

Agenda Item	7.9
Report No	PLN/034/22

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 26 April 2022

Report Title: 21/04788/PIP: The Highland Council
Dunvegan Primary School, Colbost, Dunvegan, Isle of Skye

Report By: Area Planning Manager – North

Purpose/Executive Summary

Description: Mixed Use Masterplan comprising 16 residential units, primary school, outdoor sports facilities and ancillary infrastructure

Ward: 10 - Eilean A' Cheò

Development category: Major Development

Reason referred to Committee: Major Development

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 applicant seeks planning in principle (PIP) consent for a mixed-use development. The indicative masterplan includes the following elements.

- Demolition of the existing Dunvegan Primary School and erection of a new primary school, MUGA and associated infrastructure.
- Installation of a new community playing field.
- Erection of 16 affordable housing units and associated infrastructure.
- Upgrades to the existing private road from the A863, with the provision of a footpath and the creation of a link to Kilmuir Road. These aspects will form phase 1 of the development.

In addition, to this PIP masterplan application, a detailed planning application has also been submitted for the housing element of this wider scheme. Application 21/04800/FUL is for the erection of 16 houses and upgrades to the access road and is currently pending determination.

1.2 Access to the site is via an existing single track private road from the A863. This currently serves the Primary school, surrounding croft land and two existing houses. The public water supply and foul drainage network pipes run across the site.

1.3 Pre-Application Consultation: The developer has undertaken extensive pre-application consultation with the Planning Authority, via the Major Pre-Application Advice Service (19/02221/PREMAJ and 20/02924/PREMAJ) and has participated in the Street Design Review Service (21/01483/SDR). Pre-application 19/02221/PREMAJ (school) highlighted the following issues which needed to be addressed for the school:

- Information and justification for the phasing of the development. Ensuring that the landscaping scheme takes into account the phasing of the development and that parts of the site are not left in an unfinished/unmanaged state.
- Minimise visual and neighbour amenity impacts: Development should maximise retention of existing vegetation, particularly existing trees and develop proposals to extend the tree screening of the upper areas of the site with new planting.
- Lighting strategy taking into account neighbouring properties. Access and parking matters, including construction and phasing of the project need to be addressed.
- Protected Species information, particularly in relation to bats.
- An appropriate Surface Water Drainage scheme.

Pre-application 20/02924/PREMAJ (school and housing) highlighted the following matters:

- The housing element of the site is not allocated for development but does lie within the Settlement Development Area for Dunvegan, where there is a general presumption in favour of development. However, justification should be given as to why the allocated sites within the WestPlan have not been brought forward and how the proposal conforms with the placemaking priorities for Dunvegan.
- The proposed layout and density of the houses are not considered to respond to the contours and character of the area.
- The road layout and parking arrangements raise potential visual and practical issues from a Roads Authority point of view.
- Matters relating to neighbour amenity, lighting, noise and tree retention will need to be addressed.
- Contact with Scottish Water is required to confirm capacity on the public water and foul drainage networks.
- Further information in relation to access, active travel, pedestrian safety and cycle parking is required.
- A Flood Risk and Drainage Assessment is required.

The Street Design Review (21/01483/SDR), highlighted the following matters

- Main active travel route to the school should be accessible; developer to consider if it will be best provided as a footway forming part of the adopted public road. Minimise conflict between vehicles and pedestrians.
- Turning for the public road should not require vehicles manoeuvring in front of the school.
- Further consideration of the school bus drop-off areas is required.
- Servicing of the school may require reversing, in this scenario children should be segregated from the turning area.
- Confirm numbers of both drop off and of parking spaces for; visitors and school staff, parents and users of the pitch and give justification in a Transport Statement. Parking spaces, not drop off is required for nursery school children in association with an accessible route to the nursery entrance.
- Conflict between residents and parents for parking / drop off and turning to be considered and addressed by the design.
- Provide a clearly defined boundary to the public road.
- Provide an active gable end and courtyard parking.
- Confirm refuse collection requirements and ensure that they do not adversely impact on the housing block design.
- Ensure there is meaningful amenity space.
- Provide swept paths and minimise overhang onto footways.

- Confirm the visibility splay that can be achieved at all junctions and that this is in accordance with the Council's guidelines.
- Confirm appropriate SUDS proposals.
- Provide suitable supporting information regarding gradients of the road and footways and the extent of earthworks/slopes/ retaining features required.
- Street lighting proposals are required.

1.4 The application is supported by a Master Plan and Phasing Plan, General Waste Strategy, Peat Management Plan, Habitat Plan, Bat Survey and Ecology Report, Tree Protection Plan and Survey, a Design and Access Statement, a Drainage Impact Assessment, Transport Statement, PAC Report and a justification statement in relation to the Local Plan land allocations.

1.5 Variations:

- Provision of further information in relation to drainage, trees and access.

2. SITE DESCRIPTION

2.1 The application site extends to 4.94 ha of land which currently comprises the existing Dunvegan Primary School, football pitch and adjacent croft land. To the north-east of the site is Kilmuir Road, which is a single-track public road. There is no vehicular link from this road to the current school. The land slopes up from the A863 to Kilmuir Road, this is in an undulating manner with some steeper sections as shown by the contours on the submitted location plan. There are existing residential properties near the northern, western and south-western boundaries of the site. There are mature trees located adjacent to and along the southern part of the existing access road and further trees surround the existing school site. The designated Core Paths at Dunvegan are located within the northern extent of the settlement and will be unaffected by the proposal.

2.2 There are no statutory natural heritage designations within the site boundary. The nearest is the Inner Hebrides and the Minches Special Areas of Conservation within Loch Dunvegan which is designated for Harbour Porpoise and is located approx. 850m to the north-west. The closest terrestrial designation is the geological Site of Special Scientific Interest (SSSI) of An Cleireach which is located over 7km to the south-east of the proposed site.

2.3 There are no national or local landscape designations within the application site boundary. However, the site does sit at the edge of the designated North-West Skye Special Landscape Area (SLA).

2.4 There are no Scheduled Ancient Monuments, Listed Buildings or Conservation Areas within the application site. The nearest listed building is located over 270m to the north-west of the access point from the A863.

3. PLANNING HISTORY

3.1	Pending determination	21/04800/FUL - Erection of 16 affordable housing units and new access road	Pending determination
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3.2	02.08.2021	21/03571/SCRE - Demolition of existing school, New primary school (approx. 1500m2 GEA total), New MUGA, New parking and school drop-off area, Provision of affordable housing with parking, new community sports pitch, upgrade existing access road and junction and build new road and turning area to serve both school and housing, New active travel link to Kilmuir road, Bin storage areas, SUDS drainage	EIA not required
3.3	11.06.2021	21/01860/PAN - Mixed use development comprising a new primary school, residential units, community playing field and ancillary infrastructure	Closed
3.4	21.07.2021	21/01483/SDR - Demolition of existing school, design and build of new school including drop-off and parking. Provision of 15no units of affordable housing	Advice given
3.5	09.09.2020	20/02924/PREMAJ - Primary School - Design and build of new school, demolition of existing school buildings, upgrade to access road, improvements to internal road layout and parking. Housing Development - up to 32 units on adjacent land including parking and surface water drainage, proposed footpath between the school/housing and Kilmuir Road. Previous application - 19/02221/PREMAJ	Advice given
3.6	23.07.2019	19/02221/PREMAJ - Demolition of existing school, Design and build of new school, Upgrade to access road, Upgrade to internal road layout, Additional parking	Advice given

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour/Schedule 3 – 14 days

Date Advertised: 12th November 2021

Representation deadline: 26th November 2021

Timeous representations: 1 objection comment received

Late representations: 1 support comment received

4.2 Material considerations raised are summarised as follows:

Objection Comment -

- Object to the housing part of the proposed development.

- Loss of croft land.
- Increase in traffic will adversely affect the adjacent property.
- Undermine the amenity of the adjacent property.

Support Comment –

- Supports a new school, affordable housing which there is currently a lack of and provides needed investment in sport facilities.

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 **Dunvegan Community Council** – no response received.

5.2 **Transport Planning (TP)** do not object to the application following the submission of further information. The Transport Planning Team initially objected to the scheme on the basis of a lack of information regarding the following matters

- Junction with the A863 - Confirmation of the visibility splays available at the junction.
- Surface Water Drainage scheme is required.
- Culvert forming discharge point for the surface water drainage.
- Further information in relation to land drainage was also required.

Following the submission of additional information which addressed the above matters the TP team withdrew its objection subject to planning conditions securing the following information through the subsequent Matters Specified by Condition application (MSC); the active travel link, a Transport Statement for the school, a School Travel Plan, provision and maintenance of visibility splays at the A863 junction, parking provision and layout, road layout, private access arrangements, landscaping, surface water drainage, earthworks and a Construction Traffic Management Plan.

5.3 **Forestry Team** do not object to the application following the submission of additional information. It recommends planning conditions which secure a final Arboricultural Impact Assessment, Tree Protection Plan, Method Statement and a landscaping scheme which include maintenance and factoring arrangements.

5.4 **Access Team** do not object to the application. The inclusion of the active travel link from Kilmuir road is welcomed. The remainder of the proposed development site does not appear to impact on any established informally used paths, routes or general access. However, the applicant should ensure that the construction process does not unduly impact on responsible access rights currently being exercised locally.

5.5 **Flood Risk Management Team** do not object to the application following the submission of additional information. The FRM Team initially objected to the scheme on the basis of a lack of information in relation to drainage and in particular regarding the following elements:

- A Drainage Impact Assessment (DIA) was requested at the pre-application stage, but this was not submitted with the original submission.
- Further details regarding the discharge point from the SUDS basin/pond.
- The existing on site drainage features needed to be incorporated into the site layout to ensure that their function is retained and that they are sized appropriately.
- Information in relation to post development run-off rates. The discharge rate should be limited to the existing pre-development runoff rate. Confirmation that the SUDS basins meet the Sewers for Scotland standard. Further details in relation to the vesting for the infrastructure was also requested.
- The scheme should also ensure that in the event of a flood event that the water can be contained within the site boundary without flooding buildings or critical roads or increasing flood risk elsewhere.

Following the submission of a DIA and supporting information which addressed the above matters the FRM team withdrew their objection subject to a planning condition controlling the final surface water drainage system.

5.6 **Development Plans Team** – do not object to the application. Consider that the proposal is in accordance with the Development Plan and provide confirmation of the required development contributions and developer requirements outlined in the DV09 land allocation.

5.7 **Historic Environment Team (Archaeology)** – do not object to the application. However, requests a planning condition controlling a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features on the site.

5.8 **Contaminated Land** – do not object to the application. Asbestos removal will need to be controlled during the demolition of the school buildings.

5.9 **Scottish Water**– do not object to the application. However, it cannot confirm whether there is capacity at this time and requests that the developer submits a Pre-Development Enquiry

5.10 **Transport Scotland** – do not object to the application.

5.11 **NatureScot** – do not object to the application.

5.12 **Historic Environment Scotland** – do not object to the application.

5.13 **Access Panel** – no response received.

5.14 **Crofting Commission** – no response received.

5.15 **SEPA** – no objection to the application. It welcome the applicant's response to comments made at the pre-application stage in relation to making a connection to the public sewer and incorporating above ground SUDS ponds with the design. In terms of peat, it notes that from the Peat Management Plan that there is no deep peat (> 1 m) within the red line boundary and that all works will be undertaken so as to not result in any of loss of peat. It also notes that all peat excavated from the road and school works will remain on site. Developers should prioritise the use of excavated peat on-site in the first instance.

