

Agenda Item	6.8
Report No	PLN/022/20

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 9 June 2020

Report Title: 19/05441/FUL: HRN Tractors Ltd
Land 40m SW of The White House, Dingwall

Report By: Acting Head of Development Management – Highland

1. Purpose/Executive Summary

- 1.1 **Description:** Erection of building for agricultural repairs, servicing and sales with associated access, parking, external display area, and landscaping (Renewal of planning permission 15/04651/FUL and 16/00043/RBREF)
- 1.2 **Ward:** 08, Dingwall and Seaforth

Development category: Local Development

Reason referred to Committee :More than 8 Representations, an objection from Community Council and from SEPA as a statutory consultee.

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

2. Recommendations

- 2.1 Members are asked to agree the recommendation to **Grant** Planning Permission as set out in section 11 of the report.

3. PROPOSED DEVELOPMENT

- 3.1 The application is for an agricultural repairs, servicing and sales business. HRN Tractors Ltd currently operate out of premises at Muir of Ord, and specialise in the repair, servicing and sale of new and used tractors, combine harvesters and agricultural machinery. Repairs can be carried out either on the premises or on the customers' farms. The normal hours of operation are 8am - 5pm Monday - Friday, 8am -12 noon Saturday, and closed on Sunday. During busy periods, hours may be extended.
- 3.2 The proposal is to erect a portal frame agricultural style building approximately 18.35m wide, 36m long and 9m high to ridge (6.1m to eaves) running parallel to the A862 main road from Maryburgh roundabout to Dingwall. The north east area of this building is to form sales facilities (including a showroom), and the remainder of the building is to be used as a workshop. Visitor parking is proposed to the north east of the building, with staff parking to the south east. The remainder of the site to the south is to form an outdoor display area and storage area for the agricultural machinery.
- 3.3 A countryside parking area for 6 cars will be formed between the business and the adjacent house, The White House, for use by those enjoying the local walks. A SuDS drainage area (reed bed/pond) is proposed adjacent to the railway to the south of the site. The south west site boundary will include a landscaped strip.
- 3.4 Access is to be taken off the A862 via the existing tarred single track access to The White House and the adjacent farm land. Some widening to the access would be required at the junction with the A862 to facilitate vehicle turning movements and enable vehicles to pass, and a pedestrian refuge and a vehicle passing place are to be provided along the access track. In addition, some minor localised widening on the curved section would be required within the existing road verge.
- 3.5 Pre Application Consultation: none
- 3.6 Supporting Information: drainage assessment; landscape character assessment; planning statement; transport assessment; landscape maintenance proposal; photomontages.
- 3.7 Variations: none

4. SITE DESCRIPTION

- 4.1 The site is located alongside the A862, between Dingwall and Maryburgh, and forms part of a field used for grazing livestock. It lies at the bottom of the embankment which carries the A862, and although it appears flat there is a slight slope down towards the railway line which runs along the south east boundary.
- 4.2 The flattish agricultural land continues between the railway and the mouth of the River Conon/Cromarty Firth.
- 4.3 Dingwall and Highland Auction Mart lies above the site on the opposite side of the A862.

4.4 An unadopted access track runs along the north east boundary, from the end of the adopted single track access and pedestrian underpass to a level crossing over the railway, before continuing to a salmon bothy on the river bank and the Cromarty Firth.

5. PLANNING HISTORY

5.1	15/04651/FUL – Erection of building for agricultural repairs, servicing and sales with associated access, parking, external display area, and landscaping	Refused,	30/05/16
5.2	16/00043/RBREF – Review of decision for application 15/04651/FUL	Review allowed	23/12/16

6. PUBLIC PARTICIPATION

6.1 Advertised: neighbour

Date Advertised: 17/01/20

Representation deadline: 02/02/20

Timeous representations: 9 representations received from 9 different households

6.2 Material considerations raised are summarised as follows:

- a) Additional traffic using the junction on the A862
- b) Congestion on existing road network especially during business hours and peak commuting times
- c) Access inadequate for commercial premises
- d) Sharp turn and gradient where access road joins the A862 necessitates slow traffic speeds
- e) Icing of access road common in winter, leading to hazardous conditions
- f) Pedestrian access through the tunnel exits onto the access road, will result in walkers, cyclists and horse riders emerging directly into the path of HGV's
- g) Safety of walkers using the Round Dingwall walk, will create conflict between vehicles and amenity users
- h) Insufficient space between the White House and the culvert and tunnel for another entrance
- i) Access road constructed to accommodate occasional light domestic vehicles; will quickly disintegrate if used frequently by HGVs
- j) Site access cannot be achieved - involves land owned by neighbouring household with no servitude rights of access
- k) No details regarding refuse collection; access currently unsuitable for refuse vehicles to collect household bins, so will not be suitable for industrial waste
- l) Large industrial building will be unduly prominent and visually intrusive in the landscape, inappropriate at the gateway into Dingwall
- m) Should be located on an existing commercial/business area, not a green field site
- n) Loss of agricultural land
- o) Proposal involves industrial heavy duty machinery sales, service and repairs, and is not an agricultural business.

- p) Would be better placed adjacent to existing agricultural buildings at Kildun Farm next to the Maryburgh Roundabout where it would be seen in the context of existing buildings, have better existing access, and less visual impact.
- q) Alternative sites exist, including vacant sites at Muir of Ord, Deephaven, and Alness, which have better transport links.
- r) Existing farm machinery specialists on Dingwall Business Park.
- s) Existing roads to Dingwall Business Park currently accommodate large vehicles, applicant's claim that these roads cannot accommodate the required size of vehicles is disputed.
- t) Kinnairdie Link Road will improve access to existing business areas
- u) Drainage report complied in Oct 2015 just after the driest summer and September for a number of years.
- v) Site floods every winter; surface water is visible for months; should not build on flood risk area.
- w) Unsightly palisade and paladin fencing with a height of 2.3m surrounding an area of 0.8ha
- x) Inadequate landscaping along the side visible from the Firth
- y) Parking spaces for public use are not required - uncommon for recreational users to park at the south end of the access or on the private section of the track to the railway.
- z) Should connect to the public sewer, as per SEPA's requirements. Auction Mart on the opposite side of the A862 connects to the sewer, so they should too.
- aa) Loss of views from the White House
- bb) Loss of peace and privacy to occupiers of the White House
- cc) Industrial and residential uses should not be located adjacent to each other – leads to constant friction between both parties

6.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam.

7. CONSULTATIONS

7.1 **Dingwall Community Council – Object.** Proposal is contrary to Policy 28 - it is not compatible with public service provision; will materially impact on residential amenity of adjacent household; fails to demonstrate sensitive siting; fails to conserve the character of the area; impact from increased traffic movement; junction with A862 unsuitable for additional traffic; fails to have regard to the historic pattern of development and land use which is agricultural, not industrial.

Insufficient consideration has been given to a range of other possible sites, these shouldn't be rejected because he desires this site. Contrary to Policy 41 which directs industrial development to existing or allocated industrial sites.

Failure to comply with Policy 34 since the site lies outwith the current settlement boundary, whereas new development should be directed to sites within the current settlement boundary.

Access unsuitable for increased traffic – it was constructed to access a single house, adjacent farm land and the footpath network.

Junction with A862 would require a level area of about 5m back from the main road to allow HGVs to sit at road level before emerging into traffic. The proposed junction amendments increase the turning circle for HGVs but do not otherwise address this problem.

Conflict of pedestrians/cyclists using the tunnel under the A862 to access the path network and HGVs along the access road is dangerous.

Deterioration of the access road surface.

Proposed building is more akin to an industrial building than an agricultural building. Bulk of Auction Mart buildings opposite mitigated by use of timber cladding which is more akin to agricultural buildings.

Discrepancy regarding access location – planning statement says it will be directly from the south end of the main section of tarred road, but the plans show it as previously proposed.

Application says that the adjacent field to the south will be used for machinery demonstration purposes, but this lies outwith the application site boundary.

7.2 Development Plans Team The planning history of the site, specifically the previous approval for this development, should be seen as a significant material consideration in the determination of this new application and is likely to carry significant weight.

There has been no material change to the adopted policies since the original decision and as it was determined by the Review Body that the original submission accorded with the adopted policies of the HwLDP and the IMFLDP, this renewal application is also deemed to accord.

However, since this original approval, there are a number of new and emerging material considerations which need to be considered – the advancement of the IMFLDP Review, the Developer Contributions Supplementary Guidance (2018) and the Council Climate and Ecological Emergency declaration (9th May 2019).

This site has not been submitted for consideration under the IMFLDP 'Call for Sites'. However, a number of other large Mixed Use sites have been suggested within the immediate vicinity. Whilst it is important to try and avoid undermining the preparation of the IMFLDP2, given it is at an early stage and the Main Issues Report has yet to be published, it has limited weight in the planning balance.

One key strand of the Climate and Ecological Emergency declaration in May 2019 is to target areas for behavioural change, which includes being resource efficient and encouraging sustainable growth. The sites' quite remote nature of the south side of the A862 outwith the SDA and on good quality agricultural ground means that the development would result in the further commercialisation of agricultural land on the southern side of the approach to Dingwall.

In due course the IMFLDP2's strategy/policy/proposals, together with future Development Plan general policies produced nationally and locally, can be expected to require more specifically that development proposals respond to and address these issues.

Given the current policy context and the planning history, it may be sufficient if the proposals were to include appropriate measures to promote active travel, such as active travel connections and cycle storage on site as part of the Transportation Section developer contribution assessment.

The Developer Contributions Supplementary Guidance (2018) require business and industrial development to be assessed in terms of whether contributions towards Transport Green Infrastructure, water and waste and public art are required.

In terms of green infrastructure, the application proposes the formation of 'countryside parking' and new footpath link, which along with the other proposed site planning and landscaping would be considered acceptable. Preference for public art provision is that this is integrated into the overall scheme and can be in the form of the design of fixtures and fittings located in the public realm. No proposals/details have been provided regarding this aspect, thus making the proposal deficient in this regard.

- 7.3 **Flood Risk Management Team - No objections**, subject to previous conditions.
- 7.4 **Transport Planning - No objections**, subject to works being carried out in accordance with the submitted details and similar conditions as attached to 16/00043/RBREF being attached to any new permission. The terms and conditions of use of the private access serving the site and the modifications required will need to be formally agreed with the owners of the access. No works within or alongside the A862 public road shall commence until appropriate permission from the roads authority has been granted. All works affecting the public road shall be agreed through the permit application process.
- 7.5 **Access Officer** a candidate Core Path and likely Public Right of Way crosses the access road to the site. There may be concerns on lack of visibility for pedestrians and cyclists particularly when exiting the tunnel. This should be mitigated by a defined pedestrian surface crossing the entrance to the site and/or give way markings on the vehicle approach, as well as cutting back vegetation.
- 7.6 **Network Rail - No objections** in principle. However, the SuDS pond/reed bed must be located a minimum of 5m from the railway boundary; details of all works in proximity to the rail line must be submitted to Network Rails Asset Protection Engineer for approval.
- 7.7 **SEPA - Object** unless development connects to public sewer. To allow this proposal in its current form would set a precedent for the proliferation of private waste water drainage systems on the edge of Dingwall, contrary to the Urban Waste Water Treatment Directive.
- 7.8 **Scottish Water** comment that there is currently capacity in the water treatment works. They are unable to confirm capacity in the waste water treatment works. Capacity cannot be reserved. The development impacts on existing Scottish Water assets. Any potential conflicts must be identified with Scottish Water Asset Impact Team. There may be restrictions on proximity of construction.

8. **DEVELOPMENT PLAN POLICY**

The following policies are relevant to the assessment of the application

8.1 **Highland Wide Local Development Plan 2012**

- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 31 - Developer Contributions
- 36 - Development in the Wider Countryside
- 41 - Business and Industrial Land
- 61 - Landscape
- 65 - Waste Water Treatment

8.2 Inner Moray Firth Local Development Plan 2015

Outwith settlement development area; no site specific policies apply.

8.5 Highland Council Supplementary Planning Policy Guidance

Developer Contributions (2018)

9. OTHER MATERIAL POLICY CONSIDERATIONS

9.1 Scottish Government Planning Policy and Guidance

Scottish Planning Policy 2014

10. PLANNING APPRAISAL

10.1 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.

Determining Issues

10.2 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.

Planning Considerations

10.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy
- b) business and industrial land
- c) landscape impact
- d) residential amenity
- e) drainage
- f) active travel
- g) access
- h) recreational route
- i) boundary treatment
- j) any other material considerations.

10.4 The application is made under Regulation 11 to 'renew' the existing planning permission on the site. This was obtained when a Notice of Review was allowed. There has been no material change to the adopted policies since the original decision. The conclusion of the Review Body that the proposal complies with policy is contrary to Officer assessment, but is a material planning consideration and accordingly must carry significant weight.

Development plan/other planning policy

- 10.5 The site is located outwith the Settlement Development Area and within the Hinterland in the Inner Moray Firth Local Development Plan. There are no site specific policies.
- 10.6 The IMFLDP review 'Call for Sites' process has led to a number of large Mixed Use sites being suggested within the immediate vicinity. This greenfield site has not been submitted for consideration. Supporting this non IMFLDP allocated or IMFLDP2 suggested site is considered premature and would undermine the overriding principles of the IMFFLDP2 plan led approach.
- 10.7 The applicant comments that this site was not submitted for consideration as it has the benefit of a planning permission. The permission has not been implemented due to a discrepancy in Title over a small part of the access road.

10.8 Business and Industrial Land

HwLDP Policy 41 (Business and Industrial Land) directs new business and industrial developments to the named established business parks within the policy where land has been allocated for this form of development. The only permitted exception to this is when the proposal is for an 'emerging industry' or due to an unforeseen element, which is noted as including large inward investment.

- 10.9 Where it is demonstrated that the proposal is for an 'emerging industry' or 'unforeseen element', developers will have to demonstrate that their proposals cannot reasonably be accommodated on existing allocated sites, and will still need to comply with other parts of the development plan.
- 10.10 In this instance, the proposal is to relocate an existing business from one of the named Industrial Estates in the policy (Muir of Ord) to a new greenfield site located outwith an SDA or an IMFLDP allocated site. It therefore is an existing established business and not an 'emerging industry'. It also does not appear to fit the 'unforeseen element' in that it constitutes the repair, servicing, and sale of agricultural equipment/machinery, again a use which exists within existing business parks. Furthermore, it is understood that Muir of Ord Industrial Estate still has a number of empty units/plots available (the applicant says that they offer limited small scale opportunities) and Tore and Evanton Deephaven Estates (other close by Industrial Sites identified in Policy 41) also still have a range of allocated sites available for business/industrial users (although the applicant says there are currently no units or plots available on these sites).
- 10.11 The applicant has submitted a supporting statement, which indicates that there are no suitable development areas within Dingwall or other settlements in the wider area which are capable of accommodating a development of this nature.

They say that:

- Most of the serviced business park land at Dingwall already has potential users, or is affected by power lines, flood risk, or requires considerable investment in site servicing works. The route through Dingwall to the Business Park is not suitable for the size of vehicles required to transport the machines or for them to be driven by their own power, and the Kinnairdie Link Road has been delayed indefinitely due to cuts in the Council's capital expenditure programme.

- There are over-riding strategic benefits from the proposed site - proximity to the Auction Mart; good direct access onto the A862; and availability of adjacent agricultural land to allow for demonstrating and testing the farm vehicles and machinery.
- The current site at Muir of Ord has limited space, and there is no adjacent or nearby agricultural land on which to demonstrate and test the machinery and vehicles. This is an important part of the business operations. This site has been chosen to enable the existing business to relocate and expand.
- The demonstration and testing of farm vehicles and machinery on adjacent or nearby agricultural land means that it does not fit with a traditional business or industrial estate.

10.12 Whilst the ambition of the business to invest in its development is welcomed, no evidence has been provided to demonstrate that the expansion of the business renders its current facilities/location unacceptable. Moreover, the submitted Planning Statement relies on the assessment of site availability previously carried out in 2015, and has not been revised to reflect the current situation. The applicant has, however, responded to the assorted issues raised by objectors and consultees, and refers to current site availability within this. This is reflected in 10.10 above.

10.13 Whilst it is accepted that there is no alternative site which has the applicants' perceived locational advantages such as the proximity to the Auction Mart together with a frontage onto a major thoroughfare, such as the A862, this is considered a preference rather than an operational requirement, in that the business could still function in an alternative location. Similarly, the applicant's preference to utilise a site which is already serviced and requires minimal investment is understood, but this does not automatically enable the business to locate on a site of its choice outwith allocated business/industrial land.

10.14 Furthermore, if the absence of an allocated site can be established, the proposal still has to comply with other policies before it could be supported.

10.15 The site's relatively remote nature on the south side of the A862, outwith the SDA and on good quality agricultural ground, results in a non-plan led approach to commercial development, which will result in commercial development on the southern side of the approach to Dingwall.

10.16 The Review Body in their determination of the application considered that the new development could be considered compatible with the landscape character and capacity given that the design reflects the common feature of agricultural buildings in the open countryside. Accordingly the Review was upheld and permission granted subject to conditions.

10.17 **Landscape Impact**

Policy 61, Landscape, requires new development to reflect the landscape characteristics and special qualities of the area in which they are proposed. This will include consideration of the appropriate scale, form, development pattern and construction materials, as well as the potential cumulative effect.

- 10.18 Policy 28, sustainable design and Policy 29, design quality and place-making, similarly assess development, amongst other factors, against how well they demonstrate sensitive siting and high quality design in keeping with the local character and the historic and natural environment, and demonstrating sensitivity and respect towards the local distinctiveness of the landscape.
- 10.19 Policy 36, development in the wider countryside assesses development in terms of demonstrating acceptable siting and design; being sympathetic to existing patterns of development in the area; being compatible with landscape character and capacity; avoiding the incremental expansion of one type of development within a landscape whose distinct character relies on a mix of characteristics; avoids the loss of locally important croft land; and can be adequately serviced.
- 10.20 It is therefore important to assess the landscape character of the area, as part of understanding the impact that will arise from the proposal.
- 10.21 The site lies outwith the Dingwall settlement boundary and within the Hinterland on open land to the east of the A862 on the southern approach to Dingwall. The surrounding area is characterised by large open fields in agricultural use which form part of the setting of Dingwall. It is clearly visible to both north and south bound traffic on the A862, from the adjacent railway line, and forms part of the wider vista of the Firth and the Black Isle beyond. The location is largely undeveloped, lying between the settlement edge of Dingwall and Kildun Farm. These elements combine to create a visually prominent location.
- 10.22 The SNH National Landscape Character Assessment (2019) categorises the landscape within which the site lies as a 'farmed river plain'. This is characterised by a broad expanse of mainly flat, connected river valley flood plains, with central meandering rivers which contrast with the adjacent surrounding hillsides. Woodland cover is low and fragmented, but combines with the regular pattern of trees lining fields and roads, giving the overall character a perception of being well-treed except in wetter areas. Areas of settlement are relatively sparse, mainly consisting of estate farms and cottages which avoid wetter areas. Views across this area are afforded from the many surrounding hills and slopes.
- 10.23 Accordingly, new buildings should be small in scale and make use of indigenous scrub and trees to provide a setting and offer an increased capacity to absorb new buildings. Any new building is likely to result in an increased perception of habitation within the firth landscape.
- 10.24 The proposed building will be approximately 18.35m wide, 36m long and 9m high to ridge (6.1 m to eaves), steel portal frame construction, and finished in raven/slate blue cladding to the walls and roof.
- 10.25 Although the proposed sales/workshop building has been designed to reflect an agricultural building, it is substantial in size and will be viewed as a 'stand alone' building. It is recognised that it will be located adjacent to The White House, but its size will result in it becoming visually dominant relative to The White House and extending the built form along the road edge in a linear fashion uncharacteristic of the landscape within which it is located. It will also be sited running parallel to and adjacent to the A862, separated from the road only by the embankment and the

proposed site service road. Although it will be at a lower level than the road, its proximity will make it prominent in the street scene and will interrupt views of the land/sea interface and its prominence will create a new focal point.

