

THE HIGHLAND COUNCIL

SOUTH PLANNING APPLICATIONS COMMITTEE
10 November 2015

Agenda Item	7.1
Report No	PLS/077/15

15/02214/FUL and 15/02215/LBC : The Highland Council
Former Fort William Secondary School, Achintore Road, Fort William

Report by Area Planning Manager - South

SUMMARY

Description : Renovation of listed building, extension to create a civic hub with service point, registry, council chambers, committee rooms and office space, demolition of school canteen hut and gym, and formation of a new access and road to proposed car parking.

**Recommendation - GRANT application 15/02214/FUL; and
SUBMIT application 15/02215/LBC to Scottish Ministers for
determination**

Ward : 22 Fort William and Ardnamurchan

Development category : Local

Pre-determination hearing : Not required

Reason referred to Committee : Community Council objection

1. PROPOSED DEVELOPMENT

1.1 It is proposed to demolish the existing dining hall building at the front of the site and the two primary school buildings at the rear of the site. Part of the stone wall is to be removed along the frontage of the site to facilitate a new central access point, and there are some duntakings within the former secondary school to rearrange the internal layout. The existing former secondary school, a Category B Listed Building, is to be repaired, re-roofed and reinstated as a functioning building to provide office and civic space.

It is proposed to erect a two storey, L shaped extension onto the side and rear of the former secondary school. The proposed extension has a pitched roof and is gable-ended, with the main gable facing the A82, stepped back from the main school frontage. It extends back into the site, parallel with the boundary of the adjacent property, The Lime Tree (a hotel, restaurant and gallery with owners' accommodation), and then turns at the rear of the site.

The extension is set 9.2 metres back from the boundary wall with the Lime Tree and is 11.2 metres high (ground floor level to ridge). The proposed floor area of the extension (ground and first) is 814sqm and the overall site area extends to 0.65ha.

Materials to be used include zinc standing seam for the roof and upper walls, with the ground floor predominantly glazed, and with sections of granite.

- 1.2 The proposal does not fall into the 'major' category of development therefore the proposal is not subject to formal pre-application consultation under the Planning Act. The applicant did however enter into pre-application discussions with the Planning Service and consultees and has held two public consultation events.
- 1.3 Access to the site is currently through the former primary school, off an existing access from the A82 which also serves residential properties. A new access is to be formed direct from the A82, located between the former primary school building and the former secondary school, to provide delivery access and disabled parking, with a limited number of on-site parking spaces for visitors, with the majority of staff and visitor parking being located within the West End public car park opposite the site. A new pedestrian crossing is proposed to improve access from the West End car park to the site. The site is served by the public water main and the public sewer. A sustainable urban drainage scheme is proposed to manage surface water within and from the site. A biomass boiler is included within the proposed scheme.
- 1.4 The following information was submitted in support of the application:
 - Conservation Statement
 - Design and Assess Statement
 - Ecology Survey
 - Stone Condition Survey
 - Photographic Record
 - Transport Assessment
 - Flood Risk Assessment
 - Bat Survey
- 1.5 **Variations:** Since the application was first lodged the design of the extension has been amended to increase the roof pitch and to vary the fenestration and materials in response to issues raised as part of the application. On receipt of the variations neighbours and contributors were re-notified and the proposals were re-advertised. Further information has also been submitted in relation to flood risk and surface water drainage, cycle parking, the principle of the development and responses to objections.

2. **SITE DESCRIPTION**

- 2.1 The site is a prominent site on the A82 close to the roundabout at the south western end of Fort William. The site includes the old Fort William Secondary School, a Category B Listed Building. The building was constructed in 1876 and then significantly altered (increased to two storey) around 1910. It was the first public secondary school in be built in Lochaber. Due to its history and the prominence of its architect, Alexander Ross, the building is significant in Fort William's history. The building has lain empty for over 40 years, with various shoring works undertaken to make the building safe. In 2011 the roof was removed in order to save the over all structure. The building is described in its Listing as

"Circa 1876. Alexander Ross. 2-storey and single storey, gabled school buildings. Rock-faced granite with red sandstone dressings. Stone mullions.

PRINCIPAL BLOCK: 2-storey U-plan block flanked by lower single storey and attic block to left. U-plan blocked with gabled outer bays each with tripartite windows to each floor, that at 1st floor stepped at centre, with relieving arch over and with oculus or clock in gablehead above, crowned by terracotta finials; 2 bays with bipartite windows at centre, breaking eaves at 1st floor in gabled dormerheads; lean-to porch in re-entrant angle to left with pointed arch doorway. 3-stage tower in re-entrant angle to right with dividing string courses, pointed arch door at ground, blind arrowslits above with pointed arch, hoodmoulded windows at 3rd stage, breaking eaves in pyramidal roof. Leaded base of former ventilating spire to centre of main ridge. Lower block similarly with gabled dormerheads to windows breaking eaves."

Within the same complex of buildings is the former primary school, vacated this year. This lies to the immediate south west of the former secondary school. This is included within the Category B listing and was built in the early 1900s, but does not form part of the current proposals. The former dining hall, a more modern structure, is positioned between the former secondary school and primary school and is to be removed as part of the proposals, making way for the proposed access road. Two later buildings at the rear of the site (behind the primary school) are also to be removed to accommodate the access, parking and turning area. Beyond the primary school, to the south west along Achintore Road (A82), is a mix of substantial residential and commercial properties.

To the north east of the site is The Lime Tree, a hotel, restaurant and gallery, with owners' accommodation on the upper floor, bounding with the application site. The Lime Tree was a former Manse, which been extensively extended to a high standard over the last 10 years to form the existing business.

