

THE HIGHLAND COUNCIL

**NORTH PLANNING APPLICATIONS COMMITTEE
4 AUGUST 2015**

Agenda Item	5.6
Report No	PLN/043/15

**15/00341/FUL : The Highland Council
Margaret Carnegie Hostel, Dunvegan Road, Portree IV51 9GF**

Report by Area Planning Manager

SUMMARY

Description : Demolition of Margaret Carnegie Hostel and Boys Hostel along with the erection of new Gaelic Primary School building with outdoor floodlit sports facilities

Recommendation - GRANT

Ward : 11 - Eilean A' Cheò

Development category : Local Development

Pre-determination hearing : N/A

Reason referred to Committee : Objection from Community Council as statutory consultee.

1. PROPOSED DEVELOPMENT

1.1 This application seeks full planning permission for the erection of a large contemporary building to house a new Gaelic-medium primary school. The new building replaces the existing Margaret Carnegie girls hostel – a much altered stone-built former poor-house dating from 1859 – and the much more recent boys hostel.

The amended design of the new building is on a simple but extensive rectangular floorplan measuring some 71m x 26m and consists of two storeys under a twin-gabled low-pitched roof. At the eastern gable end this form is broken by a relatively short mono-pitched element sloping back up to the gable end.

External materials are mixed with the bulk of the building broken up by elements of textured coloured fibre cement cladding, concrete panels, Scottish larch cladding and natural stone from the demolished hostel. This will sit beneath a matt-coated stainless steel roof with the large ventilation chimneys in aluminium..

The elevations are also broken by large horizontal expanses of inset window openings with grey aluminium frames.

The proposal includes a Multi Use Games Area (MUGA) play area and also re-develops the existing Camanachd club car park to provide a bus turning circle and further shared parking.

1.2 The re-development of this site for the new school was made the subject of formal pre-application advice in August 2012 - 12/02810/PREAPP. However, the proposal did not include elevational detail so only limited advice could be given. The principle of the development was considered acceptable.

A further pre-application request was made in October 2014 – 14/03644/PREAPP – featuring the current design. In the response it was suggested that the utilitarian architectural form of the building was disappointing in the context of the architectural qualities of the existing girl's hostel building. However, it was also recognised that siting the building in place of the existing hostel would help to lessen its overall visual impact and that the existing building would not provide an acceptable environment for a modern school.

1.3 The existing site is accessed from the Struan Road over a recently improved bridge crossing and is shared with the Skye Camanachd club building and pitch to the west. Access is also possible from Hedgefield Road – a narrow single track which joins Dunvegan Road to the east and serves a number of dwellings and other uses.

1.4 The application has been submitted with a comprehensive set of supporting information responding, in part, to pre-application advice;

- Design Statement
- Flood Risk Statement
- Tree Removal and Retention Plan
- Photo-visual information
- Bat Survey Report
- Otter and Badger Survey
- Phase 1 Habitat Report
- Transport Assessment
- Drainage Impact Assessment
- Flood Risk Assessment

1.5 **Variations:** The scheme has been amended during the course of the application in response to both the client's wishes and to comments received by the roads planning team. The main changes are;

- The footprint of the building remains the same, but the first 8 metres of the eastern gable has been reduced to a single storey monopitch sloping up to the new gable end. This will house the nursery element of the school.
- The internal layout and entrance position for the nursery has been altered slightly
- The previous link between the new entrance road from Struan Road and Hedgefield Road to the east has been removed so that vehicular access between the two is no longer possible

- The scale of the four ventilation chimneys on the original scheme has been reduced and their number increased to eight (four either side of the main roof ridge)

2. SITE DESCRIPTION

- 2.1 The site lies to the south of the Struan Road on the western edge of the village. On the opposite side of the road is the recently extended UHI building. To the west is the modern Camanachd club building and pitch. To the south there is open croftland and to the east a large recently built dwelling served from Hedgefield Road which winds away to the east and is the historic access route to the hostel site.
- 2.2 As part of the enabling works for this project the existing access onto Struan Road and the immediately adjacent bridge structure have been re-aligned and improved to provide a new main access to the proposal and a safer shared access with the Shinty Club and car park/bus turning area. A through-link to Hedgefield Road was included in the original scheme but has been deleted from the amended scheme on the advice of the roads planning team.
- 2.3 The Margaret Carnegie hostel is a large, two storey, stone and render building with its main elevation facing north and extensive wings extending southwards towards the rear. It is positioned towards the south of the site. The land levels have been lowered to create a level area for the building within a landscape form which generally slopes down from south to north.
- The Boys hostel is a much less attractive three storey concrete building on a square floorplan dating from the 1970s which sits to the north-west of the girls hostel.
- 2.4 Given the size of the existing buildings, public views of them from the Struan Road are surprisingly limited. In part this is due to their 70m – 100m set-back from the road, but is mostly a result of the screening effect of the natural landscaping which has built up over the years within and around the site.

3. PLANNING HISTORY

- 3.1 12/02810/PREAPP – Feasibility study options into the possibility of a new Gaelic primary school on the site incorporating a new nursery, community, sports and recreational facilities. Provision of access to neighbouring site has also been considered.
- 14/03644/PREAPP - Demolition of existing Margaret Carnegie Hostel premises and construction of a new Gaelic Medium Primary School incorporating a new nursery, community, sports and recreational facilities. Provision of access to neighbouring site has also been considered.

