

Agenda Item	6.6
Report No	PLN/041/20

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 20 October 2020

Report Title: 20/02826/FUL: Mr and Mrs Wilson
Land 105M North of 1 Dalmore Farm Cottages, Alness

Report By: Acting Head of Development Management – Highland

1. Purpose/Executive Summary

1.1 **Description:** Erection of farm shop and cafe and formation of car park, play area and animal petting area

Ward: 06 - Cromarty Firth

1.2 **Development category:** Local Development

Reason referred to Committee: Application submitted by a Member of The Highland Council

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 Consent is sought for the erection of a building containing shops and a café at Dalmore Farm on the edge of Alness. The proposal also includes formation of parking, landscaping and a play area. The proposed development comprises the following elements;

- A single storey building totalling approx. 1010m² and containing retail spaces including a larder, flower shop, craft shop, clothes shop and café of approximately 113.14m². The building also contains staff offices, stores and toilets.
- An outdoor children's play area and enclosed animal petting area located at the north/east edge of the site.
- Formation of parking areas at the western edge of the site and footpath link to the existing B817 footpath.
- The formation of a landscaping mound along the northern boundary.

The applicant's design statement states that "the concept is one of a retail experience incorporating a range of food and non-food items, many locally produced, together with a café also using local produce. In addition, reflecting the proximity of the site to Dalmore Farm, the proposal will include a farm animal petting area and an outdoor play area for children. Access to the farm and petting areas for early years education purposes will be actively encouraged".

3.2 Pre-Application Consultation: 20/02319/PREAPP – Advice given regarding principle of development and information that would be required to support the application.

3.4 Supporting Information: Design Statement, Drainage Statement, Transport Assessment and Site Investigation Report

3.5 Variations: Site Layout Plan amended 07.10.2020 to include details of parking layout and cycle storage.

4. SITE DESCRIPTION

4.1 The site is currently grassland used for hay bale storage which rises approx. 2m in levels from south to north. The existing farm buildings are located to the south and comprise traditional stone buildings and more modern metal clad agricultural sheds. The site is bounded by the A9 to the north which sits in a cutting below the level of the site. The B817 Alness-Invergordon road is located to the west of the site. Agricultural fields lie to the east. There is a mix of evergreen and deciduous trees on the A9 embankment to the north of the site. The site is accessed from the existing Dalmore Farm Junction off the B817. The Jubilee cycle/pedestrian path passes through the junction into the site and provides an active travel link with Alness and Invergordon.

5. PLANNING HISTORY

None found

6. PUBLIC PARTICIPATION

- 6.1 Advertised: Unknown Neighbour
Date Advertised: 21.08.2020
Representation deadline: 04.09.2020
Timeous representations: 0
Late representations: 0

7. CONSULTATIONS

- 7.1 **Flood Risk Management Team - Objection Resolved** – Initial objection withdrawn on 09.09.2020 following the submission of a drainage statement which clarified the drainage strategy for the development.
- 7.2 **Transport Planning – Objection Resolved** - Objected to the application 18.08.2020 as a Transport Assessment was not submitted with the application.
Following the submission of a Transport Assessment on 21.09.2020 a second response from Transport Planning was received on 30.09.2020 which maintained the objection and requested further information in relation to composition/dimensions of the various aspects of the development, improvement of visibility splays at the existing junction, details of existing vehicle movements at the access, details of parking provision and consideration of pedestrian/cyclist signage and crossings.
Following the submission of an amended Transport Statement and an amended site layout Plan on 07.10.2020 Transport Planning confirmed on 07.10.2020 no objections subject to the removal of obscuring vegetation within the visibility splay to the south-east to achieve 2.4m x 120m. Conditions are recommended regarding provision of parking, cycle parking, a Construction Phase Traffic Management Plan (CTMP), and final details of signage and a pedestrian/cycle markings across the existing junction.
- 7.3 **Contaminated Land – No objection** - Asked for clarification regarding historic reference to a sheep wash in the southern part of the site. Information in response to this was submitted 28.08.2020.
Following submission of further information Contaminated Land confirmed that contamination investigation was not necessary at the site. An informative is recommended which shall be attached to any decision notice.
- 7.4 **Development Plans** – Advice given regarding relevant policy including that the application should demonstrate that the proposal will accord with the Town Centre First policy approach and provide active travel connections.
- 7.5 **Transport Scotland – Objection Resolved** – Objected to the application 24.08.2020 and requested further information in the form of Transport Assessment.

Following the submission of a Transport Assessment on 21.09.2020 a second response from Transport Planning was received 01.10.2020 which maintained the objection and requested further information/clarification regarding trip data, road safety, inconsistencies in the application and pedestrian/cyclist signage.

Following submission of an amended Transport Statement on 07.10.2020 Transport Scotland confirmed on 07.10.2020 that they are content the development will have to significant impact upon the Trunk Road subject to standard conditions that shall be attached to any consent.

8. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

8.1 Highland Wide Local Development Plan (HwLDP 2012)

- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 34 - Settlement Development Areas
- 36 - Development in the Wider Countryside
- 40 - Retail Development
- 43 - Tourism
- 56 - Travel
- 66 - Surface Water Drainage

8.2 Inner Moray Firth Local Development Plan (IMFLDP 2015)

Policy 1: Promoting and Protecting City and Town Centres

8.5 Highland Council Supplementary Planning Policy Guidance

- Flood Risk and Drainage Impact Assessment (Jan 2013)
- Sustainable Design Guide (Jan 2013)

9. OTHER MATERIAL POLICY CONSIDERATIONS

9.1 Scottish Government Planning Policy

- Promoting Town Centres Paragraphs 58 – 60
- Promoting Sustainable Transport and Active Travel Paragraphs 286 - 291

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) Layout and Design
 - c) Roads and Transportation

Development plan/other planning policy

- 10.4 The site is located just outside the settlement development area for Alness as defined within the Inner Moray Firth Local Development Plan (IMFLDP). The principal determining policies with regards to this primarily retail development include Policy 40 (Retail Development) of the HwLDP and Policy 1 (Promoting and Protecting City and Town Centres) of the IMFLDP.
- 10.5 Policy 40 (Retail Development) of the HwLDP adopts a sequential approach to the assessment of retail development, directing proposals to identified town centres in the first instance, then to edge of town centre locations and then finally to out of centre locations. The proposal is considered to be an out of town centre development. Retail development outwith town centres is considered acceptable subject to the following 3 tests; where there are no suitable sites within or at the edge of a town centre, where there would be no detrimental impact on the vitality and viability of the town centre and where active travel and public transport links exist or can be secured.
- 10.6 Policy 1 (Promoting and Protecting City and Town Centres) of the IMFLDP lists Alness as a town centre where development judged to have an adverse impact upon its vitality and viability will not be supported.
- 10.7 The proposed development aims to provide a visitor experience and combines retail/café facilities with outdoor attractions including a play area and the chance to feed and pet animals. The first criteria of policy 40 for assessing out of town centre retail development is that there must be no suitable sites within or at the edge of the town centre. In this instance there is a requirement for outdoor space to provide play area and animal feeding/petting. The development also has a strong link to Dalmore Farm due to the sale of produce from the farm in the proposed larder shop and also in terms of access to the existing farm animals to provide a destination which combines a range of experiences. It is considered reasonable to accept that a site within or at the edge of the town centre could not provide the space required in order to provide the development proposed, in particular the elements requiring outdoor space and access to the existing farm.
- 10.8 The second criteria of policy 40 asks that the impact on the vitality and viability of the existing town centre is considered. This is also required by policy 1 (Promoting and Protecting City and Town Centres) of the IMFLDP. The proposal seeks to relocate two existing retail businesses on the High Street to the new development while also providing additional facilities such as the café. Out of town centre development can have an adverse impact upon town centres by removing footfall and for this reason retail development within town centres is promoted within national and local planning policy as the first option. Alness High Street however currently provides a vibrant mix of food and non-food premises as well as many

