

Agenda item	7.4
Report no	PLN/040/17

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 13 June 2017

Report Title: 17/00281/FUL Mr John Pile
Rosebank House, Portree IV51 9QX

Report By: Area Manager North

1. Purpose/Executive Summary

1.1 Description: Extension and alterations

Ward: 10 - Eilean A' Cheò (formerly Ward 11)

Category: Local Development

Reason for Referral to Committee: Number of third party objections

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

2. Recommendation

2.2 Members are asked to agree the recommendation to grant as set out in section 11 of the report

3. PROPOSED DEVELOPMENT

- 3.1 This application seeks full planning permission for the erection of a substantial rear extension to an existing hotel/guesthouse. This single storey T-shaped addition will contain 15 bedrooms. Internal reorganisation of the building will result in the deletion of three existing bedrooms. This will result in the total number of bedrooms on offer increasing from 11 to 23 (note there is no bedroom 5 on the existing floorplan). There are also 5 staff bedrooms proposed on the first floor created from an existing private flat.
- 3.2 No pre-application discussion was entered into for this proposal.
- 3.3 Rosebank Guesthouse is accessed from Springfield Road which runs immediately past its frontage and serves a further six (Rosebank Terrace) properties before terminating.
- 3.4 A supporting statement and photographs have been submitted to explain the applicant's response to the Council's request for details of repair/improvements to Springfield Road.
- 3.5 **Variations:**
- 28 Feb 2017 – revised site layout and location plans (Drg.Nos.16:59:06 rev.D, 16:59:10 rev.A and 16:59:11 rev.A) submitted to extend red line boundary all the way to the public road.
 - 27 March 2017 – internal layout amended to take account of Environmental Health comments (Drg.No.16:57:07 rev.E)
 - 3 May 2017 – Springfield Road condition survey, repair plan and supporting statement submitted in response to regulation 24 letter (Drg.No.16:59:12)
 - 29 May 2017 – Drg.No.16:59:06E showing revised parking arrangement submitted. Drg.No.16:59:13 submitted providing additional information on Springfield Road improvements
 - 30 May 2017 – Drg.No.16:59:06F submitted showing dimensions of parking spaces and through route to Rosebank Terrace as well as details of cycle store requirement.

4. SITE DESCRIPTION

- 4.1 Rosebank Guesthouse is a much extended building of modern design presenting an elongated frontage to Springfield Road of partially two and partially single storey height. As a result of this linear floorplan there is a large area of garden land to the rear of the property and it is into this area that the extension is to be built. The rear of the property is surrounded by a high Leylandii boundary hedge and the ground climbs towards Scalpay Place - a residential development. The change in levels coupled with the existing hedge screens the site to residents of Scalpay Place.
- 4.2 On the opposite side of Springfield Road the heavily wooded land falls away steeply to the Leasgeary river. There are neighbouring residential properties either side of the guesthouse (also served by Springfield Road) and also to its rear (served by Scalpay Place).

- 4.3 A detached garage building stands close to the north-west boundary of the site. Its ground floor is currently partially occupied by a hairdressing business.
- 4.4 Springfield Road is unadopted and is understood to be privately owned by the Noble and MacDonald estates. It joins the public road network at a junction with Home Farm Road some 280m to the east of the guesthouse. This section of the road serves another 11 addresses and winds uphill through three significant bends before reaching the public road. It is currently quite heavily potholed with evidence of edge damage due to vehicles pulling over to pass one another.

5. PLANNING HISTORY

- 5.1 None

6. PUBLIC PARTICIPATION

- 6.1 Advertised : 12 May 2017 (re-advertised)

Representation deadline : 26 May 2017

Timeous representations : 6 from 5 addresses

Late representations : 0

- 6.2 Material considerations raised are summarised as follows:

- The access road from Home Farm Road will not withstand additional heavy traffic associated with construction
- A commitment to upgrade/repair is required
- As a private road, future liability for repair would fall on all the households it serves and this would very difficult to enforce
- Extension will block light into garden of Stonefield beyond that already resulting from tall trees on the boundary
- Increased tourist bus movements to and from the hotel are already an issue for neighbours
- Road surface has deteriorated
- Concerned about safety of children walking to school if traffic volumes increase
- Road in front of the hotel is not wide enough for buses to park both sides of the road as shown on the plans – this would block the right of access for Rosebank Terrace residents
- Developer should repair the road and make provision for pedestrians to overcome objections
- Springfield Road is part of a 'safer route to school' but the pedestrian path has been damaged by vehicles pulling over to let others pass
- Springfield Road gives access to sixteen dwellings and the proposal is for 18 further bedrooms – road should be raised to adoptable standard and is inadequate in its current form

- The further information detailing road repair/improvements are welcomed but do not address concerns about the impact of increased traffic movements on the foundations of neighbouring property
- Neither do they allay concerns about the safety of children using the route to walk to school as the grass verge will still be driven upon at certain points.

6.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet www.wam.highland.gov.uk/wam. Access to computers can be made available via Planning and Development Service offices.

7. CONSULTATIONS

7.1 **Environmental Health** : No objection but request layout change in respect of the proposed laundry and kitchen layout. Standard ventilation system condition requested

7.2 **Transport Planning Team** : No objection but further information requested regarding road and drainage improvements, parking space dimensions, cycle parking provision and the storage/collection of waste.

7.3 **Building Standards** : No objection

7.4 **Access Panel** : No objection but comprehensive advice provided on achieving the best possible accessibility for the proposal. Mostly internal issues covered by the building standards process.

8. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

8.1 Highland Wide Local Development Plan 2012

28	Sustainable Design
29	Design Quality and Place-making
34	Settlement Development Areas
44	Tourist Accommodation
56	Travel
65	Waste Water Treatment
66	Surface Water Drainage

8.2 West Highland and Islands Local Plan

1	In respect of settlement boundaries and allocated land
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9. OTHER MATERIAL CONSIDERATIONS

9.1 Draft Development Plan

West Highland and Islands Local Development Plan (2017 proposed plan)

9.2 Highland Council Supplementary Planning Policy Guidance

Access to Single Houses and Small Housing Developments (May 2011)

9.3 Scottish Government Planning Policy and Guidance

Scottish Planning Policy (The Scottish Government, June 2014)

10. PLANNING APPRAISAL

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

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

10.3 Development Plan Policy Assessment

The application site falls within the Settlement Development Area of Portree so Policy 1 of the West Highlands and Islands Local Plan and Policy 34 of the Highland Wide Local Development Plan apply.

These policies support development proposals within Settlement Development Areas if they meet the Design for Sustainability requirements of the Highland Wide Local Development Plan Policy 28. The West Highlands and Islands Local Plan Policy 1 also has a requirement to judge proposals in terms of how compatible they are with the existing pattern of development and landscape character, and how they conform with existing and approved adjacent land uses.

Policy 28 of the Highland Wide Local Development Plan requires sensitive siting and high quality design in keeping with local character and historic and natural environments, and the use of appropriate materials. This Policy also requires proposed developments to be assessed on the extent to which they are compatible with service provision, as well as their impact on individual and community residential amenity. Policy 29 of the Highland Wide Local Development Plan repeats this emphasis on good design in terms of compatibility with the local settlement pattern.

Policy 44 supports proposals for tourist accommodation so long as they are compatible with the requirements of Policy 28 above and particularly neighbour impacts.

Policy 56 requires that proposals which involve travel generation must incorporate appropriate mitigation for their transport impacts including road improvements and also appropriate levels of parking.

Policies 65 and 66 require foul and surface water drainage to meet standards that minimise the risk of pollution and flooding.

10.4 Material Considerations

Design, Appearance and Street Scene Impact – Policies 28, 29, 34 and 44 all refer to the need for new development to have a visual impact which is compatible with its surroundings.

This design of this proposal is considered to be responding more to utilitarian and practical constraints than aesthetic considerations. However, this is not considered to be a problem in this case because the single storey design positioned to the rear of the building has very little visual impact and is largely shielded from view by the existing guesthouse building. This is despite a slight rise in ground levels towards the rear of the site.

The existing property already reads within the street scene as a non-domestic property. The extension accentuates this form without causing the overall building to look out of place within its setting.

The chosen materials of concrete tiles over wet dash painted render walls are designed to match the existing building and this is considered to be the best approach for an extension of this type and design. Again, this will serve to minimise visual impact and assist the new development to assimilate with its surroundings.

Neighbour Amenity – potential impacts on neighbour amenity related to the use of the road access and noise and cooking smells from the proposal are dealt with separately below. However, as required by Policies 28 and 34, it is also necessary to assess any impacts on neighbouring amenity from the design and form of the new building.

The extension is theoretically much more visible from neighbouring land to either side of the site. However, in reality, the presence of the new development will be greatly mitigated from the south-east (the property known as Rosendale, 2 Portree House Gardens) by an existing tall Leylandii hedge. From the north-west, the site is much more open to the rear of the 1 Rosebank Terrace property but the existing garage building will obscure most views into and out of the site. This area is considered to have little amenity value anyway as it gives access to garages rather than being garden land as such.

Other surrounding properties are considered to be too distant from the proposal for these issues of overlooking or overbearing to be relevant.

A concern that the neighbour to the east would suffer a further loss of light or overshadowing seems unlikely given the high Leylandii hedge growing on the boundary of the two properties and when the relative heights and orientation of the properties are considered.

Access and Parking – the issue raised by most of the third party comment on this application relates to the impact on existing users of Springfield Road of the envisaged increase in traffic movements associated with the greater number of bedrooms at the guesthouse/hotel – increased from 11 to 23.

These concerns are focussed upon the potential further deterioration of the physical integrity of the road surfacing and the exacerbating effect on this of an increased incidence of vehicles leaving the road surface to pass each other. Fears of safety impacts on child pedestrians using this route to get to school were also raised.

The agent has suggested that the future operator of the hotel is known and that they envisage that the new bedrooms will only generate a single additional tour bus movement each day. However, little weight can be placed upon this as the planning analysis must be based upon a worst case scenario in which a different operator is involved in the future and guests staying in these bedrooms arrive by private car rather than a tour bus.

A further point made by the agent, on which some weight can be placed, is the fact that the closure of the hairdressing business as a result of this development will remove the vehicle movements associated with it from the overall total increase.

Overall, it is considered that the development is likely to result in a material increase in vehicle movements to and from the site along Springfield Road and that the impacts of this increase should be mitigated as required by Policy 56.

Although Springfield Road is a private lane and technically outside the transport planning team's public road safety remit, the impact of the proposal upon the amenity of other users is very much a material planning consideration. The agent has pointed out that the terms of servitude for the properties taking access from Springfield Road states that "...*Maintenance of the said access and egress road shall be borne by all parties using the same in proportion to the use made thereof by them...*". The extended Rosebank guesthouse will be the heaviest user of all and so the requirement for mitigation works can be seen to be consistent with these legal obligations also.

The agent has responded to a formal request for such mitigation by the planning authority by carrying out a detailed survey of road defects and accompanying this with a schedule of proposed repairs – partly in advance of construction but mostly subsequent to completion of the build. Further details were provided in respect of the road edge repairs in response to comments from the transport planning team. These works can be secured by condition.

It is considered that the scale and nature of what is being proposed is commensurate with the likely impact of the new development upon the road. Not only will much needed repairs be carried out and any construction damage rectified, but the effective widening of the road through edge repairs will facilitate vehicles passing each other without the need for reversing manoeuvres or increased delay.

A condition is recommended to require the submission of a construction traffic management plan. The agent has confirmed that consideration has already been given to the use of traffic lights and limited hours of work, but the condition will ensure that the full details of this can be agreed with the contractor before works commence on the main build.

