

THE HIGHLAND COUNCIL

SOUTH PLANNING APPLICATIONS COMMITTEE
14 December 2015

Agenda Item	6.9
Report No	PLS 095/15

15/03630/S42: Morbaine Ltd
South Side of Alcan Site Entrance, North Road, Fort William

Report by Area Planning Manager - South

SUMMARY

Description: Section 42 application to amend Condition 17 of 14/02865/FUL to allow the introduction of a mezzanine floor in Unit C.

Recommendation - GRANT

Ward : 22 Fort William and Ardnamurchan

Development category : Major

Pre-determination hearing : Not required

Reason referred to Committee : Section 42 relating to Major application

1. PROPOSED DEVELOPMENT

1.1 Planning permission has been granted to erect a mixed use retail development (food retail and unrestricted Class 1 retail) set within four units. Unit A (intended as an Aldi store) is a single storey unit positioned at the south western end of the site, nearest to the existing garages. Existing buildings will be demolished to accommodate this building. Unit A extends to 1524sqm gross floor area (to be split 80/20 convenience/comparison goods). Units B, C and D are positioned parallel with the rear boundary of the site in the north eastern portion of the site and form a terrace of units. Unit B is the largest of these units, extending to 1394sqm gross floor area and is intended for use by Home Bargains (to be split 67/33 comparison/convenience goods). Unit C extends to 929sqm gross floor area and Unit D to 465sqm. The use of Unit C is restricted to convenience and/or comparison goods with provision for ancillary café/hot food counter and Bureau de Change facility/ATM. The use of Unit D is restricted by planning condition to comparison retail use.

The current application seeks to amend Condition 17 of planning permission 14/02865/FUL to allow the introduction of a mezzanine floor in Unit C (Marks and Spencer Simply Food store) to accommodate storage and staff facilities. The application seeks to extend the gross floor area of Unit C from 929sqm to 1404sqm, with net retail floor area remaining as currently approved at 790sqm.

- 1.2 No formal pre-application consultation required.
- 1.3 The site is currently accessed from the A82 trunk road through the North Road industrial estate. The main entrance to the site is from the existing North Road/Rio Tinto access which is to be significantly upgraded/alterd to provide a new roundabout. One spur will serve the customer parking on the site (239 spaces) and the other will serve the existing Rio Tinto site with a new spur into a service yard for Units B, C and D. Connection is available to the public water main and the public sewer.
- 1.4 A Retail Statement has been submitted in support of the application.

1.5 **Variations:** None

2. SITE DESCRIPTION

- 2.1 The site extends to approximately 2 ha (5 acres) and lies 1.5km north east of Fort William town centre. The site lies adjacent to the North Road (A82 trunk road), and is currently accessed via the industrial estate to the immediate south west comprising the Ford garage, National Tyres and some smaller units which are to be demolished. On the north eastern boundary is the access road to the Rio Tinto site, and on the south eastern boundary is the railway. The site is screened from the A82 by an existing mature hedge. The site itself is generally level and has formerly had an industrial use, and more recently has been used for storage and parking.

3. PLANNING HISTORY

3.1 Current Permissions

14/02865/FUL : Redevelopment of the site to demolish existing structures and to construct food and non-food retail floorspace with associated car parking, servicing and access : Granted 29 January 2015

15/01381/S42 : Application under Section 42 to develop land without compliance with Condition 17 previously attached to planning permission ref. 14/02865/FUL (to change Unit C to convenience and comparison retailing with provision for a small scale ancillary Bureau de Change facility and café/hot food counter facility). Granted 29 June 2015

- 3.2 06/00115/OUTLO : Erection of foodstore with associated parking and servicing : Withdrawn 29.11.06
- 3.3 06/00521/OUTLO : Non-food retail development : Granted 9.5.07
- 3.4 07/00419/FULLO : Variation of conditions 2 and 20 and deletion of condition 3 and 4 of 06/00521/OUTLO : Granted with replacement conditions following appeal 9.4.09
- 3.5 08/00119/FULLO : Variation of conditions 2 and 20 and development of conditions 3 and 4 of 06/00521/OUTLO. Withdrawn 28.4.09
- 3.6 10/01345/FUL : Section 42 application for variation of condition 1 of permission 06/00521/OUTLO to extend the time limit for submission of approval of matters specified by conditions to 9 May 2012. Granted 22.4.10

- 3.7 10/01930/PIP : Site for foodstore with associated car parking, servicing and highway works. Refused 27.9.10
- 3.8 12/01664/PIP : Renewal of planning permission 06/00521/OUTLO for non food retail development (as varied by 07/00419/FULLO and 10/01345/FUL). Granted 2.7.12
- 3.9 12/02789/S42 : Section 42 application for the variation of conditions 2, 3 and 4 of planning permission in principle 12/01664/PIP in order to widen the range of non-food retail goods and size of retail units to be permitted at the site. Granted 6.11.12

4. PUBLIC PARTICIPATION

- 4.1 Advertised : Yes
Representation deadline : 22.10.15
Timeous representations : 0
Late representations : 0

5. CONSULTATIONS

- 5.1 **Transport Scotland** : No objection.

6. DEVELOPMENT PLAN

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

- 28 Sustainable Development
- 29 Design Quality and Place Making
- 34 Settlement Development Areas
- 40 Retail Development
- 56 Travel

6.2 West Highland and Islands Local Plan 2010 (as continued in force)

- 2 Development Objectives and Developer Requirements
- 16 Commerce
- B5 Land Allocation: North Road - 1.6ha allocated principally for bulky goods retailing, or for business development. Development dependent upon: transport assessment; exception siting and design quality; and a contamination assessment and any necessary remediation.