other professional services such as salons, banks and a car garage. The development is within walking distance of the town centre and has potential to complement the existing High Street rather than remove a significant level of footfall that would cause a decline in its vitality. The development is also located opposite the Dalmore Distillery Visitor Centre and has potential to increase visitor stay and spend within Alness as a whole. The development is of a relatively small to medium scale and overall is considered to augment the role Alness plays as a local centre in Easter Ross without having significant adverse effect upon Alness High Street.

- 10.9 The third and final criteria of policy 40 asks that good active travel links exist or can be secured. There is a well developed off-road network of pedestrian and cycle infrastructure in the vicinity of the site. Dalmore Farm is connected to Alness, Evanton and Invergordon by the Jubilee pedestrian/cycle path which passes over the junction into the site. There are bus services between Alness and other towns within Highland as well as a train station within approximately 15 minutes walking distance. The closest bus stop is located opposite Morrisons supermarket within approximately 10 minutes walking distance. The development includes a new footpath to link to the existing pedestrian Diamond Jubilee footpath and cycle route. Signage directing visitors to and from the site and an information board highlighting the town centre and other local attractions shall be provided. The development is considered to be supported by existing active travel linkages and therefore meets the third criteria of policy 40.
- 10.10 The development is considered to meet the policy tests of policy 40 (Retail Development) of the HwLDP. Furthermore, the development is considered to accord with Policy 1 (Promoting and Protecting City and Town Centres) of the IMFLDP which seeks to ensure development has no adverse impact upon the vitality and viability of town centres.
- 10.11 Other policy of relevance to the proposal includes policy 43 (Tourism) of the HwLDP. This policy seeks to enhance this part of the Highland economy and amongst other factors asks that developments are assessed as to whether they will increase the length of visitor stay/spending and support existing tourist facilities. The proposal is located opposite Dalmore Distillery Visitor Centre and in close proximity to Alness town centre and Invergordon. The development is to include information on surrounding attractions in the area and is considered to be supported by this policy due to the potential to bring visitors to the area and increase their length of stay.
- 10.12 Policy 56 (Travel of the HwLDP) is also relevant to the development and highlights the importance of assessing the transport implications of developments and encouraging a shift to more active and sustainable modes of transport. The development was supported by a Transport Statement and following revisions to the scheme both Transport Scotland and Transport Planning have confirmed that they now have no objections. As noted above the development is considered to be well supported by active travel links and is therefore considered compliant with policy 56.

Layout and Design

- 10.13 The existing access into the farm will be extended into newly created parking areas adjacent to the west B817 boundary. The proposed shop/café is located at the northern half of the site with play area and petting area positioned to the east of the building. A footpath is to be installed connecting the entrance with the existing footpath adjacent to the B817.
- 10.14 The single storey building has been designed with the service accommodation such as kitchen/toilets along the north side of the building where the impact of traffic noise and lack of daylight is less of an issue. The public spaces are located to the south, east and west with the café/play area and petting area positioned to take advantage of views over the adjacent farmland. External canopies have been incorporated into the south and east elevation.
- 10.15 The proposed building is considered to reflect the scale and form of the adjacent agricultural buildings and is considered in keeping with the farm setting. The material palette includes dark grey metal cladding and natural shiplap timber. The feature bay window facing the B817 roadside elevation is to be timber sash and case surrounded by painted board on board timber cladding. This feature together with the proposed signage provides some animation to the roadside elevation. The material palette is recessive and will assimilate with the existing dark metal, timber and stone agricultural buildings to the south.
- 10.16 Soil removed from the site will be used to form a mounded visual and acoustic barrier at the north boundary adjacent to the A9. Tree planting is to be provided to the B817 frontage, along the pedestrian access path and around the parking areas.
- 10.17 The layout, design and materials are considered to be appropriate for the location and respect the existing character and appearance of the site.

Roads and Transportation

- 10.18 Following the submission of a Transport Statement and amended proposals to improve visibility splays to the south-east, both Transport Scotland and Transport Planning are satisfied that there will no significant roads or transportation impacts. The development is expected to generate approximately 230 vehicle trips from a wide vehicle catchment area over the course of a 12-hour day. This is not considered to have a significant impact on the local road network or the A9 Trunk Road junction.
- 10.19 The existing access from the B817 into Dalmore Farm is to be utilised to serve the development. This existing junction is approximately 6.5m in width with 15m corner radii creating a wide bellmouth suitable for the development and for larger farm vehicles. The development is located within a 40mph speed restriction where visibility splays of 2.4m x 120m would be expected to be achieved. Presently 4.5m x 120m is available to the north-west but only 2.4m x 70m to the south-east. A 7 day speed survey was carried out at the end of August which measured 85th percentile speeds as 37.7mph. The 85th percentile speed measurement does not support the current shortfall in visibility to the south-east. Therefore, in order to achieve 2.4m x 120m visibility splays to the south-east vegetation within land owned by the applicant shall be cut-back.

- 10.20 Parking provision is provided in accordance with the Council's Roads and Transport Guidelines for New Developments and a total of 65 spaces (3 of which will be suitable for camper vans), 3 accessible bays and 6 staff parking spaces will be formed. The development proposes to incorporate 10 cycle stands also in accordance with the aforementioned guidelines.
- 10.21 The site is to be served once a week by a private waste collection contractor. It is anticipated that the completed development would generate between 8 and 10 LGV-type servicing movements each week. A swept path drawing suitably demonstrates that such vehicles can access and manoeuvre within the site in a safe manner.
- 10.22 As discussed above there is an existing footpath and cycle path leading directly past the site and the existing active travel links between the development and Alness are considered acceptable. To ensure pedestrian and cyclists can access the development in a safe and legible manner, additional signage is to be provided directing pedestrians and cyclists to and from the site. Furthermore, the pedestrian/cycle crossing over the existing junction is to be clearly marked by a coloured and textured surface. A new footpath is to be formed linking the entrance directly with the existing path adjacent to the B817.

