

Agenda Item	5.1
Report No	PLS 050/17

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 24 October 2017

Report Title: 16/03329/FUL: Cityheart Ltd

Land 35M North of St Marys Roman Catholic School, Fassifern Road,
Fort William

Report By: Area Planning Manager – South/Major Developments

Purpose/Executive Summary

Description: Erection of student accommodation block consisting of 40 no. rooms and associated car parking and external landscaping

Ward: 21: Fort william and Ardnamurchan

Development category: Local

Reason referred to Committee: Area Planning Manager's discretion due to Council's interest in the land, being part of former school site and part of wider Local Plan allocation.

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.

Recommendation

Members are asked to agree the recommendation to **Grant** as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 It is proposed to build a three storey building within the grounds of the former St Mary's RC primary school to provide accommodation for 40 students. There is also a single storey service building proposed. The proposed buildings have been designed to front Fassifern Road. The buildings are generally rectangular, however the south western gable of the main building has been angled slightly to reduce impact on Invernevis Cottage. The main building features a pitched roof, however the service building and a section on the north eastern end of the main accommodation building are flat roofed to reduce impacts. Finishes include white render, timber effect rainscreen cladding with contrasting coloured panel details for the walls and natural slate for the roof. Parking for 8 cars and 40 bicycles are proposed to the rear of the proposed buildings and two motorcycle spaces and additional visitor cycle parking is proposed between the main building and the service building. Enclosed bin storage is proposed which is accessible direct to Fassifern Road to allow direct collection. Air source heat pumps are proposed to serve the building.
- 1.2 No pre-application discussion took place. Pre-application consultation is not a statutory requirement in this case.
- 1.3 The site is served by an existing access from Fassifern Road. The access currently serves the former School and the Hospital service yard. The area is also served by a public water supply and public sewer.
- 1.4 Supporting information submitted - Design Statement; Tree Assessment; Transport Information
- 1.5 **Variations:** Amendments made to the south west facing elevation to remove majority of windows and reposition remaining windows to high level. Increase from 7 to 8 parking spaces and introduction of additional cycle shelters. Introduction of paths to provide pedestrian access to Invernevis Cottage and Mo Dhachaidh. Amended tree planting.

2. SITE DESCRIPTION

- 2.1 The site comprises the former playground area of St Mary's RC Primary School in Fort William. The site lies very close to the town centre and has the Belford Hospital to the north east, the Alexandra Hotel and the Duncansburgh Church and hall to the north west, a terrace of three houses (Invernevis Cottage, Mo Dhachaidh and Lomond Villa) to the south west and St Mary's primary school to the rear (south east) of the site. The site is currently tarred and is bounded by an existing wall along Fassifern road and a grassed bank and trees to the rear.

3. PLANNING HISTORY

- 3.1 None

4. PUBLIC PARTICIPATION

4.1 Advertised: No

Representation deadline: 7 October 2016

Timeous representations: 10 (4 addresses)

Late representations: 1

4.2 Material considerations raised are summarised as follows:

- a) Insufficient on site parking and impact this may have on surrounding private car parks. Question raised over the standard of parking to be applied to this type of development.
- b) Plans are not up to date and do not show the new hall or car park at the Duncansburgh MacIntosh Church
- c) Road safety around junction and immediately surrounding roads
- d) Lack of access to the rear of neighbouring property
- e) Question raised over red line boundary possibly extending beyond land ownership
- f) Height of building will over-impose adjacent residential property
- g) Gable windows will impact on privacy of adjacent residential property.
- h) Restrictions on Sunday construction works important due to close proximity to the Church

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

5. CONSULTATIONS

5.1 **Transport Planning Team:** No objection subject to conditions

5.2 **Forestry Officer:** No objection subject to conditions

5.3 **Flood Risk Management Team:** No objection

5.4 **Lochaber Disability Access Panel:** No objections raised and observations made regarding accessible rooms, disabled parking bays and travel to and from the College

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 **Highland Wide Local Development Plan 2012**

- Policy 28 - Sustainable Design
- Policy 29 - Design Quality & Place-making
- Policy 31 - Developer Contributions
- Policy 34 - Settlement Development Areas
- Policy 42 - Previously Used Land
- Policy 51 - Trees and Development
- Policy 56 - Travel
- Policy 65 - Waste Water Treatment
- Policy 66 - Surface Water Drainage

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

Fort William Inset Map and Mixed Use Allocation MU9

Policy 2 – Development Objectives and Developer Requirements

7. **OTHER MATERIAL CONSIDERATIONS**

7.1 **Draft West Highland and Islands Local Development Plan (West Plan)**

Current site forms part of a mixed use allocation (FW10), together with the Belford Hospital.

7.2 **Highland Council Supplementary Planning Policy Guidance**

- Developer Contributions (March 2013)
- Flood Risk & Drainage Impact Assessment (Jan 2013)
- Managing Waste in New Developments (March 2013)
- Physical Constraints (March 2013)
- Public Art Strategy (March 2013)
- Trees, Woodlands and Development (Jan 2013)

The Highland Council Roads and Transport Guidelines for New Developments

Fort William Town Centre Action Plan (Promotes appropriate redevelopment of former RC primary school site - preference for residential accommodation)

7.3 **Scottish Government Planning Policy and Guidance**

- Scottish Planning Policy (The Scottish Government, June 2014)
- PAN 61 : Planning and SUDS
- PAN 75 : Planning for Transport
- PAN 78 : Inclusive Design
- PAN 79 : Water and Drainage

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.

Determining Issues

- 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.

Planning Considerations

- 8.3 The key considerations in this case are:

- a) compliance with the development plan and other planning policy;
- b) Siting and Design;
- c) Servicing and Infrastructure;
- d) Residential and Community Amenity
- e) Impact on trees, and
- f) any other material considerations.

Development plan/other planning policy

- 8.4 The former RC Primary School and the playground which form the current application site is part of a mixed use allocation (together with the Belford Hospital site) within the adopted Local Plan (MU9). The mixed use allocation supports a range of uses including community, retail, leisure, business and housing. The site also lies within the Fort William Settlement Development Area where there is presumption in favour of development, and the site lies immediately adjacent to the Fort William commercial centre. The principle of development of this site is supported. Although unfortunate that the whole site cannot be planned as a single entity, the current proposal is reasonably self contained and will not prejudice the redevelopment of the rest of the site in the future.

- 8.5 Subject to the proposal being acceptable in terms of siting and design, servicing and infrastructure, and having no significant detrimental impact on residential or community amenity, the proposal would comply with the development plan.