6.3 **Highland Council Supplementary Guidance**
Flood Risk and Drainage Impact Assessment (Jan 2013)

7. **OTHER MATERIAL CONSIDERATIONS**

7.1 **Draft Development Plan**

Not applicable

7.2 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (June 2014)

Town Centre Action Plan – The Scottish Government Response

Planning Advice Note 52 : Planning and Small Towns

Planning Advice Note 59 : Improving Town Centres

Planning Advice Note 75 : Planning for Transport

8. **PLANNING APPRAISAL**

8.1 Section 25 of the Town and Country Planning (Scotland) Act 1997 requires planning applications to be determined in accordance with the development plan unless material considerations indicate otherwise.

8.2 This means that the application requires to be assessed against all policies of the Development Plan relevant to the application, all national and local policy guidance and all other material considerations relevant to the application.

8.3 **Development Plan Policy Assessment**

8.3.1 The North Road site has the benefit of planning permission for a mixed use retail redevelopment (granted in January of this year). No external changes are proposed to the scheme design or layout.

The overall site at North Road is allocated within the adopted local development plan for 'bulky goods' retailing. The report on application 14/02865/FUL discusses in detail the retail policy issues relating to this site. Application 14/02865/FUL was subsequently granted as a justified departure from the development plan.

A subsequent permission has been granted (15/01381/S42) which varied the trading type for Unit C to convenience and comparison retailing with provision for a small scale ancillary Bureau de Change facility and café/hot food counter facility.

The current application seeks to vary Condition 17 of the planning permission for retail redevelopment to allow the introduction of a mezzanine floor in Unit C for storage and staff facilities. Although the gross floor area will increase from 929sqm to 1404sqm, the net retail floorspace will remain unchanged at 790sqm.

This is considered to be a minor change to the proposal as there will be no increase in net retail floorspace.

8.4 **Other Material Considerations**

The change in retailing size or type can affect the pattern of vehicular movements at the site, however this is unlikely as the net retail floorspace will not increase as a result of the current proposal. Transport Scotland has been consulted on the proposed variation and has raised no objection.

8.5 **Other Considerations – not material**

None

8.6 **Matters to be secured by Section 75 Obligation**

None

9. **CONCLUSION**

9.1 All relevant matters have been taken into account when appraising this application. It is considered that the proposal is only a minor change to the extant permission.

10. **RECOMMENDATION**

Action required before decision issued N

Subject to the above, it is recommended to **agree to vary** Condition 17 of planning permission 14/02865/FUL to the following wording.

17. The maximum Class 1 retail area hereby approved shall be restricted to a total of 4787 square metres gross floor area including any upper or mezzanine floors, unless otherwise first agreed in writing by the Planning Authority.

The retail units hereby approved shall be retained in perpetuity in the use, format and floor area allocation as shown in the current application; namely

Unit A - 1524sqm GFA (1152sqm Net Floorspace split 80%/20% convenience/comparison goods)

Unit B - 1394sqm GFA (1185sqm Net Floorspace split 33%/67% convenience/comparison goods)

Unit C - 1404sqm GFA (790sqm Net Floorspace, convenience and/or comparison goods with provision for ancillary café/hot food counter and Bureau de Change facility/ATM)

Unit D - 465sqm GFA (395sqm Net Floorspace, comparison goods only)

Reason : To ensure the use of the site is appropriately controlled and that the development does not undermine the vitality and viability of the Fort William town centre to its detriment in conflict with national policy and local development plan policy; to ensure that the scale of development does not exceed that assessed by the supporting

Transport Assessment; and to ensure that the scale and operation of the proposed development does not adversely affect the safe and efficient operation of the trunk road network.

Signature: Allan J Todd
Designation: Area Planning Manager - South
Author: Susan Macmillan
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 – Location Plan
Plan 2 – Approved site layout (14/02865/FUL)
Plan 3 – Floor Plan

Appendix 1 - Schedule of Conditions, Reasons and Informatives (combining the conditions on permission 14/02865/FUL and the proposed changes)

Pre-Start Requirements

1. No development shall commence until a detailed plan at a 1:500 scale showing infrastructure modifications to the A82 North Road / A82 Belford Road roundabout junction has been submitted to, and approved by, the Planning Authority in consultation with Transport Scotland (TS-TRBO). Such details shall include the method for delivering these developer funded modifications; namely the developer undertaking the works, or an equivalent sum of money provided to Transport Scotland for the cost of the identified modifications.

Prior to any occupation of any part of the development, these modifications shall be implemented to the satisfaction of the Planning Authority, in consultation with Transport Scotland (TS-TRBO),

Reason: To ensure that the standard of infrastructure modification proposed to the trunk road complies with the current standards, and that the safety and free flow of traffic on the trunk road is not diminished.

2. No development shall commence until a detailed plan at a 1:500 scale, showing the proposed Toucan signal controlled pedestrian crossing of the A82 and also the modification to the existing southbound bus stop on the site frontage, has been submitted to, and approved by, the Planning Authority in consultation with Transport Scotland (TS-TRBO).

Prior to the occupation of any part of the development the new pedestrian crossing shall be provided and the southbound bus stop shall be modified in accordance with the approved details.

Reason: To ensure that facilities are provided for the pedestrians that are generated by the development and that they may access the existing footpath system without interfering with the safety and free flow of traffic on the trunk road.

3. No development shall commence until a detailed plan at a 1:500 scale, showing the modification to the kerb lines at the existing priority junction of the A82 with the access for the car showroom and National Tyres & Autocare developments, has been submitted to, and approved by, the Planning Authority in consultation with Transport Scotland (TS-TRBO).

Prior to the occupation of any part of the development the existing priority junction shall be modified in accordance with the approved details.

Reason: To ensure that the standard of infrastructure modification proposed to the trunk road complies with the current standards, and that the safety and free flow of traffic on the trunk road is not diminished.

4. No development shall commence until details of the lighting within the site shall be submitted for the approval of the Planning Authority, after consultation with Transport Scotland, as the Trunk Roads Authority.

