

Agenda Item	7.6
Report No	PLN/018/26

## HIGHLAND COUNCIL

**Committee:** Planning Applications Committee  
**Date:** 11.03.2026  
**Report Title:** 25/01280/FUL : Helen and Dennis Connell  
Helden  
16 Waterloo  
Breakish  
Isle Of Skye

**Report By:** Area Planning Manager – North

### Purpose/Executive Summary

**Description:** Erection of decking, formation of parking hard standing and gate (retrospective)

**Ward:** 10 - Eilean A' Cheò

**Development category:** Local

### Reason referred to Committee: Objections from more than 5 parties

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 This application seeks to regularise the status of an access and associated gate, fence and parking area which have been formed at an existing holiday letting pod (22/02544/FUL). The holiday letting pod was built in the garden of an existing house but forms a separate unit. Neither the house or the pod had a dedicated vehicular access from the public road but a private road runs to the south west of the site and at the time of the 2022 application it was stated that this would provide access to an existing parking area which would serve both the house and the pod. An additional access onto the private road was then formed at the entrance to the site next to the pod. A gate was installed and a parking area provided. Decking was also provided wrapping around the north west and north east of the pod. The gate, parking area and decking are unauthorised and became the subject of an enforcement case. A retrospective application was submitted seeking permission for the development as built. During the course of the application, in order to address concerns raised regarding road safety and land ownership a revised scheme has been provided which shows a new access onto the public road with the access on the private road blocked off. The parking area will be increased in size to accommodate turning space. The application is assessed on the basis of the revised drawings.
- 1.2 Surface water will be directed into a channel and into an existing culvert under the public road which then discharges to the sea.
- 1.3 Pre Application Consultation: None
- 1.4 Supporting Information: Private Access Checklist
- 1.5 Variations:
- Access moved to the north west of the site
  - Gate to be removed and access to the public road to be blocked up
  - Parking area increased

## **SITE DESCRIPTION**

### **2.**

- 2.1 The site consists of an existing house and holiday letting pod which is a separate unit. The site is on the landward site of the Waterloo road. The pod is sited adjacent to the road while the house is the south east on higher ground. There is mature planting along the north western boundary of the site which provides effective screening of a group of static caravans beyond. There is a private road running to the south west of the site and the application for the pod showed this providing access to a parking area next to the house. The private road serves another separate house further up the track. There is a traditional stone built farm building on the opposite site of the track close to the junction with the public road.

### 3. PLANNING HISTORY

3.1 14/09/2022 22/02544/FUL - Installation of pod for holiday letting purposes Granted

### 4. PUBLIC PARTICIPATION

4.1 Advertised: Neighbour Notification

Date Advertised: 25/04/25

Representation deadline: 14 November 2025

Timeous representations: 12 from 8 households

Late representations: 1 from a party who had previously made representations

4.2 Material considerations raised are summarised as follows:

- The access on the private road and the gate opening onto the public road is unsafe

**Planning Officer (PO) response:** The proposal has been altered to show the gate removed and the opening fenced off.

- The unauthorised development is contrary to the development plan

**PO response:** The unauthorised gate no longer forms part of the application. The decking area around the pod is unauthorised but is considered to be acceptable in relation to policy.

- Following removal of the gate the reinstatement should be in form of a wall not a fence:

**PO response:** A new boundary fence is proposed at the front of the house and pod and the new section of fence replacing the unauthorised gate will be attached to this and will sit comfortably alongside it.

- Factual errors in the amended drawings

**PO response:** Some drafting errors in the relation to the visibility splay were identified but these have been corrected.

- The distance between the proposed access and the existing junction of the private road and the public road is not acceptable

**PO response:** The proposed access is 11.1m from the nearest access. The Council's Roads and Transport Guidelines for New Developments (RTGND) recommends a separation of 15m. However, Transport Planning have advised that the shortfall is acceptable in this instance given the low traffic volumes and low speeds on this section of road.

- The design road speed used is too low

**PO response:** Transport Planning have advised that a typical road speed of approximately 20mph is acceptable here. This is based on data obtained from Vaisala which is a monitoring system used by the Council.

- Changes to the application site boundary do not reflect the curtilage of the property

**PO response:** The agent has confirmed that the land ownership certificate is correct. An amended application form has been provided clarifying that both Mr and Mrs Connell are the applicants and owners of the land to which the application relates

- Concerns over validation

**PO response:** The Council is content that the drawings submitted were sufficient to validate the application

- 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](http://www.wam.highland.gov.uk/wam).

## 5. CONSULTATIONS

- 5.1 **Transport Planning:** Initially concerns were raised in relation the visibility splay, gate orientation, lack of turning provision, surface of the parking area and drainage. Transport Planning withdrew their objection following the relocation of the access to a location where better visibility can be provided, the removal of the gate, provision of a larger turning area which is now to be surfaced in a bitumous material and clarification of the drainage arrangements. It is noted that the revised access location is within 11m of the closest existing access which does not meet the 15m required in the Council's Roads and Transport Guidelines for New Developments however this is considered to be acceptable given the traffic volumes and low speeds on this road.

