

THE HIGHLAND COUNCIL

SOUTH PLANNING APPLICATIONS COMMITTEE
28 February 2017

Agenda Item	6.2
Report No	PLS 012/17

16/03947/FUL: The Highland Council
Scottish Whisky and Craft Centre, 137 - 139 High Street, Fort William

Report by Area Planning Manager – South/Major Developments

SUMMARY

Description : Demolition of existing Scottish Whisky and Craft Centre and Erection of 12 self-contained flats with shared circulation area and associated car parking

Recommendation - GRANT

Ward : 22

Development category: Local

Pre-determination hearing: None

Reason referred to Committee: Area Manager's discretion due to development being a Council development within a prominent location in Fort William.

1. PROPOSED DEVELOPMENT

- 1.1 It is proposed to demolish the existing former Scottish Whisky and Craft Centre and erect 12 flats on the site with associated car parking. The proposed flats are four storeys high, with an undercroft on the bypass side to address the differing levels across the site and provide parking, turning and service area. The flats are to be set back from the High Street frontage, and are closer to the bypass than the existing building, more in line with the Spice Tandoori building position in relation to the bypass. The flats have been split into three mono pitch structures with internal lower link sections, and are narrower than the existing building, allowing more space between the proposed flats and the existing buildings either side. Finishes to the building include white cladding and render and wood effect Rockpanel cladding, together with aluminium standing seam roofing and aluminium clad windows.
- 1.2 Informal pre-application discussions as part of scheme design.
- 1.3 The existing access into the car park from Station Square is to be used and connection is to be made to the public sewer and public water main.
- 1.4 Design Statement and Structural Assessment from Engineers submitted in support

of the proposals

- 1.5 **Variations:** Revised proposals for waste collection/bin storage provided and additional cycle storage included.

2. **SITE DESCRIPTION**

- 2.1 The site lies at the western end of Fort William High Street, and extends from the High Street towards the bypass. The building fronts the High Street pavement and is part attached to the Free Church of Scotland (to the east) which is a Category B Listed Building. To the immediate west of the site are the Spice Tandoori premises, a two storey building and beyond is a three and a half storey mixed commercial/residential block. Due to the change in levels, the buildings along this part of the High Street feature an extra storey when viewed from the bypass. The former whisky centre is currently single storey from the High Street elevation with a white rendered façade, screening a larger two storey commercial building finished in corrugated sheeting to the rear (towards the bypass). At present the rear of the building extends out to the building line of the adjacent church, with an open parking area between the building and the bypass. There is an existing footway between the existing building and the Spice Tandoori building.

3. **PLANNING HISTORY**

- 3.1 16/04876/LBC: Associated listed building application for the repair and re-rendering of the Free Church of Scotland as a result of the demolition of the former whisky centre. Granted 14.12.16.

4. **PUBLIC PARTICIPATION**

- 4.1 Advertised : Setting of Listed Building and Unknown Neighbour
Representation deadline : 13.10.16

Timeous representations : One letter of representation has been received

Late representations : None

- 4.2 Material considerations raised are summarised as follows:

- 1) At present the Whisky Centre is attached to the south gable of the Church, which is a grade B listed building. The known extent of that attachment at present is at roof level only, with the possibility that the adjacent wall in the whisky centre is free standing: only with demolition will the full extent be known.

Comment: The agent has advised that they have now carried out further investigations to establish how the latter former Whisky Centre building was built up to and immediately adjacent to the south gable of the listed church. They confirm that the buildings are separate from each other with only the lead abutment flashing at roof level attached to the existing south gable and this is terminated under the render that was applied at a later date to the south gable (upper section).

- 2) Assurance sought of repair and reinstatement if any damage is incurred in the process of demolition. Will there be specific indemnity addressing the

matter of damage to the church in the schedule of demolition? Will there be a stipulation to restore to the same standard and consistent with the gable wall above the line of the wall attachment?

Comment: The agent has advised they can confirm and assure the Reverend Mair that any damage caused to the Church as a result of the demolitions of the Whisky Centre building will be repaired and re-instated. The design team involved in this project, Architect, Structural and Civil Engineers and Mechanical and Electrical Engineers all have relevant Professional Indemnity Insurance for carrying out these works. The demolition contractor and/or the main building contractor will also have all the relevant insurances required for carrying out such works and this will include insurance for the damage to any adjoining 3rd party buildings. The new proposals for the new build housing will not be built adjacent to the church and therefore the whole of the south gable of the church will be fully exposed. They therefore confirm that the top section of render which is in poor condition will be carefully removed from the church wall and the whole of the south gable will be re-rendered to provide one uniform finish across the whole of the gable. This will be done at no cost to the church.

- 3) At present the attachment to the church carries any storm water away and prevents penetration through the wall into the church structure. Will there be adequate drainage substituted to cope with rain runoff? It is noted that in the development there will be an access walk way then separating the church from the flats and consequently drainage may be applied only to the development.

Comment: The agent has advised that the whole of the new development will have both surface water and foul water drainage arrangements designed by suitably qualified engineers and these will be approved through the normal building warrant process which will follow on from the planning process. They also point out that by removing the Whisky Centre building from being immediately adjacent to the church and having part of its roof water draining against the church gable the new development will significantly reduce the amount of water directly affecting the church south gable wall.

- 4) After demolition and into the construction phase will it be necessary to use any such vibration hammer or nibbler to remove rock from the site: to bring in heavy lifting equipment to remove the two fuel tanks situation in the basement of the centre and presently filled with sand: to use piling equipment to create pillars out towards the by-pass.

Comment: The agent has advised that the construction phase of the new development will be carried out in accordance with all current legislation including the COM 2015 Regulations, method statements will be carried out by the main contractor and/or the demolition contractor for all major elements of work including excavations within the current ground or for heavy lifting of individual building elements. At present, they are unable to say how much ground works will be required as these structural investigations cannot be fully entered into until the existing building has been demolished and removed off site. They do however confirm as previously stated that all works will be carried out by suitably qualified personnel all with the relevant

insurances to protect any 3rd party damage.

- 5) At present there is a solid wall at the southern aspect of the open area of the church. This is to be demolished: will there be a replacement consistent with the present boundary around that open area in front of the church?

Comment: The agent has advised that the removal of the Whisky Centre building will indeed open up the south facing side of the little courtyard to the High Street side of the Church as shown on their proposed drawings. They intend to re-instate a low wall topped with metal railing matching the 2 sides of the front courtyard already in place. Again, this will be at no cost to the church.

- 6) At present that solid wall comes about a metre along the front wall of the church. It is not confirmed where the title runs but if there is a minor overlap, would the council consider an adjustment in titles to run directly in line with the gable wall out to the public road?

Comment: This is a civil matter between the two landowners and is beyond the remit of the planning application.

- 7) At present and from the past we have appreciated the use of some of the parking facilities at the rear of the site. In other applications recently there was a stipulation of 1.5 parking places for each flat, indicating in theory 18 places to be available, from the area available at present to the rear, there may not be sufficient space for that provision of parking. However that stipulation may now be overtaken by the priority to provide in town dwelling: the development further down the High Street at Tweeddale Building does not have such a parking condition.

Comment: The agent has advised that the terms of the parking provision indicated within the development has already been discussed and agreed with the local Roads Engineers. Recent studies into the re-development of Scottish Town Centres has confirmed that the biggest single factor in regenerating towns would be to increase the number of people living within town centres. This therefore requires some flexibility in terms of parking provision and amenity space and this is reflected in recent planning decisions.

- 8) At present the church has permission to use the motorcycle bay at the front of the church for funerals and weddings. May that restriction be extended further to include any service in the church: such an extension would be very minimal; perhaps 2 hours max both Sunday morning and evening. Would the church be allowed the use of some parking on a Wednesday evening only?

Comment: This is a matter relating to the existing restrictions on the public road network and is beyond the remit of the planning application. Church representatives should make this request direct to Community Services.

- 9) Remaining at that lower level, the lay-out of the area at present would indicate that the whisky centre parking went as far as the gate with a line of tar running to the rear wall of the church, creating a corridor of approx. a metre between the tar line and the council toilet block. This allows access to the lower rear door of the church hall. Would the council be prepared to concede some form of a way leave or right of access across that ground to

the gate into the church property? There is no space to provide an access ramp.

Comment: The agent has advised that the proposal for the car parking to the lower rear level are in line with the feu plan for the Whisky Centre site. The access to the lower area of the church and requiring any way leave of right of access from the Council is a matter between the two organisations and out with this development proposal.

- 10) Concerns over Health and Safety issues with the car access to the rear parking for the development going across the doorways of both toilets. Aware of the danger of people stepping out into the path of traffic: but have also seen other cars being driven into the car park at speed and totally ignoring or disregarding the danger from the toilet doors.

Comment: The agent has advised that the proposals for vehicular access to the lower rear area of the development has previously been discussed with the Local Area Roads Engineer. The road at the point outside the toilets is narrow and the speeds of vehicles passing this point should be very slow and if it was felt necessary further traffic calming methods could be added to the proposals.

- 11) Request that no work take place on a Sunday during church times: that may provide some additional parking, a degree of quietness for our service and a respect for the service of worship taking place in the church.

Comment: Construction working hours is covered by a standard informative and controlled by colleagues Environmental Health. The agent has confirmed the applicant has no issues with the request for no Sunday working.

- 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 addressed through submission of additional information and amendment to waste collection arrangements.

- 5.2 **Contaminated Land:** No objection subject to condition

- 5.3 **Access Officer:** No objections subject to clarification of management of the construction phase.

- 5.4 **Disability Access Panel:** Further information requested with respect to flat design, toilet size, lift size and parking arrangements.

- 5.5 **Flood Risk Management Team:** No objection

- 5.6 **Historic Environment Team:** No objection - suggestions made regarding the design of the boundary treatment.

- 5.7 **SEPA:** No objection

- 5.8 **SNH:** No comments

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

28	Sustainable Design
29	Design Quality and Place-making
31	Developer Contributions
32	Affordable Housing
34	Settlement Development Area
42	Previously Used Land
56	Travel
57	Natural, Built and Cultural Heritage
64	Flood Risk
65	Waste Water Treatment
66	Surface Water Drainage
75	Open Space
77	Public Access

6.2 West Highland and Islands Local Plan 2010 (as continued in force 2012)

None
applicable

7. OTHER MATERIAL CONSIDERATIONS

7.1 Draft Development Plan

Not applicable

7.2 Highland Council Supplementary Planning Policy Guidance

Developer Contributions (March 2013)

Flood Risk & Drainage Impact Assessment (Jan 2013)

Highland Historic Environment Strategy (Jan 2013)

Managing Waste in New Developments (March 2013)

Open Space in New Residential Developments (Jan 2013)

Public Art Strategy (March 2013)

7.3 Scottish Government Planning Policy and Guidance

Scottish Planning Policy 2014

PAN 59: Improving Town Centres

7.4 Other

Fort William Town Centre Action Plan

8. PLANNING APPRAISAL

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

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

8.3 Development Plan Policy Assessment

8.3.1 The current proposal seeks permission for the redevelopment of an existing site within Fort William town centre for 12 affordable residential units. The site lies within the Fort William Settlement Development Area which is the Council's preferred area for new development. The reuse of this centrally located, prominent site within the Fort William High Street is supported in principle by National and Local Development Plan Policy. Policy 34 of the West Highland and Islands Local Plan requires proposals to be assessed in terms of how compatible they are with the existing pattern of development and landscape character, how they conform with existing and approved land uses, and the effect on any natural, built and cultural heritage feature. To be supported proposals need to meet the requirements of Policy 28 and all other relevant policies of the development plan.

8.3.2 The site is at the south western end of the Fort William town centre in an area of mixed uses. Its redevelopment for residential use is compatible with surrounding uses and the introduction of additional residential uses within the town centre accords with National Policy.

The proposed building is modern in design and finish and will have a striking appearance, particularly from the bypass, where the building is at its highest. The mass of the building has been reduced by splitting it into three narrower components. From the High Street frontage the building, although modern in appearance, draws from the traditional, keeping a rectangular, reasonably simple street frontage. The building is set back from the pavement and is detached from the adjacent church, will open up the streetscape and provide views through the buildings towards the Loch. Curved corners on the building will increase the attractiveness for pedestrian movement at street level, as well as adding architectural interest to the building generally. The original planning preference was to keep the height of the new building in line with the church, however, although the final proposal is higher than the church, the combination of the set back into the site and the increased spacing between the buildings has allowed the height of the

building to be increased to maximise the use of the site whilst maintaining an appropriate streetscape along the High Street. The height of the building is lower than the block of shops and flats to the south west.

The proposal represents a modern, interesting building which will have a positive contribution to the streetscape from both the High Street and the bypass at this south western end of Fort William town centre. The design of the building has taken account of the challenges of the site and proposes good quality affordable housing, and will have a positive impact on the adjacent listed building (see 8.3.3 below). The proposal accords with Policy 29 and 34 of the Highland-wide Local Development Plan and associated Supplementary Guidance.

- 8.3.3 At present the existing building abuts the Free Church of Scotland, a Category B Listed Building. Planning permission is not required for the demolition of the former Whisky Centre, and Listed Building Consent has been granted for repair works to the gable end of the Church following demolition of the Whisky Centre. A key issue in this application for the redevelopment of the site is the impact on the setting of the Listed church. At present the Whisky Centre building sits on the line of the High Street pavement and sits forward of the church. Although the proposed new building is higher than the church (3m between ridge heights) it is set back into the site more inline with the High Street elevation of the church. Rather than being attached to the church, the new building is also detached, with an offset of 4 metres. These combined changes will have a positive effect on the setting of the church, giving the church a stronger position in the streetscape. The proposal accords with Policy 34 and 57 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.3.4 The proposal is for 100% of the residential units to be 'affordable'. The proposal accords with Policy 32 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.3.5 In accordance with Development Plan policy and the Council's Supplementary Planning Guidance the requirement for public art to be incorporated as part of the development should be considered. As this is a prominent local development it is considered there should be a degree of public art incorporated into the scheme. Due to the way the development is arranged and the public spaces and viewpoints it will create an opportunity for public art to be by means of railings along the street frontage and courtyard area. This has already been incorporated into the scheme. A condition is proposed to secure the final details of this element. The proposal accords with Policy 29 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.3.6 The site is to be accessed from the existing access road off Station Square. The site currently has 12 car parking spaces. The redevelopment proposal will result in 8 car parking spaces to serve 12 flats. This is below the 14 spaces required by Council's Roads and Transport Guidelines and excluding any visitor provision (which would take the requirement to 18 spaces). The Roads and Transport Guidelines recognise that for residential developments in town centres the Council may accept reduced parking provision in certain circumstances if it can be demonstrated to comply with Council policy. Given the town centre location, the importance of this redevelopment site, the benefits of providing affordable housing

and the close proximity to the public transport network, this level of parking provision is considered to be acceptable. Cycle parking has been increased on the site to help address the shortfall of on-site parking. 7 cycle stands are proposed to accommodate 14 bikes. Following initial concerns raised by the Transport Planning Team the waste collection arrangements have been modified and now include a bin store near to Station Square where the bins will be placed on collection day (by a Factor) and then returned to their storage area within the undercroft of the building.

