which they are part. This includes diversity within species, between species and of ecosystems (UN Convention on Biological Diversity, 1992).
Blue economy	The Blue Economy is sustainable use of ocean resources for economic growth, improved livelihoods and jobs, while preserving the health of marine and coastal ecosystem.
Blue infrastructure	Water environment features within the natural and built environments that provide a range of ecosystem services. Blue features include rivers, lochs, wetlands, canals, other water courses, ponds, coastal and marine areas including beaches, porous paving, sustainable urban drainage systems and raingardens.
Brownfield	Land which has previously been developed. The term may cover vacant or derelict land, land occupied by redundant or unused buildings and developed land within the settlement boundary where further intensification of use is considered acceptable.
Buildings at risk register	The Buildings at Risk Register (BARR) for Scotland (buildingsatrisk.org.uk) has been in operation since 1990 and highlights properties of architectural or historic merit that are considered to be at risk. Buildings at risk are not necessarily in poor condition, they may simply be standing empty with no clear future use or be threatened with demolition.
Business and industry	Business, general industrial and storage and distribution uses and smaller scale business uses such as home-working, live-work units and micro-businesses.
Carbon capture utilisation and storage	Carbon capture, utilisation and storage (CCUS) encompasses the methods and technologies used to capture the carbon dioxide generated by large-scale energy intensive processes, such as power generation and industrial processes, and transport that captured carbon dioxide for safe and permanent storage deep underground in a geological formation. In some applications, the captured carbon dioxide can be recycled and used to manufacture useful products, thus giving it economic value.
Carbon-rich soils	Organo-mineral and peat soils are known as carbon-rich soils. A peat soil is defined in Scotland as when soil has an organic layer at the surface which is more than 50cm deep. Organo-mineral soil or peaty soil is soil which has an organic layer at the surface less than 50cm thick and overlies mineral layers (e.g. sand, silt and clay particles). There is also a relatively rare group of soils in Scotland known as humose soils. These have organic rich layers with between 15 and 35% organic matter. These are mineral soils but also considered to be carbon rich.
Carbon sequestration	The long-term removal, capture, or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric carbon dioxide (CO ₂) pollution and to mitigate or reverse climate change.
Carbon sink	A carbon sink is a natural or artificial reservoir that accumulates and stores CO ₂ for an indefinite period.

<p>Circular economy</p>	<p>A circular economy is one that is designed to reduce the demand for raw material in products; to encourage reuse, repair and manufacture by designing products and materials to last as long as possible in line with the waste hierarchy.</p>	 <p>The diagram is an inverted pyramid with five horizontal sections, each representing a level of the waste hierarchy. From top to bottom, the sections are: <ul style="list-style-type: none"> Prevention: If you can't prevent, then ... Prepare for reuse: If you can't prepare for reuse, then ... Recycle: If you can't recycle, then ... Recover other value (e.g. energy): If you can't recover value, then ... Disposal: Landfill if no alternative available Below the pyramid, the text 'Waste Hierarchy' is written.</p>
<p>Climate change adaptation</p>	<p>Climate change adaptation is about responding to the changes that we have seen in our climate over the last few decades, and preparing for the challenges that we will face as our climate continues to change.</p>	
<p>Climate change mitigation</p>	<p>Climate change mitigation refers to efforts to reduce or prevent emissions of greenhouse gasses, which have a direct impact on global average temperatures, and reducing the current concentration of carbon dioxide by enhancing carbon sinks (for example, increasing the area of forest).</p>	
<p>Commercial centre</p>	<p>Centres which have a more specific focus on retailing and/or leisure uses, such as shopping centres, commercial leisure developments, mixed retail and leisure developments, retail parks and factory outlet centres.</p>	
<p>Community</p>	<p>A body of people. A community can be based on location (for example people who live or work in or use an area) common identity (for example a shared ethnicity, language, age) or common interest (for example the business community, amenity, sports, social or heritage groups).</p>	
<p>Community facilities</p>	<p>Buildings or services used by the community, including community halls, recreation centres and libraries.</p>	
<p>Community hub</p>	<p>A community hub is a multi-purpose centre, such as a community centre, medical centre or school, that provides a range of high quality and cost effective services to the local community.</p>	
<p>Community wealth building</p>	<p>A people-centred approach to local economic development, which redirects wealth back into the local economy, and places control and benefits into the hands of local people.</p>	
<p>Conservation area</p>	<p>Conservation areas are areas which have special architectural or historic interest that are considered worthy of protection. Their selection, assessment and designation is carried out by the planning authority. To be designated as a conservation area it must meet the criteria of 'special architectural or historic interest the character or appearance of which is desirable to preserve or enhance', as set out in Section 61 of the Planning Listed Buildings and Conservation Areas (Scotland) Act 1997.</p>	