## 6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

### 6.1 National Planning Framework 4 (2023):

Policy 1 - Tackling the Climate and Nature Crises

Policy 2 - Climate Mitigation and Adaptation

Policy 3 - Biodiversity

Policy 10 - Coastal Development

Policy 13 – Sustainable Travel

Policy 14 – Design, Quality and Place

Policy 18 – Infrastructure

Policy 23 – Health and Safety

Policy 30 - Tourism

### 6.2 Highland Wide Local Development Plan 2012

28 - Sustainable Design

29 - Design Quality & Place-making

30 - Physical Constraints  
34 - Settlement Development Areas  
44 - Tourist Accommodation  
49 - Coastal Development  
66 - Surface Water Drainage  
72- Pollution

6.3 **West Highland and Islands Local Development Plan 2019**

Broadford Settlement Development Area  
No site specific policies apply

7. **OTHER MATERIAL CONSIDERATIONS**

7.1 **Scottish Government Planning Policy and Guidance**

**Broadford and Strath Local Place Plan**  
No site specific policies apply

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) Impact on infrastructure and services and proposed mitigation
- c) Design and Appearance
- d) Amenity impacts
- e) any other material considerations.

**Development plan/other planning policy**

8.4 Sections 25(1)(a) and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that this application be determined in accordance with the development plan unless material considerations indicate otherwise.

8.6 All planning applications must now be determined in accordance with the provisions of NPF4 and the existing Local Development Plan unless material considerations provide justification otherwise. If there is an inconsistency between NPF4 policies and an LDP which was adopted before 13 February 2023, the NPF prevails under Section 24(3) of the Town and Country Planning (Scotland) Act

1997 (as amended). In this case the Development Plan is comprised of NPF4 and the West Highlands and Islands Local Development Plan (although this has no site-specific policies of relevance to this application) and the Highland-Wide Local Development Plan, the relevant policies of which focus on siting, design, access and neighbour amenity (policies 28, 29 and 34). For the reasons laid out below, the proposal is considered to comply with these policies.

- 8.5 NPF4 Policies 1-3 apply to all development proposals throughout Scotland. When considering development proposals, significant weight will be given to the global climate and nature crises. Development proposals will be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible. Development proposals will contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. Proposals should also integrate nature-based solutions, where possible
- 8.6 NPF4 policy 10 presumes against any increased risk from coastal flooding or erosion and seeks to avoid the loss of natural coastal defences or the need for any additional coastal defences.
- 8.7 HWLDP policy 49 promotes development on the landward side of roads where proposals on the seaward side would interrupt scenic views over open water unless there is a locational justification or conflict with the established pattern of development. Development should not increase the risk of coastal erosion or flooding.
- 8.8 NPF4 Policy 13 supports proposals where it can be demonstrated that the transport requirements generated have been considered. NPF4 policy 18 (Infrastructure First) requires development to address any impacts on existing infrastructure including road infrastructure. These requirements are also reflected in Policy 56 – Travel of the HwLDP.
- 8.9 NPF4 Policy 14 requires all proposals to be designed to improve the quality of an area regardless of scale and to be consistent with the six qualities of successful places set out in the document.
- 8.10 NPF4 Policy 22 requires that development must not increase the risk of surface water flooding and must manage all rain and surface water through the principles of SUDS. This is in line with Policy 66 (Surface Water Drainage), this requires all development to be drainage by way of SUDs.
- 8.11 NP4 policy 23 sets out a number of requirements to mitigate environmental harm, mitigate safety hazards and promote health and well being. Of specific relevance to this development is that the policy states that development proposals that are likely to raise unacceptable noise issues will not be supported. This is echoed by HWLDP policy 72.
- 8.12 NPF4 policy 30 (Tourism) is supportive of proposals for tourism accommodation but requires proposals to take into account the following:
  - i. The contribution made to the local economy;

- ii. Compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors;
- iii. Impacts on communities, for example by hindering the provision of homes and services for local people;
- iv. Opportunities for sustainable travel and appropriate management of parking and traffic generation and scope for sustaining public transport services particularly in rural areas;
- v. Accessibility for disabled people;
- vi. Measures taken to minimise carbon emissions;
- vii. Opportunities to provide access to the natural environment.

This is in line with HWLDP policy 44 (Tourist Accommodation) which supports proposals in the open countryside where it can be demonstrated that a demand exists and that it can be achieved without adversely affecting the landscape character or heritage features and is appropriate in terms of siting and design.