- 8.3.7 It is proposed to connect the development to the public water main and the public sewer. These connections will require the separate consent of Scottish Water. The proposal accords with Policy 56 and 65 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.3.8 SEPA has advised that the application site lies adjacent to the medium likelihood (0.5% annual probability or 1 in 200 year) flood extent of the SEPA Flood Maps and may therefore be at medium to high risk of flooding. SEPA has considered the proposal in terms of flooding and, on the basis of the information submitted, has raised no objection to the proposal. The proposal accords with Policy 64 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.3.9 A Drainage Strategy has been submitted in support of the application which indicates that the surface water drainage will be connected to the public sewers. Although the Council's Flood Risk Management Team has identified some issues with the Drainage Strategy, they have confirmed that Scottish Water will need to give their agreement to the design criteria, in particular the acceptable discharge rates. As the surface water drainage scheme will be controlled by Scottish Water in this instance, no further information is required at the planning application stage for this development. Separate permission for connection to the surface water sewer will be required from Scottish Water. The proposal generally accords with Policy 66 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.3.10 The Council's Contaminated Land Team have advised that the northern part of the site was formerly used as MacBrayne's bus depot for storage and maintenance of buses and was licenced to store petrol in an underground tank. This use may have resulted in land contamination. A condition is proposed to ensure that potential contamination on site is identified and treated/removed. The proposal accords with Policy 42 of the Highland-wide Local Development Plan
- 8.3.11 Policy 75 of the Highland-wide Local Development Plan and associated Supplementary Guidance seeks open space provision for new developments of four or more dwellings. The current scheme proposes some open space provision as part of the development itself, both private and publicly accessible however it does fall short of the quantity set out in the supplementary guidance. The site is an important town centre site and has good pedestrian linkages to the existing areas of open space within the town centres, primarily Gordon Square, Station Square and further down the High Street to the Parade. Although the proposal does not accord with the space standards in the Supplementary Guidance, it is reasonably well served by existing civic spaces and has good transport links to nearby sports and leisure facilities. It is considered that the importance of the redevelopment of

this site, together with its central location and access to existing facilities outweigh the shortfall in formal on-site open space/greenspace provision.

- 8.3.13 The proposal is considered to accord with the individual development plan policies discussed above and as a result accords with overarching Policy 28 on Sustainable Design.

8.4 **Material Considerations**

- 8.4.1 One letter of representation has been received from the Reverend of the adjoining Church and its congregation. The letter does not object to the proposal but highlights concerns and questions related to the proposal. These have been summarised and responded to in Section 4.2 above.

- 8.4.2 The Lochaber Disability Access Panel has requested that one of the ground floor flats is made fully accessible. They also requested dimensions of the lift area to ensure the lift meets the requirements of residents and any visitors to the flats. They also noted that none of the parking spaces appear to be designated as a dedicated disabled parking space. In response to the points raised and clarification sought, the agent has provided the following information:

"Our client is the Highland Council Housing and Property Development. They have standard minimum requirements for the design of any new housing. We can confirm that all 12 no. flats have been designed to comply with the Highland Council's own design brief and specification but also all flats will comply with the National Standard Housing for Varying Needs Standards.

The flats are at least 18 months away from being completed and therefore the proposed tenants being allocated. It is not possible for our client to allocate 1 of the ground floor flats to be fully accessible at this stage. However, the proposed construction of the building with a steel frame, concrete intermediate floor and timber frame infill panel construction will allow the internal layout of the flats to be altered to suit the needs of a tenant should the Council allocate one of the flats to someone with disability requirements.

In terms of the sizes of the individual bathrooms we would again confirm that they have been sized to comply with the Housing for Varying Needs Standard and not for any specific disabled person's requirements.

In terms of the size of the lift we can confirm that the lift will be sized to suit disabled use within the building. The lift shaft at present is 1600mm wide by 1800mm deep and this will give ample space to have a lift car compliant with disabled access requirements.

There are only 7no. parking bays but this has been done in conjunction with the Local Area Road Engineer and we can confirm that 1 no. car parking space could be made available for specific disabled use should the Council allocate one of the houses for a disabled person."

8.5 **Other Considerations – not material**

None other than those identified in Section 4.2 above.

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 / notes to applicant

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

No development shall commence until written confirmation has been received that the scheme has been implemented, completed and, if required, monitoring measurements are in place, all to the satisfaction of the Planning Authority.

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

2. No development shall commence on the construction of the flats hereby approved until a detailed specification for all proposed external material and finishes (including trade names and samples where necessary) has been submitted to and approved in writing by the Planning Authority. Thereafter the development shall be

undertaken in accordance with the approved specification.

Reason: In the interests of visual amenity.

3. No development shall commence on the construction of the flats hereby approved until a construction phase Traffic Management Plan has been submitted to and approved in writing by the Planning Authority. Thereafter the approved Traffic Management Plan shall be implemented in accordance with the approved plan for the duration of construction.

Reason: In the interests of road and pedestrian safety.

4. No development shall commence on the construction of the flats hereby approved until a construction method statement has been submitted to and approved in writing by the Planning Authority. This shall include the proposed location of the works compound, the means of screening the site, details of how the site will be developed and mitigation measures in terms of dust and noise for the adjacent premises. Thereafter the development shall be undertaken in accordance with the approved construction method statement for the duration of the construction works.

Reason: In the interests of road and pedestrian safety and visual and residential amenity.

5. Prior to the occupation of any of the flats hereby approved, full details of the proposed boundary treatment shall be submitted to and approved in writing. The boundary fencing shall be designed to meet the Council's principles of Public Art provision in accordance with the Council's Public Art Strategy. Thereafter the boundary treatment shall be fully installed in accordance with the approved details prior to the occupation of the first flat, unless otherwise first agreed in writing by the Planning Authority.

Reason: In the interests of visual amenity and in accordance with Policy 29 of the Highland-wide Local Development Plan and the Council's Public Art Strategy.

6. Prior to the occupation of any of the flats hereby approved the eight approved on site parking spaces and the seven approved cycle stands shall be formed/installed in accordance with the approved details and retained thereafter in perpetuity.

Reason: In order to ensure adequate vehicle and cycle parking to serve the development.

7. Prior to the occupation of any of the flats hereby approved the bin store shown on approved plan (drawing number 0892013-A004) shall be formed and thereafter the owner of the building shall ensure arrangements are in place at all times to take the bins from the undercroft bin store to this bin store on collection days.

Reason: In the interests of road and pedestrian safety, and public health, in order to ensure to ensure waste from the site can be adequate and safely collected.

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.

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.

Further information on the Council's roads standards can be found at:
<http://www.highland.gov.uk/yourenvironment/roadsandtransport>

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

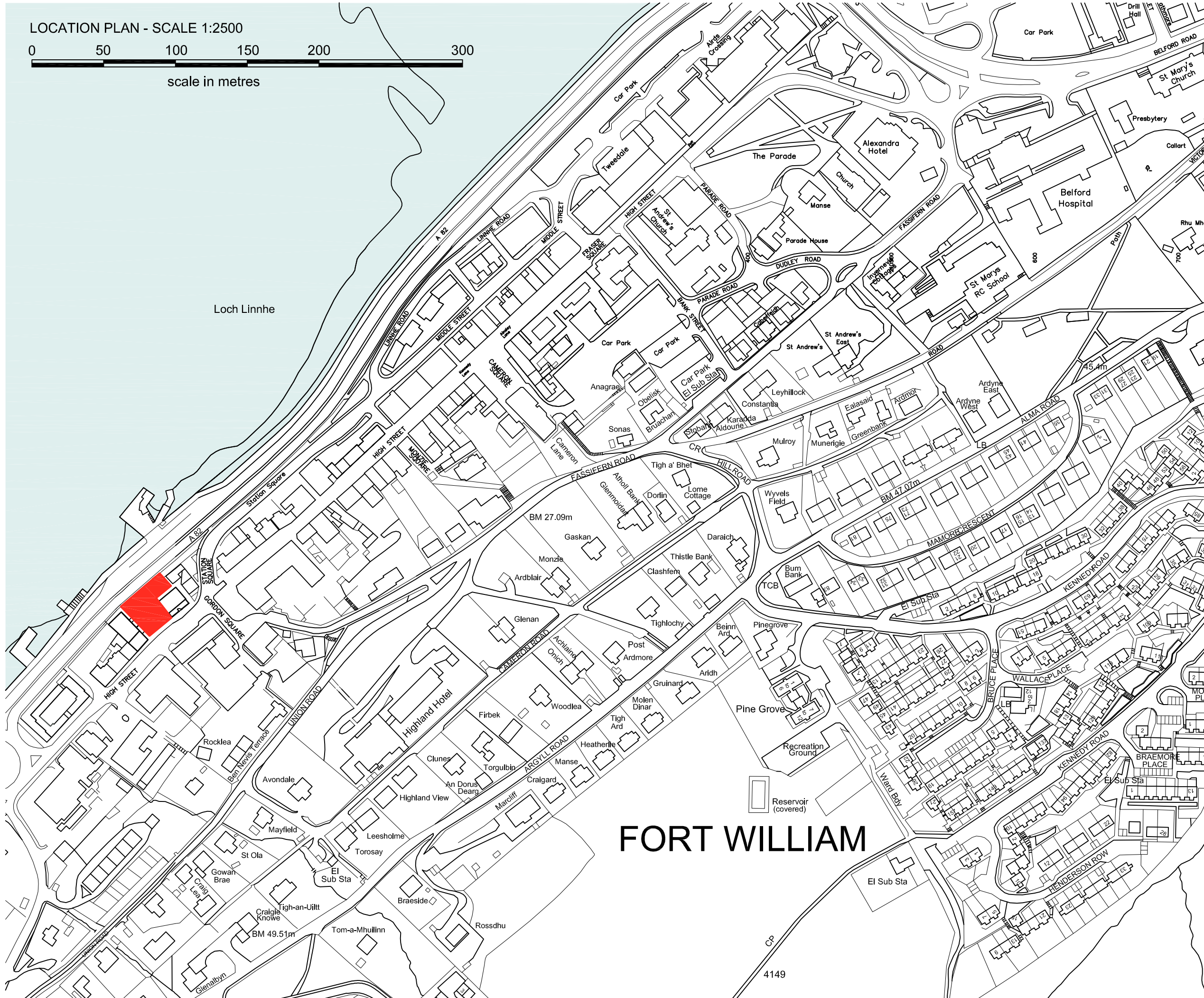
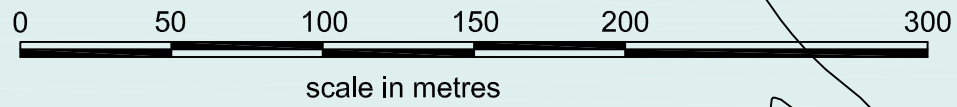
<http://www.highland.gov.uk/yourenvironment/roadsandtransport/roads/Applicationformsforroadoccupation.htm>

Mud & Debris on Road

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

Signature:	Nicola Drummond
Designation:	Area Planning Manager – South/major Developments
Author:	Susan Macmillan
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 – 0892013-A001 - Location Plan Plan 2 – 0892013-A002 REV B - Site Plan Plan 3 - 0892013-A003 - Parking Layout Plan 4 - 0892013-A004 - Refuse Collection Plan Plan 5 - 0892013-A005 - Bin Collection Store Plan 6 – 0892013-A100 - Basement Floor Plan Plan 7 – 0892013-A101 REV A - Ground Floor Plan Plan 8 – 0892013-A102 - First Floor Plan Plan 9 – 0892013-A103 - Second Floor Plan Plan 10 – 0892013-A104 - Third Floor Plan Plan 11 – 0892013-A200 - Elevations Plan 12 – 0892013-A201 - Elevations Plan 13 - 0892013-A300 - Section Plan Plan 14 - 301773 101B - Vehicle Tracking Plan

LOCATION PLAN - SCALE 1:2500



Note:
The contractor will be held to have checked all dimensions before commencing with any works and in the event of discrepancies, is to refer them directly to this office for clarification prior to commencement of work.
Written dimensions are to be taken in all cases. Drawings should not be scaled for dimensions. In case of doubt refer to this office.
This drawing is copyright and all rights are reserved. No unauthorised copying of this drawing is permitted.