- 10.26 The open rural outward views between the Maryburgh roundabout and Dingwall are a significant and important landscape feature. The narrow nature of the visual space between the edge of Dingwall, and Kildun Farm on the edge of Maryburgh will be significantly altered through this functional encroachment leading to an erosion of the open undeveloped rural feel currently created by this landscape.
- 10.27 The applicant has pointed out that it is located below the level of the main road, and that landscape planting will be undertaken to help mitigate visual impact.
- 10.28 The Review Body determined, in granting planning permission (15/04651/FUL and 16/00043/RBREF) that the new development complies with policy 36, in that it involves acceptable siting and design and is sympathetic to existing patterns of development in the area, especially since it is to be set down and away from the road and therefore will not be prominent and visually dominating.
- 10.29 They also determined that the development could be considered compatible with the landscape character and capacity given that the design reflects the common feature of agricultural buildings in the open countryside.
- 10.30 **Residential amenity**
Policy 28 assesses development, amongst other factors, against impact on individual and community residential amenity.
- 10.31 The application site lies to the south of A862 public road and access would be obtained via the existing access off this road. However, the final leg is via a small unclassified road and would pass a single residential property (The White House) adjacent to which the premises will be built. Whereas most agricultural buildings are located adjacent to a farm house, the White House is totally unrelated to the activities at this site.
- 10.32 Furthermore, the White house is a domestic scale single storey property which will be visually dominated by the scale and proximity of the proposed agricultural sized showroom/workshop building, in such close proximity. The residential curtilage extends to within approximately 40m of the actual proposed building, with the house itself being approximately 54m away from the building.
- 10.33 The applicant points out that landscaping is included to provide an effective buffer and mitigation once established. They have also offered as part of this current application to alter the proposed fence on this side of the development to a wooden paling fence to help reduce the perceived visual domination of the development.
- 10.34 Whilst the general appearance of the proposal resembles a large agricultural building commonplace across rural Highlands, the scheme will create a greater burden on the neighbouring residential property than that of a general agricultural building, especially as it is unrelated to the neighbouring house. It is acknowledged that the introduction of additional noise, disturbance and traffic movements all have the potential to detrimentally impact upon residential amenity.

- 10.35 The additional vehicles using the access will inevitably lead to an increase in noise and disturbance for the residents of the White House. However, it is anticipated that traffic movements will be comparatively low and occur during normal working hours. The background noise levels will also be quite high during the day due to the location between the A862 and the railway line. Environmental Health, in connection with the previous application 15/04651/FUL, commented that it is unlikely that noise from HGV's arriving and leaving the site will be significant provided that they are within normal working hours.
- 10.36 Similarly, there is potential for noise and disturbance arising from the workshop carrying out repairs and maintenance activities. This is, however, sited away from The White House with the intervening area used for parking. The building is also laid out with the quieter areas (store, showroom, offices) closer to The White House, and lying between the workshop area and this house. There are no direct openings from the workshop facing the house, and it is therefore unlikely that noise from the workshop would have a significant impact on the amenity of neighbouring residents.
- 10.37 A condition could be used to restrict operating hours to 8am - 6pm Mon-Fri and 8am to 1 pm Sat, with no operation on Sundays, in order to limit the potential for noise disturbance. This was not, however, a condition of the Review Body's previous permission. Since the potential for noise and disturbance remains unaltered, the question of whether any such condition is necessary arises.
- 10.38 **Drainage**
- Policy 65, waste water treatment, requires connection to the public sewer unless the applicant can demonstrate that the development is unable to connect for technical or economic reasons, and that the proposal is not likely to result in or add to significant environmental or health problems. This application proposes a private drainage system. The nearest public waste water mains is approximately 80m (the applicant says almost 120m) from the site (serving the auction mart), with a further public foul sewer approximately 370m (the applicant says almost 600m) north of the site.
- 10.39 A pumping station will be required to connect in to the auction mart sewer, the applicant's agent claims that it is unlikely that consent to modify this sewer could be obtained. This sewer is also private and not public (not vested by Scottish Water). It would involve excavating a route across the A862 and up the hill to a level 20m above the site, and there are engineering practicalities of being able to connect a low flow pumped connection to a rising main carrying a higher volume of effluent. Furthermore, the costs of the necessary works are likely to be substantial and disproportionate to the scale of development.
- 10.40 Connection to the sewer 370m (or 600m) north of the site would require sewers to be laid within land outwith their ownership, but within public ownership. Again, the site lies approximately 3m lower than the connection point and a pumped connection would be required. The applicant claims that the costs remain substantial and disproportionate to the scale of development.
- 10.41 Whilst SEPA appreciate the economic and technical difficulties in connecting to the public sewer, they maintain their objection to the use of a private foul drainage system in such close proximity to the town. The site lies adjacent to the Settlement Development Area for Dingwall which is served by a public sewer and has a population of greater than 2000. To allow the proposal to proceed using a private

foul drainage system would set an undesirable precedent for the proliferation of private waste water drainage systems on the edge of Dingwall, contrary to the provisions of the Urban Waste Water Treatment Directive. Such an approach would not normally be considered appropriate.

- 10.42 The Review Body, however, accepted the applicant's arguments and concluded that there was sufficient evidence of both technical and economic reasons for not connecting to the public sewers as allowed for under Policy 65.
- 10.43 The area of the field near the railway is identified as being prone to surface water flooding. Accordingly, the applicant has carried out a Drainage Impact Assessment, and the Council's Flood Management Team has been consulted. They raise no objections to the proposal, and consider the risk of pluvial flooding to be a commercial risk which should be brought to the applicant's attention. They also point out that a culvert bisects the site, and recommend a minimum of 3m between the edge of the building and the culvert. The applicant has responded that the precise location of this culvert is not confirmed, but if the proposed building falls within 3m of this culvert, the intention would be to move the building and visitor parking slightly to the north east to ensure that this distance is achieved. A condition was previously used to require the 3m buffer to be adhered to.
- 10.44 Network Rail, as per 15/04651/FUL, require the proposed SuDS pond/reed bed to be located at least 5m from the railway boundary. The applicant comments that the proposed reed bed/SuDS pond is 1 – 1.5m from the railway boundary fence, or 6 – 6.5m from the rail line. The pond could be moved and re-configured if required. A condition was previously attached to 15/04651/FUL to address this.

Active Travel

- 10.45 Even though the A862 public road is served by footways on both sides of the carriageway at this location and lies on a cycle route, the site is over 1 km distant from Dingwall town centre and Maryburgh. This will encourage travel by private car. This is also evidenced within the submission, as the scheme proposes purely car parking spaces, with no provision for cycle parking (except a note that staff will be able to bring bicycles into the building).
- 10.46 Since the determination of the previous application (15/04651/FUL), the Council has declared a Climate and Ecological Emergency (May 2019). One key strand is to target areas for behavioural change, which includes being resource efficient and encouraging sustainable growth. The location outwith the SDA encourages car based travel and will result in the commercialisation of agricultural land, which challenges the concept of sustainable growth. It would be appropriate to require measures to promote active travel and cycle storage by means of mitigation. A condition was previously used (15/04651/FUL and 16/00043/RBREF) to require cycle parking to be provided.

Access

- 10.47 The application includes junction improvements to facilitate the turning of vehicles into and out of the access road without creating queuing back onto the A862. Widening of the access track in places will also create an enlarged passing place (to enable a low loader and an HGV to pass), and two pedestrian refuge areas of approximately 2m in width x 2m in length.

- 10.48 The swept path analysis demonstrates that the proposed junction improvements will enable vehicles to enter and leave the access road without adversely affecting main road traffic. A condition was previously used to require The Area Lighting Engineer to be consulted regarding any lighting and implications for the A862 traffic. Parking should be provided in accordance with the submitted details.
- 10.49 The objector's concerns regarding the suitability of the access are noted, but as per the previously approved application 15/04651/FUL, Transport Planning is content that there is adequate mitigation proposed to address the road safety issues. They do, however, request that the previous conditions are attached to any new permission granted.
- 10.50 The proposed access has not changed from the arrangement approved by the Review Body, and indicated on drawing PL02 Rev C.

Recreational Route

- 10.51 The pedestrian tunnel beneath the A862 forms part of the route for the signed 'Round Dingwall' walk, and there are restricted views of the tunnel from the access road to the site. The Council's Access Officer suggests that this can be mitigated by a defined pedestrian surface crossing the entrance to the site and/or give way markings on the vehicle approach, as well as cutting back vegetation. This was previously addressed by means of an appropriately worded condition.
- 10.52 It is agreed that the enjoyment of the access by recreational users will be impaired through its proposed use to access the application site, with associated increase in traffic and use by large vehicles. Similarly, it is agreed that the introduction of an agricultural display/sales/repair building and yard with its associated security fence will lead to an industrial appearance and perception rather than a rural agricultural feel which will detract from the enjoyment of this recreational route.
- 10.53 The proposal includes the introduction of a countryside car park to help address the concerns in relation to the public use of the track and access beyond the railway. A condition was previously used (15/04651/FUL) requiring this to be provided. The applicant, in response to the latest developer contributions supplementary guidance, queries the need for public art provision, but suggests that there might be scope for a feature to be integrated with the countryside car park. This might take the form of seating or an interpretative/information panel relating to the wider recreational use of this part of the countryside.

Boundary Treatment

- 10.54 It is proposed to leave the boundary running parallel to the A862 unaltered since the existing embankment forms an effective barrier. A 2.36m high palisade fence will be introduced to enclose the area between the building and the proposed landscape buffer strip along the west boundary, and will continue along this boundary adjacent to the landscape buffer. It will then run along the south boundary of the yard approximately parallel to the railway line, and return part way up the north east boundary. A 2.3m high paladin fence will run along the east boundary of the yard separating it from the proposed countryside parking area (for recreational users), and will continue within the site to divide the visitor parking area from the external display area. A stock proof fence will run between the landscape buffers and the adjacent field.

- 10.55 The applicants have offered, as part of this current application, to alter the proposed fence on the boundary towards The White House to a wooden paling fence to help reduce the perceived visual domination of the development. The required height of a wooden paling fence has not been specified.
- 10.56 It is agreed that the proposed palisade fence and paladin fence are atypical of that associated with agriculture and alien to a rural landscape. Similarly, a wooden paling fence is not a typical agricultural boundary treatment, but is not usually associated with industrial developments either. Although the impact of the proposed security fencing will be reduced by the proposed landscaping and their location within the site, they remain a visually discordant detail.
- 10.57 A condition was attached to the previous Review Body permission requiring details of the type, height and colour of all boundary treatments to be submitted and approved before any development commences.

Other material considerations

- 10.58 There are no other material considerations.

Non-material considerations

- 10.59 The question of whether the applicant has a right of access over the access track for the proposed use, and the ownership of the land between the field access gate and the track has been raised. This remains a private legal matter, and is outwith the remit of the Planning Authority.
- 10.60 The loss of views over the open countryside for the residents of The White House is regrettable. However, views cannot be preserved, and are not a material planning consideration.
- 10.61 Refuse collection will need to be agreed between the applicant and Community Services, and appropriate provision put in place.
- 10.62 The adjacent field can be used for demonstrating agricultural equipment without requiring planning permission as long as no material change of use occurs.
- 10.63 The suitability of the site applied for to accommodate the proposed building and use stands to be assessed. The suggestion of relocating the building to a field adjacent to Kildun Farm is therefore not a material planning consideration.

Matters to be secured by Section 75 Agreement

- 10.64 None

11. CONCLUSION

- 11.1 The previous decision of the Review Body to approve the Notice of Review, subject to conditions, is a significant material planning consideration. As noted in the Development Plans consultation response to this application, there has been no subsequent material change to the adopted Local Development Plans. Since the Planning Review Body concluded that the previous submission accorded with the adopted policies of the HwLDP and the IMFLDP, it follows that this renewal application must also accord.

11.2 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

12. IMPLICATIONS

12.1 Resource: Not applicable.

12.2 Legal: Not applicable.

12.3 Community (Equality, Poverty and Rural): Not applicable.

12.4 Climate Change/Carbon Clever: Not significant.

12.5 Risk: Not applicable.

12.6 Gaelic: Not applicable.

13. RECOMMENDATION

Action required before decision issued

Notification to Scottish Ministers n

Conclusion of Section 75 Obligation n

Revocation of previous permission n

Subject to the above, it is recommended that planning permission be **GRANTED**, subject to the following:

Conditions and Reasons

1. No other development shall commence until:

i). The junction of the site access with the A862; and

ii). The existing access road passing place

have been upgraded in accordance with the approved drawing ref. 15032-003; and

iii). Two pedestrian/cycle refuge areas have been identified, agreed and provided, all to the satisfaction of the Planning Authority in consultation with the Roads Authority.

Reason: To ensure that adequate access is provided to the site for all traffic including construction traffic in the interests of road, cyclist and pedestrian safety

2. No development shall commence until full details of the following have been provided for the prior agreement of the Planning Authority, in consultation with the relevant agencies identified where necessary:
- i). The external materials, colours and finishes to be used;
 - ii). The type, height and colour of all boundary treatments;
 - iii). All external lighting including any freestanding within the site and to be affixed to the building, in consultation with the Council's Area Lighting Engineer;

Thereafter, only the approved materials, colours, finishes and lighting shall be used in the construction of the development.

Reason: To allow the Planning Authority to retain effective control over the external appearance of the development, and to help it integrate into the landscape in the interests of visual amenity; and to avoid any distraction or interference to users of the adjacent A862 in the interests of road safety, and to minimise light spill to adjacent development and the night sky.

3. 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 Fourth Edition, or any superseding guidance prevailing at the time) have been submitted to, and approved in writing by, the Planning Authority, in consultation with SEPA. Thereafter, only the approved details shall be implemented and all surface water drainage provision, as it relates to, or is relied upon shall be completed prior to the first occupation of the development.

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 to protect adjacent properties, including the railway, from flooding.

4. No development shall commence until full details of all foul drainage arrangements within the application site have been submitted to, and approved in writing by, the Planning Authority, in consultation with SEPA. Thereafter, only the approved details shall be implemented and shall be completed prior to the first occupation of the development.

Reason: To ensure that appropriate arrangements are made for the collection and disposal of foul drainage from the site in order to protect the water environment and public health.

5. The existing culvert (if it is to be maintained in its current position) which bisects the site (as shown on drawing 367098-001) shall be protected from damage by maintaining a 6m buffer strip above the confirmed line of pipe (ie. 3m each side of the centreline). For the avoidance of doubt, this means there should be a minimum distance of 3m between the edge of the building and the culvert.

Reason: To safeguard the effectiveness of the existing culvert and minimise the risk of flooding.

6. All landscaping works shall be carried out in accordance with the scheme and plans approved as part of this permission and shown on Drawings HLD K203.15 LA-03 A and HLD K203.15 LA-04. All planting, seeding or turfing comprising the approved scheme and plans shall be carried out in the first planting and seeding seasons following the commencement of the development, unless otherwise stated in the approved scheme. 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 order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

7. The 6 car countryside car park together with the associated path to the River Conon/Shore shown on the approved plans as part of this permission shall be carried out and available for use by the general public prior to first occupation of the development and shall include for appropriate signposting of the car park and footpath which shall be subject to prior agreement in writing with the Planning Authority in consultation with the Council's Access Officer.

Reason: In order to ensure that this element of the proposal is provided timeously and to comply with the Council's statutory duty to uphold access rights.

REASON FOR DECISION

All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. 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.

Accordance with Approved Plans and 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

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 (paragraph 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.

Septic Tanks and Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area 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/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

Mud and 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.

Damage to the Public Road

Please note that the Council, under Section 96 of the Roads (Scotland) Act 1984, reserves the right to recover all costs for repairing any damage to the public road (and/or pavement) which can be attributed to construction works for this development.

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.

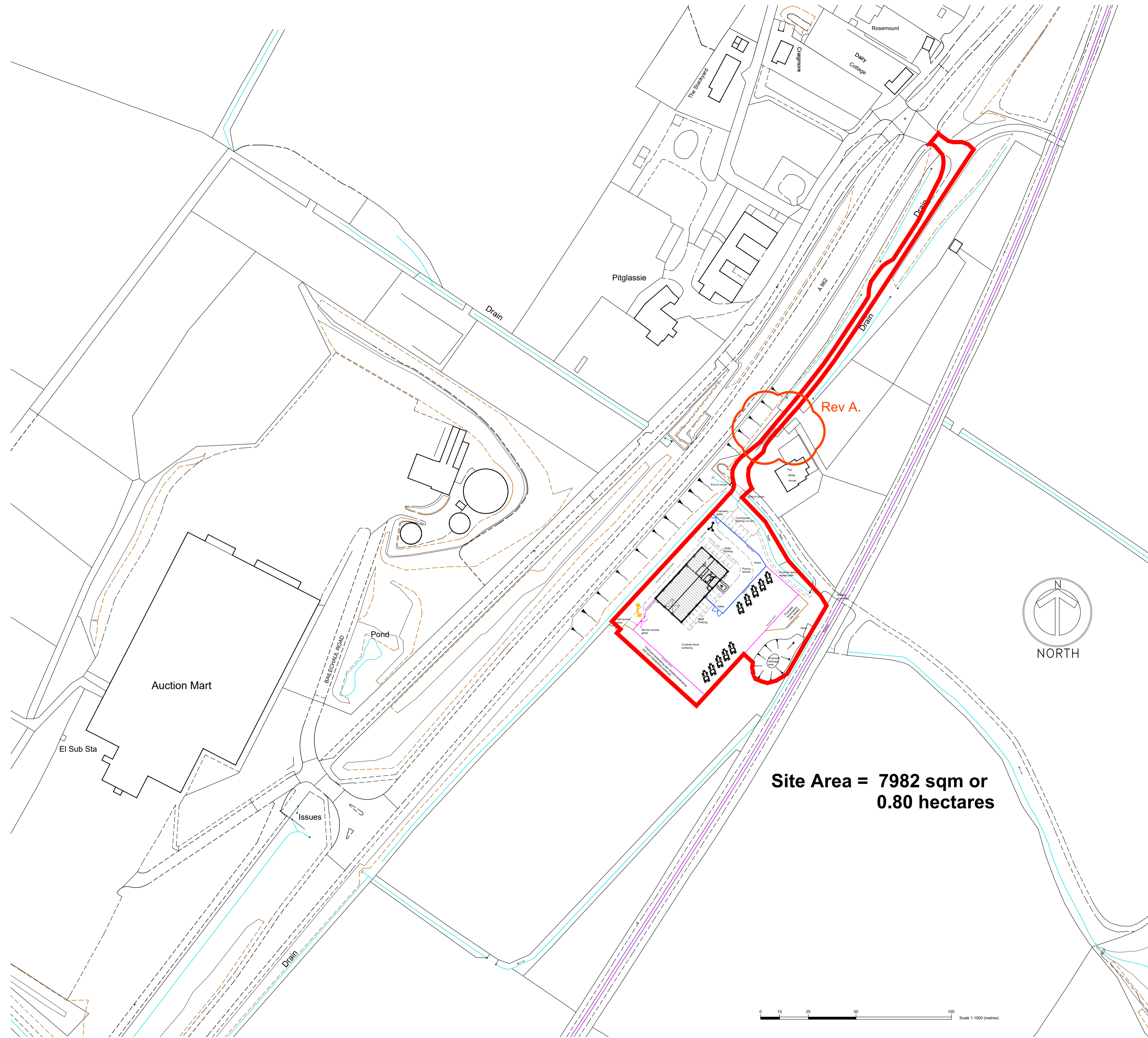
Protected Species – Halting of Work

You are advised that work on site must stop immediately, and Scottish Natural Heritage must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from SNH: www.snh.gov.uk/protecting-scotlands-nature/protected-species

Designation:	Acting Head of Development Management – Highland
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - PL03 rev B Location Plan
	Plan 2 - PL02 rev B Site Plan
	Plan 3 - PL02 rev D Floor plans, elevations
	Plan 4 - 15032-003 Access improvements
	Plan 5 - 15032-004 Passing place vehicle tracks
	Plan 6 - HLDK 203.15 LA-01 Landscape analysis plan – long distance views
	Plan 7 - HLDK 203.15 LA-02 Landscape analysis plan – site character views
	Plan 8 - HLDK 203.15 LA-03 Rev A Soft landscape proposals
	Plan 9 - HLDK 203.15 LA-04 Soft landscape proposals - sections
	Plan 10 - 367098-001 Rev B Conceptual stormwater and foul drainage plan
	Plan 11 - PL04 rev A Fence details
	Plan 12 - 15032-006 Road layout plan low loader left turn from A862
	Plan 13 - 15032-005 Road layout plan low loader left turn to A862

DO NOT SCALE, IF IN DOUBT PLEASE ASK
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd

- Notes:
1. Refer to Enviro Centre drawing no. 367098-001 for drainage layout details and specification.



