

Agenda Item	7.5
Report No	PLS-21-24

HIGHLAND COUNCIL

Committee: South Planning Applications Committee

Date: 30 April 2024

Report Title: 23/03655/PIP: The Highland Council
Charleston Academy, General Booth Road, Inverness

Report By: Area Planning Manager – South

Purpose/Executive Summary

Description: Phased redevelopment of Charleston Academy site to replace existing secondary school buildings and form new campus with nursery, primary and secondary schools with associated car parking, external space and landscaping

Ward: 13 – Inverness West

Development category: Major

Reason referred to Committee: Major Application

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** the application as set out in section 11 of the report.

1. PROPOSED DEVELOPMENT

- 1.1 The proposal involves planning permission in principle for the redevelopment of the Charleston Academy and Kinmylies Primary School site. This is a phased development which includes a new Nursery School, a phased replacement of Charleston Academy and the current community/sports provision, and ultimately the relocation of Kinmylies Primary School to the main Charleston Academy campus. It also includes an upgrade and improvement to the external sports facilities, new parking/bus access and external landscaping.
- 1.2 The masterplan phasing suggests:
- Phase 1 – Construct Nursery
 - Phase 2 – Secondary School Phase 1
 - Phase 3 – Secondary School Phase 2
 - Phase 4 – Demolish Existing School
 - Phase 5 – Construct Car Parking and Drop-off
 - Phase 6 – Secondary School Phase 3 - Construct Community/ Sports Facilities
 - Phase 7 – Demolish Community Building
 - Phase 8 – Construct Primary School
 - Phase 9 – Demolition Existing Primary
- 1.3 Charleston Academy serves the western side of Inverness, with its catchment extending to include Beauly, Kirkhill and Kiltarlity to the west of the city.
- 1.4 This application for planning permission in principle (23/03655/PIP) has been submitted to set out the overall strategy for an education campus within the grounds of, and adjacent to, Charleston Academy. It has been submitted at this time to set the context for the first phase which is the Kinmylies Nursery building planning application (23/04018/FUL).
- 1.5 Charleston Academy opened in 1978 and has been subject to various ad-hoc alterations since, including extensions to the separate community pavilion. The buildings are now nearing the end of their useful lives and have limitations for delivering a modern curriculum. In addition, the campus now needs to accommodate increased nursery capacity and it is therefore necessary to put in place a masterplan to allow the phased development of the site.
- 1.6 There is expected to be an increase in the school roll over the life of this project and this masterplan is intended to future-proof against that. The works will be carried out in tandem with continuing operation of the school.
- 1.7 Pre-Application Consultation: 19/04648/PREMAJ and 21/01481/PREMAJ
- 1.8 Supporting Information:

- Design and Access Statement
- Access Management Plan
- Drainage Impact Assessment
- Transport Statement

1.9 Variations: None

2. SITE DESCRIPTION

2.1 The site is located in the Charleston area, on the western side of Inverness, and is to the east and below General Booth Road. It comprises the existing Charleston Academy and Charleston Community Complex located to the west of the site, with sports pitches and playing fields to the east. The land slopes from west to east, with Charleston Academy located on the upper part of the site to the west. The flat ground nearest the canal provides playing fields for the school. To the north of the site are shops, with housing to the south, and to the west side of General Booth Road is more housing, a care home and church.

3. PLANNING HISTORY

3.1 13.12.2022 22/04748/PAN Phased redevelopment of Charleston Academy comprising replacement of secondary school buildings, sports facilities and car parking, new Kinmylies Nursery and primary school accommodation.

2 public consultation events took place on November 2022 and June 2023

3.2 23/04018/FUL Erection of nursery Pending consideration

4. PUBLIC PARTICIPATION

4.1 Advertised: Section 34

Date Advertised: 18 August 2023

Representation deadline: 1 September 2023

Timeous representations: 2

Late representations: 0

4.2 Material considerations raised are summarised as follows:

Charleston Community Complex Management Committee has commented on the application, and this mainly relates to the nursery proposals, which are subject to a separate application (23/04018/FUL), and their comments are addressed within that report.

In terms of the masterplan application ((23/03655/PIP) the matters raised relate to

the following:

- current access and egress from Charleston View onto General Booth Road should also be altered to provide improved lines of sight for traffic emerging from the Academy
- design of the proposed replacement Academy – Increase the height by an additional one or two storeys which would release space on the blaes pitch to accommodate both the nursery and the new Academy buildings. A 4 or 5 storey building would not impact visually on the area as it is a sloping site which already accommodates the Academy on three storeys built on stilts. Raising the height would not impact on the local community
- use of the existing land for Kinmylies Primary after demolition and whether it will be a green area for use by the new Academy
- avoid the erection of houses on site

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.

5. CONSULTATIONS

5.1 **Development Plans Team:** No objection as the proposal involves redevelopment of the site which is brownfield land and is for a much-needed community use and by the Council. There are no developer contributions payable for a community use proposal.

5.2 **Transport Planning Team:** No objection. Since the submission of the application a Transport Statement has been submitted.

“Traffic Impacts – A Transport Statement (TS) has been submitted for the wider Charleston Academy Campus proposals. This document has been reviewed by WSP Consultants on behalf of Highland Council Transport Planning Team and clarified that the predicted trip generations and modal splits for the wider educational campus proposals are acceptable.

We note the submission of a Framework Construction Traffic Management Plan (CTMP). Whilst we welcome the intention to prevent construction-related deliveries during the periods covering school drop-off and pick-up times, the times quoted may not adequately cover the actual school start and finish times throughout the entire academic week. Also, the Plan needs to ensure that this also avoids deliveries during the times when school bus services are visiting the site. This is to avoid conflicts with larger vehicles, particularly on the residential street, Charleston View.

Whilst we also welcome the intention to prevent construction operatives from parking in school operational car parks or neighbouring property car parks, this should be expanded to prevent operatives from also parking on the local public roads in that area. The same will apply to construction-related vehicles being loaded or unloaded, as such activities should not be undertaken on local public roads.

Both of the above will require sufficient space being made available for construction-related parking, loading and unloading to be undertaken safely and

away from publicly accessible areas and ongoing school activities. Any CTMP will need to clarify how such provisions are being made and justify their adequacy to accommodate the required needs for each phase of the proposed development.

The Plan will also need to clarify how any construction access through the existing school campus will be adequately segregated and safely managed to prevent conflicts with ongoing school activities. This should also include how on-site school parking provisions will be maintained at adequate levels to prevent unwanted overspill parking from the school grounds onto local public roads during the construction works.

The submitted Framework CTMP identifies the potential need for temporary road closures to safely undertake the proposed construction.

Given all of the above, we recommend a Condition requiring a Construction Traffic Management Plan be submitted to and accepted by the Planning Authority prior to any commencement of each phase of the proposed development.

Vehicular Access

The final masterplan proposals suggest that all ongoing vehicular access for the campus will be taken from the U4605 Charleston View. This will differ from the current arrangements where vehicular access to the existing Primary School is taken from Assynt Road. It appears from the submitted Framework CTMP that construction access for the proposed development will also be making use of the U4605 Charleston View.

Charleston View can suffer from access restrictions during school drop-off and pick-up times, with parents parking along one side of Charleston View. This effectively turns the road into a single-track route disrupting its ability to safely allow vehicles along it. This includes disrupting the school buses when leaving the school. Consideration needs to be given to deterring unwanted on-street waiting during the busiest times for movements to and from the schools. The Transport Statement provides further information regarding pick-up and drop-off, but it does not provide sufficient detail to address the potential for unwanted parking on Charleston View and as a result a Drop-off/pick-up management Plan will be necessary. Such proposals should be implemented early in the overall project to support the proposed means of construction access.

The submitted masterplan appears to be proposing making use of the existing school vehicular accesses off Charleston View, whilst proposing an additional one to the south of the new school and community building. That new access appears to be being provided roughly on the line of an existing remote leisure path connecting to child play areas and remote walking paths. However, no provision has been made to relocate that path provision. We recommend a condition that a suitable remote path be provided to replace the one lost by the construction of the new vehicular access to the south of the new school and community building. Any such replacement path should be fully provided before the existing path is closed off from public use.

The new vehicular access to the south of the new school development doesn't appear to have any turning facility for vehicles driving into this access and either not making use of the parking off it, or there being no spaces available. We recommend a Condition requiring design details for a new turning head at the end of the new vehicular access south of the main school and community building be submitted to and accepted by the Planning Authority prior to any works

commencing to construction that new vehicular access. Given the comments in the submission that this new access will be used for service deliveries, the design of that turning head should be sufficient to accommodate all predicted service vehicles needing to use it.

The submission suggests that a robust and clear scheme for signage to direct visitors appropriately to and within this multifaceted campus will be needed. To ensure that all direction signage required for this development is appropriately designed and located, we recommend a Condition requiring all direction signage for each aspect of the development be submitted to and accepted by the Planning Authority prior to any works commencing on each phase of the development, with that signage then fully implemented prior to any occupation of the different aspects delivered in each phase.

Cycling, Walking and Public Transport Connectivity

Building the new schools on the existing site should help them benefit from the existing active travel provisions currently serving that site. However, it will be critical that the new designs make full use of those existing provisions and then adequately continue them through the site to the main educational buildings being provided. The non-car connectivity of this new campus should be cognisant of and take appropriate steps to resolve any existing issues with non-car connectivity to and from the existing schools.

The internal layouts should take suitable connection from the existing core path network serving the local area. This should include the route that currently divides the academy campus from the primary school site. Also, where new points of access on foot or by bike are provided into the site, suitable facilities should be provided outside of the campus boundary that safely connect pupils to those new points of active travel access.

The provision of safe and attractive active travel connections to the site needs to be considered and adequately catered for during each phase of the proposed development. We recommend a condition that the walking and cycling connections to and from this site for each proposed phase of development be submitted to and accepted by the Planning Authority prior to any works commencing on those phases.

With regards to school bus provision, the submission identifies that facilities for 6No. school buses and further provision for minibuses will be provided off the new bus loop within the site. Our Public Transport Team has confirmed that there are currently 6No. full-size buses (3No. are double-deckers), plus a minibus and 2No. taxis serving the existing Charleston Academy. Therefore, the proposed level of provision for such services appears to be sufficient. However, the design of that loop will need careful consideration for those provisions to be adequately catered for. The designs need to demonstrate that all buses can safely manoeuvre into and out of the spaces off that loop, ideally without needing to reverse as that can be unsafe in such a busy area for the short periods when pupils are being dropped-off and picked-up. Also, the design for the loop should allow buses to arrive at and depart from bus parking spaces whilst adjacent spaces are occupied by parked buses. This is to avoid buses having to arrive and/or depart in a convoyed order, which should be more efficient and prevent buses being held up from departing whilst the bus in front of them waits for their final passengers. To ensure that the designs for that bus loop are appropriate for its intended use, we recommend a condition that those designs are submitted to and accepted by the

Planning Authority prior to any works commencing on the suggested Phase 5 of the development, the construction of the main parking, drop-off and bus drop-off areas.

Internal Layouts, Parking and Servicing

The Transport Statement (TS) shows details of the proposed parking provision. The total parking for existing schools is 114 spaces for 147 full-time equivalent (FTE) staff, excluding cleaning staff. The proposed new campus has 133 spaces (123 general spaces plus 10 disabled spaces), which is within the maximum provided in the Council's Road and Transport Guidelines for New Developments. The justification within the TS for the increase is to cater for visitors, community and sports centre use. The TS states that the current percentage of staff travelling by car is about 84%, which has been derived from staff travel surveys at the 3 existing schools. The TS states that only 3 FTE staff will be working at the community facility during the school day, and that the maximum demand for the community facility will be outwith school hours.

What this overarching appraisal does not do is clarify how adequate parking for the schools, nursery and community facility will be catered for during the phased delivery of the development. Such information is needed to ensure that there will not be any unwanted parking overspill from the school sites during the different construction phases. To ensure that this is adequately considered, we recommend a Condition requiring the levels and distribution of staff and visitor parking serving each aspect of the operational educational campus be submitted to and accepted by the Planning Authority prior to any works commencing on each phase of the proposed masterplan development.

In addition to standard car parking provisions, the submission will need to justify the adequacy of parking facilities for disabled drivers. Our published standards look for at least 6% of the overall car parking provisions being designed for disabled use and suitably located to provide easy connection between them and the entrance to the buildings they are serving. We recommend a Condition requiring the levels and distribution of staff and visitor disabled parking serving each aspect of the development site be submitted to and accepted by the Planning Authority prior to any works commencing on each phase of the proposed masterplan development.

Our published parking standards for schools require a Drop-off and Pick-up Management Plan be submitted. This is to clarify where and how such activities will be effectively managed by the school(s) either within or close to the school site, whilst discouraging such activities from happening on local public roads in the area. No such information has been provided. We recommend a condition that such information on parental drop-off and pick-up arrangements for each phase of the proposed development be submitted to and accepted by the Planning Authority prior to any works commencing to deliver each phase.