Siting and Design

- 8.6 The student accommodation building is to be a three storey building of simple, largely rectangular form. There is also a single storey service building adjacent to the car park and entrance to the site. Both of the buildings are positioned parallel with Fassifern Road and will introduce a more formal streetscape in this area. The design approach to the site is discussed in the accompanying Design Statement

and is considered to be a good design response for this site. The proposal is a contemporary design, but following a traditional form and incorporates materials which reflect the local vernacular, i.e. render and natural slate. Although three storeys in height, given the scale and height of the neighbouring buildings and the proximity to the town centre, the height and mass of the building is considered to be acceptable for this site. The proposal accords with Policy 29 and 34 of the Highland-wide Local Development Plan and associated Supplementary Guidance.

Servicing and Infrastructure

- 8.7 The building is within walking distance of the College and the existing facilities within the town centre, including transport links and it is an appropriate site for student accommodation within Fort William. The proposal provides for 40 student bed spaces. On-site parking has been proposed for eight cars (increased from 7) and two motorcycles. The agent has confirmed that car parking is provided at 1 space per 5 students and there will be no staff based at the site. The parking ratio is similar to other student accommodation in Inverness and Fort William. The agent has advised that given the predicted low levels of car ownership by students, and the proximity of the site to both the UHI campus and the town centre this level of car parking provision is sufficient to cater for demand. There are also Pay and Display and long stay car parks within reasonable distance of the facility. Following discussion, the Transport Planning Team have accepted this level of parking provision, subject to increased cycle parking (increased from 10 to 40) and improvements to pedestrian crossing points. These can be secured by condition.

Supporting information has been submitted which shows visibility splays from the existing site access point of 90m to the west and 40m to the north. Having given consideration to road speeds and road geometry, the Transport Planning Team have accepted this standard of visibility, however they have rejected a suggestion to hatch part of the existing junction.

Concerns have been raised by contributors that the submitted plans do not show the church hall and car park. The site has been visited and these premises have been taken into account as part of the assessment of the application. The accepted visibility splays are not affected by these developments.

- 8.8 The proposal generally accords with Policy 56 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.9 Connection is proposed to the public sewer and the public water main which will each require the separate permission of Scottish Water to connect to their assets. The proposal accords with Policy 65 of the Highland-wide Local Development Plan and associated Supplementary Guidance.
- 8.10 The proposed surface water discharge from the site is to be directed to the existing Scottish Water network and a scheme and calculations have been provided which demonstrate that the proposed drainage layout is able to attenuate surface water from the site up to a 1 in 200 year return period storm. The Council's Flood Team has advised they are satisfied and have withdrawn their original objection. The

proposal generally accords with Policy 66 of the Highland-wide Local Development Plan and associated Supplementary Guidance.

Residential and Community Amenity

- 8.11 Concerns have been raised by an immediate neighbour over the height of the proposed building and its dominance over the adjacent house and loss of privacy to the front garden. The building is higher than the adjacent houses, however as discussed above, it is considered the scale, mass and height of the building is acceptable in the context of the surrounding area. This is a mixed use area occupying a central location within Fort William and immediately adjacent to the commercial centre of the town. The gable of the proposed student accommodation building has been angled away from the boundary of the Invernevis Cottage to help reduce any impact. Although the front garden of Invernevis Cottage fronts the public road and does not have a high level of amenity, the scheme has been amended to raise the upper level windows on this gable elevation prevent a downward view from the windows into the neighbouring front garden. As the proposed building is largely located to the north east of the existing residential properties there will be minimal impact from loss of sunlight or overshadowing. Although there will be an impact on the immediate neighbours from the introduction of a building onto this part of the site, the impact is considered to be within acceptable limits and the development is compatible with the adjoining uses. The proposal accords with Policy 34 of the Highland-wide Local Development Plan and associated Supplementary Guidance.

Impact on Trees

- 8.12 There are six mature beech trees and six juvenile apple trees on the southern side of the site, in greenspace areas that are contained within existing fences and separated by a flight of steps. The beeches are a significant visual feature when viewed as a whole, but they are not good specimens when viewed individually. The applicant has provided a tree survey schedule, a written tree assessment and a tree constraints plan for the beech trees. The Council's Forestry Officer has advised that whilst he would usually wish to see all moderate and good quality trees on site retained and safeguarded, on this occasion it is considered better to remove and replace the existing trees (beech and apples) with a robust, high quality tree planting scheme using large planting stock and species which will be able to co-exist with the development (eg. walnut, field maple, whitebeam, liquidambar). It is likely that some works will be required to ensure that the new planting is carried out in suitable substrate. A condition is proposed to secure a tree planting plan and maintenance programme. The proposal accords with Policy 51 of the Highland-wide Local Development Plan and associated Supplementary Guidance.

Other material considerations

- 8.13 Concerns have been raised over the loss/impact on existing access rights to the rear of Invernevis Cottage. Although private access rights are generally a civil matter between the interested parties it was important to ensure that the development itself would not prejudice the physical provision of an alternative access. It is understood that the private access rights are pedestrian, not vehicular, and the proposal has been amended to include provision of two private

paths to serve the occupants of Invernevis Cottage and Mo Dhachaidh.

- 8.14 In accordance with Policy 29 of the Development Plan public art will require to be incorporated into the scheme. A condition is proposed to secure the delivery of public art in accordance with the Council's Public Art Strategy.
- 8.15 In response to comments made regarding restricting Sunday working hours during construction, this is covered under the Control of Pollution Act and administered by the Council's Environmental Health Officers. An informative is proposed highlighting the restrictions on construction works.

Non-material considerations

- 8.16 None

Matters to be secured by Section 75 Agreement

- 8.16 None

9. CONCLUSION

- 9.1 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.
- 9.2 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

10. IMPLICATIONS

- 10.1 Resource: Not applicable
- 10.2 Legal: Not applicable
- 10.3 Community (Equality, Poverty and Rural): Not applicable
- 10.4 Climate Change/Carbon Clever: Not applicable
- 10.5 Risk: Not applicable
- 10.6 Gaelic: Not applicable

11. RECOMMENDATION

Action required before decision issued N

Subject to the above, it is recommended that planning permission be **granted** subject to the following conditions and reasons:

1. Prior to the initial occupation of the student accommodation hereby approved a scheme to improve the nearby pedestrian crossing points shall be submitted to and approved in writing by the Planning Authority. The pedestrian crossing points referred to are:
 - (a) at the entrance to the site,
 - (b) the access across the Alexandra Hotel, and
 - (c) the junction of Middle Street and Fassifern Road.

Once approved, the agreed improvements to the pedestrian crossings shall be fully undertaken, at the developer's cost, prior to the initial occupation of the student accommodation.

Reason: In the interests of road and pedestrian safety.

2. No development shall commence on the construction of the student accommodation 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 student accommodation 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.