Developer Contributions

- 10.23 Policy 31 requires that, where developments create a need for new or improved public services, facilities or infrastructure, the developer makes a fair and reasonable contribution in cash or kind towards these additional costs or requirements. Business developments are exempt from education, community facilities and affordable housing contributions. Consultation has not highlighted any requirement for off-site improvements to transport, green infrastructure or water and waste. Therefore, no developer contributions are sought in relation to this development.

11. CONCLUSION

- 11.1 The proposal is considered to meet the policy tests of policy 44 (Retail Development) of the HwLDP and Policy 1 (Protecting and promoting Town Centres) of the IMFLDP. The farm shop/experience nature of the development is considered to justify the out of centre location. Furthermore, the proposal is not considered to have a significant adverse impact on the Alness High Street which currently boasts a diverse and sustainable mix of shops and services. Transport related objections have been resolved and the layout and design of the development is considered appropriate for the context.
- 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: Development is accessible by sustainable and active travel links. A condition is included requiring the provision of an electric vehicle charging point.
- 12.5 Risk: Not applicable.
- 12.6 Gaelic: Not applicable.

13. RECOMMENDATION

Action required before decision N issued

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

Conditions and Reasons

1. No development or work 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: To ensure that the development is sensitive to, and compatible with, its context and local architectural styles.
2. Prior to the first occupation of the development hereby approved, 65 car parking spaces (3 of which shall be suitable for camper vans), 3 disabled bays, 5 staff parking bays and 1 disabled staff parking bay shall be provided within the application site in accordance with approved plan reference 102-0065-PL(90)001-D. Thereafter, all car parking spaces shall be maintained for this use in perpetuity.

Reason: In the interests of road safety, and that the works involved comply with applicable standards.
3. Visibility splays of 4.5m x 120m to the north-west and 2.4m x 120m to the south-east (the X dimension and Y dimension respectively) shall be formed at the junction with the B817 and maintained in perpetuity. No other development shall commence until the vegetation currently obscuring the south-east visibility splay is removed. This visibility splay shall be kept free of obscuring vegetation in perpetuity.

Reason: In the interests of road safety, and that the works involved comply with applicable standards.
4. Prior to the first occupation of the development hereby approved the footpath linking the development with the existing footpath adjacent to the B817 shall be complete and available for use.

Reason: To ensure that the development has an active travel link to the existing pedestrian and cycle way; in the interests of facilitating sustainable and active modes of travel.

5. No development shall commence until full details of covered and secure communal bicycle storage/racking for 10 bicycles have been submitted to, and approved in writing by, the Planning Authority. Thereafter, the storage/racking system shall be installed in accordance with these approved details prior to the first occupation of the development hereby approved.

Reason: In order to facilitate the use of a variety of modes of transport.

6. No development shall commence until a signage strategy to direct motorised vehicles and pedestrians/cyclists to and from the site is submitted to, and approved in writing by, the Planning Authority. The strategy shall include signage which identifies the location of the east/west crossing of the B817 south of the Morrisons supermarket roundabout. The development shall thereafter proceed in accordance with the approved details.

Reason: To encourage active travel and to ensure that active travel links to and from the site are easily identified.

7. No development shall commence until details of a defined pedestrian/cycle crossing point at the existing Dalmore Farm junction have been submitted to, and approved in writing by, the Planning Authority. The development shall thereafter proceed in accordance with the approved details and be completed prior to the first occupation of the development hereby approved.

Reason: To ensure safe pedestrian/cyclist movement to and from the site; in the interests of amenity and road safety.

8. No development shall commence until details of the siting, design, materials and content of an information board within the site has been submitted to, and approved in writing by, the Planning Authority. The information board shall provide information on local attractions and identify the cycle/pedestrian route to Alness Town Centre. The information board shall be installed in accordance with the approved details prior to the first occupation of the development hereby approved.

Reason: To enhance visitor interpretation of the area and increase the length of visitor stay in the area; in the interests of compliance with policy 43 (Tourism) of the Highland-wide Local Development.

9. No development shall commence until a Construction Phase Traffic Management Plan (CTMP) has been submitted to and approved in writing by the Planning. The CTMP shall include measures to ensure construction traffic adheres to approved routes and propose measures to mitigate the impact of such traffic, including wheel washing facilities and appropriate temporary signage at the site access. The development shall thereafter be undertaken in accordance with the approved details.

Reason: To ensure that construction traffic is appropriately managed; in the interests of road safety and amenity.

10. All vehicles transporting construction material to and from the proposed development shall be sheeted.

Reason: To ensure that material from the site is not deposited on the trunk road to the detriment of road safety.

11. Prior to the commencement of any works on site, vehicle wheel cleaning facilities shall be installed and brought into operation on the site, the design and siting of which shall be subject to the prior approval of the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority.

Reason: To ensure that material from the site is not deposited on the trunk road to the detriment of road safety.

12. No development shall commence until details of a scheme of hard and soft landscaping works have been submitted to, and approved in writing by, the Planning Authority. Details of the scheme shall include:

- i. A plan showing existing landscaping features and vegetation to be retained;
- ii. Details of the dimensions and landscaping finish of the bund adjacent to the north boundary shown on approved plan reference 102-0065-PL-90-001 REV A
- iii. The location and design, including materials, of any existing or proposed walls, fences and gates;
- iv. All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities; and
- v. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of 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.

13. No development shall commence until a scheme detailing the provision electric vehicle charging points has been submitted to, and approved in writing by, the Planning Authority. The scheme shall include details of the location, type of charging point and timescale for delivery and implementation at the site. The development shall thereafter proceed in accordance with the agreed details.

Reason: To facilitate the move toward the reduction in reliance of petrol and diesel cars.

14. No development shall commence until full details of any external lighting to be used within the site and/or along its boundaries and/or access have been submitted to, and approved in writing by, the Planning Authority. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter only the approved details shall be implemented.

Reason: In order to ensure that any lighting installed within the application site does not spill beyond the intended target area, does not impact adversely upon the amenity of any adjacent properties and does not result in 'sky glow'.

REASON FOR DECISION

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.

Contaminated Land

There is the potential for contamination at part of this site due to its former use as a Sheep Dip. As the proposed development would not appear to materially change the risk of potential contamination an investigation is not required. However, be advised that any re-development of this part of the site, or proposal for a more sensitive use (such as residential) will require a site investigation to demonstrate that contaminants are not a significant risk.

Should you wish to discuss potential contamination issues or commission your own investigation, please contact Community Services, Contaminated Land for advice.

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.

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.

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.