### **Impact on Infrastructure**

- 8.13 Significant concerns have been raised about the recently formed access onto the private road and the gate installed in the opening which extends over the public road when fully open. The gate exceeds 1m in height and as such needs planning permission. The revised plans show the unauthorised gate blocked with a new section of fence. A condition is recommended to ensure that this part of the scheme is carried out within 6 months of the date of the decision in order to ensure that this unauthorised and unacceptable development is removed and a new boundary treatment provided. This will ensure that potential adverse impacts on the public road arising from the gate are rectified.
- 8.14 A new access to the site is now proposed from the public road along with an enlarged area for parking and turning. Transport Planning have been consulted and are content that the proposed access is acceptable in terms of its location and formation and that the proposed parking area now provides adequate space for parking and turning. The new access is some 11m from the junction of the private track and the public road to the west. It is noted in response to representations above that while the RTGND recommends a separation of 15m, Transport Planning are content that the separation is acceptable in this location given that traffic speeds are relatively low. Conditions to control the provision and maintenance of the visibility splay and to secure the hard surface of the access will be provided. Subject to the recommended conditions the application has satisfactorily demonstrated that transport impacts and road safety have been considered in accordance with NPF4 policy 13 and that there will be no adverse impact on infrastructure in accordance with NPF4 policy 18 and HWLDP policy 56.

### **Design and appearance**

- 8.15 The revised scheme shows the unauthorised gate removed and gap filled with a 850mm high timber fence which will continue around the frontage of the site either side of the proposed new access. A stone wall was removed to make way for the

unauthorised gate, and two other sections of wall will be removed to make for the proposed new fence. The existing wall is painted white and includes ornamental lions at the gate posts. There are a number of white boundary walls along the Waterloo Road but there are also examples of wooden fences. While the removal of the stone wall is disappointing, it is considered that the timber fence would be in keeping with the character of the area.

- 8.16 Both the decking area and the 900mm high barrier that has been installed on north and west sides are in keeping the character and appearance of the pod. This part of the development is not visually obtrusive and is considered acceptable in this location.
- 8.17 Both the decking and the proposed fence will make a positive contribution to its location in accordance with NPF4 policy 14 and HWLDP policies 28 and 29.

### **Amenity**

- 8.18 The decking area around the pod will result in additional activity outside the pod. However, the decking looks on the public road and sea beyond to the north and the garden of the applicant to the east. It will not give rise to any privacy or overlooking issues. Noise associated with the development will be in keeping with the nature of the approved pod which is considered to be acceptable in this location. The development is considered acceptable in relation to individual and residential amenity in accordance with HWLDP policy 28. It will not give rise to any unacceptable noise impacts and as such complies with NPF4 policy 23 and HWLDP policy 72.

### **Other material considerations**

- 8.19 Given the small scale nature of development It is not considered necessary to seek biodiversity enhancement .

### **Non-material considerations**

- 8.20 The following non material considerations were raised in representations:
- legal issues in relation to alteration of the boundary wall and landownership
  - issues pertaining to the previous application and other activities on the site.

### **Matters to be secured by Section 75 Agreement**

- 8.21 None

## **9. CONCLUSION**

- 9.1 The retrospective nature of this application is regrettable however the revised scheme seeks to resolve the issue by removing the unauthorised and unacceptable gate and block up the opening in the boundary wall. This is welcomed and will address the road safety issue presented by the gate. The new access proposed is considered acceptable in this location and subject to the recommended conditions will ensure a suitable standard of access to the site. The proposed fence and the

decking for which retrospective permission is sought are considered to be appropriate to their setting and will not give rise to any unacceptable amenity issues.

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

## 10. IMPLICATIONS

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

## 11. RECOMMENDATION

### Action required before decision issued

Notification to Scottish Ministers	N
Conclusion of Section 75 Obligation	N
Revocation of previous permission	N

**Subject to the above actions,** it is recommended to

**GRANT** the application subject to the following conditions and reasons

- 1 Within 6 months of the date of this decision the gate on the southern western boundary of the site shall be removed and a fence installed as detailed on approved plans 974-002Q and 974-003L

**Reason:** In the interests of road safety and in order to clarify the terms of this permission

- 2 Prior to the first use of the new access hereby approved the visibility splay shall be provided in accordance with the approved drawing and thereafter, the visibility splay shall be maintained at all times free from any obstruction exceeding 1.0 metres above the level of the carriageway.

**Reason:** To enable drivers of vehicles entering or exiting the site to have a clear view so that they can undertake the manoeuvre safely and with the minimum interference to the safety and free flow of traffic on the public road.

- 3 Prior to the first use of the new access hereby approved, the first 6m of the access track, measured from the edge of the public road shall be finished in a bituminous material and all drainage arrangements shall be provided as detailed on approved plan 974-002Q

**Reason:** To enable an acceptable vehicular access is provided to the development in the interest of road safety

## **REASON FOR DECISION**

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

## **INFORMATIVES**

### **Initiation and Completion Notices**

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

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

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

### **Flood Risk**

It is important to note that the granting of planning permission does not imply there is an unconditional absence of flood risk relating to (or emanating from) the application site. As per Scottish Planning Policy (paragraph 259), planning permission does not remove the liability position of developers or owners in relation to flood risk.

