

Agenda Item	6.4
Report No	PLN/011/20

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 3 March 2020

Report Title: 19/05003/PIP: Lochalsh and Skye Housing Association
Land 85M South Of 12 Boreraig Place, Broadford

Report By: Acting Head of Development Management – Highland

1. **Purpose/Executive Summary**

1.1 **Description:** Construction of 54 affordable housing units and associated infrastructure

Ward: 10 – Eilean A' Cheò

Development category: Major

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.

2. **Recommendations**

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

3. PROPOSED DEVELOPMENT

3.1 The application is for Planning Permission in Principle for up to 54 residential units, access roads, paths, drainage, landscaping and open space. The proposed development forms phase 4 of the Campbell's Farm Masterplan. The primary access is proposed via Boreraig Place and a secondary access is proposed via Suisnish Place. The access roads were constructed with Phases 2 and 3 of the Campbell's Farm Masterplan. The phases as delivered on the wider site to date and the numbers set out in this application are set out below:

Phase	Unit Numbers	Status	Running Total
1	21	Constructed and occupied	21
2	24	Constructed and occupied	45
3	28	Constructed and occupied	73
4	54	No construction (application subject to this report)	127

3.2 The applicant has undertaken public consultation which included a public exhibition and drop-in session on 26 April 2019 in Broadford Village Hall. Further the applicant attended a meeting of the Broadford Community Council on 29 April 2019 to present the proposed development.

3.3 The applicant utilised the Council's Pre-Application Advice Service for Major Developments in May 2019. The advice summary was:

WestPlan states that any developer wishing to activate a long term site before such a review of the Plan would have to argue an exceptional case for its "early" development. This case would need to demonstrate that the alternative, allocated, "short term" sites are not effective and/or sufficient. As the proposed site forms part of a larger expansion site (BF03), the applicant should also provide information on how the proposed scheme will fit with future phases of development on BF03.

The proposal offers the opportunity to deliver a substantial quantity of housing, including affordable housing, and provides an opportunity to deliver a high quality development. It must however be delivered with a holistic approach to the allocated land within WestPlan. Support for the proposal is dependant on the whole scheme demonstrating that it does not undermine the delivery of the allocated sites within WestPlan or the remainder of the wider expansion site.

3.4 The application is supported by the following supporting information:

- Pre-Application Consultation Report
- Design Statement, including Masterplan;
- Drainage Impact Assessment;
- Transport Statement;
- NVC Survey and Protected Species Report;
- Site Investigation Report;

- Waste Strategy;
- Wet Woodlands Recommendations Report.

3.5 Variations: A number of variations have been made to the application to address matters raised by consultees, the case officer and representations:

- Provision of safeguards for access to potential future phases of development;
- Establishment of a principle of access to the proposed site for a new Primary School off Boreraig Place;
- Provision of additional and extended active travel and recreational links to/from and within the site;
- Provision of a revised safer route to Broadford Primary School;
- Modifications to the proposed location of the open space; and
- Changes to the indicative location of houses to address matters related to sense of place and Designing Streets principles.

4. SITE DESCRIPTION

4.1 The site comprises the fourth phase of the Campbell's Farm Masterplan and is located to the south of existing properties in Boreraig Place (Phase 2) and Suisnish Place (Phase 3) of the wider development. Broadford Primary School is located to the north east of the proposed development site.

4.2 The development site undulates with a slope generally from south west to north east. Wet woodlands run through the centre of the site. A drainage ditch runs along the northern boundary of the site and a further drainage ditch down the centre of the site. A watercourse Allt A' Bhraicidh forms the western boundary of the site.

4.3 There are no natural or cultural heritage designations covering the site.

4.4 As is the case on a number of sites in Skye, the land comprises of wet rough moorland. The peat and topsoil on the site vary in depth between 0.2m and 0.8m. Groundwater Dependent Terrestrial Ecosystems (GWDTEs) are present on the site with the dominant NCV community being M15b Wet Heath.

4.5 There are largely open views from the site across Broadford and across the Inner Sound. The site is not covered by any national, regional or local landscape designations. The site lies within the Farmed and Settled Lowlands Landscape Character Type as identified by Scottish Natural Heritage.

5. PLANNING HISTORY

5.1	19/01141/PAN -Construction of 54 affordable housing units and associated infrastructure	Closed	04 June 2019
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6. PUBLIC PARTICIPATION

6.1 Advertised: Unknown Neighbour
Date Advertised: 29 November 2019

Representation deadline: 13 December 2019

Timeous representations: 0

Late representations: 0

7. CONSULTATIONS

7.1 **Broadford and Strathy Community Council:** did not respond to the consultation.

7.1 **THC Development Plans Team:** do not object to the application. It clarifies that the site was identified as a long term site within the plan due to the significant infrastructure investment in the site, as it is not inbye croft land, it being centrally located and close to amenities. It considers that the need for delivery of affordable housing within Broadford presents a robust rationale for the site coming forward for development in the short term. The response outlines matters which require to be taken into consideration in relation to placemaking principles, this includes: street design; building layout; parking; open space; and design. It identifies that developer contributions are required to the provision of a new community hub as part of any new primary school within Broadford.

7.2 **THC Flood Risk Management Team:** do not object to the application. Based upon the submitted information it is content that the flood risk to the properties within the development is low from the Allt a' Bhraicidh. It highlights that further details of the restoration proposals for the two watercourses will be required and request that this is secured by condition. It is satisfied with the findings of the Drainage Impact Assessment and requests a condition to secure the details of the drainage design, inclusive of details of cut off ditches to intercept the water from above the site.

7.3 **THC Transport Planning:** do not object to the application following the submission of further information and clarifications related to: the street hierarchy, proposed active travel and recreational connections; and drainage.

It sets out that the traffic increase during the PM peak is 30 vehicles per hour on the trunk and local road networks. This is considered a significant increase above the baseline but have set out that Glen Road is designed to accommodate the increase in traffic and capacity issues are not anticipated.