In respect of child pedestrian safety, it is recognised that Springfield Road already represents a less than ideal situation with no dedicated footpath as such. The proposed road repairs and improvements will not directly address this issue and an increased number of vehicle movements is expected. However, the transport planning team have discussed the matter with their Safer Routes to Schools colleagues and can report that Springfield Road has not come up as an area of concern during recent discussions of school Travel Plans.

Overall it is not considered that the safety situation for pedestrians will become materially any worse than at present as a result of this development.

In terms of parking provision, the agent has applied the Council's standard of one space per guest room plus one space for every three members of staff to provide a total of 25 spaces and this is considered acceptable following a slight redesign of the layout during the course of the application.

Two coach parking spaces have also been provided at the front of the building. These have been dimensioned on the latest version of the site layout plan (Drg.No.16:59:06F) to satisfy concerns that they would impinge on the free movement of vehicles passing the site to Rosebank Terrace. Adequate width will remain.

This plan also indicates that consideration has been given to the provision of cycle parking/storage in accordance with the Council's standards. A condition is recommended to ensure the full details are agreed and implementation secured before building works commence.

The agent has confirmed that waste and recycling provision will be as existing and the extra bins required can be accommodated.

Drainage – a further specific concern raised by third parties is a long standing issue of flooding just at the entrance to the site. The case officer witnessed a puddle across the whole road during a site visit. However, the agent has confirmed that this was the result of a blocked culvert which has now been cleared. The matter has been included within the road mitigation schedule with a note to check the culvert at the end of the construction period.

The site plan notes confirm that a SUDS soakaway is to be installed for the increased rainwater emanating from the increased roof area of the proposed building. This is in compliance with Policy 66.

Foul drainage will be connected to the public main as required by Policy 65.

Noise and Emissions – Policy 28 also identifies the need to protect neighbour amenity in respect of noise and other emissions.

In this case the greater level of people and vehicular activity and movements could be a cause of amenity loss. However, it is not considered that this likely to be at a harmful level in this case because of the high boundary hedge to the south-east and the relative position and orientation of the Rosebank Terrace property to the north-west.

As well as requiring a redesign of the laundry/kitchen layout, environmental health have also requested a condition be imposed requiring full details to be approved of any kitchen ventilation/extraction equipment to be fitted. Such control will ensure that odour emissions from cooking are maintained at an acceptable level for neighbouring properties.

10.5 **Other Considerations – not material**

The suggestion that Springfield Road should be raised to an adoptable standard for future adoption by the Council is not a material consideration for this application and is not commensurate with the level of development being proposed.

10.6 Matters to be secured by Section 75 Agreement

None

11. CONCLUSION

- 11.1 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.

12. IMPLICATIONS

- 12.1 Resource – Not applicable
- 12.2 Legal – Not applicable
- 12.3 Community (Equality, Poverty and Rural) – Not applicable
- 12.4 Climate Change/Carbon Clever – Not applicable
- 12.5 Risk – Not applicable
- 12.6 Gaelic – Not applicable

13. RECOMMENDATION

Action required before decision issued N

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

1. No occupation or use of the development hereby approved shall take place unless the road repairs and improvements identified on approved drawings 16:59:12 and 16:59:13, including the road widening and drainage works have been fully implemented.

Reason : In the interest of the amenity of other users of Springfield Road

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

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

3. No development shall commence until full details of all external ducting and other elements of the proposed ventilation system have been submitted to, and approved in writing by, the Planning Authority. Thereafter, development shall progress in accordance with these approved details.

Reason : In order to safeguard the amenity of neighbouring properties and occupants.

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

Reason : In order to ensure the safety and free flow of traffic on the public road and Springfield Road and in the interests of pedestrian safety

5. Prior to the first occupation of the development hereby approved, the car parking and access arrangements detailed on approved plan ref. 16:59:06F shall be completed in full and made available for use. Thereafter, all car parking spaces shall be maintained for this use in perpetuity.

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

6. 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 and 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 order to safeguard the amenity of neighbouring properties and occupants.

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

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION

In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended), the development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

FOOTNOTE TO APPLICANT

Initiation and Completion Notices

The Town and Country Planning (Scotland) Act 1997 (as amended) requires all developers to submit notices to the Planning Authority prior to, and upon completion of, development. These are in addition to any other similar requirements (such as Building Warrant completion notices) and failure to comply represents a breach of planning control and may result in formal enforcement action.

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.
2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

Copies of the notices referred to are attached to this decision notice for your convenience.

Accordance with Approved Plans and Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (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 road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work

commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

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

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

Application forms and guidance notes for access-related consents can be downloaded from:
http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_or_working_on_public_roads/2

Mud and Debris on Road

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

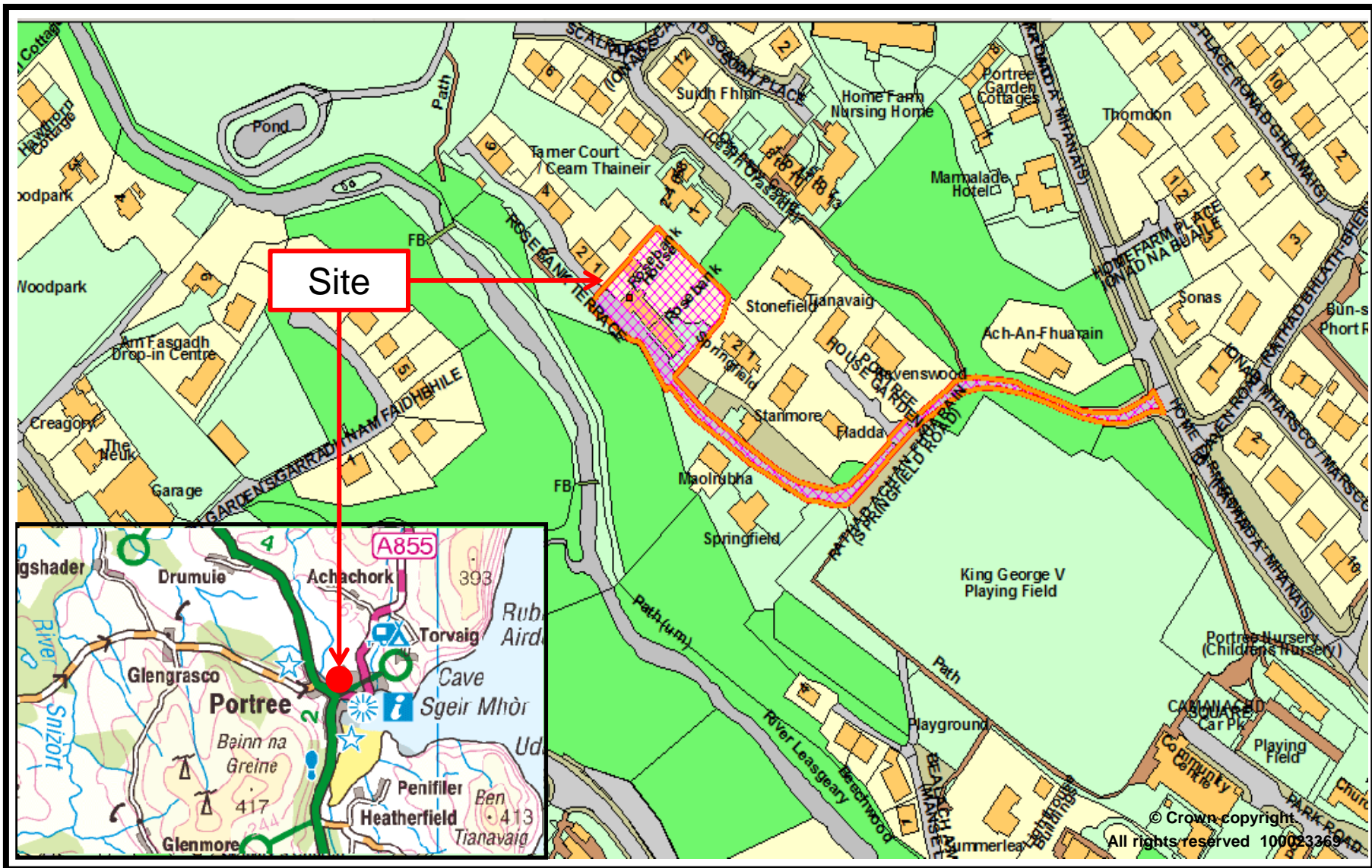
Designation: Area Planning Manager - North

Author: Mark Harvey

Background Papers: Documents referred to in report and in case file.

Relevant Plans:

- Plan 1 – Location Plan 16:59:05
- Plan 2 – Location Plan 16:59:11A
- Plan 3 – Existing Site Layout 16:59:01
- Plan 4 – Existing Floor Plan 16:59:02
- Plan 5 – Existing Elevations 16:59:03
- Plan 6 – Proposed Site Plan 16:59:06F
- Plan 7 – Proposed Floor Plan 16:59:07E
- Plan 8 – Proposed Elevation Plan 16:59:08B
- Plan 9 – Proposed Elevation Plan 16:59:09B
- Plan 10 – Proposed Road Works 16:59:12
- Plan 11 – Proposed Road Improvement Works 16:59:13



The Highland Council
Comhairle na Gàidhealtachd

Planning and Development Service

Location Plan
17/00281/FUL
Extension & alterations
June 2017

Scale:

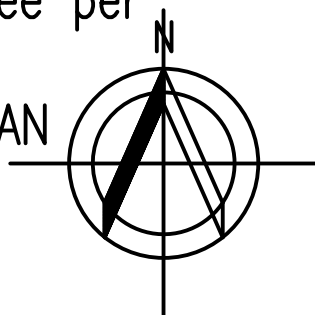


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Site Location Plan : NTS

Redevelopment of Rosebank
Guesthouse, Portree per
Mr John Pile
SITE LOCATION PLAN



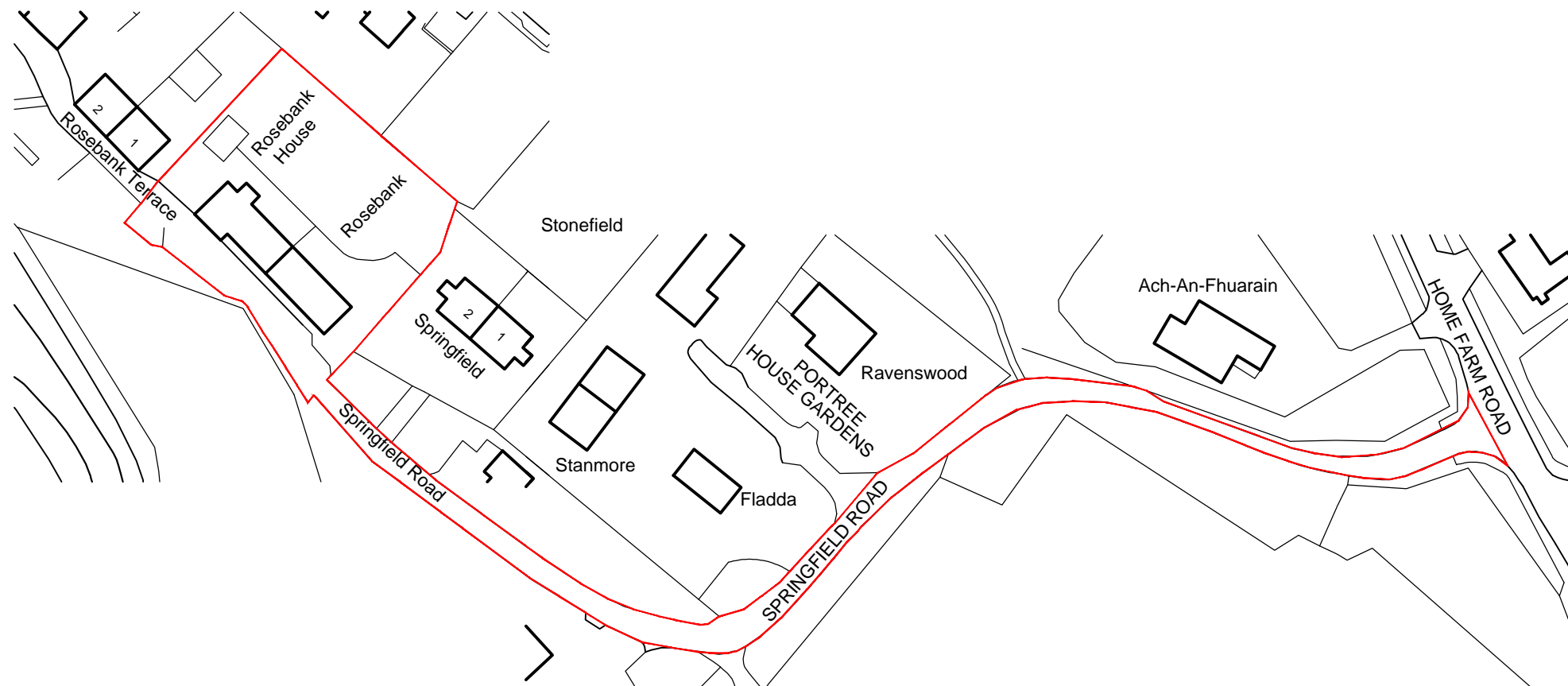
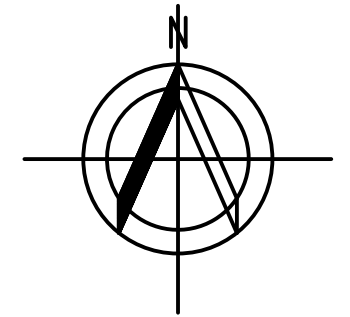
WITTETS ARCHITECTS