3. PLANNING HISTORY

- 3.1 11/01611/FUL : Removal of roofs, Old Fort William Secondary School, : Granted 31.8.11
- 3.2 11/01609/LBC : Removal of roofs, Old Fort William Secondary School, : Granted 13.10.11
- 3.3 LO/97/166 : Listed building application for demolition of Old Fort William Secondary School, including School House : Withdrawn 20.6.97

4. PUBLIC PARTICIPATION

- 4.1 Advertised : Unknown neighbour advertisement and Listed Building Consent Representation deadline : 23.10.15 (15/02214/FUL) and 30.10.15 (15/02215/LBC)
 - Timeous representations : 8 (7 households)
 - Late representations : 0
- 4.2 Material considerations raised are summarised as follows:
 - Increase in traffic on the A82

- Detached from other facilities
- Loss of privacy and amenity to adjacent property
- Alternative options available for the extension
- Impacts from construction
- Inappropriate design and finish
- Loss of existing buildings

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** : Original objection removed following submission of further information. Conditions recommended include traffic management for overflow car parking, confirmation of cycle parking, final details of pedestrian crossings, new and improved bus stops, bin stores, biomass delivery and agreement of a construction transport management plan.

5.2 **Flood Risk Management Team** : Original objection removed following submission of flood risk assessment and surface water drainage scheme. Conditions recommended relating to agreement of final drainage design and a set greenfield run-off rate.

5.3 **Conservation Officer** : Concerns raised over principle of extension.

5.4 **Access Officer** : No objection.

5.5 **Environmental Health Officer** : No objections - conditions recommended relating to noise, delivery vehicles and dust.

5.6 **Fort William Community Council** : Support given to the proposed renovation of the existing building, the principle of the use of the development and no objection raised to the demolition of the two Horsa huts and the gym hall building. Objections raised to the position, design and materials proposed for the extension as applied for. Summarised individual points:

- Overlooking of and impact on privacy to adjacent small hotel
- The mass of the building in this small area of the overall site would be overbearing on the neighbouring hotel
- The design of the extension does not harmonise with the significant listed former School on this prominent gateway site
- The design of the extension diminishes the significance and aesthetic appearance of the listed building
- The finishes (zinc cladding and aluminium clad windows) do not complement the existing stone building - trendy materials lacking design longevity
- Visual impact of the proposals, particularly from the A82
- Design is subjective judgement, but one that is best left to the local community who will have to live with the development

- More preferable options available to develop this site - reference made back to a Development Plan in 2011 for the site [*for clarification, the document referred to has no development plan status, it is understood this was a document that was prepared to issue as sales particulars]
- Suggests that a more preferable option to the co-location/joint venture partnerships requirement would be for the partner organisations to use the vacant primary school site allowing the Council exclusive use of the former secondary school, without the need for a large extension
- Concerns raised over lack of information on the other public sector agencies being mooted for the office space within the current scheme

5.7 **Transport Scotland** : No objection subject to conditions relating to construction of the access, parking arrangements, signage, visibility splays, pedestrian crossing and a travel plan.

5.8 **Scottish Environment Protection Agency** : No objections.

5.8 **Historic Scotland** : Support given to the sustainable re-use of the building and advice given that they are content with the principle of extension in a contemporary style. Concern raised over the roof pitch and bulk of the building.

5.8 **Lochaber Disability Access Panel** : Supportive of the proposal and advised it would benefit from an early meeting with the project designer to seek clarification on a number of issues.

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 Development
Policy 29	Design Quality and Place Making
Policy 30	Physical Constraints
Policy 34	Settlement Development Area
Policy 41	Business and Industrial Land
Policy 42	Previously Used Land
Policy 51	Trees and Development
Policy 52	Principle of Development in Woodland
Policy 56	Travel
Policy 57	Natural, Built and Cultural Heritage
Policy 58	Protected Species

Policy 64	Flood Risk
Policy 65	Waste Water Treatment
Policy 66	Surface Water Drainage
Policy 70	Waste Management Facilities
Policy 73	Air Quality
Policy 77	Public Access

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

Policy 2 Development objectives and developer requirements.

Allocation MU6 Acceptable Uses - community, retail (non-bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements). Justification required for any new junction onto trunk road. Retention of listed buildings.

Policy 16 Commerce - The Council will encourage retail, office and leisure development within the sub-regional town centre (Fort William).

7. **OTHER MATERIAL CONSIDERATIONS**

7.1 **Draft Development Plan**

Not applicable

7.2 **Highland Council Supplementary Planning Policy Guidance**

Physical Constraints

Sustainable Design Guide

Managing Waste in New Developments

Highland Statutorily Protected Species

Flood Risk and Drainage Impact Assessment

Trees, Woodland and Development

Public Art Strategy

Highland Historic Environment Strategy

7.3 **Scottish Government Planning Policy and Guidance**

Scottish Planning Policy 2014

Planning Advice Note 75 - Planning for Transport

7.4 **Other**

Scottish Historic Environment Policy

Managing Change in the Historic Environment – Extensions (Historic Scotland 2010)

Site Layout Planning for Daylight and Sunlight - a guide to good practice

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

Scottish Planning Policy (2014) states that planning for town centres should be flexible and proactive, enabling a wide range of uses which bring people into town centres, and that the planning system should (*inter alia*):

- apply a town centre first policy when planning for uses which attract significant numbers of people, including retail and commercial leisure, offices, community and cultural facilities;
- encourage a mix of uses in town centres to support their vibrancy, vitality and viability throughout the day and into the evening;
- ensure development plans, decision-making and monitoring support successful town centres.

Para 141. Change to a listed building should be managed to protect its special interest while enabling it to remain in active use. Where planning permission and listed building consent are sought for development to, or affecting, a listed building, special regard must be given to the importance of preserving and enhancing the building, its setting and any features of special architectural or historic interest. The layout, design, materials, scale, siting and use of any development which will affect a listed building or its setting should be appropriate to the character and appearance of the building and setting. Listed buildings should be protected from demolition or other work that would adversely affect it or its setting.