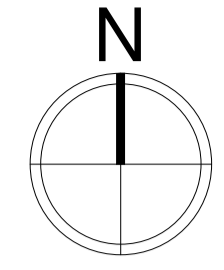
If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. 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

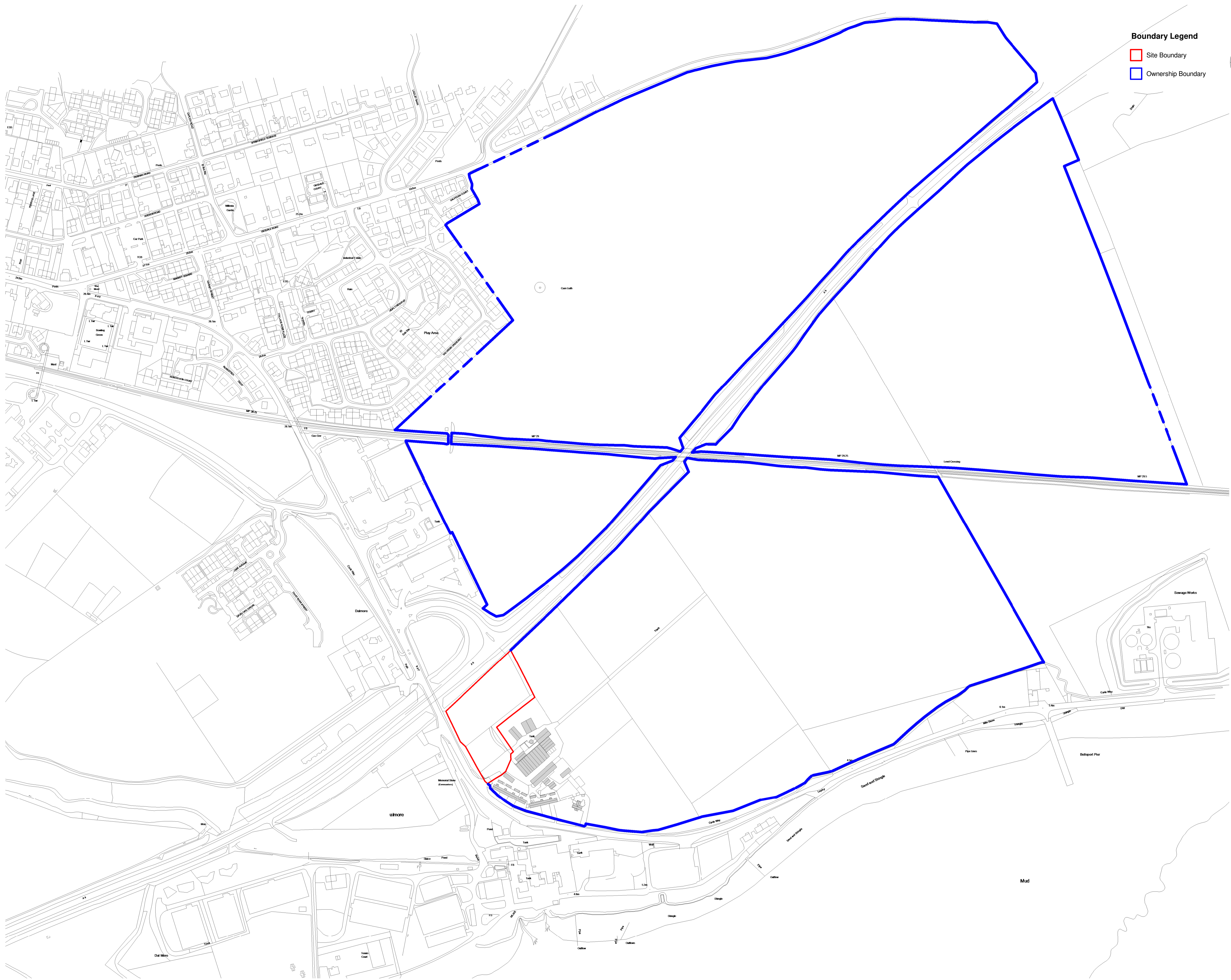
Designation:	Acting Head of Development Management – Highland
Author:	Rebecca Hindson
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - HC Location Plan Plan 2 - Location Plan 9356-L-90-001 REV A Plan 3 - Site Layout Plan 102 – 0065 – PL – 90- 001 REV D Plan 4 - Elevation Plan 102 – 0065 – PL – 04 – 001 REV A Plan 5 - Floor Plan 102 – 0065 – PL – 20 – 001 REV A Plan 6 - Sections 102 – 0065- PL – 90 – 002 REV A Plan 7 - Roof Plan 102 – 0065 – PL – 27 – 001 REV A

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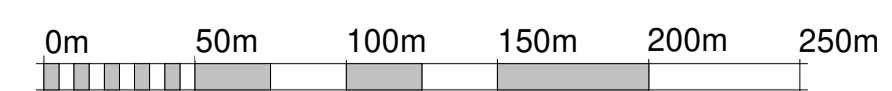


Boundary Legend

- Site Boundary
- Ownership Boundary



Location Plan
1:2500



VISUAL SCALE 1:2500 @ A1

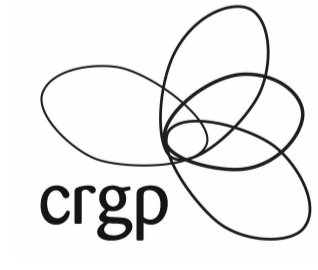
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A	-	Original - First Issue	

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Architecture Building Surveying Project Management Quantity Surveying



CLIENT
Mr & Mrs Wilson
Dalmore Farm
Ales, IV17 0UX

PROJECT
Dalmore Farm Shop

DRG. TITLE
Location Plan

STATUS	INFORMATION		
DRAWN	WM	SCALE	As indicated
CHECKED	BM&F	ORIGINAL	A1
JOB NO.	9356	DATE	Jul 2020
DRG. NO. -REV.			
			9356 - L(90)001-A

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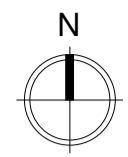
Parking Provision

Retail Car Parking
Cafe = 1 space per 5m² PFA + 1 per 3 staff
Food = 1 space per 14m² GFA
Non-food = 1 space per 20m² GFA

Cafe - 137m² / 5 = 28 spaces
Food - 93m² / 14 = 7 spaces
Non-food - 585m² / 20 = 30 spaces

Total spaces required = 65 spaces
Total spaces provided = TBC spaces

Cycle spaces = 1 in 8 car spaces
65 / 8 = 8 cycle stands
10 Stands provided



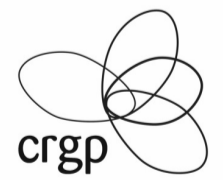
D	Date 4	Additional parking related dimensions added	AW (INV)
C	02/10/20	Parking spaces and cycle stands indicated.	AW (INV)
B	28/08/20	Cycle stands added	WM
A	-	Original - First Issue	
Rev	Date	Description	By

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Architecture Building Surveying Project Management Quantity Surveying