4. PUBLIC PARTICIPATION

- 4.1 Advertised : Schedule 3 Development – advert expiry 6 March 2015
Representation deadline : 6 March 2015
Re-Advertised : Schedule 3 Development – advert expiry 24 July 2015

Representation deadline : 24 July 2015

Timeous representations : 15 from 12 households (+2 email only addresses)

Late representations : 0

4.2 Material considerations raised are summarised as follows:

- The current girls hostel – a historically relevant and culturally significant building from 1859 which should be listed – should not be demolished. It should be retained and incorporated into a new school building
- If re-use of existing building for the school is not possible then another use should be found – accommodation for the elderly for example
- The proposed building looks like a soul-less industrial warehouse completely out of character with its surroundings.
- Replacement building is an ugly modern shed type building
- Access to Struan Road is close to a blind bend. Children and vehicles will tend to use Hedgefield Road which will be dangerous for pedestrian children of primary school age. Access should be blocked.
- Existing curtilage wall and soft landscaping should be retained as much as possible
- Proposed building more attractive than the High School.
- Margaret Carnegie hostel has reached the end of its useful life and has unacceptably high maintenance costs
- Incorporation of stone from the existing building into the new building is welcomed
- The new school could be sited on another site and the existing historic building retained

4.3 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. Access to computers can be made available via Planning and Development Service offices.

5. CONSULTATIONS

5.1 **Transport Planning Team** : Amended plans address some original concerns. No objection subject to recommended conditions

5.2 **Forestry Team** : No objection subject to recommended conditions

5.3 **Historic Environment Team** : had highlighted the need at the pre application stage for a justification why the Margaret Carnegie Hostel could not be re-used in place of a new build.

5.4 **Education** : Awaiting response

5.5 **Building Standards** : Proposal will need to comply with the current regulations

- 5.6 **Portree and Braes Community Council** : Object on the following grounds;
- The existing Carnegie hostel should not be demolished. It is one of the few remaining historic buildings of the village. Other uses should be found for it or it should be offered to local community groups
 - Design of proposed Gaelic School is out of keeping with the area – a more traditional design would be better – Spean Bridge and Auchtertyre are examples
 - Additional traffic will be a problem on Dunvegan and Struan Roads. Hedgefield Road could become a ‘rat run’ used by parents wanting to avoid Struan Road congestion
- 5.7 **Scottish Water** : Awaiting response
- 5.8 **Transport Scotland** : No objection
- 5.9 **Scottish Natural Heritage** : Development is of a scale where standard advice and guidance can be relied upon
- 5.10 **Access Panel** : Awaiting response

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

Policy 28	Sustainable Design
Policy 29	Design Quality and Place-making
Policy 34	Settlement Development Areas
Policy 51	Trees and Development
Policy 56	Travel
Policy 58	Protected Species
Policy 65	Waste Water Treatment
Policy 66	Surface Water Drainage

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

Policies 1 and 2 in respect of land allocation and SDA boundaries

7. OTHER MATERIAL CONSIDERATIONS

7.1 Draft Development Plan

N/A

7.2 **Highland Council Supplementary Planning Policy Guidance**

Flood Risk and Drainage Impact Assessment (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Trees, Woodlands and Development (Jan 2013)

7.3 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy (The Scottish Government, June 2014)

8. **PLANNING APPRAISAL**

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

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

8.3 **Development Plan Policy Assessment**

The application site falls within the Settlement Development Area of Portree, so Policy 1 of the West Highlands and Islands Local Plan and Policy 34 of the Highland Wide Local Development Plan apply. These policies support development proposals within Settlement Development Areas if they meet the Design for Sustainability requirements of the Highland Wide Local Development Plan Policy 28. The West Highlands and Islands Local Plan Policy 1 also has a requirement to judge proposals in terms of how compatible they are with the existing pattern of development and landscape character, and how they conform with existing and approved adjacent land uses. Policy 28 of the Highland Wide Local Development Plan requires sensitive siting and high quality design in keeping with local character and historic and natural environments, and the use of appropriate materials. This Policy also requires proposed developments to be assessed on the extent to which they are compatible with service provision, as well as their impact on individual and community residential amenity. Policy 29 of the Highland Wide Local Development Plan repeats this emphasis on good design in terms of compatibility with the local settlement pattern.

Policy 51 states that the Council will support development which promotes significant protection to existing hedges, trees and woodlands on and around development sites.

Policy 56 states that development proposals should;

- be well served by sustainable modes of travel including walking and cycling,
- be designed for safety of all users
- incorporate an appropriate level of parking provision

Policy 58 states that where there is good reason to believe that a protected species may be present on site or may be affected by a proposed development, the Council will require a survey to be carried out to establish any such presence and if necessary a mitigation plan to avoid or minimise any impacts on the species, before determining the application.

Policies 65 and 66 require proposals to demonstrate foul and surface water drainage systems that are ultimately compatible with connection to the public network or otherwise acceptable in environmental terms and that meet the principles of SUDS.

8.4 Material Considerations

Design, Appearance and Visual Impact – In the submitted Design Statement it is made clear that the architectural aim of the design of the new building is to reflect its edge of village position by drawing on the simple lines and plain form of agricultural and other functional rural buildings.

Whilst it is clear from some of the third party comments received and the community council response that this approach is not to everyone's taste, it is undoubtedly true that such a design will do much to diminish the scale and massing of what is a large monolithic building. The recessive nature of timber cladding, coupled with the simple, plain lines of the building will help it find its place within the site and its landscape setting. It is considered that it will respond favourably, in a visual sense, to the Camanachd club building as its nearest neighbour. It is clearly a significantly higher quality design than the boys hostel it replaces. The amended design of the eastern gable is considered to have added design interest to the building with an unusual 'bridge' structure providing external access to the first floor positioned over the new single storey element.

A design which drew on the more traditional architecture of the Carnegie hostel it replaces, would also have been likely to be acceptable in a visual sense. Many of the objection comments have made an unflattering comparison between the existing building and the proposal. The existing hostel certainly has some architectural interest and is a unique old building within the village. However, its main heritage value probably stems from its usage history rather than its actual physical form.