 SITE REFERED TO

Date	Revisions	Mark

Project		137 - 139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT
Client		HIGHLAND COUNCIL
Drawing		LOCATION PLAN
Scale	Date	JUNE '16
1:2500 @ A3	Checked	
Dwg. No.		0892013/A001 -



kearney donald partnership
chartered architects & planning supervisor

Hillside House • Belford Road
Fort William • PH33 6BT
Tel: 01397 704333
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E-mail: mail@kd-partnership.co.uk
Web site: www.kd-partnership.co.uk

Note:
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Date	Revisions	Mark
20/12/16	possible bike storage space added	A
20/01/17	visitor cycle parking space added	B

Project
 137 - 139 HIGH STREET
 FORT WILLIAM - HOUSING
 DEVELOPMENT

Client
 HIGHLAND COUNCIL

Drawing
 SITE PLAN

Scale
 1:200 @ A3

Date
 JUNE '16

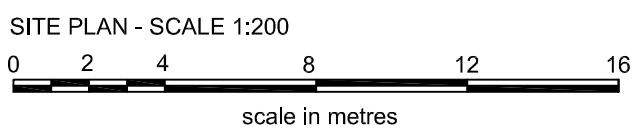
Drawn
 Checked

Dwg. No.
 0892013/A002 B



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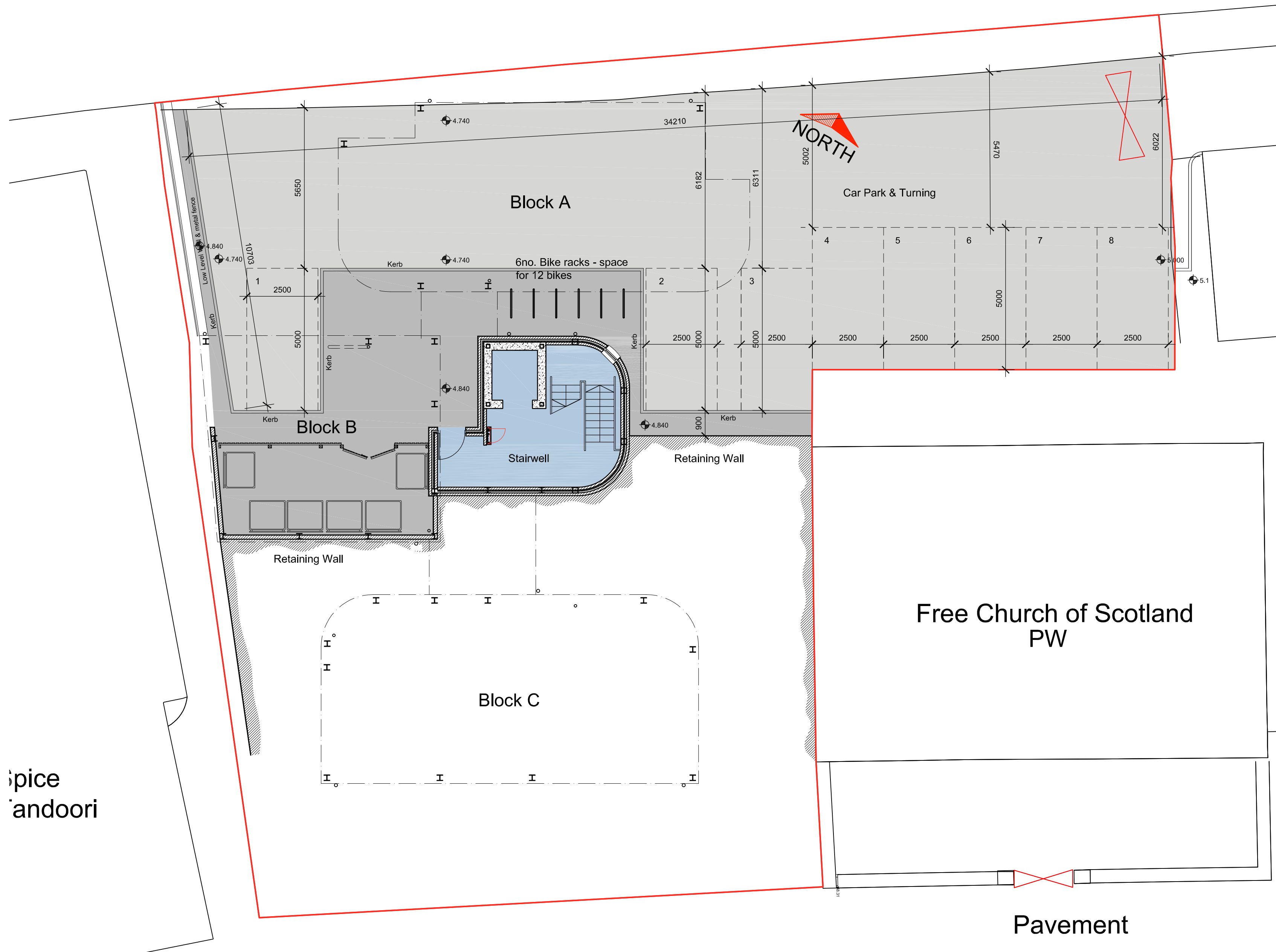
Hillside House • Belford Road
 Fort William • PH33 6BT
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 E-mail: mail@kd-partnership.co.uk
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GORDON

A82 Fort William Bypass

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- Access road & parking
- Kerb / Pavement
- Internal Space

Date	Revisions	Mark

Project 137 - 139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT	
Client HIGHLAND COUNCIL	
Drawing PARKING LAYOUT	
Scale 1:200 @ A2	Date DEC '16
Drawn	Checked
Dwg. No. 0892013/A003 -	



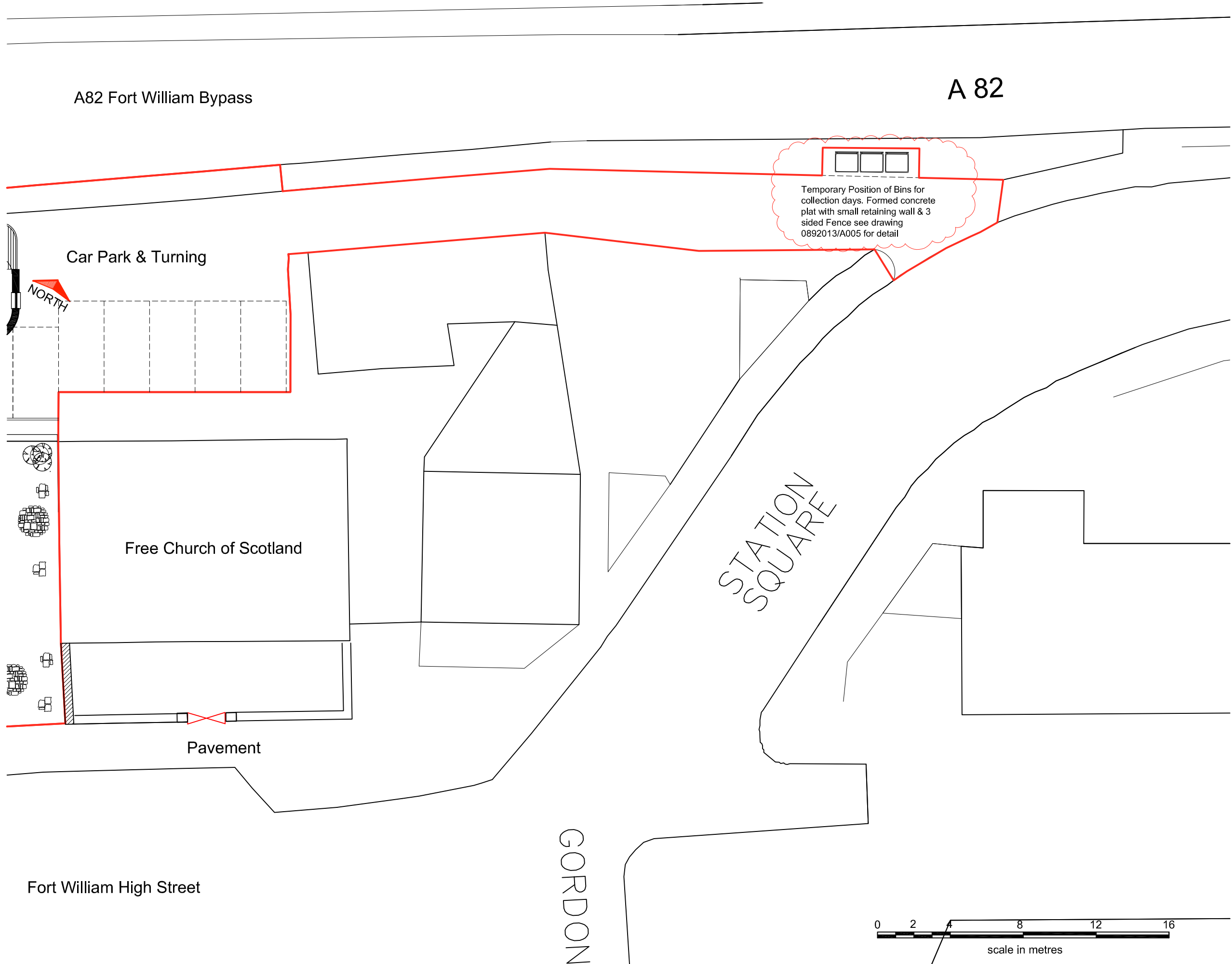
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Spice
 andoori

Pavement

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— SITE REFERRED TO

Date	Revisions	Mark

Project
 137 - 139 HIGH STREET
 FORT WILLIAM - HOUSING
 DEVELOPMENT

Client
 HIGHLAND COUNCIL

Drawing
 REFUSE COLLECTION PLAN

Scale
 1:200 @ A3

Date
 JAN '17

Drawn
 Checked

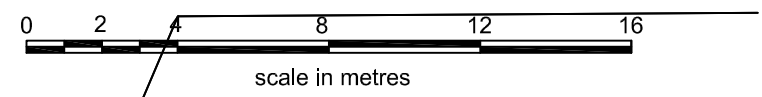
Dwg. No.
 0892013/A004



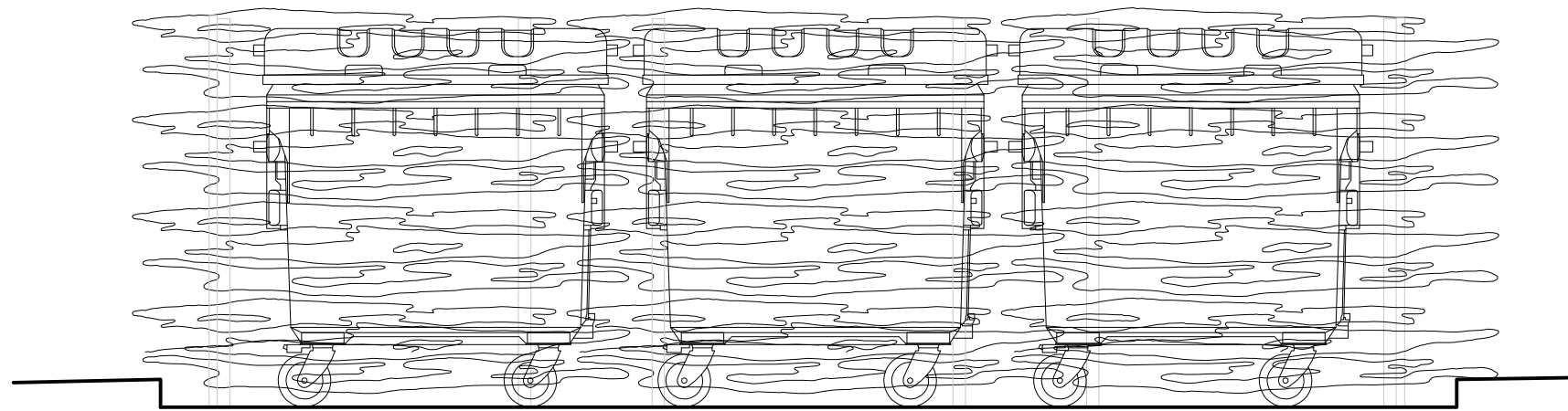
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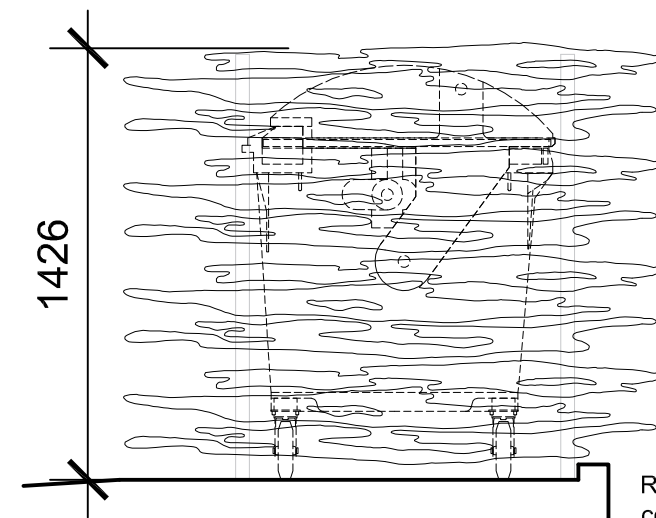
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Elevation A

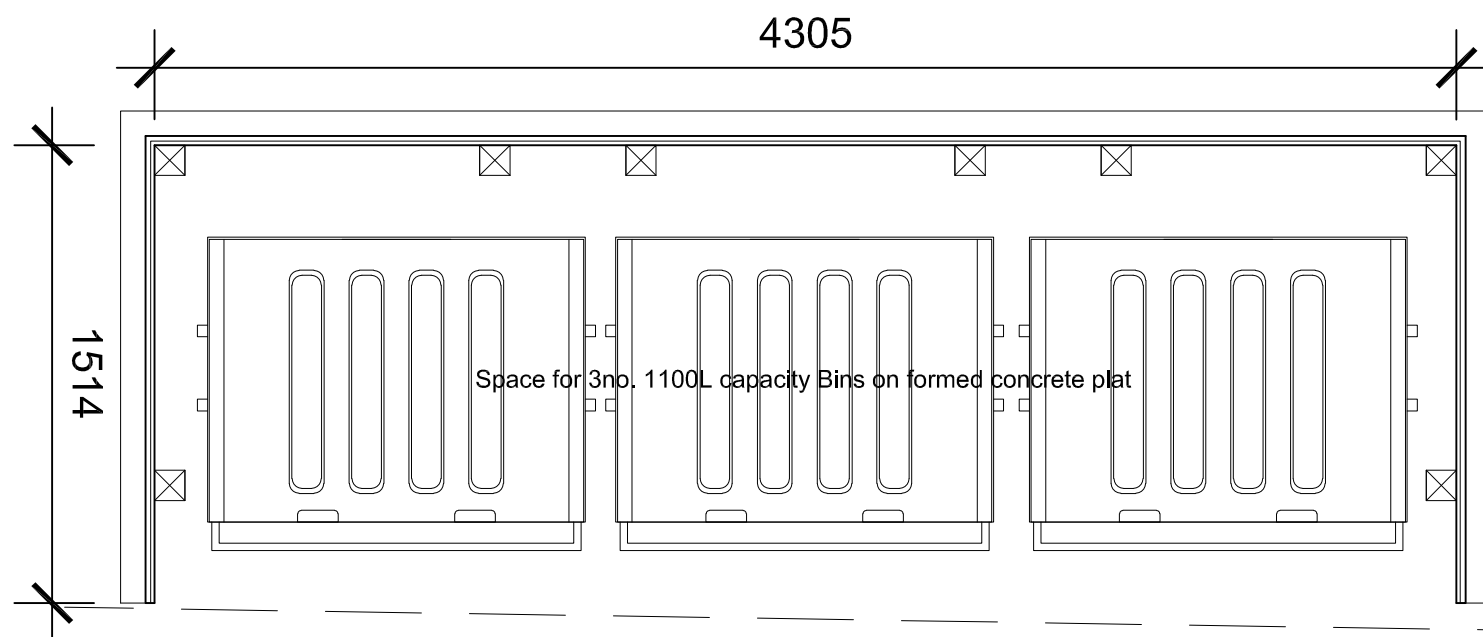


Fence to match design around main building

Bypass Side

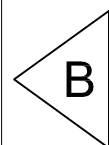
Retaining Wall to create concrete plat for Bin store