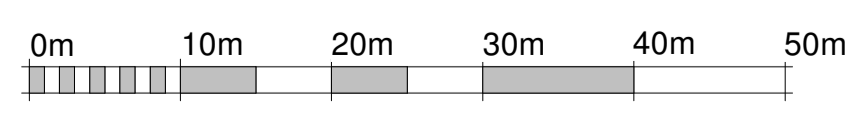
CLIENT
**Mr & Mrs Wilson
Dalmore Farm
Alness, IV17 0UX**

PROJECT
Dalmore Farm Shop

DRG. TITLE
Proposed Site Plan

STATUS	PLANNING		
DRAWN	WM	SCALE	1 : 500
CHECKED	BMcF	ORIGINAL	A2
JOB NO.	102-0065	DATE	Jul 2020
DRG. NO. -REV.	102-0065-PL(90)001-D		

Site Plan - Planning
1 : 500



VISUAL SCALE 1:500 @ A2

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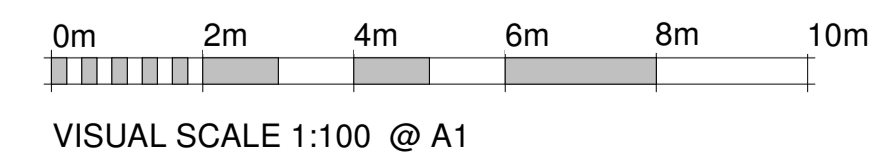


By Department Legend

- ADMIN
- CAFE
- CIRCULATION
- KITCHEN
- RETAIL
- STORAGE
- TOILETS

TOTAL FLOOR AREA = 1010m2 APPROX.

Ground Floor Plan - Planning
1 : 100



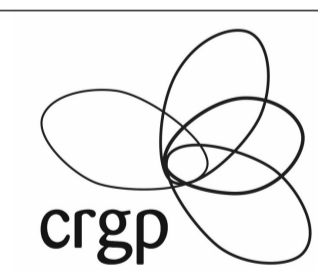
Rev	Date	Description	By
A	-	Original - First Issue	

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Architecture Building Surveying Project Management Quantity Surveying



CLIENT
Mr. & Mrs. Wilson
Dalmore Farm, Alness
IV17 0UX

PROJECT
Proposed Farm Shop
Dalmore Farm, Alness

DRG. TITLE
Proposed Floor Plan

STATUS **PLANNING**

DRAWN AW (INV) SCALE 1 : 100

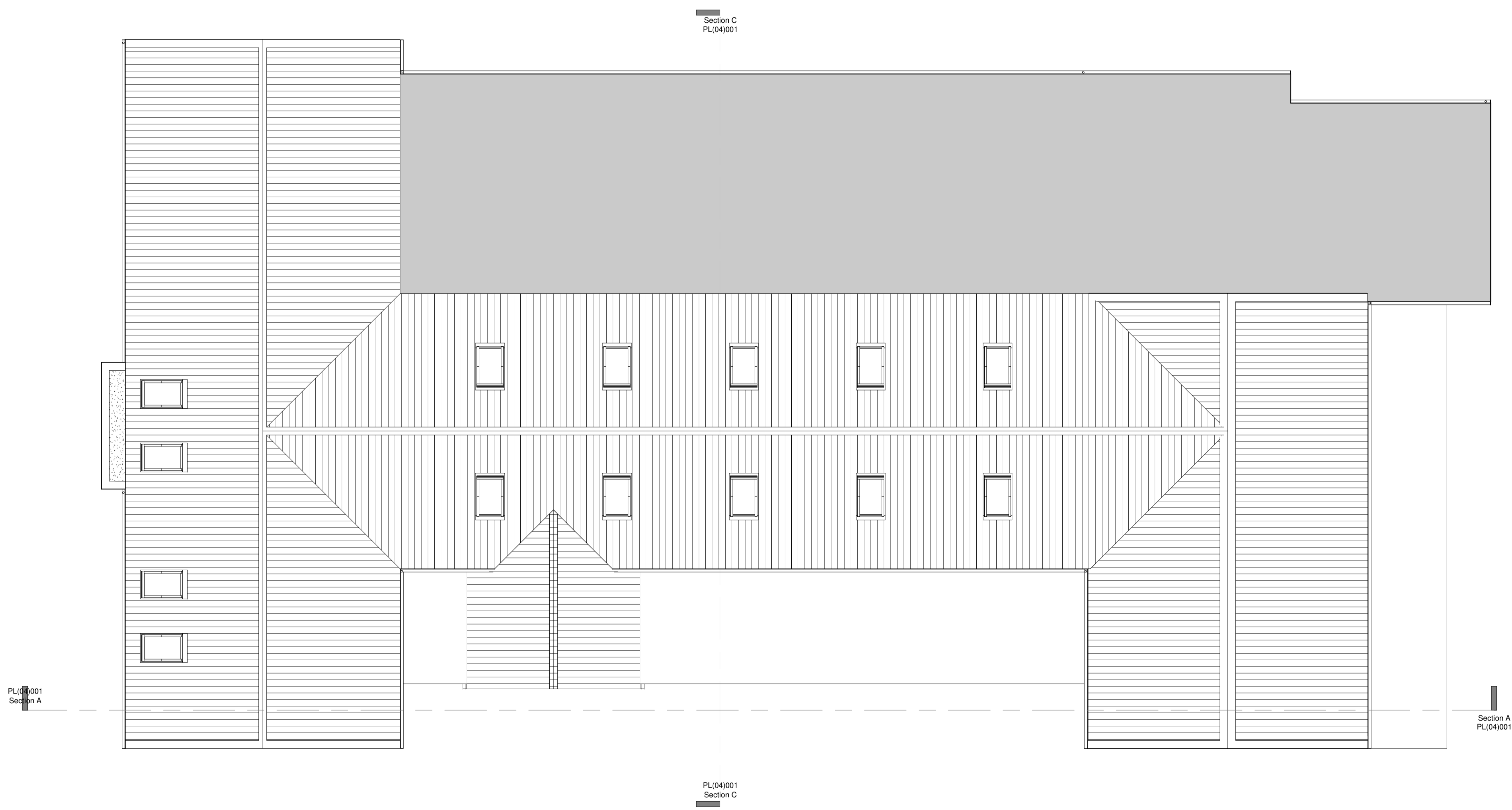
CHECKED BM&F ORIGINAL A1

JOB NO. 102-0065 DATE Jul. 2020

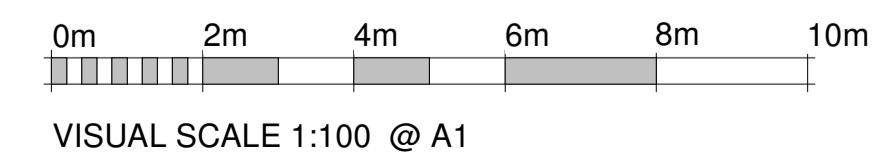
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Roof Plan - Planning
1:100