Our published parking standards seek at least 1 cycle parking space per 20No. members of school and nursery staff, plus 1 cycle parking space per 10No. pupils. For the community facility, our published standards seek at least 1 cycle parking space per 8 car parking spaces serving that community facility. To ensure that sufficient suitable covered and secure cycle parking facilities are provided throughout the proposed development, we recommend a Condition requiring the numbers, designs and distribution of cycle parking serving each aspect of the development site be submitted to and accepted by the Planning Authority prior to

any works commencing on each phase of the proposed masterplan.

The submission is proposing 3No. refuse bin stances within the masterplan layout, one close to the proposed new nursery and 2No. adjacent to the new bus turning circle. No information has been provided on the design of the bin stances or has demonstrated that a larger refuse collection vehicle (10.5m long 3-axle unit with front-only steering) will be able to safely position itself appropriately to access those bins for collection. Also, we have not identified how refuse from the new community facility will be stored or collected. To ensure that the designs will suitably cater for the refuse storage and collection needs of all aspects of this development, we recommend a Condition requiring the intended arrangements for refuse storage and collection for each phase of the proposed development be submitted to and accepted by the Planning Authority prior to any works commencing to deliver those phases.

We also recommend a Condition requiring the arrangements for making deliveries to each aspect of the wider development site be submitted to and accepted by the Planning Authority prior to works commencing on each phase of the proposed development.”

- 5.3 **Flood Risk Management Team:** No objection. “The Flood Risk Management Team has reviewed the information provided by the Applicant and seek the following conditions:

Flood risk

i). The low-lying parts of the site to the east, adjacent to the canal, are shown to be at medium to high risk of surface water flooding on SEPA’s flood maps. These parts of the site are currently used as sports pitches and will remain so post-development. In order to ensure that there is no increase in flood risk to others, the existing ground levels will need to be retained in these areas. We ask that this is secured through a condition.

ii). The existing and proposed new buildings are located on the elevated areas of the site and we are content that flood risk is low.

Drainage

iii). We have reviewed the Drainage Impact Assessment (DIA) provided (Charleston Academy Masterplan DIA. Fairhurst. September 2023). This sets out the drainage strategy for the site and provides details of the proposed drainage arrangements for each phase of the development. At this stage it is proposed that surface water will be collected and attenuated on site prior to discharge into the existing Scottish Water surface water sewer. We are content with the strategy and withdraw our objection to the application.

iv). As each phase of the development comes forward the finalised drainage arrangements will need to be provided for review and approval. This shall include an updated DIA that demonstrates that runoff from storms up to and including a 1 in 200 year plus climate change return period event will be managed within the site without flooding to any of the buildings. Discharge from the site shall be limited to the equivalent greenfield runoff rate for a range of storms. We request that this is secured through a condition.

v). The applicant should note that permission to discharge into the existing surface water sewer will be required from Scottish Water and they should be

consulted at the earliest opportunity.”

5.4 **Forestry Officer:** To date the applicant has provided a Tree Survey and Constraints Plan. An Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement along with indicative Landscape Plan are required to assess what the impact on trees is likely to be, and also to clarify that there is adequate space for mitigation planting. Seek to retain as many of the trees on site as possible and safeguard them from construction.

5.4 **Access Officer:** “A key for public access is the plan's stated intent to accommodate public access on the existing core paths and Great Glen Way during the respective phases on the existing lines or on suitable alternative arrangements. Those suitable, temporary alternatives should be as accessible as possible with the greater effort made and higher standards delivered for the routes affected for the most time.”

Suggests a condition relating to the provision of an Outdoor Access Plan.

“In keeping with Policy 77 Public Access and 78 Long Distance Routes of the Highland wide Local Development Plan the submission above should include details for the improvement of the existing core path and the Great Glen Way.

The submitted plan does not show the extent of publicly accessible land now, during or after construction. Considering the size of the development this could have a very significant impact on accessible open space in this part of Inverness.”

5.5 **Historic Environment Team – Conservation:** No objection.

5.6 **Historic Environment Team – Archaeology:** No objection.

5.7 **Contaminated Land Team:** A school campus is not considered on the whole to be a formerly contaminative land use. Recommend prior to the phased re-development of the Charleston Academy site that

- records to demonstrate removal of any asbestos containing materials (ACM) prior to demolition are submitted; and
- post demolition land investigation of the area where former fuel tanks/boiler house was located is required to demonstrate the site is suitable for the new use.

5.8 **Environmental Health:** No objection subject to conditions about demolition dust, ventilation equipment, noise assessment and floodlights.

“**Construction Noise** - Planning conditions are not used to control the impact of construction noise as similar powers are available to the Local Authority under Section 60 of the Control of Pollution Act 1974. Generally, people are tolerant of construction noise during typical working hours which are taken to be 8am to 7pm Monday to Friday and 8am to 1pm on Saturdays. Works for which noise is inaudible at the curtilage of any noise sensitive property could still be carried out with these times.

The applicant has submitted a construction noise assessment which includes noise mitigation measures. The construction noise assessment also indicates that

the working hours will be in accordance with the above recommended hours.

Construction access to the site could be an issue particularly around busier times with residents leaving for work and pupils arriving to attend school. Any proposal to start work out with the above hours must be highlighted within the detailed assessment stage of application. Consideration should also be given to the use of tonal reversing alarms on the site and times for deliveries to the site to minimise impact both on residents and the existing school complex users.

Given the size and duration of the construction development, neighbouring residents may experience disturbance over a prolonged period, not only from things like noise and dust but also from issues such as parking and access problems. It is recommended that prior to the development commencing, the applicant set up a community liaison group.

Dust - The applicant will be required to submit a detail dust suppression scheme which will cover the demolition works.

Operational Noise - As it is a phased development, it is understood that operational noise will be assessed relative to each individual phase as the full details of the plant and equipment etc to be installed in each phase is not yet available.

Therefore, depending on the location and nature of the plant, ventilation equipment etc the applicant may require to submit a noise impact assessment to demonstrate that there will be no adverse impact on any noise sensitive properties.

In addition, if there are changes to the external sport pitches and the use is increased to out with school hours or if the development includes MUGA then a noise assessment will also require to be submitted for that stage of the development.

Amenity Lighting - The development includes the upgrading of the sport pitches and the inclusion of an athletic track. If the upgrades/alternations include the installation of flood lighting, then the applicant must ensure that they are designed and installed in accordance with the best practice contained in the Institute of Lighting Professionals document Guidance Notes for the Reduction of Obtrusive Light.”

5.9 **Historic Environment Scotland:** No objection. “The proposals are for the demolition of an existing school and the construction of a replacement school within the same site. The new building would be situated approximately 50m to the east of the existing one. The Caledonian Canal is a scheduled monument and passes immediately adjacent to the eastern boundary of the development site.

The information supplied with the application suggests the proposals would have only a negligible impact on the monument’s setting. The monument and the proposed development are separated by two areas of woodland, and the proposed replacement school, though slightly closer to the monument than the existing, is similar in scale and orientation. Consequently, we do not object to the proposals.

The eastern boundary of the site does, however, coincide with the western boundary of the scheduled monument, which is defined by the bottom edge of the

embankment containing the canal. Any works to a scheduled monument require our prior written consent, obtained through the scheduled monument consent (SMC) process. SMC is separate and without prejudice to the planning process. Should the applicant proceed with the proposals, we encourage them to contact us for pre-application discussions to determine whether or not SMC will be required.”

- 5.10 **Sport Scotland:** No objection. “The existing sports provision includes a 3G pitch, 2 MUGAs (Multi-Use Games Area), two grass pitches and a basketball court/hardstanding. There is also a 400m grass running track. The replacement campus would generally be built on the footprint of the existing buildings and does not appear to impact on any of the outdoor sports facilities. The proposed sports provision would retain the existing Synthetic Grass Pitches (SGP) and two small MUGAs. It would also include the provision of 3 new pitches (it is unclear whether these would be grass or synthetic), a grass track and relocation of the basketball court. School Playing Fields Planning & Design Guidance recommends that a school roll of 900 should have 1 SGP and 2 grass pitches. In this instance, no details of the existing and proposed school roll have been provided however it appears that the existing level of sports provision will generally be retained.

Seek a condition for the pitch specifications for the synthetic/grass pitches. This should include details of the proposed pitch layouts, run off, lighting, fencing, drainage, pile length etc. It is unclear whether the new pitches towards the south of the site are to be grass or synthetic.

A safeguarding scheme which protects the existing pitch area to the east of the school buildings, during the construction period, shall be submitted for the written approval of the planning authority prior to the commencement of development.”

- 5.11 **SEPA:** No objection.

- 5.12 **Transport Scotland:** No objection.

6. DEVELOPMENT PLAN POLICY

- 6.1 National Planning Framework 4 (NPF4) was adopted by the Scottish Ministers and published on 13 February 2023. It is now part of the statutory development plan, while also replacing NPF3 and Scottish Planning Policy.

6.2 National Planning Framework (NPF4) 2023

Policy 1 – Tackling the Climate and Nature Crises

Policy 2 – Climate Mitigation and Adaptation

Policy 3 – Biodiversity

Policy 4 – Natural Places

Policy 6 – Forestry, Woodland and Trees

Policy 9 – Brownfield, Vacant and Derelict Land and Empty Buildings

Policy 13 – Sustainable Transport

Policy 14 – Design Quality and Place

Policy 21 – Play, Recreation and Sport

Policy 22 – Flood Risk and Water Management

6.3 Highland Wide Local Development Plan 2012

- 28 – Sustainable Design
- 29 – Design Quality & Place-making
- 31 – Developer Contributions
- 34 – Settlement Development Areas
- 51 – Trees and Development
- 56 – Travel
- 57 – Natural, Built & Cultural Heritage
- 64 – Flood Risk
- 65 – Waste Water Treatment
- 66 – Surface Water Drainage
- 76 – Playing Fields and Sports Pitches
- 77 – Public Access
- 78 – Long Distance Routes

6.4 Inner Moray Firth Local Development Plan (IMFLDP) 2015

Charleston Academy and Kinmylies Primary school fall within an unallocated site while the playing fields to the east fall within allocation IN 24 which is part of a larger allocated site for Torvean and Ness-side for Homes, Business, Retail, Tourism, Community.

6.5 Highland Council Supplementary Planning Policy Guidance

- Developer Contributions (March 2018)
- Flood Risk and Drainage Impact Assessment (Jan 2013)
- Green Networks (Jan 2013)
- Managing Waste in New Developments (March 2013)
- Roads and Transport Guidelines for New Developments (May 2013)
- Sustainable Design Guide (Jan 2013)
- Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Inner Moray Firth proposed Local Development Plan (IMFLDP 2) 2023

The preparation of the IMFpLD2 has reached an advanced stage. The plan will be adopted by the Council incorporating any changes recommended in the Report of Examination. The IMFpLDP2 currently carries some weight as a material consideration in the determination of planning applications.

INW12 – Charleston Campus - Safeguarded only for education and sports related development. Masterplan of wider area which incorporates the current and emerging demands of Charleston Academy, adjacent Kinmylies Primary School, community facilities, enhanced sports facilities, including pitch provision, and planned new nursery. Protect and where possible enhance watercourse, provide buffer of at least 6m from built development, Flood Risk Assessment (no development in areas shown to be at risk of flooding), Drainage.

7.2 **Scottish Government Planning Policy and Guidance**

Historic Environment Policy for Scotland (HEPS, 2019)

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) design, layout and landscaping;
- c) access, parking and servicing;
- d) flood risk and drainage
- e) impact on the natural environment;
- f) sports provision
- g) any other material considerations.

Development plan/other planning policy

8.4 Development Plan Policy is set out in National Planning Policy (NPF) 4, the Highland-wide Local Development Plan (HwLDP), the Inner Moray Firth Local Development Plan (IMLDP), and statutorily adopted supplementary guidance.

8.5 The site is located within the Inverness Settlement Area as defined within the IMLDP and IMLDP2.

8.6 IMFLDP 2 allocates the site in terms of Policy INW12: Charleston Campus, which safeguards the site only for education and sports related development. It seeks a masterplan of the wider area which incorporates the current and emerging demands of Charleston Academy, adjacent Kinmylies Primary School, community facilities, enhanced sports facilities, including pitch provision, and planned new nursery.

8.7 NPPF4 Policy 6 (Forestry, woodland and trees) seeks to protect and expand forests, woodland and trees.

8.8 NPF4 Policy 13 (Sustainable transport) – seeks to encourage, promote and facilitate developments that prioritise walking, wheeling, cycling and public

transport for everyday travel and reduce the need to travel unsustainably.