It is important to note that the building has not been considered worthy of listing (its current form is largely 20th century) and consequently its demolition does not require any formal planning consent beyond the notification procedures. Consequently, limited weight can be placed upon arguments in favour of its preservation.

In their consultation response the Historic Environment Team indicated a disappointment that the application did not contain a clear justification or explanation for the decision to demolish rather than re-use the existing historic building. The applicant has now submitted this further information which explains why the original building was not considered able to offer the type or quantity of space necessary for a modern school and why a large 'single volume' form of building was required. Clearly it would have been preferable if the existing Margaret Carnegie hostel could have been re-used but regrettably due to current requirements this was not a feasible option.

It is acknowledged that the design of the new school is functional and utilitarian in nature and is intended to work well and efficiently for users with provision for future class room expansion in the future. Whilst these are clearly practical and pragmatic virtues associated with this proposal it does not serve to inspire on an architectural basis.

The retention of large lengths of the existing stone boundary wall and the re-use of some of the stone from the demolished building will also help mitigate the visual impact of a large modern building within this site.

Trees and Landscaping – also important in this context of mitigating the visual impact of the proposal is the extent to which the existing trees and landscaping around the site are to be retained and augmented.

Unfortunately, as the Design Statement makes clear, most of the existing tree cover within the site will be lost to the development with only a small number on the boundary being retained. However, some extensive areas of roadside tree cover will remain either side of the access and these will continue to screen the site effectively from the public road at this point. Clearer views of the new building will exist further west where the roadside trees thin out and disappear.

The Forestry Officer indicates some concern that more trees than shown will have to be removed and, despite the landscaping plan showing some replacement planting as part of the proposed scheme, recommends a number of conditions to ensure that both retention and new planting maximise their beneficial effect by minimising further losses and ensuring new planting flourishes.

Neighbour Amenity – in terms of neighbouring residential amenity, the only property close enough to raise any concerns is the newly built property known as Milovaig, Hedgefield Rd. This property sits in a raised position above the site and is some 40m from the eastern gable end of the proposed school. However, the design of this property is firmly orientated in an easterly direction towards Loch Portree and so will suffer a minimal impact on amenity (visual and noise/disturbance) with its back to the new building. Any other residential amenity impacts are more associated with traffic on Hedgefield Rd – see below.

The other close neighbour – the Camanachd Club – should only benefit from the proposal by virtue of the improved parking area it will share with the school.

Access and Parking – a number of third party objections have focussed upon the creation of a new road link between the Struan Rd access and Hedgefield Rd, identifying a potential for increased use of the latter by parents and children with potential safety implications and negative impacts upon the amenity of dwellings served by it.

Hedgefield Road is a narrow, twisting, single track road which serves a number of dwellings as well as the telephone exchange and coastguard buildings. Its increased use by school traffic would be undesirable and potentially dangerous for pedestrians.

The Roads Planning Team shared these concerns and consequently the amended scheme specifically removes any vehicular link between the Struan Road and Hedgefield Road. Hedgefield Road will however form an element of the 'safer routes to school' scheme included as part of the project for pedestrians and cyclists. This scheme will also address improvements to the footways along Struan

Road and the need for pedestrians to cross the A87 Dunvegan Road. A condition is recommended requiring the approval of a safer routes to school scheme, any proposed mitigation measures and a requirement for their implementation prior to the school opening to pupils.

In terms of parking and drop-off provision, the Roads Planning Team have indicated some concern that the 28 staff parking spaces and 52 drop-off/pick-up spaces required (a minimum of 80 in total) exceed the 78 spaces being provided. However, they are not objecting on these grounds because this provision is comparable with other similar schools and the constraints of the site do not easily allow for further provision. The activities of the shinty club and the use of the land by grocery delivery trucks are not considered likely to clash with peak school usage times. A condition is recommended to ensure that the indicated parking provision is retained in perpetuity.

Conditions are also recommended requiring the submission and approval of a School Travel Plan and a Construction Traffic Management Plan.

Ecology – an Extended Phase 1 Habitat Survey has been carried out on the site as well as dedicated Bat, Otter and Badger surveys. The surveys were carried out in accordance with SNH standing advice. The results were that no evidence of protected species were found on the site other than a single siting of a pipistrelle bat entering the Carnegie hostel roof in August 2014. However, no evidence of roosts were subsequently found and so demolition of the building should not require a license from SNH.

Drainage and Flood Risk – the submitted Drainage Impact Assessment identifies that foul drainage from the site will be able to use existing public sewers. Due to poor infiltration rates across the site, surface water drainage will only achieve its SUDS requirement through the use of a StormTech attenuation system.

In terms of flood risk, the submitted Level 3 Flood Risk Assessment concludes that the new development will not be at risk from either fluvial flooding from the nearby Lon na h-Artha burn or pluvial flooding from surface water run-off.

8.5 **Other Considerations – not material**

Issues surrounding the merits or otherwise of Gaelic medium education are not material planning considerations for this proposal

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

None

9. **CONCLUSION**

9.1 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.

10. RECOMMENDATION

Action required before decision issued N

Subject to the above, it is recommended the application be **Granted** subject to the following conditions and reasons;

1. Prior to the first occupation of the development hereby approved, the car parking and access arrangements detailed on approved plan ref. ECSB0342 A (PL) 004 Rev. A shall be completed in full and made available for use. Thereafter, all car parking spaces shall be maintained for this use in perpetuity.

Reason : In order to ensure that the level of off-street parking is adequate.

2. No development or work (including site clearance) shall commence until a photographic record has been made of the remains of any buildings and/or other features affected by the development/work, in accordance with the attached specification, and the photographic record has been submitted to, and approved in writing by, the Planning Authority.

Reason : In order to assist the Council with maintaining an accurate and current record of the historic environment.