4. No development shall commence on the construction of the student accommodation 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.

5. Prior to the initial occupation of the student accommodation hereby approved the alterations/white lining shown on External Works Plan shall be fully undertaken in accordance with drawing number 061407 – CUR-00-00-DR-C-70110-P02, unless otherwise first agreed in writing by the Planning Authority. For the avoidance of

doubt the hatched marking are excluded from this requirement.

Reason: In the interests of road safety.

6. No development shall commence on the construction of the student accommodation hereby approved until the two footpaths required to maintain private pedestrian access rights to the rear of Invernevis Cottage and Mo Dhachaidh have been fully formed, unless otherwise first agreed in writing by the Planning Authority.

Reason: In order to ensure the physical provision of an alternative right of pedestrian access for the neighbouring properties.

7. Prior to the initial occupation of the student accommodation hereby approved the on-site car parking, motorcycle and bicycle parking shall all be fully formed in accordance with the approved site layout plan, drawing number 160581A(PL)101G, unless otherwise first agreed in writing by the Planning Authority.

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

8. No development shall commence until a suitably qualified landscape consultant has provided a Tree Planting Plan and maintenance programme for the approval of the planning authority. The Tree Planting Plan shall be implemented in full and to the agreed standard during the first planting season following commencement of development or as otherwise agreed in writing by the planning authority. For the avoidance of doubt, this plan will include the planting of at least 12 No extra heavy standard sized trees of appropriate species such as walnut, field maple, whitebeam and liquidambar.

Reason: In the interests of visual amenity and in order to compensate for the loss of trees on site as a result of the development.

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

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

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 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 & 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.

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.

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.

Construction Hours and Noise-Generating Activities

You are advised that construction work associated with the approved development (incl. the loading/unloading of delivery vehicles, plant or other machinery), for which noise is audible at the boundary of the application site, should not normally take place outwith the hours of 08:00 and 19:00 Monday to Friday, 08:00 and 13:00 on Saturdays or at any time on a Sunday or Bank Holiday in Scotland, as prescribed in Schedule 1 of the Banking and Financial Dealings Act 1971 (as amended).

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

If you wish formal consent to work at specific times or on specific days, you may apply to the Council's Environmental Health Officer under Section 61 of the 1974 Act. Any such application should be submitted after you have obtained your Building Warrant, if required, and will be considered on its merits. Any decision taken will reflect the nature of the development, the site's location and the proximity of noise sensitive premises. Please contact env.health@highland.gov.uk for more information.

Signature: Nicola Drummond

Designation: Area Planning Manager – South/Major Developments

Author: Susan Macmillan (01397 707021)

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

Relevant Plans: Plan 1 – Location Plan (16058IA (PL) 100)

Plan 2 – Site Plan (16058IA (PL) 101G)

Plan 3 – Elevations (16058IA(PL)104 REV B)

Plan 4 – Elevations (16058IA(PL)105 REV B)

Plan 5 – Site Sections (16058IA(PL)106 REV A)

Plan 6 – Floor Plan (16058IA(PL)102 REV B)

Plan 7 – Floor/Roof Plan (16058IA(PL)103 REV B)

Plan 8 – Visibility Splay Plan (V061407-CUR-00-00-DR-C-70110 REV P02)

Plan 9 – Proposed Drainage Layout (CUR-DR-SK001 REV C)

All levels and dimensions to be checked on site prior to construction / fabrication; report discrepancies immediately. Do not scale dimensions from this drawings. This drawing is copyright protected.

REVISION



SCALE	DATE	DRAWN	CHECKED
1:1000	24.06.16	SS	SG

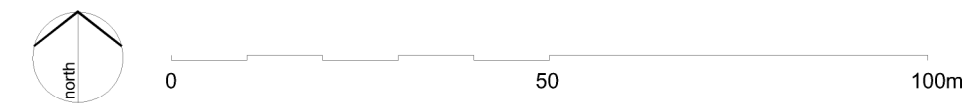
PROJECT
Student Accommodation
Fassifern Road
Fort William

DRAWING
Location Plan



16-18 BANK STREET
 INVERNESS
 IV1 1QY
 t 01463 729929
 www.360architecture.com

DRAWING No.
16058IA(PL)100



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REVISION			
A	19.07.16	Client changes, planning issue	SS AL
B	08.09.16	Path added. Trees removed Parking revised	SG RK
C	15.09.16	Bin store access relocated	SG RK
D	16.09.16	Cycle parking and road revised	SG RK
E	29.06.17	Access to Invernevis cottages revised	SG RK
F	17.07.17	Paths revised and repositioned	AO RK
G	24.07.17	Paths updated as per engineers comments	DG RK



Path to permit access to rear of Invernevis Cottages. An independent path separated by a fence. 1No. lockable gate to St Andrews East Path/Steps. 1200mm vertical metal railings to each side of path. Proposed path ramped at max 1:20 and steps to achieve required change in level. handrails to steps as per building regulations requirements.

Path to permit access to rear of Invernevis Cottages. An independent path separated by a fence. 1No. lockable gate to Fassifern Road. 1200mm vertical metal railings to each side of path except where retaining wall exceeds 1200mm. Proposed path ramped at max 1:20 and steps to achieve required change in level. handrails to steps as per building regulations requirements.

KEY:

- Existing trees to be removed and replanted
- New trees
- Standard parking bay - 2.5x5.0m - 7No. Total
- Accessible Parking Bay - 1No. Total
- Motorcycle parking bay - 2.3x1.3m - 2No. Total
- Cycle shelter -5x 2.2m - 5No. Total - each with Sheffield stands for 8 bikes - total 40No. cycle spaces - clear spaces around stands as per THC Roads & Transport Guidelines for New Developments