Site Area = 7982 sqm or 0.80 hectares

PLANNING SUBMISSION

REVISIONS		
rev.	description	date
A	Boundary Amended	09.03.2016
B	Scale bar & copyright added	19.12.19

Client
 HRN Tractors Ltd

Project
 Proposed Building for Agricultural Repairs, Servicing and Sales Pitglassie, Dingwall

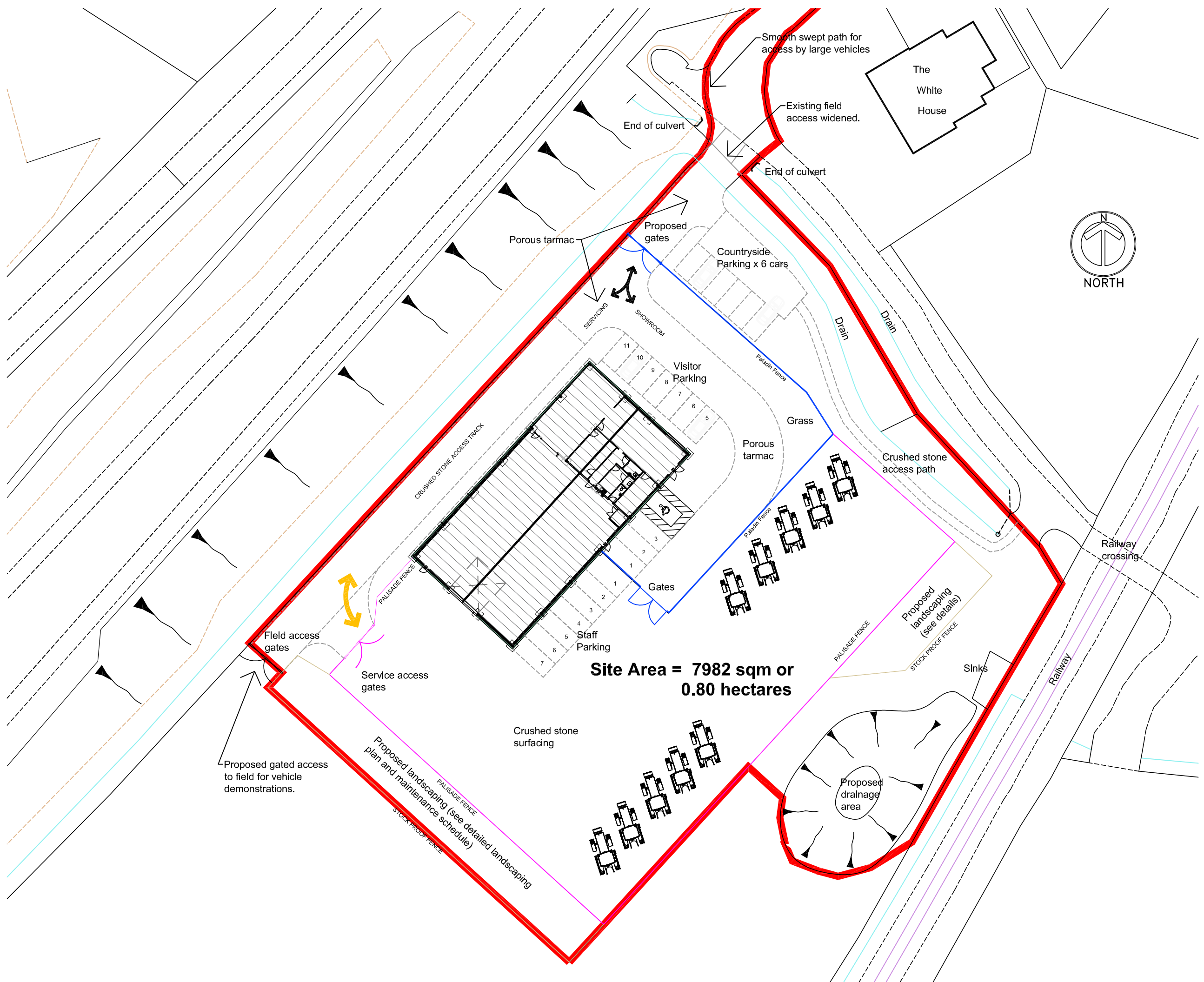
Drawing
 Location Plan

Scale	Date	Drawn by
1:1000@A1	Oct 2015	
Project no	Dwg no	Rev
2311	PL03	B

G.H. JOHNSTON
 BUILDING CONSULTANTS LTD
 WILLOW HOUSE
 STONEYFIELD BUSINESS PARK
 INVERNESS IV2 7PA
 Email: technical@ghjohnston.co.uk
 TEL (01463) 237229
 FAX (01463) 243258

DO NOT SCALE, IF IN DOUBT PLEASE ASK
 All setting out must be checked on site prior to commencement. Any discrepancy must be reported to G. H. JOHNSTON Building Consultants Ltd

- Notes:
1. Refer to Enviro Centre drawing no. 367099-001 for drainage layout details and specification.



Site Area = 7982 sqm or 0.80 hectares

PLANNING SUBMISSION

REVISIONS		
rev.	description	date
A	drainage removed from layout	nov 15
B	site boundary added	dec 15

Client
HRN Tractors Ltd

Project
Proposed Building for Agricultural Repairs, Serving and Sales Pitglassie, Dingwall

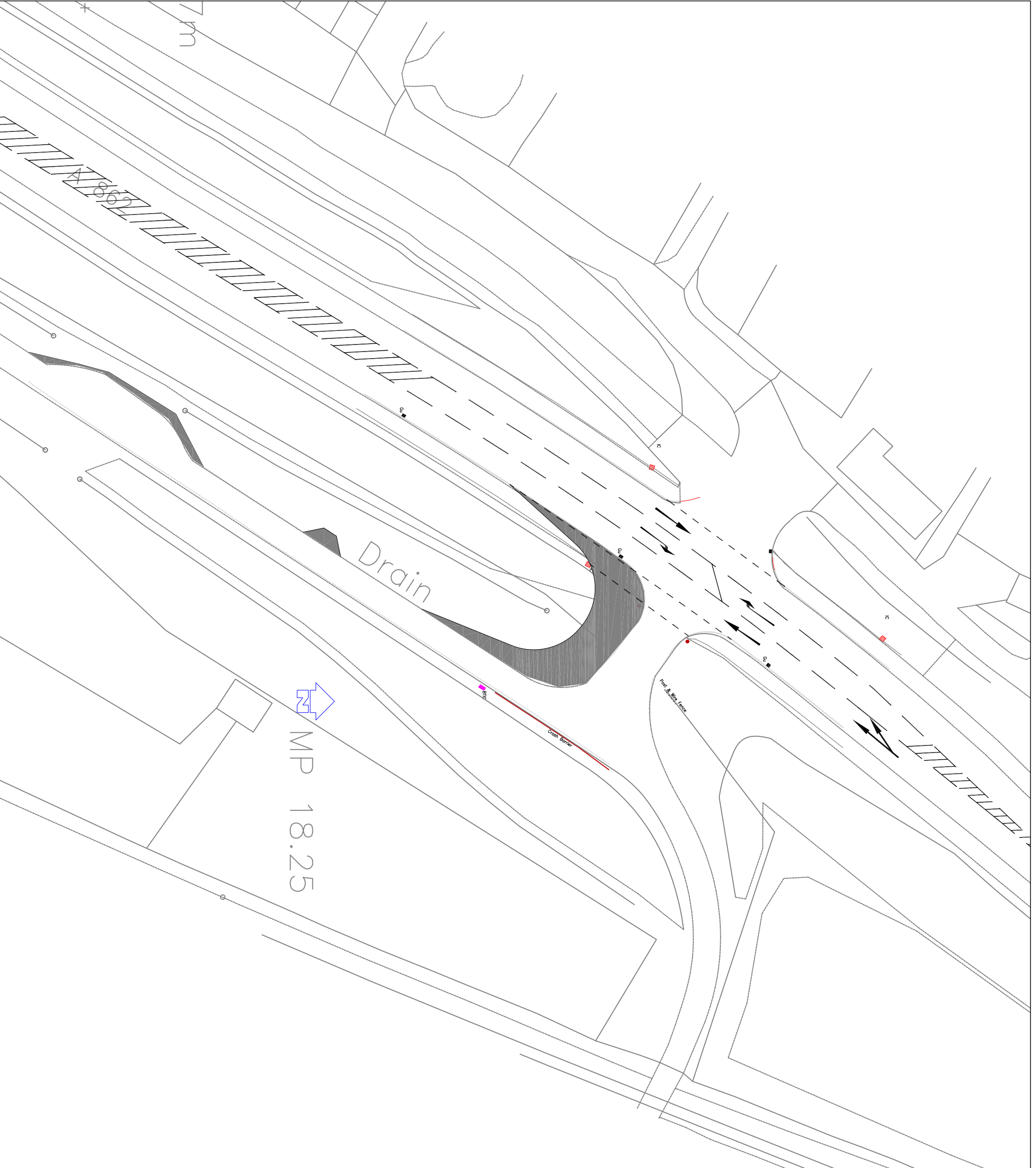
Drawing
Site Plan

Scale 1:250@A1	Date Dec 2015	Drawn by
Project no 2311	Dwg no PL02	Rev B

G.H. JOHNSTON
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Notes:



REV	DATE	AMENDMENTS	DRAWN	CHK	APP

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



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

Client

HRN TRACTORS LTD

Project

PITGLASSIE, DINGWALL

Title

ACCESS IMPROVEMENTS

Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3
N.T.S Date **07.02.15**

Project No.	Drawing No.	Rev
15032	15032_003	-

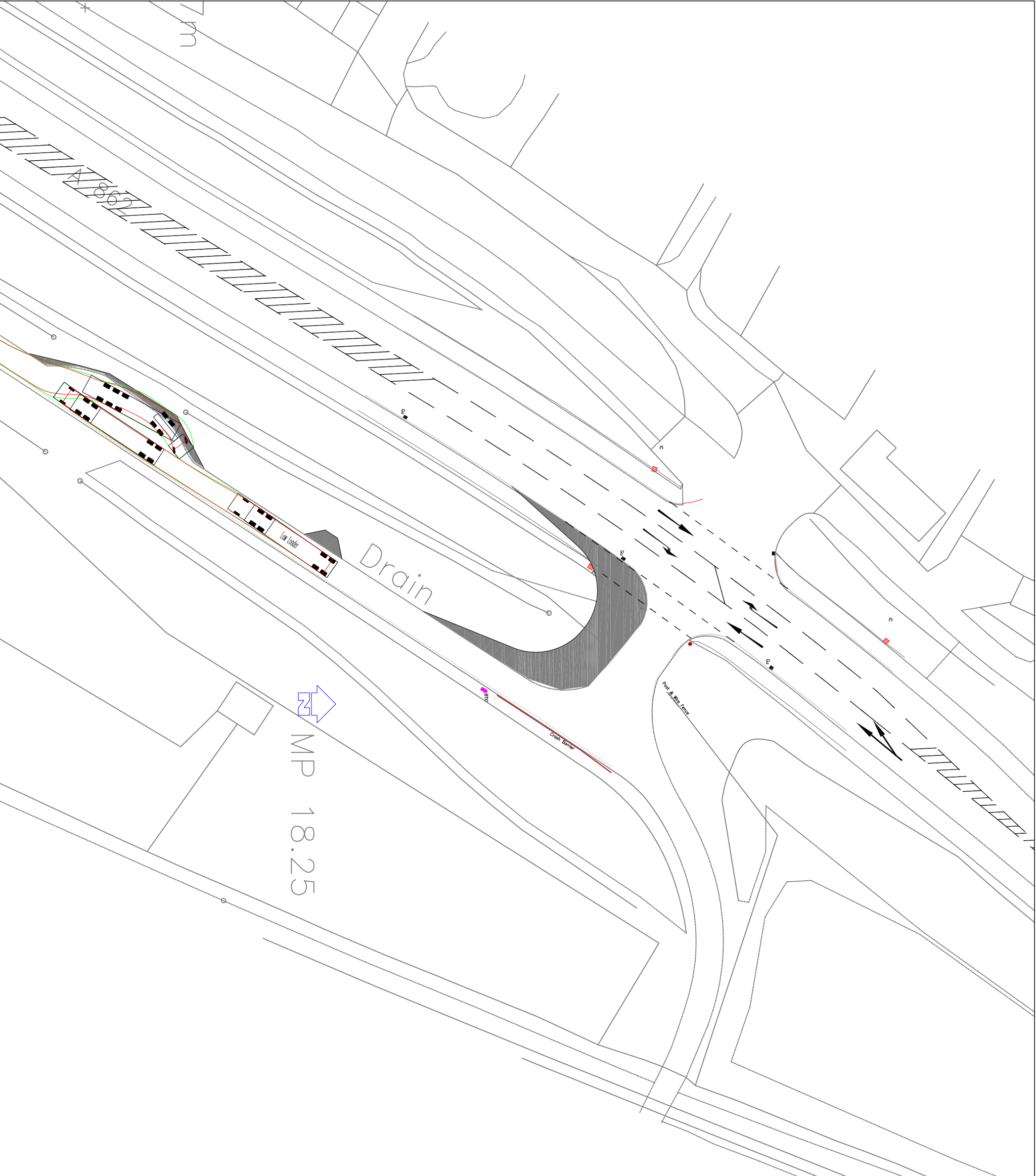
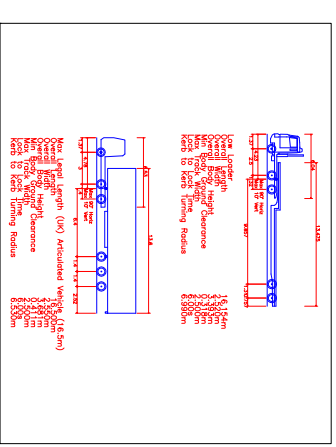
Purpose of Issue
 Preliminary For Tender For Construction
 For Information For Approval As Built

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Notes:
Vehicle Specification



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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ECS Transport Planning Ltd
Centrum Offices
38 Queen Street
Glasgow
G1 3DX



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

Client

HRN TRACTORS LTD

Project

PITGLASSIE, DINGWALL

Title

PASSING PLACE VEHICLE TRACKS

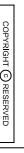
Team	Drawn	Checked	Approved
-	SS	MS	MS

Scale @ A3
N.T.S
Date 18.02.15

Project No.	Drawing No.	Rev
15032	15032_004	-

Purpose of Issue
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 For Information
 For Tender
 For Approval
 For Construction
 As Built

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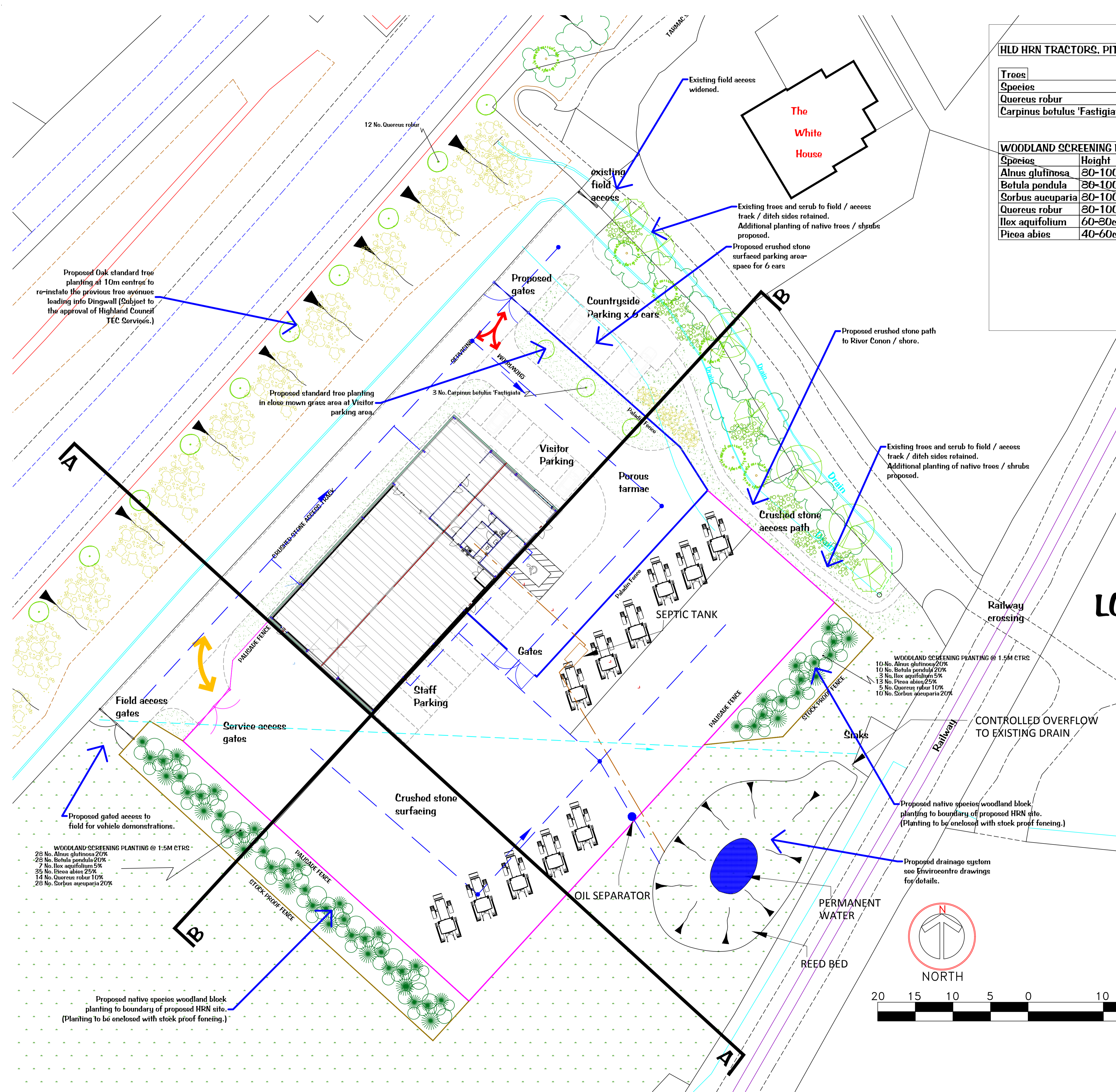


HLD HRN TRACTORS, PITGLASSIE, DINGWALL - PLANTING SCHEDULE 26.11.15

Species	Height	Girth	Pot Size	Specification	Density	Number
Quercus robur	300-350cm	10-12cm	rootballed	Selected Standard :3 brks :2x	Counted	12 No.
Carpinus betulus 'Fastigiata'	300-350cm	10-12cm	rootballed	Selected Standard :5 brks :2x	Counted	3 No.