Cultural significance	Cultural significance means aesthetic, historic, scientific or social value for past, present or future generations. Cultural significance can be embodied in a place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
Cumulative impact	Impact in combination with other development. That includes existing developments as appropriate, those which have permission, and valid applications which have not been determined. The weight attached to undetermined applications should reflect their position in the application process.
Cumulative impacts (in the context of the strategic transport network)	The effect on the operational performance of transport networks of a number of developments in combination, recognising that the effects of a group of sites, or development over an area may need different mitigation when considered together than when considered individually.
Custom-build housing	Where a person tasks a house builder to tailor a home to their preferences before it is built.
Decarbonisation	Reducing the amount of gaseous carbon compounds released by buildings, activities or operations.
Deliverable housing land pipeline	The expected sequencing of the Local Housing Land Requirement over the short (1-3 years), medium (4-6 years) and long-term (7-10 years), set out in the local development plan delivery programme.
Deliverable land	Land that is free from constraints or there is a commitment to overcome constraints, and development is able to be delivered in the period identified for the site within the Deliverable Housing Land Pipeline.
Derelict land	Previously developed land which is un-remediated and/or which has a constraint caused by its previous use which hampers its redevelopment or naturalisation.
Design flood	Magnitude of the flood adopted for the design of a site, usually defined in relation to the severity of the flood in terms of its return period.
Ecosystem services	The benefits people obtain from ecosystems.
Egress (safe, flood free pedestrian access and egress)	A route for the movement of people (not vehicles) of all abilities (on foot or with mobility assistance) between the development and a place of safety outwith the design flood level.
Enabling development	Enabling development is development that would otherwise be unacceptable in planning terms, but is essential, to secure the future of an historic environment asset or place which is at risk of serious deterioration or loss.

Essential infrastructure	Essential infrastructure includes digital communications infrastructure; telecommunications infrastructure; all forms of renewable, low-carbon and zero emission technologies for electricity generation and distribution and transmission electricity grid networks and primary sub stations; water and waste water infrastructure; and transport proposals and travel networks identified in the local development plan.
Evidence report	A supporting document to the local development plan. An evidence report summarises the evidence base for those proposals and policies set out in the development plan and demonstrates that appropriate consultation has been undertaken and regard given to the views of the community.
Facilities for managing secondary materials	<p>Facilities where materials can be collected and sorted into the various component parts or consolidated into bulk quantities for re-use either in their original or an alternative function and for recovery.</p> <p>‘Recovery’ means any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.</p> <p>‘material recovery’ means any recovery operation, other than energy recovery and the reprocessing into materials that are to be used as fuels or other means to generate energy. It includes, inter alia, preparing for re-use, recycling and backfilling; ‘preparing for re-use’ means checking, cleaning or repairing recovery operations, by which products or components of products that have become waste are prepared so that they can be re-used without any other pre-processing.</p>
Flood	The temporary covering by water from any source of land not normally covered by water, but not including the overflow of a sewage system.
Flooding from all sources	<p>Includes:</p> <p>Watercourse /Fluvial Flooding – caused by excessive rainfall or snow melt within a limited period, which overwhelms the capacity of the watercourse or river channel, particularly when the ground is already saturated. It can also arise as a result of the blockage of a channel and/or associated structures such as small bridges and culverts;</p> <p>Pluvial Flooding – occurs when rainwater ponds or flows over the ground (overland flow) before it enters a natural or man-made drainage systems (e.g. a river or sewer/drain). It can also occur when drainage systems are at full capacity. It is often combined with sewer flooding and groundwater flooding;</p> <p>Sewer Flooding – occurs when the sewerage infrastructure has to deal with loads beyond its design capacity. This occurs most often as a result of high intensity rainfall events;</p> <p>Groundwater Flooding – occurs when the water table rises above ground level. In Scotland this is most commonly associated with the movement of water through sands and gravels, often connected to the rise and fall of river levels; and</p> <p>Coastal Flooding – occurs as a result of high tide, storm surge and wave activity raising the level of the sea above adjoining land.</p>


Flood risk	The combination of the probability of a flood and the potential adverse consequences associated with a flood, for human health, the environment, cultural heritage and economic activity.
Flood risk area or at risk of flooding	<p>For planning purposes, at risk of flooding or in a flood risk area means land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change.</p> <p>This risk of flooding is indicated on SEPA's future flood maps or may need to be assessed in a flood risk assessment. An appropriate allowance for climate change should be taken from the latest available guidance and evidence available for application in Scotland. The calculated risk of flooding can take account of any existing, formal flood protection schemes in determining the risk to the site.</p> <p>Where the risk of flooding is less than this threshold, areas will not be considered 'at risk of flooding' for planning purposes, but this does not mean there is no risk at all, just that the risk is sufficiently low to be acceptable for the purpose of planning. This includes areas where the risk of flooding is reduced below this threshold due to a formal flood protection scheme.</p>
Forestry and woodland strategy	A strategy prepared by a planning authority either singly or in collaboration with other planning authorities, which sets out policies and proposals for the development of forestry and woodlands in their area, according to [section A159] of the Town and Country Planning (Scotland) Act 1997.
Freeboard	Freeboard is the difference between the design flood level and either the finished floor levels, solum level, or deck level of a specific development. It is a safety margin designed to allow for the uncertainties involved in flood estimation and physical factors that cannot be assessed and vary between sites e.g., post construction settlement and wave action. In many cases an adequate freeboard allowance is 600mm above the design flood level ² (in some situations a more detailed assessment of appropriate freeboard will need to be carried out).
Gardens and designed landscapes	The Inventory of Gardens and Designed Landscapes recognises sites where garden grounds and landscapes have been intentionally laid out for artistic effect which are of national importance. Their selection, assessment and designation is carried out by Historic Environment Scotland. Designed landscapes are managed primarily through the planning process by the appropriate planning authority.
Green infrastructure	Features or spaces within the natural and built environments that provide a range of ecosystem services.
Green networks	Connected areas of green infrastructure and open space, that together form an integrated and multi-functional network.
Green recovery	An economic recovery that helps us work toward net zero emissions in a way that is fair and that maximises the opportunities to deliver a thriving, sustainable economy.

² In line with CIRIA Guidance C624 Development and Flood Risk – Guidance for the Construction Industry 2004.