3. No development or work shall commence until a detailed specification for all proposed external materials, finishes and colours (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

4. No development shall commence until a detailed Landscape Plan and maintenance programme has been submitted and subsequently approved in writing by the planning authority. This shall be based on the Landscape Masterplan (Drg No. 01 Rev. B) and include the areas of young woodland (identified on the Tree Survey as Groups A-F) to the north of the site. A suitably qualified landscape consultant must be employed at the applicant's expense to ensure that the approved Landscape Plan is implemented to the agreed standard. Stages requiring supervision are to be agreed with the planning authority and certificates of compliance for each stage are to be submitted for approval.

Reason : In the interests of amenity.

5. No development, including ground excavation, shall commence until all trees proposed for removal have been clearly marked by the applicant's arboricultural consultant in accordance with the Tree Removal/Retention Plan (Drg No. 10 Rev. A) and subsequently approved in writing by the Planning Authority. No other trees within the application boundary are to be cut down, uprooted, topped, lopped (including roots) or wilfully damaged in any way, without the prior written permission of the planning authority.

Reason : To ensure the protection of retained trees during construction and thereafter.

6. No development, including ground excavation, shall commence until all retained trees have been protected against construction damage using protective barriers located beyond the Root Protection Area in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction). Barriers are to be inspected and approved in writing by the planning authority and must remain in place throughout the construction period. For the avoidance of doubt, no excavation, including underground services, shall take place within the Root Protection Areas of retained trees.

Reason : To ensure the protection of retained trees throughout the construction period.

7. A suitably qualified Arboricultural consultant must be employed at the applicant's expense to supervise all tree felling, maintenance and protection works. No development shall commence until stages requiring supervision have been agreed with the planning authority. Certificates of compliance for each stage of supervision are to be submitted for approval.

Reason : To ensure the protection of retained trees throughout the construction period.

8. No development shall commence until a schedule showing full details of the proposed salvage and re-use of the external stone and slates from the Margaret Carnegie hostel has been submitted to and approved in writing by the Planning Authority. In respect of any of these historic materials which cannot be incorporated into the new building, the schedule will detail how they are to be put to purposeful use off-site or made available to third parties for such use.

Reason : In order to ensure that the opportunity to re-use the historic fabric of the demolished building is not lost

9. No development shall commence until a School Travel Plan, which sets out proposals for reducing dependency on the private car, has been submitted to and approved in writing by the Planning Authority. The Travel Plan shall include:
 - i. Details of the management of the proposed parking and drop-off areas and the provisions made for pedestrians and cyclists
 - ii. Measures for extending and/or increasing the frequency of the existing local bus services(s) and associated financial contributions;
 - iii. Details for the management, monitoring, review and reporting of these measures; and
 - iv. Details of the duration of the Travel Plan.

The approved School Travel Plan shall thereafter be implemented from the date of first occupation of any part of the development.

Reason : In order to reduce dependency on the private car and to encourage greater use of public transport.

10. No development shall commence until a Safer Routes to School scheme, which sets out proposals for the enhancement of pedestrian and cyclist routes to the proposed school, has been submitted to and approved in writing by the Planning Authority. The scheme shall specifically address mitigation measures and works in connection with:
- i. The requirements for crossing the A.87 Dunvegan Road
 - ii. Measures to upgrade and improve Hedgefield Road as a pedestrian and cycle route to the school
 - iii. Details of the improvements to be made to the Struan Road footways

Any works and mitigation measures approved as part of this scheme shall be implemented prior to the date of first occupation of any part of the development.

Reason : In the interests of pedestrian and cyclist safety

- 11 No development shall commence on site until a construction phase Traffic Management Plan (including a routing plan for construction vehicles) has been submitted to, and approved in writing by, the Planning Authority. The approved traffic management plan shall be implemented prior to development commencing and remain in place until the development is complete.

Reason : In the interests of road safety, and that the works involved comply with applicable standards.

REASON FOR DECISION

The proposals accord with the provisions of the Development Plan and there are no material considerations which would warrant refusal of the application.

TIME LIMITS

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 (p.198), 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 dropped kerb consent, a road openings permit, occupation of the road permit etc.) from TECS Roads prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local TECS Roads office for further guidance at the earliest opportunity.

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

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

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

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

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

Mud 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

Signature: Dafydd Jones
Designation: Area Planning Manager North
Author: Mark Harvey
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 – Location Plan (PL)001
Plan 2 – Existing Site Layout (PL)002
Plan 3 – Proposed Site Layout (PL)004 Rev A
Plan 4 – Proposed Roof Plan (PL)010 Rev A
Plan 5 – Tree Removal and Retention Plan 10A
Plan 6 – Ground Floor Plan (PL)008 Rev A
Plan 7 – Landscaping Plan 01 Rev B
Plan 8 – First Floor Plan (PL)009 Rev A
Plan 9 – Existing Section Plan (PL)003
Plan 10 – Site Layout Plan MMD-331102-C-DR-00-XX-201 P2
Plan 11 – Elevations (PL)005 Rev A
Plan 12 – Section Plan (PL)006 Rev A
Plan 13 – Elevations (PL)007
Plan 14 – Drainage 00-XX-202 P2
Plan 15 – Photo/visual information ECSB0342 A (PL) 013
Plan 16 – Photo/visual information ECSB0342 A (PL) 011
Plan 17 – Photo/visual information ECSB0342 A (PL) 012
Plan 18 – Photo/visual information ECSB0342 A (PL) 011 Rev A