### **Scottish Water**

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection

and/or water supply should be directed to Scottish Water on 0845 601 8855.

### **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\\_for\\_working\\_on\\_public\\_roads/2](http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2)

### **Mud & Debris on Road**

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

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

Work falling outwith these hours which gives rise to amenity concerns, or noise at any time which exceeds acceptable levels, may result in the service of a notice under Section 60 of the Control of Pollution Act 1974 (as

amended). Breaching a Section 60 notice constitutes an offence and is likely to result in court action.

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

Insert other appropriate notes/delete any not relevant

Signature: Dafydd Jones  
Designation: Area Planning Manager - North  
Author: Lisa MacDonald  
Background Papers: Documents referred to in report and in case file.  
Relevant Plans:

<b>Document Type</b>	<b>Document No.</b>	<b>Version No.</b>	<b>Date Received</b>
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## Appendix – Letters of Representation

1. Mrs Sheena McCaffery, 29 Liveras Park, Broadford, Isle Of Skye, IV49 9AW
2. Mr James Fraser, Sunnyview, Scullamus, Breakish Road, Breakish, IV42 8QB  
03/10/25
3. Rebecca Revill Per: John Russell MRTPI AssocRICS (Planning Objections Scotland),  
Helden, 16 Waterloo, Breakish, Isle Of Skye, IV42 8QE,  
08/05/25
4. Mr Christopher Revill Half Of 16, Waterloo, Breakish, Isle Of Skye, IV42 8QE,  
01/10/25
5. J Russell Inveralmond Business Centre, 6 Auld Bond Road, Perth, PH1 3FX  
08/05/25
6. Mr Nicholas Revill 4 Scotton Gardens, CATTERICK GARRISON, DI9 4hx  
07/05/25
7. Mr Stuart Simpson 5 St Peter Close, Catterick Garrison, DI9 4PF
8. Mr Antony Revill 8 Olaf Road, Kyleakin, Isle Of Skye, IV41 8PJ  
04/05/25

Appendix 2

Type	COMPLETE FOR LEGAL AGREEMENTS AND UPFRONT PAYMENTS				REQUIRED FOR LEGAL AGREEMENTS ONLY				
	Contribution	Rate (per house)	Rate (per flat)	Total Amount* <sup>1</sup>	Index Linked <sup>1</sup>	Base Date* <sup>2</sup>	Payment Trigger* <sup>3</sup>	Accounting Dates* <sup>4</sup>	Clawback Period* <sup>5</sup>
<b>Schools<sup>2</sup></b>									
Primary – Build Costs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Primary – Land Costs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Secondary – Build Costs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
Secondary – Land Costs	Insert what contribution is for	£0.00	£0.00	£0.00	No		TOC/CC	Apr/Oct	15 or 20
<b>Community Facilities</b>	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS	Q2 2018	TOC/CC	Apr/Oct	15 or 20
<b>Affordable Housing</b>									
On-site provision <sup>3</sup>	X units. Insert details of unit size and timescale for delivery if agreed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Off-site provision <sup>4</sup>	X units. Insert details of location, unit size and timescale for delivery if agreed	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Commuted Sum <sup>5</sup>	£0.00 per affordable unit not delivered on/off site. Insert expected timescale for payment - can be in installments	N/A	N/A	£0.00	N/A	N/A	Insert specific payment date	N/A	5 Years
Agreement for Delivery Needed	Y/N. If delivery for affordable housing has not yet been agreed, enter Y and specify the date/timescale that the scheme for delivery is to be	N/A	N/A	N/A	N/A	N/A	Insert date for submission to Planning Authority	N/A	N/A

<sup>1</sup> If the contribution is to be used towards infrastructure projects involving building e.g. new school, new cycle route etc BCIS ALL IN TENDER will be the index, if it doesn't involve building then another appropriate index may need to be chosen with the agreement of Team Leader

<sup>2</sup> Indicate whether or not 1 bed houses/flats are exempt

<sup>3</sup> Indicate whether a penalty payment due for late delivery (and, if so, what it is based upon).