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PROJECT
STUDENT ACCOMMODATION FORT WILLIAM

DRAWING
Site Plan



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IV1 1QY
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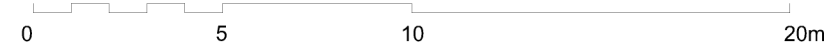
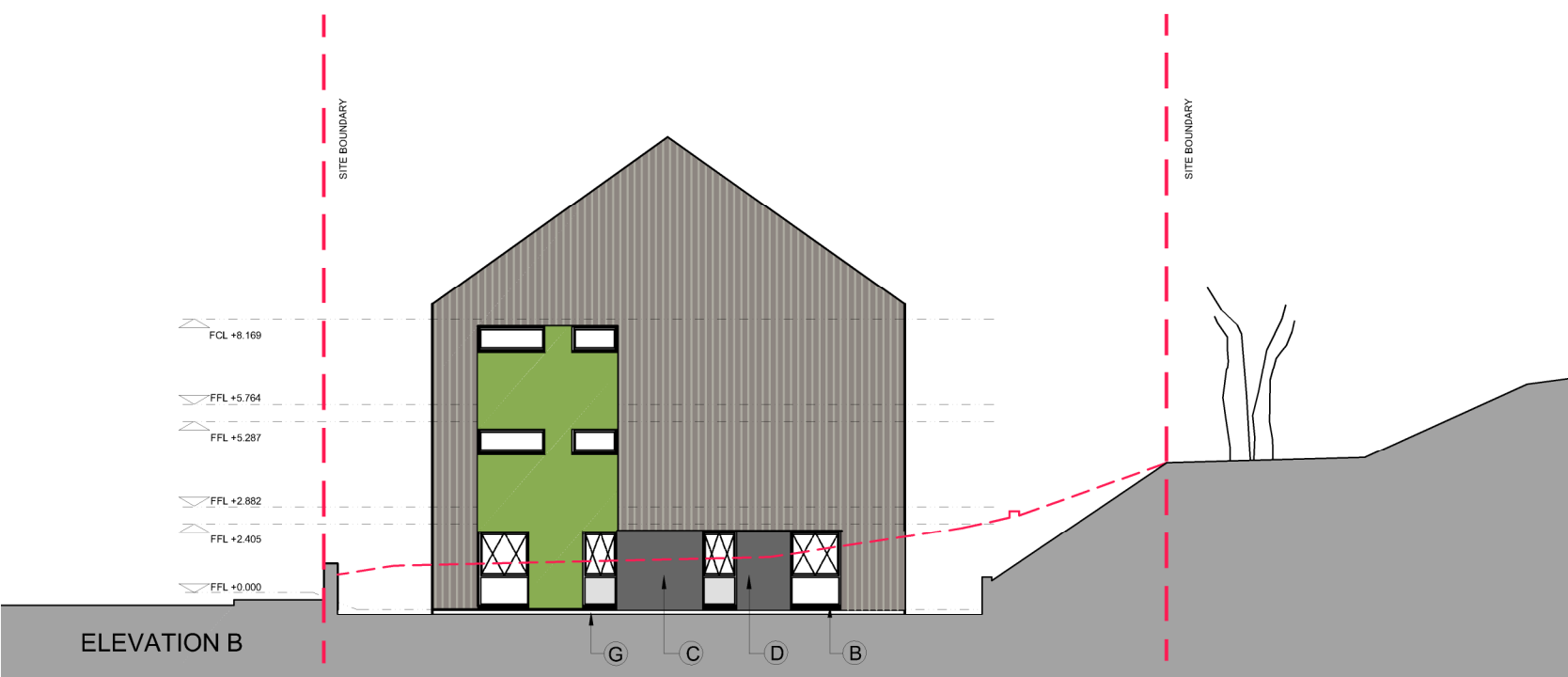
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REVISION			
A	19.07.16	Client changes, planning issue	SS AL
B	08.09.16	Windows updated	SG RK



- A** Textured render
- B** Aluminium framed windows
- C** Timber effect rainscreen cladding panel. Rockclad or similar
- D** Flat rainscreen cladding panel. Rockclad or similar
- E** Vertical timber fins
- F** Slate roof
- G** Basecourse render
- H** Existing wall repaired and re-rendered



SCALE	DATE	DRAWN	CHECKED
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PROJECT
Student Accommodation
Fassifern Road
Fort William

DRAWING
Proposed Elevations

Threesixty
Architecture
 16-18 BANK STREET
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DRAWING No.
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REVISION			
A	19.07.16	Client changes, planning issue	SS AL
B	08.09.16	Windows updated	SG RK



ELEVATION C

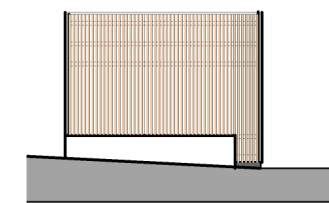
- (A) Textured render
- (B) Aluminium framed windows
- (C) Timber effect rainscreen cladding panel. Rockclad or similar
- (D) Flat rainscreen cladding panel. Rockclad or similar
- (E) Vertical timber fins
- (F) Slate roof
- (G) Basecourse render



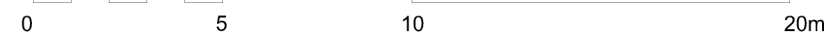
ELEVATION D



ELEVATION E (BINS/BIKES/PLANT)



ELEVATION F (BINS/BIKES/PLANT)



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PROJECT
Student Accommodation
Fassifern Road
Fort William