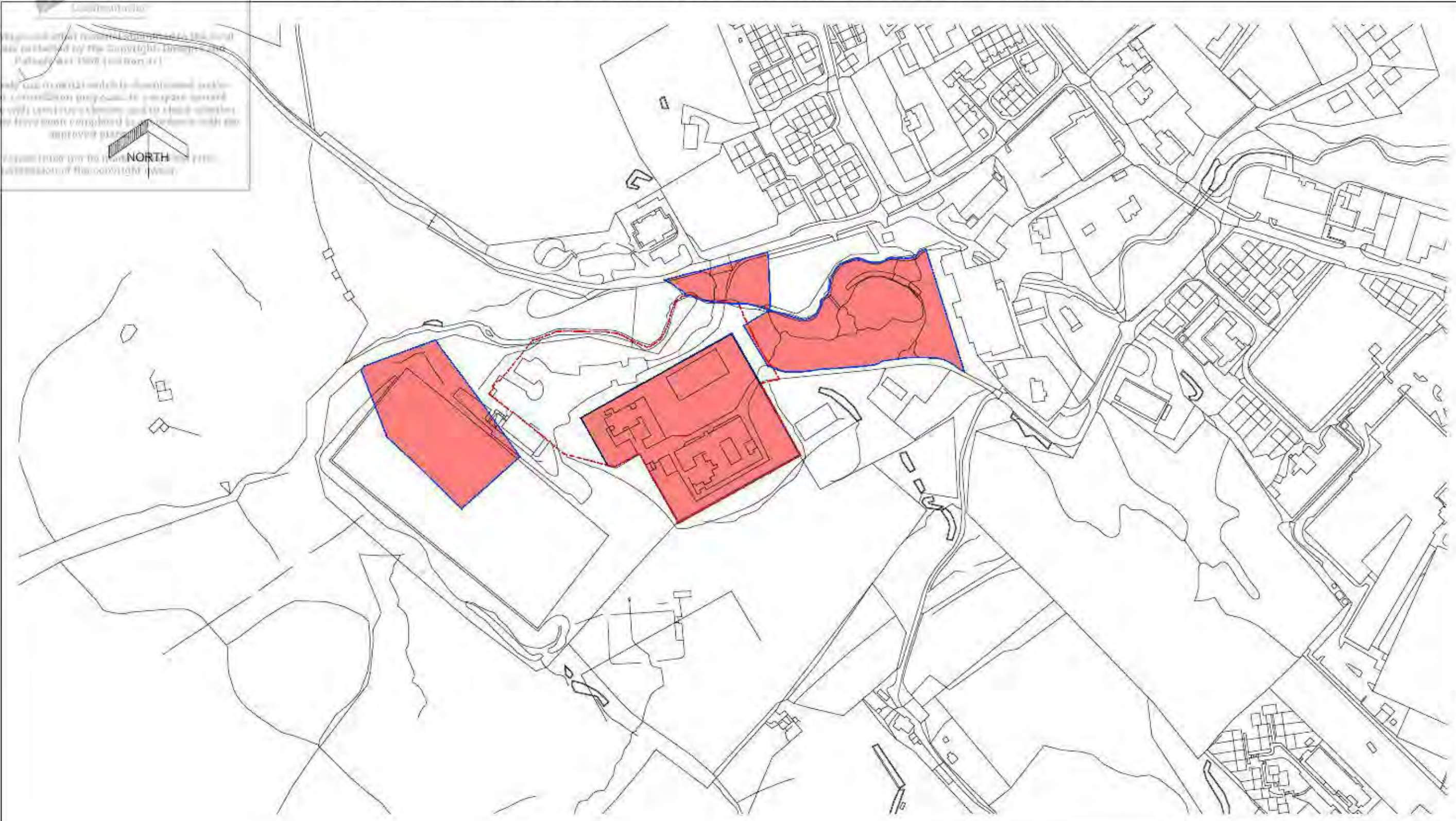
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Comhairle na Gàidhealtachd

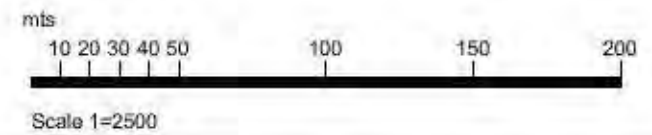
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written permission of Highland Council.