With regards to the existing drainage ditches situated at the proposed sports pitch location, it is proposed to culvert these. On the Ecological Opportunities and Constraints Plan, one of these ditches is marked a running water feature. In order to minimise impacts to the wider ecology. SEPA would encourage this feature to remain open if feasible and to be relocated around the perimeter of the sports pitch. Provided this wouldn't result in degradation of the existing peat habitat, this could be an opportunity to create a more natural watercourse alignment and to increase the overall biodiversity and amenity at the site.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 Highland Wide Local Development Plan 2012

28 - Sustainable Design

29 - Design Quality & Place-making

30 - Physical Constraints

31 - Developer Contributions

32 - Affordable Housing

34 - Settlement Development Areas

42 - Previously Used Land

47 - Safeguarding Inbye/Appportioned Croftland

51 - Trees and Development

55 - Peat and Soils

56 - Travel

57 - Natural, Built & Cultural Heritage

58 - Protected Species

59 - Other important Species

60 - Other Importance Habitats

61 - Landscape

63 - Water Environment

- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 70 - Waste Management Facilities
- 72 - Pollution
- 74 - Green Networks
- 75 - Open Space
- 76 - Playing Fields and Sports Pitches
- 77 - Public Access

6.2 **West Highland and Islands Local Development Plan (WestPlan) 2019**

The whole site is located within the defined settlement development area (SDA) for Dunvegan. The Placemaking Priorities for Dunvegan are as follows:

- Enable investment in improved community facilities including a replacement school and new sports pitch.
- Consolidate the village with development opportunities being focused on sites close to existing facilities.
- Support existing services through providing a variety of employment land and a choice of housing sites.
- Safeguard, enhance and promote the natural and built heritage of the area, including through the protection and expansion of Green Networks through and around the village.
- Safeguard actively used croft land within the central/eastern side of the village and promote infill opportunities for the expansion of crofting townships.
- Work with Scottish Water and potential developers to secure additional water supply capacity to service expected growth.

The land proposed for the school and community playing field is allocated (site reference DV09 'Primary School and Adjoining Land') in the WestPlan for Mixed Use. This includes support for both Community and Housing, with an indicative housing capacity of 12 units. The allocation was identified in the WestPlan to support both the replacement of the school on the existing site or the site's redevelopment if the new school was to be built at a different location. There is a developer requirement for the formation of a travel connection between Kilmuir Road and the A863 and where possible, protect and enhance existing trees and the green network. The land proposed for the housing is not located within any land allocation.

6.3 **Highland Council Supplementary Planning Policy Guidance**

- Construction Environmental Management Process for Large Scale Projects
- (August 2010)

- Developer Contributions (March 2018)
- Flood Risk and Drainage Impact Assessment (Jan 2013)
- Green Networks (Jan 2013)
- Highland Historic Environment Strategy (Jan 2013)
- Highland's Statutorily Protected Species (March 2013)
- Managing Waste in New Developments (March 2013)
- Open Space in New Residential Developments (Jan 2013)
- Physical Constraints (March 2013)
- Public Art Strategy (March 2013)
- Standards for Archaeological Work (March 2012)
- Sustainable Design Guide (Jan 2013)
- Trees, Woodlands and Development (Jan 2013)

7. OTHER MATERIAL CONSIDERATIONS

7.1 Scottish Government Planning Policy and Guidance

- Scottish Planning Policy (2014)
- National Planning Framework 3 (2014) and the emerging content of NPF4
- Designing Streets (2011)
- Creating Places (2013)
- PAN 1/2011 Planning and Noise
- PAN 2/2011 Planning and Archaeology
- PAN 2/2010 Affordable Housing and Land Audits
- PAN 61 Sustainable Urban Drainage Systems (SUDS)
- PAN 65 Planning and Open Space
- PAN 67 Housing Quality
- PAN 68 Design Statements
- PAN 77 Designing Safer Places
- PAN 79 Water and Drainage

Other Development Guidance

- 7.2
- Skye Raasay Futures 2021

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 and layout
 - c) impact upon amenity
 - d) access, roads, parking and wider access.
 - e) impact on croft land
 - f) natural heritage (including protected species, peat and trees)
 - g) built and cultural heritage
 - h) water supply and drainage
 - i) developer contributions, and
 - j) other considerations.

Development plan/other planning policy

- 8.4 Development Plan Policy is set out in the Highland-wide Local Development Plan, 2012 (HwLDP), the West Highland and Islands Local Development Plan, 2019 (WestPlan), and statutorily adopted supplementary guidance.
- 8.5 The whole application site is located within the Dunvegan Settlement Development Area (SDA) as defined within the WestPlan. Policy 34 identifies that SDAs are the preferred locations for most types of developments including housing. The policy further states that the Council will support proposals within SDAs if they meet the requirements of Policy 28 – Sustainable Design and all other relevant policies of the Development Plan. Proposals will also be judged in terms of their compatibility with surrounding land uses and impacts on any natural, built and cultural heritage features.
- 8.6 Policy 28 requires sensitive siting and high-quality design in keeping with local character and historic and natural environments, and the use of appropriate materials. This Policy also requires proposed developments to be assessed on the extent to which they are compatible with service provision, as well as their impact on individual and community residential amenity. Policy 29 repeats this emphasis on good design in terms of compatibility with the local landscape setting and settlement pattern. In this regard the proposal is considered to have responded positively to the concerns raised during the pre-application process in relation to density, design and layout.

8.7 Part of the site is currently croft land. Policy 47 of the HwLDP states that all proposals should where possible avoid:

- siting on the better part of a croft in terms of its agricultural value; and
- impeding use of the remaining croft land by virtue of its location.

If proposals do not meet these criteria, then they will only be deemed acceptable where the following apply:

- there exists a proven/recognised wider community interest; and

in terms of other policy considerations, such as accordance with settlement pattern or impact on a natural, built or cultural heritage feature, they can be considered acceptable.

8.8 The land proposed for the school and the new community playing field is allocated (site reference DV09 'Primary School and Adjoining Land') in the WestPlan for a Mixed-Use development. This includes support for both community and housing uses, with an indicative housing capacity of 12 units. This allocation was identified to support both the replacement of the school on the existing site or, alternatively, the site's redevelopment if the new school was to be built in a different location in Dunvegan. Consequentially, the principle of the school redevelopment on this site is supported by the Development Plan. There is a developer requirement for the formation of a travel connection between Kilmuir Road and the A863. In addition, the allocation requires that where possible the existing trees and green network should be protected and enhanced. As detailed later in this report the Councils Forestry Team have no objection subject to a comprehensive landscaping and planting plan being secured.

The land proposed for the housing is not located within any land allocation.

8.9 As detailed above, the WestPlan (2019), also identifies several Placemaking Priorities for Dunvegan. Of particular note for this scheme is to

- Enable investment in improved community facilities including a replacement school and new sports pitch.

As highlighted during Major Pre-App discussions, the proposal to build the new school on the existing football pitch to the rear of its current position would lead to a significant reduction in available community greenspace in Dunvegan. This masterplan and supporting information indicate a proposed solution with land being acquired to the west of the school upon which to create a new community sports pitch. The provision of this is welcomed and is considered in principle to accord with HwLDP policies 75 and 76.

8.10 The application site is neither allocated for, nor safeguarded from, development. Representations have set out that there are alternative sites within Dunvegan which are better suited for this housing development. At the pre-application stage, the Planning Authority advised the applicant to submit a supporting statement and rationale for development of housing on this land rather than nearby land which are specifically allocated for residential development in the WestPlan. The applicant has stated that this site is preferable for the proposed development as it allows a multi-agency approach to delivery of affordable housing to meet an

identified need, delivery of a new primary school and a community sports facility. Development in this location allows infrastructure and funding streams to be shared. None of the allocated sites offer the ability to secure and support a wider re-development such as that proposed by this masterplan.

8.11 Notwithstanding the above, the application must be determined against the requirements of the Development Plan. In this regard the Councils Development Plans Team consider that the proposal is aligned with the Development Plan and specifically with the Placemaking Priorities for Dunvegan outlined in section 7 above. Of particular note for this scheme is that development should seek to

- Consolidate the village with development opportunities being focused on sites close to existing facilities; and

Safeguard actively used croft land within the central/eastern side of the village and promote infill opportunities for the expansion of crofting townships.

8.12 Skye and Raasay Futures was adopted in August 2021 and is a shared statement of the values, ambition and priorities for partners to work together to improve outcomes for everyone across the area. It also outlines how current and future actions and investments can help to address these priorities. It is intended to act as an investment portfolio for the future of Skye & Raasay and will create a credible and robust case for seeking future funding. The document sets out seven outcomes for people and place. The proposed development will contribute toward the following outcomes set out in the document:

- Outcome 2 - Strengthening Communities – A resilient, inclusive and resourceful community network where everyone has access to good quality, affordable housing options, appropriate access to essential services, and where Gaelic and the area's unique culture and identity is celebrated.
- Outcome 5 - Health and Education – Modern health, care and education facilities and services that are appropriate for the area and which make it resilient and an attractive place to live.

The document also highlights the development subject to this application and the associated masterplan application (21/04788/PIP) as a case study.

8.13 This is a relatively central site within Dunvegan, it is accessed from the main public road for the settlement, there are compatible surrounding land uses and it is close to education, medical and public water and drainage facilities. In addition, the Development Plans Team consider that from the supporting information, it is apparent that the impact on actively used in-by croft land is relatively minor and the economies of scale from developing both proposals together will help ensure delivery of much needed affordable housing and enhanced school provision. It is therefore considered to accord with the settlement Placemaking Priorities.

Design and Layout

- 8.14 The application is for planning permission in principle. In assessing applications of this nature, the Planning Authority need to be satisfied that enough space has been identified for the uses proposed for the site and that the uses are in appropriate locations.
- 8.15 The masterplan identifies how the new school, housing, community open space / sports pitch could interact with each other. The masterplan has been established through an iterative design process which has developed and responded to the pre-application advice provided and the onsite constraints. The indicative upgrade works to the road not only provide a better and safer arrangement for the school but also provides the potential for the delivery of much needed affordable housing and an improved sports pitch which the wider community can also benefit from.
- 8.16 The Design Statement which accompanies the application shows units of no more than single or 1 ½ storey in height for the housing, this directly responds to concerns raised at the pre-application stage with regards to the two storey house designs. A limit on the height of development within the site can be secured by condition. The proposed school will be limited to 2 storeys in height, but as detailed later in this report, full consideration will need to be given at the detailed design stage to ensure that impacts on surrounding residents is minimised.
- 8.17 The landscape strategy for the site has sought to ensure the setting of any development is of an appropriate quality. The retention of trees and augmentation of the planting around the site will be developed in the interests of visual and neighbour amenity. The landscaping strategy will assist in developing a green network through the site and it is positive to see the links being made between the development and environmental and outdoor education opportunities. The open spaces within the site will be required to accord with the provisions of the Open Space in New Residential Development Supplementary Guidance. The details of any landscaping and open space can be secured by a planning condition.
- 8.18 The proposed development is to be delivered across more than one phase. Phase 1 of the development would include the delivery of the access infrastructure to the site. More detailed phasing can be secured by condition, this will ensure that matters such as the landscaping and the implementation of the new sports pitched are appropriately timed.
- 8.19 The indicative masterplan demonstrates an appropriate layout is achievable that addresses good practice in terms of layout and design while addressing the site constraints. Conditions will be required to secure the matters such as material palette, utilisation of soft landscaping and appropriately designed open space.

Impact upon amenity

- 8.20 As this is an application for planning permission in principle (PIP), the plans submitted only detail an indicative layout. As detailed above in assessing PIP applications, the Planning Authority need to be satisfied that enough space has been identified for the uses proposed for the site and that the uses are in appropriate locations.
- 8.21 The proposed development of the existing football pitch for the new school will bring the built development and associated activity much closer to the existing property directly to the north of the site and the other nearby properties along the Kilmuir Road. Whilst in principle it is considered that there is sufficient space to ensure that the amenity of the properties is not significantly impacted, careful consideration of any potential impacts will be required as the detailed plans for the school buildings develop and through the subsequent MSC planning application. In particular, the building mass and siting for the school will need to respond the existing housing and any large glazing elements should be set away from the neighbouring property. Additional tree screening of the upper areas of the site with new planting can be secured by a planning condition through the MSC application/s. In addition, matters relating to lighting (school buildings, parking and outdoor spaces such as the MUGA) and operational noise can also be secured by planning conditions through the MSC application(s).
- 8.22 To off-set the loss of the existing sports pitch which will be re-developed for the new school, a new pitch is proposed to the south-west of the existing school site. The nearest residential building is located approx. 30m from the indicative location for the new sports pitch. This is considered in principle to be a sufficient separation distance for this use. However, the subsequent MSC planning application will need to ensure that the final design offers protection to the amenity of this property. In particular, hours of use, ball safety netting and a lighting strategy will be required to minimise light spillage outwith the site boundary. These elements can be secured by planning conditions.
- 8.23 In relation to the housing element of the scheme, a representation from the property adjacent to the site access has highlighted concerns that the infrastructure proposed would affect the 'look and feel' of their house. This representation has also been lodged against the detailed application for the housing (21/04800/FUL). The objector also sets out that the development may affect their hospitality business and their long-term business plans. The closest part of the development to this property will be the proposed works to upgrade and widen the existing access track which leads up to the school. However, the proposed new alignment of this spinal road will result in the road being located further approx. 5m further to the north of this properties boundary, rather than the present situation in which the road almost abuts the boundary wall. The objector also stated that the increase in traffic associated with the housing element of the scheme will be detrimental to their guests who have to reverse out onto the road leading up to the school in order to exit their property. The applicant has no control over this sub-optimal situation and is not considered to warrant a refusal of

the application. However, the increase in width of the access road may assist with any reversing from this property and speeds along this spinal road will be restricted by traffic calming measures which will be controlled through the subsequent Road Construction Consent (RCC) process.