The developers commitment to facilitating the delivery of a controlled crossing of the A87(T) is welcomed to encourage active travel to the food store within Broadford. Given the length of the current safe route to school, a new safe Route to Broadford Primary School is requested which would connect into the school site through the playing field. The remote access path between the development site toward the Marble Line and onward toward Strath Suardal Way is supported subject to securing the detailed construction details via condition.

To encourage use of public transport, additional bus stops are requested on the A87(T).

The access to the development is considered acceptable by Transport Planning. To facilitate servicing of the development it requests that the access and roads within the development are not private accesses. The indicative layout of the proposed development is considered acceptable.

It is content with the drainage arrangements and supports the comments made by the Flood Risk Management Team. It seeks a condition to ensure that the drainage is built in accordance with Sewers for Scotland 4.

Details of the proposed site levels and associated engineered structures and platforms are requested via condition.

A condition to secure a Construction Traffic Management Plan is recommended. Further conditions related to design, street layout, parking and access to future development areas are requested.

7.4 **Scottish Environment Protection Agency:** do not object to the application subject to conditions. It is content that the masterplan layout avoids the areas of deepest peat on the site and requests a condition to secure areas identified as "Peatland area kept clear" are retained as open space. SEPA request further details of the proposed improvements to the small watercourse to be secured by condition as well as details of the proposed wet woodland planting. Conditions are sought to: ensure that watercourse crossing comprise bottomless culverts or bridges; secure a buffer of at least 6m between the tops of the banks of the watercourses and any built development; and details of the surface water drainage system. It notes that as the site is over 4ha in size, a Construction Site Licence will be required under the Controlled Activities Regulations.

7.5 **Scottish Water:** do not object to the application. It cannot confirm whether there is capacity within the Broadford Water Treatment Works at this time and requests that the developer submits a Pre-Development Enquiry. It sets out that there is currently capacity in the Broadford Waste Water Treatment Works to accommodate the proposed development.

It sets out that the proposal may affect existing Scottish Water assets and highlights that the applicant should identify and potential conflicts and discuss these with the Scottish Water Asset Impact Team.

7.6 **Transport Scotland:** do not object to the application. It has reviewed the Transport Statement and accepts the findings of the statement that the development will not have an adverse impact on the trunk road network. It seeks conditions to secure: a scheme for the design and delivery of a signal controlled pedestrian crossing of the A87(T); provision of two new bus stops with real time information on the A87(T) – one on the northbound carriageway and one on the southbound carriageway; no drainage connections to the trunk road drainage system; submission of a Construction Traffic Management Plan; delivery of wheel cleansing facilities within the site during construction; and provision of a travel plan with proposals to reduce car dependency.

8. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

8.1 Highland Wide Local Development Plan 2012

- 28 - Sustainable Design
- 29 - Design Quality and Place-making
- 30 - Physical Constraints
- 31 - Developer Contributions

- 32 - Affordable Housing
- 34 - Settlement Development Areas
- 51 - Trees and Development
- 55 - Peat and Soils
- 56 - Travel
- 57 - Natural, Built and Cultural Heritage
- 58 - Protected Species
- 59 - Other important Species
- 60 - Other Importance Habitats
- 63 - Water Environment
- 64 - Flood Risk
- 65 - Waste Water Treatment
- 66 - Surface Water Drainage
- 72 - Pollution
- 74 - Green Networks
- 75 - Open Space
- 77 - Public Access

8.2 West Highland and Islands Local Development Plan 2019

Policy 2 – Delivering Development

Within Broadford Settlement Development Area

Allocation BF03 – Long Term Housing

8.3 Highland Council Supplementary Planning Policy Guidance

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

Developer Contributions (November 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)

9. OTHER MATERIAL POLICY CONSIDERATIONS

9.1 Scottish Government Planning Policy and Guidance

Scottish Planning Policy (2014)

National Planning Framework 3 (2014)

Designing Streets (2010)

Creating Places (2013)

PAN 42 Archaeology

PAN 61 Planning for Sustainable Urban Drainage Systems (SUDS)

PAN 68 Design Standards

PAN 74 Affordable Housing

PAN 77 Designing Safer Places

PAN 79 Water and Drainage

10. PLANNING APPRAISAL

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

Determining Issues

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

Planning Considerations

10.3 The key considerations in this case are:

- a) Compliance with the development plan and other planning policy;
- b) Design and layout (including landscaping and open space);
- c) Roads, access and parking;
- d) Impact on the water environment (including SuDS);
- e) Impact on the natural environment (including landscape, protected species and trees);
- f) Amenity impacts;
- g) Impact on Infrastructure (Education and Health);
- h) Any other material considerations (construction impacts).

Development plan/other planning policy

10.4 Development Plan Policy is set out in the Highland-wide Local Development Plan (HwLDP), the West Highland and Islands Local Development Plan (WestPlan), and statutorily adopted supplementary guidance.

10.5 The site is located within the Broadford Settlement Development Area as defined within WestPlan. The site is allocated to meet long term housing need. Policy 2 (Delivering Development) of WestPlan sets out that such sites are not being invited for development within this plan period and allocated sites are expected to be delivered before any long term sites can be considered. The supporting text for Policy 2 (paragraph 1.33) explains that if an applicant wished to bring forward a long term site within the plan period they would have to argue an exceptional case for its "early" development.