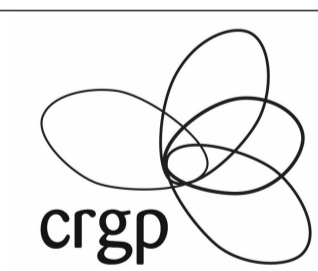
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Architecture Building Surveying Project Management Quantity Surveying



CLIENT
Mr. & Mrs. Wilson
Dalmore Farm, Alness
IV17 0UX

PROJECT
Proposed Farm Shop
Dalmore Farm, Alness

DRG. TITLE
Proposed Roof Plan

STATUS **PLANNING**

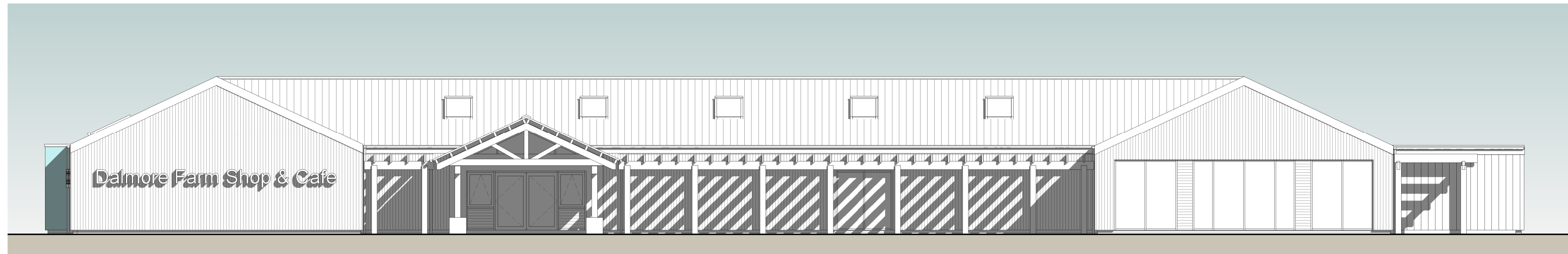
DRAWN AW (INV) SCALE 1:100

CHECKED BM&F ORIGINAL A1

JOB NO. 102-0065 DATE Jul. 2020

DRG. NO. -REV.

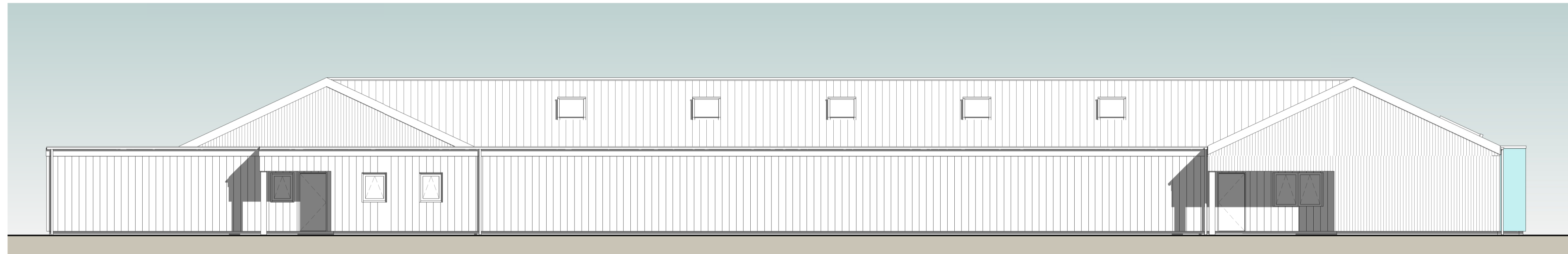
102-0065 - PL(27)001-A



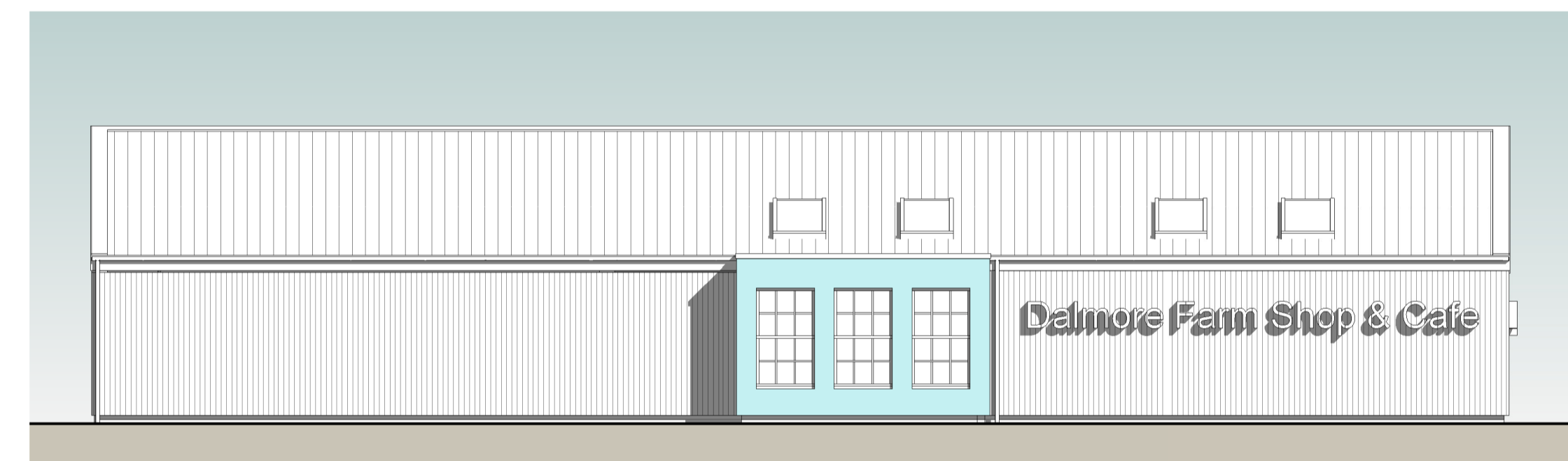
South Elevation - Planning
1 : 100

PROPOSED FINISHES	
PITCHED ROOF	- PROFILED DARK GREY METAL CLADDING - DARK GREY METAL FLASHINGS/FASCIA
FLAT ROOF	- DARK GREY SINGLE PLY MEMBRANE - DARK GREY METAL FASCIA
CANOPY	- CLEAR SHEETING TO ROOF - NATURAL TIMBER STRUCTURE
WALLS	- SHIPLAP NATURAL TIMBER CLADDING - DARK GREY PROFILED METAL CLADDING - PAINTED BOARD ON BOARD TIMBER CLADDING TO FEATURE WINDOW
WINDOWS	- ALUMINIUM CLAD TIMBER - COLOUR TBC - PAINTED TIMBER TO FEATURE WINDOW COLOUR TBC
ROOFLIGHTS	- DARK GREY ALUMINIUM CLAD TIMBER
DOORS	- ALUMINIUM CLAD TIMBER/GLAZED - COLOUR TBC
RAINWATER GOODS	- BLACK UPVC