NORTH



- Extent of Development Site
- Land owned by the Applicant



REV	PURPOSE OF ISSUE	BY	CHECKED	DATE

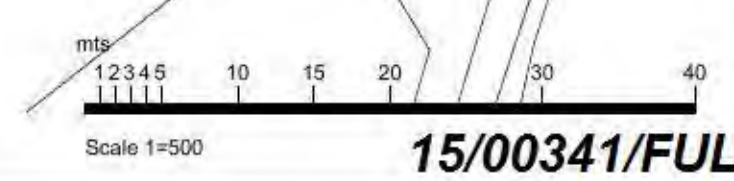
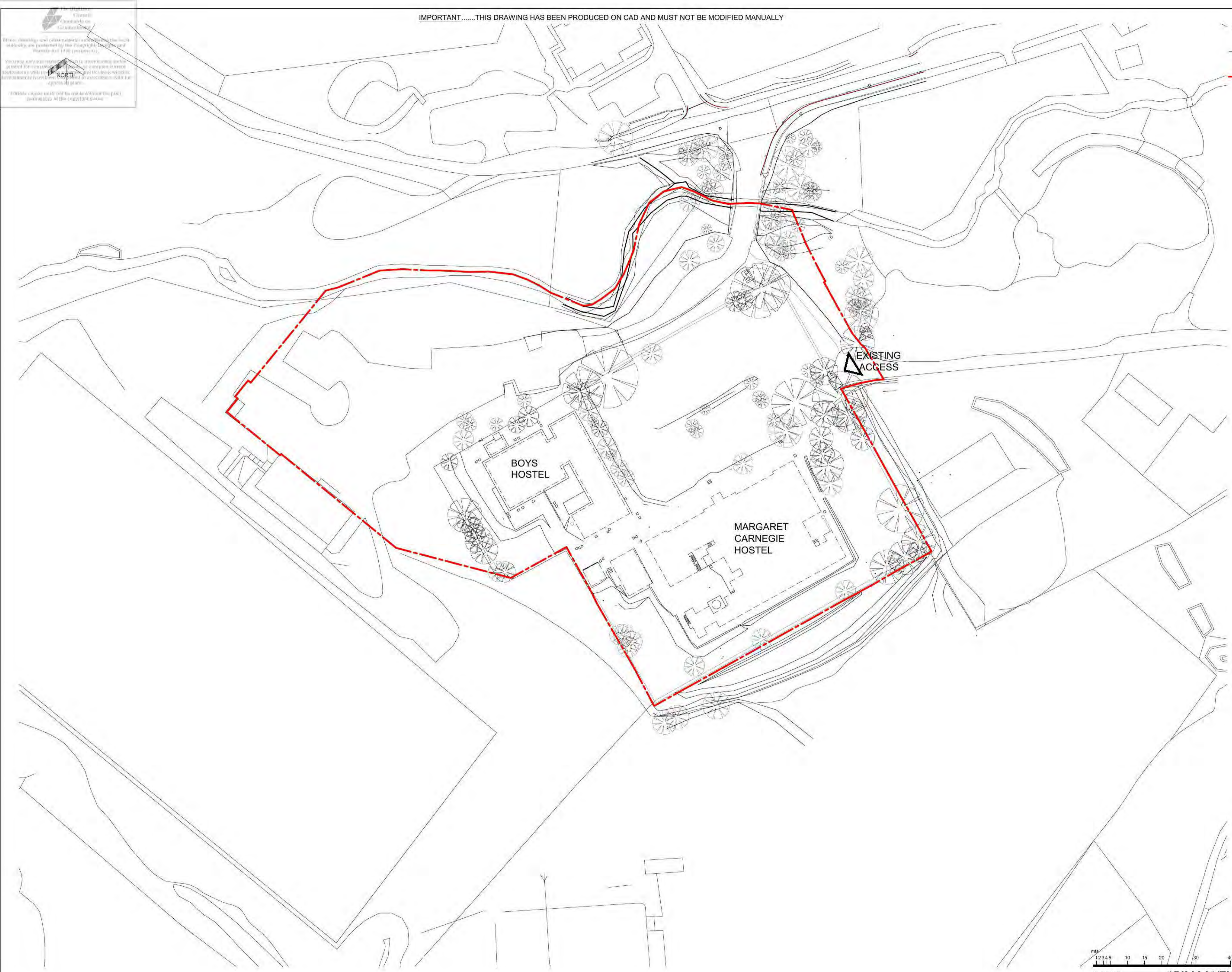
DEVELOPMENT AND INFRASTRUCTURE SERVICE J Stuart Black Director of Development and Infrastructure		Town House Inverness IV1 1JJ Tel: (01349) 888808 E-mail: service.point@highland.gov.uk		The Highland Council Comhairle na Gàidhealtachd
CLIENT Care & Learning		CONTACT Alex Dickson / Philip Shannon		
PROJECT Gaelic Primary Portree		DRAWING TITLE Location Plan		
SCALE 1:2500		DATE Feb '15		DRAWING NUMBER ECSB0342
DESCRIPTION Location Plan		DRAWN BY CHICREY	S.M PS	PROJECT ALIAS A (PL) 001


15/00341/FUL

IMPORTANT.....THIS DRAWING HAS BEEN PRODUCED ON CAD AND MUST NOT BE MODIFIED MANUALLY

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KEY
- - - - - Extent of buildings to be demolished
- - - - - Extent of application site



Rev	Purpose of issue	By	Checked	Date
Description				
 The Highland Council Comhairle na Gàidhealtachd				
DEVELOPMENT AND INFRASTRUCTURE SERVICE J Stuart Black Director of Development and Infrastructure				
Town House Inverness IV1 1JJ Tel: (01349) 886605 E-mail: service.point@highland.gov.uk				
CLIENT Care & Learning				
CONTACT Alex Dickson / Philip Shannon				
PROJECT Gaelic Primary Portree				
DRAWING TITLE Existing Site Plan				
PURPOSE OF ISSUE Planning				
SCALE 1:500	DATE Feb '15	DRAWN BY PS	S.M PS	ORIGINAL PAPER SIZE A1
DRAWING NUMBER ECSB0342 A (PL) 002		PROJECT NUMBER	AGENT	SERIES
UNIQUE NO.		REV		

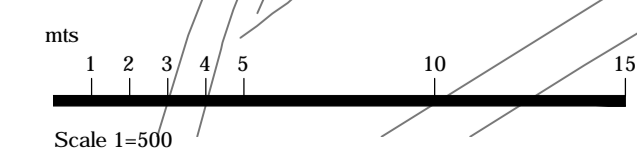
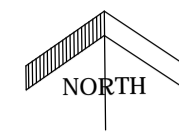
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KEY

--- Extent of buildings to be demolished

--- Extent of application site



Rev	Purpose of issue	By	Checked	Date
Description				
 <p>The Highland Council Comhairle na Gàidhealtachd</p>				
<p>DEVELOPMENT AND INFRASTRUCTURE SERVICE J Stuart Black Director of Development and Infrastructure</p>				
Town House Inverness IV1 1JJ Tel. (01349) 886606 E-mail: service.point@highland.gov.uk				
CLIENT Care & Learning				
CONTACT Alex Dickson / Philip Shannon				
PROJECT Gaelic Primary Portree				
DRAWING TITLE Proposed Site Plan				
PURPOSE OF ISSUE Planning				
SCALE	DATE	DRAWN BY	S.M	ORIGINAL PAPER SIZE
1:500	Feb '15	CHECKED BY	PS	A1
DRAWING NUMBER	PROJECT NUMBER	AGENT	SERIES	UNIQUE NO
ECSB0342	A	(PL)	004	