26 Hay St, Elgin, Moray IV30 1NQ
T 01343 543237 F 01343 540542
e info@wittets.co.uk www.wittets.co.uk

NTS 0 A3

Dec 2016

16:59:05

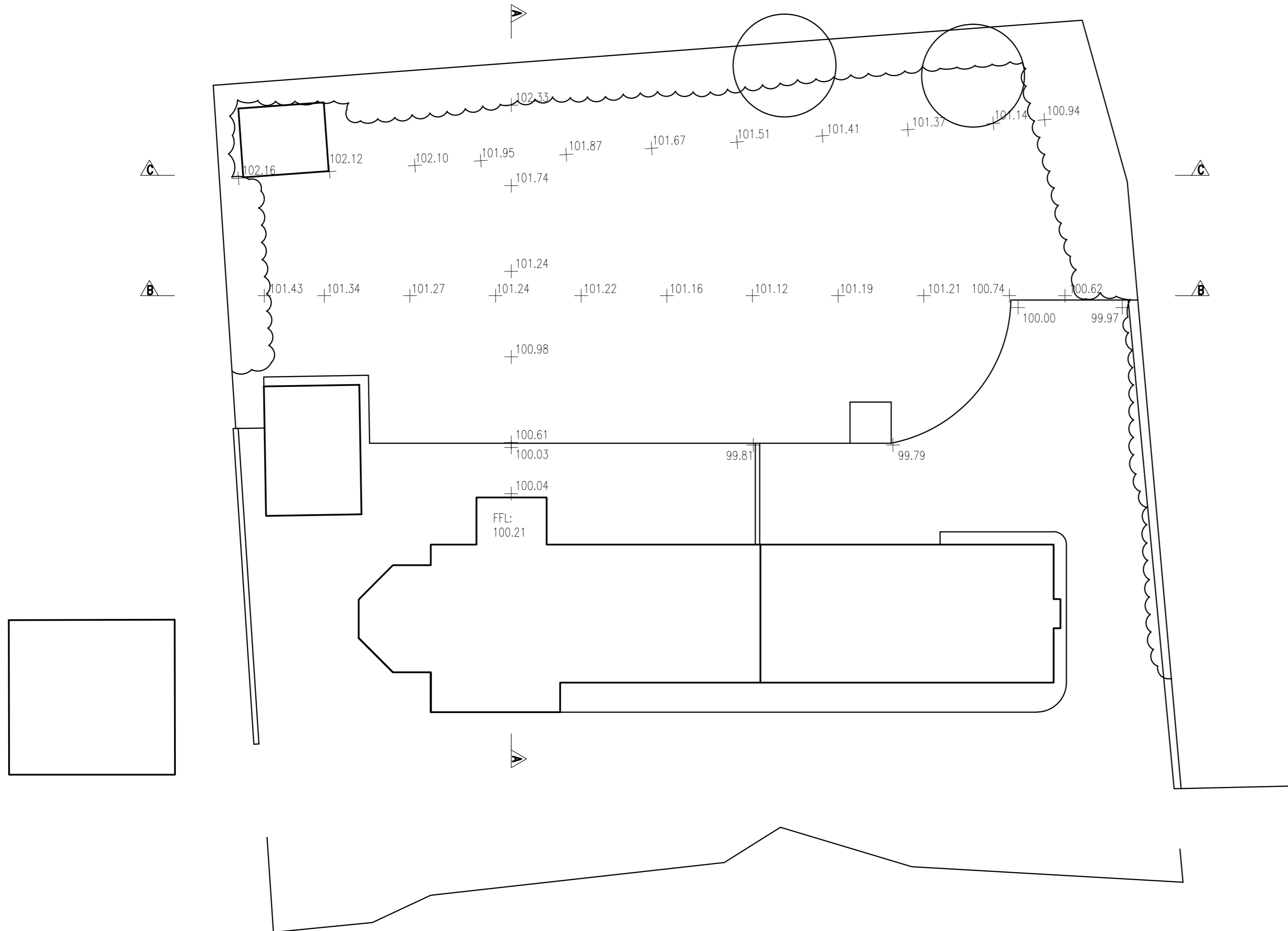


REV A : 28:02:17 : Red line amended.

Redevelopment of Rosebank
Guesthouse, Portree per
Mr John Pile
LOCATION PLAN 1

WITTETS
ARCHITECTS

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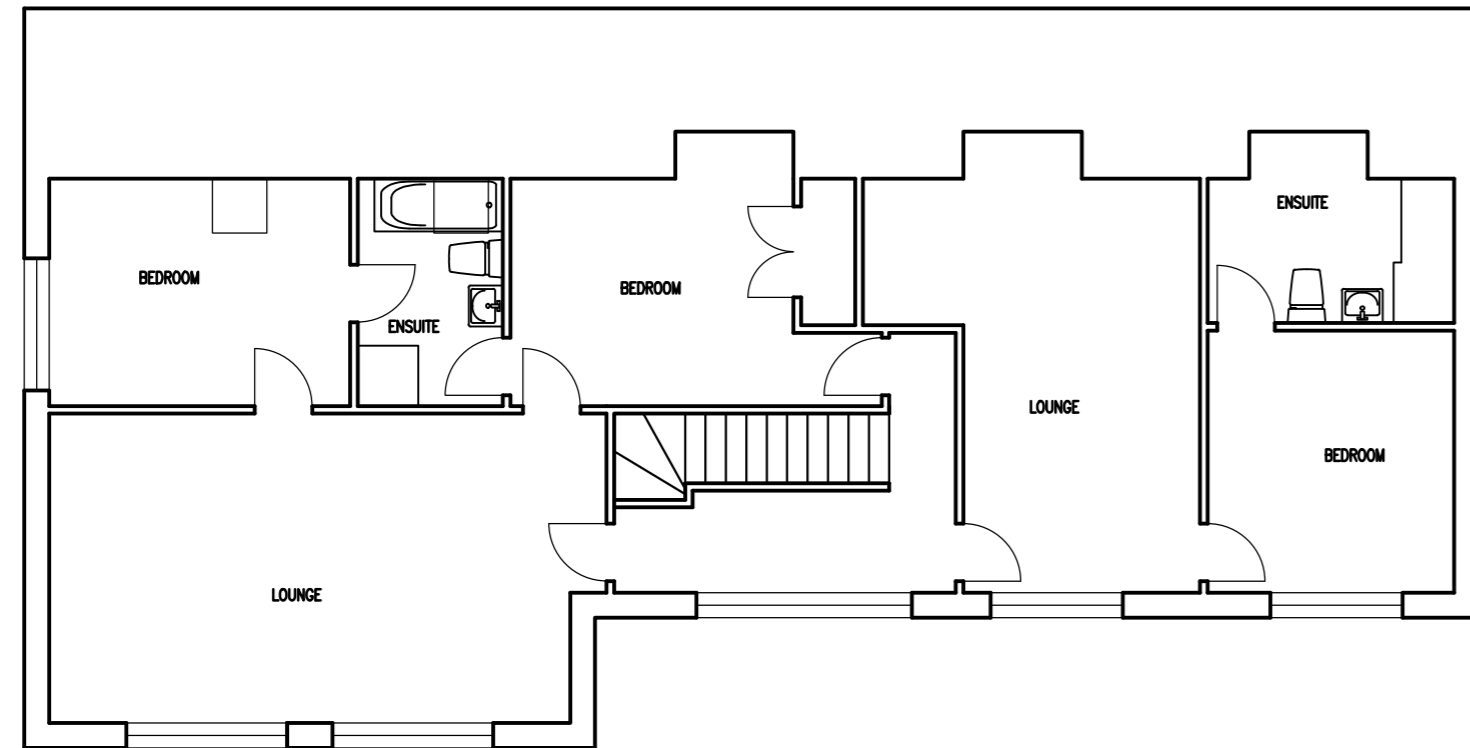
Redevelopment of Rosebank
Guesthouse, Portree per
Mr John Pile

EXISTING
Site Plan

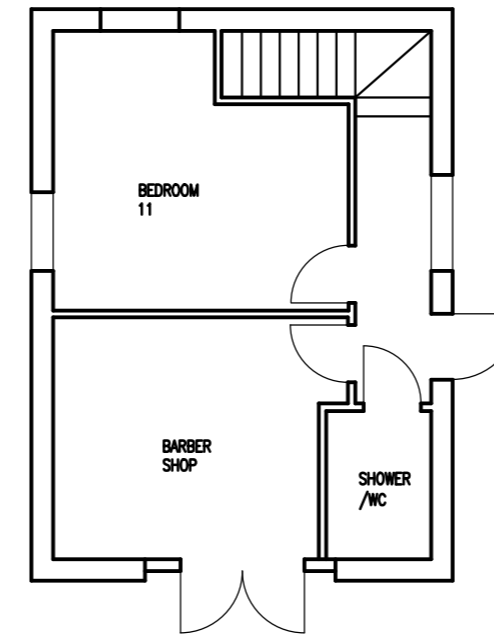
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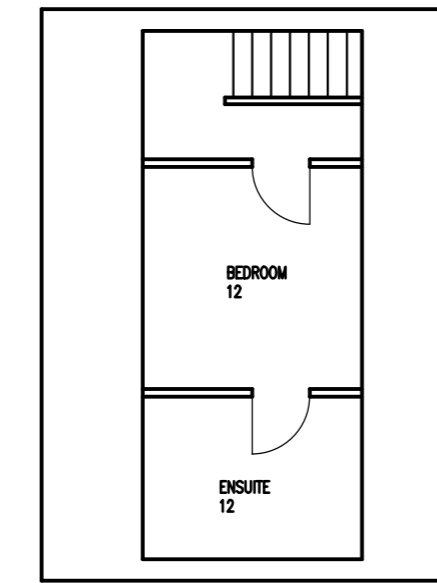