Para 142. Enabling development may be acceptable where it can be clearly shown to be the only means of preventing the loss of the asset and securing its long-term future. Any development should be the minimum necessary to achieve these aims. The resultant development should be designed and sited carefully to preserve or enhance the character and setting of the historic asset.

The proposed site is within the Fort William town centre, as identified in the adopted Local Plan, therefore the provision of a civic hub and offices in this location generally accords with National and Local Planning Policy.

The West Highland and Islands Local Plan 2010 (as continued in force) allocates the site (including the primary school not part of the application) for a range of possible uses – community, retail (non-bulky goods), leisure, tourism, business, housing (upper floors only and subject to compatibility with traffic management/parking requirements). This allocation requires justification for any new junction onto the trunk road and retention of listed buildings. The proposed use of the site for a civil hub and offices generally accords with this Local Plan allocation.

As well as being within the town centre boundary, the site is within the Fort William Settlement Development Area which is the preferred area for new developments. Policy 34 of the Highland-wide Local Development Plan supports proposals within Settlement Development Areas if they meet the requirements of Policy 28 and other relevant policies of the plan. Developments are also judged on their compatibility with existing patterns of development, landscape character, adjacent land uses and the effect on any natural, built or cultural heritage feature.

Policy 28 of the Highland-wide Local Development Plan is an overarching policy on sustainable development which supports development proposals which promote and enhance the social, economic and environmental well-being of the people of Highland, and sets out the criteria against which development proposals should be assessed. Development proposals which are judged to be significantly detrimental in terms of the criteria will not accord with the development plan.

Proposed developments require to be assessed on the extent to which they:-

8.3.1 Are compatible with public service provision

Policies 56, 64, 65, 66 and 70 of the Highland-wide Local Development Plan also apply.

It is proposed to connect the development to the public sewer and the public water main. Separate consent will be required from Scottish Water to connect to their infrastructure.

It is proposed to form a new vehicular access from the A82 to serve the development. This access is for service vehicles and visitor parking (15 spaces, including four disabled spaces). The staff parking will be in the West End car park. Transport Scotland has raised no issues over the capacity of the network to serve this development and is content with the proposed new access, subject to conditions relating to construction and visibility splays. Transport Scotland is satisfied that there is sufficient capacity within the West End car park. The Transport Planning Team has highlighted there are times when the car park is very busy and supports local events. A condition is recommended in relation to management of traffic on these occasions.

Improvements are to be made to travel linkages to support the development including new pedestrian crossings and new and enhanced bus stops (see 8.3.2 below). The existing public footpath at the rear of the site is to be upgraded.

Conditions have been recommended by Transport Scotland and the Council's Transport Planning Team which have been incorporated into the recommendation.

A surface water drainage scheme has been prepared for the development. The Council's Flood Risk Management Team has confirmed their general acceptance of the scheme and has recommended conditions seeking final agreement. These have been incorporated into the recommendation.

8.3.2 Are accessible by public transport, cycling and walking as well as car

Policy 56 of the Highland-wide Local Development Plan also applies. This requires development proposals that involve traffic generation to be well served by the most sustainable modes of travel available in the locality to maximise opportunities for walking and cycling.

As discussed in 8.3.1 above, the proposal is in a town centre location which is the preferred location for development of this nature as it provides for better access to services from a range of transport modes.

The proposed scheme includes a new pedestrian crossing facility at the foot of Lundavra Road at the roundabout to improve links from the High Street to the proposed hub. A new pedestrian crossing is also proposed linking the West End car park to the proposed hub. There are competing views between Transport Scotland and the Council's Transport Planning Team over the precise positioning of the pedestrian crossing (which side of the junction into the proposed hub). As the pedestrian crossing is on the Trunk Road, Transport Scotland would require to consent to the crossing, and they want the crossing on the south west of the junction. It has been suggested that an accessible ramped access is formed from the West End car park to the A82, rather than the current stepped access. This has been considered, and discounted, by the applicant, with on-site visitor and disabled parking proposed instead.

Visitor and staff cycle parking is proposed within the development. Finalised detail of the type and number of stands can be secured by condition.

There are bus stops within 400m of the proposed hub, however the Transport Planning Team has recommended conditions seeking relocation/enhancement of the two existing bus stops on High Street, and the provision of two new bus stops on Lundavra Road (near to the public footpath at the rear of the site), in order to improve the accessibility and quality of transport facilities serving the hub.

8.3.3 Maximise energy efficiency and include utilisation of renewable sources of energy and heat

The proposals require to meet current building standards in terms of energy efficiency. In addition the proposal incorporates a biomass boiler (wood pellets) as a heating source for the building. The design statement in support of the application highlights that the building will seek to achieve the Scottish Sustainable Buildings Gold Standard.

8.3.4 Are affected by physical constraints

Policies 51, 57, 64, 66, and 77 of the Highland-wide Local Development Plan and supplementary planning guidance on Physical Constraints, Flood Risk and Drainage Impact Assessment and Trees, Woodland and Development also apply.

The site is within 150 metres of a trunk road. A transport assessment has been submitted in support of the application and Transport Scotland has been consulted on the proposal in terms of its impact on the trunk road. Transport Scotland has no objection to the proposal subject to conditions. Access issues are discussed in more detail in sections 8.3.1 and 8.3.2 above.

There is an existing public footpath at the rear of the site which connects Lundavra Road to Achintore Road. This footpath is being retained as part of the proposals. This accords with Policy 77 of the Local Development Plan.

The proposed extension is within 20 metres of existing woodland/tree cover. A tree constraints plan and landscaping plan have been submitted which show a group of trees removed on the footprint of the extension, but the mature trees to the north, east and south of the site are to be retained, with protective fencing proposed for the construction period to protect the root areas. The landscaping plan shows additional broadleaf planting to consolidate the boundary with The Lime Tree, together with proposals for the rest of site encompassing natural woodland and more formal courtyard planting.