Green space	Space, other than agricultural land, which serves a recreational or an amenity function for the public, or provides aesthetic value to the public such as areas of— (a) grass, (b) trees, (c) other vegetation, (d) water.
Historic battlefields	The Inventory of Historic Battlefields recognises sites where a nationally important battle took place, soldiers fought and died, and where significant military activities happened. Their selection, assessment and designation is carried out by Historic Environment Scotland. Battlefields are managed primarily through the planning process by the appropriate planning authority.
Historic environment	The historic environment is ‘the physical evidence for human activity that connects people with place, linked with the associations we can see, feel and understand’.
Historic environment asset	An asset (or ‘historic asset’ or ‘heritage asset’) is a physical element of the historic environment – a building, monument, site, place, area or landscape identified as having cultural significance.
Historic marine protected areas	Historic Marine Protected Areas are areas designated in Scottish territorial waters (0-12 miles) under the Marine (Scotland) Act 2010 for the purpose of preserving marine assets of national importance. These can be wrecks of boats or aircraft or more scattered remains, such as groups of artefacts on the seabed from a submerged prehistoric landscape. Their designation is carried out by Marine Scotland based on advice from Historic Environment Scotland.
Huts	A simple building used intermittently as recreational accommodation (i.e. not a principal residence); having an internal floor area of no more than 30 square meters ; constructed from low impact materials; generally not connected to mains water, electricity or sewerage; and built in such a way that it is removable with little or no trace at the end of its life. Huts may be built singly or in groups.

Infrastructure first	<p>Putting infrastructure considerations at the heart of placemaking. For the purpose of applying the Infrastructure First policy, the following meaning of infrastructure will apply:</p> <ul style="list-style-type: none"> • communications – including digital and telecommunications networks and connections; • existing and planned transport infrastructure and services; • water management – supply, drainage systems and sewerage (including flood risk management); • energy supplies/energy generation – including electricity and heat networks, distribution and transmission electricity grid networks, and gas supplies; • health and social care services – including both services provided in the community directly by Health Boards and services provided on their behalf by contractors such as GPs, dentists and pharmacists; • education – including early years, primary, secondary, further and higher education services; • green and blue infrastructure; and • spaces for play and recreation.
Infrastructure investment hierarchy	<p>Scottish Government-wide common hierarchy to aid planning and decision-making, which prioritises enhancing and maintaining our assets over new build. See Infrastructure Investment Plan for Scotland 2021-22 to 2025-26 for further details. To support the Infrastructure Investment Plan and its Infrastructure Investment Hierarchy, also see ‘A guide to Property Asset Strategy in the Scottish Public Sector’</p>
Just transition	<p>Ending our contribution to climate change in a way that is fair and leaves no one behind</p>
Landbank (construction aggregates)	<p>A landbank is calculated by a Planning Authority and is a means of gauging whether there is sufficient consented construction aggregates (sand/gravel and hard rock) within their relevant market area, to avoid possible disruption and/or delays to supply. The calculation is primarily based on annual extraction figures, sales trends and the known reserves within existing consented sites.</p>
Lifeline links	<p>A lifeline ferry service required in order for a community to be viable.</p>
Listed building	<p>A listed building is a built structure of ‘special architectural or historic interest’. The term ‘building’ can be defined as ‘anything made by people’ such as houses, schools, factories, boundary walls, bridges and sculptures. Listing covers the whole of a building or structure including its exterior, interior and any ancillary structures within its curtilage (provided these were constructed before 1 July 1948). Their selection, assessment and designation is carried out by Historic Environment Scotland under the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. Listed Buildings are managed primarily through the Listed Building Consent process by the appropriate planning authority.</p>

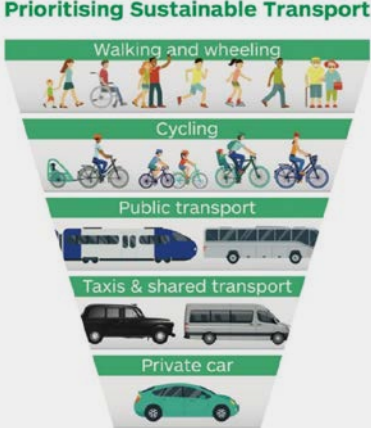
Local authority supported affordable housing plan	Plans or strategies for housing approved by a local authority e.g. Local Housing Strategy, Strategic Housing Investment Plan or future versions of such documents.
Local housing land requirement	The amount of land required for housing, as identified by the local development plan. The Local Housing Land Requirement (LHLR) is expected to exceed the 10 year Minimum All-Tenure Housing Land Requirement (MATHLR) set out in the National Planning Framework.
Local housing strategy	Local Housing Strategies were introduced as part of the Housing (Scotland) Act 2001 to widen the strategic and enabling role for local authorities in relation to housing in their area. The Local Housing Strategy (LHS) sets out the outcomes the Council and its partners want to achieve, and the actions they will take, to address housing need and demand in their area
Local outcomes improvement plan	A local outcomes improvement plan (LOIP) is produced by a community planning partnership (CPP), and describes its local priorities, what improvements the CPP plans for its local communities, and when it will make these improvements. The LOIP covers the whole of the council area that the CPP is responsible for.
Locality plan	A locality plan is produced by a CPP, and describes its local priorities, what improvements the CPP plans for its local communities, and when it will make these improvements. A locality plan covers a smaller area within a whole CPP area, or may also be produced for groups who share common interests or features, for example, young people leaving care or vulnerable adults.
Locations of concern	A location of concern has been defined as a specific, usually public, site that is used as a location for suicide and which provides either means or opportunity for suicide.
Masterplan	A strategic scheme within which a location is proposed to be regenerated or changed in order to meet a perceived challenge or strategic need.
Masterplan consent area	A masterplan consent area scheme can grant authorisation for the type of development set out in the scheme, within the geographic location (area) to which the scheme relates. In setting out the type of development that the scheme authorises, this can be either expressly specified or described as type of development that is specified in the scheme.
Minimum all-tenure housing land requirement	There is a statutory requirement for the National Planning Framework to contain targets for the use of land in different areas of Scotland for housing. To meet this, the National Planning Framework includes a Minimum All-Tenure Housing Land Requirement (MATHLR) for each planning authority in Scotland. The MATHLR is the minimum amount of land, by reference to the number of housing units, that is to be provided by each planning authority in Scotland for a 10 year period, as set out in Annex E. The MATHLR is expected to be exceeded in the local development plans Local Housing Land Requirement.