Elevation B



Retaining Wall to create concrete plat for Bin store

Plan View



scale in metres

Date	Revisions	Mark

Project	
137 - 139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT	
Client	
HIGHLAND COUNCIL	
Drawing	
BIN COLLECTION STORE	
Scale	Date
1:25 @ A3	JAN '17
Drawn	Checked
Dwg. No.	
0892013/A005	



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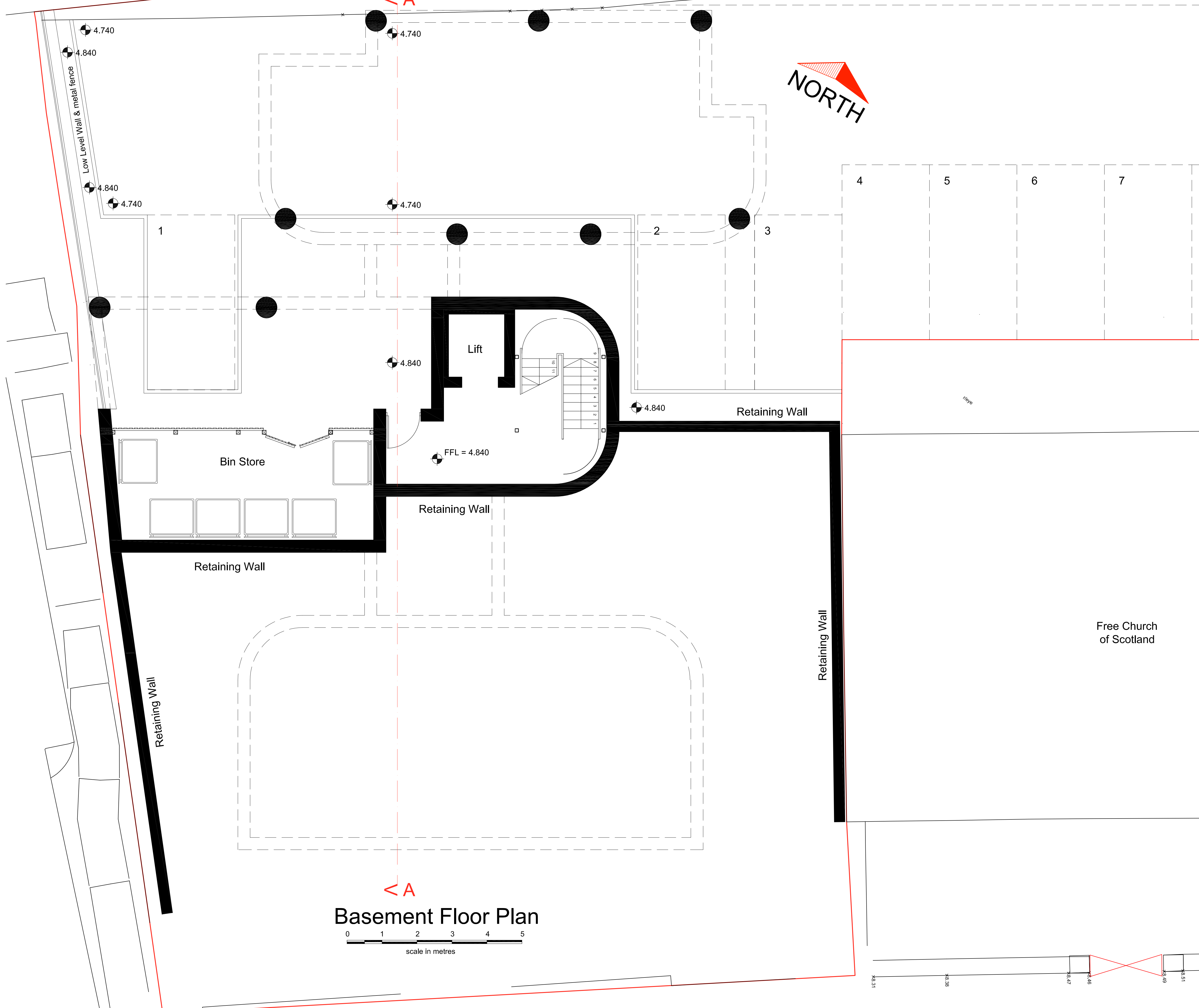
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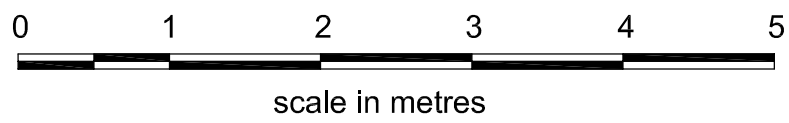


< A

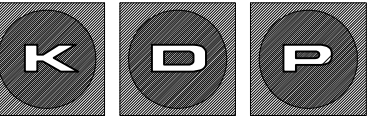
< A



Basement Floor Plan



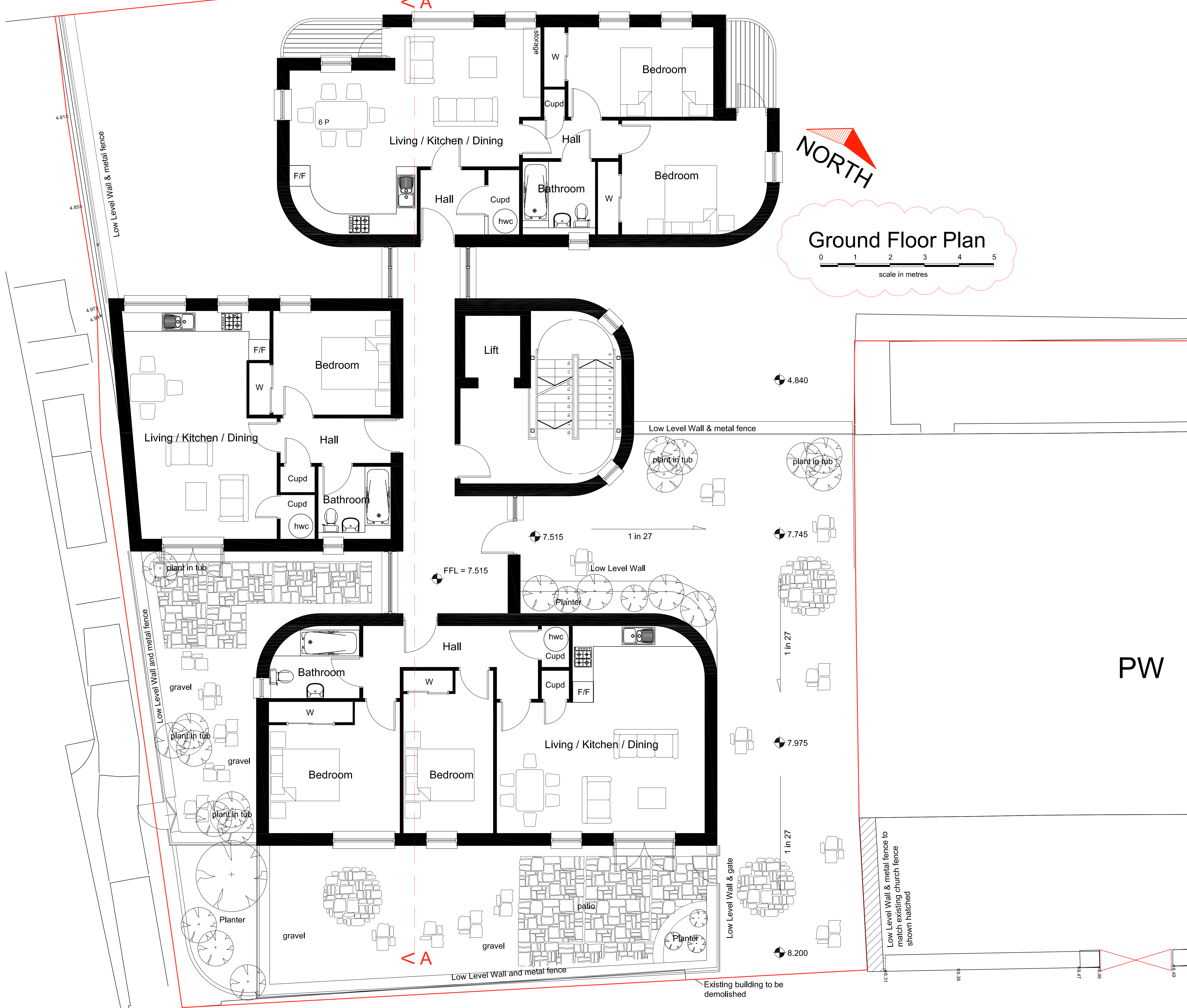
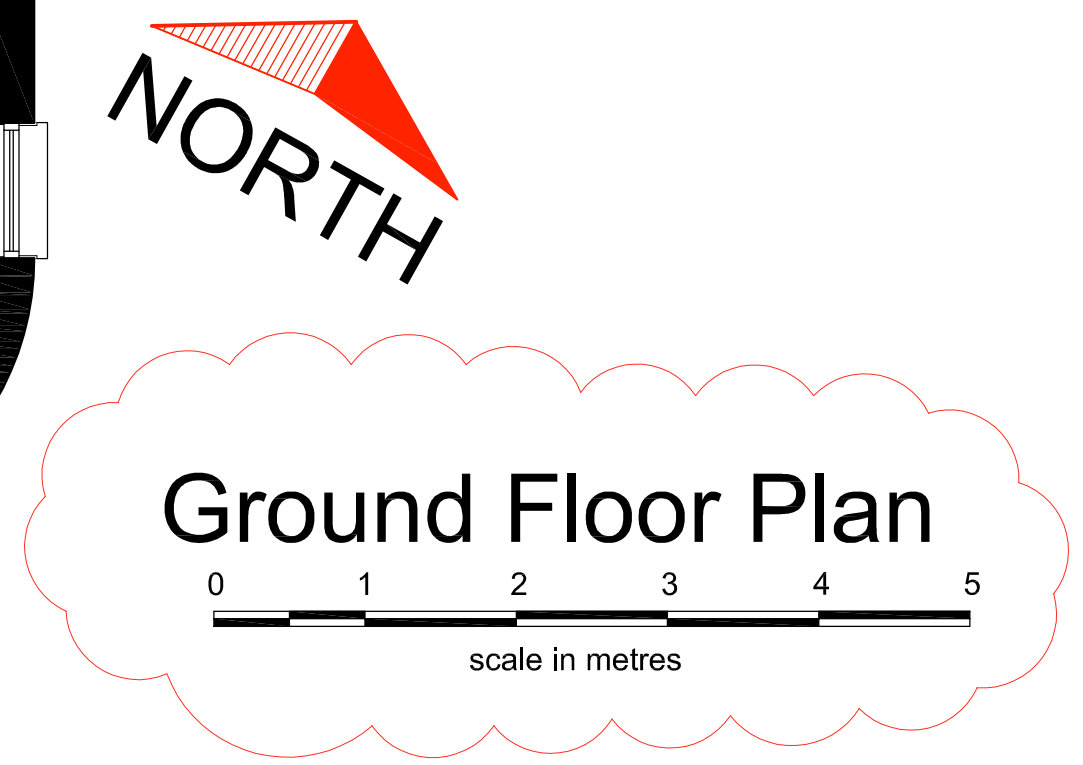
Date	Revisions	Mark
Project		
137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT		
Client		
HIGHLAND COUNCIL		
Drawing		
PLANNING APPLICATION BASEMENT FLOOR PLAN		
Scale	Date	
1:50 @ A1	JUNE '16	
Drawn	Checked	
JM	SD	
Dwg. No.		
0892013/A100 -		



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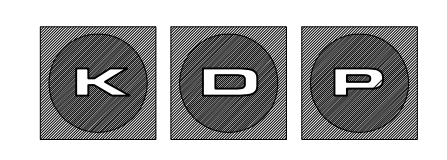
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Date	Revisions	Mark
13/09/16	scale bar added to drawing	A
Project 137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT		
Client HIGHLAND COUNCIL		
Drawing PLANNING APPLICATION GROUND FLOOR PLAN		
Scale 1:50 @ A1	Date JUNE '16	
Drawn JM	Checked SD	
Dwg No. 0892013/A101 A		

PW



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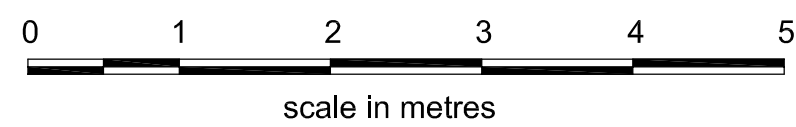
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< A