- 8.24 In terms of the proposed houses, there is an indicative separation distance of approx. 190m between the proposed units and this existing property. This separation distance has been considered in detail under the 21/04800/FUL housing application and is found to be acceptable. Therefore, for the purposes of the PIP application, the separation is considered in principle to be sufficient to avoid any substantive loss of amenity.
- 8.25 In order to manage the construction process, a Construction Traffic Management Plan can be secured via a planning condition, this will aim to minimise the impacts from the construction works associated with the development. In addition, a planning condition is also recommended to control the location of the construction site compounds to minimise impacts upon neighbouring properties.

Access, roads, parking and wider access.

- 8.26 The masterplan proposes that the existing private access track from the A863 which serves the current school, croft land and two residential properties will be upgraded to provide a new adoptable public road. The Councils Transport Planning Team initially objected to the application; however, this objection has since been withdrawn subject to planning conditions. Transport Scotland has not raised concerns with regard to impacts on the trunk road network.
- 8.27 Details of the visibility splays from the access onto the A863 and an appropriately designed road serving the development can be secured by a planning condition. The Transport Planning Team have stated that this road will need to be designed to an adoptable standard and that the traffic calming measures designed for a 20mph zone. Further details will be secured through the subsequent MSC planning application and the Roads Construction Consent (RCC) process. A Traffic Order to secure the 20mph limit shall be promoted and this can be secured by a planning condition. The final earthworks and engineering works can also be secured by condition. To minimise the impact from construction traffic it is recommended that a Construction Phase Traffic Management Plan is secured by condition this should be brought forward in consultation with the Dunvegan Primary school and large traffic vehicles should avoid key times for the school, most notably pick up and drop off times.
- 8.28 As detailed previously there is a developer requirement for the DV09 land allocation in the WestPlan, 2019 for the provision of a link from Kilmuir Road. Pre-application advice provided to the applicant stated that given the single track and unlit nature of the Kilmuir Road a vehicular link would not be required to be provided at this stage, but Transport Planning have recommended a planning condition which safeguards a minimum of a 9.5m wide corridor to allow the future construction of a road from the end of the proposed road to Kilmuir Road.

- 8.29 Instead, of a formal road Transport Planning requested that a remote and adoptable cycle/footpath link is made between the end of the new road and the Kilmuir Road. The relevant design standard was advised as being the Council's 'Roads and Transport Guidelines for New Development' and Transport Scotland's 'Cycling by Design'. Pre-application advice was given that the gradient requirements could be relaxed with a maximum of 10% gradient, however, that further information in the form of long section plans would be required given the change in land levels experienced in this part of the site.
- 8.30 During the course of this application, the required section/gradient information was submitted. On this basis, further detailed advice was sought from the Safer Routes to School Team and the Access Officer. From this it became clear that the provision of a straight run of surfaced footpath at this gradient in this location raised safety concerns particularly during winter conditions. An option advocated by the Transport Planning Team is to rely on the existing remote path in use from the school grounds to the Kilmuir Road. This informal route is not as steep and because it is not surfaced does not raise the same concerns in winter conditions. The applicant in ongoing dialogue about this matter, but it is considered that a detailed layout and route of the active travel link to Kilmuir can be secured by a planning condition.
- 8.31 Transport Planning have indicated that any subsequent application/s for the school development will need to include a transport statement to support the infrastructure design. This will need to include an appraisal of the number of vehicles, cycle and pedestrian movements generated during the peak school in and out times, assess arrangements, car and cycle parking and a 'Drop off / Pick up Management Plan'. The use of a School Travel Plan can also be secured.
- 8.32 Any future application/s for the housing element will be required to provide details of access, car and cycle parking and turning areas in accordance with the Roads and Transportation Guidelines for New Developments. This can be secured by condition.
- 8.33 To facilitate a move toward a low carbon economy it is considered appropriate to facilitate the transition toward the phasing out of diesel and petrol cars. This would include the provision of electric car charging points. The details of the design and scale of this infrastructure can be secured by condition.

Impact on Croft Land

- 8.34 Part of the site is located on croft land (the land shown for the new sports pitch and housing), and third parties have raised concerns with regards to its loss. The applicant has confirmed that a de-crofting application will be submitted to the Crofting Commission in due course. Grazing land to the north-east and south-west of the indicative housing area will be unaffected. The Crofting Commission have been consulted on this planning application, but no response has been received. However, it must be noted that the granting of planning permission does not automatically mean that a de-crofting direction will be forthcoming from the Crofting Commission. This is a separate process to the planning application and will be subject to a separate de-crofting criterion set by the Crofting Commission.

8.35 As detailed previously policy 47 seeks to avoid the loss of inbye and apportioned land. Whilst there may be some conflict with this initial section of the policy, it is considered that overall, the proposed de-crofting of the land will facilitate substantial wider benefits to the community, in the form of affordable housing, a new school and community sports pitch. Overall, these benefits are considered to comply with the 'wider community interest' provision contained within policy 47 and is deemed acceptable.

Natural heritage (including, peat, protected species and trees)

8.36 There are no statutory natural heritage designations within the site boundary. However, the application is supported by a Peat Management Plan, an Ecology Report, Tree Report and a Bat Survey.

8.37 The Ecology report found no otter spraints or recent tracks and considered that the relatively high levels of disturbance and accessibility of the site mean it is very unlikely a natal holt would be present nearby. However, otters may pass through the site, particularly between dusk and dawn, utilising existing culverts and roadside drains. As such the report recommends that works adhere to NatureScot best practice when storing, maintaining, or removing culverts and altering drainage ditches. SEPA have no objection to the scheme but note that in relation to the existing drainage ditches situated at the proposed sports pitch location, it is proposed to culvert these. On the Ecological Opportunities and Constraints Plan, one of these ditches is marked a running water feature. In order to minimise impacts to the wider ecology, SEPA would encourage this feature to remain open if feasible and to be relocated around the perimeter of the sports pitch. Provided this wouldn't result in degradation of the existing peat habitat, this could be an opportunity to create a more natural watercourse alignment and to increase the overall biodiversity and amenity at the site.

8.38 In relation to bats, the Ecology Report indicates that the existing school has numerous features which could support bat roosts including wall cavities and roof features. A bat survey for the school buildings can be secured by a planning condition.

8.39 To avoid potential impacts upon nesting birds, the report recommends that any scrub or tree removal is undertaken outside of the nesting season. If this is not possible then a survey walkthrough should be completed to check trees/scrub due to be removed for active nest sites. This can be secured by a planning condition.

8.40 With regards to trees, policy 51 of the HwLDP states: The Council will support development which promotes significant protection to existing hedges, trees and woodlands on and around development sites. The acceptable developable area of a site is influenced by tree impact, and adequate separation distances will be required between established trees and any new development. The Councils Forestry Team have no objection to the proposal in principle subject to planning conditions, requiring the submission of a final Arboricultural Impact Assessment, Tree Protection Plan, Method Statement and a landscaping scheme which

included maintenance and factoring arrangements. The Ecological Opportunities and Constraints Plan also indicates opportunities to restore and expand native woodland by removing non native and invasive and replanting with more appropriate species. This can be secured by a planning condition.

- 8.41 SEPA are content with the Peat Management Plan in that there is no deep peat (>1 m) within the red line boundary and that all works will be undertaken so as to not result in any of loss of peat. It also notes that all peat excavated from the road and school works will remain on site. Developers should prioritise the use of excavated peat on-site in the first instance. These activities should minimise carbon loss and maximise ecological benefit for example through the restoration of disrupted and / or degraded peat habitat within the site boundary. A finalised Peat Management Plan can be secured by a planning condition.

Built and cultural heritage

- 8.42 There are no Scheduled Ancient Monuments, Listed Buildings or Conservation Areas within the application site. The nearest listed building is located over 270m to the north-west of the access point from the A863. The Councils Historic Environment Team have commented that the wider area including the current application site have archaeological potential as such a planning condition is recommended to secure a programme of work for the survey, evaluation, preservation and recording of any archaeological and historic features affected by the proposed development/work, including a timetable for investigation. Historic Environment Scotland have no objection to the application.

Water supply and drainage

- 8.43 The applicant's intention is to connect to both the public water supply and foul drainage systems. This is considered to be in compliance with the requirements of policy 65 of the HwLDP which states that the Councils preference is that connection is made to the public sewer. Scottish Water have no objection to the scheme but requests that the developer submits a Pre-Development Enquiry to confirm capacity.
- 8.44 The Councils Flood Risk Management Team (FRM) initially objected to the scheme in relation to the proposed drainage strategy and the lack of a Drainage Impact Assessment (DIA). Areas of particular concern related to the identification of a suitable ultimate discharge point from the SUDS basin/ponds and that existing on site drainage features were incorporated into the site layout to ensure that their function is retained and that they are sized appropriately. In addition, FRM required confirmation that post development run off rates are limited to the existing pre-development rates, confirmation that the SUDS basins meet the Sewers for Scotland standard and further details in relation to the vesting of the drainage infrastructure.
- 8.45 The application is now supported by a Drainage Impact Assessment (DIA). This employs Sustainable Drainage System (SuDS) principles and is designed to the Sewers for Scotland standard and is supported by policy 66 of the HwLDP. The FRM team are content that the identified discharge point will not increase the flood risk downstream of the site. The SUDS scheme now demonstrates that in

principle the surface water will be attenuated to ensure that the post-development discharge is limited to the equivalent pre-development rate. The existing overland flow routes drawings identify several existing drainage features within the site, including open ditches and culverted sections. The updated drainage layout drawings now show that all these features will be incorporated into the site layout and are located within the open accessible areas of the site. The drainage network for the housing site will be put forward for vesting by Scottish Water. Following the submission of the DIA and the above information the FRM team have removed their objection subject to a planning condition controlling the final surface water drainage design.

8.46 Transport Planning have also assessed the additional information in so far as it relates to its scope of interest, namely the road drainage and infrastructure beneath the public road. Transport Planning have no objection, subject to conditions and approval via the RCC process. Drainage from the access road will be adopted by the Council as Roads Authority and the detailed design will be controlled by the Road Construction Consent. The applicant has carried out a CCTV survey of the culvert which has been made available to Transport Planning and shows it to be in fair condition (there are some defects but it is functioning satisfactorily and there is no evidence of operational issues problems at present) so there is no objection to the discharge proposed subject to technical approval by Scottish Water, this will be required prior to issue of Road Construction Consent.

Developer Contributions (including open space and affordable housing)

8.47 Policy 31 Developer Contributions sets out that developer contributions may be sought when a development would result in a deficiency in public services. Contributions can be sought to address such deficiencies, for example towards increased education capacity, transportation and infrastructure.