DRAWING
Proposed Elevations

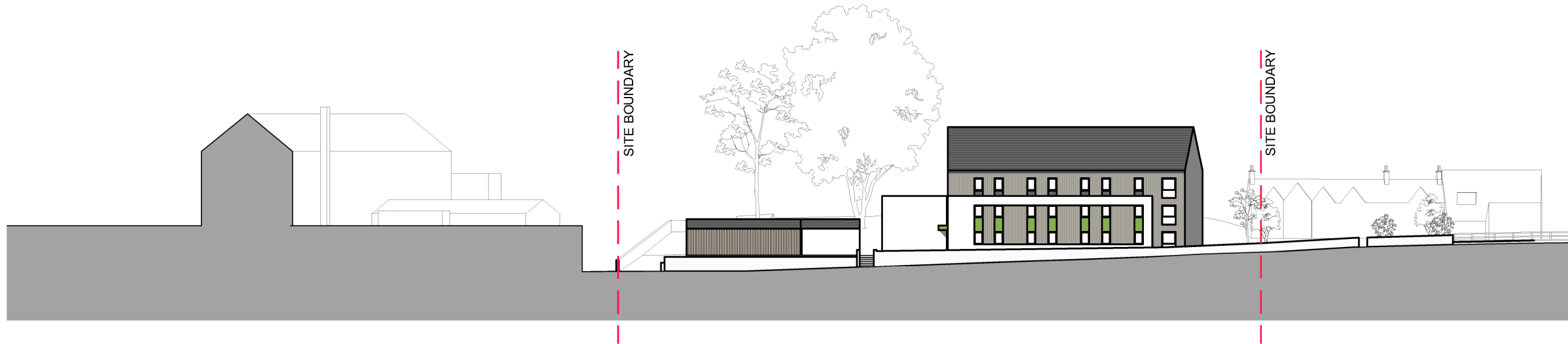


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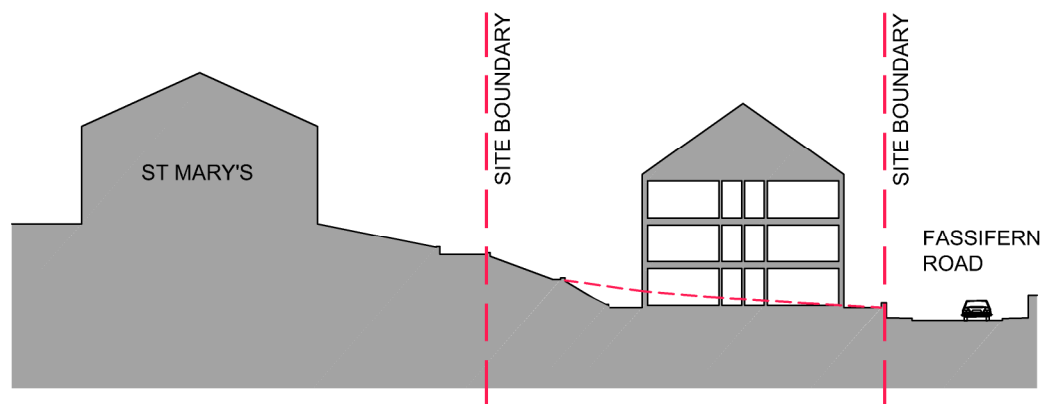
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REVISION			
A	19.07.16	Client changes, planning issue	SS AL



FASSIFERN ROAD ELEVATION



SITE SECTION A-A

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PROJECT
Student Accommodation
Fassifern Road
Fort William

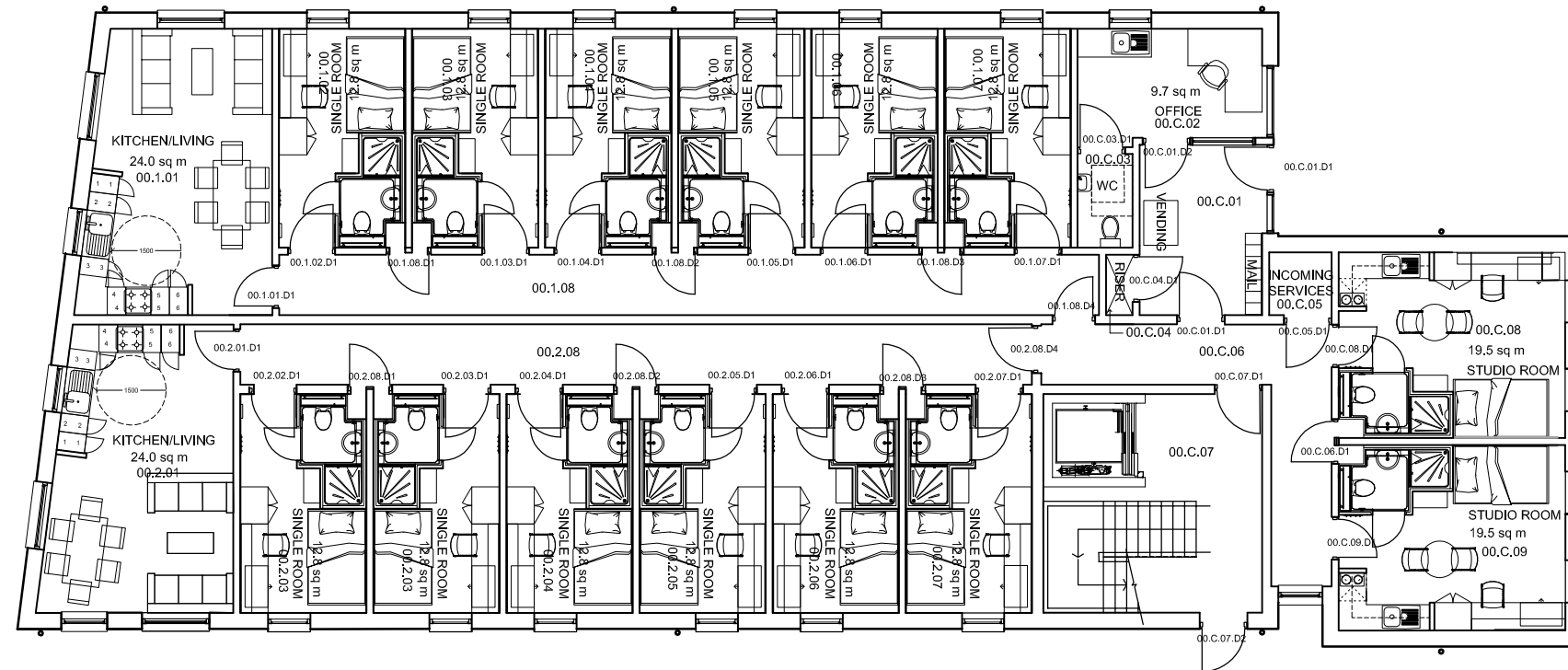
DRAWING
Site Elevation and Section

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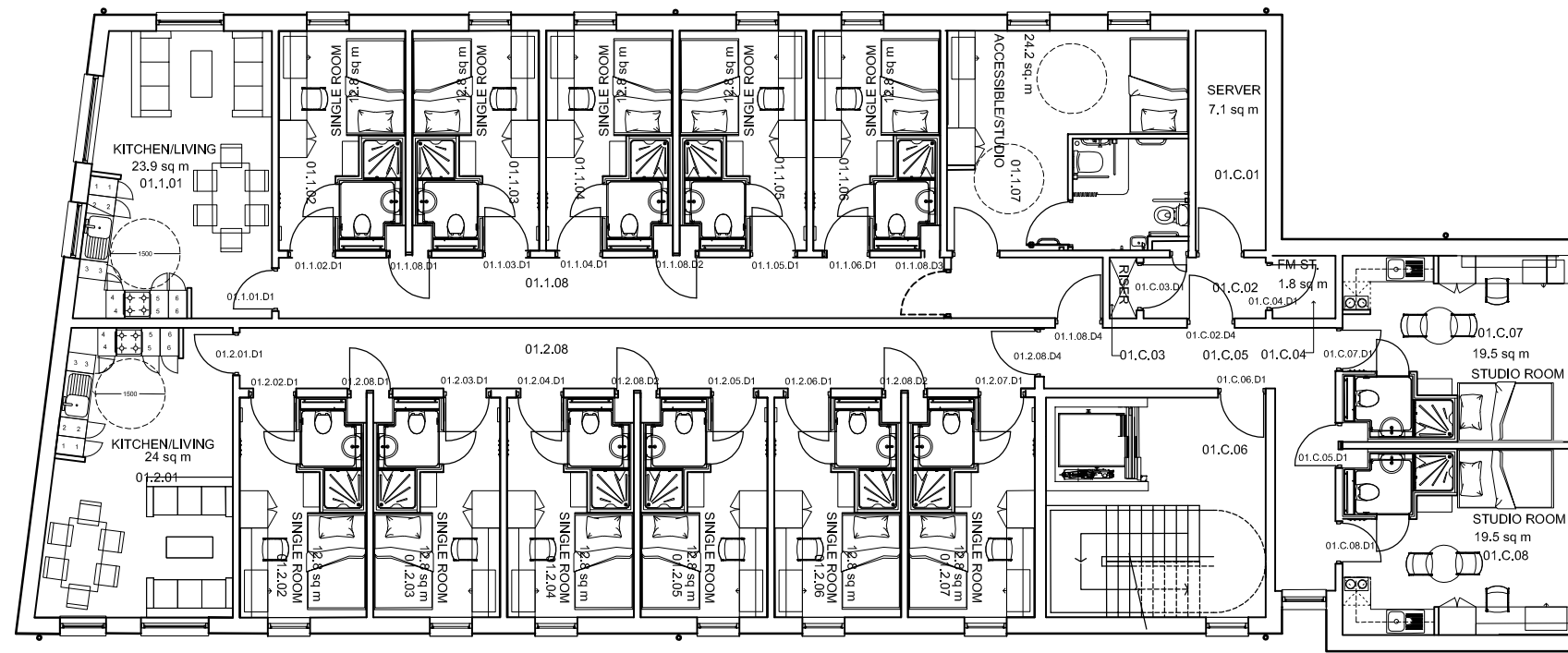
DRAWING No.
16058IA(PL)106A