The site lies beyond the 1 in 200 year predicted fluvial and coastal flood extents shown on SEPA's Flood Maps. However, two local watercourses were identified which pass either side of the site which could pose a flood risk to the site. Following a request from the Council's Flood Risk Management Team a Flood Risk Assessment was prepared and submitted. SEPA raised no objection to the proposal, but recommended that the Council's Flood Team were best placed to provide comment on the water quantity aspects of the surface water drainage. Following consideration of the information submitted on flood risk and surface water drainage the Flood Risk Management Team has now removed their objection.

8.3.5 Make use of brownfield sites, existing buildings and recycled materials

Policy 42 of the Highland-wide Local Development Plan also applies.

The proposal represents the repair and reuse of a prominent building within Fort William. A new use for this site and the restoration of a Listed Building accords with development plan policy.

8.3.6 Demonstrate they have sought to minimise the generation of waste during construction and operational phases

Policy 70 of the Highland-wide Local Development Plan and supplementary planning guidance on Managing Waste in New Developments also apply.

Bin stores have been located at the top of the access road, adjacent to the turning head, to allow the refuse vehicles easy access for uplift. No details have been provided of the bin store design, which could be secured by planning condition. This would need to ensure suitably designed secure enclosures to make sure that this service area does not detract from the scheme visually and provides appropriate space for waste sorting/recycling in order to accord with the Supplementary Guidance on managing waste.

8.3.7 Impact on individual and community residential amenity

Policy 34 of the Highland-wide Local Development Plan also applies.

Development of this site has the potential to adversely impact on the amenity of the adjacent neighbour, The Lime Tree by way of loss of daylight or sunlight, and by overlooking. The owners' accommodation is located on the upper floor of the south west facing elevation, looking directly towards the development site. Their main living area is served by French doors on this elevation which open onto a covered balcony area. Guidance on loss of daylight/sunlight and overshadowing is provided in the BRE document "Site Layout Planning for Daylight and Sunlight - a guide to good practice". This document highlights that in designing a new development or extension to a building it is important to safeguard the daylight to nearby buildings. The proposed extension is close enough to the existing Lime Tree building to trigger analysis of the loss of daylight. The guidance provides a 25 degree test to analyse the loss of daylight to rooms in adjoining dwellings where daylight is required. The proposed extension passes this 25 degree test from the centre of the French doors of the owners' accommodation.

In addition to loss of daylight, the guidance recommends consideration is given to the possible loss of sunlight to gardens/sitting out spaces. The area which is likely to be affected the most is the covered balcony of The Lime Tree owners' accommodation. As the space is covered, it has existing restrictions on the amount of direct sunlight; however it is important that this amenity space is not affected to an unacceptable degree. As a check on the acceptability of the impact, the guidance recommends that at least half of the amenity area should receive at least two hours of sunlight on 21 March. The applicant has submitted solar modelling which demonstrates this will be the case. On the basis of the information submitted, it is considered that the proposal will not have an unacceptable impact on residential amenity as a result of loss of daylight or sunlight.

The proposed development also has the potential to affect the privacy and amenity of The Lime Tree owners' accommodation from overlooking. The upper floor owners' living accommodation is roughly in line with the first floor level of the proposed offices, looking down towards the ground floor offices and up towards the first floor offices. The proposed office extension is just over 10 metres horizontally from the balcony edge and approximately just less than 14 metres from the French doors. Due to site levels and existing and proposed tree planting and screening it is not considered that the ground floor offices on the north east facing elevation of the proposed extension will unacceptably overlook the existing premises in this town centre location. With respect to the upper floor offices in the proposed extension, the scheme has been amended since original submission to restrict the offices' windows on the north east facing elevation to upper level glazing and roof windows to restrict a downward angle of overlooking whilst still maintaining light to the office accommodation. There remains a full height window in the upper floor staff kitchen area which will look towards the neighbours' garden and parking area. This is a less private area than the balcony, being visible from Lundavra Road, however it would be preferable to have this window obscure glazed or screen fenced/planted. This could be secured by planning condition.

In light of the foregoing it is considered the proposal will not unacceptably affect the residential amenity of the adjacent property as a result of overlooking and is compatible with the adjacent land use.

Concerns have been raised that, if approved, the development could have a detrimental affect on the amenity of the adjacent premises as a result of construction noise. Construction noise is controlled by Environmental Health under the Control of Pollution Act and details of the restrictions will be included in a note to the applicant.

8.3.8 Impact on non-renewable resources

The proposal is for redevelopment of a brownfield site incorporating reuse of an important Listed Building. The proposal will not impact on non-renewable resources.

8.3.9 Impact on resources including habitats, species, landscape/cultural heritage and air quality

Policies 58 and 73 of the Highland-wide Local Development Plan and supplementary planning guidance on Highland Statutorily Protected Species also apply. Cultural heritage issues linked to the Listed Building are discussed in 8.3.10 below.

A bat survey was undertaken covering dates in May, June and July 2015. The survey found no bats leaving or returning from the building or the bat box on the gable end wall (installed previously when the roof was removed). The survey concludes that works can proceed without mitigation for bats or their roosts. It was noted that the building does have some bat roost potential and it advises that if bats are discovered during the demolition works then work is stopped and contact made with Scottish Natural Heritage. An existing bat box within a tree identified for felling will require to be relocated to an adjacent tree and the bat box on the gable end of the building will require protecting and retaining.

An Ecology Survey was undertaken to establish any development constraints. This recommends certain controls to protect the interests of the site - retaining fencing to exclude machinery; timing of certain operations to exclude the bird nesting season (1 March to 31 August); eradicating Japanese knotweed and rhododendron; and a pre-development survey of new access route for slow worms. These can be secured by planning condition.