- 10.6 The applicant considers that as housing site BF01 (East of Boreraig Place) is now fully built out, infrastructure has been provided to open up the application site and due to a need to deliver affordable housing the site meets an exception case of early release. The position set out by the application is considered as a robust rationale for early release by the Council's Development Plans Team. However, in doing so it requests that linkage to the remainder of the long term site are secured. Through negotiation with the applicant, safeguards for vehicular and active travel linkages to neighbouring sites have been provided. The safeguards and requirement to deliver all services up to the boundary of the site without impediment can be secured by condition.
- 10.7 Out of the remaining sites in Broadford it is considered that this long term site is well located in relation to the current primary school, proposed primary school site and local amenities in the form of shops and services. This is considered to further support the release of this site in advance of completion of other allocated sites.
- 10.8 The Development Plan contains a number of further policy tests that must be taken into account in determining this application; in particular matters related to layout, design, place-making and infrastructure provision. If there are no significant impacts arising from these matters, then the application could be supported.

Design and Layout

- 10.9 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.
- 10.10 The masterplan identifies how the housing, open space and wet woodland could interact with each other through a hierarchy of streets, the use of arrival points, treatments of elevations, and designing vistas into and out of the site. The masterplan has been established through an iterative design process working with the applicant through the pre-application and application stage. In doing so site constraints, proposed landscaping, green networks, Ground Water Dependent Terrestrial Ecosystems, areas of deeper peat, active travel and recreational connections, water environment (including flood risk and drainage), cultural heritage features, service provision, and vehicular connections have been brought together.
- 10.11 The masterplan process has led to an indicative masterplan that has looped layouts for vehicular movement with a number of active travel connections to the Marble Line Footpath and provision of a new safer route to Broadford Primary School. As part of the masterplan, there would be up to 54 residential units on the site. This would be a combination of flats and houses to address the housing need and demand within the housing market area. This level of development would lead to a low-medium density of residential development across the site.
- 10.12 The indicative layout is in accordance with Designing Streets principles, but the details will need to be considered through future applications for matters specified in conditions.

- 10.13 The Design Statement which accompanies the application shows units of no more than two storeys in height. This is not dissimilar to those houses within Suisnish Place which is to the north of the proposed development. It is considered appropriate to ensure the development does not dominate the landscape as viewed from the wider area, that a limit on the height of development within the site is secured by condition.
- 10.14 The proposed development would be delivered across three phases. Phase 4A of the development would include the delivery of the primary access to the site and the surface water drainage infrastructure for the site as well as up to 24 residential units. This phase would also include the servicing of properties within Phase 4B. The remaining phases of development will require to be built out sequentially with the delivery of hard and soft infrastructure at key points within the development. A phasing plan can be required via condition.
- 10.15 The landscape strategy for the site has sought to ensure the setting of any development is of an appropriate quality. The provision of an open space at the main entrance to the development comprising a landscape area and an area of wet woodland along the watercourse has been secured by negotiation. Further the location of an equipped natural play area with a fitness trail, inclusive of balance beams, stepping logs and hanging bars, at the north west of the site alongside the recreational link toward the Marble Line Footpath has also been agreed following negotiation. 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, equipped play areas and open space can be secured by condition.
- 10.16 The indicative masterplan demonstrates an appropriate layout is achievable that addresses good practice in terms of layout and design while addressing the site constraints and the earlier phases of the development. Conditions will be required to secure the matters such as material palette, use of shared spaces, utilisation of soft landscaping, encouraging use of active travel and appropriately designed open space.

Roads, access and parking

- 10.17 Accesses installed through earlier phases of the Campbell's Farm masterplanned development will be utilised to gain access to the site. It is proposed that a secondary access to the development site via Suisnish Place will be designed in a manner which will not be attractive to through traffic. The design of this linkage will follow the principles of a shared space street with appropriate traffic calming. The Transport Planning Team are content with the proposed access arrangements subject to the detailed design being submitted for approval through any future matters specified in conditions application. This should include provision for active travel both into the site and across the site, as now shown on the indicative masterplan.
- 10.18 The proposed development will lead to additional traffic on the local and trunk road networks. The Transport Statement (TS) submitted with the application recognises the increase in traffic on the local road network during the local PM peak time (between 1500 and 1600) will be a significant increase of over 30%. Transport Planning do not consider this accurately reflects the type of traffic movements within

Broadford. It considers that the increase in traffic is more likely to be an additional 54 movements during the local PM peak. This is an increase of 66% and is considered significant. Transport Planning however are content that the local road network has the capacity to accommodate the development and capacity issues are not expected to occur. Transport Scotland consider that if the development is built out in full that the junction between the A87(T) and Glen Road will operate within capacity.

- 10.19 Following negotiation with the applicant through the application process, additional active travel and recreational links have been identified on the indicative masterplan. These will improve connectivity between the proposed development and the Primary School, neighbouring properties, and local amenities within Broadford. In doing so additional pedestrian movements are likely across the A87(T). To ensure the route to local amenities is safe and attractive the specification for the routes will be secured by condition. Further a signal controlled crossing of the A87(T) has been agreed with the applicant. The crossing will require to be designed by the applicant and then delivered in a partnership between Transport Scotland and the developer.
- 10.20 To encourage use of public transport, more two bus stops on the A87(T) are proposed to be secured by condition. These will be required to include Real Time Information services. The developer will be required to agree the specifications for these with Transport Scotland and the Council. A commuted sum for maintenance of the bus stops will also be required. No contribution is required to delivery of additional bus services to serve the proposed development.
- 10.21 If permitted, the development would lead to the loss of an open area in which access rights apply. However, access to the site as a whole would not be lost as a result of the development due to the provision of a network of open spaces within the proposed development.
- 10.22 Any future application will be required to provide details of car and cycle parking in accordance with the Roads and Transportation Guidelines for New Developments. This will be secured by condition.
- 10.23 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. Further a strategy for energy use and sustainability should be considered by the applicant and also secured by condition.

Impact on the water environment (including SuDS)

- 10.24 The applicant's Drainage Impact Assessment has demonstrated to the satisfaction of Scottish Environment Protection Agency and the Council's Flood Risk Management Team that the surface water within the site can be managed. It is agreed that further details of the surface water drainage system and land drainage can be secured by condition.