First Floor Plan



PW

Date	Revisions	Mark

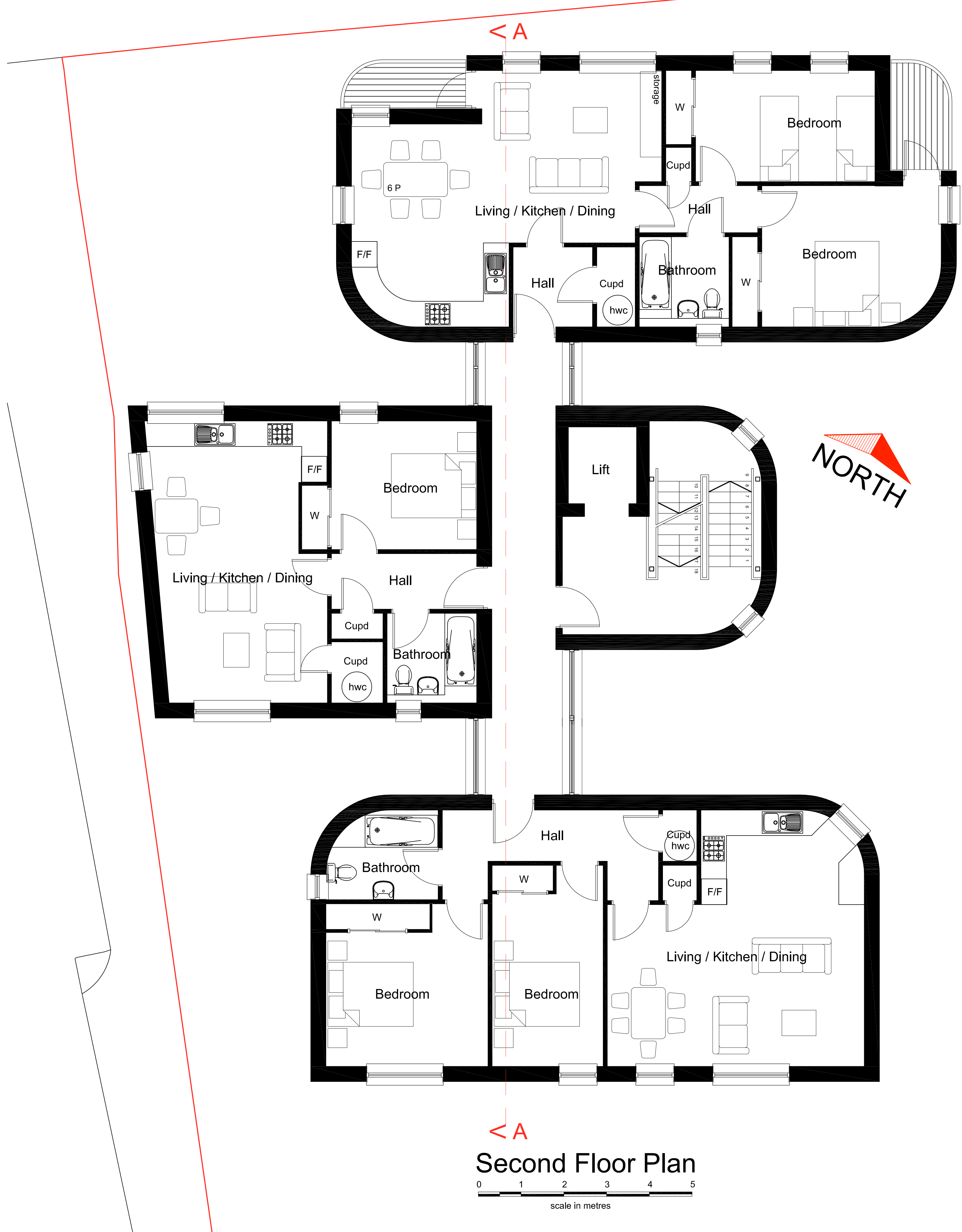
Project		137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT	
Client		HIGHLAND COUNCIL	
Drawing			
PLANNING APPLICATION FIRST FLOOR PLAN			
Scale	1:50 @ A1	Date	JUNE '16
Drawn	JM	Checked	SD
Dwg. No.	0892013/A102 -		



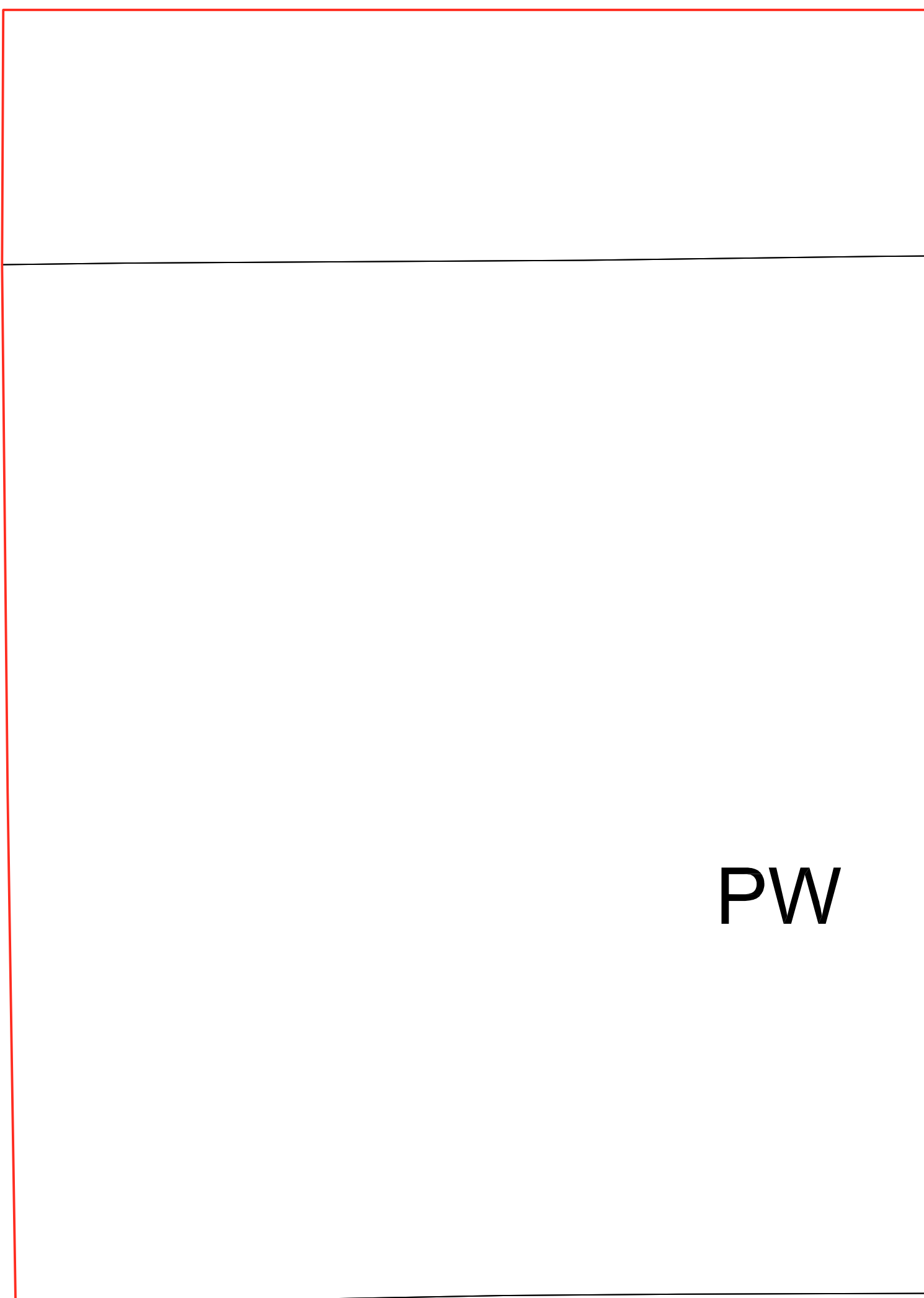
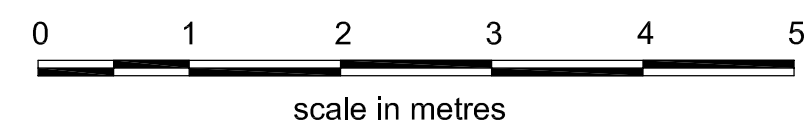
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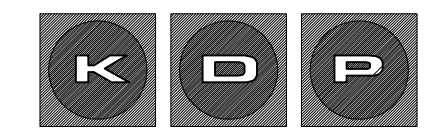
Note:
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Second Floor Plan



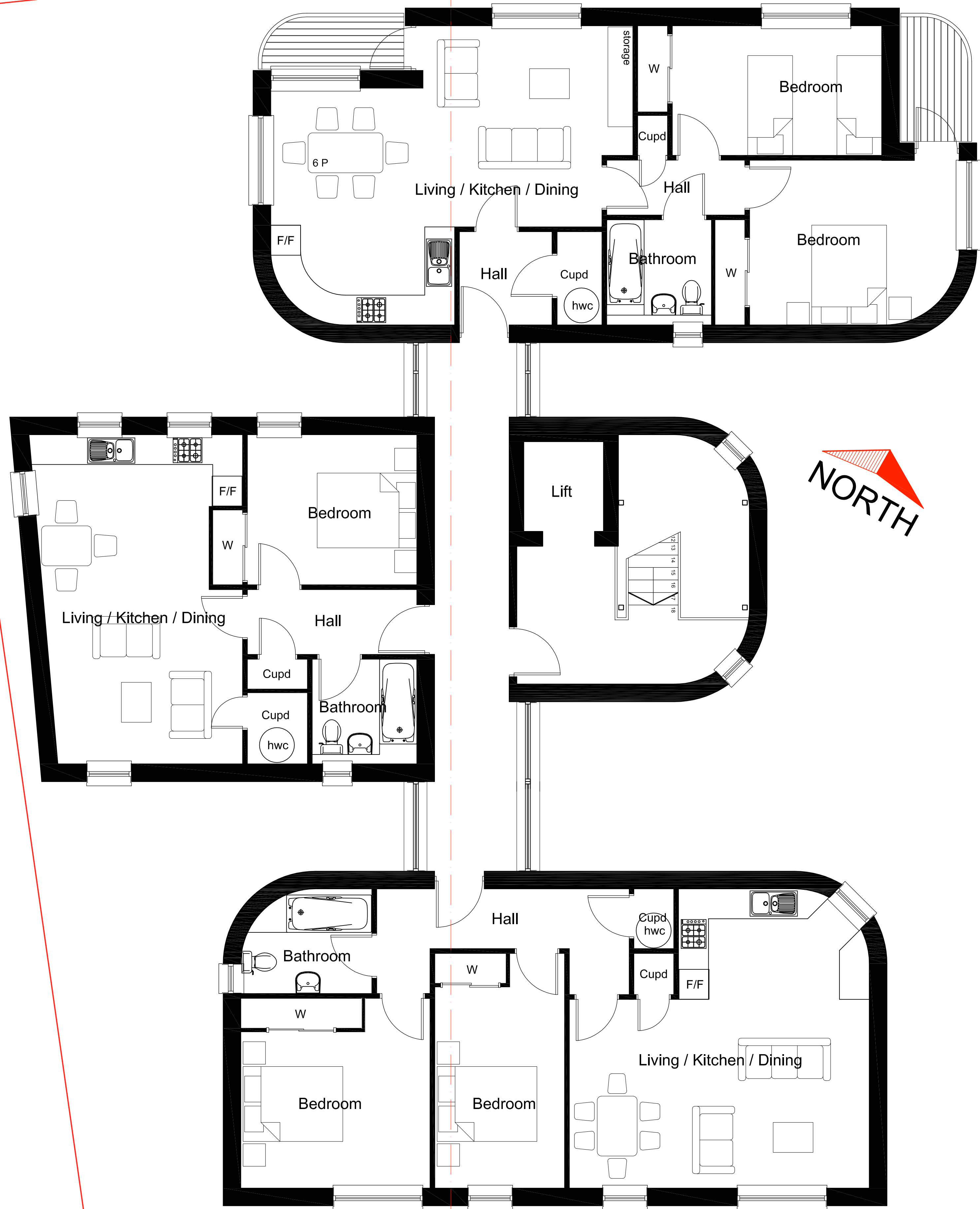
Date	Revisions	Mark
Project: 137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT		
Client: HIGHLAND COUNCIL		
Drawing: PLANNING APPLICATION SECOND FLOOR PLAN		
Scale: 1:50 @ A1	Date: JUNE '16	
Drawn: JM	Checked: SD	
Dwg. No. 0892013/A103 -		



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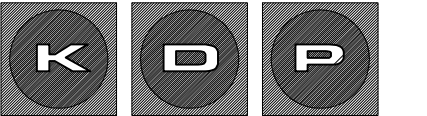
Note:
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< A
Third Floor Plan
 0 1 2 3 4 5
 scale in metres

PW

Date	Revisions	Mark
Project: 137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT		
Client: HIGHLAND COUNCIL		
Drawing: PLANNING APPLICATION THIRD FLOOR PLAN		
Scale: 1:50 @ A1	Date: JUNE '16	
Drawn: JM	Checked: SD	
Dwg. No. 0892013/A104 -		