A biomass boiler is proposed to provide heating to the proposed building. As part of the amended proposals, there is a single flue proposed at the gable of the rear of the extension. Information on the biomass boiler has been provided to the Council's Environmental Health Officer who has advised that the proposal is unlikely to result in a significant impact upon air quality.

8.3.10 Demonstrate sensitive siting and high quality design in keeping with local character and historic and natural environmental and in making use of appropriate materials

Policies 29 and 57 of the Highland-wide Local Development Plan and supplementary planning guidance on the Highland Historic Environment Strategy also apply, as does the Scottish Historic Environment Policy and Scottish Planning Policy.

The former Secondary School is a Category B Listed Building therefore the impact of the proposed extension on the listed building requires to be considered in accordance with Policies 28 and 57. Due to the Category B Listing of the building, the development plan identifies the building as being of local/regional importance. Policy 57 states that all proposals will be assessed taking into account the level of importance and type of heritage features, the form and scale of the development, and any impact on the feature and its setting. For features of local/regional importance, developments will be allowed if it can be satisfactorily demonstrated that they will not have an unacceptable impact on the resource.

Restoration and reuse of the existing building

Historic Scotland (now Historic Environment Scotland (HES)) have advised that they very much welcome this proposal for the sustainable re-use of the building which has been at risk for many years and that they are content with the principle of an extension in a contemporary style.

There has been support from most of the contributors to the application to the proposals to restore and reuse the former secondary school and this element of the proposal is in accordance with national and local policy.

Principle of extending the building

Concerns have been raised by the Community Council, contributors and the Council's Conservation Officer over the principle of extending the former secondary school when the former primary school adjacent to the building, also a Category B Listed Building, is now vacant and in the Council's ownership.

The Council's Conservation Officer has commented that the additional information provided relating to the adjacent listed primary school states that it has not been incorporated for a number of reasons including its footprint of 500sqm when the new office requirement is 750sqm. The Conservation Officer comments that a smaller extension between the two buildings to bridge the difference in required floor area would have been a better response. This would have resulted in a development of a smaller more subservient scale and would have resulted in a secure future for two Council-owned listed buildings. This, however, is not what has been applied for.

In support of the approach proposed, the applicant has advised as follows:

The Scottish government is looking for local authorities to enter into colocation opportunities, joint ventures and partnership working through front line and back office working to achieve efficiencies. These shared facilities create efficiencies in both facilities and collaborative working relationships.

The Highland Council's key asset management objectives are to seek opportunities to change or alter its property portfolio that support improvements in service delivery. This includes seeking opportunities for Council services and public sector partners to share accommodation, enabling them to work together to deliver better public services to customers, as well as reducing running costs.

The ethos of this development was to create a single civic hub for Fort William incorporating the service point, registry, council chamber, committee rooms and office space for both Council staff and Partner bodies.

The Council is very keen to see the primary school building given a new use and the Council's asset management team continue to seek such opportunities within the Council's Fort William property estate, and are undertaking a review during 2015 that is looking at potentially bringing the Council's Library, Archive Centre and records management storage into one facility at the former Primary School alongside the Council's new office development.

As highlighted by the Conservation Officer, the balance when considering this current application must be if the benefits to the secondary school outweigh the potential risks to the primary school. The current application represents a significant investment in the revitalisation of a disused Listed Building in a prominent, town centre location in Fort William, which should not be underestimated. In planning and conservation terms seeing both the former secondary school and the newly vacant primary school (both listed buildings) being reused as part of this scheme would have been the ideal scenario in the short term, however this is not what has been applied for. In this case, the investment in the renovation of the former secondary school building has significant weight as a material consideration, and its extension and establishment as a civic hub in this location should act as a catalyst for the redevelopment of the primary school, thereby reducing the risk of the building remaining unused. Therefore, on balance, it is considered that the principle of extending the building is acceptable.

Setting, siting, design and materials.

The Historic Scotland (now Historic Environment Scotland (HES)) publication on extensions builds upon the Scottish Historic Environment Policy and advises that most historic buildings can be extended sensitively. The guidance states that extensions must protect the character and appearance of the building; should be subordinate in scale and form; should be located on a secondary elevation; and must be designed in a high-quality manner using appropriate materials. There are various approaches discussed in the guidance relating to extending a listed building, including replication, a complementary addition, a deferential contrast or an assertive contrast. Whichever approach is taken, the guidance requires that the new work must acknowledge the old.

The current proposal for the extension takes a complementary design approach, offering a building which is contemporary in style and allowing clear distinction between the old and new. Historic Scotland has confirmed they are content with the principle of an extension in a contemporary style.

To be a successful complementary design, it is generally expected that the extension will take design cues from the profile, mass, bay rhythm, scale and proportion of the existing building but without replication of the details. It is in this area that the proposed building misses the opportunity to truly reflect the existing building by replicating the pitch and gable proportions of the existing building.

Historic Scotland as part of the consultation process advised that the approach of modern intervention here could work more successfully were the angle of the new roof pitch to tie in more closely with that of the old school's distinctive gables which are one of its primary characteristics. In response to the issue raised, the scheme was subsequently amended to increase the roof pitch. Unfortunately the gable width or eaves level was not adjusted to enhance the similarity between the extension and the existing building. This view is echoed by Historic Scotland in their response to the revised scheme (before it was formally submitted) which highlights the increase in bulk as a result of solely increasing the roof pitch. They recommend that the applicant considers amending (increasing) the roof pitch further, but advise that if it is found that this causes too many problems with internal planning and bulk of the extension then consideration may need to be given to siting the extension more to the rear of the old building where the roof pitch would be a less critical issue. The scheme has not been further amended to address Historic Scotland's comments. The applications therefore require to be assessed as submitted.