Summary of Developer Contributions			
Infrastructure / Service Type	Answer	Contribution Rate (per house)	Contribution Rate (per flat)
Schools - Primary	N/A	-	-
Schools - Secondary	Portree High – N/A and no capacity issues	-	-
Community Facilities	Two projects are listed within the Portree High catchment in WestPlan Delivery Programme : 1) Expansion to provide new fitness suite at the Fingal Centre in Portree	£1,019 per unit	

	2) Creation of new community hub as part of new Broadford primary school		
Active Travel Contributions	Seek advice from Transport Planning	-	-
Green Infrastructure	As per Open Space Supplementary Guidance and the Calculator	Total greenspace required is 924 sqm	
Public Art	See DCSG - Preference for on-site provision, e.g. high quality materials used at site entrances and prominent locations.	-	-
Affordable Housing	The site is required to provide at least 25% of the total units as affordable homes	-	-
Standard Transport Requirements	Seek advice from Transport Planning Team	-	-
Development Total		£16,304	

As per the summary table above, the Development Plans Team have confirmed that the housing detailed under this masterplan, will require a contribution towards Community Facilities is required and this equates to £1,019 per unit, so £16,304 in total. These prices are based on quarter 2 2018 prices and require to be index linked to current prices. The applicant for the detailed housing scheme (21/04800/FUL) has confirmed that a payment for these contributions will be made prior to planning permission being released if Members are minded to grant the application. However, if the Planning Committee are not minded to grant the detailed housing application but are minded to approve the overall masterplan, then the developer contributions will be secured under this planning in principle application. The green space requirements can be secured via planning conditions.

- 8.48 Policy 32 (Affordable Housing) of the HwLDP requires a contribution of 25% affordable housing for all developments of four or more houses. The applicants for this masterplan application are the Highland Council as Education Authority. Consequentially, the provision of affordable housing can be secured by a planning condition rather than requiring parties to enter into a section 75 legal agreement.

Other Matters

- 8.49 The Councils Contaminated Land Team have no objection subject to a condition controlling the demolition of the school and potential contaminants arising from this.

Matters to be secured by Section 75 Agreement

8.50 None

9. CONCLUSION

9.1 The land proposed for the school and the new community playing field is allocated (site reference DV09 'Primary School and Adjoining Land') in the WestPlan for a Mixed-Use development. This includes support for both community and housing uses. Consequentially, the principle of the school redevelopment on this site is supported by the Development Plan. Housing on this land is considered to be a minor departure from the West Highland and Islands Local Plan, as it seeks to deliver residential development on land which is not allocated for development rather than being delivered on the formally allocated sites. However, this minor departure is considered to be acceptable in this instance, as there are clear benefits for the area in delivering affordable homes to meet current need and demand and helping to facilitate the wider re-development of Dunvegan Primary School and public sports pitch, helping to deliver the priorities set out in the Skye Raasay Futures document adopted by the Skye and Raasay Area Committee in 2021. The applicant contends that development in this location allows infrastructure and funding streams to be shared which has acted as a catalyst to enable this shared dared development to be progressed. None of the allocated sites offer the ability to secure and support a wider re-development such as that proposed by the Masterplan – 21/04788/PIP. These benefits are recognised by the Councils Development Plans Team who have raised no objection to the scheme. However, it is recognised that these benefits must be balanced against the concerns which have been raised in representations.

9.2 The applicants have worked proactively with the Planning Authority and consultees to address concerns raised at the pre-application stage and have worked to overcome objections lodged in relation to flood risk management and roads. There are no outstanding consultee objections to the application. Subject to the recommended planning conditions this scheme will facilitate the delivery of much needed affordable housing, a new school and sports pitch and would not have a significantly detrimental impact on the area.

9.3 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): Provision of 16 affordable homes, new school and a community facility.

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 – Y

- Payment of a developer contribution for community facilities (Total of £16,304 to be index linked to from Q2 2018 prices to today's prices prior to payment)) to be secured before the planning decision notice is released to the applicants. This is required unless the payment is secured under 21/04800/FUL.

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

1. Terms of the permission and phasing

Planning Permission in Principle is hereby granted for a mixed-use development comprising a new school, sports pitch and up to 16 residential units upon 4.9 hectares of land, which is to be developed in accordance with the indicative Master Plan hereby approved.

- No development shall commence on the construction of the new school until the new sports pitch, or any other alternative temporary sports pitch provision which may be agreed with the planning authority, has been implemented and made available to for use.

Thereafter the development shall be undertaken in accordance with the agreed Phasing Plan or in Sub-Phases as may be approved in writing by the Planning Authority

A Sub-Phase means any part of any Phase of Development the subject of an Approval of Matters Specified in Conditions issued by the Council following an application in that behalf, or otherwise subject of any equivalent planning approval following an application in that behalf.

Reason: To ensure that the development proceeds in an appropriate manner and that the necessary elements of the development are provided at the appropriate stages.

2. Matters required to be agreed

No development shall commence within each Phase, or sub-Phase, until an application, or applications, as they relate to or are relied upon by that Phase or sub-Phase has been submitted to and approved by the Planning Authority in respect of the following matters, insofar as they relate to the details of the proposed development taking full account of the approved Master Plan, Creating Places, Designing Streets and other relevant national and local policy and guidance related to the matters set out below:-

- a) the siting, design and external appearance of the residential units which shall be no more than single or 1 ½ storeys in height, in relation to the school and associated building these shall be no more than 2 storeys in height;
- b) details of sustainable design considerations inclusive of energy strategy;
- c) the means of access to the site including active travel connections to Kilmuir Road;
- d) the layout of the site, in accordance with Designing streets principles;
- e) road layout including:
- f) the road hierarchy;
 - i. typical form of the routes forming the hierarchy;
 - ii. junction layouts and design with projected traffic figures supported by traffic modelling;
 - iii. junction and forward visibility requirements;
 - iv. junction spacing both within the development and on the spine road;
 - v. vehicle tracking at junctions and standard radii;
 - vi. details of any bus routes and bus stops inclusive of bus tracking;
 - vii. details of provision for cyclists and pedestrians with junctions and crossing designed to facilitate active travel;
 - viii. provision for disabled users;
 - ix. details of safer routes to school;
 - x. details of the location and type of service strips within the intended adoptable road boundary;
- g) the provision of car and school vehicle parking and drop off arrangements inclusive of disabled parking, including in-curtilage parking, communal parking areas, parking courts and on-street parking with no driveways being located in positions where they may conflict with traffic movements at junctions;
- h) the provision of covered cycle parking including resident cycle parking in houses and communal covered cycle parking at flats and external secure, covered visitor cycle parking at flats and for the school site;
- i) the details of and timetable for delivery of the provision of public open space, including, in accordance with the Open Space in New Residential Developments: Supplementary Guidance, (or any superseding guidance prevailing at the time of submission);
- j) the details of, and timetable for, the hard and soft landscaping of the site;
- k) details of all boundary treatments within the development
- l) details of management and maintenance arrangements of the areas identified in (i), (j) and (k) above;
- m) the provision for service vehicles following occupation of the development;
- n) details of the provision of surface water drainage systems, including access for maintenance, across the phase or sub-phase, how it relates to the surface water drainage strategy for the site as a whole and management and maintenance arrangements of said infrastructure;
- o) details of the water and waste-water connections, with connection to the public water and waste water networks;

- p) means of dealing with waste in accordance with the Highland Council's 'Managing Waste in New Developments' Supplementary Guidance' including any details of the siting of a recycling facility (or any superseding guidance prevailing at the time of submission);
- q) details of existing trees, shrubs and hedgerows to be retained;
- r) details of existing and proposed site levels with fall arrows;
- s) details of finished floor levels;
- t) details of all street lighting and lighting of car parking areas ensuring that safety and security are addressed with no lighting directed skyward;

Reason: Planning permission is granted in principle only and these specified matters must be approved prior to development commencing within each phase or sub-phase.

3 **Affordable Housing**

Any details pursuant to Condition 2 in so far as it relates to the housing element shall include a scheme for the provision of on-site affordable housing (which meets the definition of affordable housing outlined in The Highland Council's Developer Contributions Supplementary Guidance 2018 (as amended, revoked or replaced; with or without modification)). The scheme shall include:

- i. the numbers, type, tenure and location of the affordable housing provision to be made, which shall consist of not less than 25% of the total number of housing units proposed within the application site;
- ii. the timing of the construction of the affordable housing;
- iii. the arrangements for the management of the affordable housing; and
- iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Thereafter the affordable housing shall be provided in accordance with the approved scheme.

Reason: In accordance with the development for which planning permission has been submitted and to secure the provision of affordable housing in accordance with the Council's Supplementary Planning Guidance: Developer Contributions Supplementary Guidance November 2018 (as amended, revoked or replaced; with or without modification).

4 **Construction Compounds**

Notwithstanding the provisions of Article 3 and Class 14 of the Town & Country Planning (General Permitted Development) (Scotland) Order 1992 (as amended, revoked or re-enacted; with or without modification), no development shall commence until full details of any temporary site compounds and storage areas (including their location, scale and means of enclosure) shall be submitted to, and approved in writing by, the Planning Authority. Thereafter, the site compounds

and storage areas shall be formed in accordance with these approved details. Furthermore, all site compounds shall be maintained in a tidy, safe and secure fashion and be removed from the application site within one month of the development being completed.

Reason: In order to safeguard the amenity of neighbouring properties

5 **External Materials – buildings and structures**

Any details pursuant to Condition 2 above shall include a detailed specification for all of the proposed external materials and finishes (including trade names and samples where necessary) for any buildings and structures. Thereafter, development and work shall progress in accordance with these approved details.

Reason: In order to enable the planning authority to consider this matter(s) in detail prior to the commencement of development; in the interests of amenity.

6 **Contaminated Land**

Any details pursuant to Condition 2 in so far as it relates to the demolition of the existing school and school buildings shall include a scheme to deal with potential contamination from removal of the within the application site. The scheme shall include:

- I. 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 first submitted to and approved in writing by with the Planning Authority, and undertaken in accordance with PAN 33 (2000) and British Standard BS 10175:2011+A1:2013 Investigation of Potentially Contaminated Sites – Code of Practice;
- II. 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;
- III. measures to deal with contamination during construction works;
- IV. in the event that remedial action be required, a validation report that validates and verifies the completion of the approved decontamination measures;
- V. in the event that monitoring is required, monitoring statements submitted at agreed intervals for such time period as is considered appropriate in writing by the Planning Authority.

Thereafter, no development shall commence until written confirmation that the approved scheme has been implemented, completed and, if required, on-going monitoring is in place, has been issued by 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 **Kilmuir Road Link**

No development shall commence until a scheme for the delivery of connecting the development site to Kilmuir Road for non-motorised users is submitted to and approved in writing by the Planning Authority. This shall include details of the

design, surfacing of the route suitable to the underlying landform and anticipated use of the route and directional signage. Thereafter the scheme shall be implemented prior to first occupation of any residential unit within the development.

Reason: In the interests of sustainability by providing non-car based transport.

8 **Kilmuir Road Link safeguarding**

No development, works or planting shall take place unless otherwise first agreed in writing by the Planning Authority on land between Kilmuir Road and the site which shall extend to a minimum corridor of 9.5m. This area shall be safeguarded to allow for the future construction of a road from the end of the proposed road to Kilmuir Road.

Reason: To ensure the long-term safeguarding for a potential vehicular link from Kilmuir Road as required by WestPlan, 2019.

9 **School Transport Statement**

Any details pursuant to Condition 2 in so far as it relates to the construction and operation of the school shall include a School Transport Statement (TS). The TS shall contain the following details;

1. The proposed number of classrooms, number of pupils and teachers. It shall provide a factual appraisal of the number of vehicles, cycle and pedestrian movements generated during the peak school in and out times.
2. A proposed and dimensioned external layout including the access points and routes for vehicles, pedestrians and cyclists. It shall confirm the width of the routes proposed and the maximum gradients.
3. Details of the proposed parking for vehicles and cycles (confirm number of spaces and show them on a dimensioned layout plan). A written explanation and justification of the numbers in accordance with the Council's 'Roads and Transport Guidelines for New Development' Table 6.2 including a 'Drop off / Pick up Management Plan'
4. A short statement identifying the transportation issues which are significant, explain how these have been considered as part of the design and highlight any changes and/or mitigation measures proposed.
5. Comments of the head teachers and the parent body on the proposed layout including the parking provision and on the 'Drop off / Pick up Management Plan'

Thereafter, any development and work shall progress in accordance with the approved details.