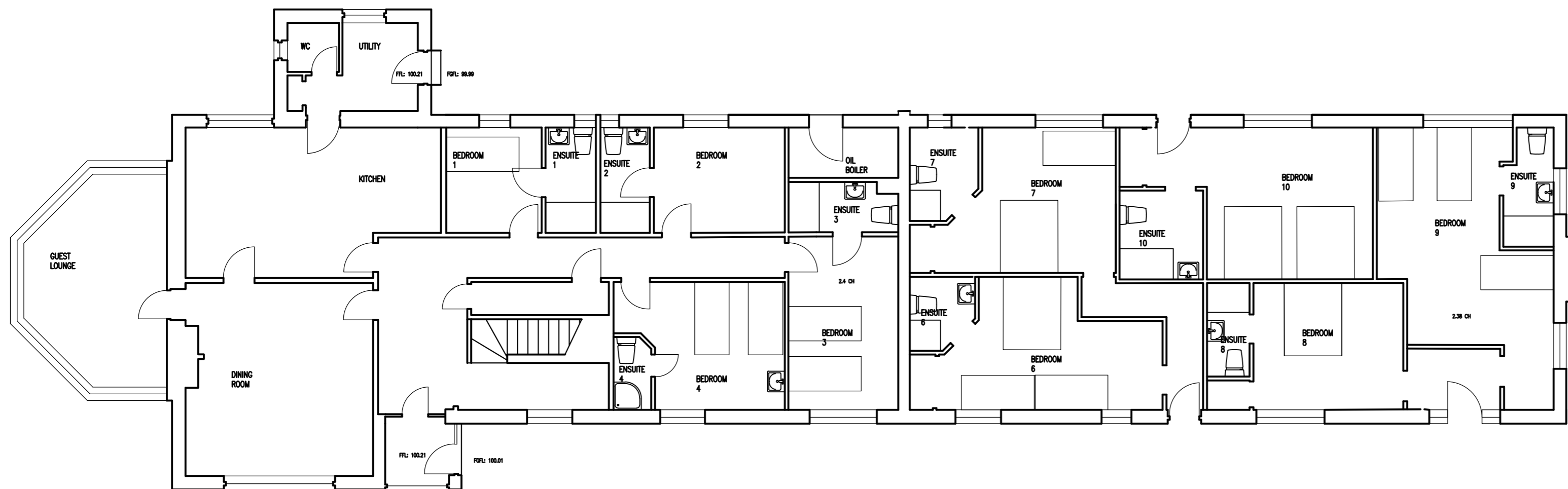
FIRST FLOOR PLAN



ANNEX - GROUND FLOOR PLAN



ANNEX - FIRST FLOOR PLAN



GROUND FLOOR PLAN

WIT TETS
 ARCHITECTS

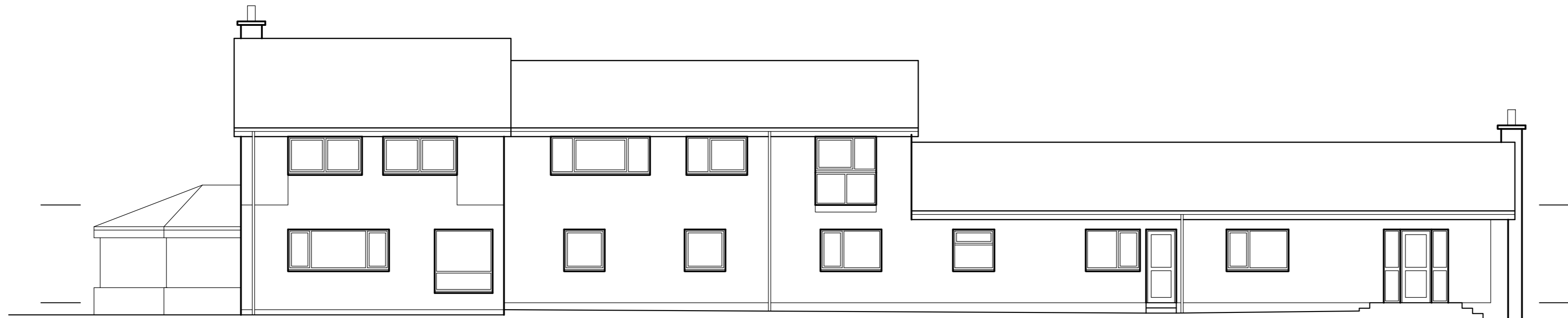
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 e info@wittets.co.uk www.wittets.co.uk

Redevelopment of Rosebank
 Guesthouse, Portree per
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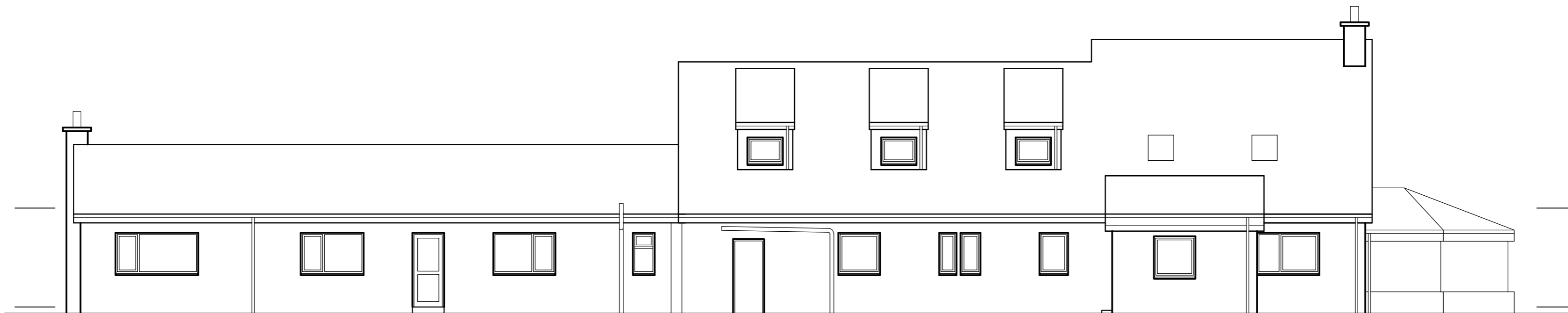
EXISTING
 Floor Plans

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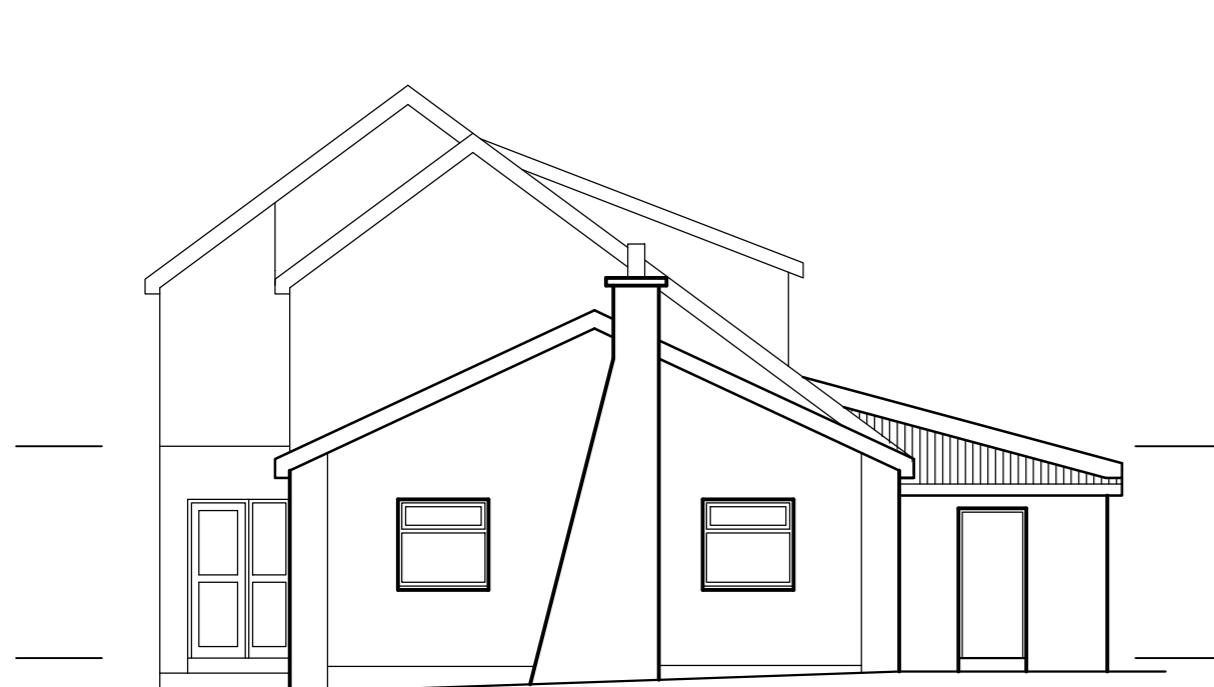
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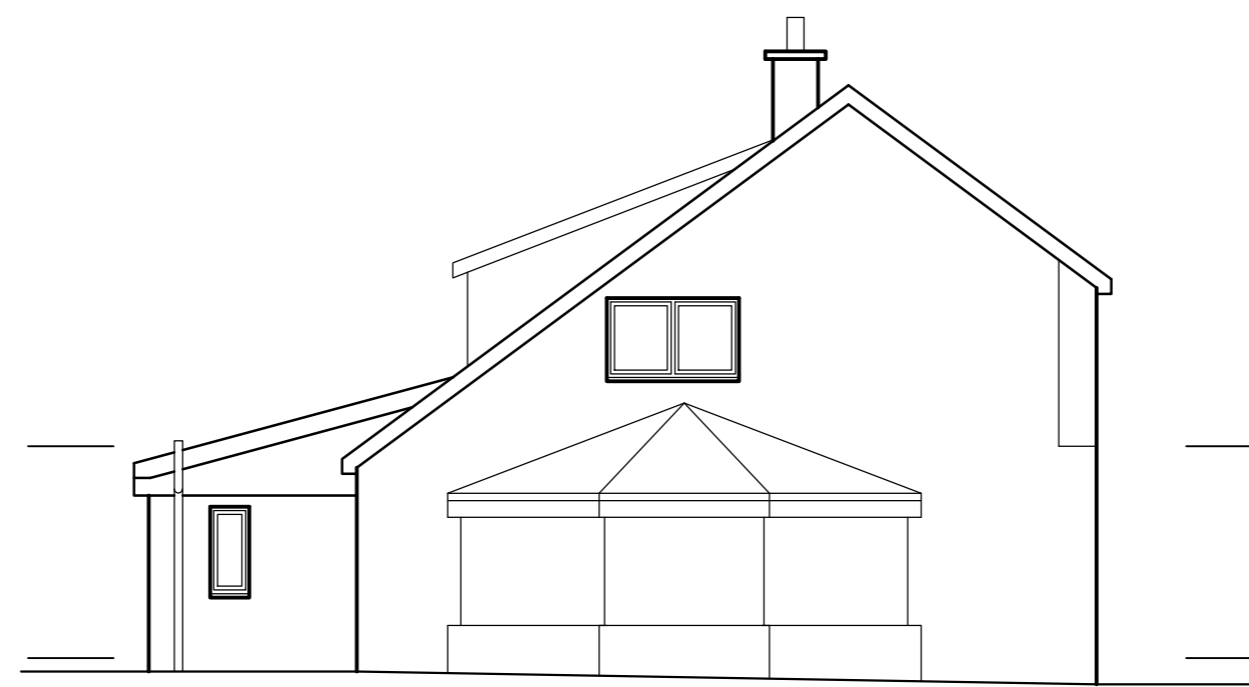
SOUTH WEST ELEVATION



NORTH EAST ELEVATION



SOUTH EAST ELEVATION



NORTH WEST ELEVATION

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Redevelopment of Rosebank
Guesthouse, Portree per
Mr John Pile