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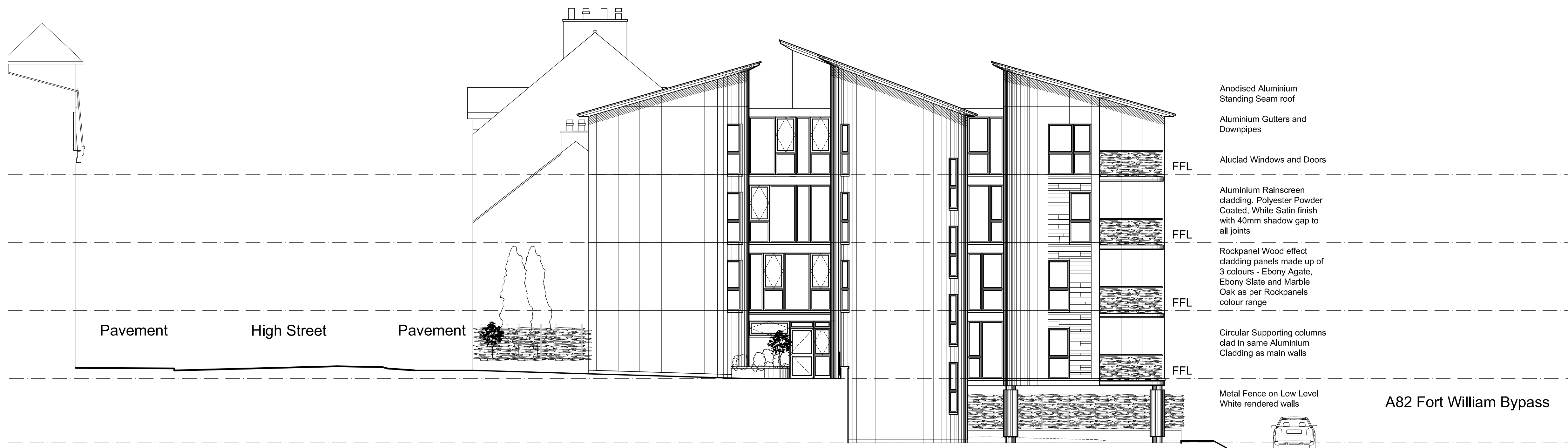
Date	Revisions	Mark
Project 137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT		
Client HIGHLAND COUNCIL		
Drawing PLANNING APPLICATION ELEVATIONS SHEET 1 OF 2		
Scale 1:100 @ A1	Date JUNE '16	
Drawn JM	Checked SD	
Dwg. No. 0892013/A200 -		



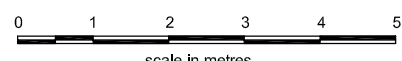
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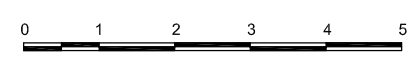
Elevation View from Free Church Side



- Anodised Aluminium Standing Seam roof
- Aluminium Gutters and Downpipes
- Aluclad Windows and Doors
- Aluminium Rainscreen cladding. Polyester Powder Coated, White Satin finish with 40mm shadow gap to all joints
- Rockpanel Wood effect cladding panels made up of 3 colours - Ebony Agate, Ebony Slate and Marble Oak as per Rockpanels colour range
- Circular Supporting columns clad in same Aluminium Cladding as main walls
- Metal Fence on Low Level White rendered walls



Elevation View from Spice Tandoori



- Anodised Aluminium Standing Seam roof
- Aluminium Gutters and Downpipes
- Aluclad Windows and Doors
- Aluminium Rainscreen cladding. Polyester Powder Coated, White Satin finish with 40mm shadow gap to all joints
- Rockpanel Wood effect cladding panels made up of 3 colours - Ebony Agate, Ebony Slate and Marble Oak as per Rockpanels colour range
- Circular Supporting columns clad in same Aluminium Cladding as main walls
- Metal Fence on Low Level White rendered walls

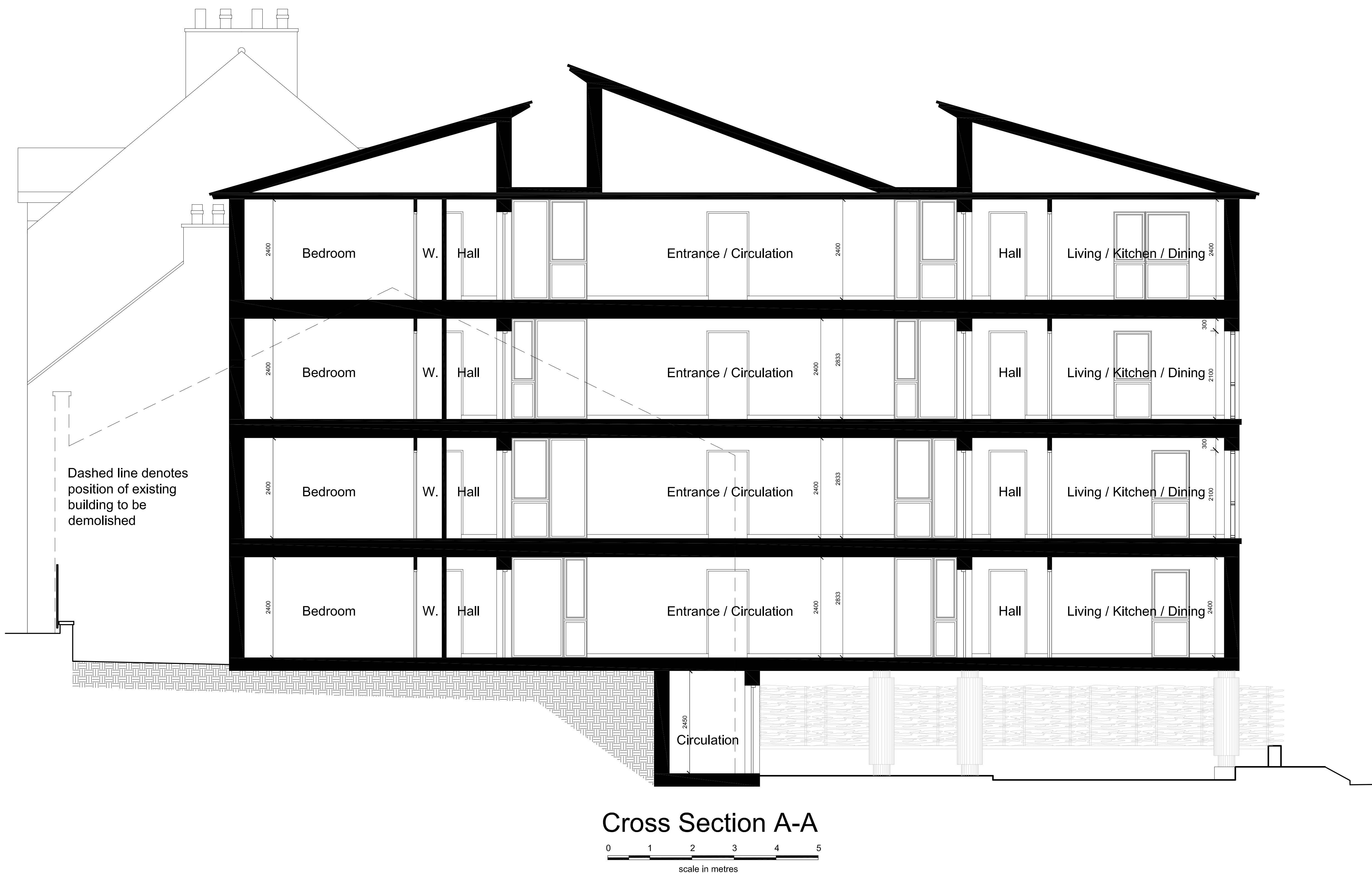
Date	Revisions	Mark
Project 137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT		
Client HIGHLAND COUNCIL		
Drawing PLANNING APPLICATION ELEVATIONS SHEET 2 OF 2		
Scale 1:100 @ A1	Date JUNE '16	
Drawn JM	Checked SD	
Dwg No. 0892013/A201 -		