Prior to the occupation of any part of the development hereafter the lighting shall be installed in accordance with the approved details.

Reason: To ensure that there will be no distraction or dazzle to drivers on the trunk road and that the safety of the traffic on the trunk road will not be diminished.

5. No development shall commence until details of the barrier proposals along the trunk road boundary shall be submitted to, and approved by, the Planning Authority, after consultation with Transport Scotland.

Prior to the occupation of any part of the development the barrier shall be installed in accordance with the approved details.

Reason: To ensure that there will be no distraction to drivers on the trunk road, and that the safety of the traffic on the trunk road will not be diminished, and that the visibility of the proposed site access roundabout is not adversely affected.

6. No development shall commence until full details of all surface water drainage provision within the application site (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland Second Edition, or any superseding guidance prevailing at the time) have been submitted to, and approved in writing by, the Planning Authority.

Thereafter, only the approved details shall be implemented, and all surface water drainage provision shall be completed prior to the first occupation of any part of the development.

For the avoidance of doubt the details to be submitted should address the issues raised in the Council's Flood Risk Management Teams memorandum dated 27.11.14 and the comments from Network Rail in their letter dated 3.11.14 (attached hereto).

Reason: To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment and reduce flood risk.

7. The foul drainage from the development shall be connected to the public sewer. No development shall commence on site until evidence has been submitted to the Planning Authority that Scottish Water has granted consent for the development to connect to the public sewer.

Reason: In order to ensure public infrastructure has the capacity to accept the additional development.

8. No development shall commence until a Peat Management Plan, developed in consultation with SEPA, has been submitted to, and approved in writing by, the Planning Authority. The Peat Management Plan shall follow the guidance outlined in the publication "Guidance on the Assessment of Peat Volumes, Reuse of Excavated Peat and the Minimisation of Waste" and SEPA's Regulatory Position Statement - Developments on Peat.

Thereafter the development shall be undertaken in strict accordance with the approved details.

Reason: To ensure that a plan is in place to deal with the storage and reuse of peat within the application site

9. No development shall commence on site until a scheme to deal with potential contamination within the application site has been submitted to, and approved in writing by, the Planning Authority. The scheme shall include:
- i. the nature, extent and type of contamination on site and identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment), the scope and method of which shall be first submitted to and approved in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and British Standard BS 10175:2011+A1:2013 Investigation of Potentially Contaminated Sites - Code of Practice;
 - ii. the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works and proposed verification plan to ensure that the site is fit for the uses proposed;
 - iii. measures to deal with contamination during construction works;
 - iv. in the event that remedial action be required, a validation report that validates and verifies the completion of the approved decontamination measures;
 - v. in the event that monitoring is required, monitoring statements submitted at agreed intervals for such time period as is considered appropriate in writing by the Planning Authority.

Thereafter no development shall commence until written confirmation that the approved scheme has been implemented, completed and, if required, on-going monitoring is in place, has been issued by the Planning Authority.

Reason: In order to ensure that the site is suitable for redevelopment given the nature of previous uses/processes on the site.

10. No other development shall commence on site until a 1.8 metre high trespass proof fence, or suitable alternative, has been erected along the shared boundary with Network Rail and thereafter retained and maintained in perpetuity.

Reason: In the interests of public safety, to prevent unauthorised and unsafe access to the railway.

11. No development shall commence until a revised landscaping scheme, including planting schedule, has been submitted to and approved in writing by the Planning Authority. Such details shall ensure the retention, where possible, of the existing trees and beech hedge along the roadside frontage with the A82, and the introduction of additional indigenous planting within the scheme. The revised landscaping scheme shall also take into account the comments from Network Rail in their consultation response dated 3.11.14 (attached hereto).

Thereafter the landscaping scheme shall be fully undertaken in accordance with the approved details. Any trees or plants which within a period of five years from the completion of the development die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

Reason : In the interests of visual amenity, in order to ensure the development integrates successfully within this townscape setting and to prevent interference with the railway line.

12. No development shall commence until a detailed specification for all proposed external materials and finishes (including trade names and samples where necessary) has been submitted to, and approved in writing by, the Planning Authority. Thereafter, development and work shall progress in accordance with these approved details.

Reason : In the interests of visual amenity in order to integrate the proposal into its townscape setting and in order to finalise the detail of the external finishes, particularly in relation to wall finishes/colours.

13. No development shall commence until finalised details of the internal road and parking layout and surfacing has been submitted to and approved in writing by the Planning Authority. Such details shall include:
- (a) a minimum of 15 of the 239 spaces proposed allocated for disabled parking;
 - (b) a minimum of 30 covered cycle spaces;
 - (c) consideration given to the possible improvements set out in the Council's Transport Planning Team's consultation response dated 28.11.14 under the heading of Internal Road Layouts (attached hereto).

Thereafter, only the approved details shall be implemented and all elements of the approved road and parking layout scheme shall be completed prior to the first occupation of any part of the development.

Reason : In the interests of road and pedestrian safety, to promote sustainable modes of transport and to ensure adequate disabled parking provision.

Pre Initial Occupation of Development Requirements

14. No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the planning authority, after consultation with Transport Scotland, as the Trunk Roads Authority.

In particular this Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.

Thereafter the Travel Plan shall be implemented in full in accordance with the approved details.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

15. No part of the development shall be occupied until the existing priority junction of the Rio Tinto Alcan access with the A82 has been modified to form a roundabout junction incorporating a new access with the site. This shall be constructed as generally indicated in CH2M Hill's Drawing No. 490728/9007(Halcrow), dated 29th May 2014 (included in CH2M Hill's Transport Assessment dated July 2014), to the satisfaction of the Planning Authority after consultation with Transport Scotland (TS-TRBO).