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REVISION			
A	19.07.16	Client changes, planning issue	SS AL
B	08.09.16	Windows revised	SG RK



LEVEL 00 PLAN



LEVEL 01 PLAN



0 5 10m

SCALE	DATE	DRAWN	CHECKED
1:150	24.06.16	SS	SG

PROJECT
**STUDENT ACCOMMODATION
 FORT WILLIAM**

DRAWING
Floor Plans

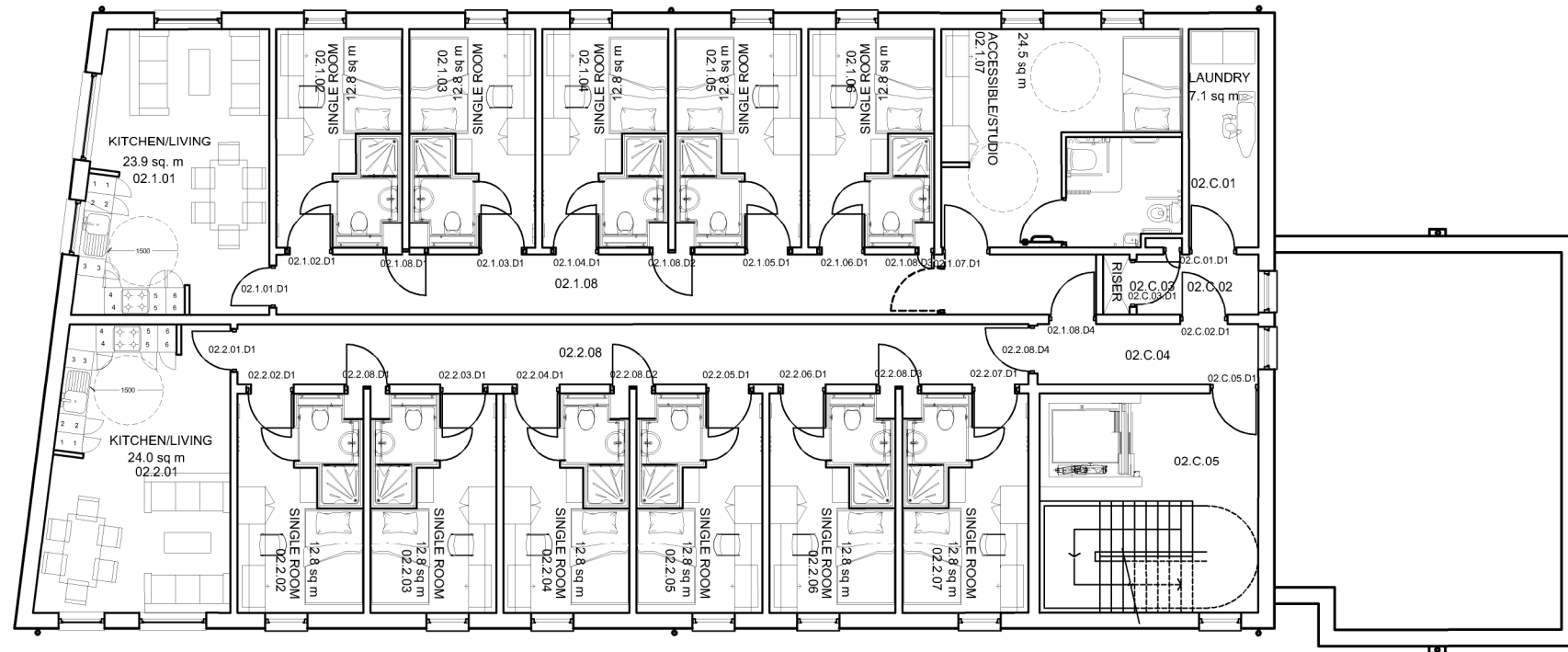


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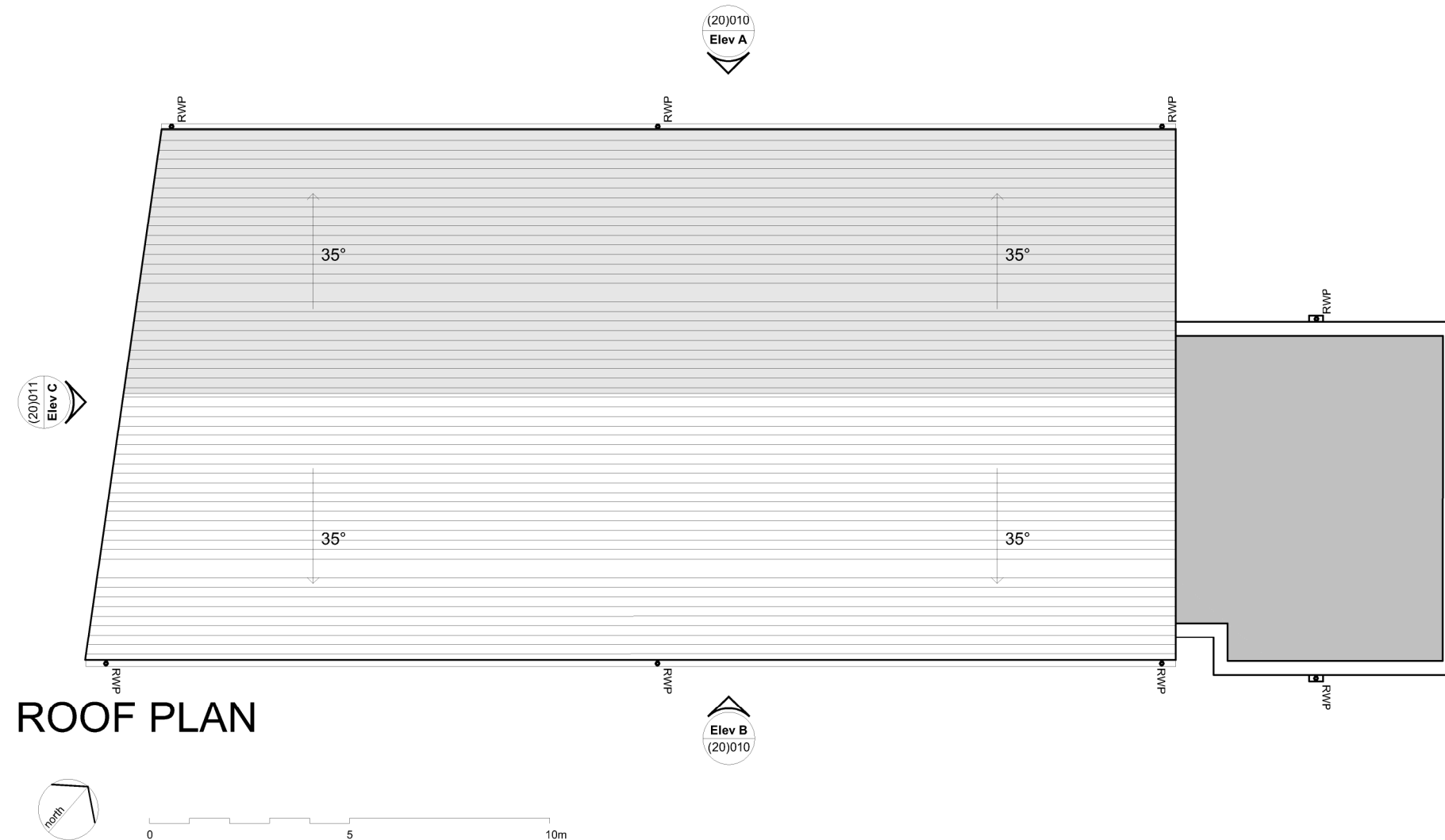
DRAWING No.
16058IA(PL)102B

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REVISION			
A	19.07.16	Client changes, planning issue	SS AL
B	08.09.16	Windows revised	SG RK



LEVEL 02 PLAN



ROOF PLAN

SCALE	DATE	DRAWN	CHECKED
1:150	24.06.16	SS	SG

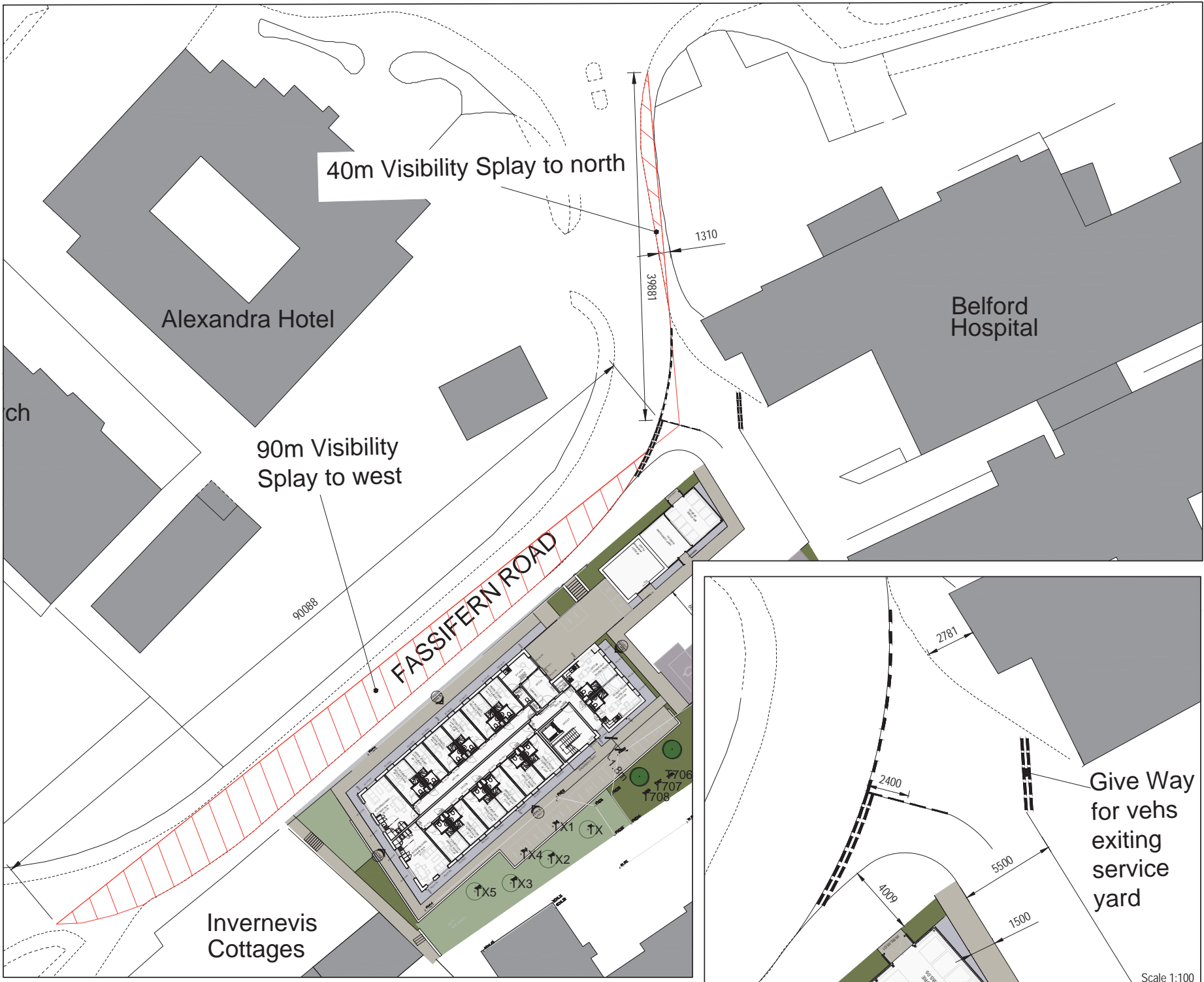
PROJECT
**STUDENT ACCOMMODATION
 FORT WILLIAM**

DRAWING
Floor Plan and Roof Plan



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DRAWING No.
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GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING: **061407-CUR-00-XX-DR-S-00000**

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION UNUSUAL SIGNIFICANT HAZARDS

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING WHERE APPROPRIATE TO AN APPROVED METHOD STATEMENT IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING. NOTE THE FOLLOWING:

- CONSTRUCTION**
1. Investigation work in live environment and interface with public.
 2. Construction work near live services.
 3. Construction works within live (public) environment.