IMPORTANTTHIS DRAWING HAS BEEN PRODUCED ON CAD AND MUST NOT BE MODIFIED MANUALLY

- KEY**
- - - - - Extent of application site
 - - - - - Land under current ownership
 - - - - - Extent of Demolitions
 - - - - - Bus Drop-off
 - - - - - Car Drop-off
 - - - - - Pedestrian / Cycle Route



Rev.	Description	By	Date

The Highland Council
Comhairle na Gàidhealtachd

DEVELOPMENT AND INFRASTRUCTURE SERVICE
Director of Development and Infrastructure
J Stuart Black, MA (Hons), PhD

Town House Inverness IV1 1JJ Tel: (01463) 724245
Fax: (01463) 715086

CLIENT: Care & Learning

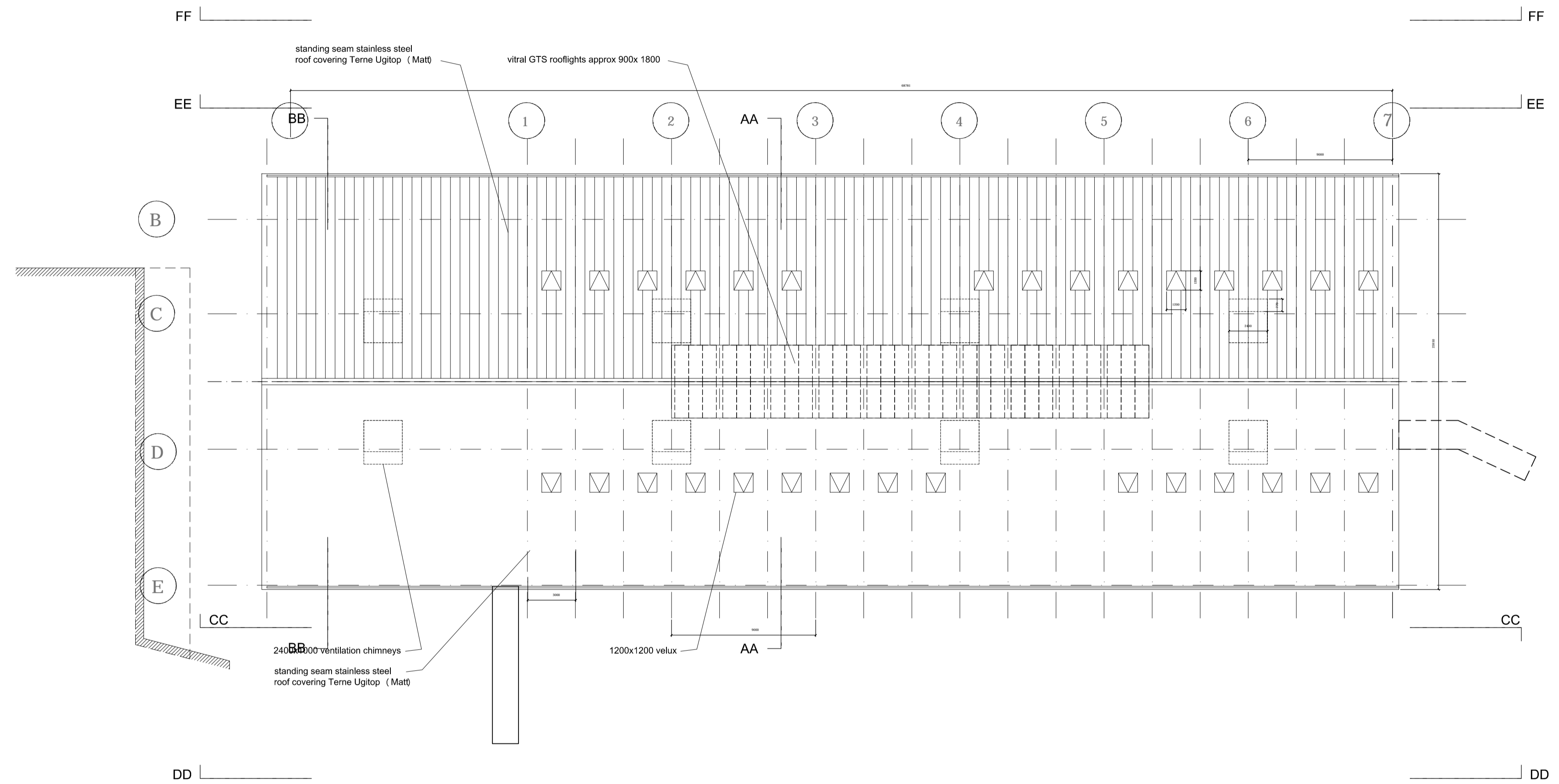
CONTRACT: William Fettes


PROJECT: New Gaelic Primary School, Portree.