<p>Mitigation hierarchy</p>	<p>The mitigation hierarchy indicates the order in which the impacts of development should be considered and addressed. These are:</p> <ol style="list-style-type: none"> i. Avoid – by removing the impact at the outset ii. Minimise – by reducing the impact iii. Restore – by repairing damaged habitats iv. Offset – by compensating for the residual impact that remains, with preference to on-site over off-site measures. 	
<p>National transport strategy 2</p>	<p>The National Transport Strategy sets out an ambitious vision for Scotland’s transport system for the next 20 years. The vision is underpinned by four priorities: Reduces Inequalities, Takes Climate Action, Helps Deliver Inclusive Economic Growth and Improves our Health and Wellbeing, each with three associated outcomes.</p> <p>The Strategy sets out the strategic framework within which future decisions on investment will be made, including the sustainable travel and investment hierarchies.</p>	
<p>Nature-based solutions</p>	<p>Nature-based solutions are actions to protect, sustainably manage, and restore natural and modified ecosystems that address societal challenges effectively and adaptively, simultaneously providing human wellbeing and biodiversity benefits.</p>	
<p>Nature network</p>	<p>A Nature Network is a joined-up system of places important for wild plants and animals, on land and in water. It allows plants, animals, seeds, nutrients and water to move from place to place and enables the natural world to adapt to change, providing plants and animals with places to live, feed and breed. Effectively functioning nature networks will connect existing nature rich areas through habitat corridors, habitat ‘stepping stones’, or habitat restoration areas.</p> <p>Scotland’s Nature Networks will enable opportunities for achieving ecological connectivity that meet local priorities for biodiversity and nature; whilst building and strengthening an evolving regional and national connectivity. Opportunities for implementation may be identified through, e.g. LDPs and/or Local Biodiversity Action Plans and/or other existing or new mechanisms such as those developed under the Scottish Biodiversity Strategy Delivery Plan, to achieve connectivity within and across urban, peri-urban and rural landscapes.</p>	
<p>Negative emissions technologies</p>	<p>Negative Emissions Technologies (NETs) are an emerging field of technologies that remove greenhouse gases from the atmosphere and utilising carbon capture and storage sequester them permanently.</p> <p>NETs can include forms of Direct Air Capture with Carbon Storage (DACCS), Bioenergy with Carbon Capture and Storage (BECCS) or other more experimental means such as enhanced weathering or biochar.</p> <p>NETs can be considered one form of Greenhouse Gas Removals (GGRs), which also includes natural sequestration methods such as afforestation. It can also be used interchangeably with Carbon Dioxide Removal technologies (CDR).</p>	

Net zero	Scotland has set a target to become ‘ Net Zero ‘ by 2045. This means the amount of greenhouse gas emissions we put into the atmosphere and the amount we are able to take out will add up to zero.
Open space	Space within and on the edge of settlements comprising green space or civic areas such as squares, market places and other paved or hard landscaped areas with a civic function
Open space strategy	An open space strategy is to set out a strategic framework of the planning authority’s policies and proposals as to the development, maintenance and use of green infrastructure in their district, including open spaces and green networks. It must contain; an audit of existing open space provision, an assessment of current and future requirements, and any other matter which the planning authority consider appropriate.
Outdoor sports facilities	Uses where sportscotland is a statutory consultee under the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, which establishes ‘outdoor sports facilities’ as land used as: (a) an outdoor playing field extending to not less than 0.2ha used for any sport played on a pitch; (b) an outdoor athletics track; (c) a golf course; (d) an outdoor tennis court, other than those within a private dwelling, hotel or other tourist accommodation; and (e) an outdoor bowling green.
Peatland	Defined by the presence of peat soil or peaty soil types. This means that “peat-forming” vegetation is growing and actively forming peat or it has been grown and formed peat at some point in the past.
Placemaking	Placemaking is the process of creating good quality places that promotes people’s health, happiness and wellbeing. It concerns the environment in which we live; the people that inhabit these spaces; and the quality of life that comes from the interaction of people and their surroundings. Placemaking is a collaborative approach involving the design and development of places over time, with people and communities central to the process.
Place principle	All those responsible for providing services and looking after assets in a place need to work and plan together, and with local communities, to improve the lives of people, support inclusive and sustainable economic growth and create more successful places.
Play sufficiency assessment	A play sufficiency assessment is the assessment of the sufficiency of play opportunities for children in their area, carried out by a planning authority under the duty as set out in Section 7(5) Part 16D(1) of Planning (Scotland) Act 2019. The assessment forms part of the evidence report for the preparation of the Local Development Plan.
Prime agricultural land & land of lesser quality that is culturally or locally important for primary use	Prime agricultural land is that identified as being Class 1, 2 or 3.1 in the land capability classification for agriculture developed by Macaulay Land Use Research Institute (now the James Hutton Institute). However, for land of lesser quality that is culturally or locally important for primary use (i.e. for example food production, flood management, water catchment management and carbon storage), this value should be recognised in decision-making.