Reason: To ensure that the standard of infrastructure modification proposed to the trunk road complies with the current standards, and that the safety and free flow of traffic on the trunk road is not diminished.

16. No part of the development shall be occupied until two new bus shelters have been provided in the two existing bus laybys on the A82 adjacent to the development. The new bus shelters shall have operating Real Time Passenger Information Displays within them, unless otherwise first agreed in writing by the Planning Authority.

Reason : To promote sustainable means of accessing the development.

In Perpetuity Restrictions

17. The maximum Class 1 retail area hereby approved shall be restricted to a total 4787 square metres gross floor area including any upper or mezzanine floors, unless otherwise first agreed in writing by the Planning Authority.

The retail units hereby approved shall be retained in perpetuity in the use, format and floor area allocation as shown in the current application; namely

Unit A - 1524sqm GFA (1152sqm Net Floorspace split 80%/20% convenience/comparison goods)

Unit B - 1394sqm GFA (1185sqm Net Floorspace split 33%/67% convenience/comparison goods)

Unit C - 1404sqm GFA (790sqm Net Floorspace, convenience and/or comparison goods with provision for ancillary café/hot food counter and Bureau de Change facility/ATM)

Unit D - 465sqm GFA (395sqm Net Floorspace, comparison goods only)

Reason: To ensure the use of the site is appropriately controlled and that the development does not undermine the vitality and viability of the Fort William town centre to its detriment in conflict with national policy and local development plan policy; to ensure that the scale of development does not exceed that assessed by the supporting Transport Assessment; and to ensure that the scale and operation of the proposed development does not adversely affect the safe and efficient operation of the trunk road network.

REASON FOR DECISION

This is considered to be a minor change to the extant planning permission (14/02865/FUL) as the proposal will not increase the net retail floorspace.

DIRECTION UNDER SECTION 58(2) REGARDING THE TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

The Highland Council hereby makes the following Direction under Section 58(2) of the Town and Country Planning (Scotland) Act 1997 (as amended). The development to which this planning permission relates must commence on or before the **29 January 2018**. If development has not commenced within this period, then this planning permission shall lapse.

FOOTNOTE TO APPLICANT

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Major Development Site Notice

Prior to the commencement of this development, the attached Site Notice must be posted in a publicly accessible part of the site and remain in place until the development is complete. This is a statutory requirement of the Town and Country Planning (Scotland) Acts and associated regulations.

Accordance with Approved Plans & Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action.

Disability Access Panel

When finalising the information to discharge the planning conditions and preparing building warrant submission the developer is requested to take account of the following points raised by the Lochaber Disability Access Panel:

- The quantity of accessible parking bays should be increased from 5% to 8% in line with current thinking. The 5% provision at nearby Morrison's Supermarket is frequently full and it is likely that the same situation would occur at an Aldi Supermarket.
- The Panel would respectfully request that it be consulted again on the precise location of dropped kerbs and drop-off facilities – careful positioning of these facilities can have an enormous influence on the accessibility and functionality of the development from a disabled persons requirements
- A disabled toilet should be provided within the Aldi Supermarket – this need not be a “high profile” facility and could be a combined staff/customer facility.
- At least one checkout aisle should be sufficiently wide to accommodate wheelchair / mobility scooter user, with clear lane space of at least 1500mm.

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (p.259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Trunk Roads Authority Consent

You are informed that this consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland. Please contact the Route Manager via 0141 272 7100 to obtain permission. The Operating Company have responsibility for co-ordination and supervision of works and after permission has been granted it is the developer's contractor's responsibility to liaise with the Operating Company during the construction period to ensure that all necessary permissions are obtained. Please also note that Transport Scotland have advised there shall be no drainage connections from the proposed development to the trunk road drainage system.

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as dropped kerb consent, a road openings permit, occupation of the road permit etc.) from TECS Roads prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local TECS Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at:

<http://www.highland.gov.uk/yourenvironment/roadsandtransport>

Application forms and guidance notes for access-related consents can be downloaded from:

<http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/Applicationformsforroadoccupation.htm>

Mud & Debris on Road

Please note that it is an offence under Section 95 of the Roads (Scotland) Act 1984 to allow mud or any other material to be deposited, and thereafter remain, on a public road from any vehicle or development site. You must, therefore, put in place a strategy for dealing with any material deposited on the public road network and maintain this until development is complete.

Construction Hours and Noise-Generating Activities: You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