DRAWING TITLE: Proposed Site plan

PURPOSE OF ISSUE: Planning

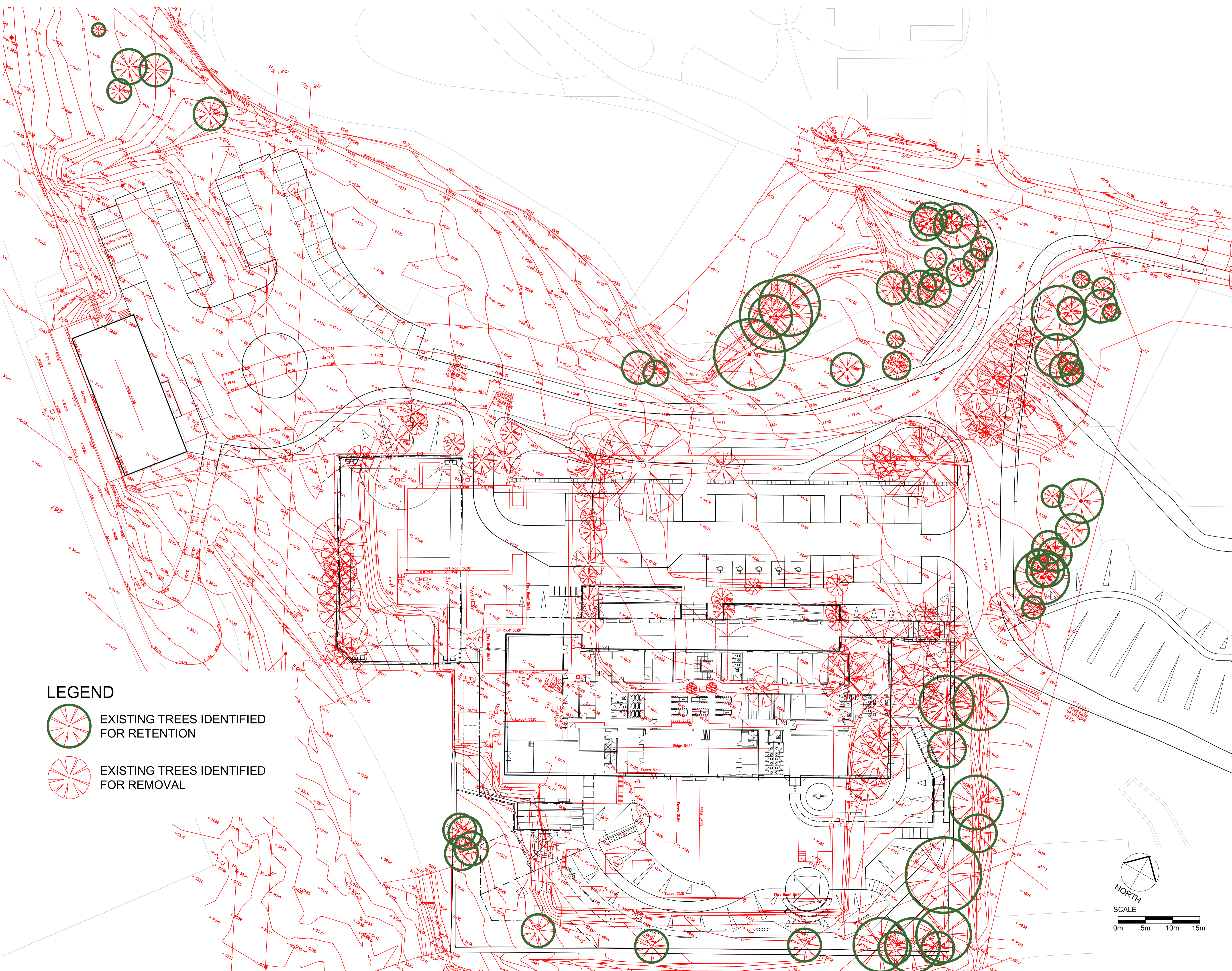
SCALE: 1:500	DATE: 01/02/15	DRAWN BY: WE	CHECKED BY: PS	ORIG. PLOT SIZE: A1
DRAWING NUMBER: ECSB0342A (PL) 004	PROJECT NUMBER:	AGENCY:	SERIES:	UNIQUE NO.:



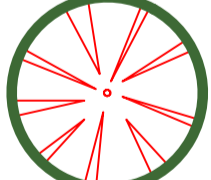
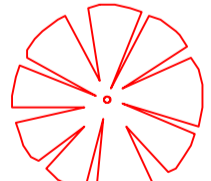
Rev	Purpose of issue	By	Checked	Date
Description				
 The Highland Council Comhairle na Gàidhealtachd				
HOUSING AND PROPERTY SERVICE Tracey Urry Interim Director of Housing and Property				
Town House Inverness IV1 1JJ Tel. (01463) 724246 Fax (01463) 715086				
CLIENT Care & Learning				
CONTACT Alex Dickson / Philip Shannon				
PROJECT Gaelic Primary Portree				
DRAWING TITLE Proposed Roof Plan				
PURPOSE OF ISSUE Planning				
SCALE 1:200	DATE Feb '15	DRAWN BY AMD	CHECKED BY PS	ORIGINAL PAPER SIZE A1
DRAWING NUMBER ECSB0342	PROJECT NUMBER A	AGENT (PL)	SERIES 010	REV

IMPORTANT
 The contractor will be held to have examined the site and checked all dimensions and levels before commencing construction work. Do not make assumptions - refer to the Landscape Architect. Do not scale from this drawing. If in doubt - ask!

REVISIONS
 REV A - 30/01/15 - RCG/SJH
 LATEST TOPOGRAPHICAL SURVEY ADDED WITH ADDITIONAL EXISTING TREES IDENTIFIED FOR RETENTION SHOWN.



LEGEND

-  EXISTING TREES IDENTIFIED FOR RETENTION
-  EXISTING TREES IDENTIFIED FOR REMOVAL

Hirst
 LANDSCAPE ARCHITECTS

18 ROYAL TERRACE, GLASGOW, G3 7NY - T: 0141-332-0292
 F: 0141-332-2058 - E: info@hirsts.co.uk - W: www.hirsts.co.uk

Issue for **INFORMATION**

Project
**Gaelic Primary School
 Portree, Isle of Skye**

Title
TREE REMOVAL/RETENTION PLAN

Client
HIGHLAND COUNCIL

Drawn
 RCG

Checked
 SJH

Scale
 NTS

Date
 29/11/14

Job No	Drawing No	Revision
1320	10	A