Priority peatland habitat	Peatland habitats can be divided into four broad classes (blanket bog, upland raised bog, lowland raised bog, and fen), depending on the types of plants that formed the peat. Priority peatland habitats are sub-sets of these broad habitats which have been recognised under the Scottish Biodiversity Framework as being important to protect for their conservation and biodiversity value.
Protected characteristics	The Equality Act defines the following as protected characteristics: <ul style="list-style-type: none"> • age • disability • gender reassignment • marriage and civil partnership • pregnancy and maternity • race • religion or belief • sex • sexual orientation
Public benefits	Public benefits as defined by the current Scottish Government policy on woodland removal.
Ramsar sites	Wetlands designated under the Ramsar Convention on Wetlands of International Importance.
Remedial notice (forestry)	<p>A Remedial Notice is a notice issued by Scottish Ministers if it appears to them that a person has failed or is failing to comply with a condition on felling permission, a felling direction (including any condition imposed on it), a restocking direction (including any condition imposed on it), or a registered notice to comply.</p> <p>A Remedial Notice requires the person to take such steps or stop such activity as may be specified in the notice on order to comply with or otherwise give effect to the condition, direction or (as the case may be) registered notice to comply, and, to take steps or stop the activity within the period specified in the notice.</p>
Restocking direction	A Restocking Direction is a notice issued by Scottish Ministers, in response to an unauthorised felling or a failure to comply with a continuing condition on a felling permission. A restocking direction requires an owner of the land on which the felled tree was located or the land to which the continuing condition relates, to stock the land in question.
Recycling facilities	Facilities for the purpose of recycling. Recycling means any recovery operation by which waste materials are reprocessed into products, materials or substances whether for the original or other purposes. It includes the reprocessing of organic material but does not include energy recovery and the reprocessing into materials that are to be used as fuels or for backfilling operations. It does not include nuclear reprocessing.
Self-build housing	Where a person builds their own house or appoints their own builder.
Self-provided housing	Includes self-build housing, custom-build housing and collective build housing.

Setting	<p>Setting is more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape or townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building.</p> <p>‘Setting’ is the way the surroundings of a historic asset or place contribute to how it is understood, appreciated and experienced.</p>
Scheduled monument	<p>Scheduled monuments are archaeological sites or monuments of national importance that are legally protected under the Ancient Monuments and Archaeological Areas Act 1979. Their selection, assessment and designation is carried out by Historic Environment Scotland who maintains the schedule. Works to Scheduled Monuments are regulated by Historic Environment Scotland through their Scheduled Monument Consent process.</p>
Short term let	<p>The use of a dwellinghouse (a residential house or flat) for rental by persons other than the owner for short periods and for financial or other remuneration.</p> <p>Typically includes properties advertised as being available for holiday let, although can apply to other situations.</p>
Strategic transport network	<p>Includes the trunk road and rail networks. Its primary purpose is to provide the safe and efficient movement of strategic long distance traffic between major centres, although in rural areas it also performs important local functions.</p>
Sustainable development	<p>Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. (The Brundtland Definition. Our Common Future, The World Commission on Environment and Development, 1987).</p>
Sustainable investment hierarchy	<p>The National Transport Strategy 2 Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised. We also need to focus on maintaining and safely operating existing assets, taking due consideration of the need to adapt to the impacts of climate change. Investment promoting a range of measures, including innovative solutions, to make better use of existing capacity will then be considered, ensuring that existing transport networks and systems are fully optimised. Only following these steps should investment involving targeted infrastructure improvements be considered.</p>
Sustainable tourism	<p>Sustainable tourism is defined by the United Nation World Tourism Organisation as “tourism that takes full account of its current and future economic, social and environmental impacts, addressing the needs of visitors, the industry, the environment and host communities.”</p>

<p>Sustainable travel</p>	<p>Sustainable travel includes travel by the top three modes in the sustainable travel hierarchy. It is recognised that in some locations, particularly in rural areas, where the top three modes have been judged as unfeasible for day to day travel, low emissions vehicles and shared transport options will play an important role.</p>	 <p>Prioritising Sustainable Transport</p> <p>Walking and wheeling</p> <p>Cycling</p> <p>Public transport</p> <p>Taxis & shared transport</p> <p>Private car</p>
<p>Sustainable travel hierarchy</p>	<p>The National Transport Strategy 2 Sustainable Travel Hierarchy should be used in decision making by promoting walking, wheeling, cycling, public transport and shared transport options in preference to single occupancy private car use for the movement of people. The efficient and sustainable freight transport for the movement of goods, particularly the shift from road to rail should also be promoted.</p>	
<p>Town centre</p>	<p>Centres which display:</p> <ul style="list-style-type: none"> - a diverse mix of uses, including shopping; - a high level of accessibility; - qualities of character and identity which create a sense of place and further the well-being of communities; - wider economic and social activity during the day and in the evening; and - integration with residential areas. 	
<p>Town centre first</p>	<p>The Town Centre First Principle asks that government, local authorities, the wider public sector, businesses and communities put the health of town centres at the heart of decision making. It seeks to deliver the best local outcomes, align policies and target available resources to prioritise town centre sites, encouraging vibrancy, equality and diversity.</p>	
<p>Town centre vision</p>	<p>Towns and town centres are for the wellbeing of people, the planet and the economy. Towns are for everyone and everyone has a role to play in making their own town and town centre successful.</p>	
<p>Transport appraisal</p>	<p>A Transport Appraisal should inform the spatial strategy by appraising the impact of the potential spatial strategy options on the transport network, in line with Transport Scotland's Development Planning and Management Transport Appraisal Guidance. It should determine the potential impacts of development on the transport network and mitigation to address adverse impacts, how they will be funded and who should deliver these. This should inform the Proposed Plan.</p>	