WOODLAND SCREENING PLANTING

Species	Height	Mix Species Contribution	Pot Size	Specification	Density	Number
Alnus glutinosa	80-100cm	20%	bare-root	1+2 :Transplant :3 brks	1.5Ctr	38 No.
Betula pendula	80-100cm	20%	bare-root	1+2 :Transplant :3 brks	1.5Ctr	38 No.
Sorbus aucuparia	80-100cm	20%	bare-root	1+2 :Transplant :3 brks	1.5Ctr	38 No.
Quercus robur	80-100cm	10%	bare-root	1u1 :Transplant :3 brks	1.5Ctr	19 No.
Ilex aquifolium	60-80cm	5%	3L	Leader and laterals	1.5Ctr	10 No.
Picea abies	40-60cm	25%	2L	Single leader	1.5Ctr	48 No.
						Total :191 No.



REVISIONS

A: 26.11.15 Landscape proposals amended to suit new site plan and revised drainage proposals for the new building and yard. Section lines and planting details and planting schedule added. KW

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE LANDSCAPE ARCHITECT
AT ONCE BEFORE PROCEEDING


HIGHLAND LANDSCAPE DESIGN
 MORVEN,
 CAROLINE STREET,
 FORRES,
 MORAYSHIRE,
 SCOTLAND,
 IV 36 1AN.
 TEL: 01309 676800
 FAX: 01309 691222
 jim@highlandlandscape.co.uk

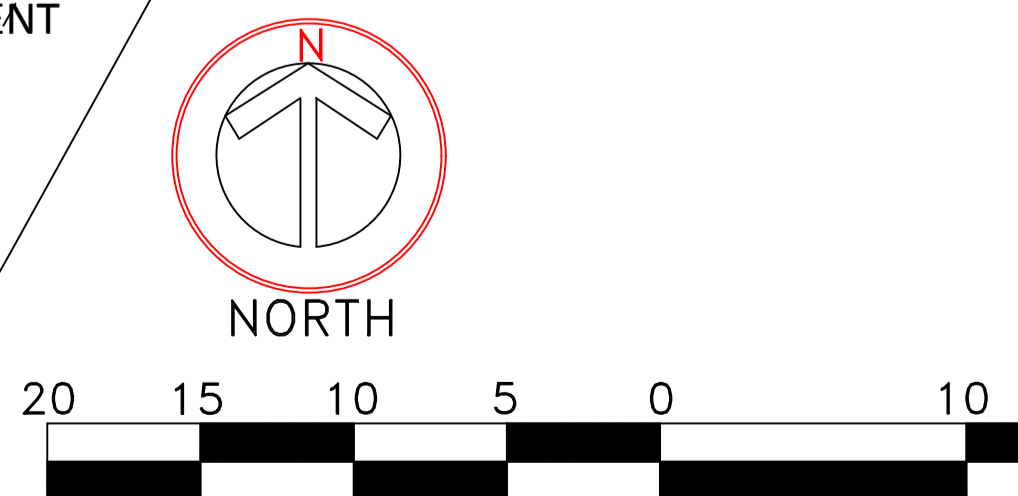
Client
HRN TRACTORS
 PITGLASSIE, DINGWALL.

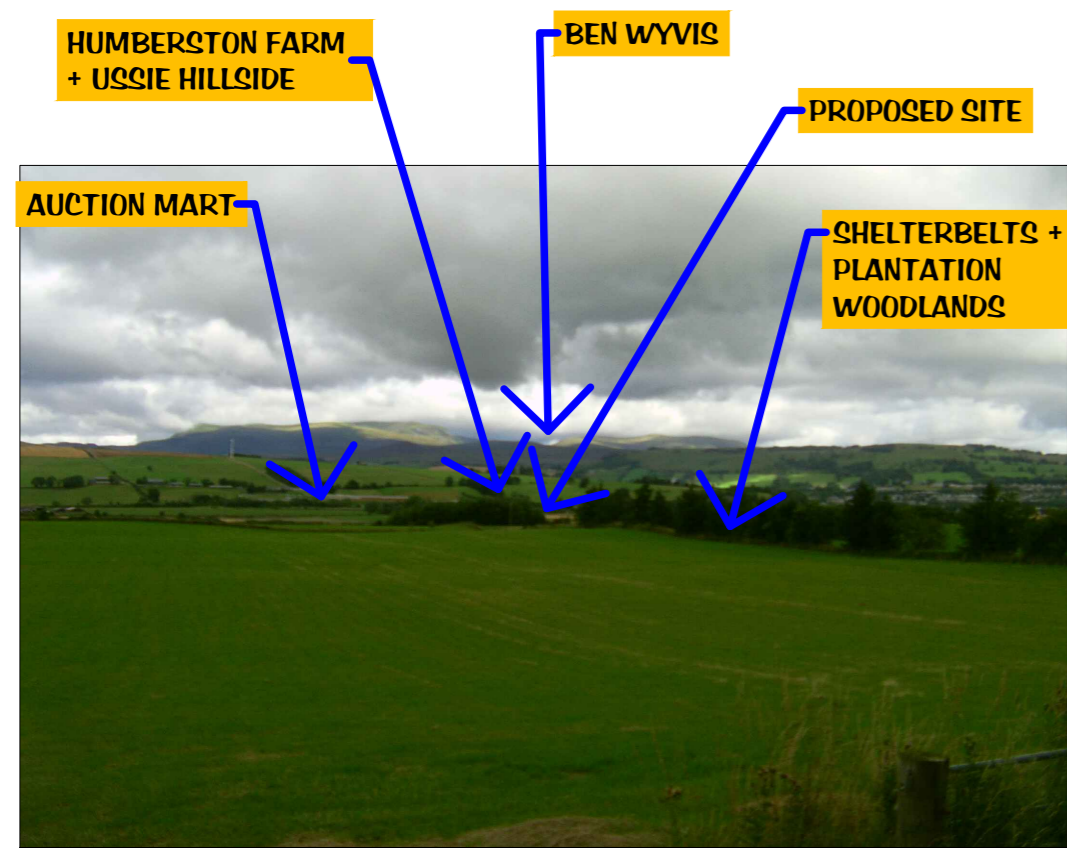
KEITH I WOOD BA (HONS) CMLI
 LANDSCAPE ARCHITECT
 1. Old Branziet Cottage, Balmore, By Torrance,
 Glasgow, G64 4AH.
 Tel : 01360 620358 Mob:07584 054586
 email: keith.i.wood@btpenworld.com

Project Title
**PROPOSED BUILDING FOR AGRICULTURAL
 REPAIRS, SERVICING AND SALES.**
 Drawing Title
SOFT LANDSCAPE PROPOSALS

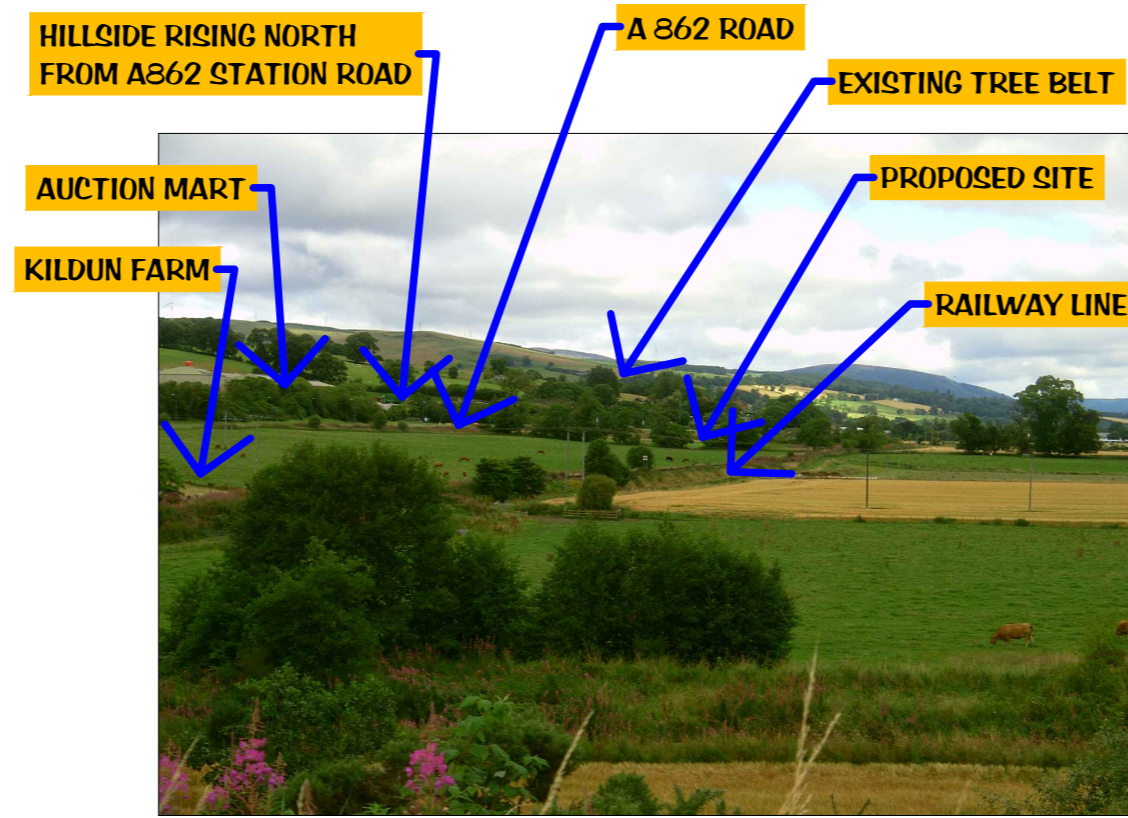
Scale 1:250@A1 Date 09.09.15
 Drawn k wood Approved J Legge
 Drawing No. Rev.
 HLD K 203.15 LA-03 A

- KEY**
- Existing tree / scrub at field boundary / drainage ditches retained and protected.
 - Native species woodland screening planting including tree / shrub shelters - enclosed with stock proof fencing.
 - Proposed 3-3.5m tall, standard tree planting.
 - Proposed 3-3.5m tall, selected standard Oak tree planting.
 - Proposed 1.5m high feathered conifer trees.
 - Proposed close mown grass areas.
 - Proposed grass / wildflower sown areas at countryside parking area.
 - Existing fields retained.
 - Proposed Paladine fencing.
 - Proposed Palasade fencing.
 - Proposed access gates.
 - Proposed HRN Tractors building.

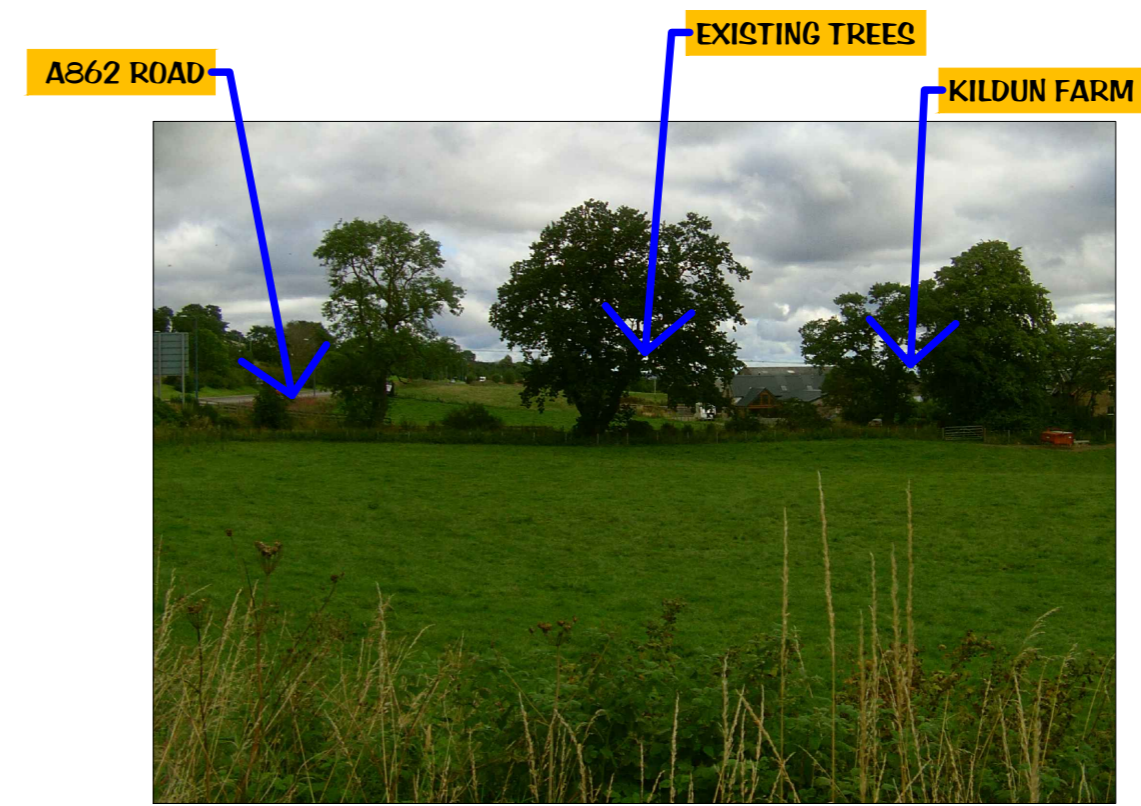




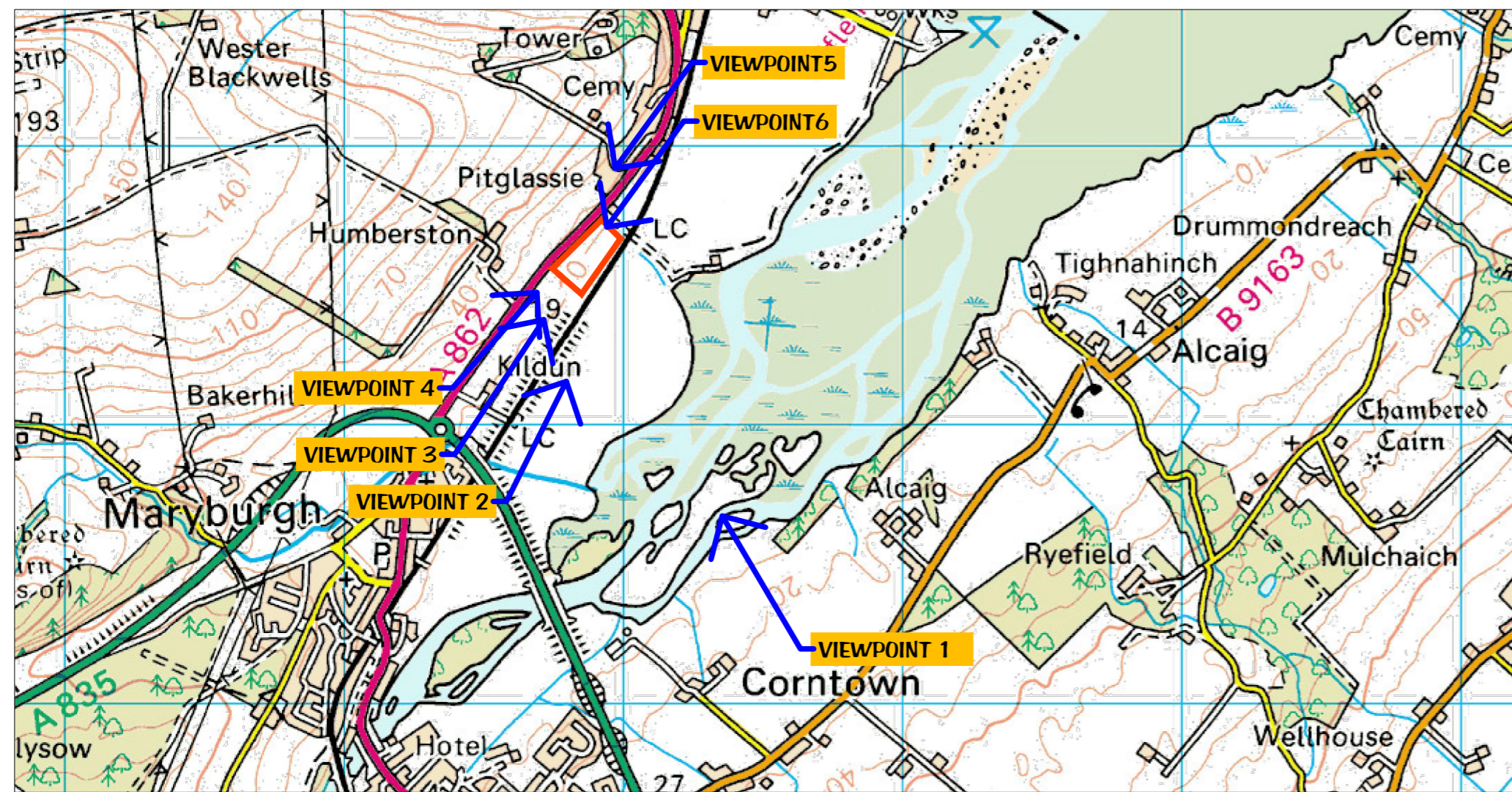
1: TYPICAL VIEW NORTHWARDS FROM CORNTOWN, BLACK ISLE (ON B9163 ROAD)