Reason: In the interests of road safety and amenity.

10 Any details pursuant to Condition 2 shall include details of the road from the A863 to the development site. It shall be designed in accordance with the Councils 'Roads and Transport Guidelines for New Development' and the Scottish Governments 'Designing Streets' (or any superseding guidance prevailing at the time). The details shall include

- A 3m shared cycle/footway on the north side of the new road. The carriageway is 5.5m.
- A plan showing the extent of the proposed 20mph and the details of the proposed traffic calming (including the standard it has been designed to and the spacing) is required. The new road should be designed as a permanent 20mph zone for road safety reasons given that it provides access to the primary school. The required traffic calming shall be integrated into the design.
- A drawing showing the visibility splay requirements of all the existing and proposed accesses onto the new road is required. The required visibility from these access points is 2.4m x25m.
- The dimensions of the turning head are required to be shown (see figure 5.7 Roads and Transport Guidelines for New Development').
- An indicative long section of the road showing the maximum gradient proposed.
- Cross sections through the road showing the extent of the earthworks required, the swales and land drainage proposed and the maximum slopes of any embankment or cutting.
- Proposals for the uplift of refuse from the residential units.

Thereafter, development and work shall progress in accordance with these approved details.

Reason: In the interests of road safety and amenity.

11 **Traffic Regulation Order**

No residential dwelling shall be occupied until Traffic Regulation Order(s), limiting the speed of traffic on all roads, within the development, to no more than 20mph, have been submitted to and approved in writing by the Roads Authority, unless otherwise agreed in writing by the Planning Authority. For the avoidance of doubt any Traffic Regulation Order(s) and any required signage and road markings shall delivered by the developer.

Reason: In the interests of safety of all road users in the development.

12 **Construction Environmental Management Document (CEMD)**

No development shall commence within each Phase, or sub-Phase, until a Construction Environmental Management Document (CEMD) has been submitted to and approved in writing by the Planning Authority. The Document shall include:

- a) A Schedule of Mitigation (SM) including all mitigation proposed in support of the planning application, other relevant agreed mitigation (e.g. as required by agencies) and set out in the relevant planning conditions

- b) Processes to control / action changes from the agreed Schedule of Mitigation
- c) The following specific Construction and Environmental Management Plans (CEMP):
 - I. Habitat and Species Protection Plan
 - II. Pollution prevention plan
 - III. Dust management plan
 - IV. Construction Noise, Vibration and Assessment and Mitigation Plan in accordance with BS5228 Code of practice for noise and vibration control on construction and open sites - Part 1: Noise
 - V. Site waste management plan;
 - VI. Measures to protect private water supplies; including an emergency response plan;
- d) Details of the appointment of an appropriately qualified Environmental Clerk of Works with roles and responsibilities.
- e) Methods of monitoring, auditing, reporting and communication of environmental management on site and with the client, Planning Authority and other relevant parties.
- f) Statement of responsibility to 'stop the job / activity' if in potential breach of a mitigation or legislation occurs.

The development shall proceed in accordance with the approved Construction Environmental Management Document.

Reason: In the interests of protecting the receiving environment and amenity.

13 **Protected Species Survey**

No development shall commence within each Phase or sub-Phase until pre-commencement surveys to locate the presence or absence of protected species have been undertaken and copies submitted to both the Planning Authority. Should any of these species be found within or adjacent to an area likely to be affected by construction activities, appropriate mitigation measures shall be put in place by the developer prior to development commencing and be maintained for the duration of development, details of which shall first be submitted to, and approved in writing by, the Planning Authority.

Reason: To protect and enhance nature conservation from construction activities.

14 **Surface Water Drainage**

Any details pursuant to Condition 2 above shall include full details of surface water drainage provision within the relevant Phase or sub-Phase and how that relates to the surface water drainage approach for the site as a whole (which should accord with the principles of Sustainable Urban Drainage Systems (SUDS) and be designed to the standards outlined in the CIRIA Manual and Sewers for Scotland Fourth Edition, or any superseding guidance prevailing at the time). This shall also detail updated greenfield run-off rates to reflect the details of the proposed development.

Thereafter, only the approved details shall be implemented and all surface water drainage provision for the relevant phase or sub-phase shall be completed prior to the occupation of the relevant phase or sub-phase.

Reason: In the interests of amenity, to protect and enhance the natural environment, protect the water environment and prevent pollution.

15 **Surface Water Drainage Maintenance**

The development shall not be occupied until details of the relevant person or party responsible for the maintenance of the on-site surface water drainage system have been provided to the Planning Authority. For the avoidance of doubt any part of the surface water drainage system not vested by Scottish Water or another responsible authority shall remain the responsibility of the developer and maintained in line with the scheme to be approved.

Reason: To ensure that the surface water drainage system is maintained by an appropriate party and that the party responsible for maintenance can be easily identified should any issue arise.

16 **Operational Noise Assessment**

Any details pursuant to Condition 2 in so far as it relates to the construction and operation of the school and the sports pitch shall include an operational noise assessment. The assessment shall be carried out by a suitably qualified and competent person and shall assess the likely impact of noise emanating from the development on neighbouring properties. Furthermore, the following should comprise part of the assessment:-

- i. A description of the proposed development in terms of noise sources and the proposed locations and operating times of the same;
- ii. 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;
- iii. A detailed plan showing the location of noise sources, noise sensitive premises and survey measurement locations;
- iv. A survey of current ambient (LAeq) and background (LA90) noise levels at appropriate locations neighbouring the proposed site;
- v. 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 provided; and
- vi. An assessment of the predicted noise levels in comparison with relevant standards.

Development shall progress in accordance with the approved Noise Impact Assessment and all approved mitigation measures shall be implemented prior to the first occupation/use of the development, or as otherwise may be agreed in writing by the Planning Authority.

Reason: In the interests of amenity.

17 **Noise**

All plant, machinery and equipment associated with ventilation, air-conditioning, heating and refrigeration or similar mechanical services, including fans, ducting and external openings shall be installed, maintained and operated such that any operating noise complies with Noise Rating Curve 20 and details and a noise assessment of each installation will require to be submitted for the written approval of the planning authority.

Reason: In the interests of amenity.

18 **Waste Management**

Any details pursuant to condition 2 above shall be informed by and include a Waste Management Strategy for each phase or sub-phase. This shall detail the approach to sustainable waste management in the operational of all aspects of development with identification of bin stores, bin collection points, and refuse vehicle collection routes in each phase or sub-phase. Thereafter the development shall be carried out in accordance with the approved details and maintained in perpetuity.

Reason: In the interests of amenity, to manage waste and prevent pollution.

19 **Construction Management Plan**

Any details pursuant to Condition 2 shall include a Construction Traffic Management Plan (CTMP). This shall be developed in conjunction with Dunvegan Primary School. It shall include

- No Heavy Goods Vehicle (HGV) traffic movements or deliveries to the site during school pick up or drop off times for Dunvegan Primary School.
- Details of the HGV movements proposed along the construction routes (including to quarries where these routes are along the local public road network.)
- A suitable contact name and number for the public and the Council to use in case of any concerns about Traffic Management.
- A vacuum road sweeper shall be provided if required by the Council due to mud or dust arising from the site or the construction vehicle movements it generates.

The approved Construction Traffic Management Plan shall be implemented prior to development commencing and remain in place until the development is complete.

Reason: In the interests of road safety, to limit the impacts on the local road network and to limit the amenity impacts of the construction phase of the development on local residents.

20 **Car/ vehicle parking**

Any details pursuant to condition 2 above shall include access, parking and turning areas provided in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments. For the housing element of the scheme this shall include

- The proposals for turning of servicing vehicles for the housing as reversing out onto the school road is not acceptable.
- A statement including the consideration of the road safety impact and acceptability of the shared use proposals prepared by a professional engineer with suitable experience of road safety.
- Confirmation of the maintenance proposals for the shared access and parking areas.

The approved details shall be provided prior to first occupation of the element of the development to which it relates, and thereafter being maintained for this use in perpetuity.

Reason: To ensure an appropriate access is provided and there is an adequate provision of parking and turning facilities.

21 **Cycle Parking**

Any details pursuant to condition 2 above shall detail covered cycle parking spaces provided and formed in accordance with The Highland Council's Roads and Transportation Guidelines for New Developments. Prior to first occupation of the element of the development to which it relates, and thereafter being maintained for this use in perpetuity.

Reason: To ensure that the proposed cycle parking is safe and secure for use by the public.

22 **School Travel Plan**

Any details pursuant to Condition 2 in relation to construction and operation of the school shall include a School Travel Plan. The plan shall detail the following measures:

- a) The name and contact details of an appointed Travel Plan Co-ordinator;
- b) The proposed objectives and targets for staff and pupils including targets to reduce access being taken to the to the school by staff, pupils and visitors in private cars, encourage access to the school by sustainable and active transport and for avoiding parking overspill onto the adjacent public roads at drop-off and pick up times;
- c) Details of measures to be taken to meet the proposed targets;

- d) Details of monitoring that will be undertaken to measure the success of the Travel Plan against the approved targets;
- f) Details of the reporting of the monitoring of the School Travel Plan, which shall be a minimum of bi-annually from the date of the first occupation of each phase of development. This report shall include details of any further mitigation measures required to ensure the targets in the School Travel Plan can be met.

Thereafter the School Travel Plan shall be implemented prior to first occupation of the school.

The School Travel Plan shall be monitored for a minimum period of 5 years following the first occupation of the development. At the end of the 5 year period if the targets in the Travel Plan have not been met, a scheme of mitigation requires to be submitted to and approved in writing by the Planning Authority.

Reason: To reduce the reliance on private cars and encourage modal shift to sustainable and active transport.

23

Green Space

Any details pursuant to condition 2 above shall include details and full specifications, for the layout, design and construction of green spaces, outdoor sports and recreation facilities that comply with, or exceed, the Highland Council's adopted standards contained within 'Open Space in New residential Development' for that Phase shall be submitted to and agreed in writing by the planning authority. The agreed scheme shall be implemented thereafter to the satisfaction of the planning authority

Reason: In the interests of amenity and to ensure that open space and recreational facilities are in accordance with Council standards.

24

Green Space – maintenance

Before the first occupation of each Phase, or sub-Phase, a scheme for the maintenance in perpetuity of all on-site green spaces and/or sports facilities, features or parts of the development that are not the exclusive property of any identifiable individual house owner such as communal parking areas, the common entrances to flatted developments and estate lighting, and those elements of surface water drainage regimes not maintained either by the Highland Council or Scottish Water for that Phase of sub-Phase, shall be submitted to and agreed in writing by the planning Authority. The agreed scheme, which shall accord with the Highland Council's adopted standards contained within 'Open Space in Residential Development', shall be implemented thereafter to the satisfaction of the planning authority.

Reason: In the interests of amenity and to ensure that communal infrastructure on the site is maintained in accordance with the Council's standards.

25 **Management of outdoor facilities**

The school development shall not be occupied until a scheme of management for the school playing field, multi-use games area, and any other community facilities within the school has been submitted to and approved in writing by the Planning Authority. This shall include any hours of operation. Thereafter the approved scheme shall be implemented within three months of the first occupation of the school.

Reason: To ensure appropriate access to the community-based facilities in the interests of amenity.

26 **Archaeological works**

Any details pursuant to condition 2 above shall include and be informed by a programme of archaeological work for the preservation and recording of any archaeological features affected by the proposed development. This will include a timetable for investigation, all in accordance with the attached specification which shall require to be submitted for the written approval of the planning authority. All arrangements thereby approved shall be implemented by the applicant/developer at his expense in accordance with the approved timetable for investigation.

Reason: To ensure the protection and/or recording of the historical and archaeological interest that may be found on the site.

27 **Arboricultural Assessment**

Any details pursuant to condition 2 above shall include the submission of the following details in relation to trees within or adjacent to the development site.

- a) An Arboricultural Impact Assessment
- b) A Tree Protection Plan
- c) An Arboricultural Method Statement
- d) Tree planting plan, in compliance with condition 29. This shall detail retention (if practical) of the existing trees along the northern boundary of the school and include additional planting along the northern and eastern boundaries of the school site. The incorporation of native species would be welcomed.

