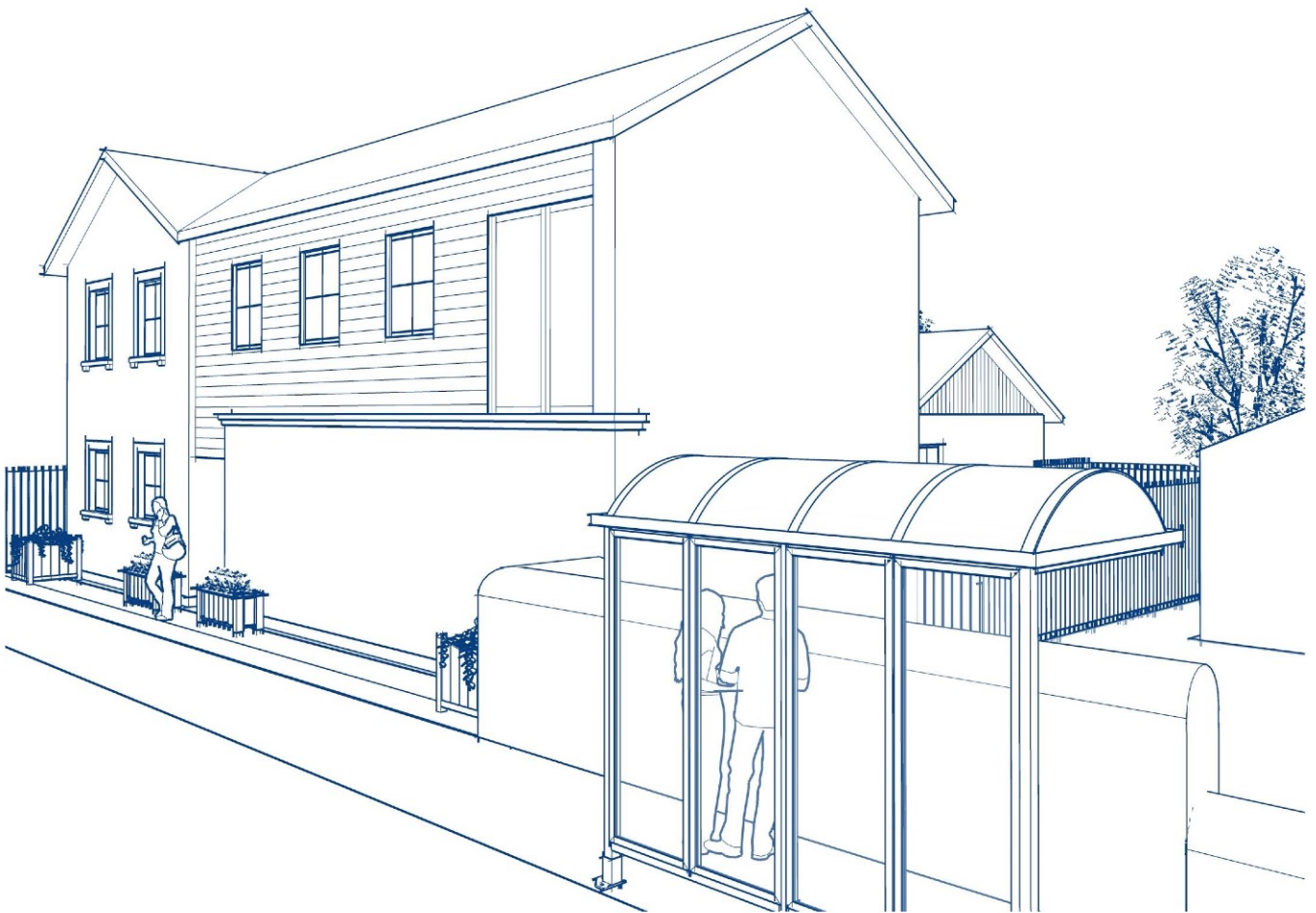


SUTHERLAND DRAWING SERVICES

New homes at Sunnyside

Victoria Road Brora



(23-3-21) 17-031 - supporting statement

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Site description

Presently the site is vacant ground formerly a garden area to the bank/house on Victoria road. The ground is level and enclosed by the Victoria Road stone wall, side fencing and partially open to the Railway side. There have been recent small low quality outbuildings which are to be removed from a small section of the site of no historical significance.