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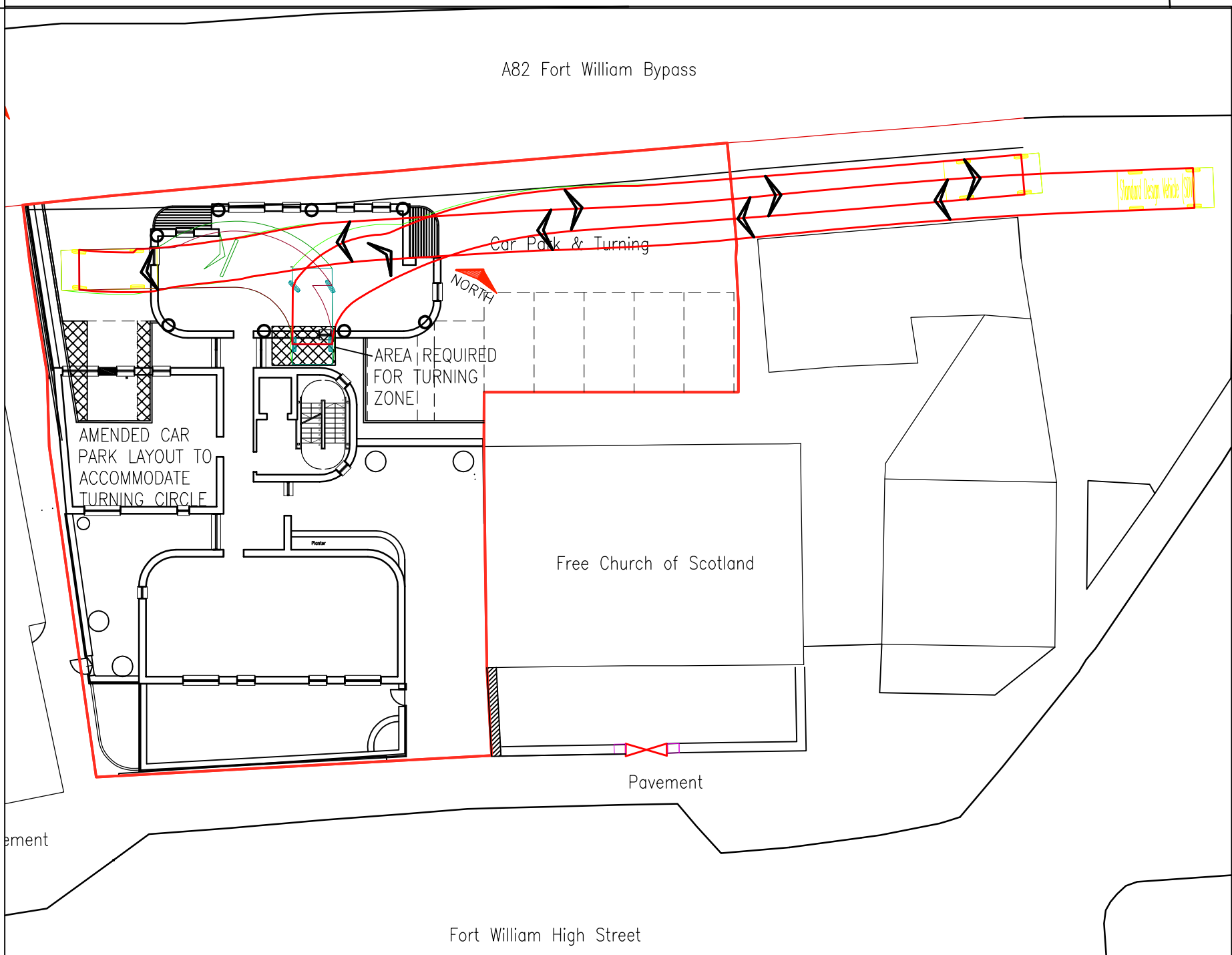
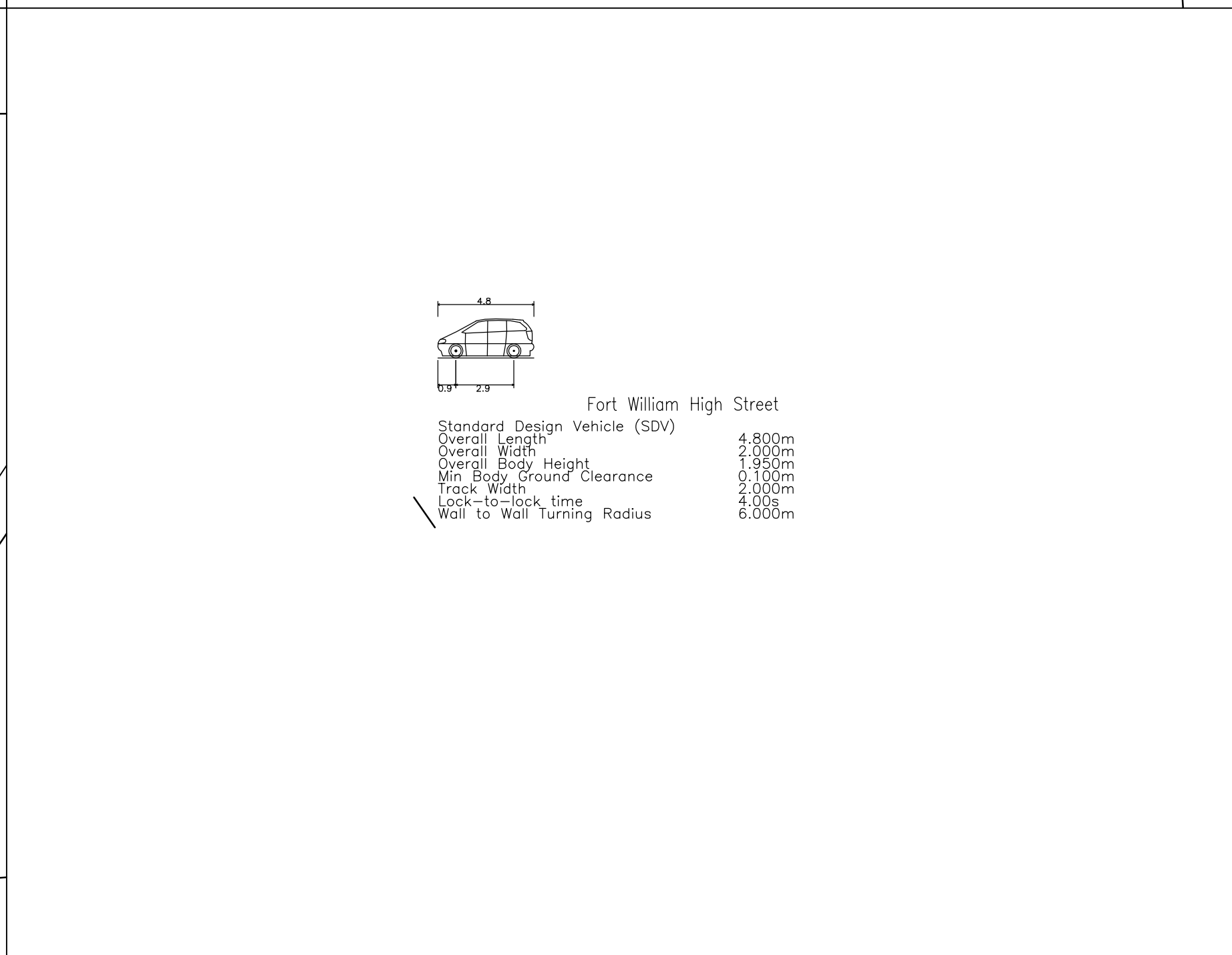
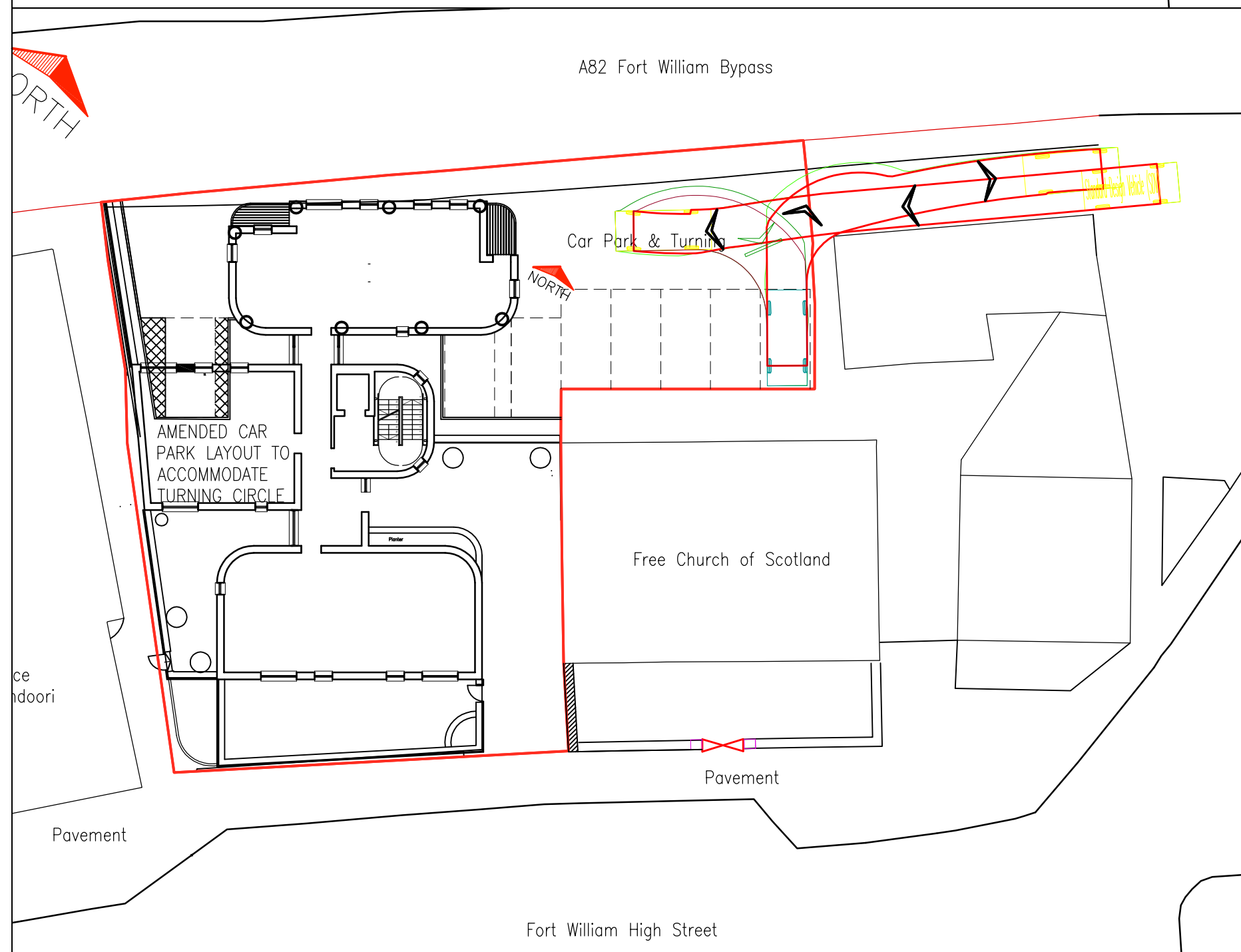
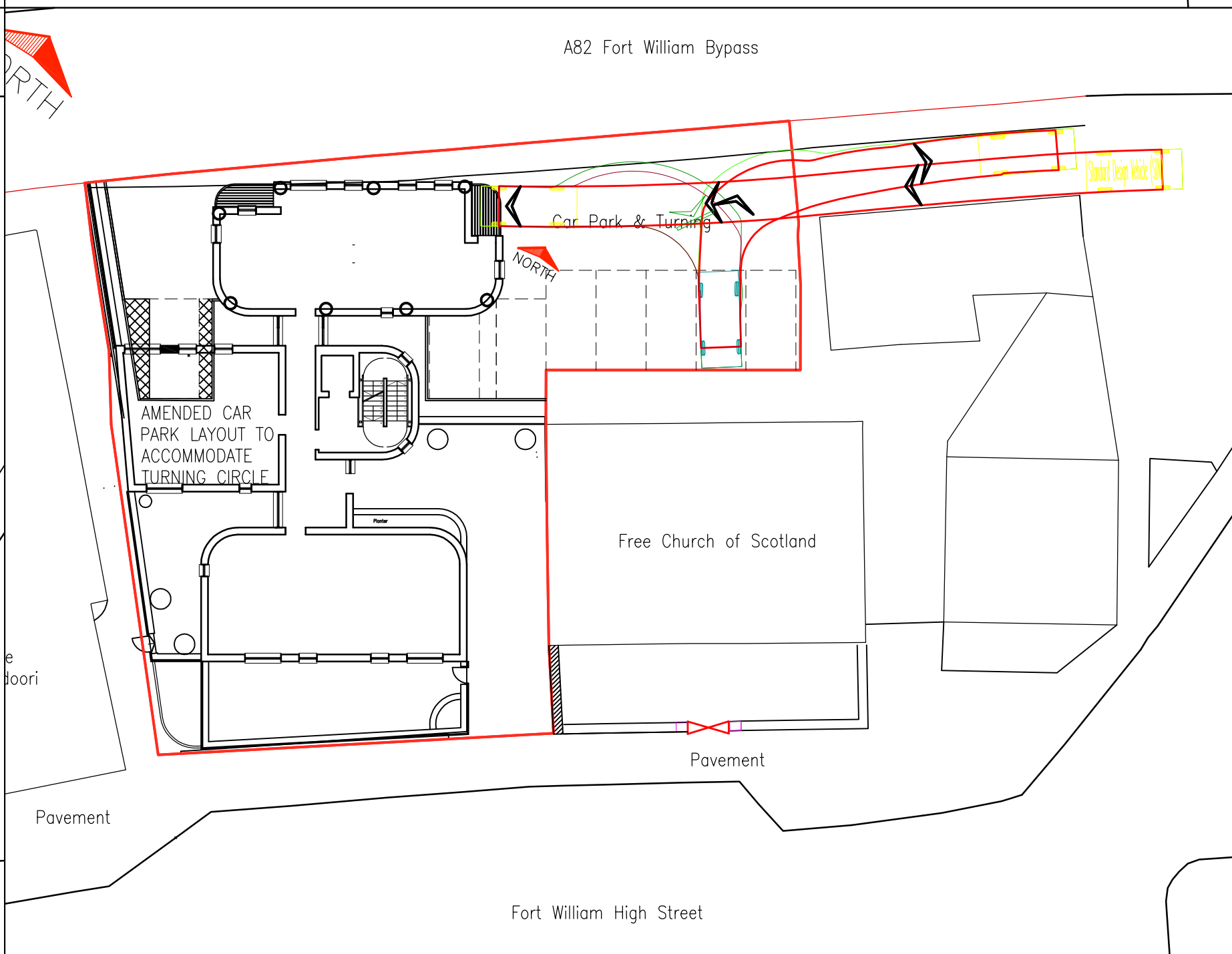
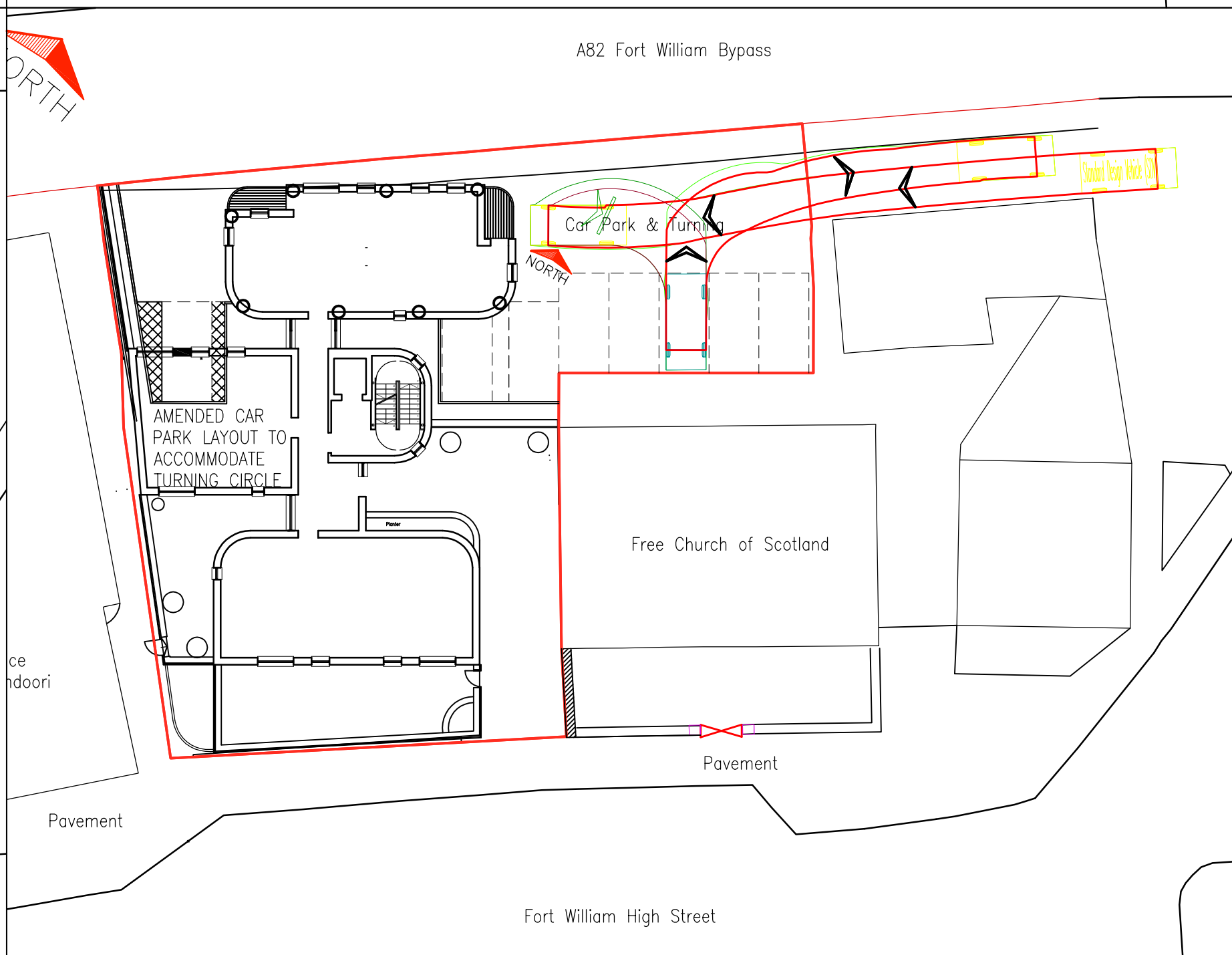
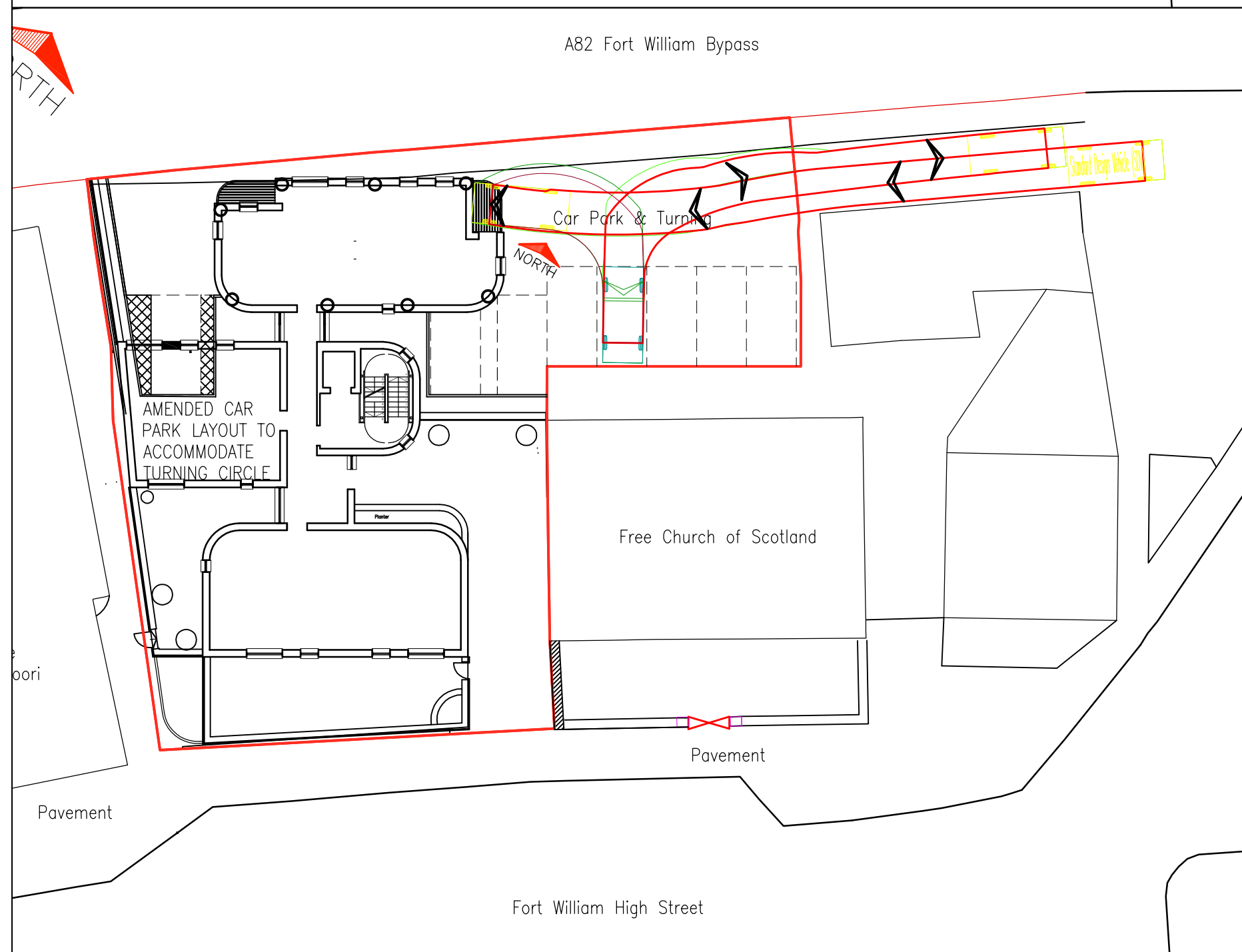
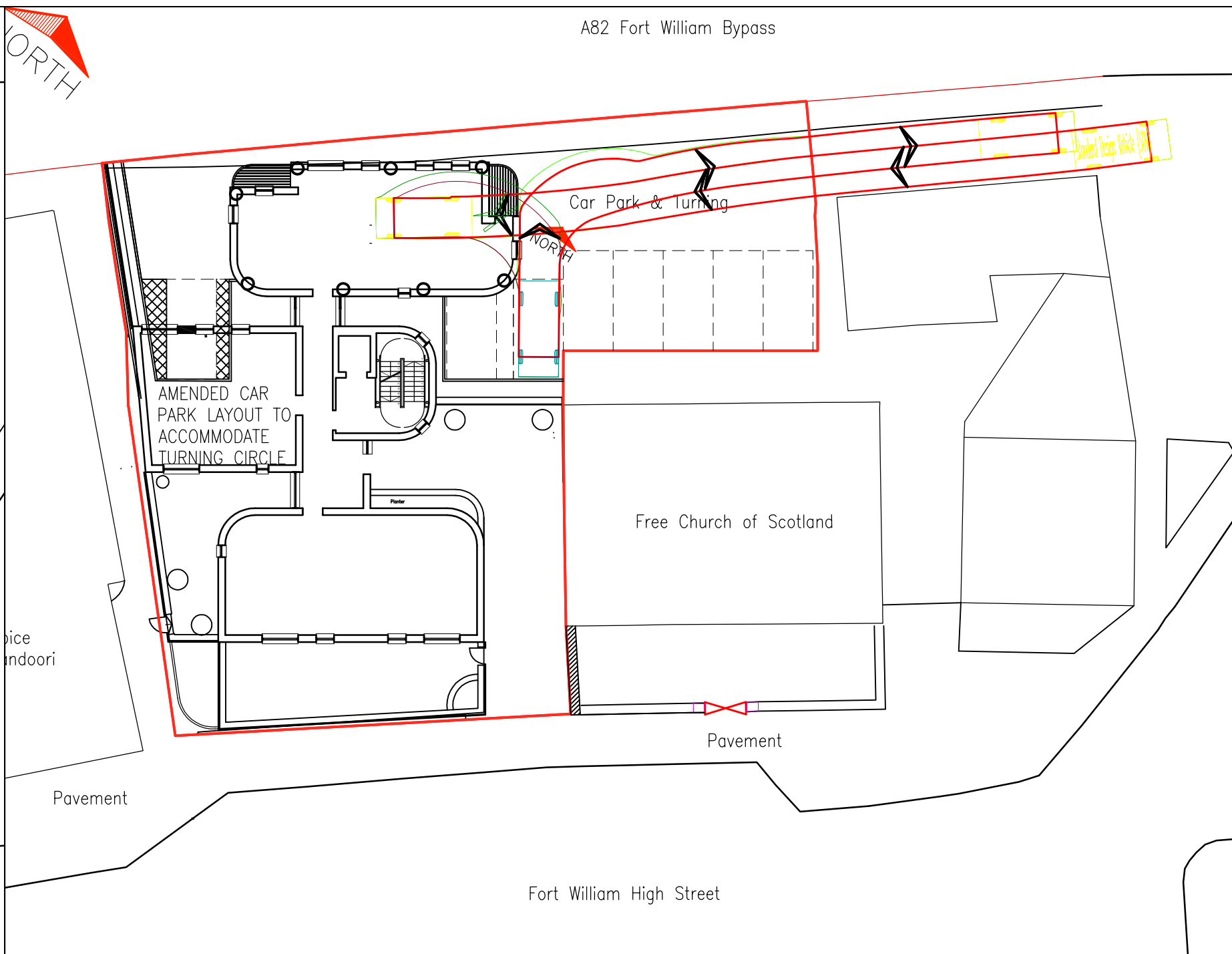
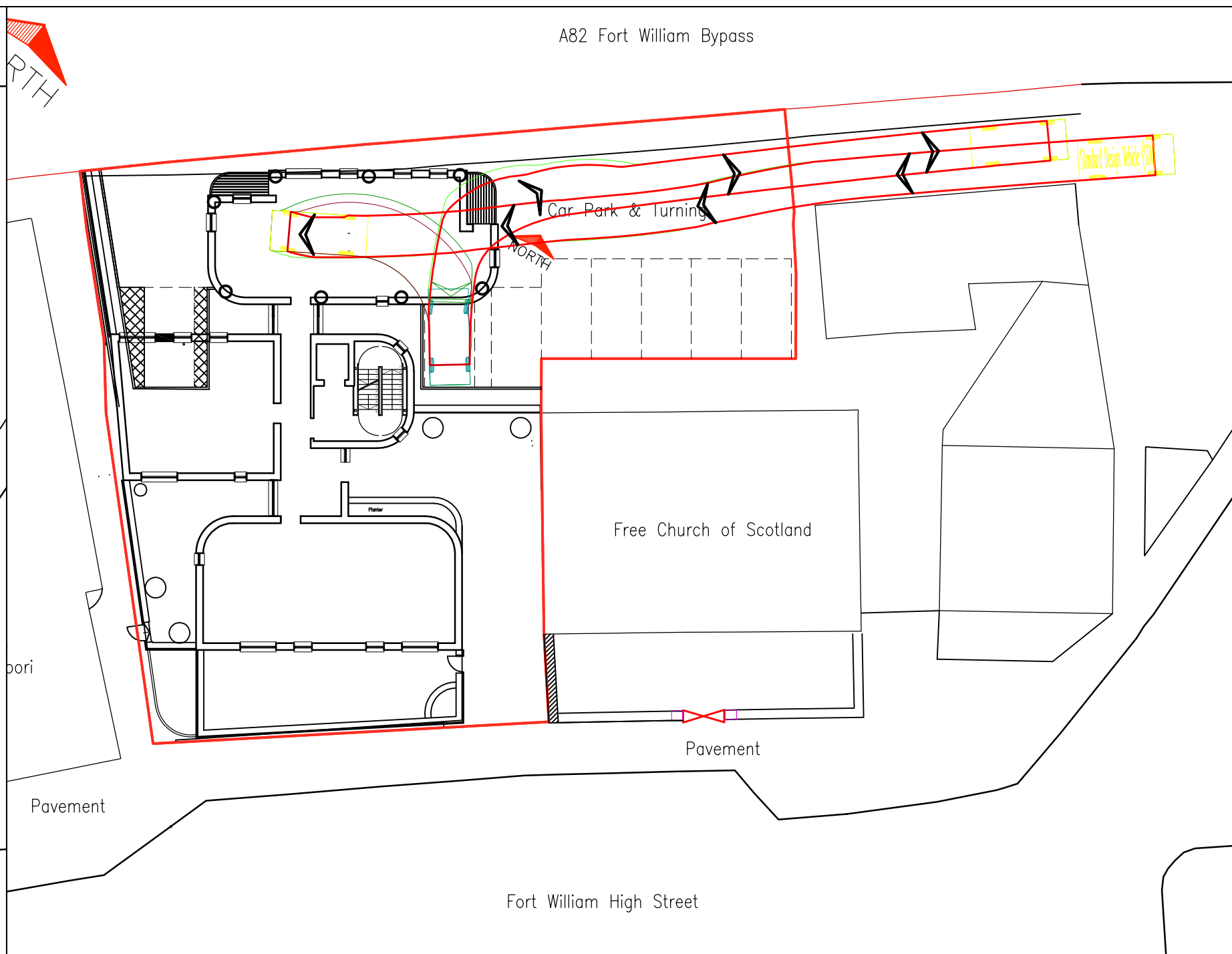
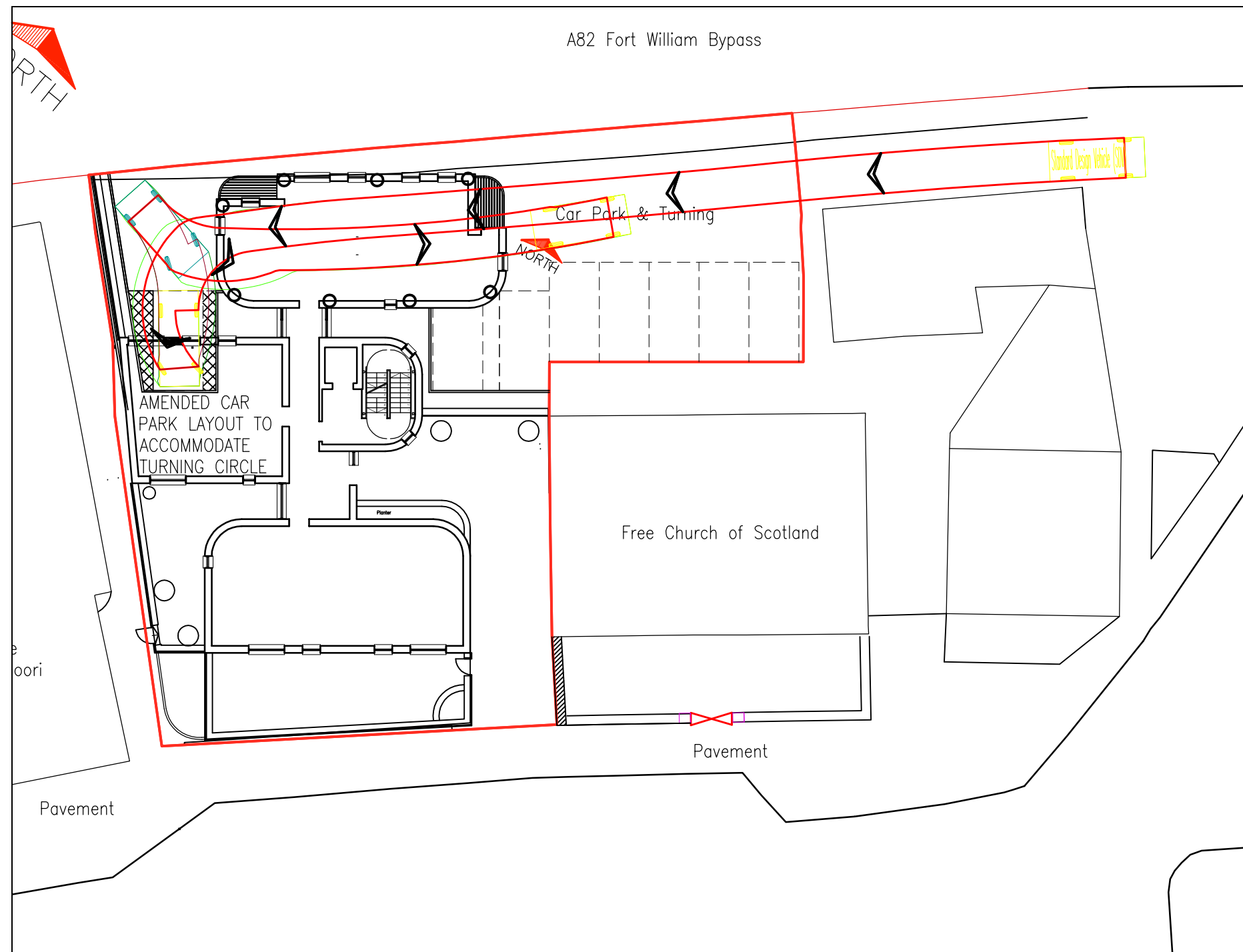
Date	Revisions	Mark