The details shall be undertaken in accordance with BS5837:2012 (Trees in Relation to Design, Demolition and Construction). Thereafter the approved scheme shall be implemented in accordance with the approved details.

Reason: In order to identify tree constraints and establish the developable area of the site.

28 **Tree Protection**

No trees within the application site, other than those which are specifically identified for removal on the approved plans, shall be cut down, uprooted, topped, lopped (including roots) or wilfully damaged in any way, without the prior written permission of the Planning Authority.

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

29 Landscaping

Any details pursuant to Condition 2 for each phase or sub-phase shall include details of a scheme of hard and soft landscaping works related to that phase or sub-phase. Details of the scheme shall include:

- i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;
- ii. Any engineered slopes or retaining walls on the site;
- iii. The maximum depths of fill and cut on the site. Show the top and the toe of all the embankments and cuttings and confirm the maximum slope;
- iv. The earthworks balance on the site (how much fill is to be imported or disposed of off-site) and any proposals for bunds or landscaping using fill from the site;
- v. A plan showing the proposed contours of the proposed road and the housing platforms and where these tie into the existing ground levels;
- vi. A plan showing existing landscaping features and vegetation to be retained;
- vii. The location and design, including materials, of any existing or proposed boundary walls, fences and gates;
- viii. All soft landscaping and planting works, including plans and schedules showing the location, species and size of each individual tree and/or shrub and planting densities, the incorporation of native species would be welcomed.
- ix. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

Landscaping works shall be carried out in accordance with the approved scheme. All planting, seeding or turfing as may be comprised in the approved details shall be carried out in the first planting and seeding seasons following the commencement of that phase of development to which the scheme relates.

Any trees or plants which within a period of five years from the completion of the phase of development to which they relate, die, for whatever reason are removed or damaged shall be replaced in the next planting season with others of the same size and species.

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

30 Landscaping – Sports Pitch

Any details pursuant to Condition 2 in relation to construction and operation of the school shall also include a scheme of hard and soft landscaping works related to the sports pitch. Details of the scheme shall include:

- i. All earthworks and existing and finished ground levels in relation to an identified fixed datum point;

- ii. A plan showing existing landscaping features and vegetation to be retained;
- iii. The location and design, including materials, of any proposed walls, fences, gates, seating, and other landscaping features for the facility;
- iv. The location, type and design, including materials product name and specification, of any proposed play equipment. External lighting and associated safety features (such as ball safety netting) (if required);
- v. All soft landscaping and planting works.
- vi. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works.

Landscaping works shall be carried out in accordance with the approved scheme and completed in accordance with the timescales agreed.

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

31 **Watercourse buffer**

Any details pursuant to Condition 2 shall include a 6m buffer from the top of the bank of any watercourse where no development can take place.

Reason: To ensure access to the watercourses can be maintained for maintenance and in the interest of avoiding impact on the watercourse which has the potential to increase risk of flooding.

32 **EV Charging**

Any details pursuant to Condition 2 shall include and be informed by a scheme detailing the provision electric vehicle charging points. The scheme shall include:

- i. identification of locations for communal electric vehicle charging points serving the school and associated building and any flatted units in the associated phase or sub-phase and located in communal parking areas and these charging point locations are to be made available to The Highland Council or other public body for the installation of the charging point infrastructure;
- ii. the provision of infrastructure, defined as the provision of cabling from the consumer unit within the property to an external point, to allow charging of electric vehicles within the curtilage of each house in each phase or sub phase, where the house has in-curtilage car parking provision;
- iii. a timescale for implementation for infrastructure within each phase or sub phase; and outline detail of a communication pack to be provided to each household on first occupation explaining how they can access electric vehicle charging infrastructure.

The approved scheme(s) shall be implemented in line with the approved timescales.

Reason: To facilitate the move toward the reduction in reliance of petrol and diesel cars.

33 **Peat Management Plan**

Any details pursuant to Condition 2 shall in so far as it relates to the new school and /or sports pitch shall include a finalised Peat Management Plan, this shall include

- i. Details and plans for all peat and soil stripping and excavation and the storage and proposed use and replacement of peat, topsoil and subsoil; and
- ii. A method statement setting out the measures to protect peat during excavation, storage, handling and reuse.

The Peat Management Plan shall take due consideration of the mineral and slope stability of the site identified in the peat landslide risk assessment and shall have regard to the drainage implications of soil movement and storage. The Plan shall be implemented as approved.

Reason: To ensure that a plan is in place to deal with the storage and reuse of peat within the application site.

34 **External Lighting**

Any details pursuant to Condition 2 above shall include details of any external lighting to be used within the site and/or along its boundaries and/or access. Such details shall include full details of the location, type, angle of direction and wattage of each light which shall be so positioned and angled to prevent any direct illumination, glare or light spillage outwith the site boundary. Thereafter the approved details shall be implemented and thereafter maintained in perpetuity.

Reason: In order to ensure that any lighting installed within the application site does not spill beyond the intended target area, does not impact adversely upon the amenity of adjacent properties and does not result in 'sky glow'.

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.

TIME LIMIT FOR THE IMPLEMENTATION OF THIS PLANNING PERMISSION IN PRINCIPLE

In accordance with Section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended), an application or applications for the approval of matters specified in conditions attached to this planning permission in principle must be made no later than whichever is the latest of the following:

- i. The expiration of THREE YEARS from the date on this decision notice;
- ii. The expiration of SIX MONTHS from the date on which an earlier application for the requisite approval was refused; or
- iii. The expiration of SIX MONTHS from the date on which an appeal against such refusal was dismissed.

The development to which this planning permission in principle relates must commence no later than TWO YEARS from the date of the requisite approval of any matters specified in conditions (or, in the case of approval of different matters

on different dates, from the date of the requisite approval for the last such matter being obtained), whichever is the later. If development has not commenced within this period, then this planning permission in principle shall lapse.

INFORMATIVES

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.

Septic Tanks & Soakaways

Where a private foul drainage solution is proposed, you will require separate consent from the Scottish Environment Protection Agency (SEPA). Planning permission does not guarantee that approval will be given by SEPA and as such you are advised to contact them direct to discuss the matter (01349 862021).

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.

Damage to the Public Road

Please note that the Council, under Section 96 of the Roads (Scotland) Act 1984, reserves the right to recover all costs for repairing any damage to the public road (and/or pavement) which can be attributed to construction works for this development.

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>

Protected Species - Ground Nesting Birds

Construction/demolition works have the potential to disturb nesting birds or damage their nest sites, and as such, checks for ground nesting birds should be made prior to the commencement of development if this coincides with the main bird breeding season (April - July inclusive). All wild bird nests are protected from damage, destruction, interference and obstruction under the Wildlife and Countryside Act 1981 (as amended). Some birds (listed on schedule 1 of the Wildlife and Countryside Act) have heightened protection where it is also an offence to disturb these birds while they are in or around the nest. For information please see: www.snh.org.uk/publications/online/wildlife/law/birdseggs.asp

Protected Species - Tree Felling

Any mature trees within the application site which are to be felled, lopped or topped must be surveyed for bats prior to the works being carried out. If a bat roost is identified work must stop and further advice sought from NatureScots area office. It is an offence to interfere with bats and/or their roosts without a license and strict penalties will be applied through the courts where a license has not been obtained.

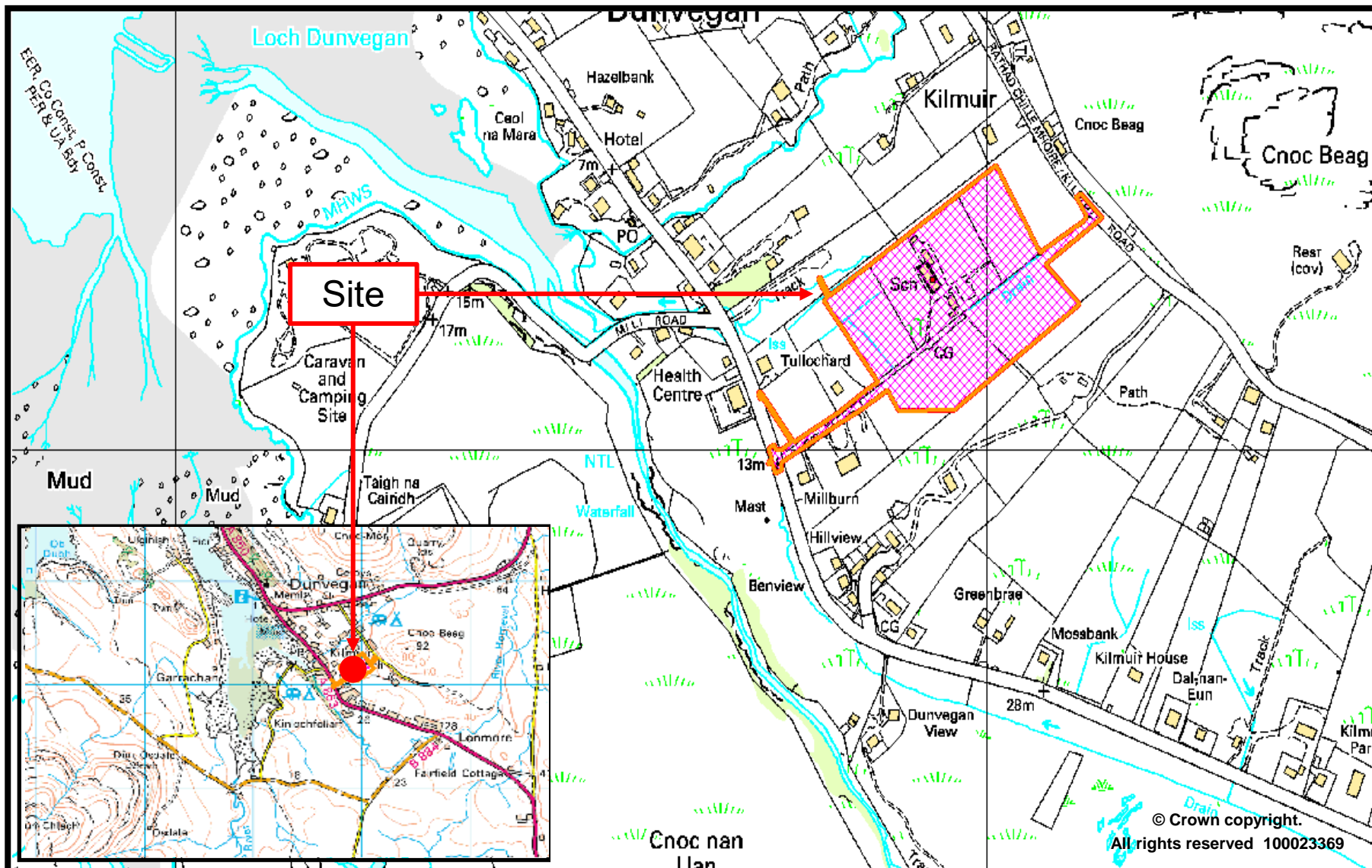
Designation: Area Planning Manager - North

Author: Alison Harvey

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

Relevant Plans:

Document Type	Document No.	Version No.	Date Received
LOCATION PLAN	848-001		02 Apr 2022
PROPOSED SITE LAYOUT PLAN	848-010		02 Apr 2022
BLOCK PLAN	848-021		02 Apr 2022
ROAD LAYOUT PLAN	848-022		02 Apr 2022
ROAD LAYOUT PLAN	848-023		02 Apr 2022