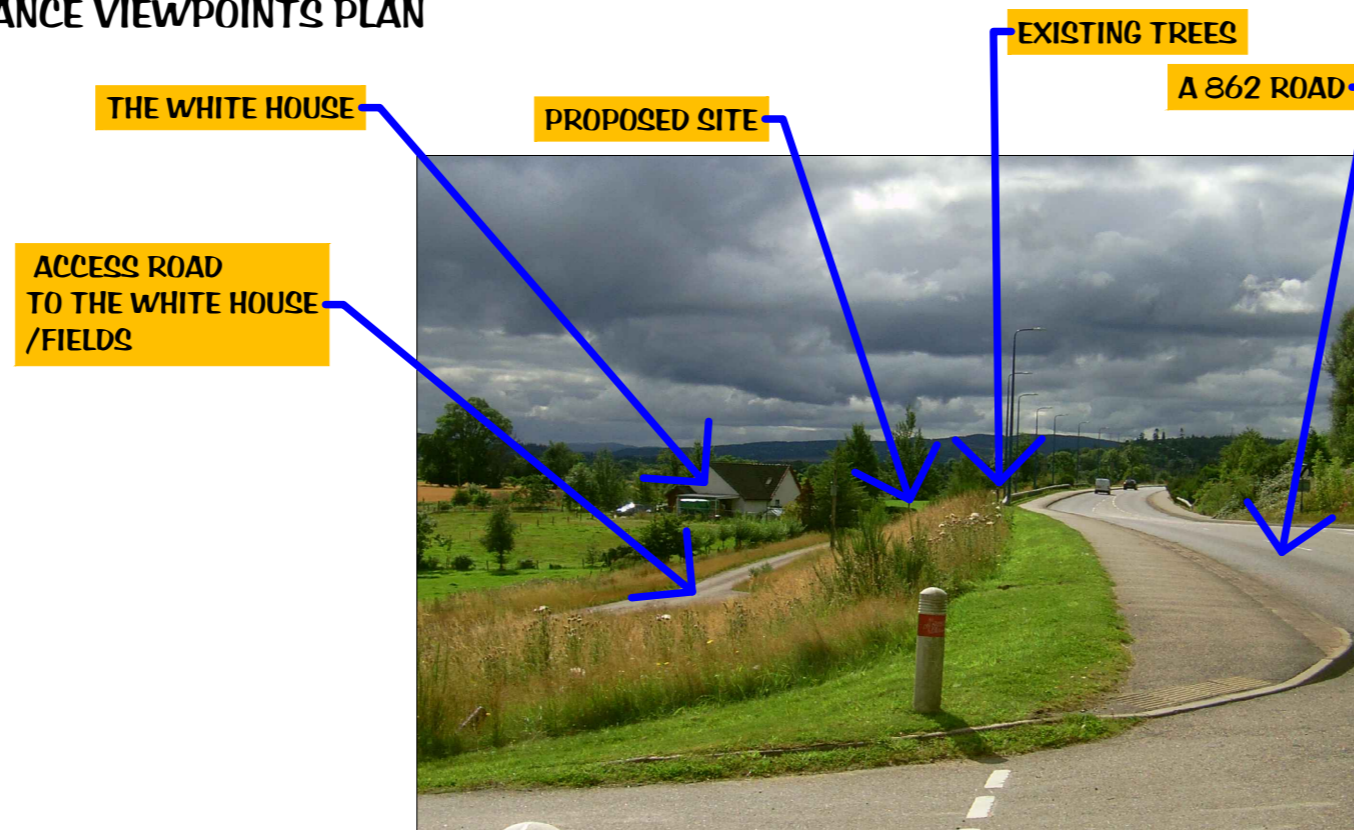
2: TYPICAL VIEW NORTHEAST FROM A835 ROADSIDE PAVEMENT



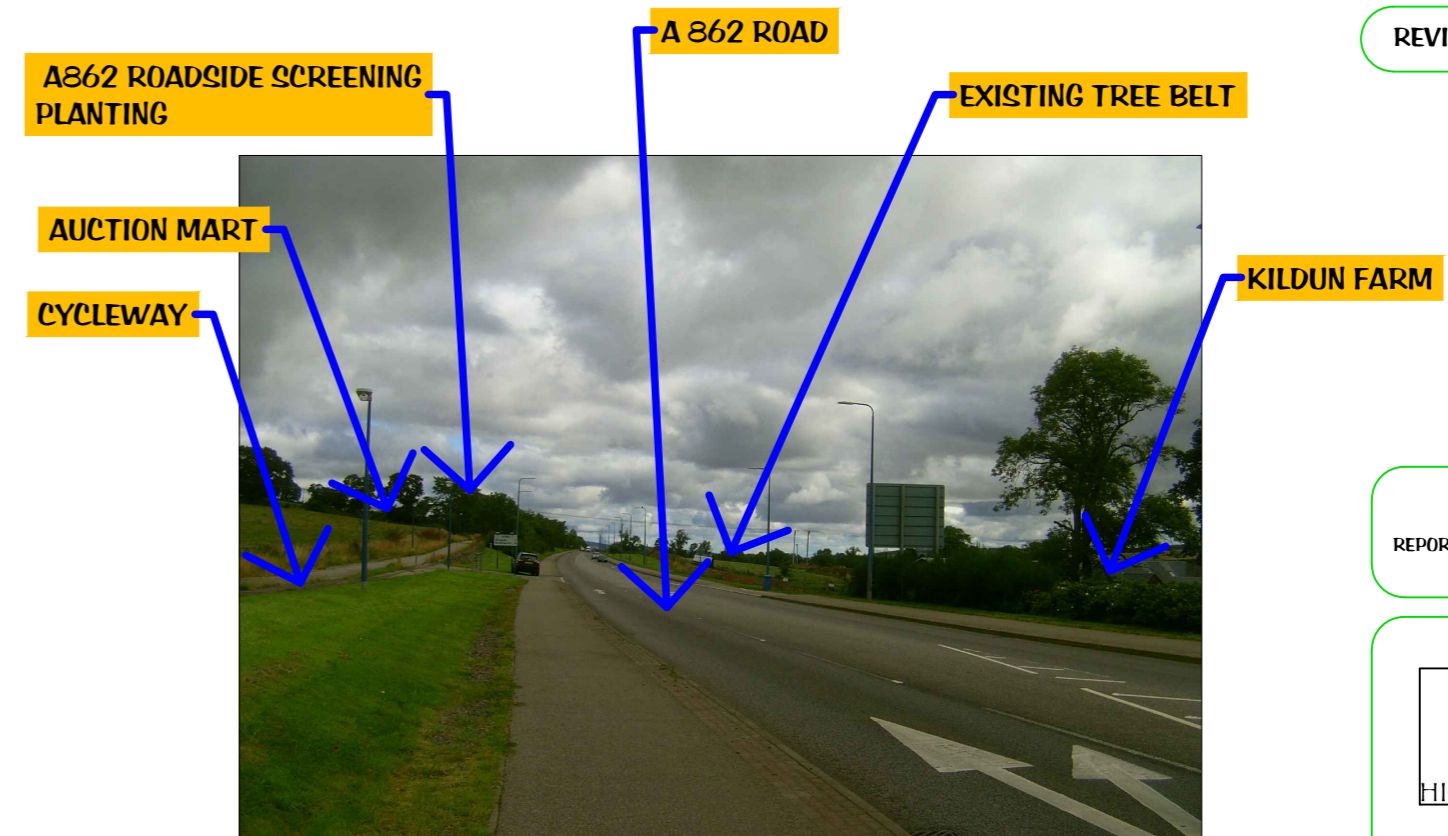
3: TYPICAL VIEW EASTWARDS FROM A862 / A835 ROUNDABOUT



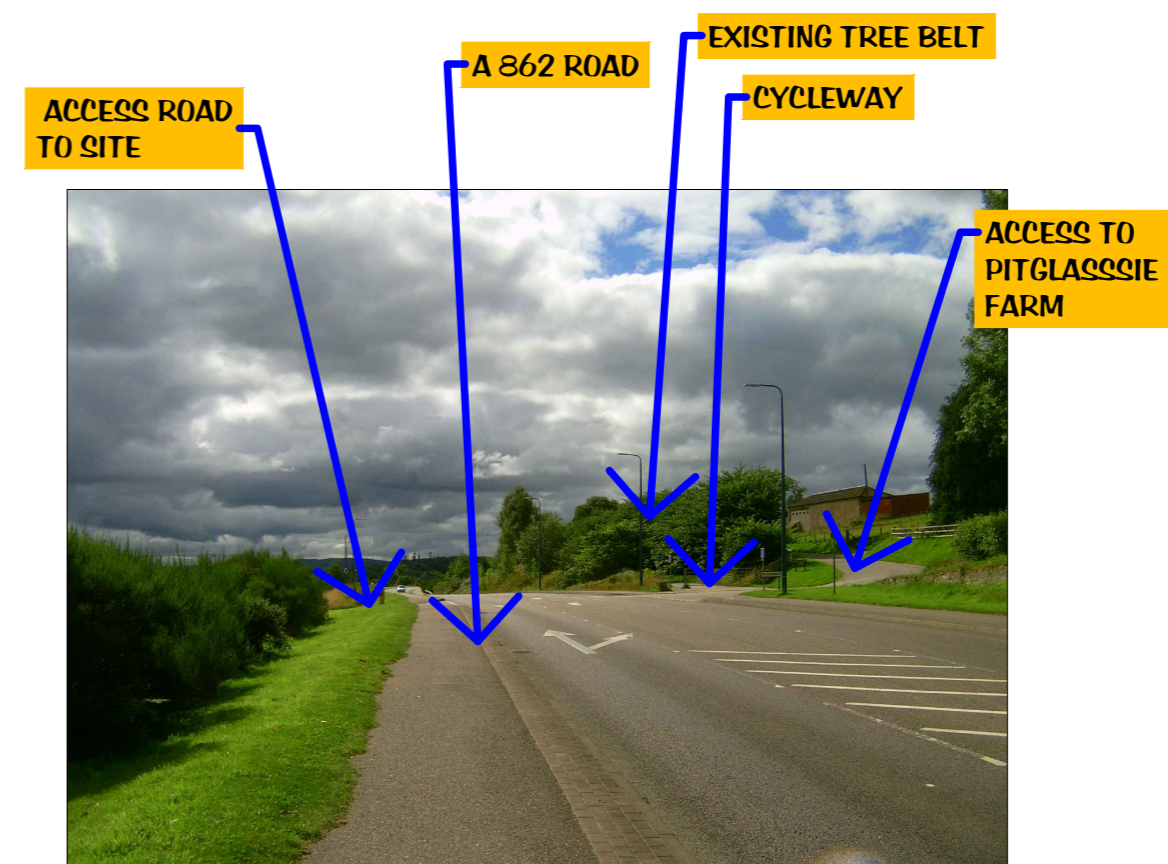
HRN TRACTORS PITGLASSIE, DINGWALL- LONG DISTANCE VIEWPOINTS PLAN



6: TYPICAL VIEW WESTWARDS FROM ACCESS ROAD / A862 JUNCTION



4: TYPICAL VIEW EASTWARDS FROM A862 ROADSIDE PAVEMENT



5: TYPICAL VIEW WESTWARDS FROM A862 ROADSIDE PAVEMENT

REVISIONS

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE LANDSCAPE ARCHITECT
AT ONCE BEFORE PROCEEDING



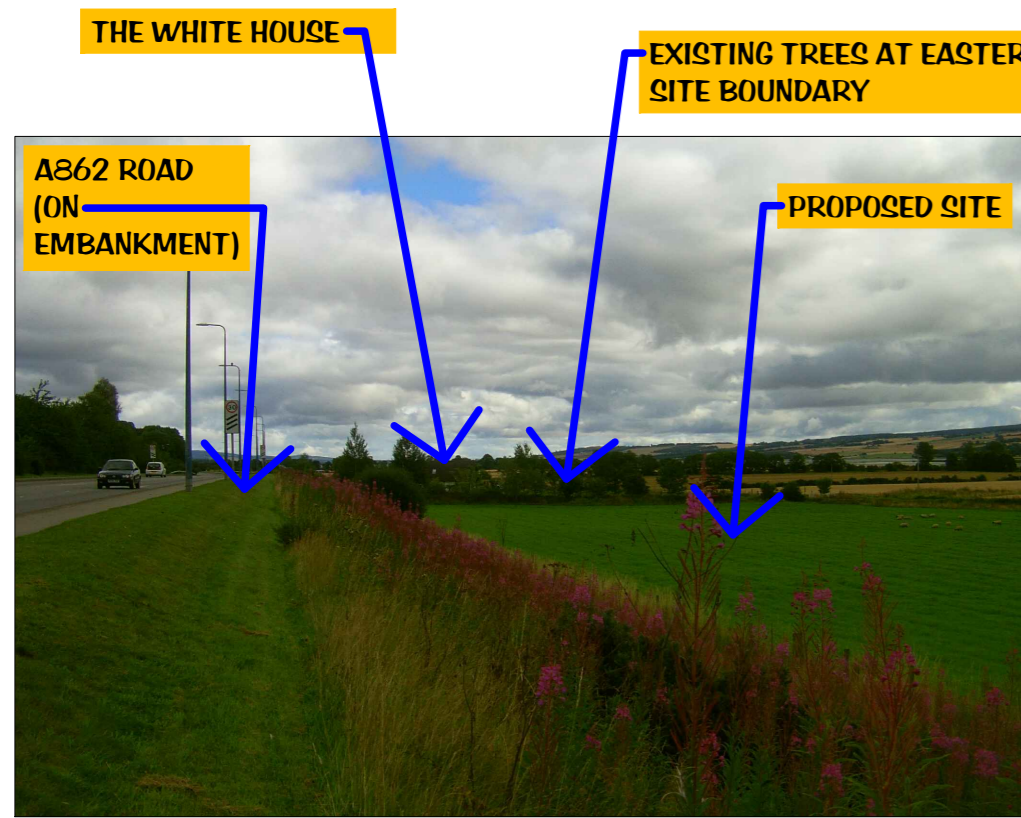
HIGHLAND LANDSCAPE DESIGN
MORVEN,
CAROLINE STREET,
FORRES,
MORAYSHIRE,
SCOTLAND,
IV 36 1AN.
TEL: 01309 676800
FAX: 01309 691222
jim@highlandlandscape.com

Client
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PITGLASSIE, DINGWALL.

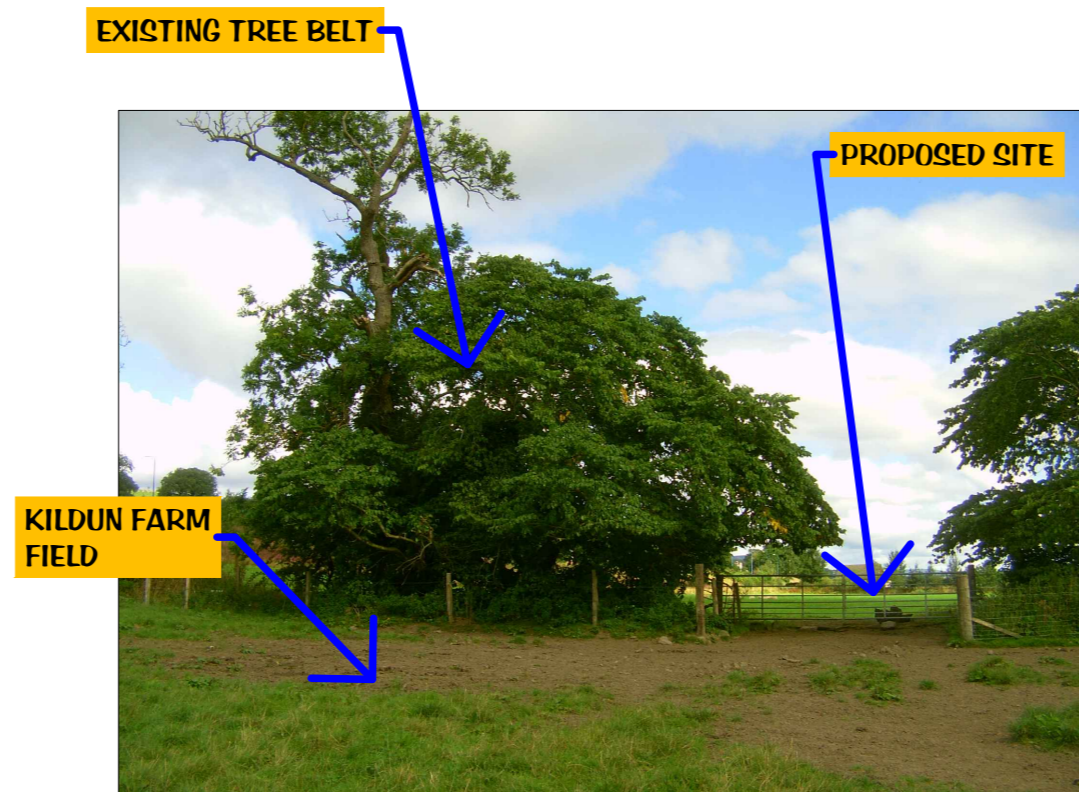
KEITH L WOOD BA (HONS)CMLI
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Tel : 01360 620358 Mob:07584 054586
email: keith.l.wood@btopenworld.com

Project Title
PROPOSED BUILDING FOR AGRICULTURAL
REPAIRS, SERVICING AND SALES.
Drawing Title
LANDSCAPE ANALYSIS PLAN-
LONG DISTANCE VIEWS.

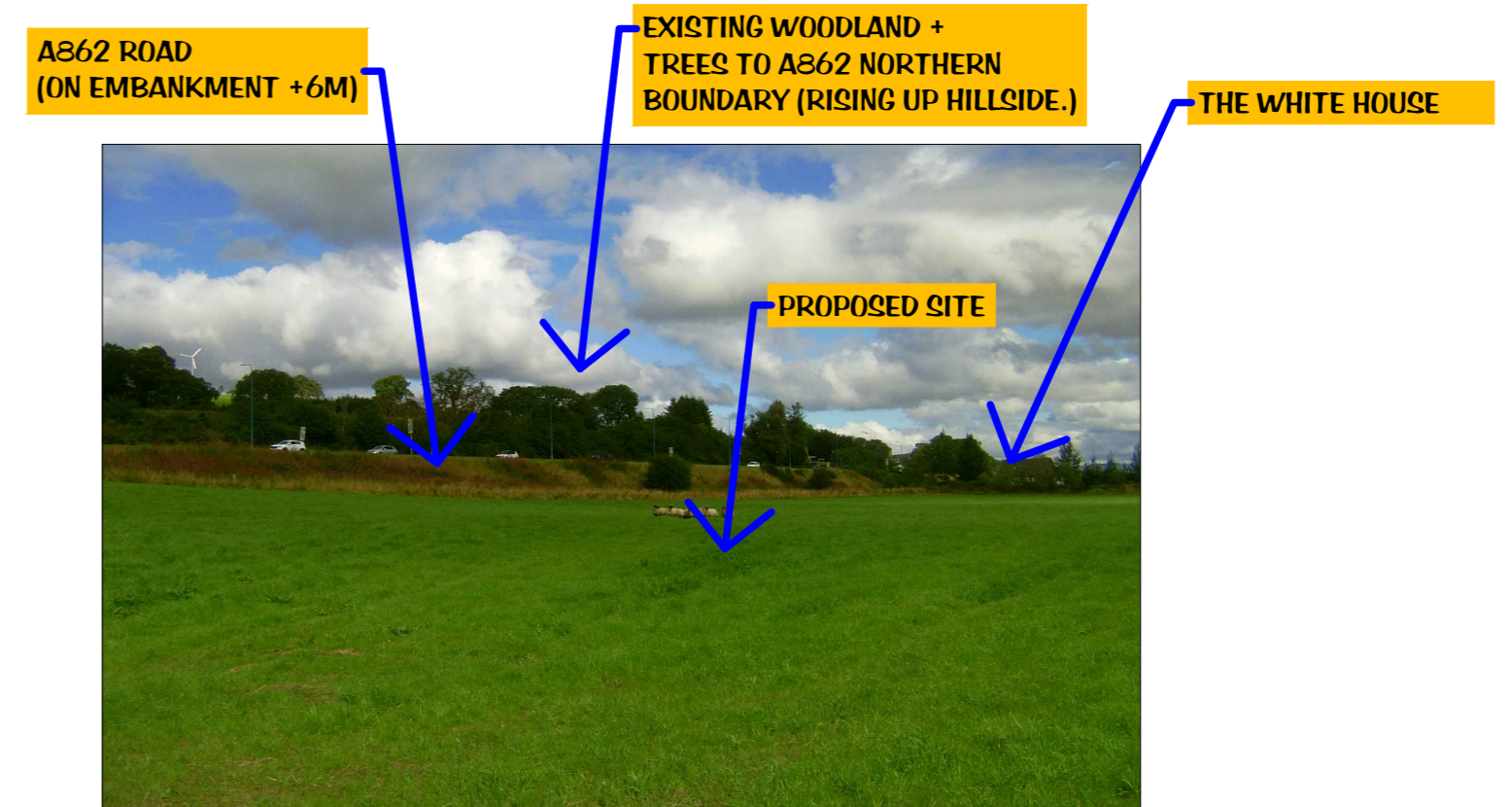
Scale NTS @A2 Date 08.09.2015
Drawn k wood Approved J Legge
Drawing No. Rev.
HLD K203.15 LA-01