Any construction personnel including operatives intending to construct the design shown on this drawing should ensure that they have been regularly and thoroughly briefed by the Principal Contractor on all health and safety matters and have had sight of:

1. The full Designers and Contractors risk assessments and risk registers.
2. The developed construction health and safety plan.
3. The Contractors construction method statements.

P02	Hatched markings removed	02/11/16	SJC	JAM
P01	FIRST ISSUE	21/09/16	SJC	JAM
Rev:	Description:	Date:	By:	Chkd:



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Structures - Civils - Environmental - Infrastructure - Transport Planning - Sustainability - Expert Advisory Services
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Status: **FOR INFORMATION**

Project: **UHI FORT WILLIAM**

Doc Title: **VISIBILITY SPLAY PLAN**

Project No.	Size	Date	Drawn By	Designed By	Checked By
061407	A1	21/09/16	SF	GM	GM

Project Code: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

061407 - CUR - 00 - 00 - DR - C - 70110 - P02

Give Way
for vehs
exiting
service
yard

Scale 1:100

SUDS Statement:

Roof runoff is routed through the gravel sub-base of the permeable paving area to provide one level of treatment. The infiltration of surface water from the car parking on the permeable paving provides two levels of treatment.

A site investigation is under way and there may be scope to design the permeable paving area as a soakaway, rather than discharging from the site.







A discharge rate limit of 5 l/s has been assumed, which will be confirmed with Scottish Water and the local authority.

All pipes 150 mm diameter unless otherwise stated.

Notes:

Scheme based on current information. Site investigation in progress to confirm whether soakaways can be used. Surface water discharge rate limit subject to change, which may affect volume of attenuation required.

Legend:

-  Proposed surface water manhole
-  Proposed surface water pipe
-  Proposed permeable paving with gravel sub-base attenuation
-  Proposed surface water gully
-  Proposed foul water manhole
-  Proposed foul water pipe



SCALE	DATE	DRAWN	CHECKED
	23.08.16	DP	PP

PROJECT
UHI Student Accommodation Fort William

DRAWING
Proposed Drainage Layout



DRAWING No.
 061407-CUR-DR-SK001 C

Planning Applications Site Visit Procedure

When a Planning Applications Committee (PAC) or the Planning Environment and Development Committee (PED) or the Council agree that a site visit is appropriate prior to determining a planning application, these procedures shall be followed:

1. The **Planning & Development Service** will write out to parties (applicant, consultees and those parties lodging representations in support of/in objection to the application) advising that an accompanied site visit will take place and inviting parties to attend. The letter will identify an unambiguous meeting point and indicate the time when parties are to meet. If known, the date, time and place of the meeting at which the planning application will be determined will be included in this letter.

2. If the PAC/PED/Council has any requirements related to the site visit (e.g. that the footprint of a proposed building be pegged out), these requirements must be intimated to the applicant in advance of the site visit.

3. In some cases a bus will be arranged in order that the PAC/PED/Council members can arrive at the site together. Travel arrangements will be intimated by **Democratic Services** to PAC/PED/Council members in advance of the site visit. In cases where a bus is arranged for members, any spare seats on the bus may accommodate representatives of the applicant/consultees/supporters/objectors. If there are insufficient seats for at least one representative of each of the abovementioned groups to travel by bus, only PAC/PED/Council members will travel by bus and those wishing to attend the site visit may follow the bus using their own transport. If this happens, in the interests of transparency and openness, the planning application will not be discussed on the bus. Instead, the application will be discussed once the PAC/PED/Council members reach the site and disembark.

4. **Members** of the PAC/PED/Council shall arrive at the meeting point at or just before the appointed time. **Members** of the PAC/PED/Council must not enter into discussion with any party already on site (other than introductions) to avoid the perception of support for one party over another. If one or more of the expected participants is not present on time, any delay to the start of the site visit will be at the **Chair's** discretion.

5. The site visit will start at the appointed time (with the exception of the circumstances referred to above). The **Clerk** will note the names of those members of the PAC/PED/Council present at the site visit as only those members will be able to take part in the determination of the planning application. The **Chair** will introduce him/herself and ask the PAC/PED/Council members to introduce themselves to those parties present. **Officers** and **parties present** will also introduce themselves. The **Chair** will indicate to those present the purpose of the site visit (namely, to point out the location of the proposed development and physical features referred to in either the planning application or in representations lodged in support of/in opposition to the application). The **Chair** will remind those present that the site visit is not an opportunity for parties to engage in discussion about the merits of the application. The **Chair** will ask the **Planning Officer** to introduce the application to members of the PAC/PED/Council and answer any questions they may have (NB this is not an opportunity for members to discuss the merits or otherwise of the planning application). The **Chair** will then ask the applicant (or applicant's agent) and those supporters/objectors present whether they wish to point out any physical features not already covered by the Planning Officer in his/her presentation. The **Chair** will officiate at the site visit and officers present will assist in this process.

6. Those in attendance are entitled to accompany the PAC/PED/Council as the site visit takes place. When pointing out the location of the proposed development/physical features on site, **participants** must address the PAC/PED/Council as a group (not as individual members) through the Chair. **Members** of the PAC/PED are not permitted to engage in any discussion on the merits of the case with any person approaching them.

7. If any participant (applicant, consultee, objector or supporter) arrives very late, but before the PAC/PED leaves the site, the **Chair** will explain, in the presence of the other parties, what the PAC/PED has done and where the PAC/PED has been. The participant will be asked if there is anything (not already seen) that he/she wishes to point out.

8. If any PAC/PED/Council member arrives late, the Chair/Convener will decide whether the site visit can be recommenced and the information presented repeated for the benefit of that member. If the Chair/Convener decides that this is not feasible, or that there is insufficient time available, to recommence the site visit, the member who has arrived late at the site visit will be excluded from participation in the subsequent determination of the planning application.

9. On conclusion of the site visit, the **Chair** will thank everyone for their attendance and advise parties of the place/time of the meeting when the PAC/PED/Council will determine the application (if known) or will indicate that these details will be sent to parties (if not yet known). The **Chair** will then indicate that the site visit has concluded.

Legal Service/Planning and Development Service
August 2012