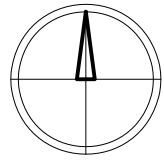
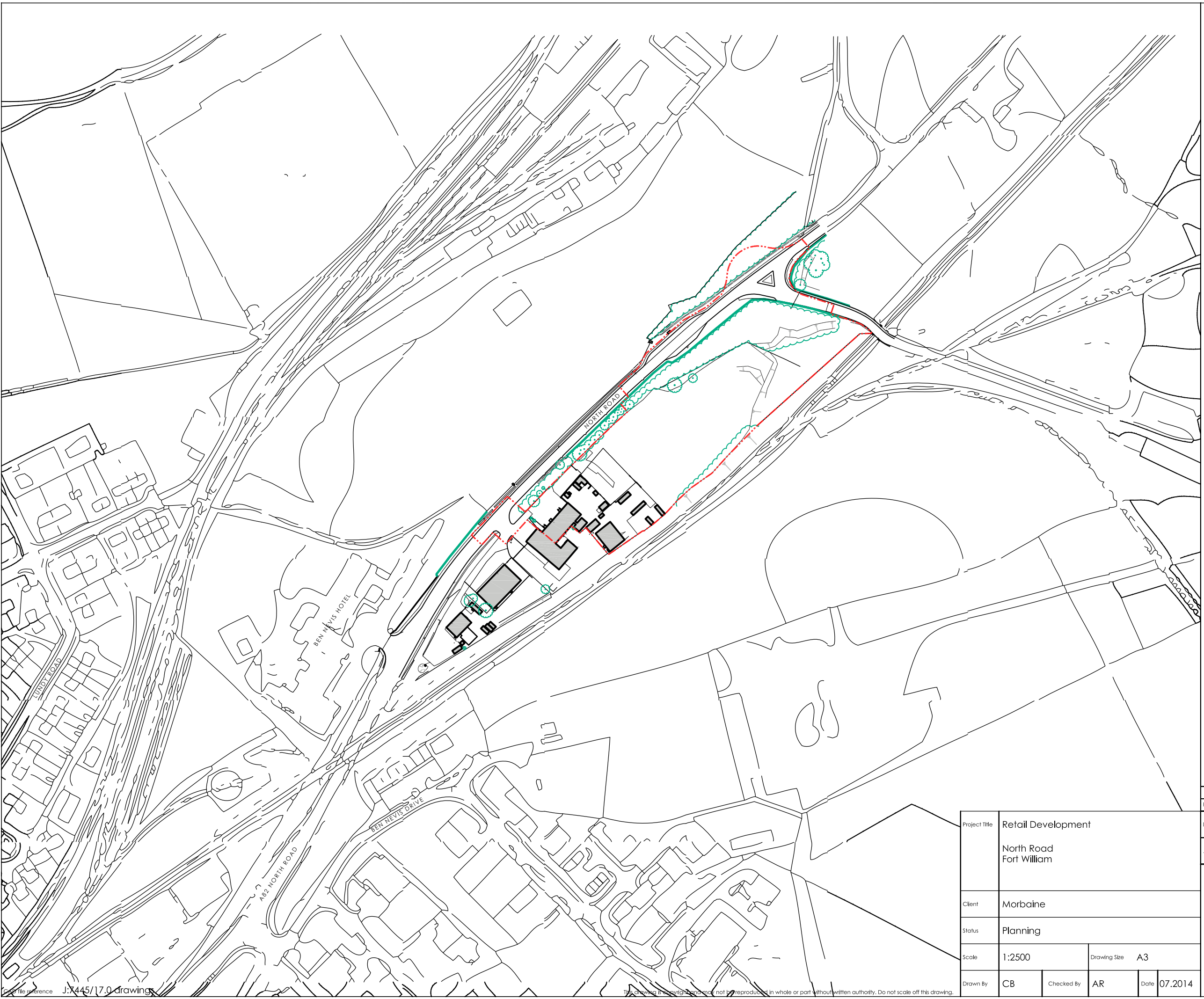
Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Building Regulations: Please note that Building Regulations and/or a Building Warrant may be applicable to some or all of the works described in this decision notice. You must check with the Council's Building Standards service prior to work commencing to establish what compliance or approval is necessary. If a warrant is required, you must not commence work until one has been applied for and issued. For more information, please contact Building Standards at BuildingStandards@highland.gov.uk or on 01349 886606.

Network Rail

The development is advised to take account of the issues raised by Network Rail in their consultation response dated 3.11.14 and contact should be made direct with Network Rail to secure any further necessary permissions.



NORTH

NOTE:
SURROUNDING CONTEXTUAL BUILDINGS AND INFORMATION
ARE BASED ON ORDINANCE SURVEY INFO AND ARE SHOWN
FOR ILLUSTRATIVE PURPOSES ONLY. THE APPLICATION SITE IS
REPRESENTED FROM A MEASURED TOPOGRAPHICAL SURVEY.

Rev	Date	Description	Rev By	Chk'd By

Project Title	Retail Development		
	North Road Fort William		
Client	Morbaine		
Status	Planning		
Scale	1:2500	Drawing Size	A3
Drawn By	CB	Checked By	AR
		Date	07.2014

Drawing Title	Location Plan	
Job-Dwg No	7445_100	Rev -

- THE HARRIS PARTNERSHIP WAKEFIELD
 2 St. Johns North, Wakefield, WF1 3QA
 t. 01924 291 800 f. 01924 290 072
- THE HARRIS PARTNERSHIP MANCHESTER
 2nd Floor, Carvers Warehouse,
 77 Dale Street, Manchester, M1 2HG
 t. 0161 238 8555 f. 0161 244 5809
- THE HARRIS PARTNERSHIP MILTON KEYNES
 The Old Rectory, 79 High Street
 Newport Pagnell, MK16 8AB
 t. 01908 211 577 f. 01908 211 722
- THE HARRIS PARTNERSHIP READING
 101 London Road, Reading, RG1 5BY
 t. 0118 950 7700 f. 0118 956 8642