Part (b) supports development proposals where it can be demonstrated that the transport requirements generated have been considered in line with the sustainable travel and investment hierarchies and several other detailed criteria, including (viii) adequate mitigation of any impact on local public access routes.

Part (c) requires that where a development proposal will generate a significant increase in the number of person trips, a transport assessment will be required to be undertaken in accordance with the relevant guidance.

Part (f) requires a Travel Plan with supporting planning conditions/obligations to support development proposals for significant travel generating uses.

- 8.9 NPF4 Policy 14 (Design, quality and place) intends to encourage, promote and facilitate well designed developments that make successful places by taking a design-led approach and applying the Place Principle.

Part (a) supports development proposals that are designed to improve the quality of an area.

Part (b) supports development proposals where they are consistent with the six qualities of successful places.

- 8.10 NPF4 Policy 21 (Play, recreation and sport) seeks to encourage, promote and facilitate spaces and opportunities for play, recreation and sport.

Part (d) supports development proposals likely to be occupied or used by children and young people where they incorporate well-designed, good quality provision for play, recreation, and relaxation that is proportionate to the scale and nature of the development and existing provision in the area.

Part (e) requires development proposals that include new streets and public realm should be inclusive and enable children and young people to play and move around safely and independently, maximising opportunities for informal and incidental play in the neighbourhood.

- 8.11 Highland-wide Local Development Plan 2012 (HwLDP) sets out a range of planning policies applicable for the whole Highland Council area. The following policies are particularly relevant:

- Policy 28 Sustainable Design – assesses proposals on the extent to which they are compatible with a range of factors, including impacts on individual and community residential amenity and demonstrating high quality siting and design. There is Supplementary Guidance related to this policy.
- Policy 29 Design Quality and Placemaking – requires new development should be designed to make a positive contribution to the architectural and visual quality of the place in which it is located. There is Supplementary Guidance related to this policy.
- Policy 34 Settlement Development Areas – supports development within settlement development areas subject to compatibility with the existing pattern of development and landscape character and conformity with existing and approved land uses.

- Policy 51 Trees and Development – supports development which promotes significant protection to existing hedges, trees and woodlands on and around development sites.
- Policy 56 Travel - requires development proposals that involve travel generation to include sufficient information with the application to enable to Council to consider any likely on- and off- site transport implications of the development.

Other relevant HwLDP policies include:

- Policy 57 – Natural, Built and Cultural Heritage
- Policy 66 – Surface Water Drainage
- Policy 74 – Green Networks
- Policy 77 – Public Access
- Policy 78 – Long Distance Routes

- 8.12 The development plan contains a number of further policy tests that must be taken into account in determining this application; in particular matters relating to layout, design, place-making and infrastructure provision. If there are no significant impacts arising from these matters, then the application would comply with the Development Plan and could be supported.

Design, Layout and Landscaping

- 8.13 The design for the new school campus will combine a nursery, primary school, secondary school, and a community element (relocation of the Community Complex and outdoor sports facilities). This application is for planning permission in principle so there is no detailed design of the buildings. The application has been accompanied by indicative layout plans.
- 8.14 While the secondary school will be subject to further ongoing design development at later stages, the expectation is that it can be, in part, up to 4 storeys in height which would reduce its overall footprint. In the Design Statement (pages 33-38) indicative 3D visualisations provide an impression of the proposed campus. Cross-sections through the site show an impression of the change in ground levels that occurs through the site from General Booth Road in the west down towards the canal to the east. The existing and proposed cross-sections are shown on Drawing CAL19009-C0017-ZZ-XX-DR-A-000045 REV P01.
- 8.15 This is a complex site with various restrictions on developable area. Charleston Academy and the Charleston Community Complex need to remain in operation throughout the course of this masterplan. It has therefore been divided into a range of interlinked phases, the sequencing of which is critical to allow continuity of service. The overall programme for the delivery of these phases is not currently defined, however this should be considered a long-term plan.
- 8.16 The topography and the phasing of the development limit the opportunities to create a built frontage onto General Booth Road. The design solution is driven by topography, site utilities and restrictions and phasing. In terms of topography, the

site is divided into a series of terraces based on existing levels and tying into access points. These run-in north-south bands and this results in three primary zones for development:

- Phase A – Construction of nursery
- Phase B – Construction of secondary school over 3 main phases to allow for demolition of existing school possibly in multiple phases
- Phase C – Construction of primary school

- 8.17 The level area of the current playing fields, which is below and to the east of the existing school buildings, is unsuitable for development due to the potential for flooding. The available zones for building are further limited by underground utilities and these cannot be crossed with built elements therefore this defines distinct zones for separate elements of the brief.
- 8.18 The schools need to remain in operation during the construction phase. This means that initial phases need to take place on currently vacant ground. As the primary school is the last element in the programme, its current site is not an option for alternative use in the short term. It is therefore expected that once vacated it will be omitted from the overall school campus and be made available for other uses.
- 8.19 The conceptual masterplan strategy will result in a new secondary school building being constructed in the strip of land between the trees located to the east of the existing secondary school and the existing car park to the west. This then allows for a phased demolition of the existing school and community facilities and the subsequent construction of a new primary school and external landscaping.
- 8.20 The developer has identified that phasing is key to the delivery of the masterplan, as the secondary school elements require to be delivered early in order to allow demolition of the existing school to free up the centre of the site for development. As a result, the secondary school needs to occupy the lower part of the site and is the only realistic opportunity for a tandem build. The proximity of the nursery is also a key consideration. In the short term it requires proximity to the existing primary school and its proposed location is the only place that this can be achieved; this then results in the replacement primary school needing to be located within the boundary of the campus.
- 8.21 The phasing requirements also define the general form of the secondary school. Practical and general teaching areas need to be constructed first to allow the demolition of the main school building. This means the community/sports building must remain until later phases when a new sports wing is constructed, and this will be at the southern part of the school building. As the new nursery needs to be within the initial phase of the works, it is to be located on a vacant area to the north of the site. This allows it to be constructed while the rest of the site remains in operation.
- 8.22 The intention is to create a coherent campus of buildings which are distinct in form and use but related in use of materials and their arrangement on the site. The concept is to create an ordered and controlled framework that considers

buildings in relation to each other and the spaces they create externally. This plan promotes the creation of a civic presence and an accessible campus at the heart of a community.

- 8.23 Each building will be arranged to address a terraced sequence of external spaces and plazas which will lead down the hill. These will provide a formal civic presence, combined with informal accessible routes and soft landscaping as part of an overall scheme of social and external teaching spaces for both school and community use. These spaces will also be used to manage access to each of the various elements and to make the campus site permeable and welcoming. The terraced plazas will lead directly to the secondary school building which will be in a linear form at the bottom of the site. This will allow it to present a considered civic frontage. It will also allow clear expression of separate entrances for school and community, allowing each element to have its own identity and separate external space.
- 8.24 As this application is in principle the design of individual buildings (with the exception of the nursery), is not known and therefore the detail of the external hard landscaped areas will be addressed in detailed applications for each phase. This masterplan does however promote a consistent approach which uses good quality materials and paving, which integrates street furniture, and which has a consistent and clear approach to wayfinding.
- 8.25 A soft landscaping strategy will be integrated within the overall scheme. This shall include integrated planters or planting areas around or within the hard landscaped spaces. It will also provide areas of soft landscaping between and around parking areas to soften their visual impact. The masterplan encourages the retention of existing trees and other planting where possible, however where this is not possible, it shall integrate replacement planting in an agreed location on site. The biodiversity of the site can be enhanced through such a strategy, and this can be addressed by condition.
- 8.26 The masterplan drawings show a general strategy for tree retention or removal but without detailed design of each built and landscape element it is not possible to be specific at this stage. Detailed proposals for tree removal and/or protection will form part of subsequent applications for each phase and will include the appropriate tree protection measures. The aim is to protect and retain existing trees where possible although it has to be recognised that due to the nature of the site and the need to keep the school open while the redevelopment takes place removal of some of the trees will be necessary within grounds of the secondary school. The submission includes Tree Constraints Plans and a Condition Survey.
- 8.27 A Tree Condition Survey was carried out for the trees located along the eastern edge of the sports pitches which are of high amenity value and lie within an established woodland and none of these trees will be affected by the development. A Tree Survey was carried out within the grounds of Charleston Academy and Community Complex. These trees were planted after the construction of the existing buildings and are generally of a lesser amenity value. Given the redevelopment of the whole campus site, it is considered to be unrealistic to seek retention of these trees which are of low amenity value and replacement planting would be sought as result. Replacement planting can be

controlled by condition.

- 8.28 It has been suggested that the height of the proposed replacement secondary school could be increased to 4 or 5 storeys without a detriment to the visual impact due to the slope. The applicant is considering an increase to 4 storeys. It has also been suggested that the nursery could be located on the current blaes pitch. However, this would be on low lying ground next to the canal and would potentially be vulnerable to flooding so would not attract support from the FRM Team. The nursery has to be located to the west of the existing Charleston Community Complex building as part of the design concept for the campus. It will be located to the west of the proposed new location for the primary school. The nursery caters for children from birth to 3 years and requires vehicular access which can only be provided within the existing car park for Charleston Academy.

Access, Parking and Servicing

- 8.29 Since the submission of the application a Transport Statement has been submitted. Transport Planning has had an opportunity to review this. This has been the subject of extensive technical discussions with the applicant and the outstanding issues have been resolved.

Vehicular Access

- 8.30 The masterplan envisages that all vehicular access for the campus will be taken from the U4605 Charleston View, which is located to the south of the existing complex. At present, the existing location of the primary school means access for that building is taken from Assynt Road to the north. Charleston View is subject to access restrictions during school drop-off and pick-up times, with parents parking along one side of Charleston View. This effectively turns the road into a single-track route disrupting its ability to safely allow vehicles along it. This includes disrupting the school buses when leaving the school. After discussion with Transport Planning, it is recognised that a solution needs to be found and this can be addressed by condition. Discussion has taken place about measures to restrict parking on Charleston View and this can be addressed through a Traffic Management Plan which will be made a condition. It has been suggested that the sightlines could be improved at the junction of General Booth Road with Charleston View; however, Transport Planning does not require its upgrade.
- 8.31 The proposed masterplan envisages 3 accesses onto Charleston View. The westernmost will serve the nursery and primary school. The middle access will serve the replacement secondary school. The easternmost access will serve the south part of the new secondary school which will serve the new sports wing. The latter access will result in the relocation of an existing footpath and play area further to the south and their replacement can be secured by condition. In addition, the easternmost access does not include a turning head, and this can also be secured by condition.

Cycling, Walking and Public Transport Connectivity

- 8.32 Transport Planning is seeking the provision of safe and attractive active travel connections to the site and this can be secured by condition. The site can

presently be accessed by walking and cycling from General Booth Road, Charleston View, the Core Path to the north and the Great Glen Way to the south. The proposed redevelopment will not affect this situation.

School Bus Provision

- 8.33 Transport Planning wish to ensure that the designs for the bus loop are appropriate for its intended use and this can be addressed by condition.

Internal Layouts, Parking and Servicing

- 8.34 The car parking for the site is indicatively shown on the upper part of the site between General Booth Road and the drop-off area serving the secondary school. The proposed campus will have 133 car parking spaces (123 general spaces plus 10 disabled spaces), which is within the maximum provided in the Council's Road and Transport Guidelines for New Developments. Although this proposed parking provision is within the maximum standards, the proposed increase in car parking above the current level is unlikely to encourage modal shift to more sustainable modes of travel. The current percentage of staff travelling by car is approximately 85%. In terms of the community facility, the maximum demand for use will be outwith school hours.
- 8.35 In terms of parking for each phase of the development, Transport Planning is seeking to ensure their adequacy, so that there is no unwanted parking overspill from the school sites during the different construction phases. Parental drop-off and pick-up arrangements for each phase of the proposed development will also be a consideration. The developer has indicated that it is intended to make provision for electric vehicles with charging facilities. Exact details of parking provision for each phase can be controlled by condition.
- 8.36 Deliveries, refuse storage and collection can be addressed by condition.
- 8.37 The applicant has indicated that there is no intention to change existing access to site, or Core Path access. The details can be addressed by condition.

Flood Risk and Drainage

- 8.38 The low-lying parts of the site to the east, adjacent to the canal, are currently used as sports pitches. This use will continue. The Flood Risk Management (FRM) Team is satisfied with this situation and has requested a condition to ensure the existing ground levels are retained in these areas. The existing and proposed buildings are located to the west and on the elevated areas of the site, so the flood risk is low.
- 8.39 FRM has reviewed the Drainage Impact Assessment and is satisfied with the indicative proposed surface water drainage arrangements for each phase of the development. As each phase is detailed, finalised drainage arrangements will need to be provided for review and approval; this can be addressed by condition.