The Highland Council
Comhairle na Gàidhealtachd

Planning and Development Service

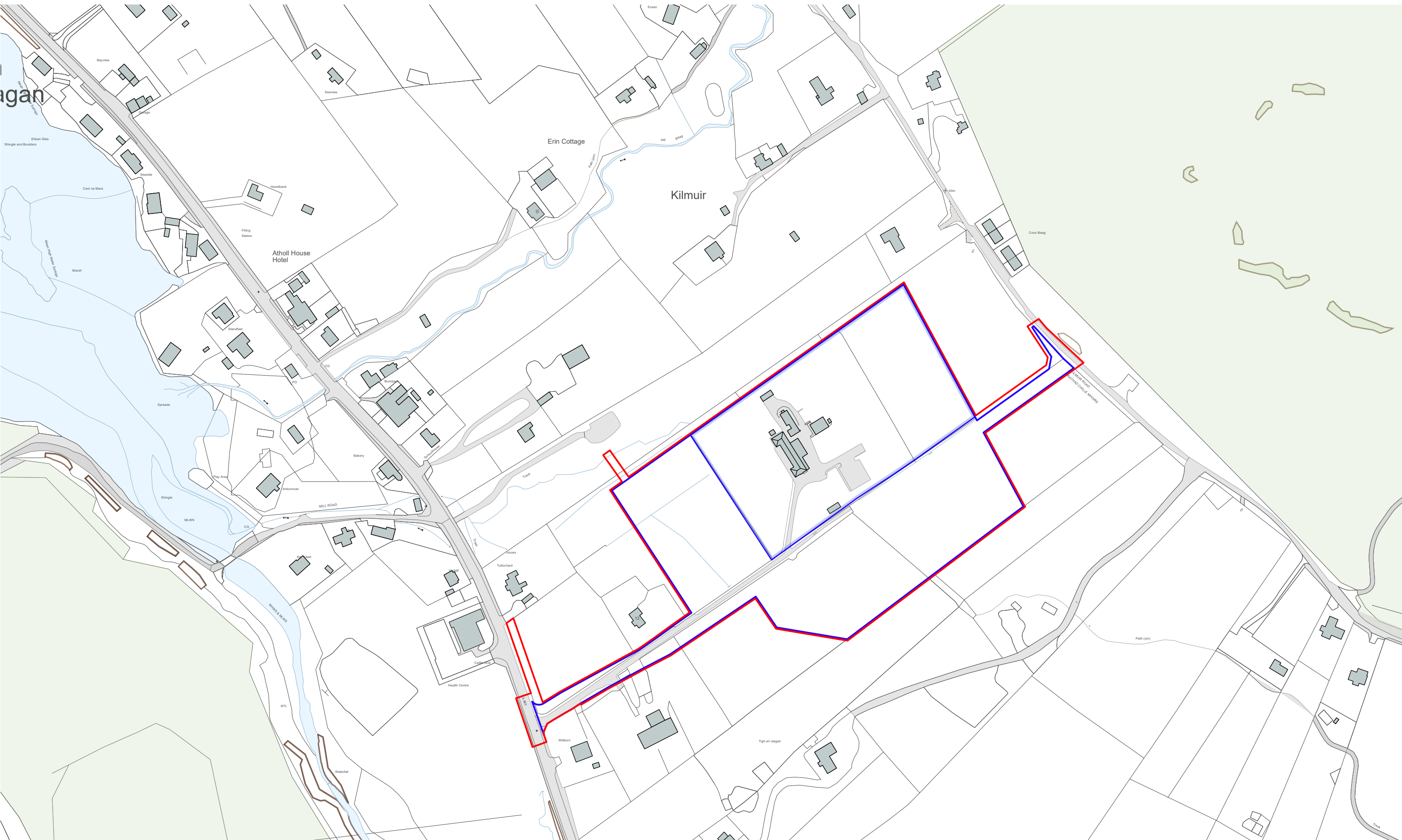
Location Plan
21/04788/PIP

Mixed Use Masterplan comprising 16 residential units, primary school, outdoor sports facilities and ancillary infrastructure

April 2022



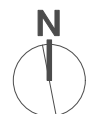
Scale:



Site Address: Dunvegan Primary School, Kilmuir Road, Dunvegan, IV55 8GU

- Dunvegan School title boundary
- Land to be acquired by the applicant
- 4.94ha Land affected by Planning Application for a combined school and housing masterplan

1 Location Plan
Scale: 1:2500



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DRAWING SET
PLANNING

DRAWING TITLE
MASTERPLAN - LOCATION PLAN

DRAWING NUMBER
848_001

SCALE
1:2500 @A3

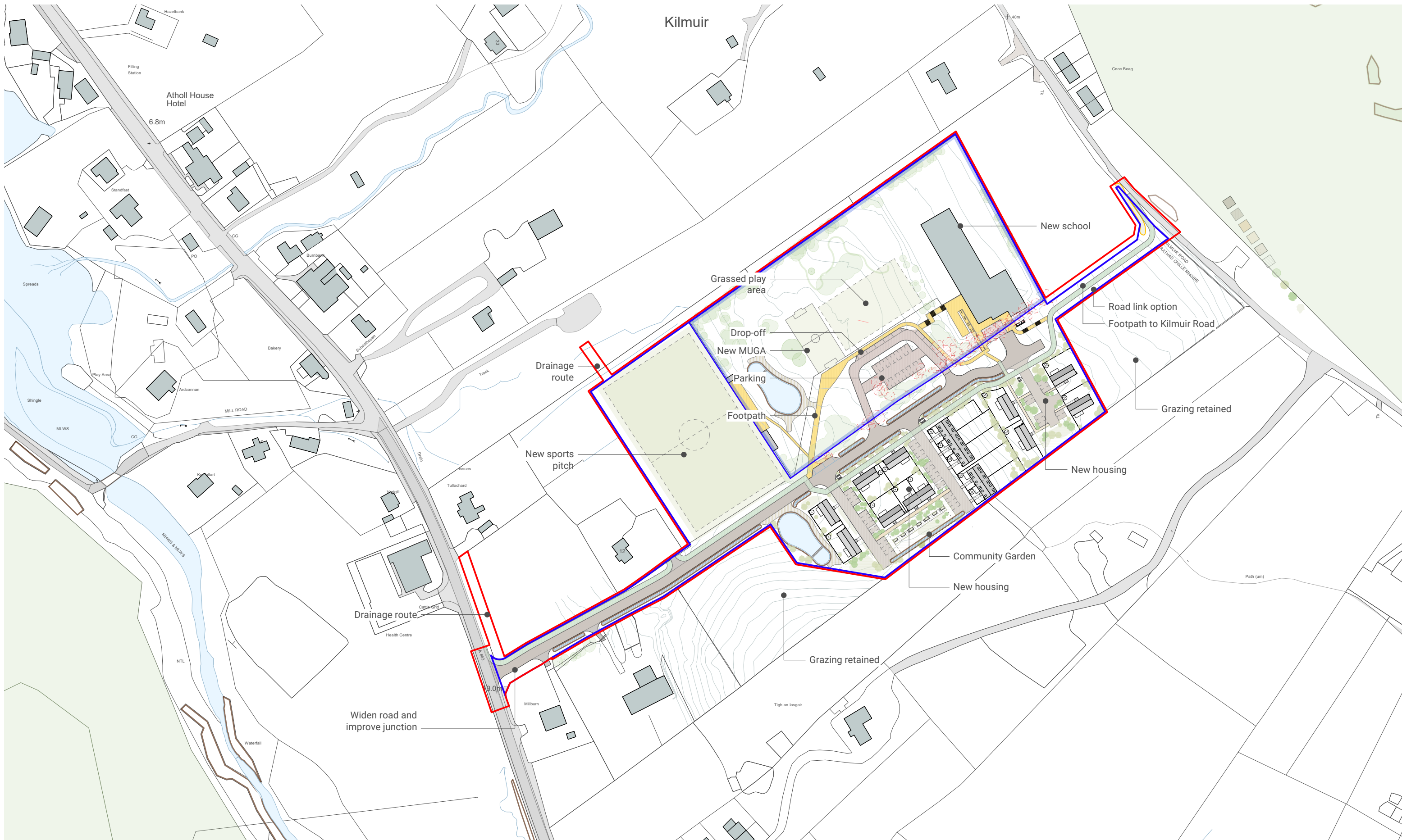
CLIENT
848_THC

DRAWN BY
IH

DATE
10 MAY 2019

Rev	Rev Date	Note
A	31/03/2022	Drainage red line revised

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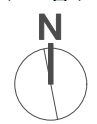


Site Address: Dunvegan Primary School, Kilmuir Road, Dunvegan, IV55 8GU

- Dunvegan School title boundary
- Land to be acquired by the applicant
- Land affected by Planning Application for a combined school and housing masterplan (4.94ha)

1 Site Plan
Scale: 1:2000

0 20 30 40 50 60 70 80 90 100 M



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DRAWING SET
PLANNING

DRAWING TITLE
MASTERPLAN - PROPOSED SITE PLAN

CLIENT
848_THC

DRAWING NUMBER
848_010

DRAWN BY
IH

A 31/03/2022 Drainage red line revised

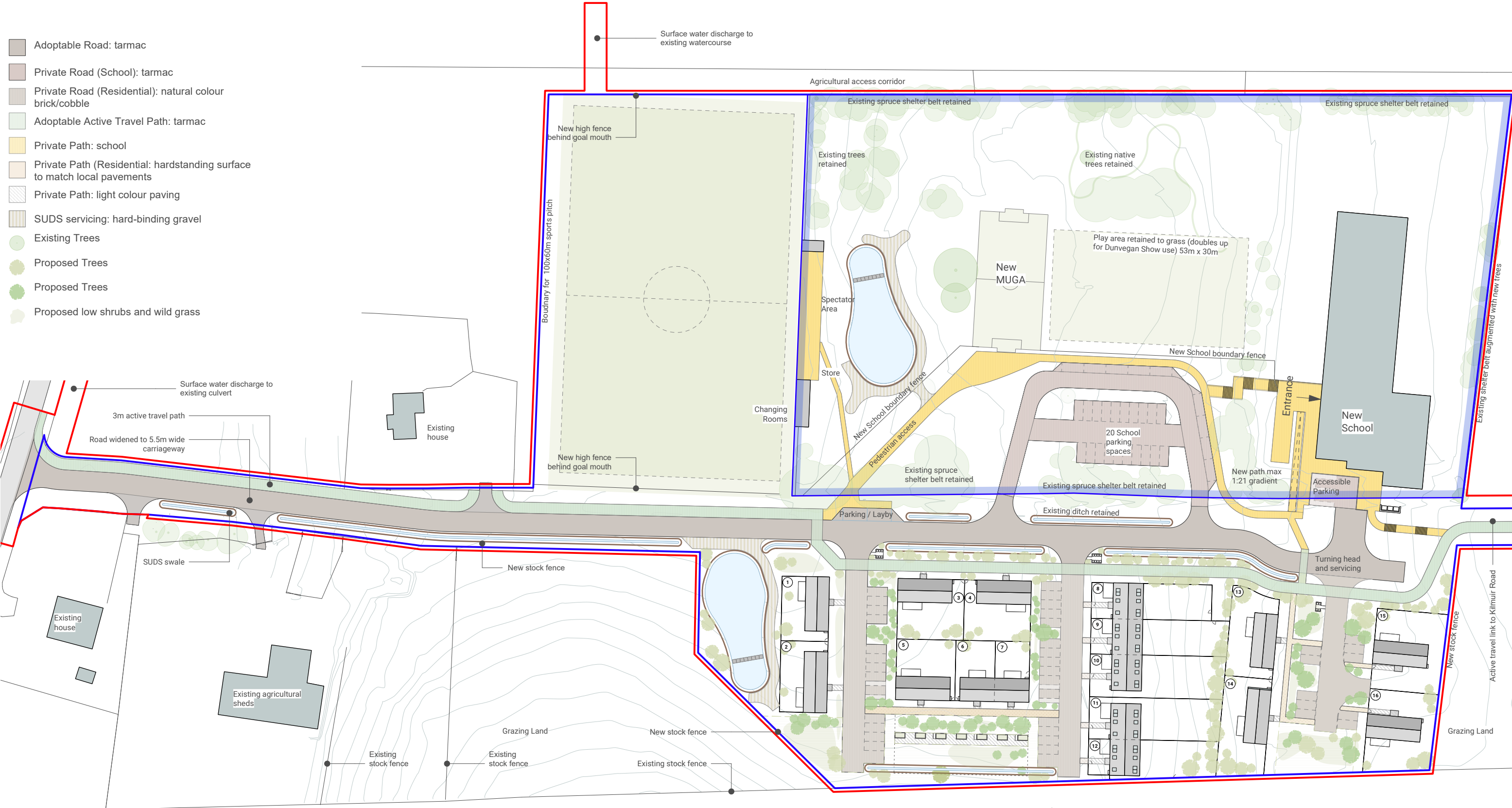
SCALE
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DATE
22 FEB 2021

Rev Rev Date Note

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- Adoptable Road: tarmac
- Private Road (School): tarmac
- Private Road (Residential): natural colour brick/cobble
- Adoptable Active Travel Path: tarmac
- Private Path: school
- Private Path (Residential: hardstanding surface to match local pavements
- Private Path: light colour paving
- SUDS servicing: hard-binding gravel
- Existing Trees
- Proposed Trees
- Proposed Trees
- Proposed low shrubs and wild grass

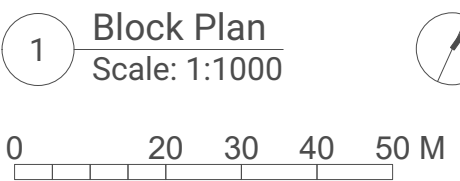


SCHEDULE OF ACCOMMODATION AND PARKING

NEW SCHOOL School Building = approx 1600m ² Parking Spaces = 29 Accessible Parking Spaces = 2	MUGA Parking Spaces = 2
SPORTS PITCH Parking Spaces = 29 (shared with school) Accessible Parking Spaces = 2	HOUSING 16No. Units Parking Spaces = 34 Accessible Parking Spaces = 2
	COMMUNITY GARDEN Parking Spaces = 2

ELECTRIC CAR CHARGING STRATEGY
HOUSING
4no outside sockets attached to houses (1no per house with allocated parking).
3no charge points (10% x unallocated parking).
In addition conduits to be installed to facilitate retrofit cabling to 50% of all parking spaces.

