

Robert Campbell
c/o Dualchas Architects Ltd

Please ask for: Alison Harvey

Direct Dial: [REDACTED]

Email: majorpreapps@highland.gov.uk

Our Ref: 21/01483/SDR

Date: [REDACTED]

Dear Sir/Madam

**STREET DESIGN REVIEW SERVICE - 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 AT
DUNVEGAN PRIMARY SCHOOL, COLBOST, DUNVEGAN, ISLE OF SKYE, IV55 8GU**

Thank you for using the Street Design Review Service.

Please find attached the Street Design Review Advice Pack for 21/01483/SDR, Dunvegan Primary School, Colbost, Dunvegan, Isle of Skye, IV55 8GU.

We hope you have found the process useful. In order to continue to effectively develop our service we would appreciate any feedback you have on our process for delivering Street Design Review advice. We would appreciate it if you could fill in and return the attached feedback form.

If you have any further questions regarding the information provided, please do not hesitate to contact us.

Yours faithfully

Tracey Urry

**Head of Service
Planning, Environment & Low Carbon Transport**

Reference no:	21/01483/SDR	Date of Issue:	████████████████████
Proposal:	Demolition of existing school, design and build of new school including drop-off and parking. Provision of 15no units of affordable housing	Address:	Dunvegan Primary School Colbost Dunvegan Isle of Skye IV55 8GU
Case officer:	PREMAJ Application	Email and phone no:	majorpreapps@highland.gov.uk
Confidentiality Requested			

This pre-application advice has been specifically prepared for Robert Campbell as the applicant and Dualchas Architects Ltd as the agent for the proposed development at Dunvegan Primary School, Colbost, Dunvegan, Isle of Skye, IV55 8GU

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Demolition of existing school, design and build of new school including drop-off and parking. Provision of 15no units of affordable housing. Upgrade to existing access road and junction to adoptable standard. New adoptable road to serve both school and housing. New active travel link to Kilmuir Road.
Summary of Key Issues
<p>The advice given in the SDR should be read alongside that given in 20/02924/PREMAJ and 19/02221/PREMAJ which address the planning requirements. The planning proposal requires amendment to the layout to ensure it is broadly aligned with the Council's requirements for Road Construction Consent. The following key points should be addressed:</p> <ul style="list-style-type: none"> • Main active travel route to the school to 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 school bus drop-off areas required (however it is acknowledged that levels are difficult on the site).
- Servicing of the school may require reversing and if so then 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 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 practical refuse collection requirements that 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 (or appropriate relaxations as discussed)
- Confirm appropriate SUDS proposals and outfalls for the road, for the school and for the housing elements including the maintenance regimes for the proposed infrastructure.
- 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.

Workshop - Street Design Issues

In attendance:

Alison Harvey – Planning, Highland Council

Andy Hume – Waste Management Officer, Highland Council

Anne Cowling – Landscape Officer, Highland Council

Clare Kemsley – Principal Architect, Highland Council

Derek Thomson – Section Leader, David Narro Associates

Iain McIvor – Director of Investment, Lochalsh and Skye Housing Association

Iain Moncrieff – Roads Operations Manager, Highland Council

Ian Hall – Architect, Dualchas

Jane Bridge – Senior Engineer, Transport Planning, Highland Council

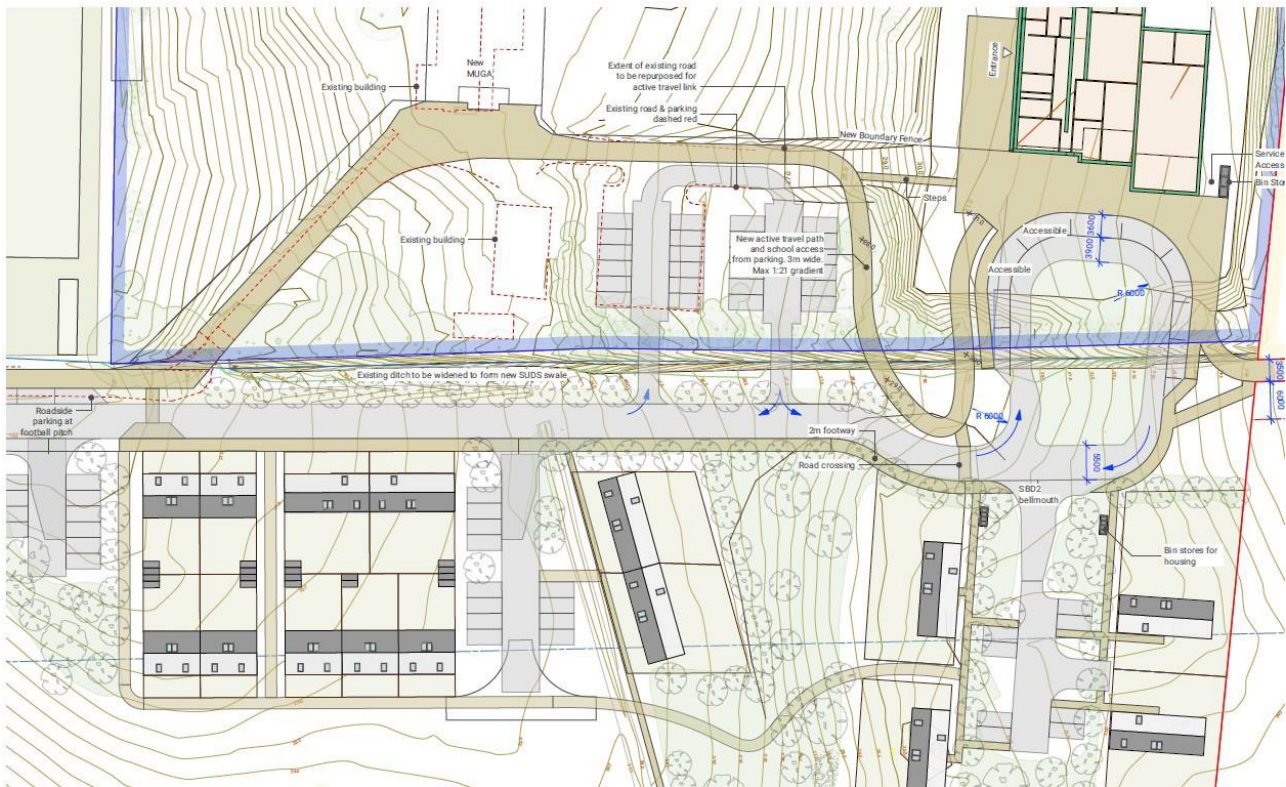
Karen Giles – Senior Transport Officer, Public and School Transport, Highland Council

Matthew Hilton – Urban Designer, Highland Council

Ross Bartlett – Technician, Road Safety Team, Highland Council

Ryan Sutherland – Architectural Technician, Highland Council

Layout of School tables for discussion (extract from drawing 912_021 Rev E dated 29/04/21).



Notes from topics discussed to assist developer in refining layout design and submitting appropriate supporting information for a full planning application:

1. Walking Wheeling and Cycling Route to the School

THC asked for alternative layout of routes to be considered to include:

- Main active travel route adjacent to new road
- The accessible route made attractive for all users – don't segregate users.
- Designing out steps (or at least make them secondary -if it is necessary to retain make them generous – current proposals appear too narrow).
- Raised tables where route crosses vehicular accesses. Minimise these conflict points.

2. School Buses and Taxis Pick Up / Drop Off

Transport Statement to address safety aspects (reversing a hazard hence desire for turning circle or looped access). THC asked for alternative layout of route to be considered to include

- Use existing vehicular access route, provide drop off on this loop and continue with exit onto new road.

- b) Not mentioned at workshop but consideration could be given to drop off on footway of new road in front of school with turning loop for road beyond this and not in school grounds.

3. School Servicing

Reversing is a safety hazard. Waste collection and kitchen servicing need servicing with large vehicles. Not practical to use loop due to level difference and requirement for deliveries. THC asked for alternative servicing layout to be considered to include:

- a) Servicing via short section of reversing from a turning facility (turning head or circle) for the new public road. Children to be segregated from the access area required for reversing.

4. School Pick Up and Drop Off

Transport Statement required to inform the number of spaces required for pick up and drop off. THC asked for alternative layouts to be considered to include:

- a) Use of existing vehicular access route with looped route exiting onto new road.
- b) If parents are using drop off laybys on the new road where will they turn? Are there safety implications?
- c) Conflict with residents shall be considered and minimised in the design.
- d) Parking for nursery school rather than drop off, these children are escorted to the classroom. Route from parking area to entrance should be accessible / suitable for buggies.

5. School Parking and Parking for the Pitch

- a) Transport statement required to inform the number of spaces required.
- b) As noted above nursery drop off requires parking and an accessible route to the school entrance.
- c) All parking requires an active travel route to the school entrance.
- d) As noted above the conflict of entrance /exits with main active travel route should be minimised. The interaction with school transport should be considered (and minimised with priority given to school transport if practicable and safe).
- e) Consideration to be given to parking for the pitch; how it will be managed (will it conflict with the school pick up and drop off?) This includes some disabled persons parking.