<sup>4</sup> As above

<sup>5</sup> Indicate whether a penalty payment is due for late payment of commuted sum (and, if so, what it is based upon)

Type	COMPLETE FOR LEGAL AGREEMENTS AND UPFRONT PAYMENTS				REQUIRED FOR LEGAL AGREEMENTS ONLY				
	Contribution	Rate (per house)	Rate (per flat)	Total Amount*1	Index Linked <sup>1</sup>	Base Date*2	Payment Trigger*3	Accounting Dates*4	Clawback Period*5
	submitted for approval								
<b>Transport</b>									
Active Travel	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Safer Routes to Schools	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Public Realm	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Wayfinding	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Public Transport	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
School Transport	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Road Improvements	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Parking	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
EV Charging	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Traffic Signals	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Lighting	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Road Traffic Orders	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Cumulative Transport Contributions	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
<b>Green Infrastructure</b>									
Open Space	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Green Network	Insert what contribution is for	£0.00	£ 0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Built/Natural Heritage	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
<b>Water and Waste</b>									
Catchment Improvement Works	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Strategic Flood Scheme	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Maintenance of SuDs	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Off Street Waste Storage	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Recycling Point Provision	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
Glass Banks	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
		£0.00	£0.00	£0.00					
<b>Public Art</b>	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20
<b>Other (Please Specify)</b>	Insert what contribution is for	£0.00	£0.00	£0.00	BCIS		TOC/CC	Apr/Oct	15 or 20

\*1 Adjust total to take account of flat exemptions

\*2 Base Date – Set out in Supplementary Guidance on Developer Contributions

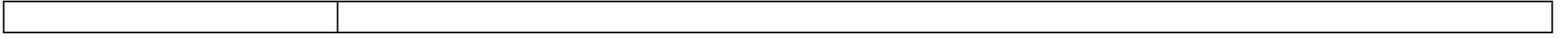
\*3 TOC/CC – The earlier of the issue of either a temporary occupation certificate or a completion certificate – or specify alternative time if appropriate

\*4 Accounting dates - 1 April and 1 October each year of development (if the contribution is to be paid on a basis other than related to units completed in the preceding 6 months (e.g. lump sum on a specific date) then indicate this instead of the Apr/Oct payment dates)

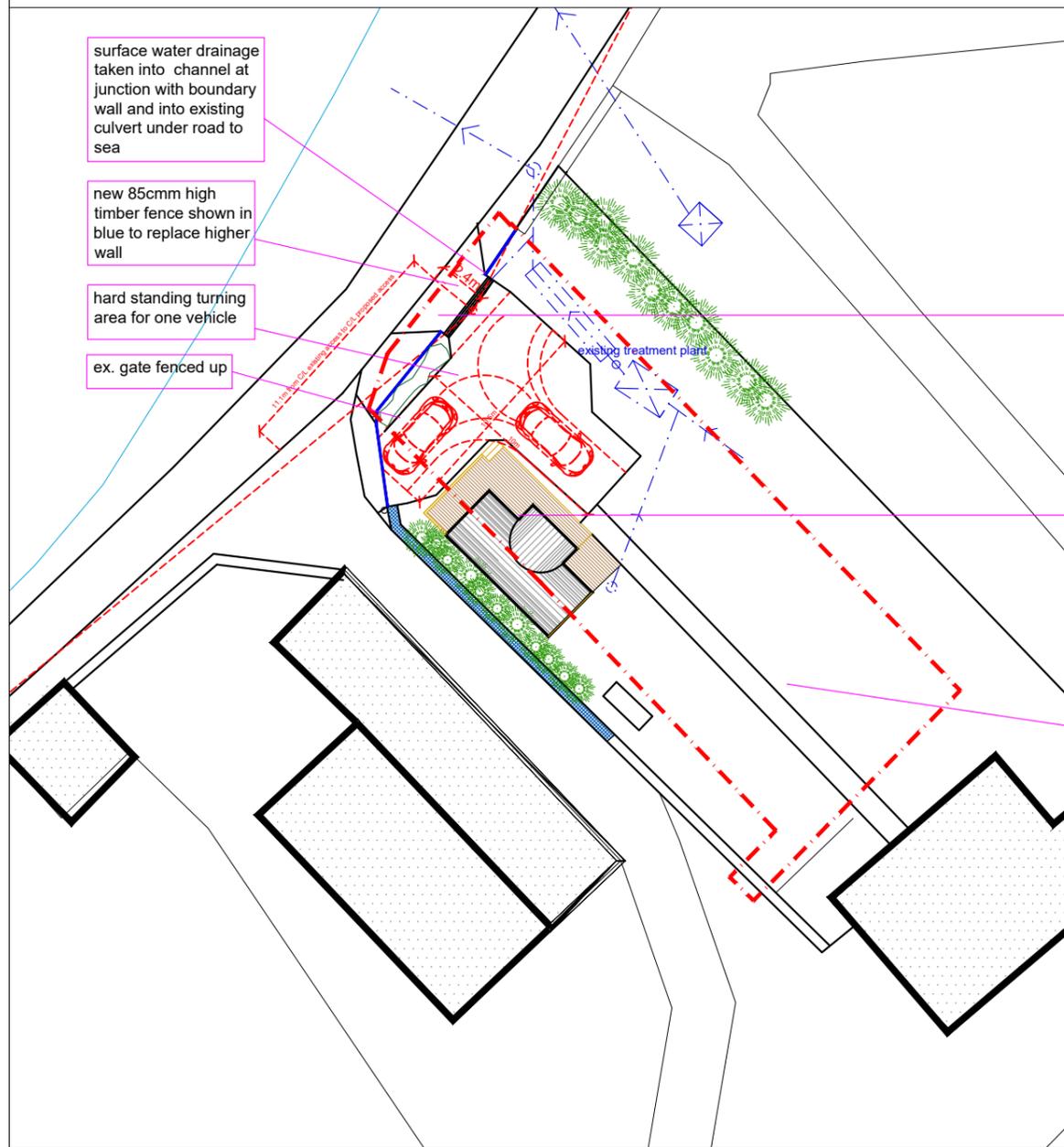
\*5 Clawback – 15 years for Major development; 20 years for Local development