- 10.24 The proposed drainage solution will include two surface water drainage basins. The Flood Risk Management Team is satisfied that sufficient attenuation is being provided within the site. A final design for the surface water drainage system, inclusive of maintenance and vesting arrangements will be required.
- 10.25 To limit risk of flooding and to allow access for maintenance no development will be permitted within 6m of the top of the bank of the watercourses within the site. This will be a design parameter for the site going forward and can be secured by condition.
- 10.26 In addition, the applicant and SEPA have agreed to enhancements of the existing watercourses within the site to provide a more natural routing. The details of the enhancements can be agreed by condition and will be used to help create the wet woodland area within the centre of the development. In doing so this helps to protect the Ground Water Dependent Terrestrial Ecosystems within the site.
- 10.27 The areas of deepest peat within the site have been avoided in the indicative masterplan. This is welcomed and reduces the environmental impact of the development. These safeguards will be required to be conditioned to ensure that future phases of development take into consideration the peat constraints on the site.

Impact on the natural environment (including protected species and trees)

- 10.28 The applicant has undertaken a protected species walkover survey to identify the presence or otherwise of protected species within the site. This considered bats, otters and pine marten. It identified that while there is suitable habitat for bats and otters within the vicinity of the site the development would be unlikely to have an impact on the species. The survey identified that the habitat on the site is suboptimal for pine marten. Within the development site the survey considers that bat boxes erected on the houses within the development would enhance bat roosting within the area. This can be secured by condition.
- 10.29 In addition, a construction environmental management document approach will be required. These matters can be secured by condition.
- 10.30 There are a limited trees and shrubs within the site. The applicants proposed landscaping includes the provision of trees and the development of wet woodland to enhance habitats within the development. This is supported subject to appropriate management and maintenance.

Amenity impacts

- 10.31 Due to the location of the development, the topography of the site and intervening landscaping the properties in the development will not lead to amenity impacts in terms of privacy or daylight to existing properties.

- 10.32 A Construction Noise Management Plan and Dust Suppression plan may be required as part of a construction environmental management document. Further a construction traffic management plan will be required. This will be required to detail construction traffic routes, construction site operation times and provide a commitment to no deliveries or heavy goods movements immediately before or after school pick up and drop off times at Broadford Primary School.

Impact on Infrastructure (Education)

- 10.34 The development is located within the Broadford Primary School and Portree High School Catchment Areas.
- 10.35 The proposed development, based on a worst case scenario of all the properties being houses, will generate 16.2 primary school pupils and 9.18 secondary school pupils. These figures have been derived from the published Pupil Product Ratios in the Developer Contributions Supplementary Guidance. The impact on the school estate has been considered in the context of the recently published 2019 School Roll Forecasts.
- 10.36 No capacity constraints have been identified at Broadford Primary School or Portree High School. Therefore no developer contributions are required toward enhanced capacity. Developer contributions are however being sought toward the provision of a new community hub with the proposed new Broadford Primary School. In addition, active travel linkages and vehicular accesses to the proposed new primary school site have been negotiated and identified via the masterplan accompanying the application.

Any other material considerations

- 10.37 The development will be required to meet current Building Standards in terms of sustainability and a condition will be attached to ensure the applicant considers the environmental impacts of the design (including energy use). The construction period would likely give rise to carbon emissions. To off-set these emissions it is considered that tree planting should be secured. The tree planting proposed within the site will therefore have two roles, carbon off-set and augmenting the existing woodland within the development. A scheme for the planting in the wet woodland area will be secured by condition.

Mitigation to be secured by financial contribution

- 10.38 The applicant has agreed to make an upfront payment toward the provision of a new community hub within the proposed new Broadford Primary School. The contribution equates to £56,186.19.
- 10.39 The applicant has 28 days from the date that the Council requests the payment to submit the full payment as set out in paragraph 10.38 above. Should the payment not be made in full within 28 days of the request for payment, the application shall be refused under delegated powers.
- 10.40 The scheme is to be delivered as affordable housing. As this is an application by a Registered Social Landlord, the requirement for delivery of affordable housing can be secured by condition.

11. CONCLUSION

- 11.1 While the site is allocated for long term development within the West Highland and Islands Local Development Plan, there is a clear rationale for allowing the development of this site to be brought forward within this plan period.
- 11.2 The applicant has worked with the Planning Authority and consultees to bring forward modifications to the scheme including delivery of active travel and recreational routes and has agreed to mitigation to manage and off-set the impacts arising from the development.
- 11.3 Subject to a suite of conditions to manage the design and layout of the development, the indicative masterplan is acceptable and will facilitate the delivery of a high quality development which would facilitate the completion of a further phase of the Campbell's Farm development and deliver a significant number of affordable homes.
- 11.4 All relevant matters have been taken into account when appraising this application. It is considered that the proposal accords with the principles and policies contained within the Development Plan and is acceptable in terms of all other applicable material considerations.

12. IMPLICATIONS

- 12.1 Resource: Not applicable.
- 12.2 Legal: Not applicable.
- 12.3 Community (Equality, Poverty and Rural): Not applicable.
- 12.4 Climate Change/Carbon Clever: The application is on a site which contains peat. The indicative masterplan avoids the deepest area of peat on the site. Wet woodland and other green infrastructure are to be delivered within the site. Future applications for matters specified in conditions will be required to address matters related to travel planning, electric car charging infrastructure and energy.
- 12.5 Risk: Not applicable.
- 12.6 Gaelic: Not applicable.

13. RECOMMENDATION

Action required before decision issued Y

Conclusion of financial obligations Y

Subject to the above, it is recommended that planning permission be

GRANTED, subject to subject to the prior payment of developer contributions set out in paragraph 10.38 and the following:

Conditions and Reasons

1. Planning Permission in Principle is hereby granted for a residential development upon 4.2 hectares of land to be developed in accordance with the indicative Master Plan hereby approved in three sequential residential phases.