6. Housing Block Structure and Street Design

THC requested alternative layouts to be considered to include

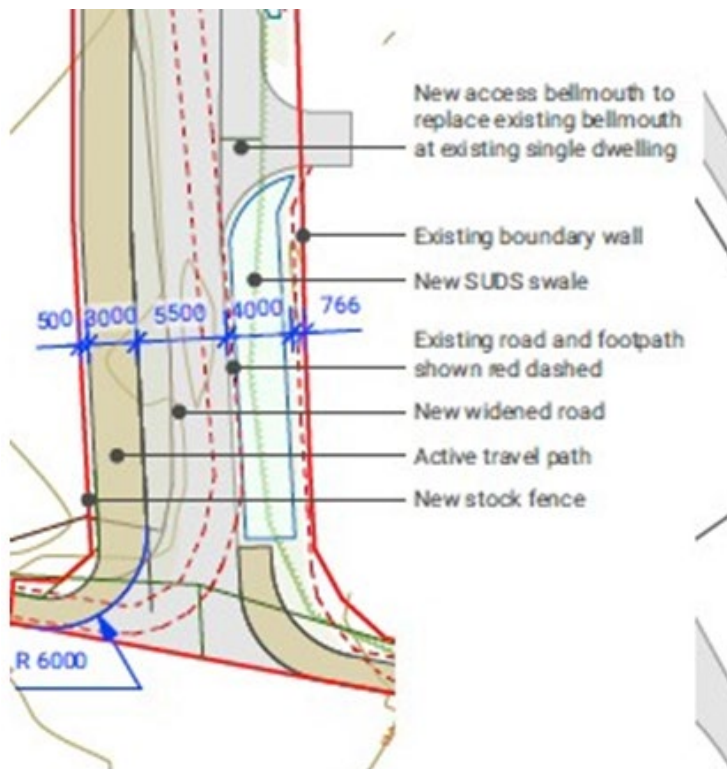
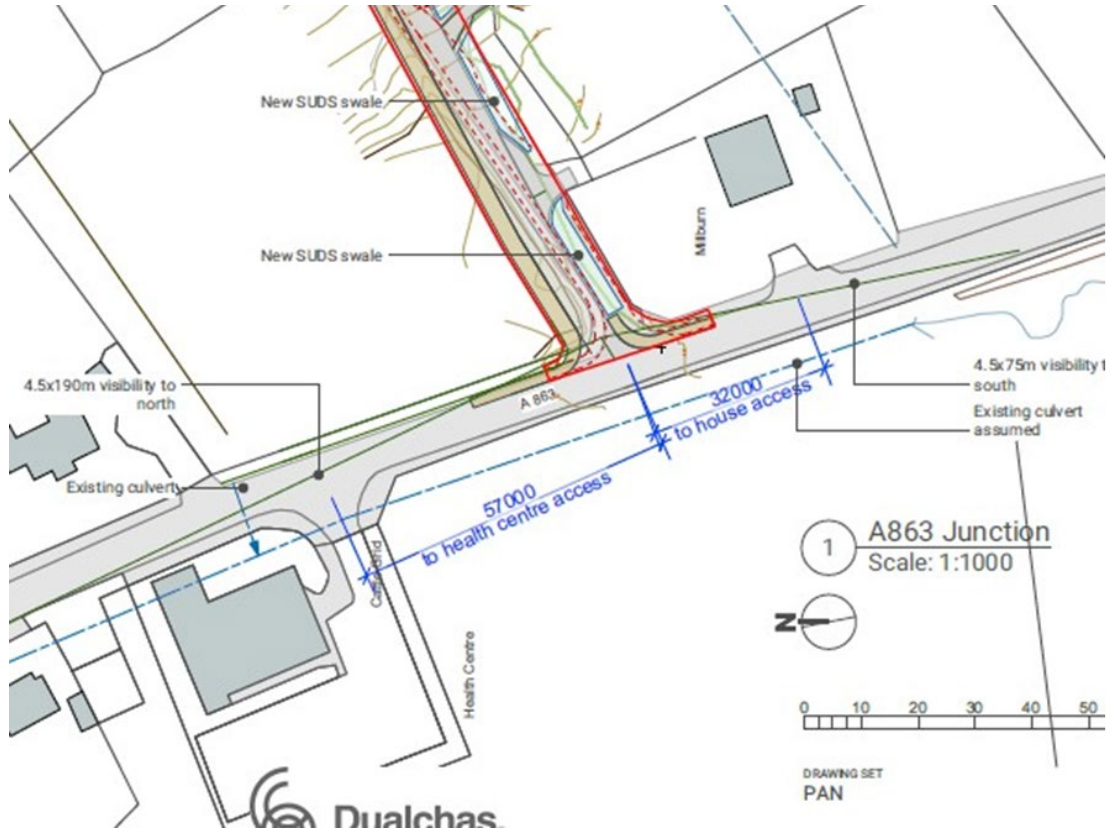
- a) Redesign of the block so that parking against the gable end is not the first impression of the new residential development.
- b) Active gable end and provision of courtyard parking.
- c) Sketch from Matthew attached below showing some possibilities.
- d) Parking areas and the turning heads at the end are not likely to be adopted so refuse collection will be required from the proposed new road. The design team confirmed that these turning heads are required for emergency access as it is too far for the fire engines to reverse. In developing the housing layout its relation to the public road and the routes from the houses to the road needs to be considered. Details of where and how the bins will be stored and collected are required. Given the concentration of housing without direct frontage onto the road appropriate hardstanding space to store the bins for kerbside collection with reasonable carry distances and that do not block visibility /cause amenity issues are required.
- e) Notwithstanding the above there is a need to ensure that there is meaningful amenity space for the properties as well as parking and road.
- f) As a general point regarding the road design; the boundary between the public road and the private school land/development should be clearly defined.