### Other Legal Agreement requirements

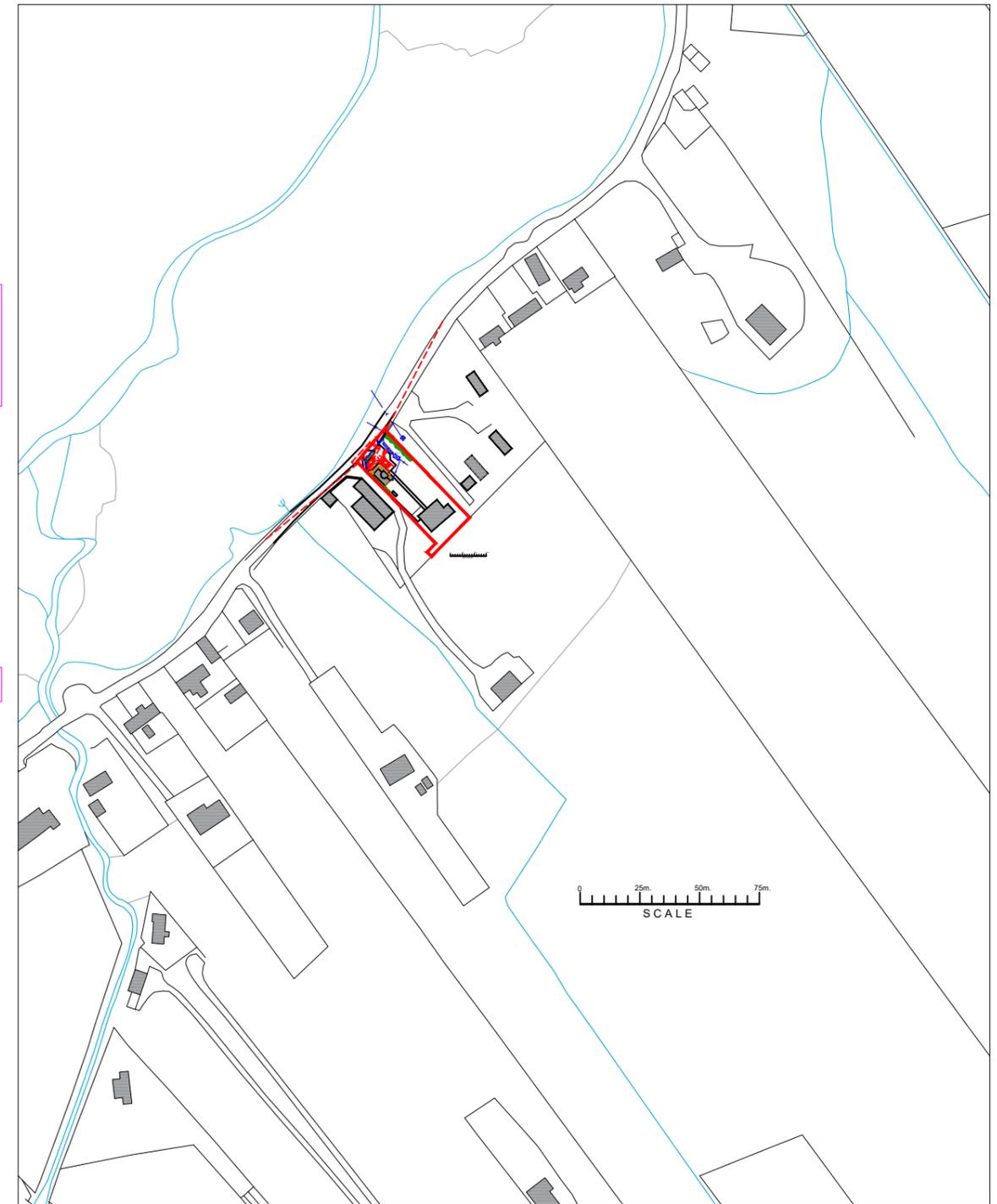
Type	Details
Bond	1. Describe the purpose of the Bond
	2. Specify the amount to be secured
	3. Restriction on Bond provider
	4. Set the review date and mechanism for review
	5. Describe the call on circumstances
	6. Any other relevant details
Habitat Management Plan	1. Describe what the Plan is to cover
	2. Describe the area the Plan is to cover (and provide a plan)
	3. Set the timetable for submission of the Plan
	4. Set the timescale for implementation of the Plan
	5. Describe requirements to consult third parties
	6. Specify the financial contribution (if any)
	7. Specify the clawback period (if any)
	8. Any other relevant details
Road Survey	1. Specify the timescale for the initial survey
	2. Describe which roads are to be surveyed (provide a plan)
	3. Specify an interim survey date (if required)
	4. Specify the final survey requirements and timescale
	5. Any other relevant details
Land and Asset Transfer	1. Describe the area of land / asset to be transferred (provide a plan)
	2. Describe the use of the land / asset
	3. Specify the cost of transfer
	4. Any other relevant details