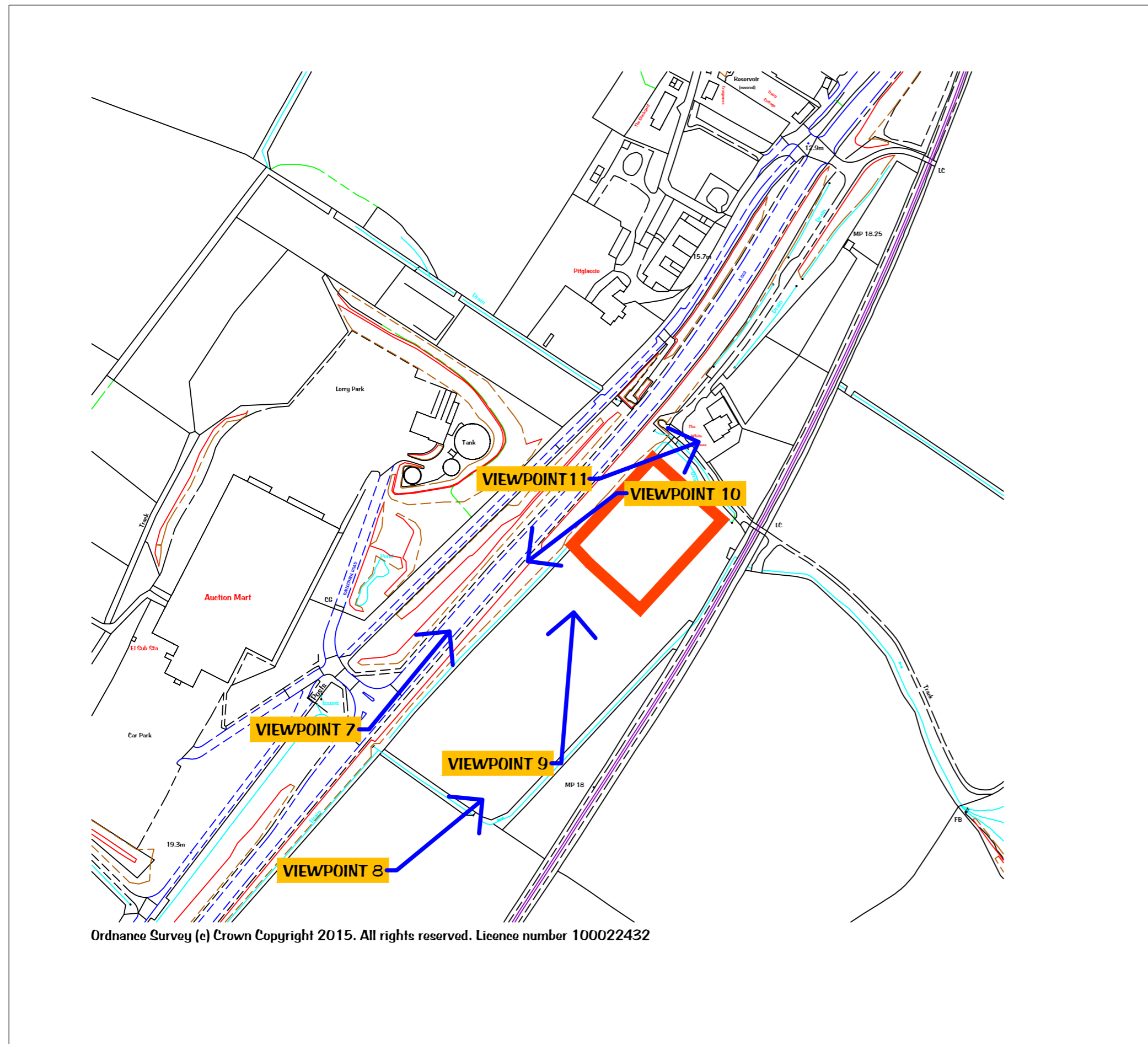
7: TYPICAL VIEW EASTWARDS FROM A826 PAVEMENT



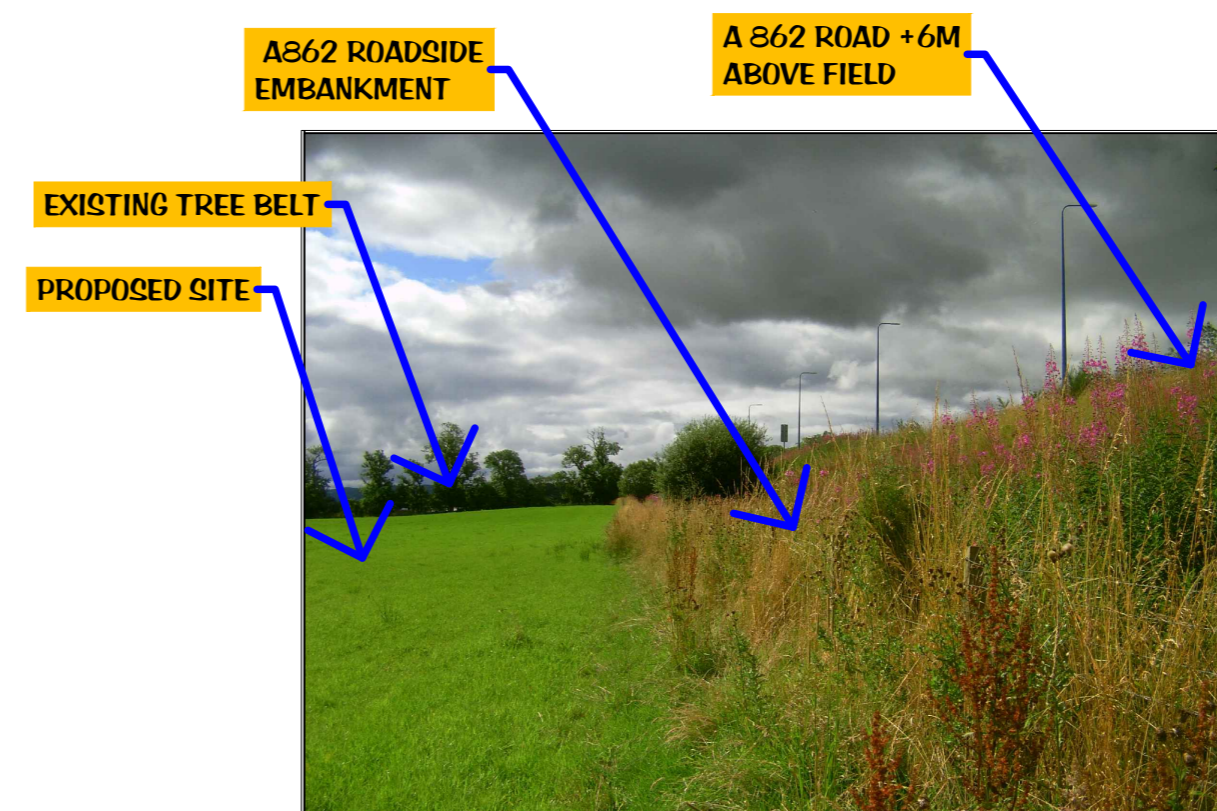
8: TYPICAL VIEW EASTWARDS FROM ADJOINING FIELD.



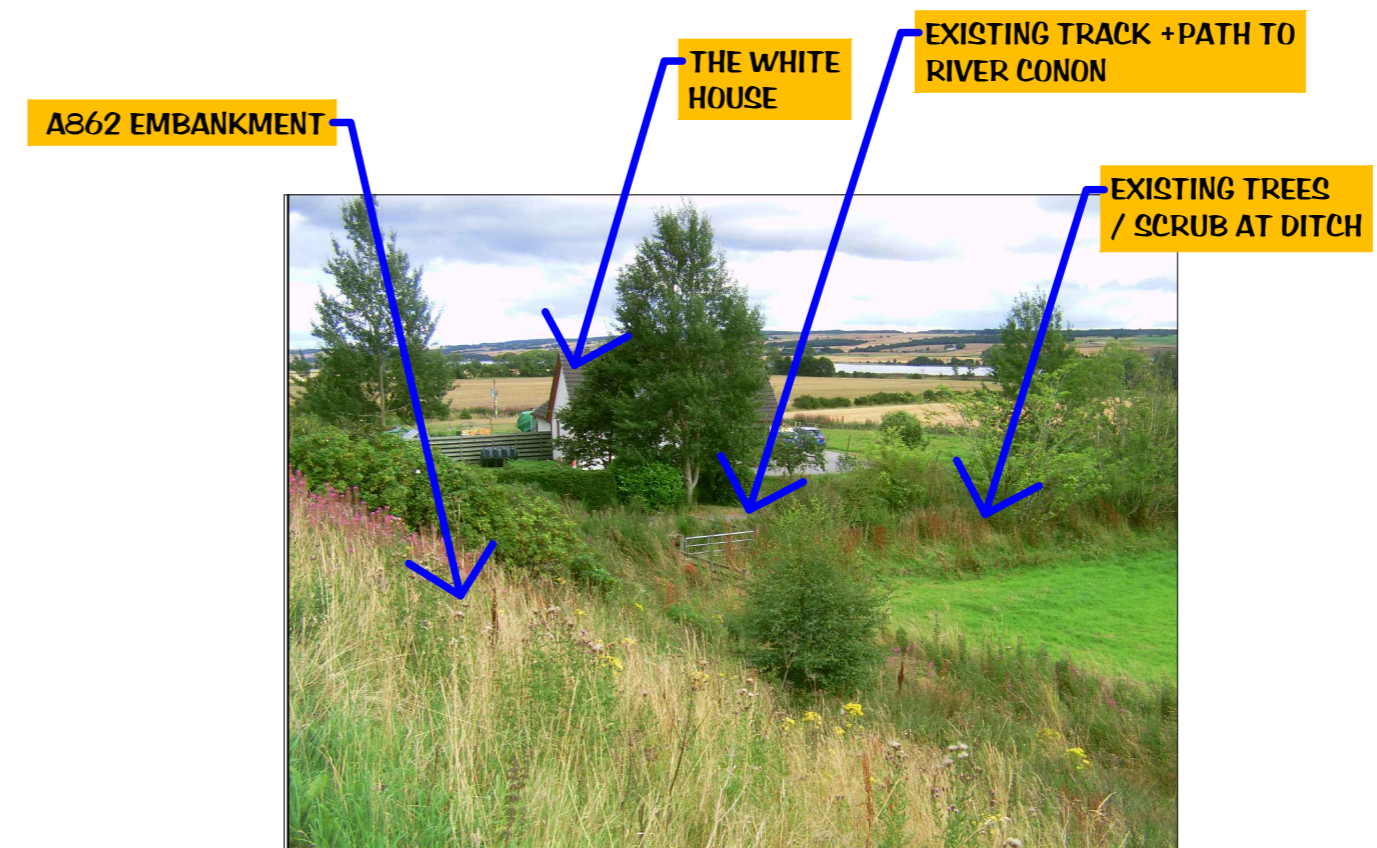
9: TYPICAL VIEW NORTH EASTWARDS FROM RAILWAY BOUNDARY



HRN TRACTORS PITGLASSIE, DINGWALL- SITE CHARACTER VIEWS PLAN



10: TYPICAL VIEW WESTWARDS FROM BASE OF A862 ROADSIDE EMBANKMENT



11: TYPICAL VIEW SOUTH EASTWARDS FROM A862 ROADSIDE PAVEMENT

REVISIONS

ALL DIMENSIONS TO BE CHECKED ON SITE
WORK TO FIGURED DIMENSIONS ONLY
REPORT DISCREPANCIES TO THE LANDSCAPE ARCHITECT
AT ONCE BEFORE PROCEEDING

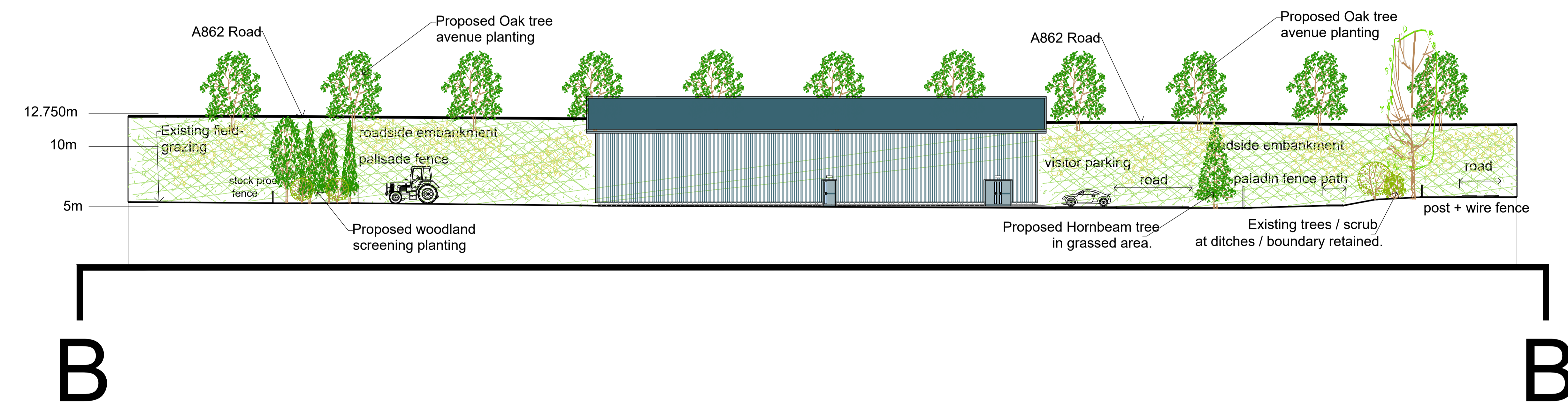
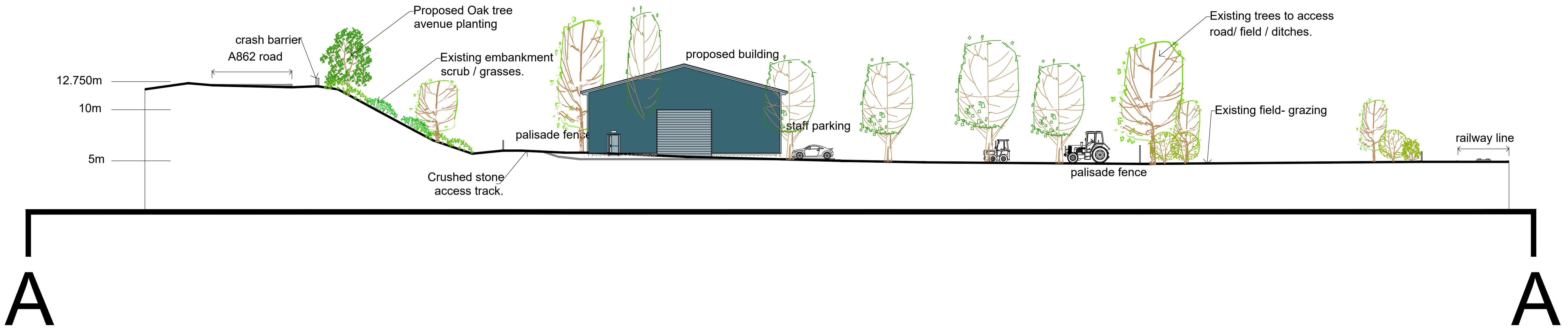

HIGHLAND LANDSCAPE DESIGN
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TEL: 01309 676800
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Client
HRN TRACTORS
PITGLASSIE, DINGWALL.

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Project Title
PROPOSED BUILDING FOR AGRICULTURAL
REPAIRS, SERVICING AND SALES.
Drawing Title
LANDSCAPE ANALYSIS PLAN-
SITE CHARACTER VIEWS.

Scale NTS @A2 Date 08.09.2015
Drawn k wood Approved J Legge
Drawing No. Rev.
HLD K203.15 LA-02



REVISIONS

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 AT ONCE BEFORE PROCEEDING

HIGHLAND LANDSCAPE DESIGN
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 jim@highlandlandscapedesign.co.uk

Client
HRN TRACTORS
 PITGLASSIE, DINGWALL.

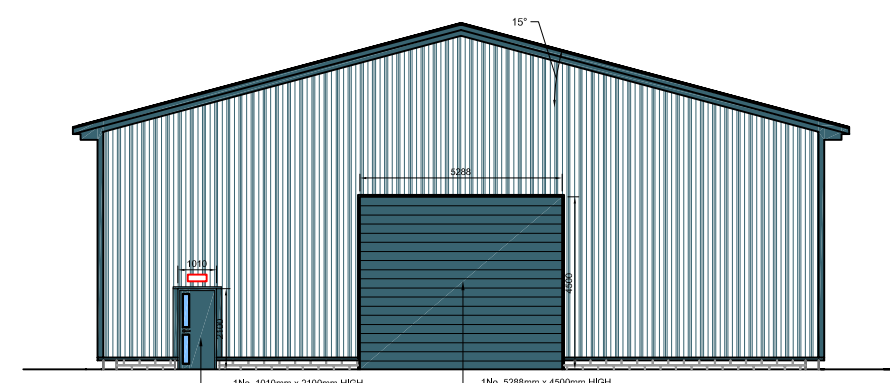
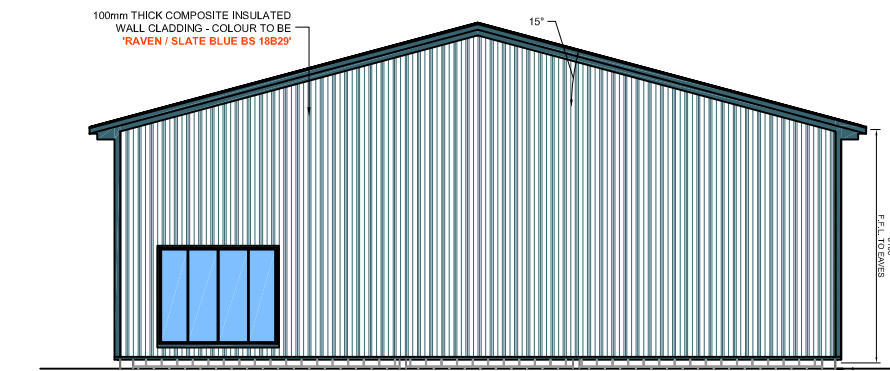
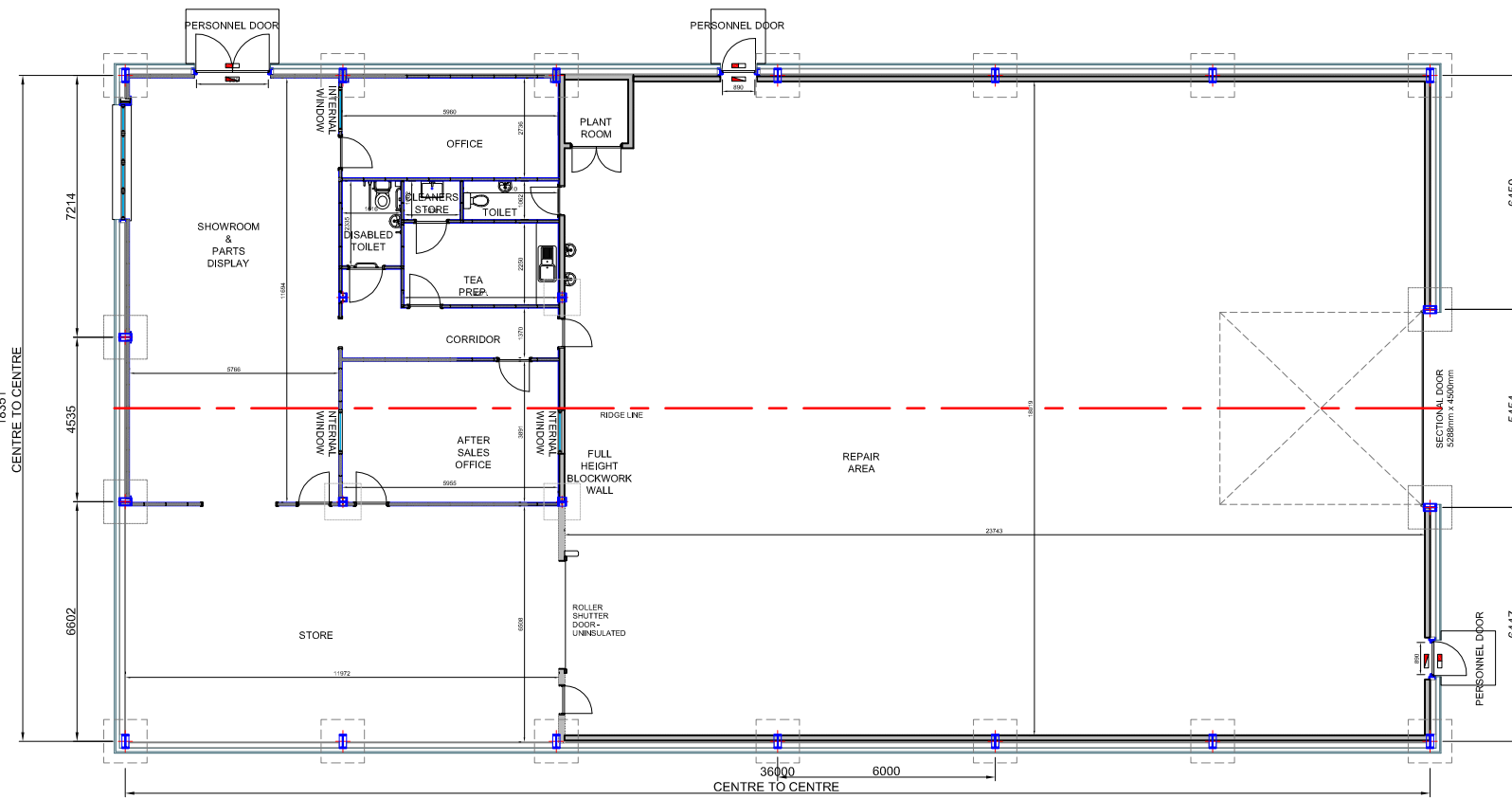
KEITH L WOOD BA (HONS) CMLI
 LANDSCAPE ARCHITECT
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 Glasgow, G64 4AH.
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 email: keith.l.wood@btopenworld.com