EXISTING
Elevations

1:100 ● A2 Nov 2016

16:59:03

GUESTS

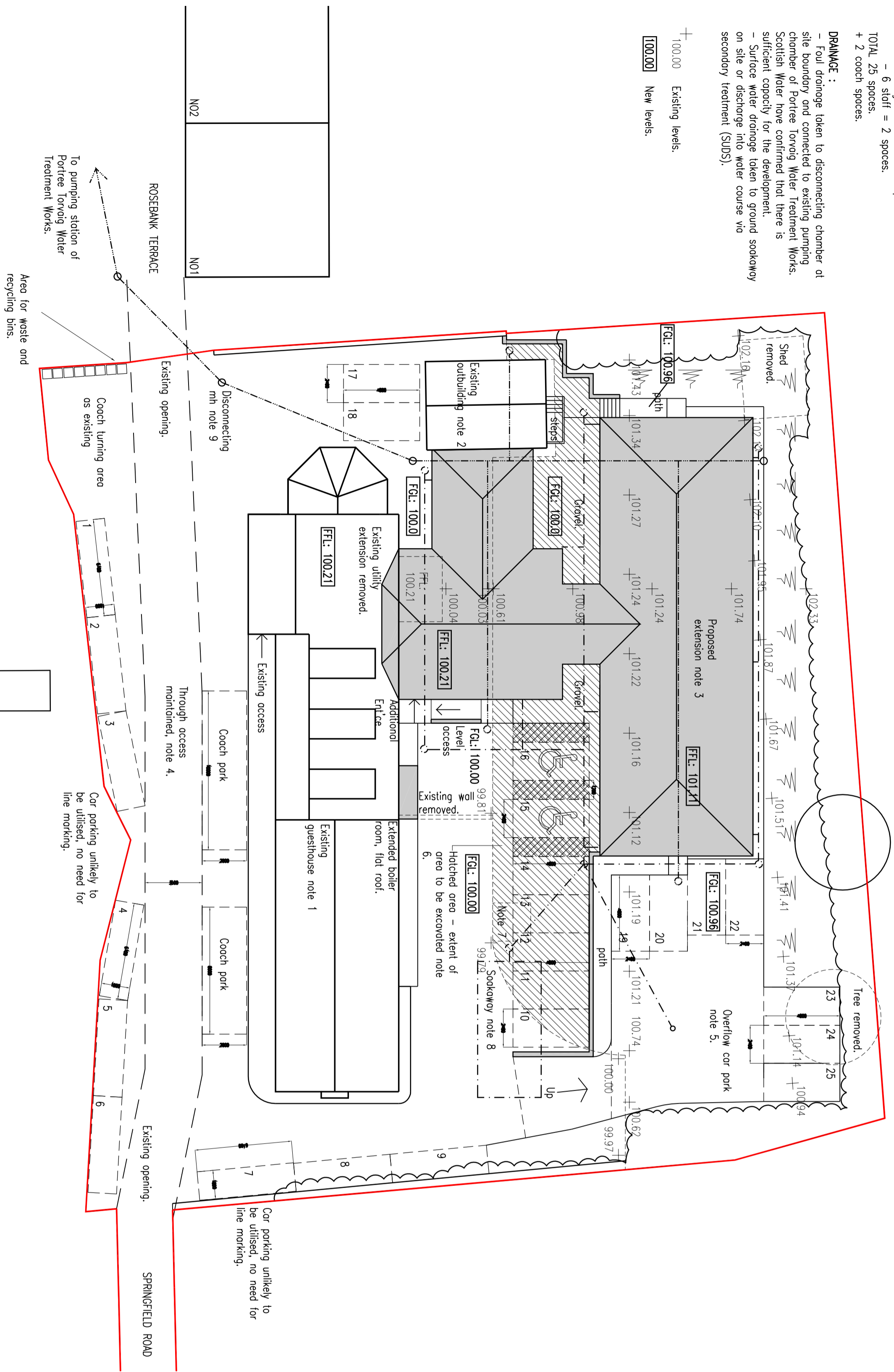
23no guest bedrooms	= 40 guests
- 20 twins	= 6 guests
- 2 triples	= 4 guests
- 1 quadruple	
TOTAL 50 guests	

STAFF

5no staff bedrooms	= 4 staff
- 4 singles	= 2 staff
- 1 twin	
TOTAL 6 staff	

PARKING
 1 space per bedroom + 1 space per 3 staff =
 - 23 guest rooms = 23 spaces.
 - 6 staff = 2 spaces.
TOTAL 25 spaces.
 + 2 coach spaces.

DRAINAGE :
 - Foul drainage taken to disconnecting chamber of site boundary and connected to existing pumping chamber of Portree Torvoig Water Treatment Works. Scottish Water have confirmed that there is sufficient capacity for the development.
 - Surface water drainage taken to ground soakaway on site or discharge into water course via secondary treatment (SUS).
 + 100.00 Existing levels.
 +100.00 New levels.



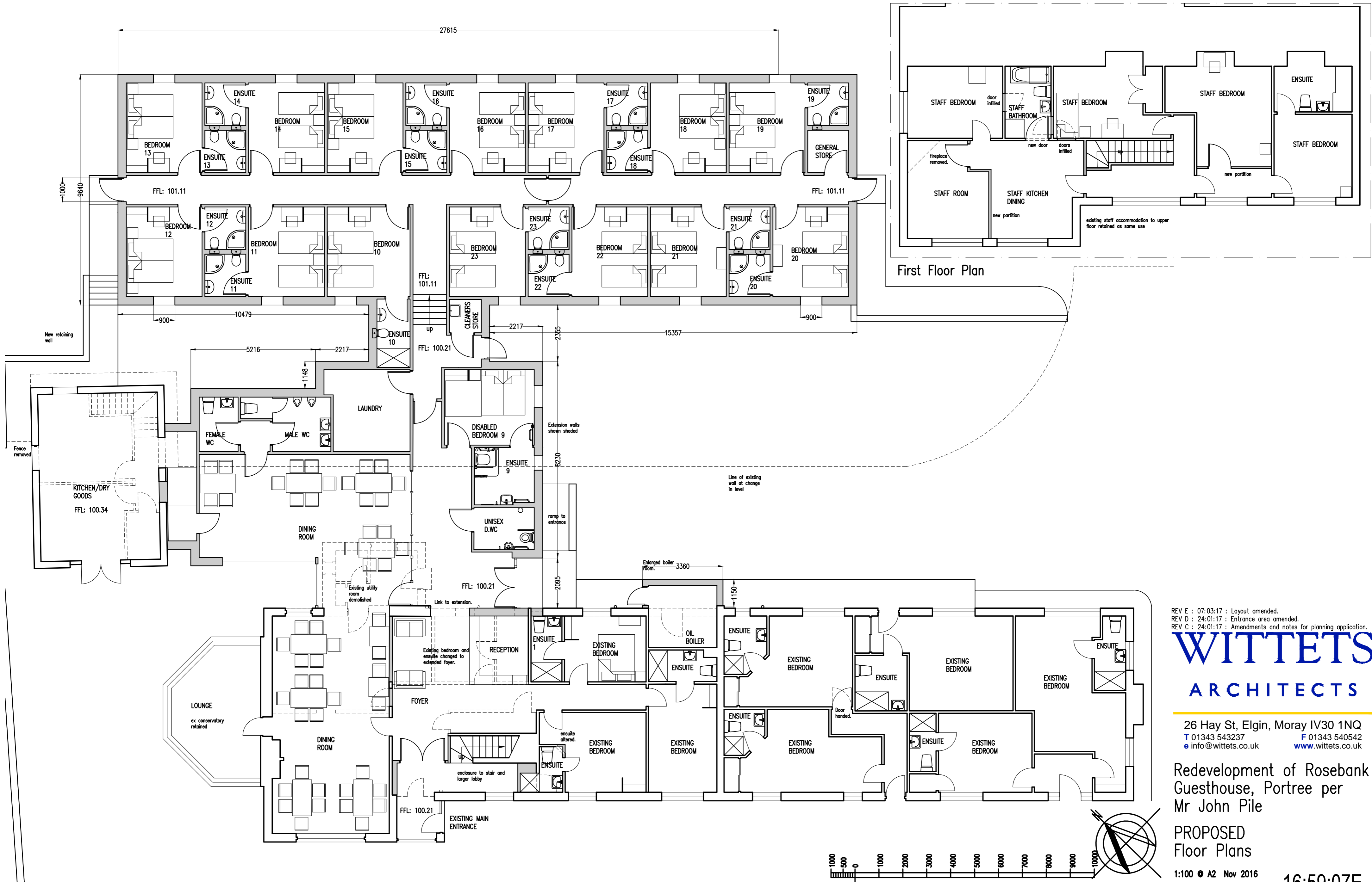
- NOTES**
- Existing guesthouse retained undertiled externally other than new external door from stairs, downstairing of utility to rear and extended boiler room to rear. Roof undertiled conservatory retained. Existing surface water and foul drainage as existing. Internally 1no bedroom omitted and existing dining room and foyer altered as shown on plan, ref drawing 16:18:07.
 - Existing outbuildings consisting of hairdresser and bedroom to ground floor and bedroom to upper floor changed internally to kitchen/dry goods to ground floor and laundry to first floor with separate entrance to rear (north elevation) linking to existing stair.
 - Extension to provide additional bedrooms and extended dining room with corresponding extra car parking. External finishes to match existing, with scots larch horizontal linings.
 - Existing through access to Rosebank Terrace retained undertiled, width 3.5m or thereby.
 - Overflow car park to be blinded hardcore with path from fire exit of gable to hardstanding. Ramp between lower and upper carparks to be finished in permeable tarmac.
 - Hatched area showing extent of reduced dig for lower car park, finished for SUS with permeable tarmac.
 - Existing oil tank replaced with underground tank.
 - Surface water soakaway sized for rainwater and permeable tarmac finish to car park.
 - Additional foul drainage from development connecting to existing foul drainage which discharges to mains system of Portree Torvoig Water Treatment Works.
 - Location of cycle parking/storage to be provided in accordance with Chapter 6 (6.3.6 and table 6.9) of Highland Council Roads and Transport Guidelines for new development, with location on site to be agreed following assessment of numbers required, storage to be near entrance and under cover. Well lit and signed.

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Redevelopment of Rosebank Guesthouse, Portree per Mr John Pile

PROPOSED Site Plan
 1:200 ● A2 Nov 2016
 16:59:06F



First Floor Plan

REV E : 07:03:17 : Layout amended.
REV D : 24:01:17 : Entrance area amended.
REV C : 24:01:17 : Amendments and notes for planning application.