# PROPOSED SITE PLANS



site plan 1-500

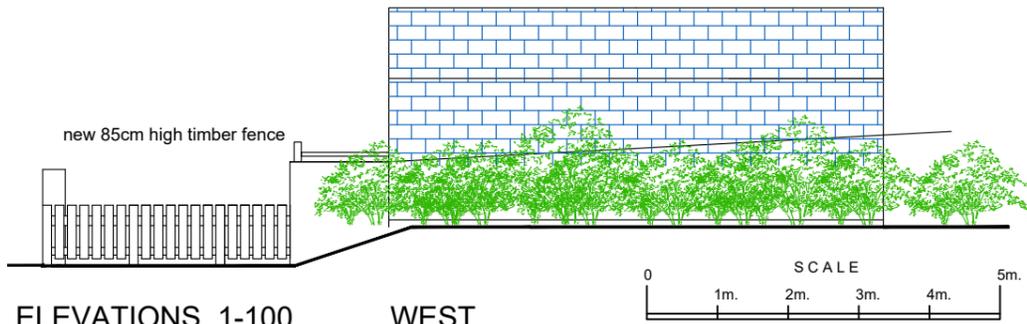


location plan 1-2500

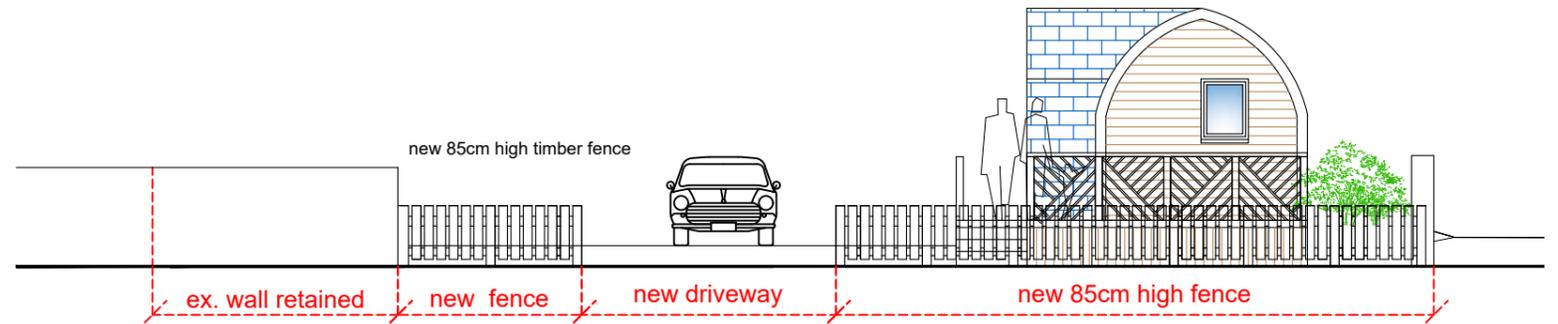
EXISTING POD : helden, 16 waterloo  
 for helen connell  
 scale 1-500/2500@a3  
 dwg no. 974-002Q