Prior to this, local knowledge and historical maps indicate, the site was originally part of the railway station/yard. Later it is thought the bank/bank house occupied the site. The maps from the 1900's indeed show a substantial building on the site which may have been demolished when the current Clydesdale bank was built leaving it as a vacant site. A study of historical maps and records would shed more light, suffice to say it is indicated to have had a substantial building on it previously.

Given the site's previous use it would be prudent to safely test ground conditions at an early stage prior to detailed design/application and consideration of contaminated land should be assessed as a matter of safety at this point also.

Assessment

Various usages for this **brown field** site have been considered and dismissed for a number of reasons.

A retail premises could be considered but a need has not been identified by the owner or potential buyer at this time. Brora currently already has ample retail opportunities and a financial risk is also a consideration following this avenue.

Storage/distribution usage would also be a consideration given its proximity to the A9 and the railway however these types of business whilst on the rise seem to be catered for adequately and don't have the same central location need with modern transport, as perhaps in the past.

Historically there was hotel accommodation in the vicinity however this less socially distant type of accommodation could be considered less certain in the long term. A more relevant tourism related development however is a real viable possibility in light of new growth in UK staycation and immediacy to the NC500.

A food/restaurant outlet premises was also considered but Brora already has a good provision for this and indeed immediately next door there is a restaurant/takeaway which would be direct competition.

Proposal

After consideration an optimum sustainable and flexible proposal for the site is a mixed living space. This should comprise differing size house units, two family homes and a single affordable accessible home are proposed.

Anticipated occupants may range from elderly, single occupant, small family or other grouping to suit. There is also an opportunity for some of all units to be used as modern central self catering accommodation.

Design

This application is in principle only and the design shown is a concept indicative of a typical development to aid appraisal.

Using the existing site shape and proposed railway side access, the indicative proposal masses the larger family units to the road and north boundaries of the site. This arrangement will work on the site

with a courtyard style space centrally providing privacy from the streets outside but a social amenity space within for the residents. It also affords shelter from the north and maximises south light to the space and properties. The immediate Victoria road town house style 2 storey massing is in keeping with the adjacent restaurant building and high terraced homes across the road and a better use of central space than a single house plot.

The low level section to the east side provides direct access from the station lane, parking and a pleasant off street unit with a potential view to the lane and over the courtyard.

The 2no. Flats both will have access from the courtyard and have south light to the courtyard and views to Victoria road.

A direct route to Victoria road by pend may be incorporated for pedestrian access which could be gated if required.

Anticipated materials to finish the external fabric would most likely be as follows:

- Slate or an approved slate like roof tile finish.
- Main masonry walls finished in locally sourced natural stone or brick in keeping with surrounding buildings.
- External cladding to be fibre cement timber effect coloured boarding for fire performance and long term/zero maintenance.
- Windows would be high performance aluminium clad timber units or similar non-timber external finish.

Sustainability

The arrangement and design of the properties allows long term flexible usage as noted above. Materials will be selected from sustainable sources, locally where possible. Proprietary materials shall be of a long lifespan type requiring zero/minimal maintenance and being capable of recycling at life end.

Energy selection for heating to the properties is limited due to the urban nature of the site and restricted site area. The most effective solutions will most likely be air source and or solar both having a positive effect on the long term carbon footprint of the development.

Access

Given the small footprint of the plot, on site vehicle parking and turning was considered and ruled out as poor use of space and of limited benefit given the immediate parking available to the houses off the railway side. During design on site parking and turning was shown to use more site area than was feasible to accommodate viable building units and more macadam and occupation of the area by vehicles is not the goal. Existing street space/s would also need to be lost to attempt on site parking.

The site does have existing immediate parking which would provide ample provision for 4 units. This could be demonstrated by provision of a parking survey/study at a detailed planning stage when exact units/capacity is designed in detail. Currently the area is served by off street parking immediately adjacent to the site, parking at the station square and further on street parking behind the bank area.

For information an existing parking plan has been provided and currently a record of ongoing parking uptake is being undertaken and this can be provided on request in due course once completed in the coming days.

Services

Victoria road already has mains sewers and services which could be tailed into. It is anticipated upon service requests that this is where relative bodies will indicate supplies shall come from. Any connections in the road would be subject to roads department consent.

End