SCHEDULE OF ACCOMMODATION

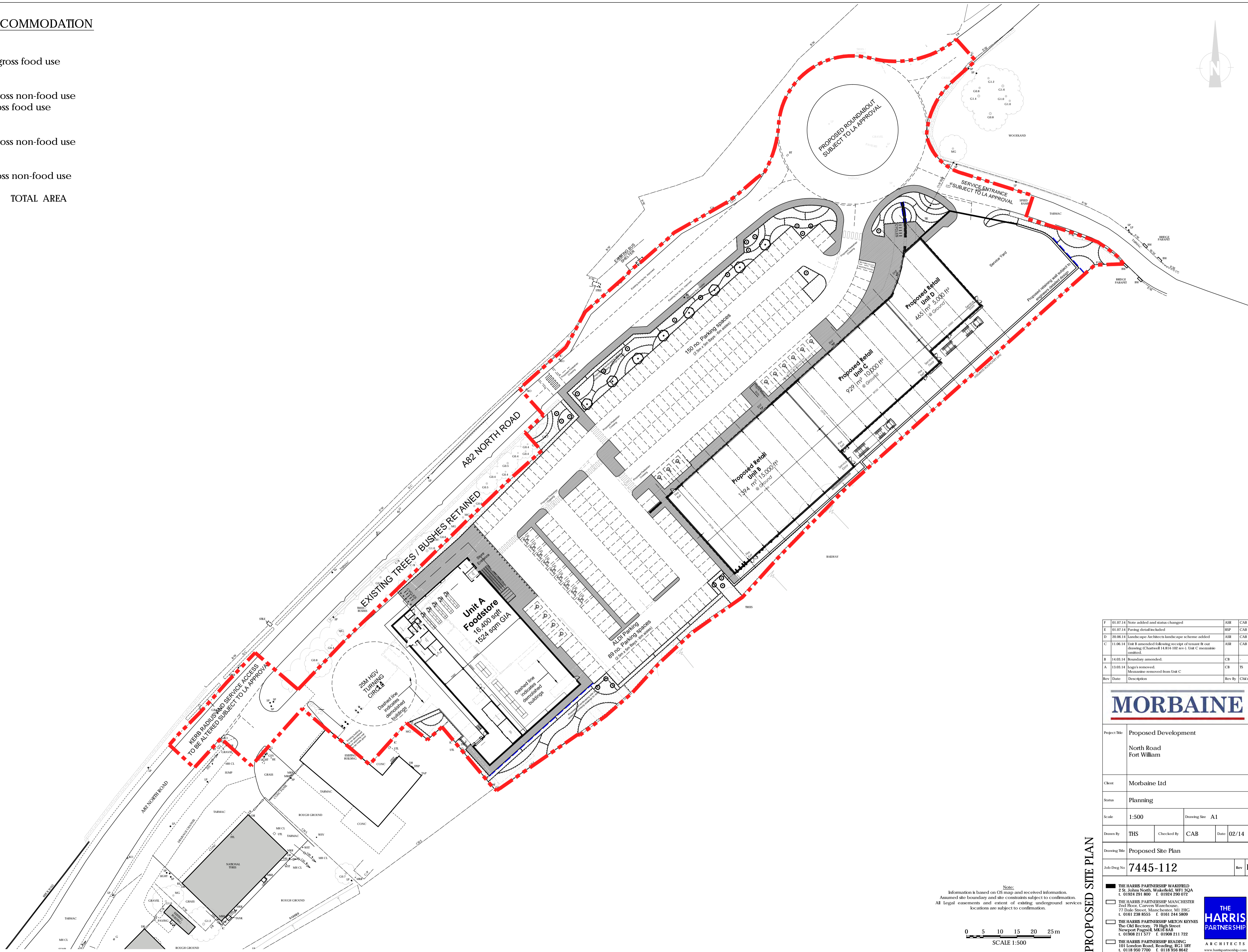
Unit A
16400sqft (1524sqm) gross food use

Unit B
10000sqft (929sqm) gross non-food use
5000sqft (465sqm) gross food use

Unit C
10000sqft (929sqm) gross non-food use

Unit D
5000sqft (465sqm) gross non-food use

46,400sqft (4312sqm) TOTAL AREA



F	01.07.14	Note added and status changed	ASR	CAB
E	01.07.14	Paving detail included	HSP	CAB
D	20.06.14	Landscape Architects landscape scheme added	ASR	CAB
C	11.06.14	Unit B amended following receipt of tenant fit out drawing (Charwell 14.814 102 rev-1). Unit C mezzanine omitted.	ASR	CAB
B	14.03.14	Boundary amended	CB	-
A	13.03.14	Logo's removed. Mezzanine removed from Unit C	CB	TS
Rev	Date	Description	Rev By	Chk'd By



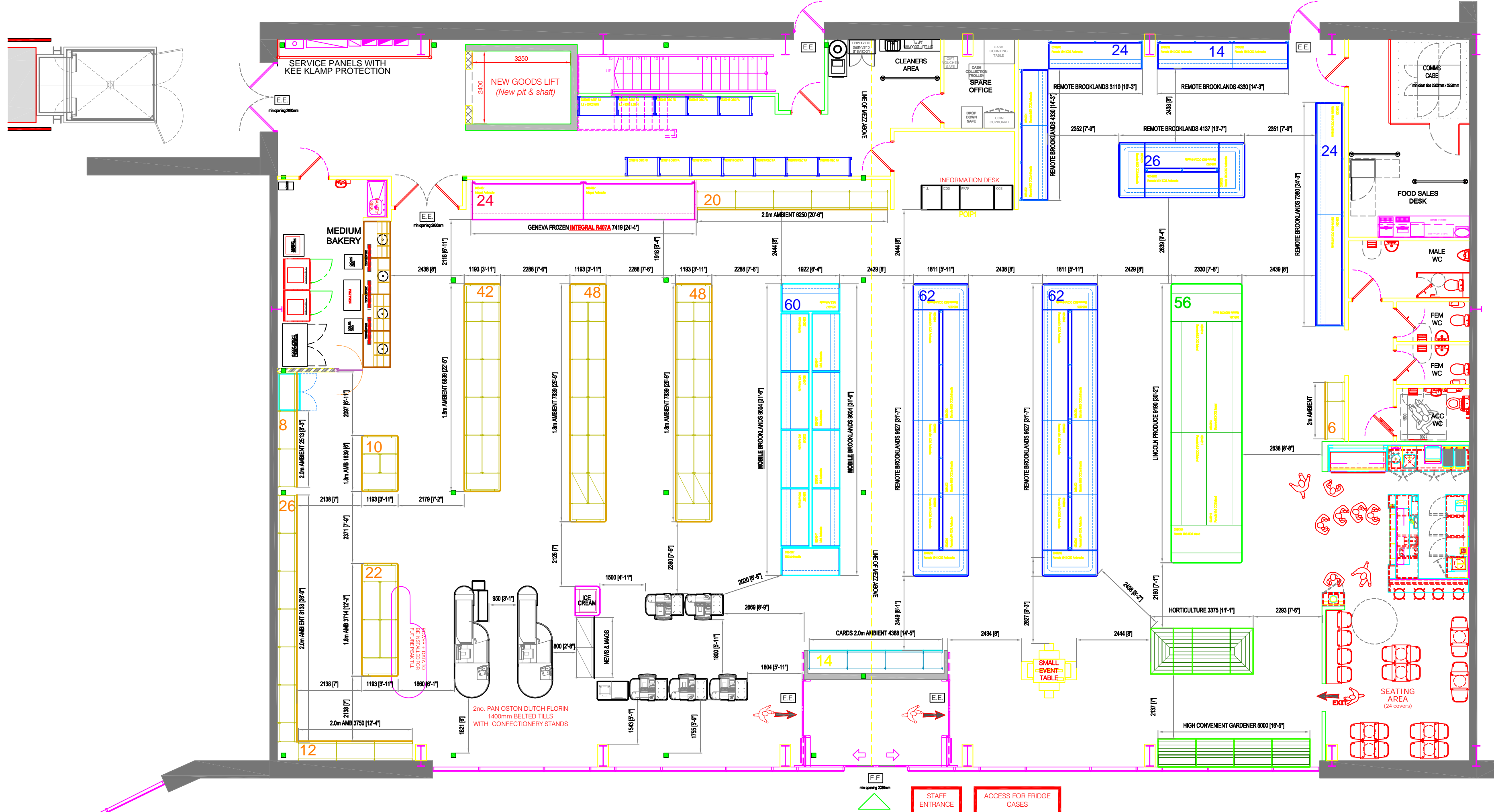
Project Title	Proposed Development		
	North Road Fort William		
Client	Morbaine Ltd		
Status	Planning		
Scale	1:500	Drawing Size	A1
Drawn By	THIS	Checked By	CAB
		Date	02/14
Drawing Title	Proposed Site Plan		
Job Dwg No	7445-112	Rev	F