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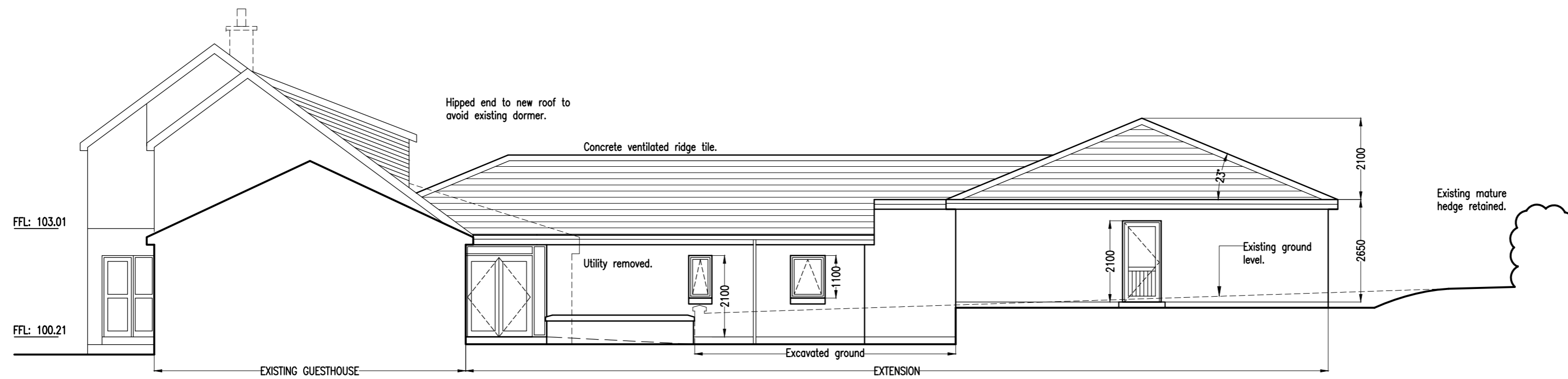
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Redevelopment of Rosebank
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PROPOSED
Floor Plans

1:100 A2 Nov 2016

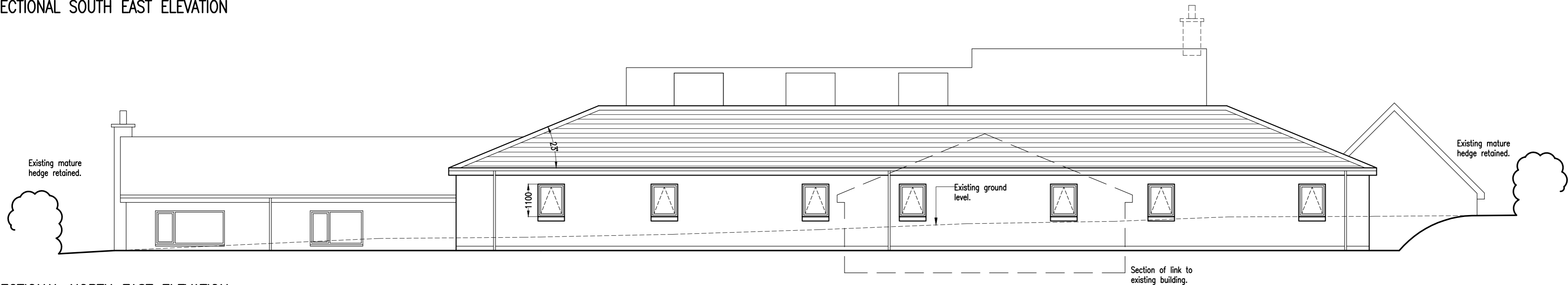
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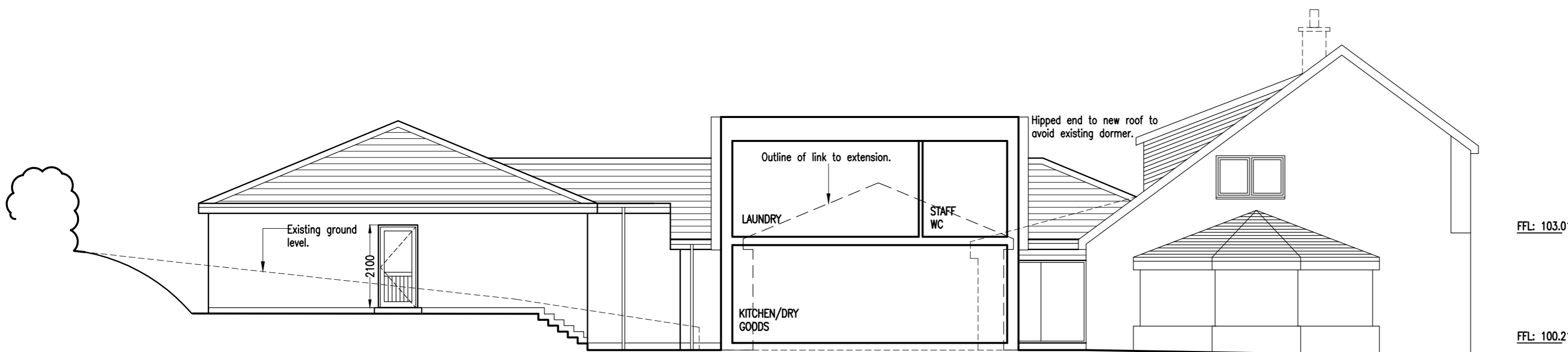
FINISHES

- Roof: Precast concrete tile & ridge tile to match existing.
- Fascia & soffit: Timber, dark brown microporous stain to match existing.
- Walls: Wet dash render as existing with smooth cement render base course, paint.
- Windows & doors: Dark brown uPVC to match existing.
- Rainwater goods: uPVC, colour to match existing.
- Timber Linings: Scots Larch horizontal linings as shown.

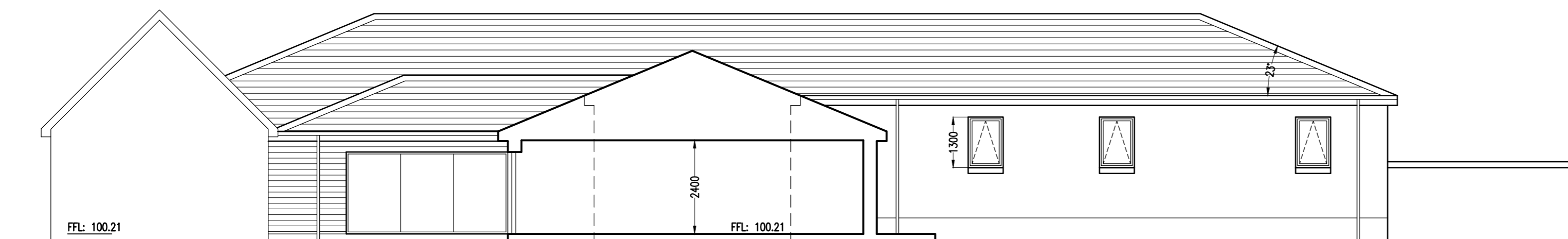
SECTIONAL SOUTH EAST ELEVATION



SECTIONAL NORTH EAST ELEVATION



SECTIONAL NORTH WEST ELEVATION



SECTIONAL SOUTH WEST ELEVATION

REV B : 24:01:17 : Timber linings amended.
REV A : 24:01:17 : Amendments and notes for planning application.

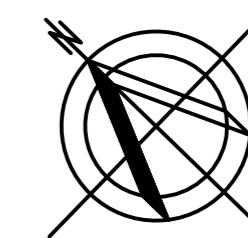
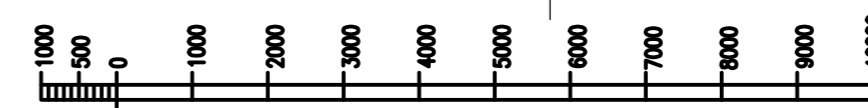
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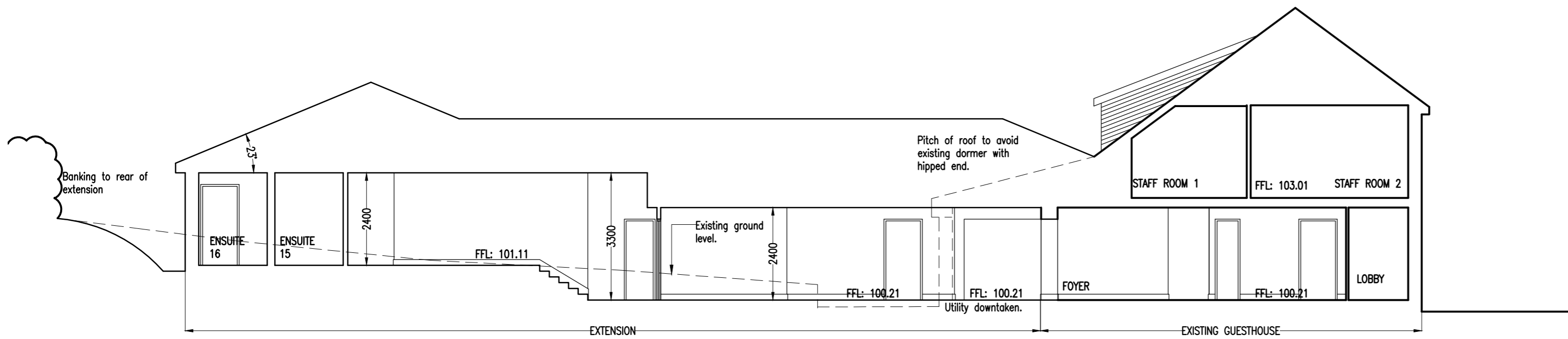
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Redevelopment of Rosebank Guesthouse, Portree per Mr John Pile

PROPOSED Elevations 1

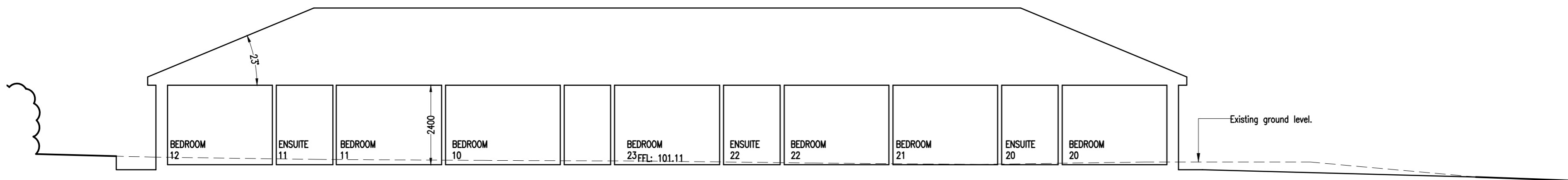
1:100 A2 Nov 2016



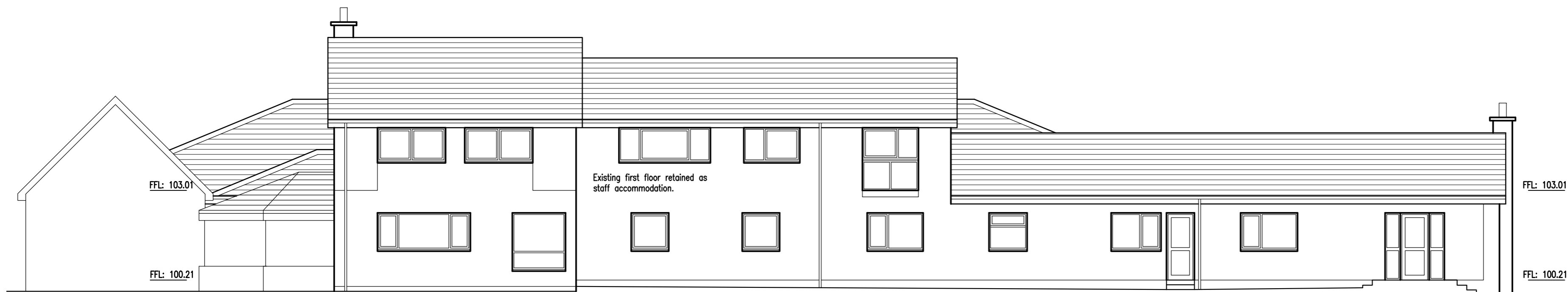


SECTION A

FINISHES
 Roof: Precast concrete tile & ridge tile to match existing.
 Fascia & soffit : Timber, dark brown microporous stain to match existing.
 Walls : Wet dash render as existing with smooth cement render base course, painted.
 Windows & doors: Dark brown uPVC to match existing.
 Rainwater goods: uPVC, colour to match existing.
 Timber Linings: Scots Larch horizontal linings as shown.



SECTION B



SOUTH WEST ELEVATION

REV B : 24:01:17 : Timber linings amended.
 REV A : 24:01:17 : Amendments and notes for planning application.