No development shall commence on each phase or sub phase until a phasing plan setting out the proposed number of units within each phase or subphase has been submitted to and approved in writing by the Planning Authority.

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. 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. submission of a Design Code for the development as a whole has been submitted to and approved by the planning authority in advance of the submission of any other application(s) for the approval of matters specified in conditions for any phase or sub-phase. The design code shall be produced using the principles set out in the Indicative Masterplan and shall include details of the following:
 - i. Place-making and public realm;
 - ii. Street character and design including material palette;
 - iii. Phasing, implementation and integration

Thereafter each application within each phase or sub-phase shall accord with the terms of the Design Code and the phasing strategy to be approved under Condition 1 of this planning permission in principle.

- a. the siting, design and external appearance of all buildings and other structures which 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 connections to the Boreraig Place and Suisnish Place for all modes of transport;
- d. the layout of the site, in accordance with Designing streets principles;
- e. road layout including:
 - i. the road hierarchy;

- ii. typical form of the routes forming the hierarchy;
- iii. junction layouts and design;
- iv. junction and forward visibility requirements;
- v. vehicle tracking at junctions and standard radii;
- vi. details of connections to potential development sites to the east and west of the site;
- vii. details of the proposed design speed and details of any and all traffic calming features within the development to ensure the design speed can be achieved;
- viii. details of safer routes to school ;
- ix. details of the location and type of service strips within the intended adoptable road boundary;
- f. the provision of car parking 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;
- g. 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;
- h. 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);
- i. details of public art provision in accordance with the Highland Council's Public Art Strategy 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 management and maintenance arrangements of the areas identified in (h), (i), and (j) above;
- l. details of all boundary treatments within the development;
- 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 domestic waste in accordance with the Highland Council's 'Managing Waste in New Developments' Supplementary Guidance' (or any superseding guidance prevailing at the time of submission);
- q. details of existing trees or shrubs to be retained;
- r. details of bat boxes to be included on properties within the development;
- s. details of existing and proposed site levels with fall arrows;
- t. details of finished floor levels;
- u. details of any and all engineered structures or platforms including details of any cut and fill required;
- v. 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. Any details pursuant to Condition 2 above shall be informed by and include an access management plan (including details of footpaths and cycle ways and lighting (existing, during construction and upon completion and information on temporary or permanent diversion or closure)) shall be submitted for the written approval of the planning authority for each phase or sub-phase of the development. The plan shall show:-
- a. All existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights;
 - b. Any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or curtilage in relation to proposed buildings or structures;
 - c. All paths and tracks proposed to be constructed for use by walkers, riders, cyclists, all-abilities users etc and how these will integrate with existing or proposed networks. Details shall include but not be limited to;
 - i. Pedestrian access to any and all core paths;
 - ii. Construction details of all paths, inclusive of material finishes and drainage details;
 - d. Any diversion of paths, temporary or permanent proposed for the purposes of the development;
 - e. Links to the Highland Council's core paths.

The Access Management Plan shall be implemented as approved and in accordance with the timetables outlined therein, unless otherwise approved in writing by the Planning Authority.

Reason: To ensure that the development is adequately connected with existing and proposed pedestrian and cycle routes and to accord with the Land Reform (Scotland) Act 2003.

5. No development shall commence within each Phase, or sub-Phase, until a Construction Environmental Management Document has been submitted to and approved in writing by the Planning Authority. The Document shall include:
- a) An updated 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;
 - 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: To protect the environment and amenity from the construction and operation of the development.

7. 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), unless any subsequent waiver is approved by Scottish Water. This shall include simulations for the full drainage network and ensure that the greenfield run-off rates in a 1 in 2 year storm are limited to the pre-development run off rates.

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.

8. 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.

9. 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.

10. 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.

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

11. The location for all roads, paths and services intended to link with future phases of development or to other adjoining sites shall safeguarded from development with no impediments, and where agreed with the Planning Authority shall be delivered up to the boundary of the site.

Reason: To ensure that future roads and routes can be provided without impediment.

12. No development shall commence until a Construction Traffic Management Plan (CTMP) has been submitted to, and approved by, the Planning Authority in consultation with Transport Scotland. The CTMP, which shall be implemented as approved during all period of construction, must include:

i. The CTMP shall make provision for all construction access being taken via the proposed site access as shown on the approved site layout.

ii. a dilapidation survey of the local road from the site to the junction with the A87T including a procedure for the regular monitoring of road conditions and the implementation of any remedial works required during construction periods;

iii. A detailed protocol for the delivery of loads/vehicles, prepared in consultation and agreement with interested parties. The protocol shall identify any requirement for convoy working and/or escorting of vehicles and include arrangements to provide advance notice of larger load movements in the local media. All such movements on Council maintained roads shall take place outwith peak times on the network, including pick up and drop off times for Broadford Primary School, and shall avoid local community events.

iv. Details of appropriate traffic management which shall be established and maintained at the site access for the duration of the construction period. Full details shall be submitted for the prior approval of Highland Council, as roads authority.

v. Wheel washing measures to ensure water and debris are prevented from discharging from the site onto the public road;

vi. Appropriate reinstatement works shall be carried out, as identified by Highland Council, at the end of the construction of the development.

vii. Measures to ensure that construction traffic adheres to agreed routes and that ensure no vehicles associated with the construction of the proposed development park on existing residential streets.

Thereafter the approved Construction Traffic Management Plan shall be implemented in full, unless otherwise approved in writing by the Planning Authority.

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

13. Any details pursuant to condition 2 above shall show car 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, thereafter being maintained for this use in perpetuity.

Reason: To ensure adequate provision of car parking

14. Any details pursuant to condition 2 above shall show secure, 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 each of the flatted units to which it relates, 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.

15. Any details pursuant to condition 2 above shall include details, including full specifications, for the layout, design and construction of green spaces, equipped play areas 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.

16. 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 woodland and/or play areas, 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 are maintained in accordance with the Council's standards.