Project	
137-139 HIGH STREET FORT WILLIAM - HOUSING DEVELOPMENT	
Client	
HIGHLAND COUNCIL	
Drawing	
PLANNING APPLICATION CROSS SECTION	
Scale	Date
1:50 @ A1	JUNE '16
Drawn	Checked
JM	SD
Dwg. No.	
0892013/A300 -	



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 2. FOR ALL SETTING OUT DIMENSIONS & DETAILS REFER TO ARCHITECTS DRAWINGS.

Fort William High Street

Standard Design Vehicle (SDV)	4.800m
Overall Length	2.000m
Overall Width	1.950m
Overall Body Height	0.100m
Min Body Ground Clearance	2.000m
Track Width	4.00s
Lock-to-lock time	6.000m
Wall to Wall Turning Radius	

Rev.	Date	Description	By	Eng
A	09.12.16	ADDITIONAL SWEEP PATH ANALYSIS FOR TURNING AL	CT	
A	09.12.16	ADDITIONAL SWEEP PATH ANALYSIS FOR EACH AL	CT	
		PROPOSED PARKING SPACE		

Status

INFORMATION

h HARLEY HADDOW

EDINBURGH | GLASGOW | LONDON
 124-125 PRINCES STREET
 EDINBURGH, EH2 4AD
 0131 226 3331
 www.harleyhaddow.com

Project Title:
**137-139 HIGH STREET
 FORT WILLIAM**

Drawing Title:
**VEHICLE TRACKING OF
 PARKING LAYOUT**

Date:	NOV 2016	Scale:	1:250	Engineer:	CT	Technician:	AL
Drawing Number:	301773_101	Rev:	B				