Transport assessment	A Transport Assessment report should aim to provide supporting evidence to accompany the planning application to demonstrate that the development is sited in a location where current and likely future travel behaviour will produce a desired and predicted transport output. The Transport Assessment should provide information in a suitable form to enable the local authority and, if necessary, Transport Scotland to assess and determine the planning application, seek any changes to the proposal and devise necessary planning conditions or negotiate planning or other legal agreements.
Travel plan	A Travel Plan (TP) is a document that sets out a package of positive and complementary measures for the overall delivery of more sustainable travel patterns for a specific development. Their ability and success in influencing travel patterns is dependent upon the commitment of the developer or occupier of a development and the enforcement of travel plan monitoring by the local authority. Travel plans should be implemented to encourage a shift in transport mode for those travelling to and from a development.
Unused or under-used land	An area of land that is stalled awaiting development, or a pocket of land within neighbourhood that is not developed or cannot be developed for other meaningful use or does not have particular identified long-term use.
Vacant land	Previously developed land, without physical constraint, which the Planning Authority has indicated is currently available for redevelopment.
Veteran tree	A veteran tree can be classified as such due to age (including relative age for its species) or for its biological, aesthetic, or cultural interest. Veteran trees are usually mature and provide additional habitat from natural damage, environmental conditions or management (e.g. coppice, decay hollows, fungal fruiting bodies, cavities).
Water compatible uses	Comprise: <ul style="list-style-type: none"> - flood control infrastructure - environmental monitoring stations - water transmission infrastructure and pumping stations - sewage transmission infrastructure and pumping stations - sand and gravel workings - docks, marinas and wharves - navigation facilities - Ministry of Defence (MOD) defence installations - ship building, repairing, and dismantling - dockside fish processing and refrigeration and compatible activities requiring a waterside location - water-based recreation (excluding sleeping accommodation) - lifeguard and coastguard stations - amenity open space - nature conservation and biodiversity - outdoor sports and recreation and essential facilities such as changing rooms - essential ancillary sleeping or residential accommodation for staff required by uses in this category, subject to a specific operational warning and evacuation plan.

Wellbeing economy	Building an economy that is inclusive and that promotes sustainability, prosperity and resilience, where businesses can thrive and innovate, and that supports all of our communities across Scotland to access opportunities that deliver local growth and wellbeing.
Wheeling	Travelling by wheelchair.
Woodland	Land under stands of trees with a canopy cover of at least 20%, or having the potential to achieve this, including integral open space, and including felled areas that are awaiting restocking (replanting). The minimum area is 0.1 ha and there is no minimum height.
World heritage sites	World Heritage Sites are internationally important cultural and/or natural heritage sites which have been inscribed for their “Outstanding Universal Value”. Though no additional statutory controls result from world heritage designation, the impact of proposed development upon the outstanding universal value, including its authenticity and integrity of a World Heritage Site and its setting, is a material consideration in determining planning applications. Their assessment and designation is carried out by United Nations Educational, Scientific and Cultural Organisation (UNESCO) based on advice from State Parties and the relevant devolved Government.

Annex G – Acronyms

BARR	Buildings at Risk Register
BECCS	Bioenergy with Carbon Capture and Storage
CCS	Carbon Capture and Storage
CCUS	Carbon Capture Utilisation and Storage
CDR	Carbon Dioxide Removal technologies
CO ₂	Carbon Dioxide
CoRE	Community Renewable Energy
CPP	Community Planning Partnership
CWB	Community Wealth Building
DACCS	Direct Air Capture with Carbon Storage
EIA	Environmental Impact Assessment
EU	European Union
GGRs	Greenhouse Gas Removals
HNZ	Heat Network Zones
HRA	Habitats Regulations Appraisal
HS2	High Speed 2
IGTZ	Industrial Green Transition Zones
IIP	Infrastructure Investment Plan
kv	Kilovolts
LDPs	Local Development Plans
LHEES	Local Heat & Energy Efficiency Strategy
LHLR	Local Housing Land Requirement
LOIP	Local Outcomes Improvement Plan
LPPs	Local Place Plans
MATHLR	Minimum All-Tenure Housing Land Requirement
MOD	Ministry of Defence
NETs	Negative Emissions Technologies
NPF	National Planning Framework
NPF4	National Planning Framework 4
ORIC	Orkney Research and Innovation Campus
ORION	Opportunity for Renewable Integration with Offshore Networks
PNCP	Perthshire Nature Connections Partnership
RSS	Regional Spatial Strategies
SDGs	Sustainable Development Goals
SEPA	Scottish Environment Protection Agency
TP	Travel Plan
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organisation



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8 February 2023

Dear Colleague

Transitional Arrangements for National Planning Framework 4

Following the approval by the Scottish Parliament of National Planning Framework 4 (NPF4) on 11 January 2023, the following provides advice on NPF4 becoming part of the statutory 'development plan' alongside local development plans (LDPs). We intend for this advice to support consistency in decision making ahead of new style LDPs being in place.

The Development Plan

In Scotland, the planning system is plan-led. From 13 February, on adoption and publication by Scottish Ministers, NPF4 will form part of the statutory development plan, along with the LDP applicable to the area at that time and its supplementary guidance. NPF4 will supersede National Planning Framework 3 and Scottish Planning Policy (SPP) (2014). NPF3 and SPP will no longer represent Scottish Ministers' planning policy and should not therefore form the basis for, or be a consideration to be taken into account, when determining planning applications on or after 13 February.