Note:
Information is based on OS map and received information.
Assumed site boundary and site constraints subject to confirmation.
All legal easements and extent of existing underground services locations are subject to confirmation.

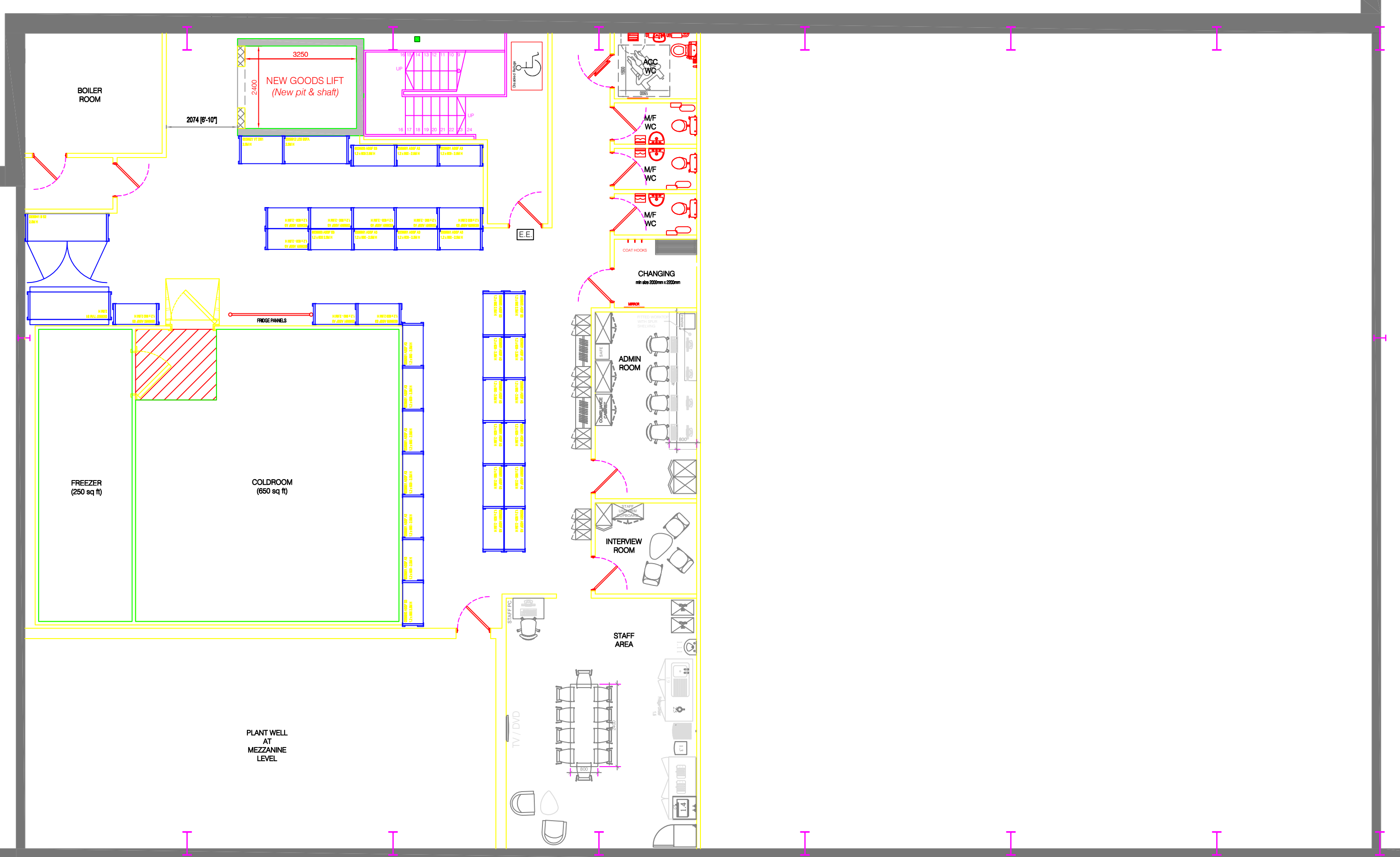
0 5 10 15 20 25 m
SCALE 1:500

PROPOSED SITE PLAN

THE HARRIS PARTNERSHIP WAKEFIELD
2 St. Johns North, Wakefield, WF1 3QA
t. 01924 291 800 f. 01924 290 072
 THE HARRIS PARTNERSHIP MANCHESTER
2nd Floor, Curves Worthington,
77 Dale Street, Manchester, M1 2HG
t. 0161 238 8555 f. 0161 244 5889
 THE HARRIS PARTNERSHIP MELTON KEYNES
The Old Rectory, 79 High Street
Newport Pagnell, MK16 8AB
t. 01808 211 577 f. 01808 211 722
 THE HARRIS PARTNERSHIP READING
101 London Road, Reading, RG1 5BY
t. 0118 950 7700 f. 0118 958 8642



01 PROPOSED GROUND FLOOR
049 1:100 BLOCK PLAN



02 PROPOSED MEZZANINE FLOOR
049 1:100 BLOCK PLAN

NOTE: COLUMN MEZZANINE LAYOUT IS GENERIC.
EXACT LAYOUT TO BE AGREED WITH DEVELOPER &
STRUCTURAL ENGINEER

FOOTAGE	PROPOSED	TARGET	DIFF +/-	%	
CHILLED	272	0	272	45.8%	
PRODUCE	56	0	56	9.4%	17.1% of cold chain
TOTAL CHILLED	328	0	328		55.2% of total food
FROZEN	24	0	24	4.0%	
AMBIENT	242	0	242	40.7%	
TOTAL FOOD	594	0	594	100%	
GM TOTAL	14	0	14		
COLDCHAIN		57.5%	AMBIENT		42.5%
TOTAL RACKING LINEAR METRES (including Barbed, Lin, V-T Doors, Tolerating, O-C Bags, Cold rooms)		44.4			

STORE NAME : M&S SF, FORT WILLIAM						
FLOOR AREAS - Areas in square feet						
GROSS						
	GROUND FLOOR	FIRST MEZZ			TOTAL	%
SALES FLOOR (including customer toilets)	6667				6667	57
STOCKROOM	1322	2683			4005	27
STAFF QUARTERS / OFFICES	78	1163			1241	8
PLANT	33	1138			1171	8
FALLOW						
GROSS INTERNAL AREA =					15104	100%
NETT						
	GROUND FLOOR	FIRST MEZZ			TOTAL	%
TOTAL SALES FLOOR (excluding customer toilets)	8134				8134	
GENERAL MERCHANDISE	92				92	1
FOOD AREA (excluding sales floor cafe)	7511				7511	92
SALES FLOOR CAFE	531				531	7
STOCKROOM	863	2295			2958	

LAYOUT AGREED TO PROCEED TO EXCHANGE

DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
COPYRIGHT PROTECTED.

SHELVING LEGEND :

- Denotes Bakery Specification
- Denotes Wine Shop Specification
- Denotes Produce Specification
- Denotes Cross Merchandising Unit

TERMINAL END TYPES :

- Square Solid
- Profiled Solid
- Profiled Glazed

Denoted by SS Denoted by PS Denoted by PG