As the Council is the applicant, the Listed Building Consent application will be determined by Scottish Ministers.

The site lies within the Fort William town centre at its south western edge where there is a mix of predominantly large buildings, both commercial and residential. The proposed extension is large, occupying a similar footprint to the existing building, however it is positioned perpendicular to the principal elevation (fronting A82), extending back into the site. The extension is two storey and is set back from the principal elevation of the building. The extension is largely a separate building with a small link made onto the north eastern gable of the lower school house section. This keeps the interventions to the existing building to a minimum.

As a contemporary design approach, modern external finishes have been selected for the extension. It is proposed to use a zinc cladding for the roof and upper walls with the ground level incorporating granite (amended from concrete cladding) and glazing. Much of the front gable elevation is glazed. The use of zinc has been criticised by objectors for its unsympathetic 'trendy' appearance which would be likely to date. The zinc specified is Rheinzink pre-Patina in graphite grey which is pre-weathered to give a dark, matt finish - similar in appearance to lead. This will provide for a dark, recessive finish which will complement the granite finish on the existing building and help the extension to sit back into the site. A light, shiny zinc or other metal cladding would not provide this integration and a change to the cladding proposed would not be supported.

When approached from the south, a main gateway route, the extension will be largely screened from public view by the existing building. When leaving Fort William, heading south, the extension will be more visible, but will have The Lime Tree premises in the foreground partially obscuring the extension.

Landscaping features here will also help to screen the development. Being set back from the front face of the former school building and The Lime Tree will allow these buildings to remain dominant. Immediate views down into the site from Lundavra Road are restricted due to existing tree cover; this is similarly the case from the public footpath from Lundavra Road to Achintore Road.

The main public views of the development are from in front of the development, namely on the A82 or in the West End car park. From this aspect, it will mainly be the front gable of the extension that reads with the original building. As this is lower than the overall original building and set back into the site, and finished in simple dark grey zinc, this should allow the principal elevation of the former school building to dominate in size, finish and ornamentation.

As the extension is set back from the principal elevation, it will have limited impact in wider public views, and is finished in a dark recessive quality material, the impact on the architectural and historic interests of the school building and its historic setting are minimised.

As has been highlighted in the representations, design can be a subjective issue, particularly in relation to contemporary works. Having assessed the design in terms of the guidance provided by Historic Scotland, it is considered that, with the exception of achieving gable proportions that more clearly reflect the existing building, the extension largely accords with the key principles. When balanced against the significant benefits of renovating and reusing the former Secondary School, the overall proposal is considered to be acceptable.

In accordance with Policy 29 of the development plan public art will require to be incorporated into the scheme. This can be secured by condition.

8.3.11 Promote varied, lively and well used environments

The proposal represents a significant development within the defined Fort William town centre. Planning policy recognises the importance of town centres, promoting a town centre first approach for developments to encourage vitality and viability throughout the day and into the evening.

8.3.12 Accommodate the needs of all sectors of the community

Policy 77 of the Highland-wide Local Development Plan also applies.

There is a public footpath at the rear of the site which links Lundavra Road with Achintore Road. This footpath is to be retained as part of the proposals. The Council's Access Officer has raised no objection to the proposal.

The Lochaber Disability Access Panel notes that the proposal has been broadly designed on inclusive design principles and, in this respect, it is a very welcome development. While the Panel is supportive of the proposal it also felt it would benefit from an early meeting with the project designer to seek clarification on a number of issues. The agent has provided a written response to the points raised and the request for the meeting has been passed to the agent.

8.3.13 Contribute to the economic and social development of the community

Policy 57 of the Highland-wide Local Development Plan and supplementary planning guidance on the Historic Environment Strategy also apply.

The Historic Environment Strategy recognises that a high quality historic environment is reflective of a healthy economy and creates a sense of place where people want to live, work and play thus encouraging inward investment. This, in turn, will support social infrastructure. The renovation and reuse of this prominent listed building accords with the aims of economic investment and social development. Similarly the decision to retain and develop the office facilities within the town centre adds to the longer term health of the town centre, and also provides opportunities for alternative developments within the currently leased premises.

8.3.14 Policy Conclusion

In light of the foregoing, the proposal is not significantly detrimental in terms of the criteria set out in Policy 28 of the Highland-wide Local Development Plan, and does not conflict with the subject policies and supplementary guidance discussed.

As such the proposal is judged to accord with the development plan.

8.4 **Material Considerations**

Eight letters of objection have been received (spanning both the planning and listed building applications) including three adjoining Community Councils. The points raised are summarised in section 4.2. The Fort William Community Council, a statutory consultee, has objected to the proposal on the grounds summarised in section 5.6. The matters raised in the objections, together with the issues raised by the other consultees, are discussed in the assessment above.

8.5 **Other Considerations – not material**

Concerns have been raised that the community consultation managed by the applicant regarding these applications has not been fair, honest or inclusive and that the planning application should be refused until further community input has been sought - The proposal does not fall into the 'major' category of development therefore the proposal is not subject to statutory pre-application consultation under the Planning Act. The applicant did however enter into pre-application discussions with the Planning Service and consultees and has held two public consultation events. The Council, as applicant, has separate responsibilities for community engagement.

Concerns raised that details of the Partner bodies being considered for the development have not been released - This is not a material planning consideration.

Concerns raised over the cost of the development - This is not material to the consideration of this application, however the agent has commented that an options appraisal was carried out which identified this site as the most suitable. Long term revenue savings will be achieved by vacating leased premises.

Development will add to the number of empty units in Fort William - This issue is not material to the assessment of this application as the site itself lies within the identified commercial centre.

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 that

1. Application 15/02214/FUL be **granted** subject to the following conditions and reasons / notes to applicant ; and
2. Application 15/02215/LBC be **submitted to Scottish Ministers** for determination.