Impact on the Natural Environment

- 8.40 There are no known archaeological features within the site. The eastern boundary of the site is adjacent to the boundary of the Caledonian Canal, which is a Scheduled Monument. The monument and the proposed development are separated by two areas of woodland, and the proposed replacement school, although slightly closer to the monument than the existing, is similar in scale and orientation. As a result, Historic Environment Scotland do not object to the proposal.
- 8.41 The site is not covered by any natural heritage designations and has no Tree Preservation Orders.

Sports Provision

- 8.42 The proposed replacement campus will not have an impact on the on the existing outdoor sports facilities. The proposed sports provision would retain the existing Synthetic Grass Pitches (SGP) and two small MUGAs. It would also include the provision of 3 new pitches, a grass track and relocation of the basketball court. The playpark and half basketball court have been relocated to the south end of the site and further to the south than the existing site. This was as a result of public consultation with the local residents. The overall area of the site is adequate for a 3-18 campus in terms of outdoor sports provision. Details of the sports facilities and pitches can be addressed at the time of the application(s) for Matters Specified in Conditions.

Other material considerations

- 8.43 None

Non-material considerations

- 8.44 The issue of future use of the land after demolition of Kinmylies Primary School is not a material planning consideration. It would be considered through the consideration of any future planning application.

Matters to be secured by Legal Agreement / Upfront Payment

- 8.45 No developer contributions are necessary for a community use.

9. CONCLUSION

- 9.1 The proposal is for a phased redevelopment of the existing Charleston Academy site, with replacement primary and secondary schools, community facilities and parking.
- 9.2 While this is an application in principle, a conceptual masterplan strategy has been submitted with indicative 3-dimensional visualisations showing how the site might look after completion of the development. These are contained within the Design and Access Statement (Part 7 on pages 33-38).

9.3 The manner of development across the site is limited by:

- the requirement of maintaining continuity of education provision on the site while the redevelopment of it takes place
- taking the phasing forward so that the resultant new buildings are placed close to the current buildings so that their functional relationship is maintained – so the new nursery close to the existing primary school
- topography of the site
- constraints of land potentially at risk of flooding in the lower part of the site – currently used for recreation and sport
- access and utilities

9.4 The resultant phasing masterplan and individual detailed design solutions will therefore be driven and restricted by these constraints.

9.5 The first phase of overall development is the nursery application (23/04018/FUL) which is considered separately.

9.6 The aim of the masterplan is to create a modern coherent campus of buildings on the site which make better integrated provision for the delivery of education and community facilities for the community. The indicative layout provided in the masterplan considers and responds to the site topography, and provides ordered and controlled spaces, promoting the creation of a civic presence and accessible campus.

9.7 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

Notification to Scottish Ministers N

Conclusion of Section 75 N
Obligation

Revocation of previous permission N

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

1. The development to which this permission in principle relates shall be begun no later than the expiration of five years beginning with the date of grant of this permission.

Reason: Section 59 of the Town and Country Planning (Scotland) Act 1997 as amended requires a condition to be attached to planning permission in principle limiting its duration. Five years is the default period set by law and there is no material reason indicating that a different period should be set.

2. No development in respect of this planning permission in principle shall take place unless further application(s), accompanied by plans showing all the matters specified in condition 3 below, have been submitted to and approved by the Council as Planning Authority. The further application(s) must be submitted within 3 years of the date of this permission.

Reason: Permission is hereby granted in principle only and to ensure that the matters specified in conditions are submitted timeously to enable full consideration of the matters specified, in accordance with the provisions of Sections 41 and 59 of the Town and Country Planning (Scotland) Act 1997 as amended.

3. No development shall commence on the campus until all of the matters specified below have been approved on application to the Planning Authority:
 - i. a detailed layout of the site of the proposed development (including site levels as existing and proposed);
 - ii. the design and external appearance of the proposed development;
 - iii. landscaping proposals for the site of the proposed development (including boundary treatments);
 - iv. details of access and parking arrangements; and
 - v. details of the proposed water supply and surface water drainage arrangements.

Reason: Planning permission is granted in principle only and these specified matters must be approved prior to development commencing.

4. No development shall commence on the campus until full details of all surface water drainage provision within the application site (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time) have been submitted to, and approved in writing by, the Planning Authority in consultation with the Flood Risk Management Team. Thereafter, only the approved details shall be implemented and all surface water drainage provision, as it relates to, or is relied upon by, an individual phase, shall be completed prior to the first occupation of any of the development within that phase.

Reason: To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment.

5. No development shall commence on the campus until the developer shall have submitted the finalised drainage arrangements for the approval in writing of the Planning Authority in consultation with the Flood Risk Management Team. For the avoidance of doubt, this shall include an updated Drainage Impact Assessment that demonstrates that runoff from storms up to and including a 1 in 200 year plus climate change return period event shall be managed within the site without flooding to any of the buildings. Discharge from the site shall be limited to the equivalent greenfield runoff rate for a range of storms. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: To ensure that surface water drainage is provided timeously and complies with the principles of SUDS; in order to protect the water environment.

6. No development shall commence until a scheme to deal with potential contamination on site has been submitted to and agreed in writing by the Planning Authority. The scheme shall include:

- a) the nature, extent and type of contamination on site and identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment), the scope and method of which shall be submitted to and agreed in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and British Standard BS 10175:2011+A2:2017 Investigation of Potentially Contaminated Sites – Code of Practice;
- b) the measures required to treat/remove contamination (remedial strategy) including a method statement, programme of works, and proposed verification plan to ensure that the site is fit for the uses proposed;
- c) measures to deal with contamination during construction works;
- d) in the event that remedial action be required, a validation report that

will validate and verify the completion of the agreed decontamination measures;

- e) in the event that monitoring is required, monitoring statements shall be submitted at agreed intervals for such time period as is considered appropriate by the Planning Authority.

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

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

- 7. Prior to the development commencing, the applicant shall submit, for the written approval of the Planning Authority, details of a dust mitigation scheme for the demolition works, which is designed to protect neighbouring properties from dust arising from this development. Thereafter the development shall progress in accordance with the approved dust suppression scheme and all approved mitigation measures shall be in place prior to the commencement of operations or as otherwise may be agreed in writing by the Planning Authority.

Reason: In the interests of residential amenity.

- 8. All plant and equipment associated with this development 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 property with windows open for ventilation purposes. If the above standard cannot be met, the applicant must undertake an assessment of the noise in terms of BS 4142:2014+A1:2029 Methods for rating and assessing industrial and commercial sound which demonstrates that noise will not have an adverse impact on noise sensitive properties. A report of the assessment must be submitted for the written approval of the Planning Authority.

Reason: In the interests of residential amenity.

- 9. Prior to the development commencing the applicant shall submit, for the written approval of the Planning Authority in consultation with Environmental Health, a Noise Impact Assessment carried out by a suitably qualified and competent person which assesses the likely impact of noise emanating from the development on neighbouring properties. The assessment shall include but is not limited to the following:

- 1) A description of the proposed development in terms of noise sources and the proposed locations and operating times of the same.
- 2) A detailed plan showing the location of noise sources, noise

sensitive premises and survey measurement locations.*

- 3) A description of any noise mitigation methods that will be employed. The effect of mitigation methods on the predicted levels should be reported where appropriate.
- 4) A survey of current ambient (L_{aeq}) and background (LA₉₀) noise levels at appropriate locations neighbouring the proposed site, if required.
- 5) A prediction of noise levels resultant at neighbouring noise sensitive premises, for the operational phase of the proposed development. The raw data and equations used in the calculations should be made available on request.
- 6) An assessment of the predicted noise levels in comparison with relevant standards.*

*Relevant standards and monitoring locations must be agreed beforehand with the Council's Environmental Health Officer.

Thereafter the development shall progress in accordance with the approved Noise Impact Assessment and all approved mitigation measures shall be in place prior to the operational phase commencing or as otherwise may be agreed in writing by the Planning Authority

Reason: In the interests of residential amenity.

10. No works shall start on site until the developer shall have submitted full plan and written details of the external lighting system for the campus for the approval in writing of the Planning Authority.

For the avoidance of doubt, this shall be designed and installed in accordance with the best practice contained in the Institute of Lighting Professionals document Guidance Notes for the Reduction of Obtrusive Light, and shall include:

- the type, location (paths, buildings, sports pitches, car parks, and roads) height, and wattage of individual lights; and
- the means of their control, including any automatic or manual timing / switch mechanism

The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of residential amenity.

11. No works shall start on site until the developer has provided full details in writing and on plan, for the prior written approval of the Planning Authority in consultation with the Roads Authority, of a Traffic Management Plan for the campus. The development shall thereafter be undertaken in

accordance with the agreed details.

Reason: In the interests of pedestrian and road traffic safety.

12. No works shall start on site until the developer has provided full details in writing and on plan, for the prior written approval of the Planning Authority in consultation with the Roads Authority, of a Framework Construction Traffic Management Plan for each phase of development has been approved in writing with the Planning Authority in consultation with the Roads Authority and this shall include:

- the intended routing of construction traffic to and from the site
- demonstrate whether the route(s) will be capable of accommodating the proposed size and volume of construction traffic required
- identify where construction-related traffic will park and where loading and unloading of plant and materials will be undertaken
- where the site compound and materials store will be located
- what, if any, mitigation will be required to safely accommodate the proposed construction access needs set out above
- how the above construction access needs will be safely segregated from or operated with the ongoing access requirements of the existing schools, the community centre and local residents and businesses in the area
- the potential need for temporary road closures

The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of pedestrian and road traffic safety.

13. No works shall start on site until the developer has provided full details in writing and on plan, for the prior written approval of the Planning Authority in consultation with the Roads Authority, of a suitable remote path to replace the one lost by the construction of the new vehicular access to the south of the new school and community building. This replacement path shall be provided before the existing path is closed off from public use. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of public access

14. No works shall start on site until the developer has provided full

written and plan design details for a new turning head at the end of the new vehicular access south of the main school and community building for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

15. No works shall start on site until the developer has provided full written and plan details of all directional signage, for each proposed phase of development, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

16. No works shall start on site until the developer has provided full written and plan details, for each proposed phase of development, of footpath and cycling connections for the site, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

17. No works shall start on site until the developer has provided full written and plan details of the design of the bus loop for Phase 5 of the development; and the construction of the main parking, drop-off and bus drop-off areas, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

18. No works shall start on site until the developer has provided full written and plan details, for each proposed phase of development, of the levels and distribution of staff and visitor parking, including disabled provision.

Reason: In the interests of road traffic and pedestrian safety.

19. No works shall start on site until the developer has provided full written and plan details of the parental drop-off and pick-up arrangements for each phase of the proposed development, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

20. No works shall start on site until the developer has provided full written and plan details of the form and location of EV charging

equipment within the car park, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

21. No works shall start on site until the developer has provided full written and plan details, for each proposed phase of development, of the numbers, designs and distribution of cycle parking, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: To ensure cycle provision within the development

22. No works shall start on site until the developer has provided full written and plan details, for each proposed phase of development, of intended arrangements for refuse storage and collection, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interest of amenity.

23. No works shall start on site until the developer has provided full written and plan details, for each proposed phase of development, of arrangements for making deliveries, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of road traffic and pedestrian safety.

24. No works shall start on site until the developer has provided full written and plan details, of the replacement footpath, basketball area and play area on the south boundary of the site, all for the approval in writing of the Planning Authority in consultation with the Roads Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of amenity.

25. No development, site excavation or groundwork shall commence until the submission of an Arboricultural Impact Assessment, Tree Protection Plan and Arboricultural Method Statement along with a Landscape Plan has been submitted to, and approved in writing by, the Planning Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: In the interests of visual amenity.

26. No development, site excavation or groundwork shall commence until a Tree Planting Plan and Maintenance Programme has been submitted to, and approved in writing by, the Planning Authority. The approved Tree Planting Plan shall be implemented in full during the first planting season following commencement of development, or as otherwise approved in writing by the Planning Authority, with maintenance thereafter being carried out in accordance with the approved Maintenance Programme.

Reason: In order to ensure that a high standard of landscaping is achieved, appropriate to the location of the site.

27. No development, site excavation or groundwork shall commence until all retained trees have been protected against construction damage using protective barriers located beyond the Root Protection Area (in accordance with BS5837:2012 Trees in Relation to Design, Demolition & Construction, or any superseding guidance prevailing at that time). These barriers shall remain in place throughout the construction period and shall not be moved or removed during the construction period without the prior written approval of the Planning Authority.

Reason: In the interests of visual amenity.

28. No development shall commence until full written and plan details of the existing and proposed ground levels for the sports pitches are submitted for the agreement in writing of the Planning Authority in consultation with the Flood Risk Management Team.

Reason: To avoid flooding and to ensure the retention of the existing ground levels.

29. No development shall commence until the developer has submitted details in writing of measures for the safeguarding, during the construction works, of the existing pitch area to the east of the existing school buildings, all for the approval in writing of the Planning Authority. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: To safeguard the existing pitches during the construction phase.