Project Title
**PROPOSED BUILDING FOR AGRICULTURAL
 REPAIRS, SERVICING AND SALES.**
 Drawing Title
**SOFT LANDSCAPE PROPOSALS- SECTIONS
 AA AND BB THROUGH SITE.**

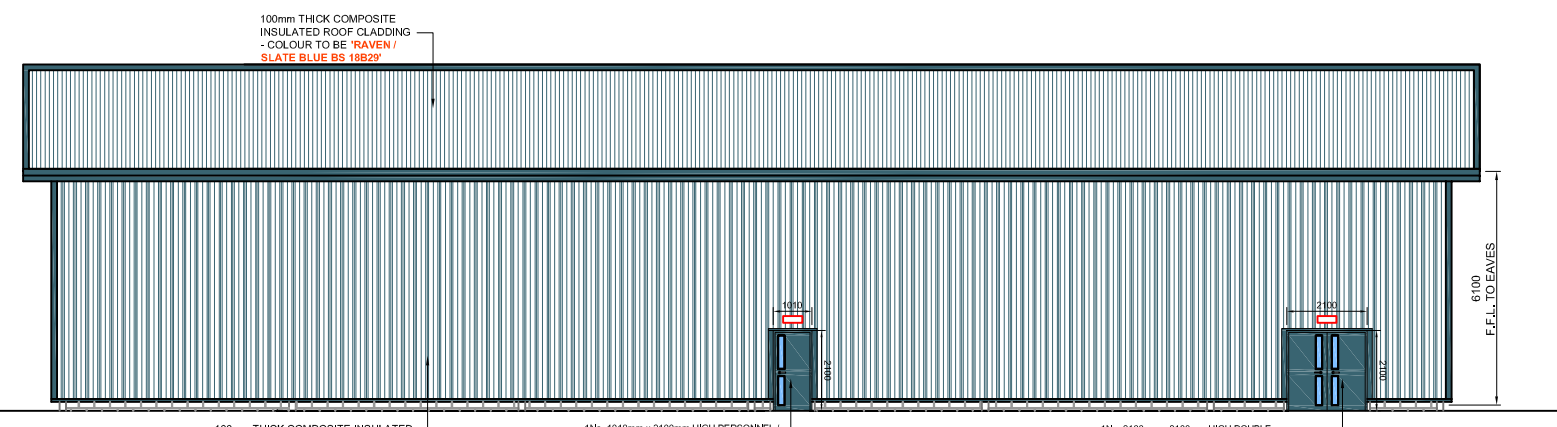
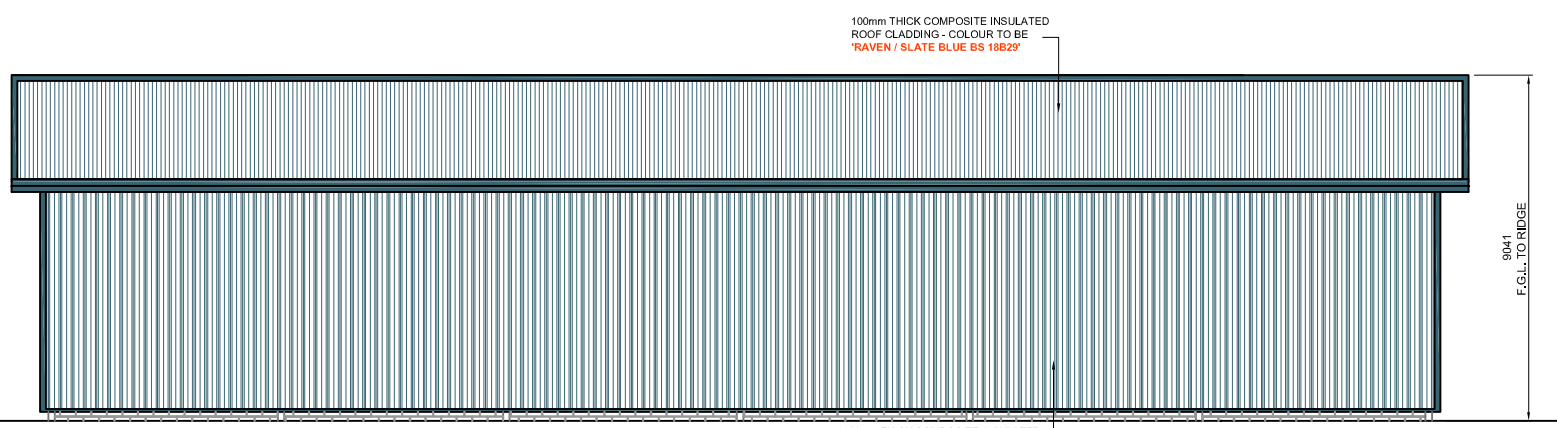


Scale 1:200@A1 Date 26.11.15
 Drawn k wood Approved J Legge
 Drawing No. Rev. A
 HLD K 203.15 LA-04

Rev.	Date	Description	App'd
A	29.10.2014	ELEVATIONS ALTERED TO SUIT FLOOR PLAN	
B	16.01.2015	ELEVATIONS RENAMED	
C	28.10.2015	EXTERNAL COLOURS CHANGED	
D	03.04.2020	EXTERNAL COLOURS CHANGED IN SPEC	



ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO CONSTRUCTION AND MANUFACTURE, AND ANY DISCREPANCIES TO BE REPORTED TO CONTRACT ADMINISTRATOR



CONSTRUCTION SPECIFICATION:

ROOF

- 15° ROOF PITCH
- ROOF CLADDING TO BE 100mm THICK COMPOSITE INSULATED ROOF PANELS
- ROOF CLADDING COLOUR TO BE 'RAVEN / SLATE BLUE BS 18829'
- TRIMS AND FLASHINGS COLOUR TO BE 'RAVEN / SLATE BLUE BS 18829'

EXTERNAL WALLS

- WALL CLADDING TO BE 100mm THICK COMPOSITE INSULATED WALL PANELS
- WALL CLADDING COLOUR TO BE 'RAVEN / SLATE BLUE BS 18829'
- ALL WALL TRIMS AND FLASHINGS COLOUR TO BE 'RAVEN / SLATE BLUE BS 18829'

BASE WALLS

- 3RD COURSE HIGH 140mm THICK BLOCKWORK SET ON CONCRETE STRIP FOUNDATIONS AS PER STRUCTURAL ENGINEERS DESIGN CALCULATIONS

FLOOR

- 175mm THICK CONCRETE LAID IN PANELS AND PROVIDED WITH MOVEMENT JOINTS TO FORM 10mm EXPANSION JOINT AROUND THE PERIMETER OF FLOOR SLAB
- ONE LAYER OF A142 MESH REINFORCEMENT WITH 40mm COVER
- 30mm THICK BUMP POLYURETHANE EXTRUSION POLYURETHANE FLOORBOARD INSULATION - PROVIDING MIN. U-VALUE: 0.25m²·K WITH 25mm VERTICAL PERIMETER INSULATION
- 100% GAUGE POLYETHENE OVERLAPPED AT ALL JOINTS AND TURNED UP NEXT TO WALLS
- 200mm THICK CONSOLOGATED HARDCORE BLENDED ON TOP WITH 20mm THICK SAND

DOORS

- 1No. 1010mm x 2100mm HIGH PERSONNEL FIRE ESCAPE DOORS
- 1No. 2100mm x 2100mm HIGH PERSONNEL FIRE ESCAPE DOOR
- 1No. 5286mm x 4500mm HIGH INSULATED OVERHEAD DOOR
- ALL PERSONNEL DOORS COLOUR TO BE 'RAVEN / SLATE BLUE BS 18829'
- EXTERNAL PERSONNEL / FIRE ESCAPE DOORS TO BE FITTED WITH NON-MANUFACTURED EMERGENCY LIGHTING INSIDE AND OUTSIDE OF DOOR
- ALL EXTERNAL PERSONNEL DOORS TO OPEN ON TO LEVEL PLATT
- ALL EXTERNAL PERSONNEL DOORS TO BE FITTED WITH LEVER TO LEVER INTERNAL ANTI-PANIC OVERRIDE MECHANISM

WINDOWS

- ALL WINDOWS TO BE TECHNICAL FX48 ALUMINIUM DOUBLE GLAZED TILT AND TURN - CASULET, 8mmthk
- ALL WINDOWS COLOUR TO BE 'RAVEN / SLATE BLUE BS 18829'
- ALL WINDOWS TO HAVE 400mm² MIN. THICK VENTILATORS

INTERNAL THINER PARTITIONS

- ALL THINER PARTITIONS TO BE 70mm METAL 'C' STUD PARTITION AT 800mm CENTRES WITH
- 100mm THICK ROCKWOOL FLEX INSULATION AND
- 12.5mm PLASTERBOARD BOTH SIDES TAPPED AND FILLED

EXTERNAL OFFICE WALLS

- EXTERNAL OFFICE WALLS TO BE LINED WITH 12.5mm PLYWOOD
- 70mm METAL 'C' STUD PARTITION AT 800mm CENTRES WITH
- 100mm THICK ROCKWOOL FLEX INSULATION AND
- FINISHED WITH 12.5mm PLASTERBOARD TAPPED AND FILLED

CEILING AREA FINISHES

- ARRIS TROND PERLA DUNE SUPRIME (REGULAR 800mm x 800mm x 15mm CEILING TILES ON A WHITE 2mm EXPANDED GIBB) - CEILING TILES ACHIEVE CLASS D / CLASS 1 (BS476) SURFACE SPREAD OF FLAME

DRAINAGE - GENERAL

- ALL DRAINAGE PIPEWORK AND OVERALL SYSTEM DESIGN TO BE AS PER THE ENGINEERS DESIGN CALCULATIONS AND APPROVAL
- DRAINAGE TO THE SATISFACTION OF THE LOCAL AUTHORITY AND SEPA
- ALL SURFACE WATER CONNECTIONS ARE TO BE MIN. 150mmthk
- DRAINAGE TO BE TESTED AND COMPLY WITH BS EN 1815: 1998
- MANHOLES TO COMPLY WITH BS EN 1815: 1998 WITH THE CURRENT SCOTTISH BUILDING STANDARDS FOR NON-COMMERCIAL
- DRAINAGE AT ALL VEHICULAR AREAS TO BE LAD WITH 1200mm COVERS
- ALL NEW MANHOLES ARE TO COMPLY WITH BS 8001
- ALL NEW SURFACE WATER DRAINAGE TO BE 100mmthk PP-WORK WITH HOODING EYES PROVIDING ACCESS AT THE HEAD OF EACH SURFACE WATER PIPELINE
- ALL BEDDING MATERIAL TO BE 100mm FEA GRAVEL

SURFACE WATER DRAINAGE

- NUMBER OF DOWNPIPES REQUIRED & ALL DOWNPIPE DIMENSIONS TO BE AS PER THE DRAINAGE ENGINEERS DESIGN CALCULATIONS AND SPECIFICATION
- ALL SURFACE WATER PIPEWORK TO DISCHARGE INTO NEW SUBS FILTER TRENCH
- SUBS TO BE INSTALLED AS PER DRAINAGE ENGINEERS SPECIFICATION AND DESIGN
- SUBS SYSTEM TO BE ACCORDANCE WITH SEPA WATER ENVIRONMENT CONTROLLED ACTIVITIES (SOIL/LAND REGULATIONS 2005 - GENERAL BONDING RULES 10 & 11
- ALL NEW SURFACE WATER DRAINAGE PIPEWORK TO HAVE SUITABLE RODDING POINTS AT THE HEAD OF EACH LINE AS REQUIRED

SOIL WATER DRAINAGE

- MAIN FLOOR WATER DRAINAGE LINE TO BE 150mmthk AND ALL BRANCHES FOLLOWING INTO THE MAIN LINE TO BE 110mmthk
- ALL SOIL WATER TO BE TREATED BY A BALLMILL 80/18 SEPTIC TANK OR EQUIVALENT. SEPTIC TANK TO BE LOCATED 5m AWAY FROM ALL BUILDINGS & BOUNDARIES
- ALL SOIL WATER ONCE TREATED TO DISCHARGE INTO PROPOSED DRAINAGE BY A BALLMILL SAMPLING CHAMBER - SOAKAWAY SPEC. TO AS PER ENGINEERS DESIGN CALCULATIONS
- PROPOSED MAIN FLOOR DRAINAGE SYSTEM TO BE VENTILATED USING 100mm VENT PIPE

INTERNAL TOILET AS PER LOCAL DRAINAGE

- WC'S - 110mmthk UPVC PIPEWORK
- WIPES & SINKS - 32mmthk UPVC WASTE PIPE & 70mm DEEP SEAL TRAP
- ALL UNDERGROUND FLOOR DRAINAGE PIPEWORK FROM WIPES, URINALS & WIPES TO BE 110mmthk BROWN UPVC

PLANNING
NOT FOR CONSTRUCTION

algo
Blairgowrie Ltd.

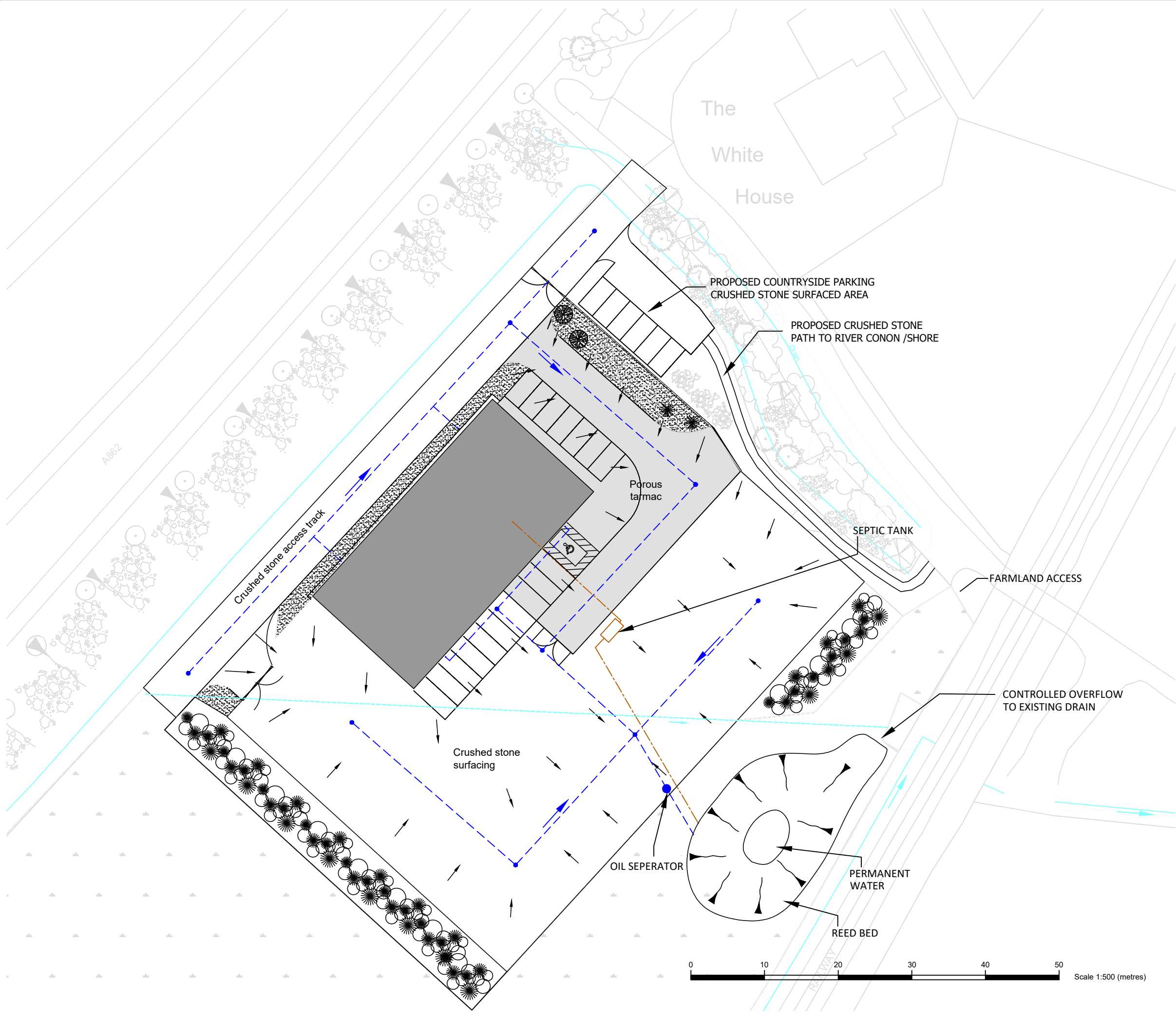
ALGO BUSINESS CENTRE
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Drawn By	Checked By
GM	
Drawing Sheet Size	Scale Date
A1	AS SHOWN 18.09.2014

Project Title
PROPOSED BUILDING FOR AGRICULTURAL REPAIRS, SERVICING AND SALES FOR HRN TRACTORS AT DINGWALL

Drawing Title
FLOOR PLAN, ELEVATIONS AND CONSTRUCTION SPECIFICATION

Project Number	Revision
P14-097	D
Drawing Number	
PL_02	



Notes

- Porous Tarmac
- Roof
- Stormwater drain
- Foul water drain
- Gradient
- Proposed development
- Existing conditions
- Route of culverted drain (approximate)

Do not scale this drawing

Rev	Date	Amendment	Initials
B	19/12/19	Scale Bar added	CL
A	12/11/15	Change to Client Name	CM

Craighall Business
 Park, Eagle Street,
 Glasgow, G4 9XA
 Tel: 0141 341 5040
 Fax: 0141 341 5045

Client
HRN Tractors Ltd.