Conditions and reasons relative to application 15/02214/FUL

1. No development, including any demolition works, shall commence until a Construction Method Statement has been submitted to and approved in writing by the Planning Authority. The statement shall provide for:
 - (a) the parking of vehicles of site operatives and visitors;
 - (b) loading and unloading of plant and materials;
 - (c) storage of plant and materials used in constructing the development;
 - (d) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (e) the erection and maintenance of privacy screening along the north eastern boundary of the site;
 - (f) wheel washing facilities;
 - (g) measures to control the emission of dust and dirt during construction; and,
 - (h) a scheme for recycling/disposing of waste resulting from demolition and construction works.

The approved Construction Method Statement shall be adhered to throughout the construction period.

For the avoidance of doubt, if the West End Car Park is to be used in any way for construction purposes during these works, before and after surveys are to be undertaken of the car park and any unacceptable damage identified shall be made good to the satisfaction of the Roads Authority.

Reason : In the interests of community and residential amenity, pollution prevention, visual amenity and road and pedestrian safety.

2. No development shall commence on site until the mitigation measures set out in the Ecology Survey and the Bat Survey have been fully implemented. Thereafter the development shall be undertaken in accordance with the ongoing measures set out in the two reports for the duration of the construction.

Reason : In the interests of nature conservation, in order to prevent impact on protected and other important species and nesting birds.

3. No development shall commence on site until a scheme for obscure glazing or screening of the upper floor staff kitchen window in the north east facing elevation of the approved office extension has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be undertaken in accordance with the approved details, with the approved means for preventing overlooking retained in perpetuity.

Reason : In the interests of residential amenity in order to prevent overlooking of the adjacent property's private amenity space along the shared boundary.

4. No development shall commence on site until full details of which car parks within and around Fort William will accommodate overflow parking when the West End Car Park is either full or unavailable due to events have been submitted to and approved in writing by the Planning Authority. Such details shall include justification that their capacity, direction signing and pedestrian connectivity into the commercial centre of Fort William will be sufficient to meet this parking need, and shall also include any mitigation/improvement works.

Thereafter any mitigation measures shall be fully undertaken prior to the initial occupation of the new offices.

Reason : In the interests of traffic management and to ensure the development will not adversely impact on the overall parking provision serving Fort William.

5. Prior to construction of any part of the development detailed plans of the proposed access to the trunk road showing geometric layout and construction details shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority.

Thereafter, prior to the initial occupation of the offices, the access shall be fully formed in accordance with the approved details.

Reason : To ensure that the standard of access layout complies with the current standards and that the safety of the traffic on the trunk road is not diminished.

6. Prior to any occupation of the development, a method statement detailing the means of controlling the development parking shall be submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority. This statement shall include details of how the visitor parking within the site shall be controlled and how parking spaces will be designated within the West End Car Park.

Thereafter the development shall be operated in accordance with the approved details, with any mitigation measures undertaken prior to the initial occupation of the new offices.

Reason : To ensure that the movement of traffic and pedestrians is confined to the permitted means of access thereby lessening the danger to and interference with the free flow of traffic on the trunk road; and to ensure that vehicles may park (load, unload) clear of the trunk road.

7. Prior to any occupation of the development, traffic signs will be erected to denote parking and access arrangements for the development. These signs shall be of a layout and at a location which has been submitted in detail and approved in writing by the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority.

Reason : To ensure that the movement of traffic and pedestrians is confined to the permitted means of access thereby lessening the danger to and interference with the free flow of traffic on the trunk road; and to ensure that vehicles may park (load, unload) clear of the trunk road.

8. Prior to construction of any part of the development, visibility splays shall be provided, and thereafter maintained in perpetuity on each side of the access. These visibility splays are the triangles of ground bounded on 2 sides by the first 4.5 metres of the centreline of the access (the set back dimension) and the nearside trunk road carriageway measured 70 metres (the y dimension) in both directions from the intersection of the access with the trunk road. In a vertical plane, nothing shall obscure visibility measured from a driver's eye height of between 1.05 metres and 2.00 metres positioned at the set back dimension to an object height of between 0.26 metres and 1.05 metres anywhere along the y dimension.

For the avoidance of doubt, this will require some existing traffic signs to be relocated outwith the required visibility splays.

Reason : To ensure that vehicles entering or exiting the access can undertake the manoeuvre safely and with minimum interference to the safety and free flow of traffic on the trunk road.

9. No development shall commence on any part of the development until detailed plans of the proposed pedestrian link between the West End Car Park and the development, showing the layout, construction details, pedestrian crossing point and any pedestrian guardrail, have been submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority.

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

10. Prior to the initial occupation of any part of the development a controlled pedestrian crossing shall be installed at a location to be agreed (see Condition 9 above) with the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority.

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

11. No development shall commence on site until the form and location of the proposed new pedestrian crossing on Lundavra Road (at its junction with the roundabout on the A82 Achintore Road) has been submitted to and approved in writing by the Planning Authority in consultation with the Local Roads Authority and Transport Scotland.

Thereafter the new pedestrian crossing facilities on Lundavra Road shall be fully installed in accordance with the approved detail prior to the initial occupation of the new offices.

Reason : In the interests of road and pedestrian safety.

12. No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted to and approved in writing by the Planning Authority, after consultation with Transport Scotland as the Trunk Road Authority. In particular this Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.

Thereafter the development shall be operated in accordance with the approved Travel Plan.

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

13. No development shall commence on site until
- (a) a scheme for relocating and enhancing the two existing bus stops on High Street in Fort William; and
 - (b) a scheme for providing two new bus stops and shelters on Lundavra Road
- have been submitted to and approved in writing by the Planning Authority. For the avoidance of doubt, both schemes will include the provision of Real-Time Passenger Information Displays.