On 13 February, Strategic Development Plans (SDP) and associated supplementary guidance will cease to have effect and as such no longer be part of the development plan.

LDPs already adopted will continue to be part of the development plan. For avoidance of doubt, existing LDP land allocations will be maintained.

LDPs within SDP areas will no longer be required to be consistent with the SDP. For proposed LDPs prepared prior to the adoption and publication of NPF4, it may be that there are opportunities to reconcile identified inconsistencies with NPF4 through the examination process. However there are clear limitations to this. The scope of an examination is limited to issues raised in representations and the process must remain proportionate and fair.

Whether an LDP has been adopted prior to or after the adoption and publication of NPF4, legislation states that in the event of any incompatibility between a provision of NPF and a



provision of an LDP, whichever of them is the later in date is to prevail (Town and Country Planning (Scotland) Act 1997 ("the 1997 Act"); section 24(3)).

Across Scotland there is a substantial amount of supplementary guidance associated with SDPs and LDPs. Supplementary guidance associated with SDPs will no longer have effect following adoption and publication of NPF4 on 13 February. Supplementary guidance associated with LDPs which was in force before 12 February (the date on which section 13 of the 2019 Act comes into force) will continue to be in force and be part of the development plan (1997 Act; paragraph 2 of schedule 1).

As the development plan system transitions to one without statutory supplementary guidance, the Planning (Scotland) Act 2019 (Commencement No.11 and Saving and Transitional Provisions) Regulations 2023 provide for local authorities to continue to prepare and adopt supplementary guidance associated with LDPs until 31 March 2025. Supplementary guidance adopted under those provisions is to be treated as forming part of the development plan for the area to which the LDP relates.

The provisions of section 16(1)(a) of the 1997 Act require planning authorities to prepare a new LDP for their area at intervals of no more than 10 years or whenever required to do so by the Scottish Ministers. It will be important for the first round of 'new style' LDPs to be prepared in a timely fashion. We expect that every planning authority in Scotland will have a new style plan in place within around 5 years of the new development plan regulations coming into force, which we anticipate happening this spring.

Legislation provides for planning authorities to prepare LDPs that include policies and proposals for development and use of land in their area. There is no legal requirement for LDPs to be directly 'compatible' with NPF4, although in preparing LDPs, there will be a statutory requirement under section 16(2)(a)(i) of the 1997 Act that planning authorities take the NPF into account.

Applying NPF4 Policy

Section 25 of the 1997 Act requires that decisions are made in accordance with the development plan unless material considerations indicate otherwise. Application of planning judgement to the circumstances of an individual situation remains essential to all decision making, informed by principles of proportionality and reasonableness.

It is important to bear in mind NPF4 must be read and applied as a whole. The intent of each of the 33 policies is set out in NPF4 and can be used to guide decision-making. Conflicts between policies are to be expected. Factors for and against development will be weighed up in the balance of planning judgement.

It is recognised that it may take some time for planning authorities and stakeholders to get to grips with the NPF4 policies, and in particular the interface with individual LDP policies. As outlined above, in the event of any incompatibility between a provision of NPF and a provision of an LDP, whichever of them is the later in date is to prevail. Provisions that are contradictory or in conflict would be likely to be considered incompatible.

We expect that monitoring of the policies will particularly focus on new and developing policy areas, so that their application in practice can inform future guidance.

Below we have set out some more specific advice on individual policies.

Policy 1 – Tackling the climate and nature crises

This policy prioritises the climate and nature crises in all decisions. It should be applied together with the other policies in NPF4. It will be for the decision maker to determine whether the significant weight to be applied tips the balance in favour for, or against a proposal on the basis of its positive or negative contribution to the climate and nature crises.

Policy 2 - Climate mitigation and adaptation

There is currently no single accepted methodology for calculating and / or minimising emissions. The emphasis is on reducing emissions as far as possible, rather than eliminating all emissions.

At this stage, quantitative assessments are not expected for all applications and there are no defined thresholds that require different levels of information at this stage. Planning authorities will be aware that this is unlikely to be a key consideration for many applications, for example for smaller scale developments, householder applications or many changes of use. However, for other types of development proposals that may generate significant emissions, such as some national or major developments, we consider it to be reasonable to expect quantitative information to be provided. For developments that require an Environmental Impact Assessment (EIA), the impact of the project on climate (e.g. the nature and magnitude of greenhouse gas emissions) and the vulnerability of the project to climate change will have been considered as appropriate in the EIA Report. See [Circular 1/2017](#) for further information.

Last year the Scottish Government published [carbon management guidance for projects and programmes](#). Whilst this is aimed at larger scale projects within city region and growth deals and a fully quantified approach is only likely to be proportionately applicable to larger scale proposals, at least whilst practice and methodologies develop over the coming years, the guidance includes useful information and highlights established methodologies which may be of assistance to applicants and planning authorities. Published research on the Lifecycle Greenhouse Gas Emissions of NPF4 Proposed National Developments¹, also offers an example of a high-level approach to identifying direct and indirect effects of proposals on GHG emissions which can be embedded into statutory Environmental Assessment obligations.