30. No development shall commence until the developer has submitted details in writing of the synthetic/grass pitches in respect to the pitch layouts, lighting, fencing, and drainage, all for the approval in writing of the Planning Authority, in consultation with SportScotland. The development shall thereafter be undertaken in accordance with the agreed details.

Reason: As this application is in principle only.

31. No development phase shall commence until a detailed Outdoor Access Plan of public access across the site (as existing, during construction and following completion) has been submitted to, and approved in writing by, the Planning Authority. The plan shall include details showing:
- i. All existing access points, paths, core paths, tracks, rights of way and other routes (whether on land or inland water), and any areas currently outwith or excluded from statutory access rights under Part One of the Land Reform (Scotland) Act 2003, within and adjacent to the application site;
 - ii. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or effect on curtilage related to proposed buildings or structures;
 - iii. All proposed paths, tracks and other routes for use by walkers, riders, cyclists, canoeists, all abilities users, etc. and any other relevant outdoor access enhancement (including construction specifications, signage, information leaflets, proposals for on-going maintenance etc.);
 - iv. Any diversion of paths, tracks or other routes (whether on land or inland water), temporary or permanent, proposed as part of the development (including details of mitigation measures, diversion works, duration and signage).

The approved Outdoor Access Plan, and any associated works, shall be implemented in full prior to the first occupation of the development or as otherwise may be agreed within the approved plan.

Reason: In order to safeguard public access both during and after the construction phase of the development.

REASON FOR DECISION

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.

INFORMATIVES

Initiation and Completion Notices

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

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

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

Flood Risk

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), 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_f_or_working_on_public_roads/2

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.

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and NatureScot must be contacted, if evidence of any protected species or nesting/breeding sites, not previously detected during the course of the application and provided for in this permission, are found on site. For the avoidance of doubt, it is an offence to deliberately or recklessly kill, injure or disturb protected species or to damage or destroy the breeding site of a protected species. These sites are protected even if the animal is not there at the time of discovery. Further information regarding protected species and developer responsibilities is available from NatureScot: <https://www.nature.scot/professional-advice/protected-areas-and-species/protected-species>

Signature: David Mudie

Designation: Area Planning Manager – South

Author: Keith Gibson

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

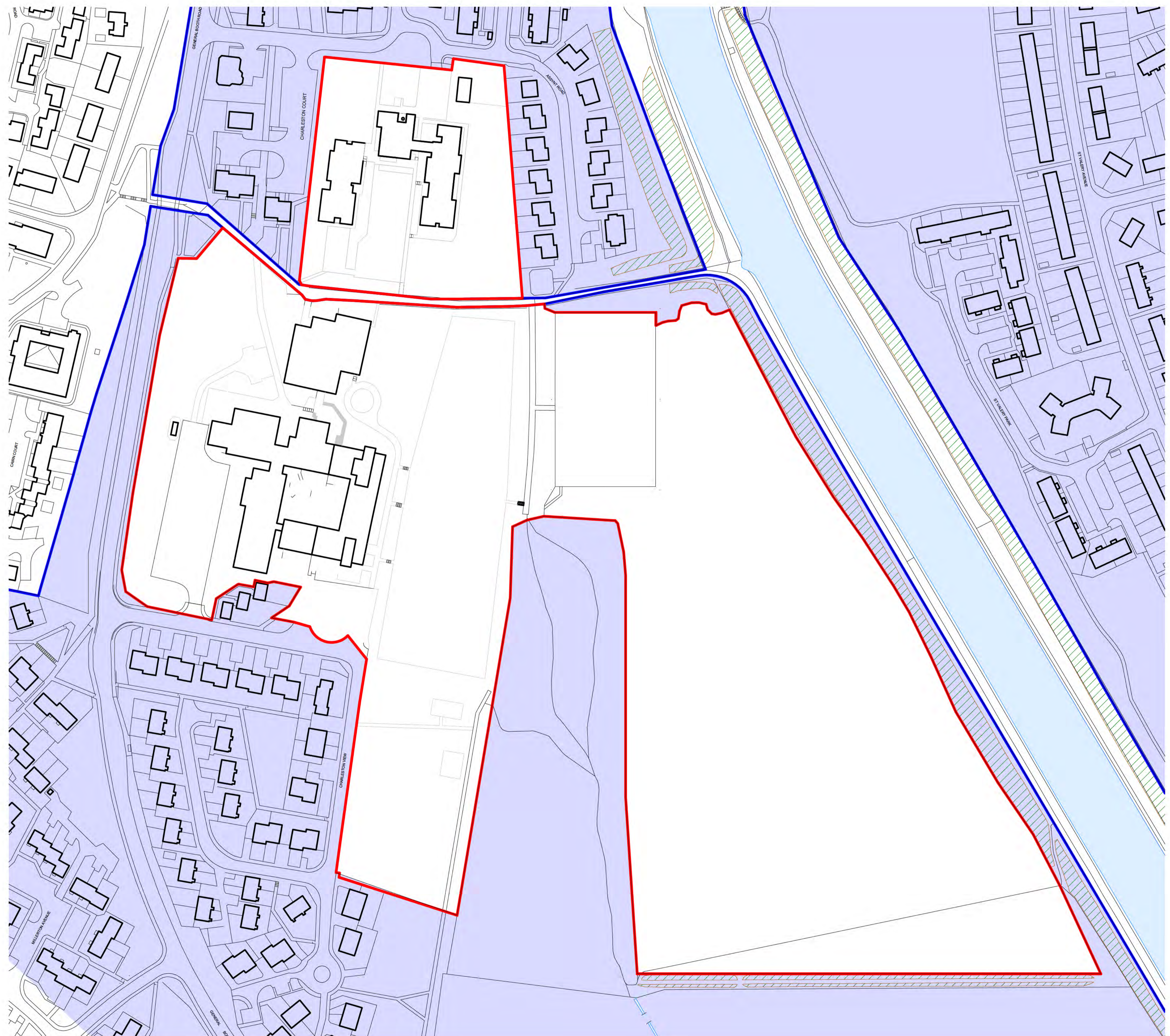
Relevant Plans: Plan 1 – Location Plan CAL19009-C0017-ZZ-XX-DR-A-000001 REV P01

Plan 2 - Existing Site Layout Plan CAL19009-C0017-ZZ-XX-DR-A-000030 REV P02

Plan 3 - Site Layout Plan Phase 1 CAL19009-C0017-ZZ-XX-DR-A-000031 REV P02

Plan 4 - Site Layout Plan Phase 2 CAL19009-C0017-ZZ-XX-DR-A-000032 REV P02

Plan 5 - Site Layout Plan Phase 3 CAL19009-C0017-ZZ-XX-DR-A-000033 REV P02
Plan 6 - Site Layout Plan Phase 4 CAL19009-C0017-ZZ-XX-DR-A-000034 REV P02
Plan 7 - Site Layout Plan Phase 5 CAL19009-C0017-ZZ-XX-DR-A-000035 REV P02
Plan 8 - Site Layout Plan Phase 6 CAL19009-C0017-ZZ-XX-DR-A-000036 REV P02
Plan 9 - Site Layout Plan Phase 7 CAL19009-C0017-ZZ-XX-DR-A-000037 REV P02
Plan 10 - Site Layout Plan Phase 8 CAL19009-C0017-ZZ-XX-DR-A-000038 REV P02
Plan 11 - Site Layout Plan Phase 9 CAL19009-C0017-ZZ-XX-DR-A-000039 REV P02
Plan 12 - Site Layout Plan Masterplan CAL19009-C0017-ZZ-XX-DR-A-000040 REV P05
Plan 13 - Cross Section CAL19009-C0017-ZZ-XX-DR-A-000045 REV P01



- Site Boundary
- Land outwith site boundary in THC ownership

Figured dimensions only are to be taken from this drawing.
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 IF IN DOUBT ASK.

CDM:
 Hazard Elimination & Risk Reduction has been undertaken and recorded where appropriate in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'.

Rev	Description	Date
P01	First Issue	22.08.22


COLIN ARMSTRONG
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Client
 The Highland Council

Project
 Charleston Academy

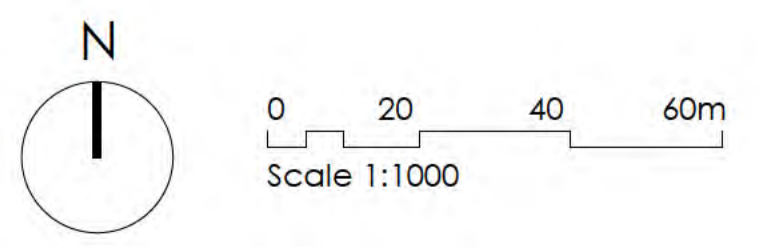
Project No. 2110
 CAL19009-C0017-ZZ-XX-DR-A-000001

Revision P01

Location Plan

Status
 S4 For Approval

Date Created 03/02/22
 Drawn by SG
 Scale 1 : 1000
 Sheet @ A1



From File: X:\Documents\0110 - Alterations to Charleston Academy\02 - WORK IN PROGRESS\03 - BIM Models\CAL19009-C0017-ZZ-XX-AS-A-00001 - Masterplan.rvt
 Printed on: 14/06/2023 13:28:55



PHASING:

Existing
current site status

- Phase 1**
Construct new nursery
Construct additional accessible parking bay within existing car park.
Nursery to be accessed via existing car park with new accessible pedestrian route
Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
Construct new secondary school Phase 1 (art/music/CDT/science)
Construct new access road to west of new building with turning head at north - to allow for fire service access and deliveries to CDT
Temporary entrance to school at lower ground level. New access formed to playing fields
Construct new MUGA pitches
New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
All parking as existing
- Phase 3**
Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
Extend hard standing to east to allow for fire service access and external social space
Connect to existing Phase 1 with new school entrance
All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off areas
Construct stepped and ramped access between levels
Construct new bus drop off area and pedestrian plaza with accessible parking bays (BNs)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
Construct secondary school Phase 3 (sports)
Connect to Phase 2 school and new separate community /HL/entrance
Provide service/fire access to rear
Provide new car park area to south of building
Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

Rev	Description	Date
P02	Update to graphics	13.06.23
P01	Final Issue	22.06.22

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Project
Charleston Academy

Project No. 2110
CAL19009-C0017-ZZ-XX-DR-A-000030

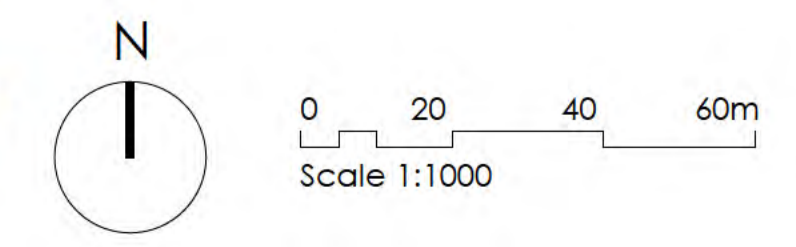
Revision P02

Phase 0 - Existing

Status
S4 For Approval

Date Created 06/28/22
Scale 1 : 1000

Drawn by SG
Sheet @ A1





PHASING:

- Existing**
current site status
- Phase 1**
Construct new nursery
Construct additional accessible parking bay within existing car park.
Nursery to be accessed via existing car park with new accessible pedestrian route
Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
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New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
All parking as existing
- Phase 3**
Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
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Connect to existing Phase 1 with new school entrance
All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off area
Construct stepped and ramped access between levels
Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
Construct secondary school Phase 3 (sports)
Connect to Phase 2 school and new separate community /HL/entrance
Provide service/fire access to rear
Provide new car park area to south of building
Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

P02	Updated as per current overall masterplan and building footprint. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date


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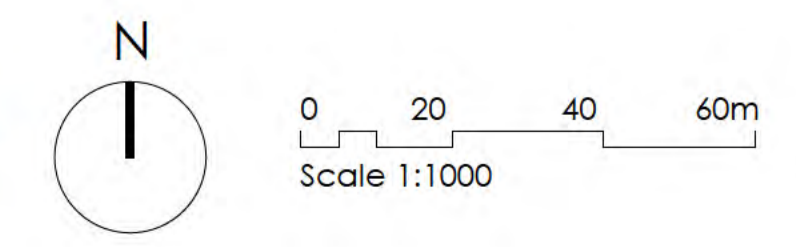
Project
Charleston Academy

Project No. 2110
 CAL19009-C0017-ZZ-XX-DR-A-000031
 Revision P02

Phase 1 - Construct New Nursery

Status
S4 For Approval

Date Created 06/28/22
 Scale 1 : 1000
 Drawn by SG
 Sheet @ A1





PHASING:

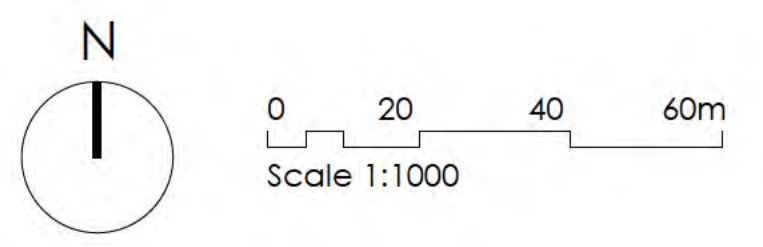
- Existing**
current site status
- Phase 1**
Construct new nursery
Construct additional accessible parking bay within existing car park.
Nursery to be accessed via existing car park with new accessible pedestrian route
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New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
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All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off areas
Construct stepped and ramped access between levels
Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
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Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
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- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

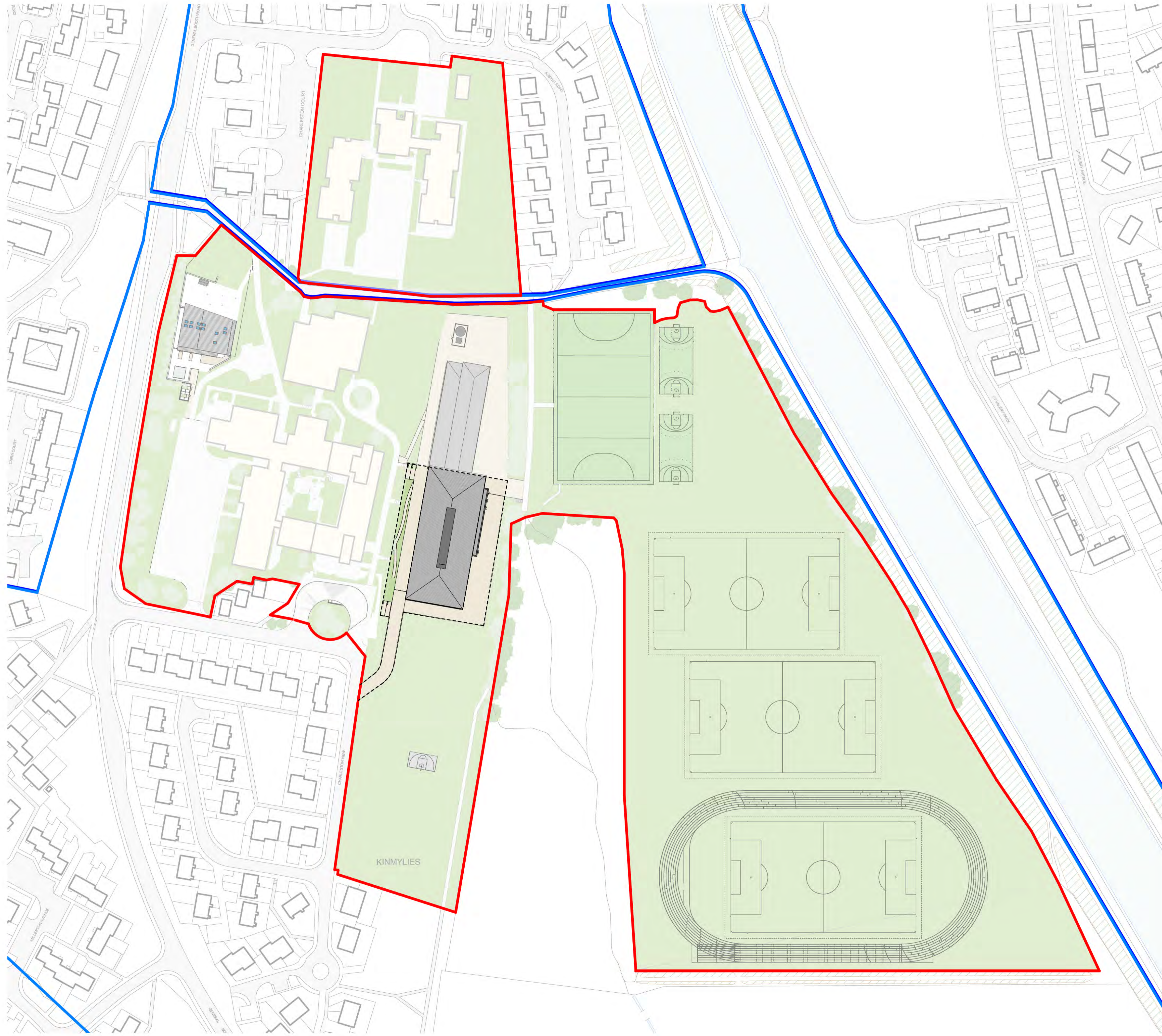
P02	Updated as per current overall masterplan and building footprint. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date


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Client	The Highland Council
Project	Charleston Academy
Project No.	2110
	CAL19009-C0017-ZZ-XX-DR-A-000032
Revision	P02

Phase 2 - Secondary School Phase 1	
Status	S4 For Approval
Date Created	06/28/22
Scale	1 : 1000
Drawn by	SG
Sheet	@ A1





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CDM: Hazard Identification & Risk Reduction has been undertaken and recorded where appropriate in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'

PHASING:

- Existing**
current site status
- Phase 1**
Construct new nursery
Construct additional accessible parking bay within existing car park.
Nursery to be accessed via existing car park with new accessible pedestrian route
Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
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Construct new access road to west of new building with turning head at north - to allow for the service access and deliveries to CDT
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New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
All parking as existing
- Phase 3**
Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
Extend hard standing to east to allow for the service access and external social space
Connect to existing Phase 1 with new school entrance
All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off areas
Construct stepped and ramped access between levels
Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
Construct secondary school Phase 3 (sports)
Connect to Phase 2 school and new separate community /HL/entrance
Provide service/life access to rear
Provide new car park area to south of building
Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

PO2	Updated as per current overall masterplan and building footprint. Annotation updated to suit	13.06.23
PO1	Final Issue	22.08.22
Rev	Description	Date


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Client
The Highland Council

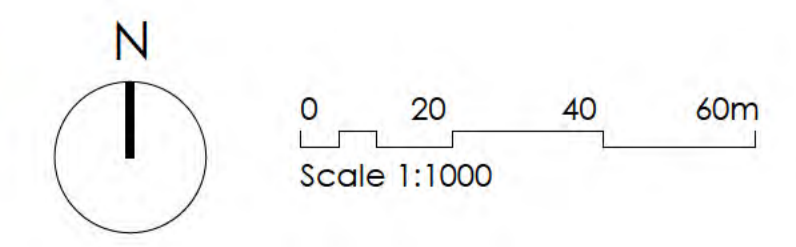
Project
Charleston Academy

Project No. 2110
 CAL19009-C0017-ZZ-XX-DR-A-000033
 Revision P02

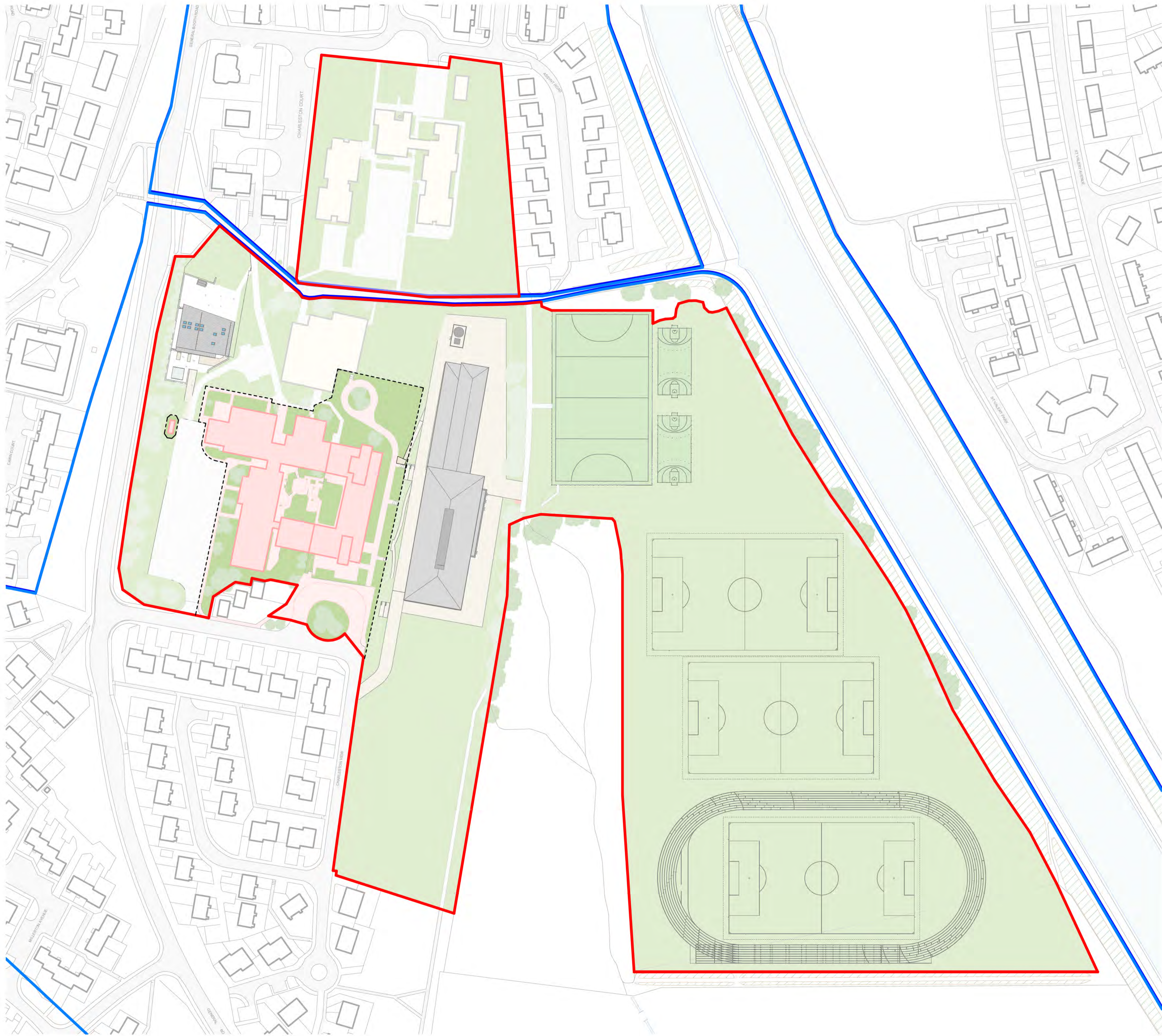
Phase 3 - Secondary school phase 2

Status
S4 For Approval

Date Created 06/28/22
 Scale 1 : 1000
 Drawn by SG
 Sheet @ A1



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CDM: Hazard Identification & Risk Reduction has been undertaken and recorded where appropriate in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'

PHASING:

- Existing**
current site status
- Phase 1**
Construct new nursery
Construct additional accessible parking bay within existing car park.
Nursery to be accessed via existing car park with new accessible pedestrian route
Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
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New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
All parking as existing
- Phase 3**
Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
Extend hard standing to east to allow for fire service access and external social space
Connect to existing Phase 1 with new school entrance
All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off areas
Construct stepped and ramped access between levels
Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
Construct secondary school Phase 3 (sports)
Connect to Phase 2 school and new separate community /HL/entrance
Provide service/fire access to rear
Provide new car park area to south of building
Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

P02	Updated as per current overall masterplan and building footprint. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date


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Client
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Project
Charleston Academy

Project No. 2110

CAL19009-C0017-ZZ-XX-DR-A-000034

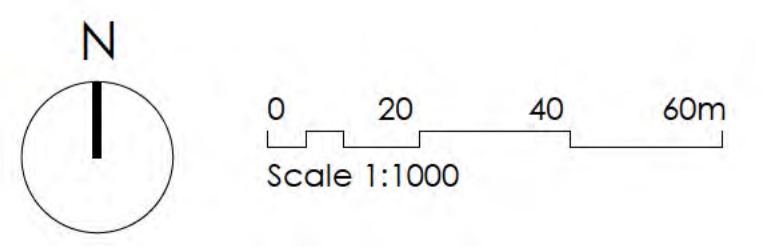
Revision P02

Phase 4 - Demolish Existing school

Status
S4 For Approval

Date Created 06/28/22 Drawn by SG

Scale 1 : 1000 Sheet @ A1



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 IF IN DOUBT ASK.