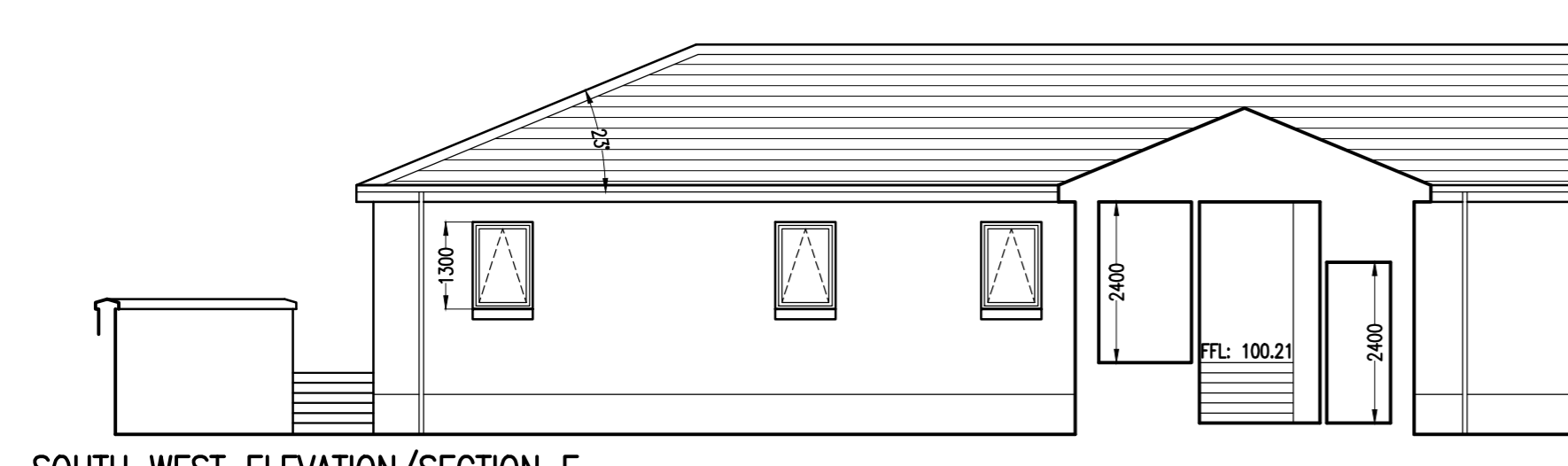
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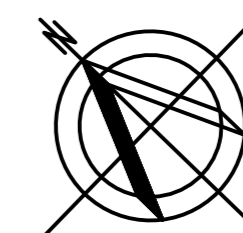
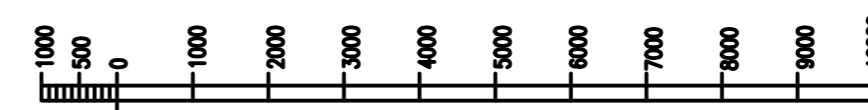
Redevelopment of Rosebank
 Guesthouse, Portree per
 Mr John Pile

PROPOSED
 Elevations 2

1:100 A2 Nov 2016



SOUTH WEST ELEVATION/SECTION F

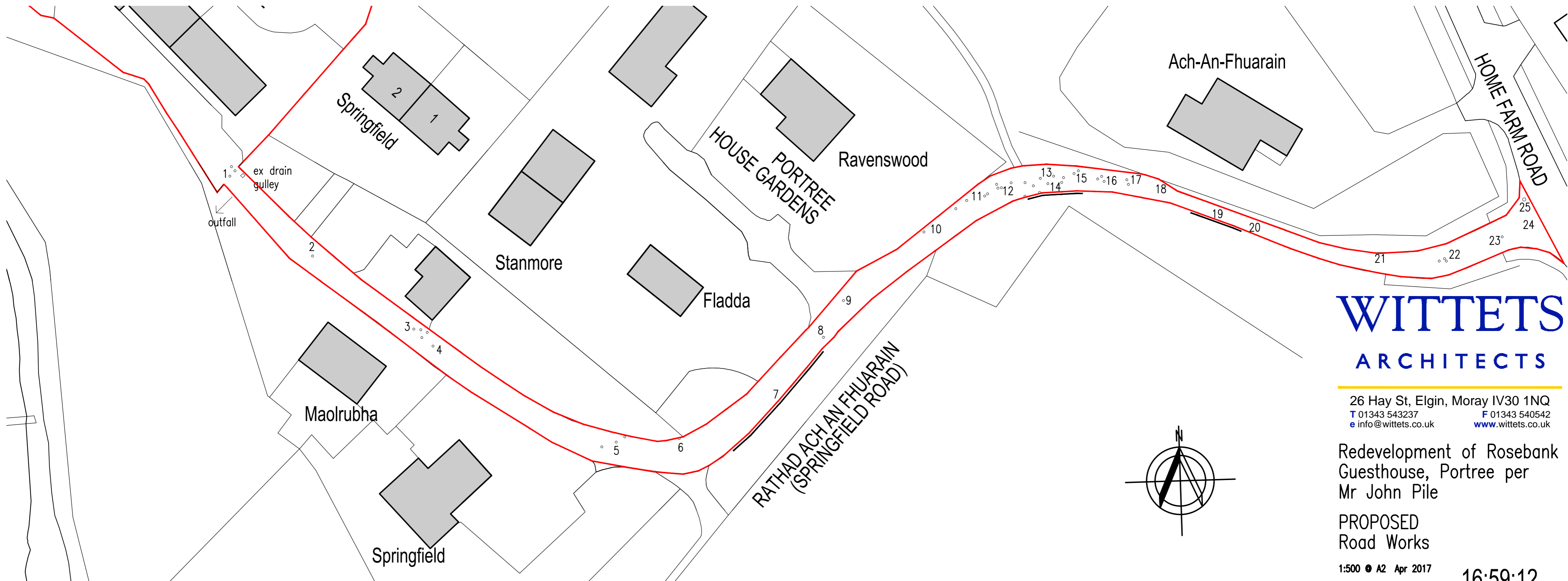
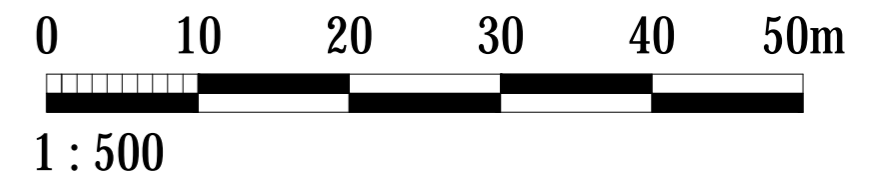


Areas Surveyed as existing 18:04:17

1. Area next to Rosebank entrance, (previously reported area of flooding) with 3no potholes recently infilled by Council, 1 no old pothole infill and drainage gully with broken tar surfacing adjacent 1.3 x 0.7m.
2. Approx. 19m from Rosebank entrance, exposed edge of previous repair along centre line of road and extending to north side with broken surfacing to north of exposed edge, unfilled pothole approx 5m beyond exposed edge.
3. Area of approx 2x3m made up of previously infilled potholes and broken surfacing to middle of road adjacent to garage, 3m or thereby east of the pothole at area 2, with 1no recently filled and 1 no. unfilled potholes beyond to the north side of the road
4. Unfilled 1no pothole to centre of road
5. Old oval shaped pothole infill to centre of road opposite east end of Springfield access with 2no newly filled potholes beyond to the north side of the road.
6. Broken edge to north edge of road on inside curve of road, approx length of 1m.
7. Broken edge of road reducing effective metalled width starting approx 8m from centre line of park entry for length extending to old repair opposite Portree House Gardens sign.
8. Exposed edge to inside of old repair extending across road beyond Portree House Gardens sign, with 1 no. newly filled pothole, and broken edge to east side of road approx length of 1.5m
9. Re-opened small pothole adjacent to west side of road opposite entrance into Portree House Gardens
10. Patch of broken surfacing at 17m or thereby beyond small pothole in area 9, to west side of road, approx 1.2m width and length of 8m, with recently filled pothole at north end and old pothole to south end
11. Further patch of broken surfacing to same width as area 10 and length of 5m or thereby, 3m to north of area 10 with newly filled pothole to south end
12. Old patched repair beyond area 11 to west side of road, with 1no newly infilled pothole and one old pothole to inside of exposed edge of old repair extending up middle of road and across to east edge.
13. Beyond exposed edge, 4 potholes to middle of road.
14. Beyond where exposed edge hits east edge of road, width of road reduced by damaged edge of road for a length of approx 9m length with 2 no potholes and exposed edge to inside edge of area. Two open potholes and 1 no newly filled pothole to inside of exposed edge
15. Further 2m to newly filled pothole to centre of road
16. Further 3.5m to 3no potholes, of which 1no recently filled
17. Area of potholes and broken surfacing beyond to north side of road between centre of road and approx 0.8m off north edge of road
18. Exposed edge beyond extending approx 600mm off north edge of road with broken surfacing between exposed edge and north edge of road
19. Broken finish to south edge of road for approx 10m length
20. Old repair immediately beyond edge repair extending 5m or thereby east and 1.0m south
21. Broken edge to north edge of road for approx 3m length located on inside of first curve
22. Further 8m (opposite lamppost) to old repair of 3no potholes to area of 3m x 0.9m
23. Further 3m to small pothole to south of centre of road.
24. Broken surfacing to north of centre line adjacent to junction with exposed edge to side of centre line
25. Irregular shaped open pothole to north of junction near to north extent of junction line

Proposals

1. Flooding previously caused by blocked gully. This has recently been cleared, but will be checked during construction and maintained by the applicant thereafter. Tar repair as infill to side of gully and existing repairs recently undertaken checked following construction and made good if required
2. Infill pothole before construction, check pothole repair and exposed edge following construction and make good if damaged during construction by cutting edges and re-taring level with exposed edge
3. Infill pothole before construction. Scarify patch, cut edges and retar level with adjoining surfacing, and check potholes after construction to make good if required
4. Infill pothole before construction and check following construction to repair if required
5. Check pothole repairs following construction for damage and infill if required
6. Soft spot excavated and tar infill to make good edge before construction and check for damage following construction
7. Edge of road excavated, sub-base and tar with edge sealed to reinstate full width of metalling.
8. Excavate soft spot and form patch for sub-base and resurfacing including pothole with edges sealed. Edge excavated, subbase and re-tar to line of road
9. Infill before construction and check following construction completion to make good if required
10. Scarify patch following completion, cut edges and re-surface sealing edges
11. Scarify patch following completion, cut edges and re-surface sealing edges
12. Infill open potholes before construction, scarify patch following completion incorporating potholes, cut edges and re-tar level with adjoining surfacing
13. Infill potholes before construction and check following completion to make good if required
14. Infill open potholes before construction. Edge of road excavated following construction extending across to incorporate potholes to inside of broken edge, cut edges sub-base and re-tar with edges sealed, to reinstate to original full width of metalling.
15. Check potholes following completion of construction and make good if required
16. In fill open pothole before construction and check 3no potholes upon completion of construction, make good if required
17. Scarify following completion, cut edges and re-tar, sealing edges
18. Scarify following construction, cut edges and retar, sealing edges
19. Edge of road excavated, sub-base and tar with edge sealed to reinstate full width of metalling.
20. Check repair following construction and if damaged scarify to exposed edge, cut edges, retar and seal edges
21. Excavate following construction, sub-base and retar to line of edge of road
22. Check infilled potholes following completion and make good if required
23. Infill pothole before construction and check following completion of construction to make good if required
24. Scarify after construction and cut edges to patch for retar, sealing edges
25. Infill pothole before construction and check following completion of construction to make good if required