# POD , DECKING + GATES

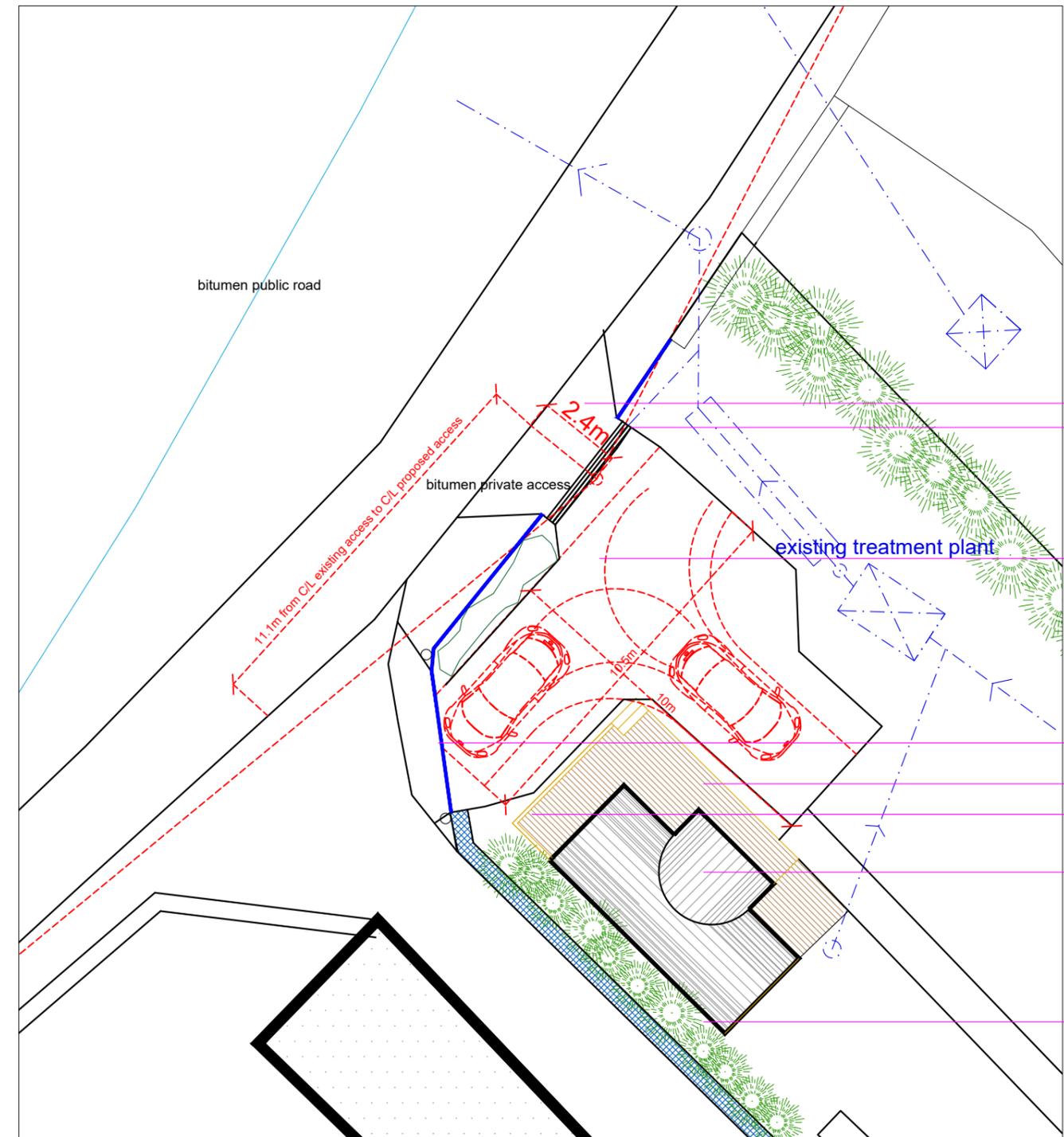
helden : 16 waterloo : isle of skye



ELEVATIONS 1-100 WEST  
DECKING + PARKING SITE PLAN 1-100



NORTH



new private access formed visibilities at public road at 1.05m height : 60m to both sides ; bituminous finish for first 6m from public road existing wall removed full width and replaced with 85cm high timber fence

surface water drainage taken into channel at junction with boundary wall and into existing culvert under road to sea

existing parking space increased in size to give reversing area ; in porous gravel chips after first 6m back from public road in bitumen

existing gate removed and replaced with new 85cm high timber fence  
existing decking + railing

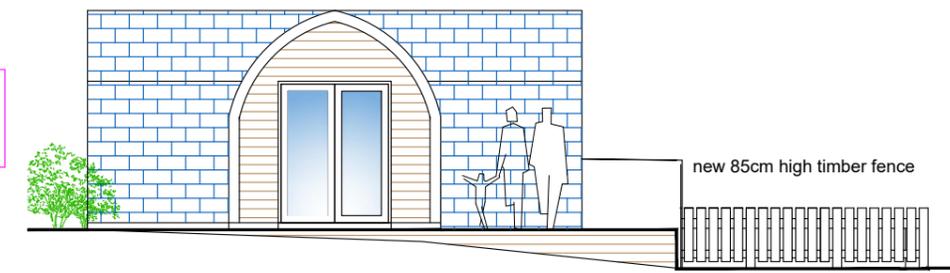
existing timber railing to decking, height 900mm round two sides of deck

existing short term holiday let pod / cabin

existing landscaping between pod and lane



SOUTH



EAST

EXISTING POD : helden, 16 waterloo  
for helen connell  
scale 1-100@a3  
dwg no. 974-003L