Project
**Proposed Showroom/Workshop
 Pitglassie/Dingwall**

Title
**Conceptual Stormwater and Foul
 Drainage Plan**

Status
FINAL

Drawing No. 367098-001	Revision B
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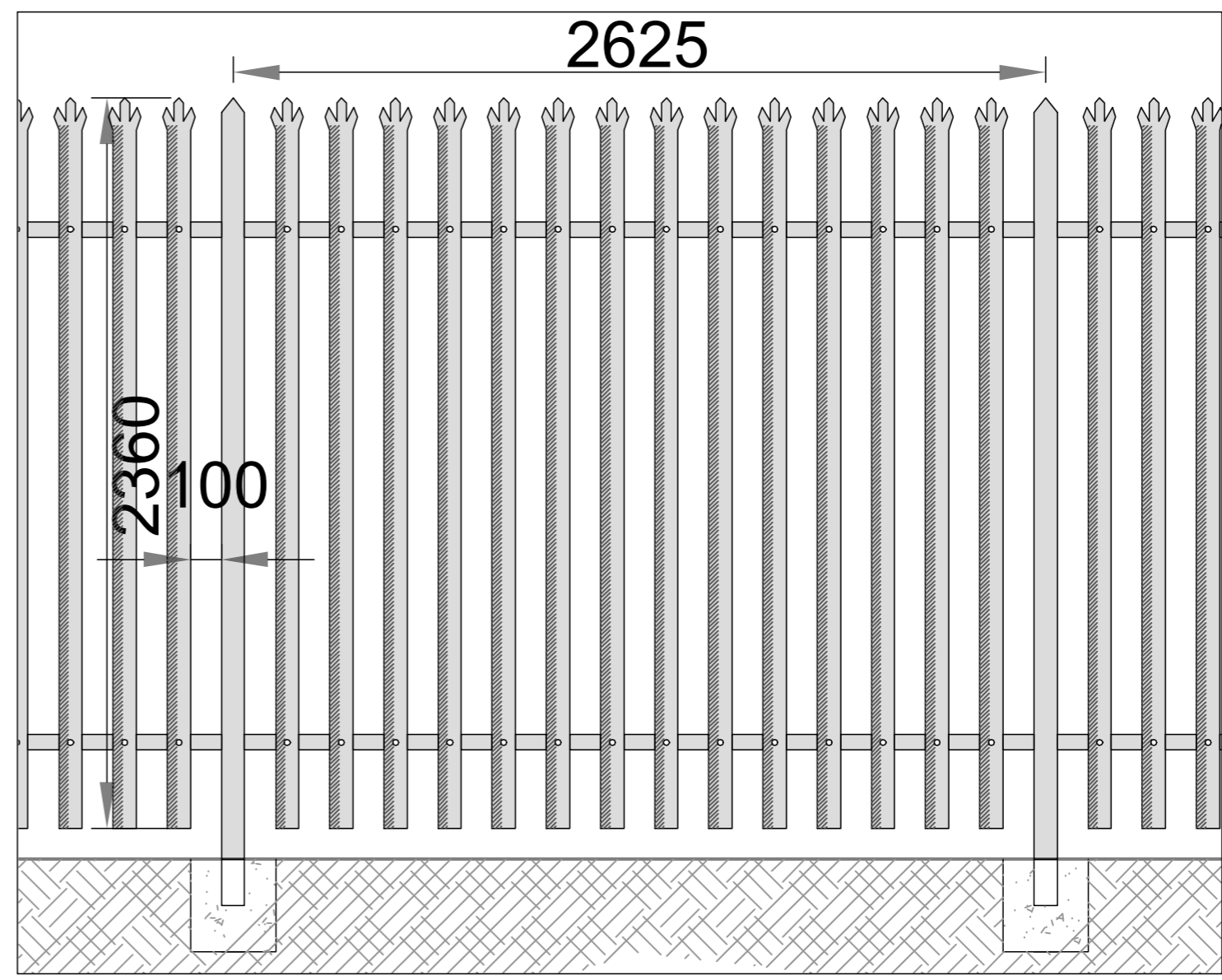
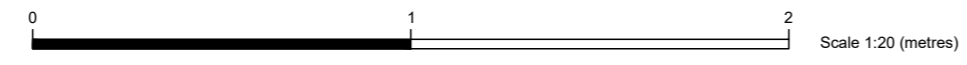
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Drawn CM	Checked FH	Approved FH

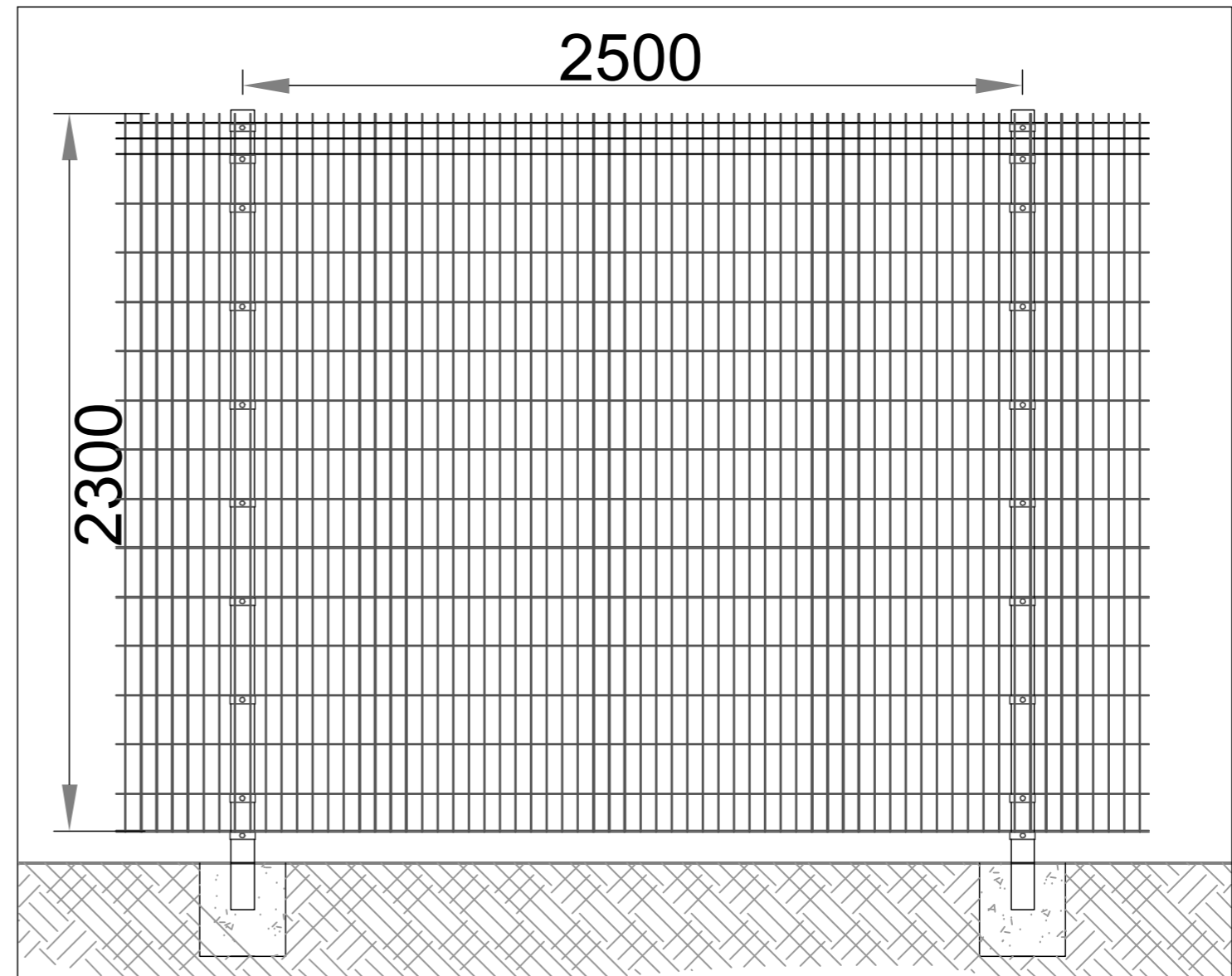


LEGEND

- Site Boundary
- Palisade Fence - 2.36m High to perimeter of site
- Paladin Fence - 2.3m High to perimeter of site
- Proposed Building



PALISADE FENCE ELEVATION
Scale 1:20



PALADIN FENCE ELEVATION
Scale 1:20

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Rev.	Date	Description	App'd

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PLANNING
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Drawn By GM	Checked By
Drawing Sheet Size A2	Tel: 01738 450436 Date AS SHOWN 18.10.2014

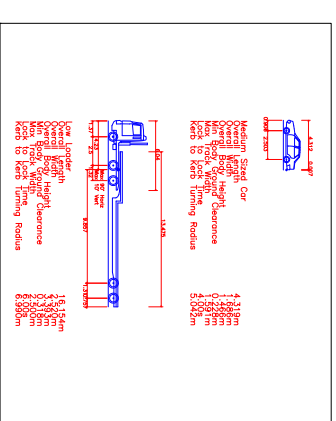
Project Title
PROPOSED BUILDING FOR AGRICULTURAL REPAIRS, SERVICING AND SALES FOR HRN TRACTORS AT DINGWALL

Drawing Title
PROPOSED FENCE DETAILS

Project Number P14-097	Revision A
Drawing Number PL_04	

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Notes:
Vehicle Specification



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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ECS Transport Planning Ltd
Centrum Offices
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G1 3DX



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

Client

HRN TRACTORS LTD

Project

PITGLASSIE, DINGWALL

Title

**LOW LOADER LEFT TURN
FROM A862**

Team	Drawn	Checked	Approved
-	SS	MS	MS

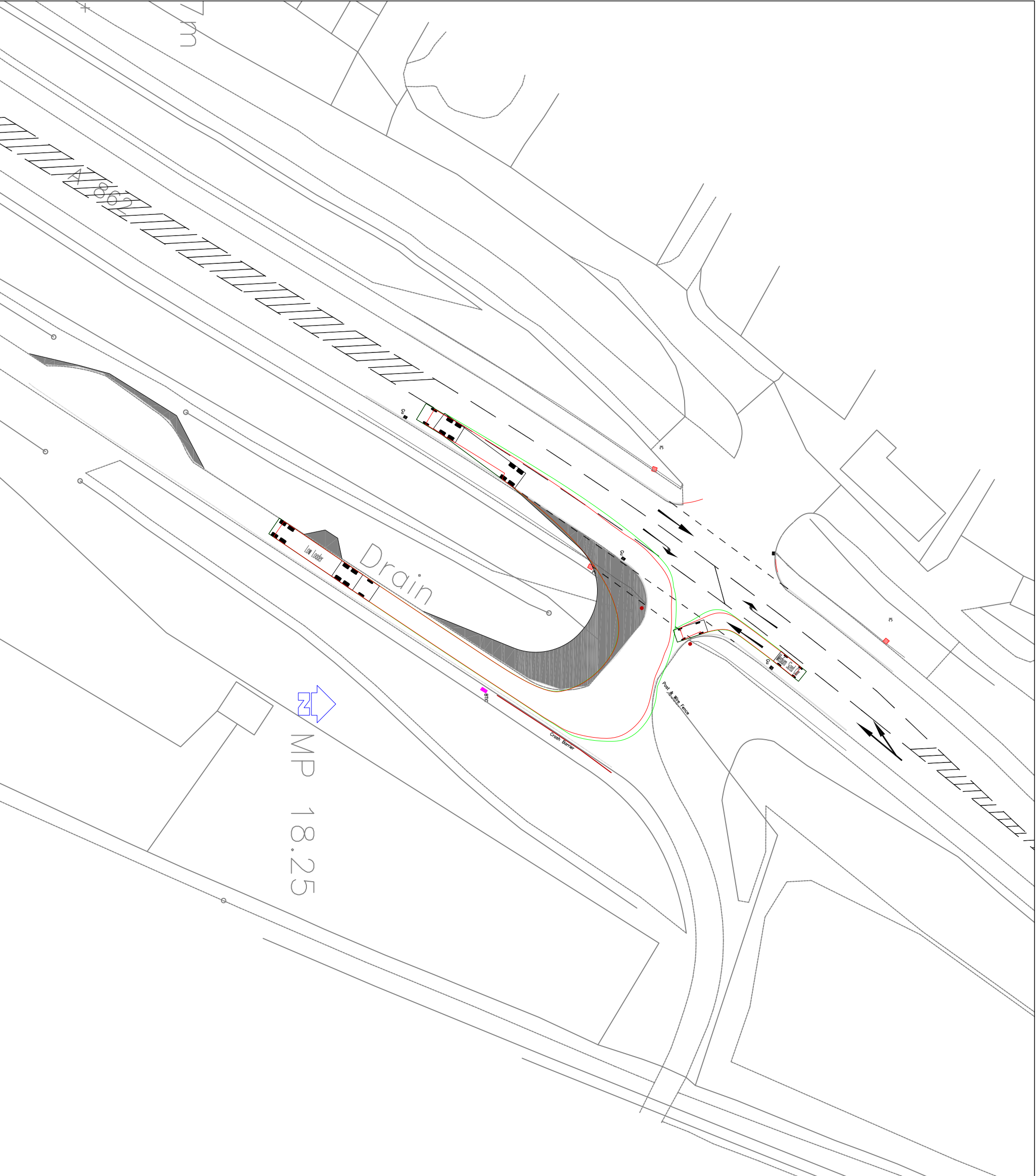
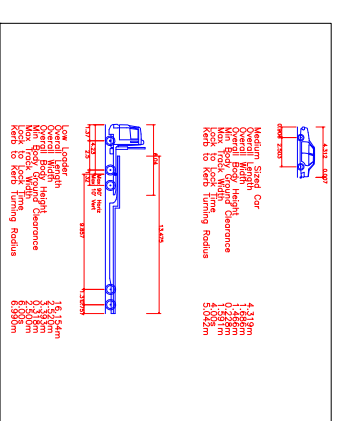
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N.T.S
Date
18.02.15

Project No.	Drawing No.	Rev
15032	15032_006	-

Purpose of Issue
 Preliminary
 For Information
 For Tender
 For Approval
 For Construction
 As Built
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Notes:
Vehicle Specification



REV	DATE	AMENDMENTS	DRAWN	CHK	APP
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G1 3DX



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Client

HRN TRACTORS LTD

Project

PITGLASSIE, DINGWALL

Title

LOW LOADER LEFT TURN
TO A862

Team	Drawn	Checked	Approved
-	SS	MS	MS

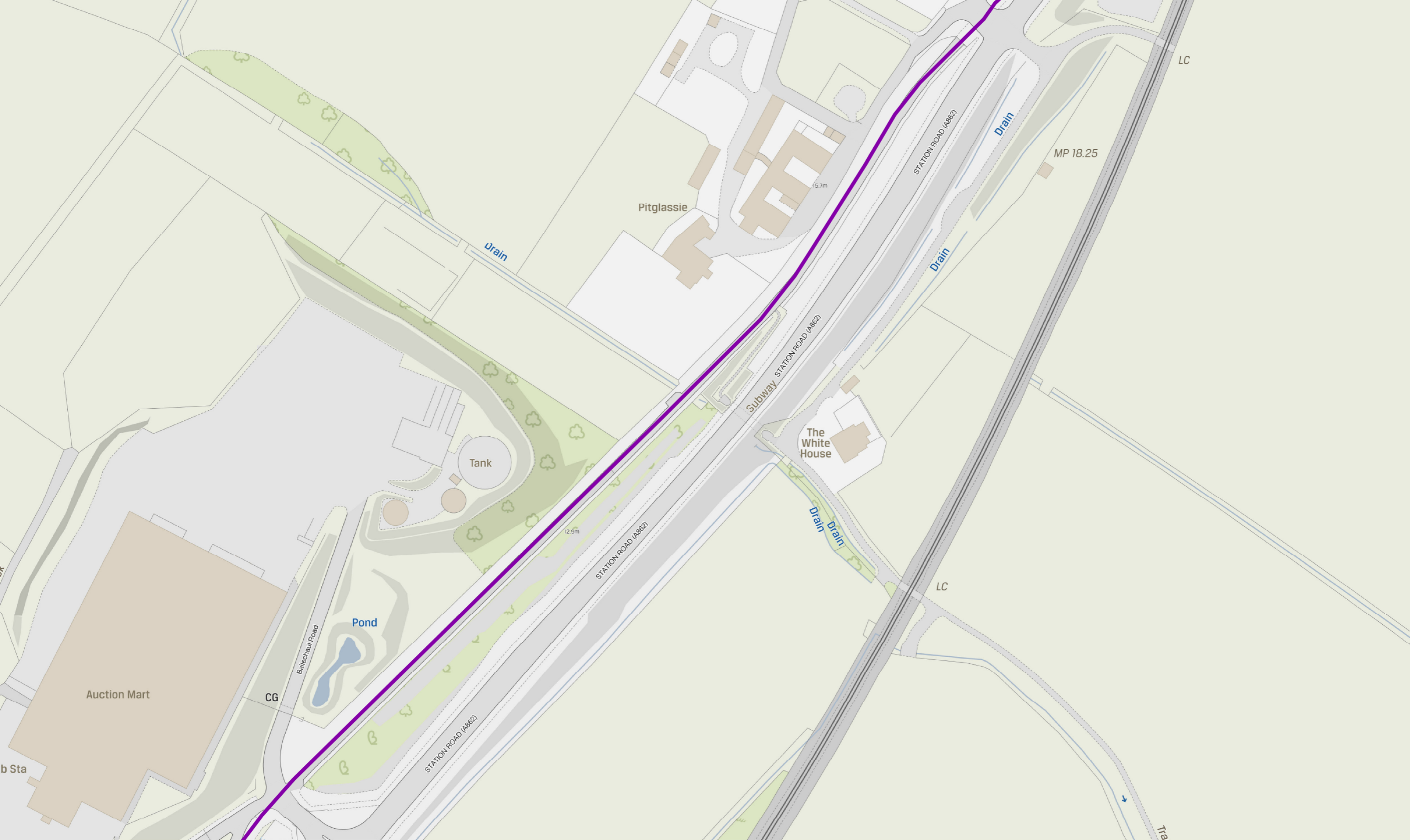
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Date 18.02.15

Project No.	Drawing No.	Rev
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Pitglassie

15.7m

MP 18.25

Tank

The White House

Auction Mart

Pond

Bailecharu Road

CG

STATION ROAD (A862)

STATION ROAD (A862)

Subway STATION ROAD (A862)

STATION ROAD (A862)

Drain

Drain

Drain

Drain

LC

LC

The

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