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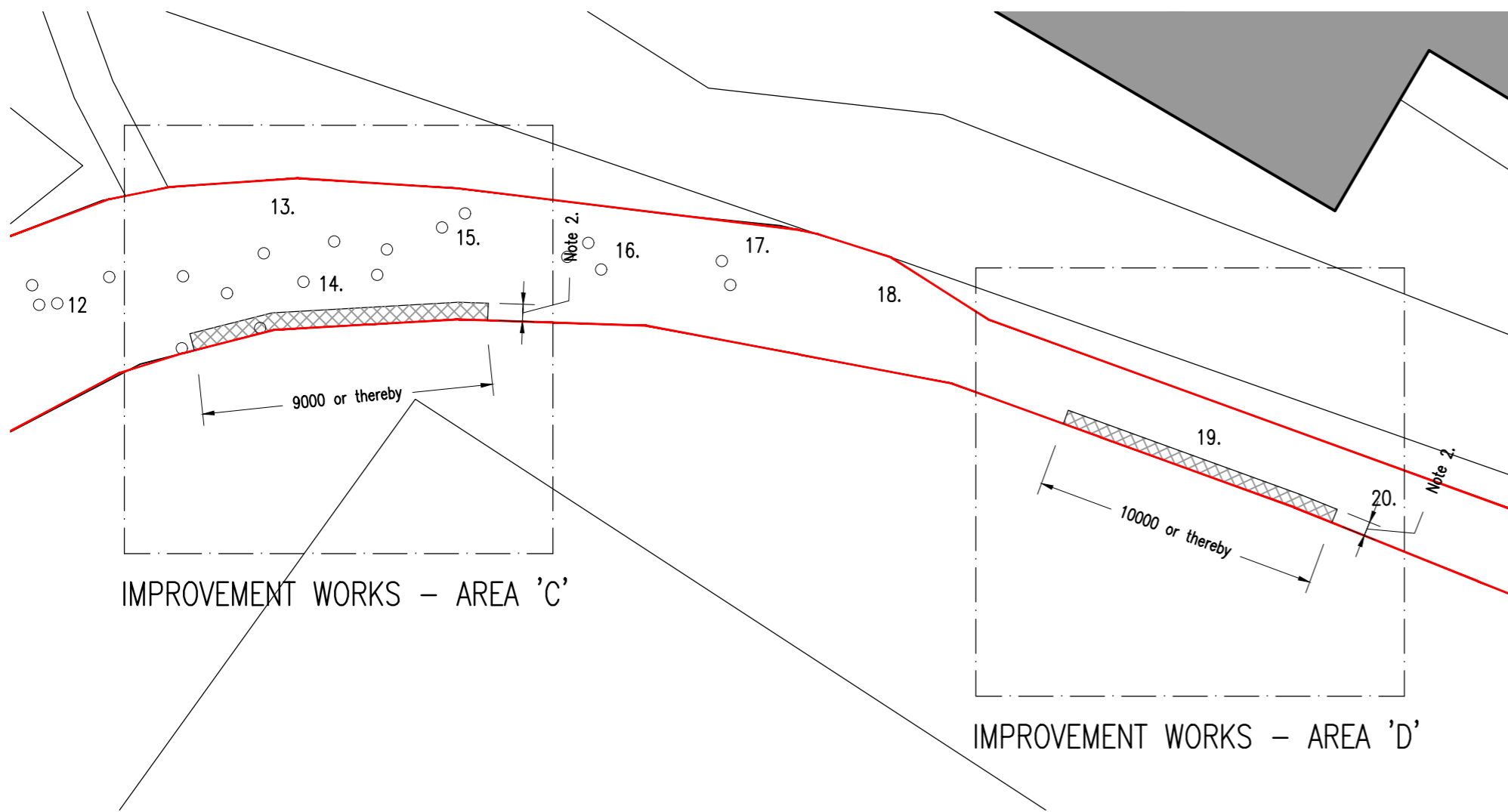
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Redevelopment of Rosebank
Guesthouse, Portree per
Mr John Pile

PROPOSED
Road Works

1:500 ● A2 Apr 2017

16:59:12



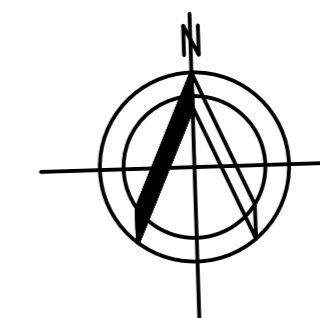
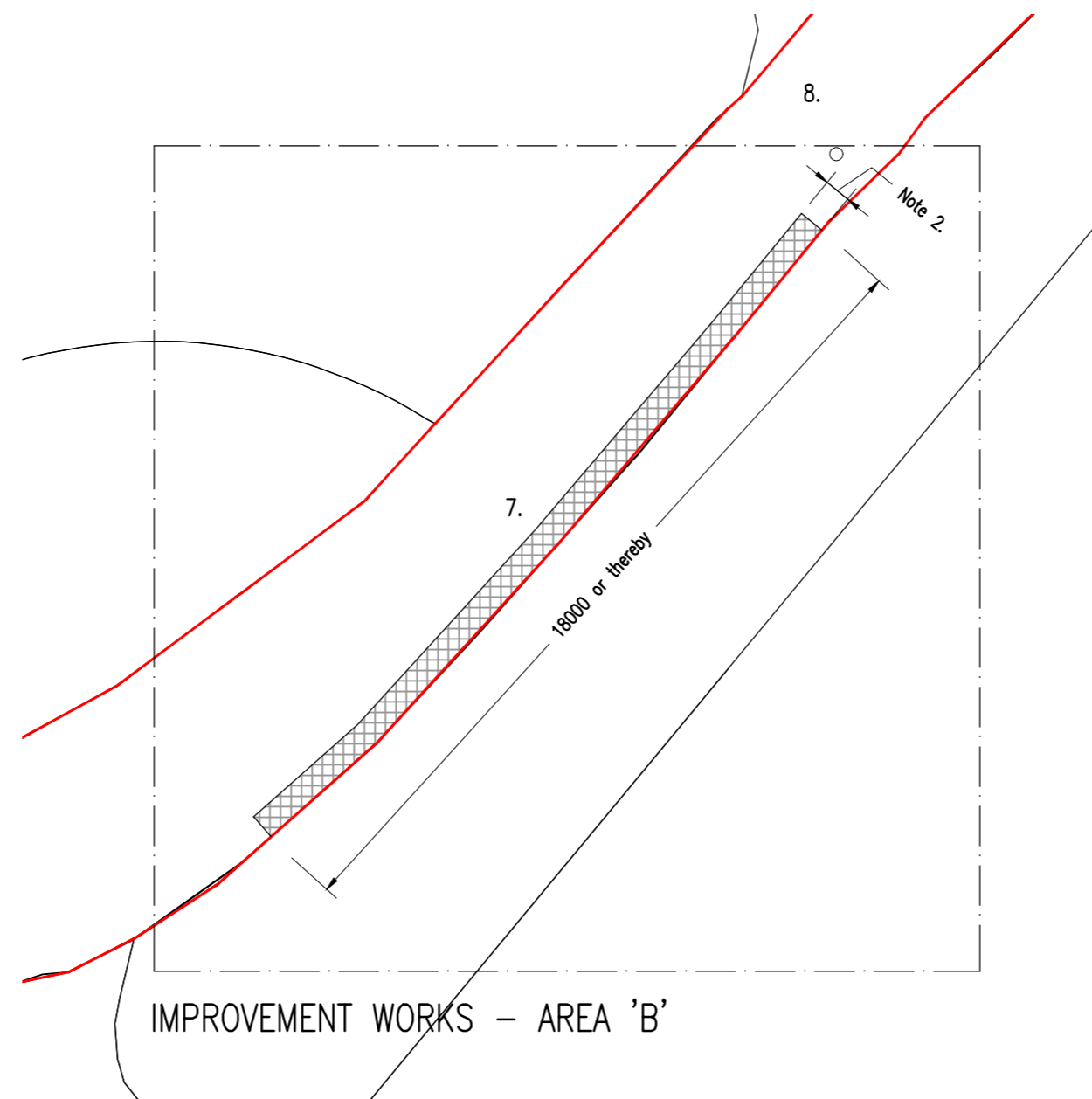
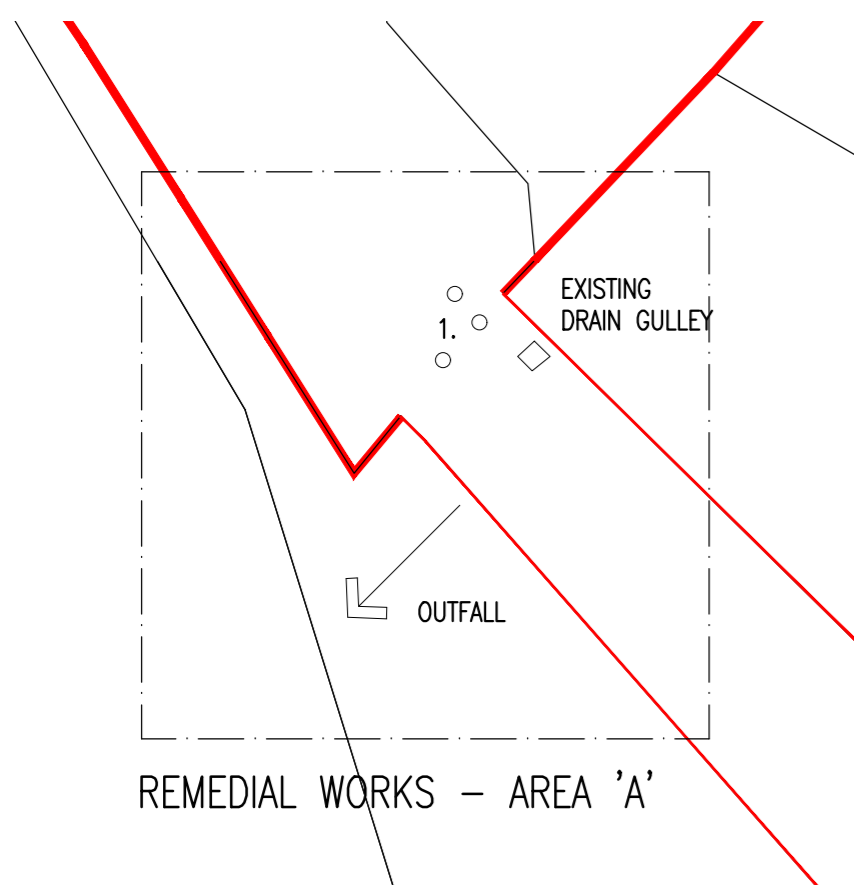
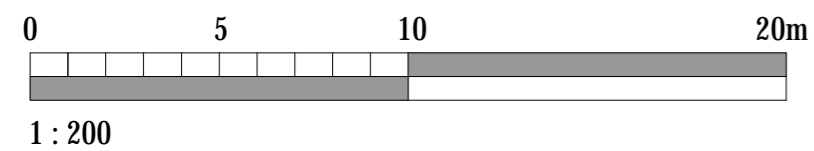
Notes ref Drg. No. 16:59:13

REMEDIAL WORKS – AREA 'A'

- Existing road gully has already been cleared and the outlet pipe which comes under the roadway has been rodded through to the end of the pipe. This is now discharging satisfactorily without flooding. The applicant will accept responsibility for maintaining the gully and outfall, and as part of the road remedial works, the levels of tar around the gully will be rationalised to avoid water lying.

IMPROVEMENT WORKS – AREAS 'B', 'C' & 'D'

- Indicative areas shown hatched to be cut and excavated to widen the road to the original width, finished with tarmacadam and the joint to the existing surfacing sealed. The actual width will be dependent upon the line of cut required to suit existing levels and extent of excavation required. Damaged verge to be made good with blinded type 1 to level of tar.
- Possible extension of width to incorporate adjacent repairs.
- Levels to avoid ponding.
- Scope of works otherwise as noted on Drawing No. 16:59:12, notes 7, 14 and 19.



PLEASE READ THIS DRAWING IN CONJUNCTION WITH
Drg.No.16:59:12

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PROPOSED
Road Improvement Works

1:200 ● A2 May 2017

16:59:13