All wall siting refrigerated cabinets to be supplied with square solid terminal ends unless otherwise stated.

ADDITIONAL NOTES :

- Cabinet manufacturers to make provision for any infill required to wall located cabinets.
- Cabinet manufacturer to fit full height cosmetic panel behind any ambient shelving used as an infill on half piped / mobile islands and to any exposed area of rear of units.

CABINET INFILLS:

Cabinet infills around columns to be finished with 2" square solid terminal end walls. With the addition of a cosmetic back panel (finished to match end walls) to the rear of the adjoining cabinet.

All works to be carried out by the cabinet supplier.

NIB WALLS :

Perimeter wall bulkheads and nib walls indicative only and to be confirmed / detailed by project architect.

Allowance to be made for 40mm air gap between cabinet and wall and nib wall, as detailed.

The initiatives layouts on this drawing have been detailed following coordination with Marks & Spencer store planning. Final installation layouts to be produced by specialist contractor.

This drawing is not to be used for the purposes of cabinet setting out or positioning.

Please refer to the proposed salesfloor setting out drawing No. A-104.

Position of Christmas peak equipment to be confirmed.

Any form of under case air supply is to be specified & coordinated with the M&S Consultant.

REV	DATE	DESCRIPTION	DRAWN	CHECKED
		LOCATION FIGURE		

GREEN STORE ASBESTOS STATEMENT

This store was constructed Post 2000. The importation, supply and use of asbestos was prohibited on the 24th November 1999. Therefore, asbestos should not have been used on M&S premises and an asbestos survey is not required.

Recommendation Prior to any Refurbishment Works
Post 2000 construction does not require an asbestos survey.

M&S
EST. 1884

STORE NAME
FORT WILLIAM
COUNTRY
SCOTLAND
PROJECT
NEW SIMPLY FOOD

DRAWING
PROPOSED GROUND AND MEZZANINE PLANS

CONSULTANT
LEWIS AND HICKEY
DISCIPLINE DESCRIPTION
ARCHITECTURE
CONSULTANT LOGO

L&H
LEWIS AND HICKEY
18 Farnham Road
Guildford
Surrey
GU1 4XA
Tel: 01483 569008
Fax: 01483 569660
Email: guildford@lewisandhickey.com

SCALE PAPER SIZE DATE DRAWN CHECKED
1:100 A1 05.10.15 db FO

STORE NUMBER PROJECT No DISCIPLINE CODE DRAWING No
Q0419FTW001 A 049

CONSULTANT PROJECT No STATUS REVISION
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