Policy 3 - Biodiversity

To support this policy in practice, NatureScot previously consulted on new 'Developing with Nature guidance' to accompany NPF4 Biodiversity policy 3c), which is to be applied to certain local development. A final version of the guidance will be available shortly. We are committed to developing guidance to accompany wider NPF4 policy 3, and – recognising that currently there is no single accepted methodology for calculating and / or measuring biodiversity 'enhancement' – we have commissioned research to explore options for developing a biodiversity metric or other tool, specifically for use in Scotland. There will be some proposals which will not give rise to opportunities to contribute to the enhancement of biodiversity, and it will be for the decision maker to take into account the policies in NPF4 as a whole, together with material considerations in each case.

¹ [National Planning Framework 4 - lifecycle greenhouse gas emissions: assessment findings - gov.scot \(www.gov.scot\)](#)

Policy 16 - Quality homes

NPF4 sets out a distinct, new approach to planning for new homes across Scotland that aims to deliver more quality homes that meet diverse needs. Policy 16, Quality Homes, promotes a plan-led approach.

New style LDPs must include targets for meeting the housing needs of people living in the area, this is referred to in NPF4 as the "Local Housing Land Requirement" (LHLR)². The LHLR will be informed by the Evidence Report and Gate Check process. It is expected that the LHLR will exceed the Minimum All-Tenure Housing Land Requirements (MATHLR) set out in NPF4.

Proposed Plans will allocate sites to meet the LHLR and, in doing so, we expect there to be greater emphasis on delivery. Policy 16 looks to incentivise delivery of allocated sites, as they will have been considered and agreed through the comprehensive and participative LDP preparation process. If an LDP reaches Examination without sufficient sites identified to meet the LHLR, a planning authority can be required to prepare another Proposed LDP under new legislative provisions in section 19ZA of the 1997 Act.

Once adopted, the delivery of new style LDPs will be monitored and supported through the Housing Land Audit and the LDP Delivery Programme. New guidance on Housing Land Audits will be prepared this year, in collaboration with key stakeholders. The new guidance will seek to ensure a consistent approach is adopted in the preparation of new Housing Land Audits. If needed, collaboration on the LDP Delivery Programme can assist in early consideration of bringing forward longer term sites.

Policy 16 is applicable to decision making when NPF4 becomes part of the statutory development plan. As outlined above, SPP(2014) will be superseded and not form part of Scottish Government planning policies, including: the requirement to maintain at least a 5 year supply of effective housing land at all times, shortfalls in supply indicating LDP policies are not up-to-date, the 'presumption in favour of development that contributes to sustainable development' and the concept commonly known as the 'tilted balance'. Consideration must be given as to whether provisions in LDPs are incompatible with provisions of NPF4. Where there is an incompatibility, such as between a housing exceptions policy in an LDP and Policy 16(f) of NPF4, the latter will prevail.

Policy 23 - Health and safety

We understand that there were some concerns about references within NPF4 to suicide risk, including recognition that LDPs should be informed by awareness of locations of concern for suicide. We would draw your attention to [Creating Hope Together \(Scotland's Suicide Prevention Action Plan 2022-2025\)](#) which was published last year by the Scottish Government together with COSLA. This recognises the importance of the National Planning Framework in reflecting the role of planning in suicide prevention. Further resources are referenced in the action plan and have been produced by Public Health Scotland.

²NPF4: Annex F provides the Local Housing Land Requirement means "The amount of land required for housing, as identified by the local development plan. The Local Housing Land Requirement (LHLR) is expected to exceed the 10 year Minimum All-Tenure Housing Land Requirement (MATHLR) set out in the National Planning Framework"

It may also be useful to see [guidance](#) produced by the Welsh Government, which emphasises a pragmatic approach, suggests that suicide prevention should ideally be built into the design of projects and should be compatible with creation of good places. It also references further available practical advice on this.

Policy 27(d) - Drive through developments

During the Parliamentary scrutiny of the draft NPF4, there was some debate about the meaning and application of Policy 27(d), which states that “drive-through developments will only be supported where they are specifically supported in the LDP”. The intention of this policy was to ensure that this type of development is considered as an integral part of the wider development plan, and is not (as has been erroneously reported) a moratorium or ban on such developments.

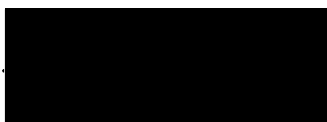
In applying policy 27(d) and whether such developments are supported, planning authorities may regard wider uses that are compatible with the drive through function to be included, as there is no single class of development that this relates to and may sometimes be considered as *sui generis*. Suitable locations may include for example those allocated for Class 1 shops or Class 3 Food and drink, depending on the nature of the proposal involved in each case. In looking at the potential impact of the development as a whole, as always, decisions will depend on the facts and circumstances of each individual case and regard should be given to wider policies within NPF4, including those relating to reducing emissions that contribute to climate change and to wider policies that aim to improve town centres and support local living.

Looking forward, we will include guidance on drive throughs and the relationship to Policy 27(d) within the forthcoming local development plan guidance, which will be published this spring to support implementation of the new arrangements for LDPs.

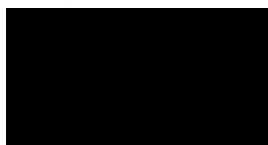
Further Planning Guidance and Advice

In the NPF4 Delivery Programme, we have given our commitment to progress work on a new suite of guidance and advice that will support activity to deliver the policy intent of NPF4. We will do this alongside careful monitoring of the implementation of policies. With some substantial changes being made through the reform of our planning system, both through legislation and in NPF4, there will now be some discrepancies in existing planning guidance and advice as a result. Nevertheless, there will remain aspects which will still be useful for reference through the new planning system and policy approach. Over time, we will review that historic advice as appropriate.

Yours faithfully



Dr Fiona Simpson
Chief Planner



Tom Arthur
Minister for Public Finance, Planning
and Community Wealth