Planning is keen to continue dialogue with the application and their Agents regarding design as the scheme progresses.



7. Junction and Surface Water Drainage and Suds

Junction layout (extracts from drawing 912-022 rev F dated 29/04/21)



- a) Developer requested some assurance regarding extent of red line boundary. THC noted difficult to give at this stage; geometry complies with Council Guidelines for a main residential street/distributor road in terms of radii. Swept paths will be required. Given use by school children overhang of the footway by larger vehicles should be minimised.
- b) The standard visibility requirement is 4.5x90m. (Some relaxation may be acceptable given that this is an urban area with moderate traffic flows and there is an existing junction – minimum 2.4x90m or as existing whichever is larger). Confirm the actual visibility which can be achieved on site.
- c) THC highlighted concerns about drainage outfall requirements and the extent of any suds that may be required.
- d) THC explained that as a new road is being proposed the surface water drainage requirements will need to be formalized with a discharge to a recognised drain/watercourse and identification of who maintains this infrastructure, that it is suitable to accept the discharge and that there are no flooding issues related to it. Permission of person responsible for the drain may be required and advice from Flood team advisable once a discharge point has been identified. There appears to be a culvert of a minor watercourse downstream of the existing access on the opposite side of the road which may have been the original greenfield run off outfall for the lower section of the site.
- e) Developer confirmed that a separate outfall / suds system proposed for upper part of the site (housing, school, and road).

8. Miscellaneous

- a) For both the school and the housing sites the levels are challenging. Proposed and existing level information, gradients of routes, sections and extent of earthworks will be required to support the submission.
- b) The developer asked for some clarification on requirement for street lighting. THC confirmed that starting point is that for the road and any safe route to school remote path lighting would be required (and surfacing for the path). If the community have strong concerns about dark skies, then more detailed consideration is possible. There is street lighting along the A863 and A850 – lighting appears necessary along the new road. However, there is no lighting along the Kilmuir Road and so the issue of lighting for the remote path may be the subject of further discussion with the Road Safety Team and Transport Planning (it was noted that Street Lighting can be installed which only operates on demand.)
Lighting for the internal housing layout – this would be a matter for the housing developer initially. Discussion with the street lighting team is encouraged (it is not strictly an issue for the roads authority as the housing layout and its remote paths and parking areas will not be adopted as public road). Given the dense and urban nature of the layout lighting appears appropriate.

Highland Council

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Outside Agencies		

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If an application is subsequently submitted which fails to take on board advice given by officers, then The Council may refuse it without further discussion with the applicant or their agent.

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It will be for The Council to decide whether information can be treated as exempt from disclosure, and it should be recognised that the thrust of the legislation is to make information accessible unless there is a pressing reason why not. Each case will be assessed on its merits. The passage of time may remove the need for exemption as information becomes less sensitive. Generally, notes and correspondence relating to pre-application discussions will not be treated as confidential once a planning application has been submitted and the case is in the public domain.