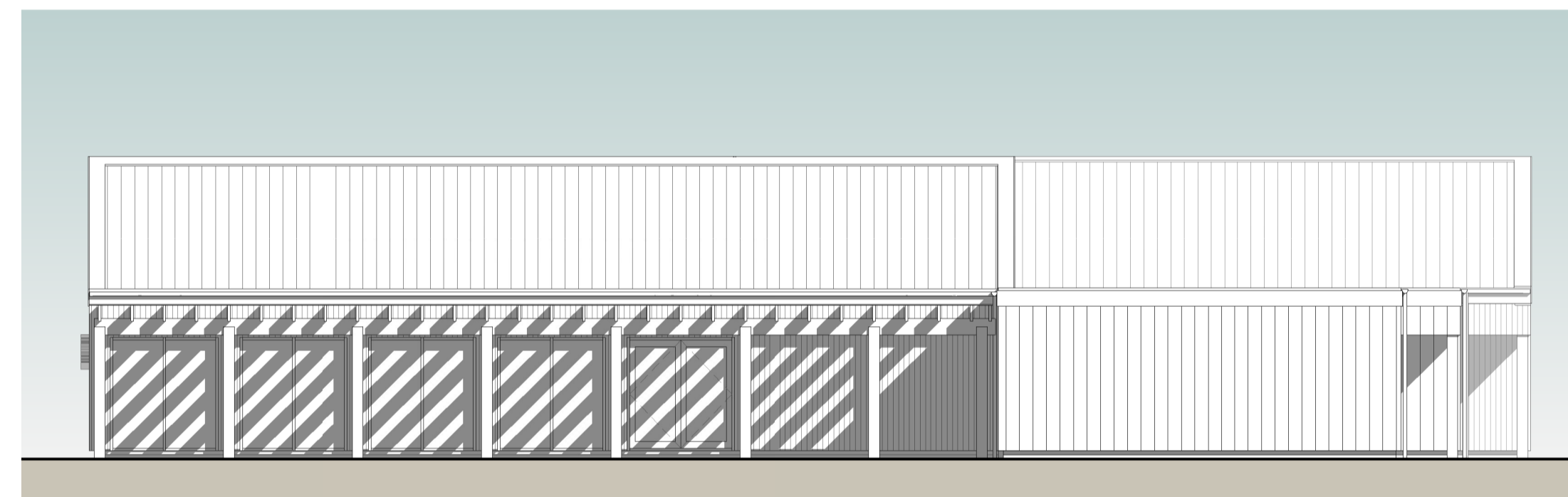
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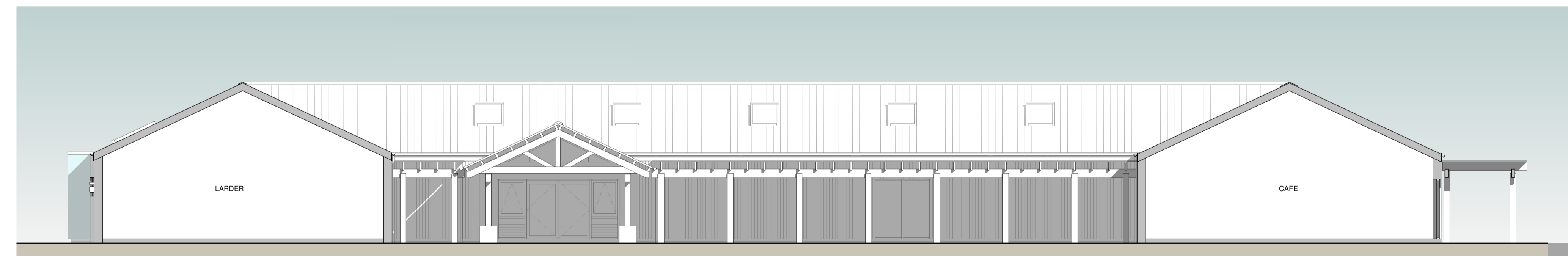
North Elevation - Planning
1 : 100



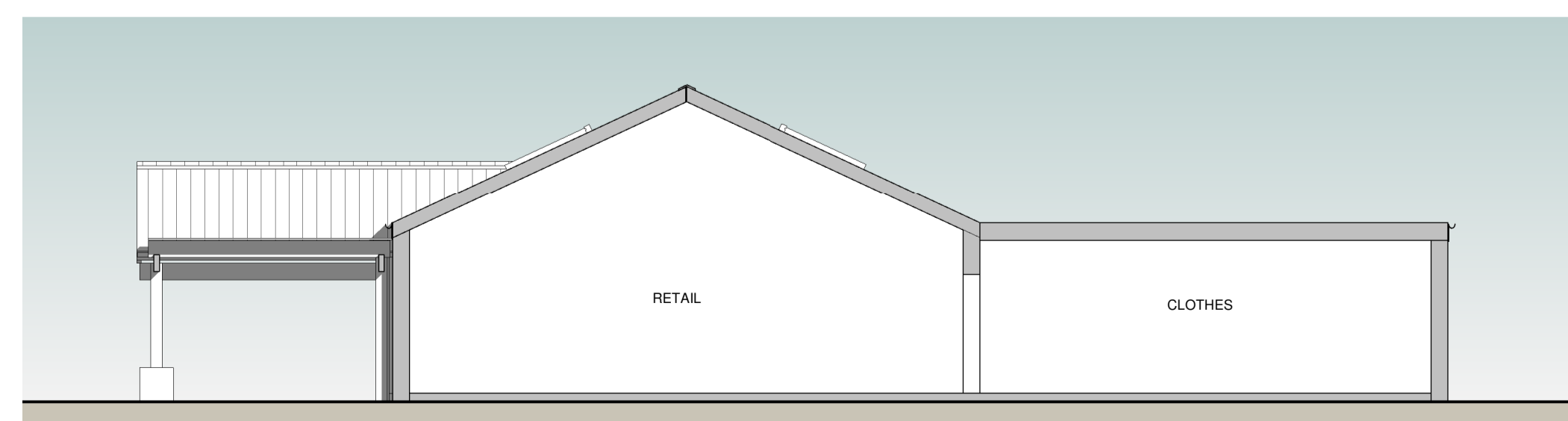
West Elevation - Planning
1 : 100



East Elevation - Planning
1 : 100



Section A
1 : 100



Section C
1 : 100



VISUAL SCALE 1:100 @ A1

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Architecture Building Surveying Project Management Quantity Surveying