Thereafter the two approved schemes for the bus stops shall be fully installed in accordance with the approved detail prior to the initial occupation of the new offices.

Reason : In order to improve the accessibility and quality of public transport facilities serving the new offices/Civic hub.

14. No development shall commence on site until the number and form of secure staff cycle parking has been submitted to and approved in writing by the Planning Authority.

Thereafter the staff and visitor cycle parking shall be fully installed in accordance with the approved detail prior to the initial occupation of the new offices.

Reason : In order to provide for suitable on-site cycle parking facilities to encourage alternative forms of travel to the new offices/Civic hub

15. No development shall commence on site until the final surface water drainage scheme, with supporting calculations, has been submitted to and approved in writing by the Planning Authority. Thereafter the final surface water drainage scheme shall be fully installed prior to the initial occupation of the new offices and maintained thereafter in perpetuity. The discharge from the site is limited to 8.5 l/s, unless otherwise first agreed in writing by the Planning Authority.

Reason : In order to ensure a suitable scheme for the disposal of surface water drainage, set at greenfield runoff rates, in order to prevent localised flooding.

16. No development shall commence on site until full details of the location, form, finish and size of the proposed bin store has been submitted to and approved in writing by the Planning Authority.

Thereafter the bin stores shall be installed in accordance with the approved details prior to the initial occupation of the new offices.

Reason : In order to ensure that the waste storage and collection arrangements for this facility adhere to the published Supplementary Planning Guidance for Managing Waste in New Developments.

17. No development, site excavation or groundwork shall commence until all retained trees have been protected against construction damage using protective barriers in accordance with the approved Tree Protection Plan dated 26.5.15. These barriers shall remain in place throughout the construction period and must not be moved or removed during the construction period without the prior written approval of the Planning Authority.

Reason : In order to ensure the protection of retained trees, which are important amenity assets, both during construction and thereafter.

18. All landscaping works shall be carried out in accordance with the scheme and plans approved as part of this permission. All planting, seeding or turfing as may be comprised in 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 the approved landscaping works are properly undertaken on site.

19. No development shall commence on site until a scheme for provision of on-site public art as part of the development has been submitted to and approved in writing by the Planning Authority. The brief for this public art shall be prepared in accordance with the Council's Public Art Strategy. Thereafter the public art scheme shall be delivered on site in accordance with the approved brief.

Reason : In accordance with the Council's Public Art Strategy for the Highlands.

20. The development shall be externally finished in accordance with the approved scheme and shall not deviate from the finishes specified, unless otherwise first agreed in writing by the Planning Authority. For the avoidance of doubt, the roof and upper walls of the extension shall be finished in Rheinzink pre-Patina Zinc standing seam cladding in graphite grey.

Reason : To ensure that the development achieves the dark, recessive external appearance that is key to the delivery of the contemporary extension on this Listed Building.

21. All plant, machinery and equipment associated with the installation of the biomass heating system, including fans, ducting and external openings shall be so installed, maintained and operated such that any associated operating noise does not exceed NR 20 when measured or calculated within any nearby noise sensitive premises with windows open for ventilation purposes.

Reason : In the interests of residential amenity.

22. Deliveries for the Biomass facility shall be made outside the normal working hours of the Civic Hub.

Reason : For operational safety purposes in order to avoid conflict with other vehicles when reversing/manoeuvring within the site.

23. All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration services or similar and including fans, ducting and external openings shall be so installed, maintained and operated such that any associated operating noise does not exceed NR 20 when measured or calculated within any noise-sensitive premises with windows open for ventilation purposes.

For the purposes of this condition, "noise-sensitive premises" includes, but is not necessarily limited to, any building, structure or other development the lawful use of which a) falls within Classes 7 (Hotels & Hostels), 8 (Residential Institutions) or 9 (Houses) of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended), or b) is as a flat or static residential caravan.

Reason : In the interests of residential amenity.

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

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 & 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.

Listed Building

Both planning permission and listed building consent are required for these works. You are not authorised to commence development until you have both consents in place. Furthermore, both consents and their respective conditions must be read, and complied with, in tandem.

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.

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.

Construction Hours & 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.

Mud & Debris on Road

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

Transport Scotland

The applicant should be informed that the granting of planning consent does not carry with it the right to carry out works within the trunk road boundary and that permission must be granted by Transport Scotland Trunk Road and Bus Operations. Any works required and contact details are provided on Transport Scotland's response to the planning authority and is available on the Council's planning portal.

Trunk road modification works shall, in all respects, comply with the Design Manual for Roads and Bridges and the Specification for Highway Works published by HMSO. The developer shall issue a certificate to that effect, signed by the design organisation.

Trunk road modifications shall, in all respects, be designed and constructed to arrangements that comply with the Disability Discrimination Act: Good Practice Guide for Roads published by Transport Scotland. The developer shall provide written confirmation of this, signed by the design organisation.

The road works the subject of the above Conditions will require Road Safety Audit as specified by the Design Manual for Roads and Bridges.

Signature: Allan J Todd
Designation: Area Planning Manager – South
Author: Susan Macmillan
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 - Location Plan
Plan 2 - Site Plan
Plan 3 - Demolitions Plan
Plan 4 - Landscape Plan
Plan 5 - Proposed Elevations
Plan 6 - Proposed Elevations
Plan 7 - Ground Floor Plan
Plan 8 - First Floor Plan
Plan 9 - Second Floor Plan

Plan 10 - Sections

Plan 11 - Sections

Plan 12 - Elevations/Renovations

Plan 13 - Elevations/Renovations

Plan 14 - Elevations/Renovations

Plan 15 - Elevations/Renovations

Plan 16 - Elevations/Renovations

Plan 17 - Elevations/Renovations