17. 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.

19. 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. 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, within each open space including 1:20 scale plans showing the detail of the feature;
- iv. The location, type and design, including materials product name and specification, of any proposed play equipment and associated safety features (if required), including 1:20 scale plans, within each open space;
- v. 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; and
- vi. A programme for preparation, completion and subsequent on-going maintenance and protection of all landscaping works;
- vii. Details of the proposed wet woodland planting.

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.

21. 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.

22. Any details pursuant to condition 2 shall include:

- a) a scheme for the location, design and installation of the a 2m wide footpath to be constructed to adoptable standards (including street lighting) from the Glen Road to a suitably surfaced location within the school playing fields as agreed with the Broadford primary school that provides reasonably level access;
- b) a scheme for the location, design and installation of the a 2m wide footpath to a standard to be agreed following consultation with SEPA, the Councils Access officer and the Roads Authority from the north west corner of the development to the footway on Strath Suardal Way including any dropped kerbs required;
- c) a scheme for the design and delivery of a signal-controlled pedestrian crossing of the A87(T) for the approval of the Planning Authority in conjunction with Transport Scotland. The scheme for delivery shall include the design, location, delivery mechanism and timing for installation of the crossing. Thereafter, the approved details shall be implemented in accordance with the approved timescales;
- d) a scheme for the provision of new bus shelters with Real Time Information Services on the A87(T) to be approved in writing by the Planning Authority, to a layout and location to be agreed with Transport Scotland . Thereafter, the approved details shall be implemented prior to the occupation of the first residential unit within the development and maintenance be provided for a period of no less than 3 years.

Reason: To ensure that infrastructure is designed appropriately, is delivered timeously, meets the needs of non-motorised and motorised users and mitigates the impact of the development to ensure the safe and efficient operation of the trunk road.

23. No part of the development shall be occupied until a comprehensive Travel Plan that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the planning authority, after consultation with Transport Scotland, as the Trunk Roads Authority. In particular this Travel Plan shall identify measures to be implemented , the system of management, monitoring, review, reporting and the duration of the plan.

Reason: To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport.

24. 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 flatted developments 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
- iv. 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.

29. Any details pursuant to Condition 2 shall include a scheme for the inclusion of public art within the development. The scheme shall include:
- i. Detailed design of public Art provision including but not limited to provision of interpretation panels related to the history of the area,;
 - ii. locations of any and all public art provision;
 - iii. the management and maintenance of any and all public art provision; and
 - iv. a timetable for implementation.

Thereafter, the approved scheme shall be implemented in accordance with the timescales contained in the approved scheme and maintained in perpetuity.

Reason: To ensure the delivery of a development with a unique identity which facilitates the creation of place.

No development shall commence on site until 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)) as part of the development hereby approved has been submitted to, and approved in writing, by the Planning Authority. 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 100% of the total number of housing units proposed within the application site;
- ii. the timing of the construction of the affordable housing; and
- iii. the arrangements for the management of the affordable housing.

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

Reason: To ensure that affordable housing is provided as part of the development, in accordance with the development applied for and the need for affordable housing within the area, which has been established through the Council's Developer Contributions Supplementary Guidance.

Any details pursuant to Condition 2 above shall include full details of the design, construction and maintenance of the proposed land drainage required on the south eastern boundary of the site.

Thereafter, only the approved details shall be implemented and all land drainage 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.

For the avoidance of doubt, there shall be no drainage connections to the trunk road drainage system.

Reason: To ensure that the efficiency of the existing drainage network is not affected.

Any details pursuant to Condition 2 above shall ensure that any and all built development is excluded from areas marked as "Peatland area kept clear" on the approved indicative masterplan (Drawing number 19:06:20D).

Reason: To ensure that the areas of deepest peat on the site are safeguarded.

Any details pursuant to Condition 2 above shall include details of any and all improvements to the watercourses which run through the site. Details shall include any proposed works to ensure increased meandering of the burn that runs through the middle of the site and diversion of the Allt a' Bhrachaidh.

Reason: To ensure that the water environment is protected and enhanced in a manner which facilitates a more natural watercourse.

Any details pursuant to condition 2 shall include full details of watercourse crossings which shall comprise either oversized bottomless arched culverts or traditional style bridges.

Reason: to ensure that the required watercourse crossing do not have an adverse impact on the water environment or increase the risk of flooding.

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

The Highland Council hereby makes the following Direction under Section 59(5) & (7) 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—

For Phase 1

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

For Phase 2

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

For Phase 3

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

In respect of each phase, this permission will lapse on the expiration of the period of TWO YEARS from the date of the requisite approval of any matters specified in conditions applicable to that phase (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, unless that phase of the development to which the permission relates is begun before that expiration.

FOOTNOTE TO APPLICANT**Initiation and Completion Notices**

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

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

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

Accordance with Approved Plans and Conditions

You are advised that development must progress in accordance with the plans approved under, and any conditions attached to, this permission. You must not deviate from this permission without consent from the Planning Authority (irrespective of any changes that may separately be requested at the Building Warrant stage or by any other Statutory Authority). Any pre-conditions (those

requiring certain works, submissions etc. prior to commencement of development) must be fulfilled prior to work starting on site. Failure to adhere to this permission and meet the requirements of all conditions may invalidate your permission or result in formal enforcement action

Flood Risk

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

As required by the Roads (Scotland) Act the developer shall obtain Road Construction Consent from the Council as Roads Authority prior to commencement of construction of any of the houses or the roads within the development.

In accordance to comply with the relevant statutory regulations for implementing traffic calming and road signage the applicant will be required to apply to the Council as Roads Authority for promotion of a 20mph zone; all necessary costs associated with the promotion, making and enactment of any required Traffic Order shall be at the applicant's expense and this application shall be made prior to occupation of any of the units.