SCHOOL
3no. charge points (10% of all parking)



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DRAWING SET
PLANNING

DRAWING TITLE
MASTERPLAN - BLOCK PLAN

DRAWING NUMBER
848_021

SCALE
1:1000 @A3

CLIENT
848_THC

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IH

DATE
10/07/2020

A	31/03/2022	Drainage red line revised
Rev	Rev Date	Note

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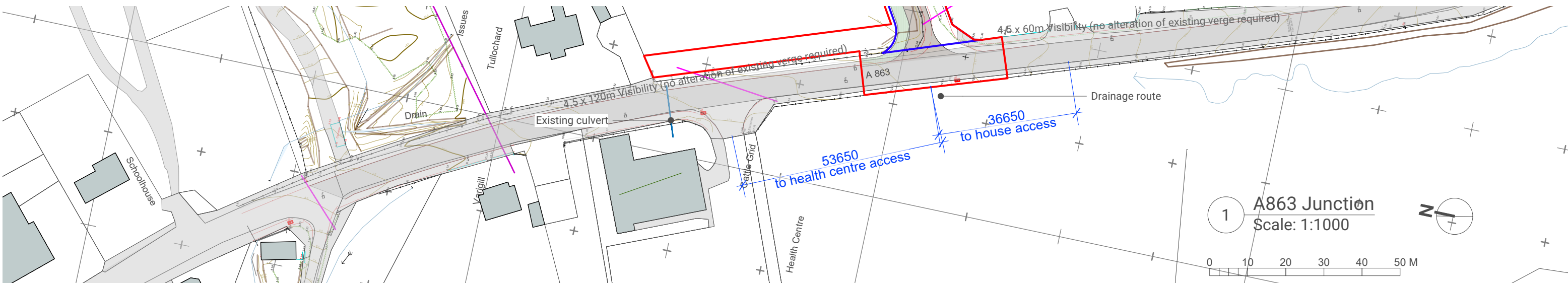
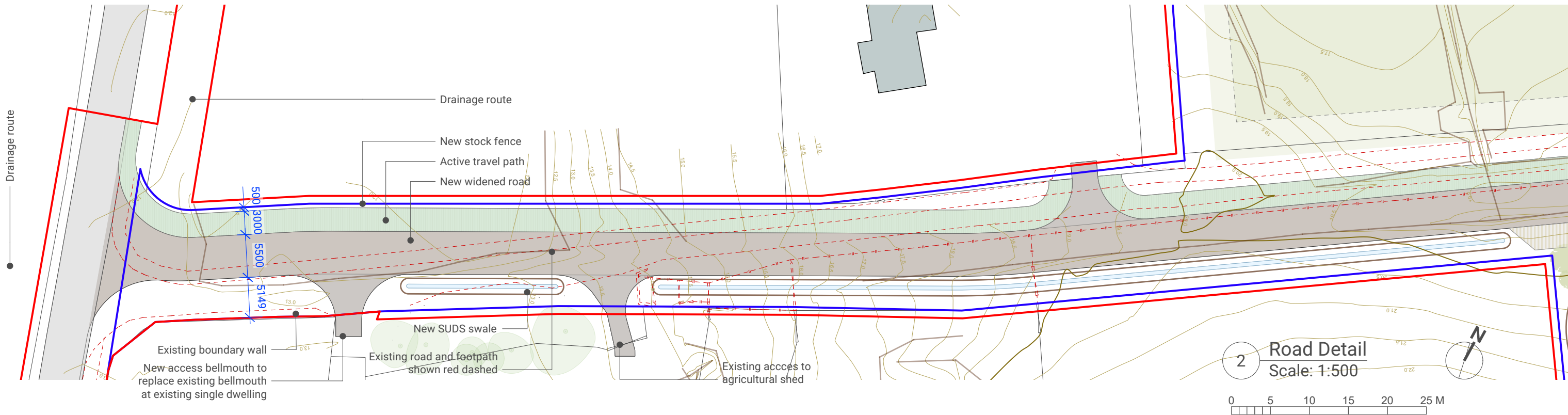


Visibility to the south

Approaching the junction looking to the south

Approaching the junction looking to the north

Visibility to the north



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DRAWING SET
PLANNING

DRAWING TITLE
MASTERPLAN - ROAD (LOWER)

DRAWING NUMBER
848_022

SCALE
1:1000 @A3

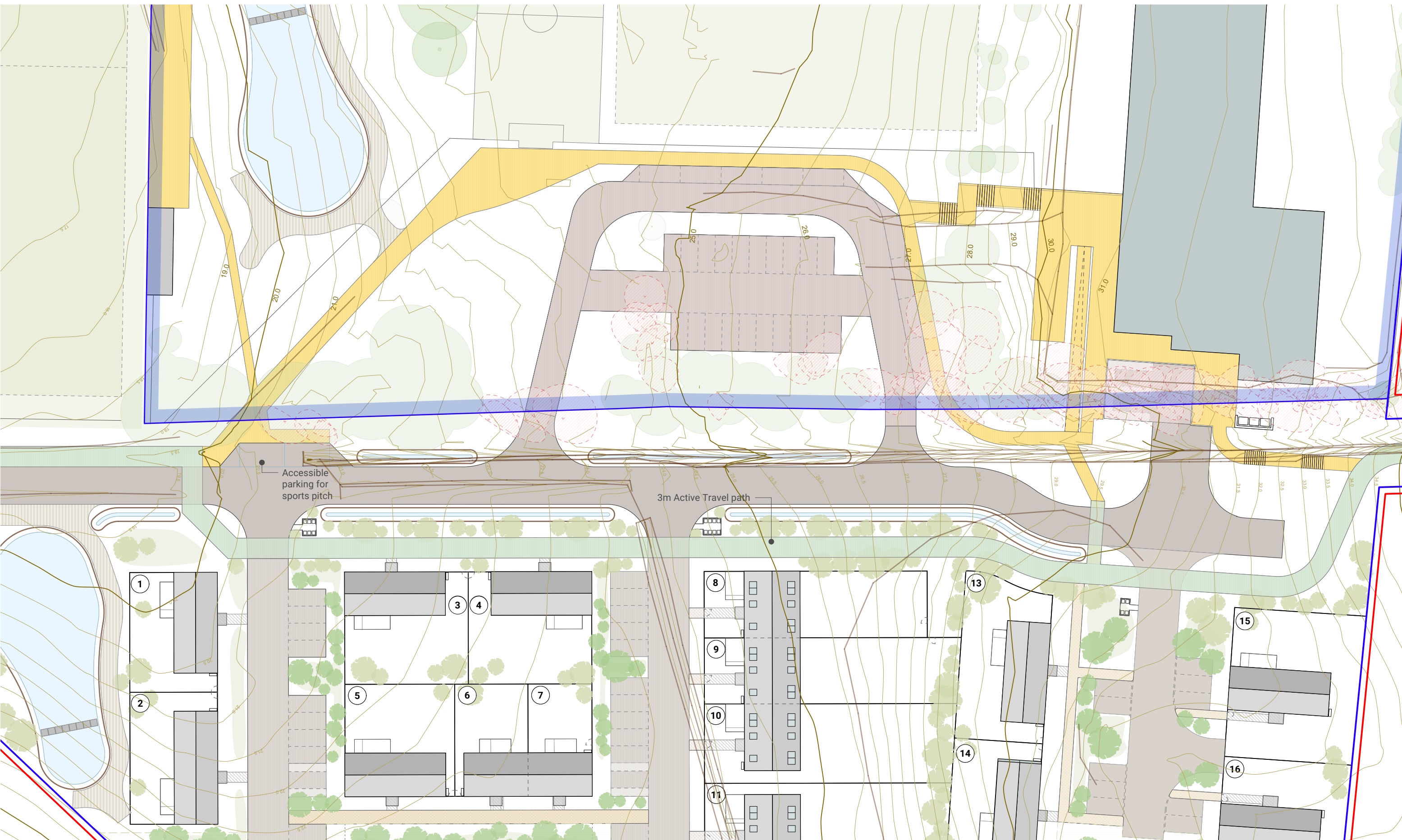
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DRAWN BY
IH

DATE
10/07/2020

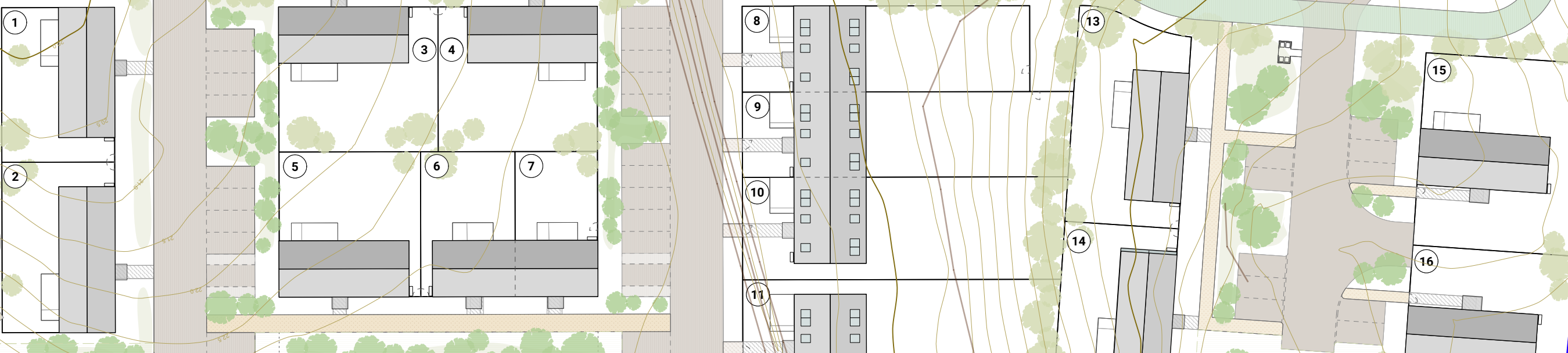
Rev	Rev Date	Note
A	31/03/2022	Drainage red line revised

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Accessible parking for sports pitch

3m Active Travel path



1 Road Layout (Upper)
Scale: 1:500



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DRAWING SET
PLANNING

CLIENT
848_THC

DRAWING TITLE
MASTERPLAN - ROAD (UPPER)

DRAWING NUMBER
848_023

DRAWN BY
IH

SCALE
1:1000 @A3

DATE
10/07/2020

Rev	Rev Date	Note
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