CLIENT
Mr. & Mrs. Wilson
Dalmore Farm, Alness
IV17 0UX

PROJECT
Proposed Farm Shop
Dalmore Farm, Alness

DRG. TITLE
Proposed Elevations & Sections

STATUS **PLANNING**

DRAWN AW (INV) SCALE 1 : 100

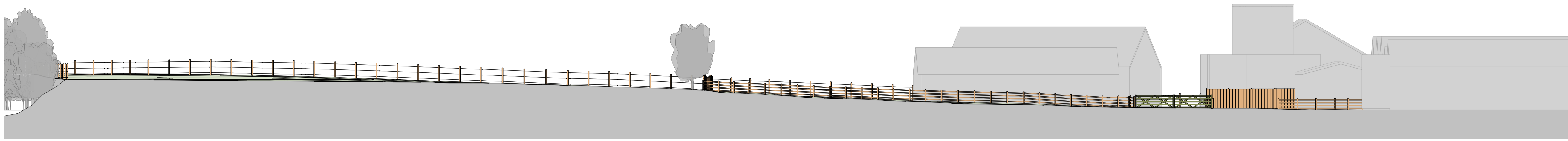
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JOB NO. 102-0065 DATE Jul. 2020

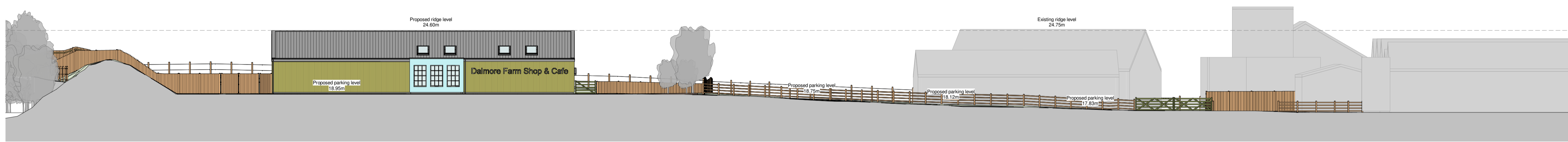
DRG. NO. -REV.

102-0065 - PL(04)001-A

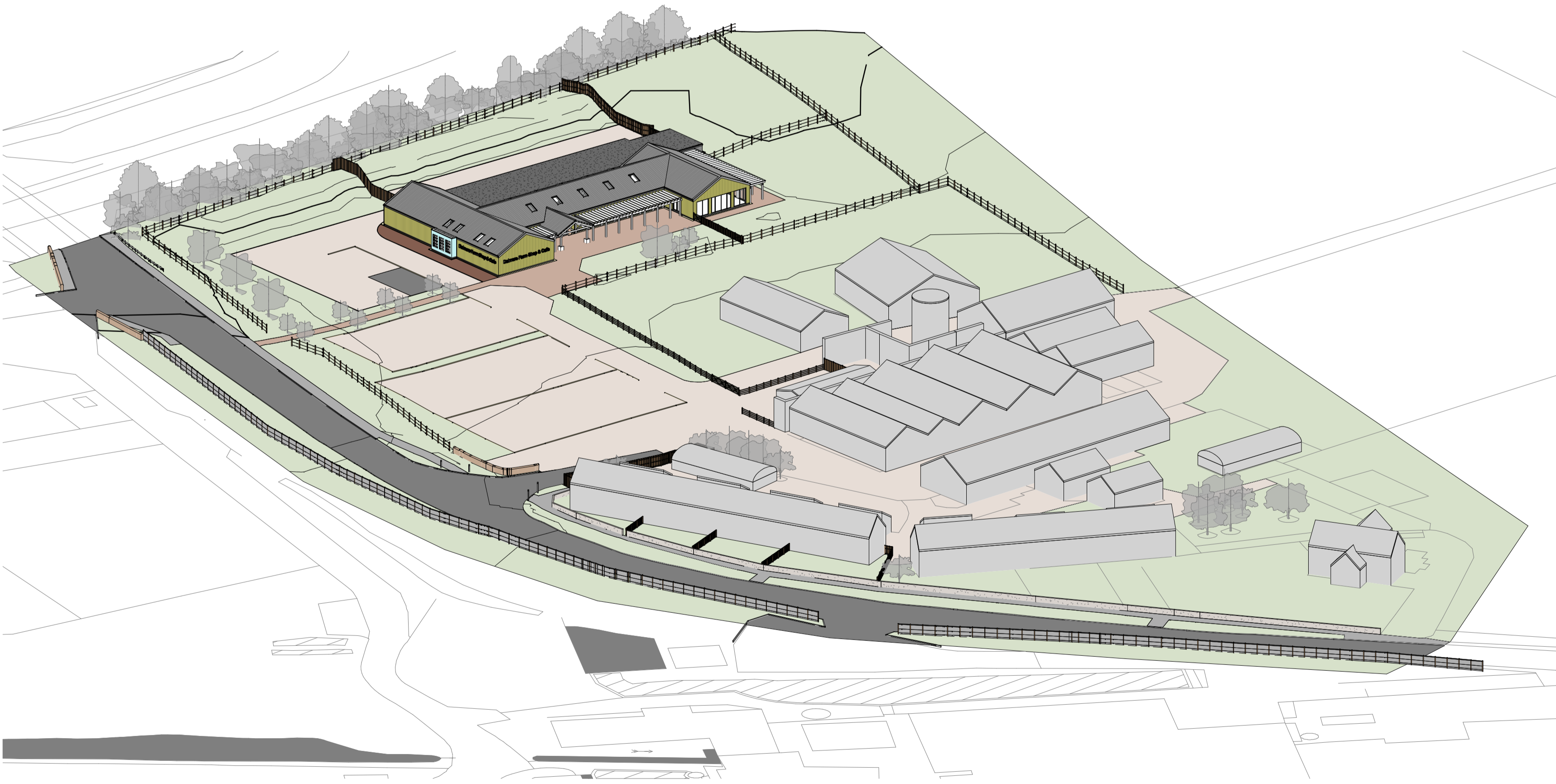
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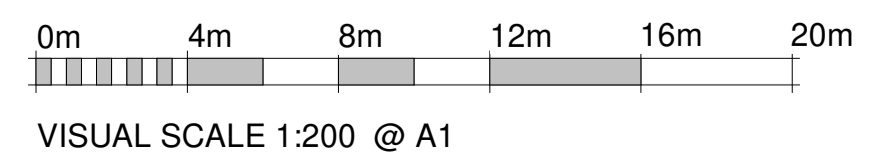
Site Section A - Existing
1 : 200



Site Section A - Proposed
1 : 200



Aerial View 01 - Proposed

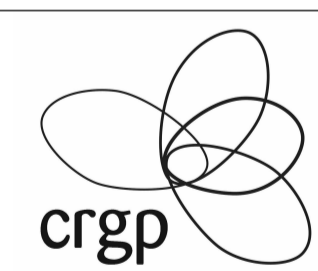


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Architecture Building Surveying Project Management Quantity Surveying

CLIENT
**Mr & Mrs Wilson
Dalmore Farm
Aness, IV17 0UX**

PROJECT
Dalmore Farm Shop

DRG. TITLE
Site Sections & Aerial View

STATUS **PLANNING**

DRAWN WM SCALE 1 : 200

CHECKED BM&F ORIGINAL A1

JOB NO. 102-0065 DATE Jul 2020

DRG. NO. -REV.

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