Mud and Debris on Road

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

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

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

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

Protected Species – Halting of Work

You are advised that work on site must stop immediately, and Scottish Natural Heritage 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 SNH: www.snh.gov.uk/protecting-scotlands-nature/protected-species

Factoring of the Development

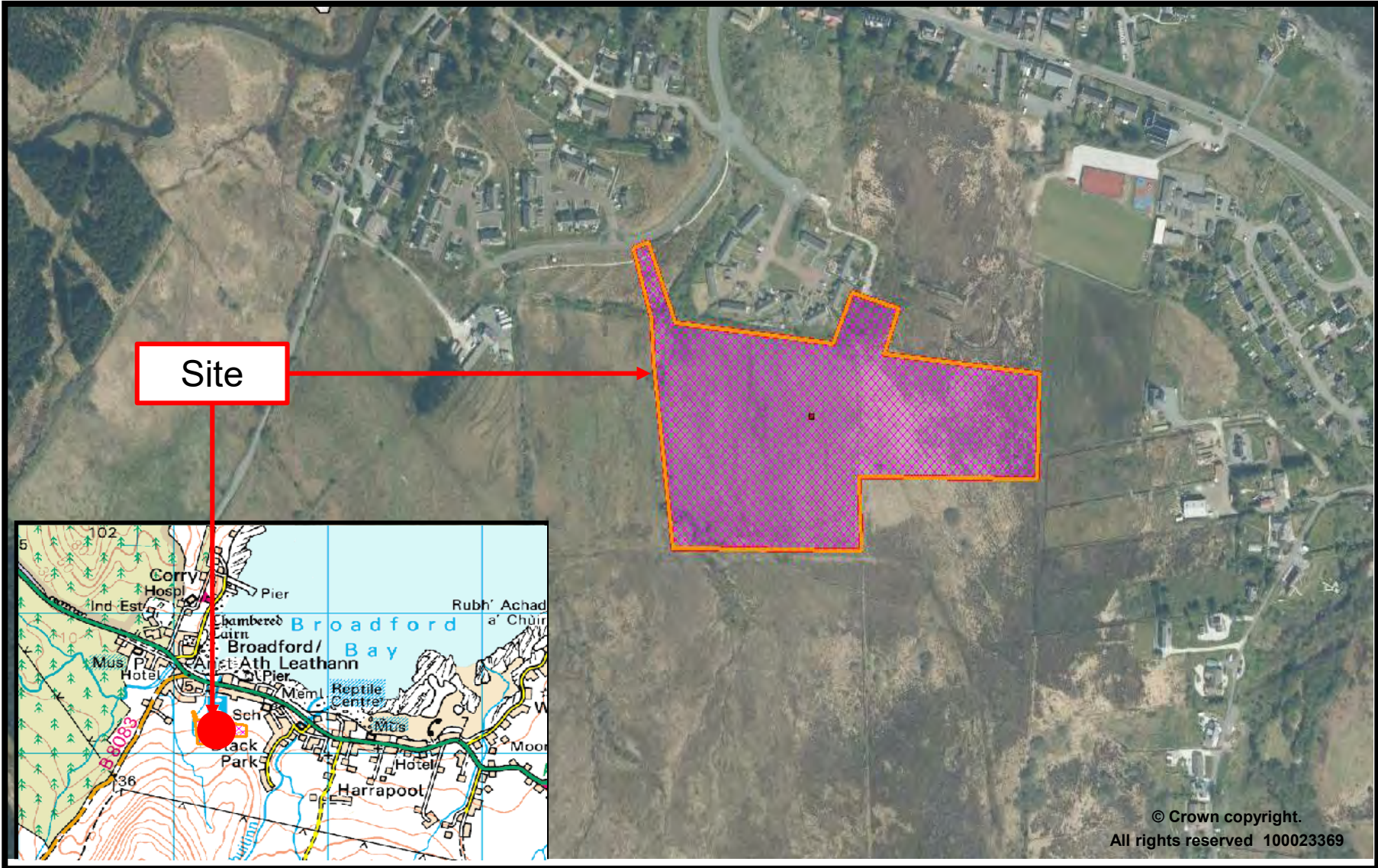
Shared elements of the development are to be factored. The applicant is advised that it is their responsibility to ensure compliance with the provisions of the Property Factors (Scotland) Act 2011.

Designation: Acting Head of Development Management – Highland
Author: Simon Hindson (Team Leader – Strategic Projects)
Background Papers: Documents referred to in report and in case file.
Relevant Plans: Plan 1 - 19:06:00A Location Plan
Plan 2 - 19:06:20D Masterplan Layout
Plan 3 - 19:06:23C Access Diagram

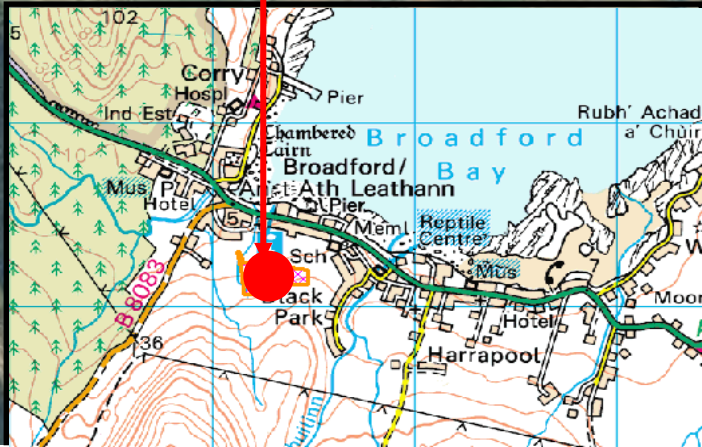
Appendix – Details for Up Front Payment

Developer Contributions

Type	Contribution		Rate (per house)	Rate (per flat)	Total Amount*1	Index Linked	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
Community Facilities	provision of a new community hub as part of any new primary school within Broadford		£1040.48	£1040.48	£56,186.19	BCIS	Q4 2019	Prior to Permission being issued	n/a	n/a