CDA
 Hazard Identification & Risk Reduction has been undertaken in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'

PHASING:

- Existing**
 current site status
- Phase 1**
 Construct new nursery
 Construct additional accessible parking bay within existing car park
 Nursery to be accessed via existing car park with new accessible pedestrian route
 Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
 Construct new secondary school Phase 1 (art/music/CDT/science)
 Construct new access road to west of new building with turning head at north - to allow for the service access and deliveries to CDT
 Temporary entrance to school at lower ground level. New access formed to playing fields
 Construct new MUCA pitches
 New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
 All parking as existing
- Phase 3**
 Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
 Extend hard standing to east to allow for the service access and external social space
 Connect to existing Phase 1 with new school entrance
 All parking as existing
- Phase 4**
 Demolition of secondary school
- Phase 5**
 Construct new parking and drop-off areas
 Construct stepped and ramped access between levels
 Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
 New bin stores/bike parking
 Extend hard standing around building
- Phase 6**
 Construct secondary school Phase 3 (sports)
 Connect to Phase 2 school and new separate community (HL) entrance
 Provide service/fire access to rear
 Provide new car park area to south of building
 Replace and relocate existing basketball court to green space to south of building
- Phase 7**
 Demolish existing community centre
 Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
 Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
 Demolish existing primary school
 Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

P02	Updated as per current overall masterplan and building footprints. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date

COLIN ARMSTRONG ARCHITECTS

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Client
The Highland Council

Project
Charleston Academy

Project No. 2110
 CAL19009-C0017-ZZ-XX-DR-A-000035

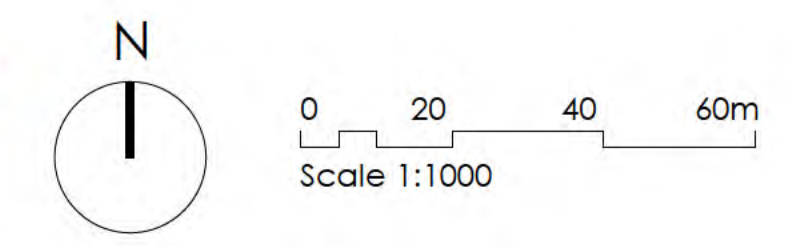
Revision P02

Phase 5 - Parking and drop off

Status
S4 For Approval

Date Created 06/28/22
 Scale 1 : 1000

Drawn by SG
 Sheet @ A1



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 All dimensions are to be checked on site before any work is put in hand.
 IF IN DOUBT ASK.

CMA
 Hazard Identification & Risk Reduction has been undertaken and recorded where appropriate in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'.

PHASING:

- Existing**
 current site status
- Phase 1**
 Construct new nursery
 Construct additional accessible parking bay within existing car park.
 Nursery to be accessed via existing car park with new accessible pedestrian route
 Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
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 All parking as existing
- Phase 4**
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 Complete landscaping
 Note: maintain access to nursery, primary and car parking as required during works

P02	Updated as per current overall masterplan and building footprint. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date

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Client
The Highland Council

Project
Charleston Academy

Project No. 2110

CAL19009-C0017-ZZ-XX-DR-A-000036

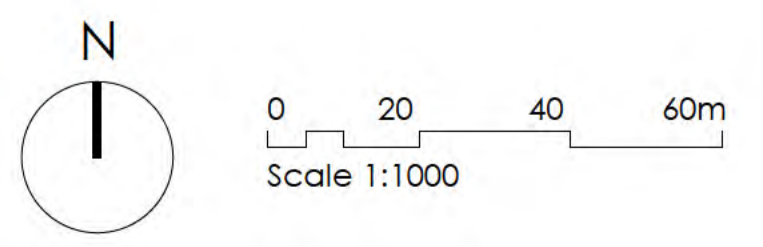
Revision P02

Phase 6 - Secondary phase 3

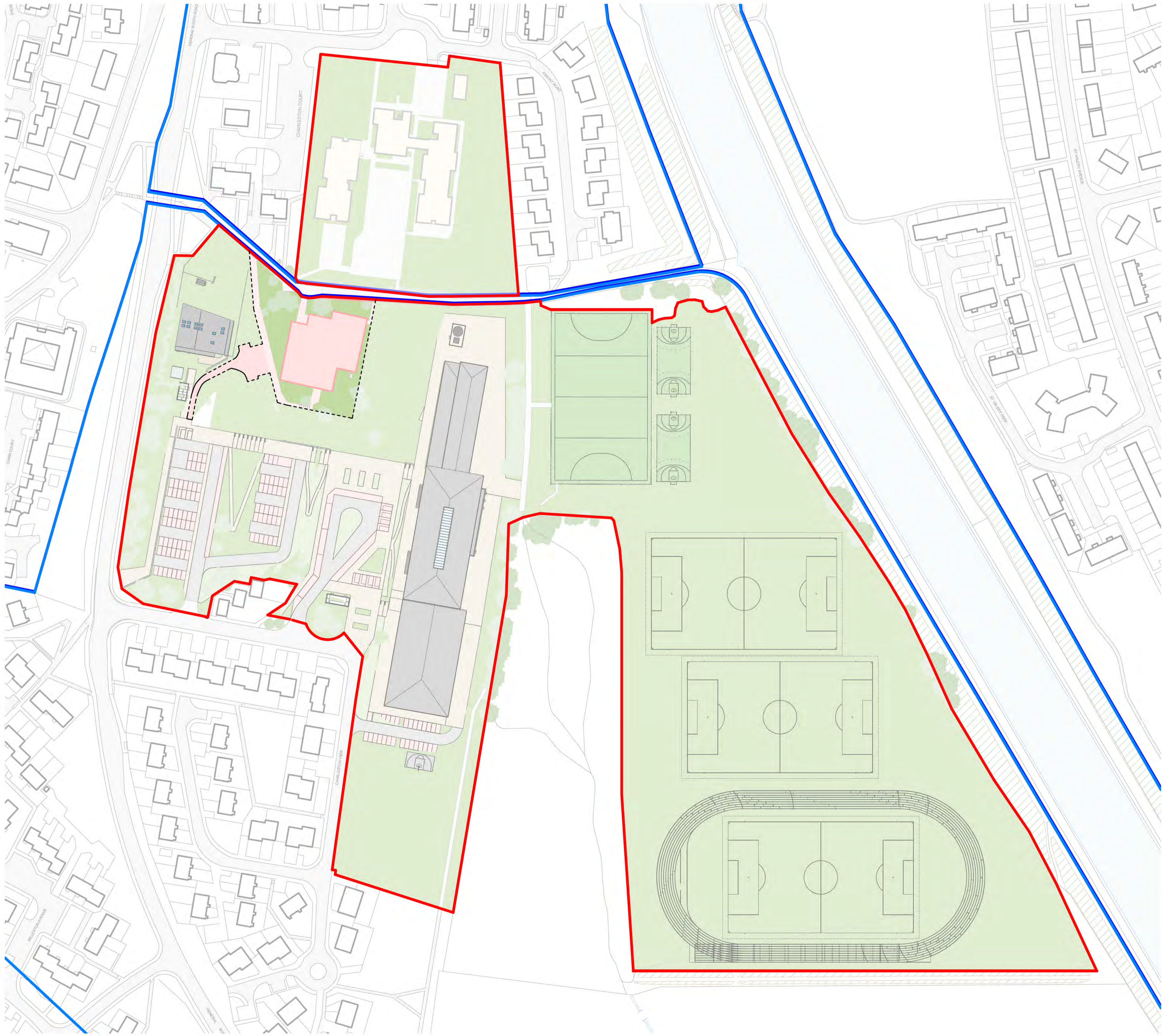
Status
S4 For Approval

Date Created 06/28/22 Drawn by SG

Scale 1 : 1000 Sheet @ A1



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CDM: Hazard Identification & Risk Reduction has been undertaken and recorded where appropriate in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'

PHASING:

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Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
Extend hard standing to east to allow for the service access and external social space
Connect to existing Phase 1 with new school entrance
All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off areas
Construct stepped and ramped access between levels
Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
Construct secondary school Phase 3 (sports)
Connect to Phase 2 school and new separate community /HL/entrance
Provide service/fire access to rear
Provide new car park area to south of building
Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

P02	Updated as per current overall masterplan and building footprint. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date



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Client
The Highland Council

Project
Charleston Academy

Project No. 2110

CAL19009-C0017-ZZ-XX-DR-A-000037

Revision P02

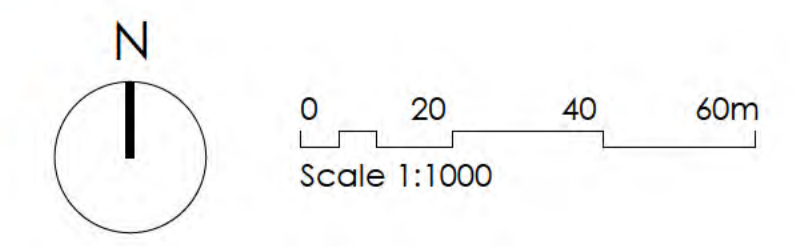
Phase 7 - Demolish Community center

Status
S4 For Approval

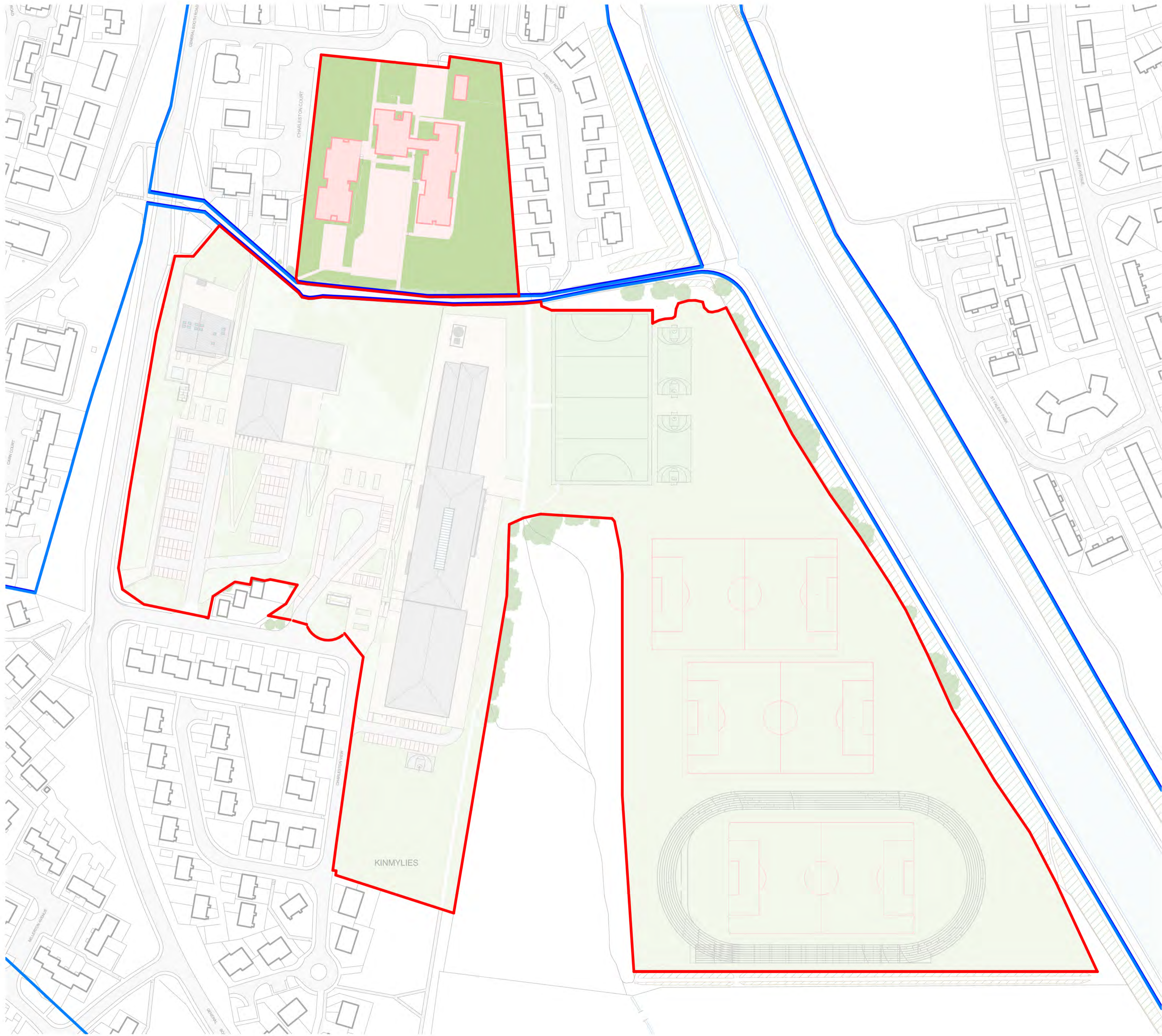
Date Created 06/28/22

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Drawn by SG
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Printed on: 14/06/2023 13:48:34



PHASING:

- Existing**
current site status
- Phase 1**
Construct new nursery
Construct additional accessible parking bay within existing car park.
Nursery to be accessed via existing car park with new accessible pedestrian route
Car parking to be within existing car parking areas of primary and secondary schools
- Phase 2**
Construct new secondary school Phase 1 (art/music/CDT/science)
Construct new access road to west of new building with turning head at north - to allow for the service access and deliveries to CDT
Temporary entrance to school at lower ground level. New access formed to playing fields.
Construct new MUCA pitches
New sprinkler tanks and enclosure - allowance either in tank siting or enclosure to serve completed school
All parking as existing
- Phase 3**
Construct new secondary school Phase 2 (general classes/Business Studies/HE/ASN/SEN/Assembly/Staff etc)
Extend hard standing to east to allow for the service access and external social space
Connect to existing Phase 1 with new school entrance
All parking as existing
- Phase 4**
Demolition of secondary school
- Phase 5**
Construct new parking and drop-off area
Construct stepped and ramped access between levels
Construct new bus-drop off area and pedestrian plaza with accessible parking bays (BNo.)
New bin stores/bike parking
Extend hard standing around building
- Phase 6**
Construct secondary school Phase 3 (sports)
Connect to Phase 2 school and new separate community /HL/entrance
Provide service/life access to rear
Provide new car park area to south of building
Replace and relocate existing basketball court to green space to south of building
- Phase 7**
Demolish existing community centre
Demolish existing access/parking to community centre
Note: temporary access to nursery and school car park to be maintained during works
- Phase 8**
Construct new primary school and associated landscaping. Remove existing parking/landscaping to allow new landscaping works (maintain access as required)
- Phase 9**
Demolish existing primary school
Complete landscaping
Note: maintain access to nursery, primary and car parking as required during works

P02	Updated as per current overall masterplan and building footprints. Annotation updated to suit	13.06.23
P01	Final Issue	22.08.22
Rev	Description	Date


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Project No.	2110
CAL19009-C0017-ZZ-XX-DR-A-000039	
Revision	P02
Phase 9 - Demo existing primary	
Status	S4 For Approval
Date Created	06/28/22
Scale	1 : 1000
Drawn by	SG
Sheet	@ A1

Figured dimensions only are to be taken from this drawing.
All dimensions are to be checked on site before any work is put in hand.
IF IN DOUBT ASK.

CDM:
Hazard Identification & Risk Reduction has been undertaken and recorded where appropriate in accordance with the requirements of 'The Construction (Design and Management) Regulations 2015' and the associated 'Industry Guidance for Design'



Rev	Description	Date
P05	Update to graphics	13.06.23
P04	Revised parking arrangement and updated nursery footprint	05.06.23
P03	Revised service road and play park arrangement	02.05.23
P02	Revised building footprint and removed lower car park area.	25.04.23
P01	First Issue	22.08.22


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Project
Charleston Academy

Project No. 2110

CAL19009-C0017-ZZ-XX-DR-A-000040

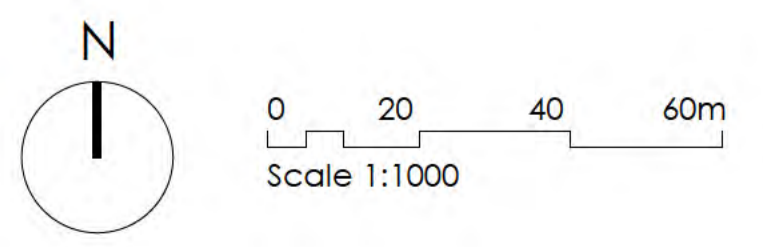
Revision P05

Proposed Masterplan

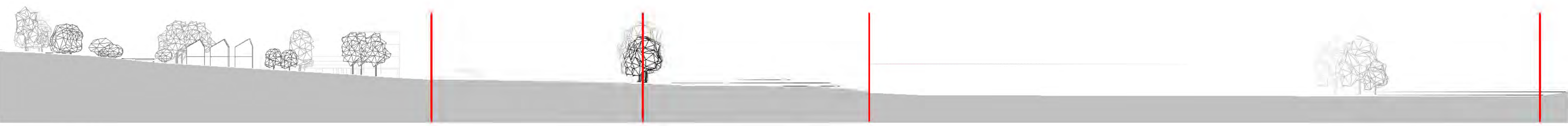
Status
S4 For Approval

Date Created 07/22/22 Drawn by RG

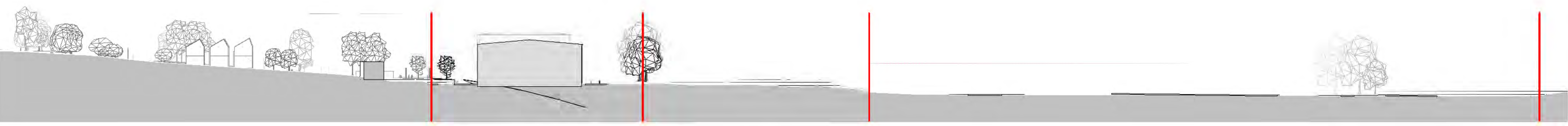
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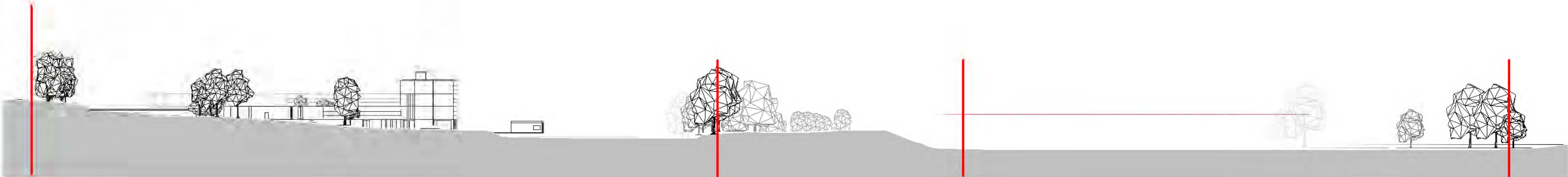
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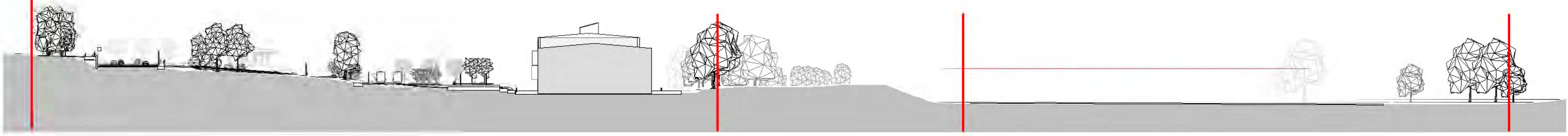
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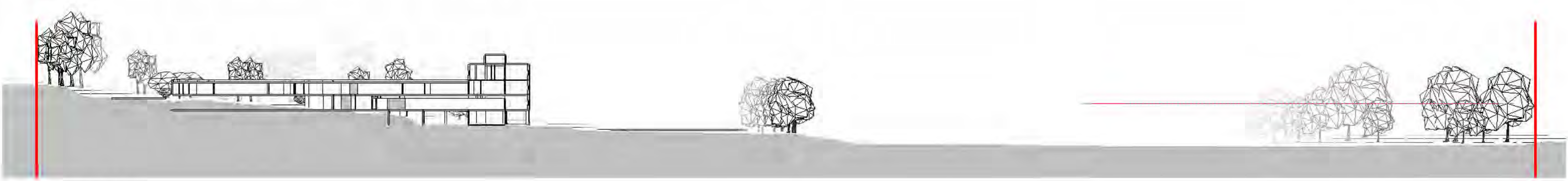
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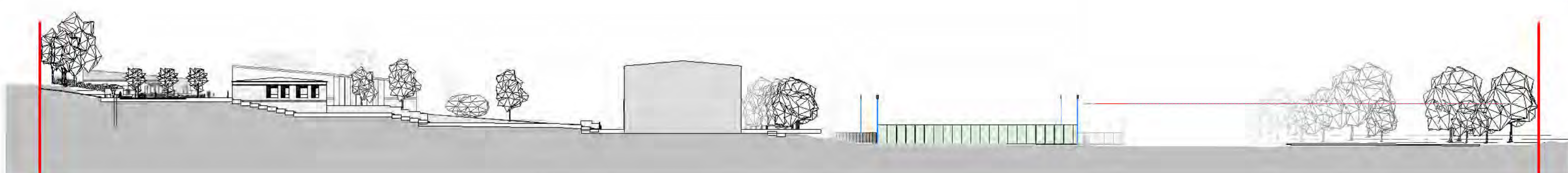
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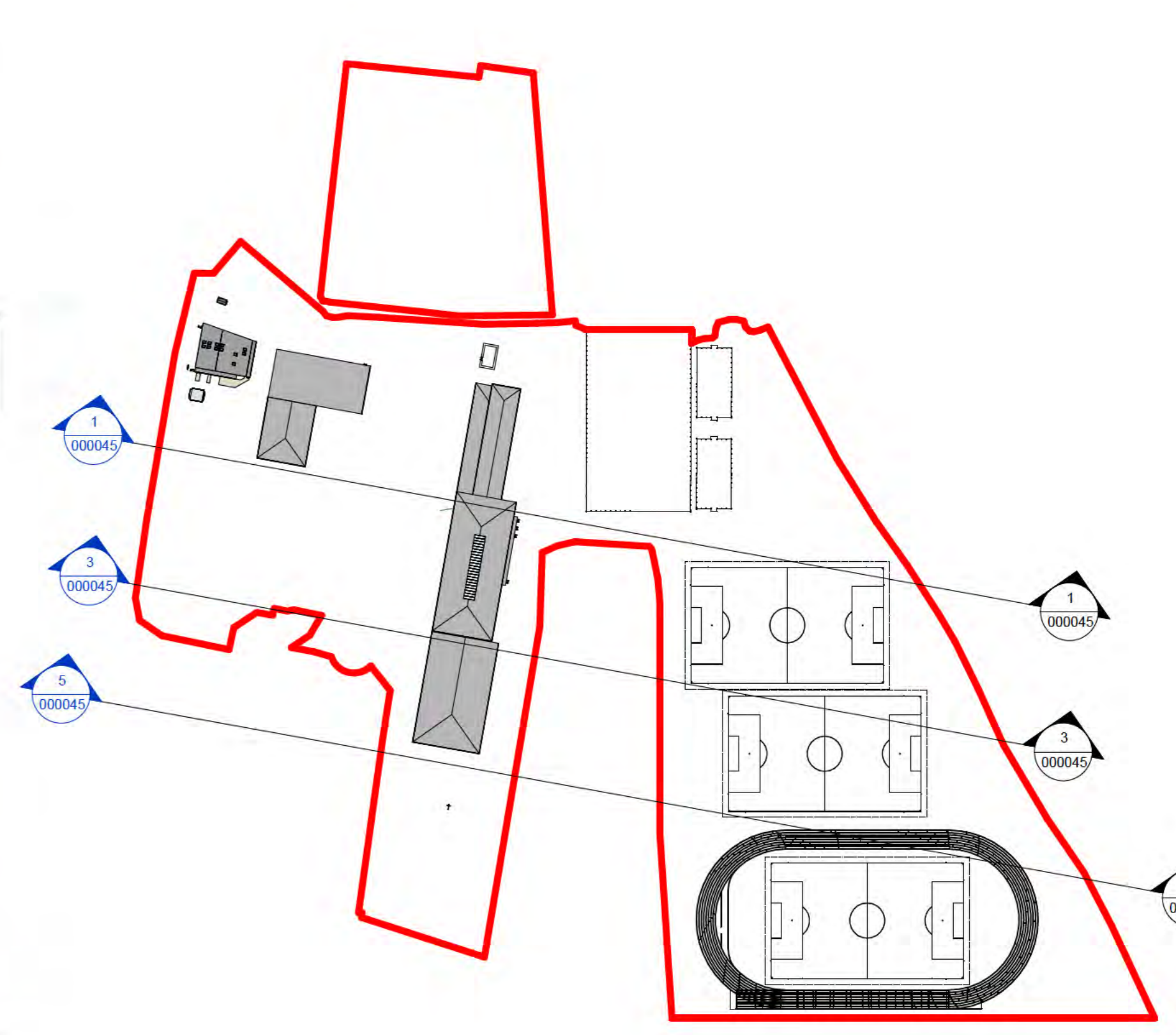
3 Section B Proposed
 Scale - 1:500



2 Section A Existing
 Scale - 1:500



1 Section A Proposed
 Scale - 1:500



PO1	Updated as per current overall completion and building footprints. Annotation updated to reflect.	13.04.23
Rev	Description	Date

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Project No.: 2110
 CAL19009-C0017-ZZ-XX-DR-A-000045

Revision: PO1

Site Sections

Status: S4 For Approval
 Date Created: 02/10/23
 Drawn By: SCJ
 Scale: As Indicated
 Sheet: @ AO