Site



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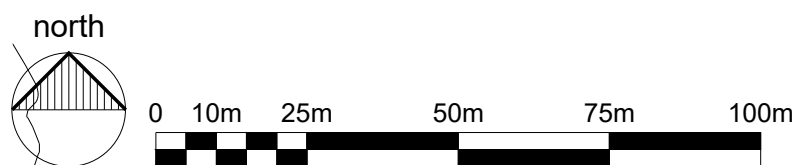
Planning and
Development Service

Location Plan
19/05003/PIP

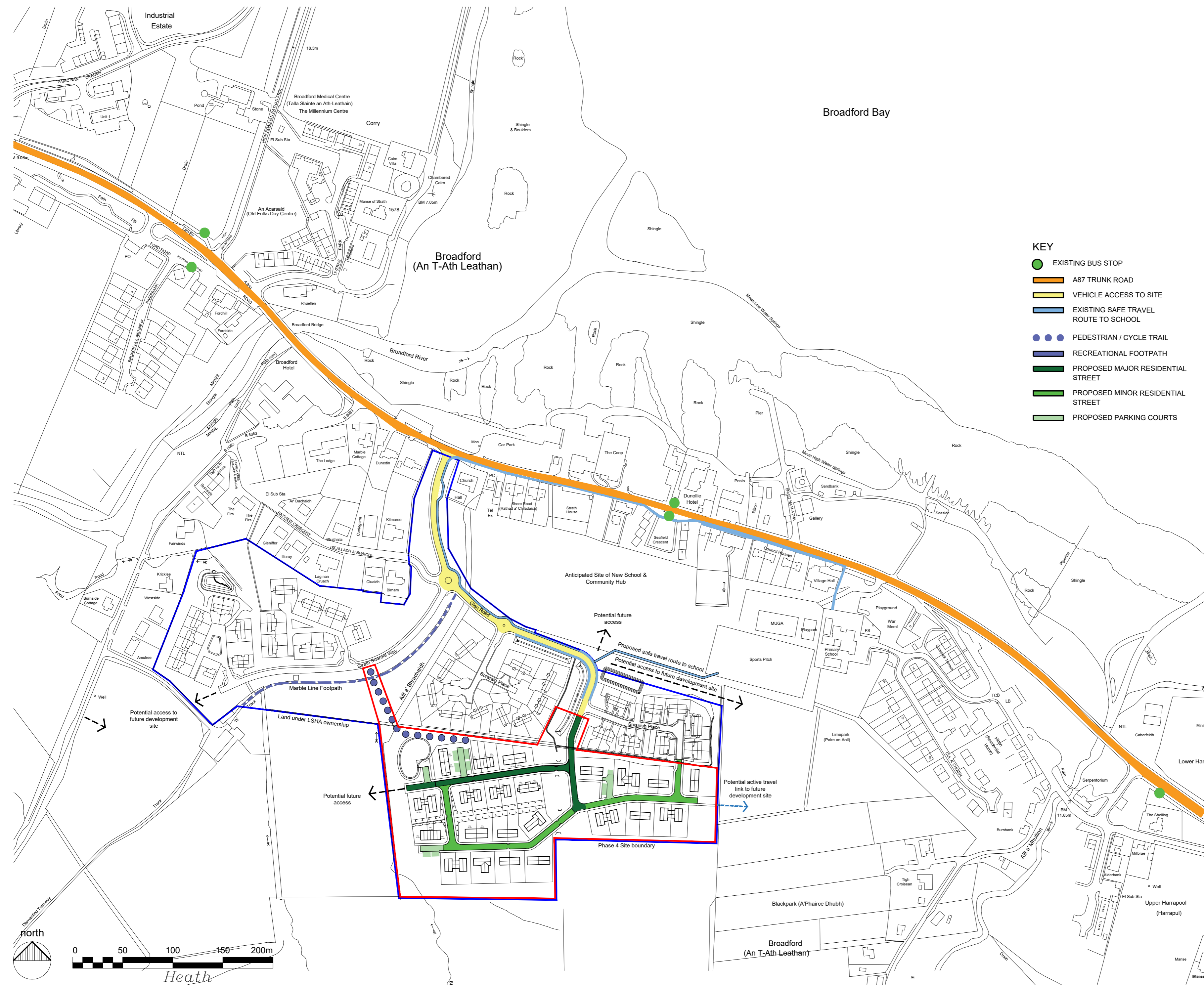
Construction of 54 affordable housing units and associated infrastructure
March 2020



Scale:



- D 11 Feb 20 PIP amendments
- C 10 Feb 20 Traffic calming
- B 27 Jan 20 Planning amendments
- A 20 Dec 19 red line amended



- KEY**
- EXISTING BUS STOP
 - A87 TRUNK ROAD
 - VEHICLE ACCESS TO SITE
 - EXISTING SAFE TRAVEL ROUTE TO SCHOOL
 - ● ● PEDESTRIAN / CYCLE TRAIL
 - RECREATIONAL FOOTPATH
 - PROPOSED MAJOR RESIDENTIAL STREET
 - PROPOSED MINOR RESIDENTIAL STREET
 - PROPOSED PARKING COURTS

ISSUED / AMENDED:

REV	DATE	DESCRIPTION
A	27 Jan 20	Planning amendments
B	10 Feb 20	Red line boundary
C	11 Feb 20	PIP amendments

WITTETS ARCHITECTS

Riverbank, Broadford, Skye IV49 9AB
 T 01471 822434 F 01471 822477
 e mw@wittets.co.uk www.wittets.co.uk

Campbell's Farm Phase 4 Masterplan for LSHA

Access Diagram
 Scale: 1:2500
 5 Nov. 2019 **19:06:23C**

Drawn by:	Checked by:	Approved by:
pm / pd		A2

