Agenda Item	6.8
Report No	PLN/064/26

HIGHLAND COUNCIL

Committee: North Planning Applications Committee

Date: 25 November 2026

Report Title: 26/01967/FUL: The Highland Council Car Park, Dunvegan, Isle of Skye

Report By: Area Planning Manager North

Purpose/Executive Summary

Description: Installation of blackwater and freshwater infrastructure for motorhomes

Ward: 10 - Eilean A' Cheò

Development category: Local Development

Reason referred to Committee: More than 5 representations; Community Council objection

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 full planning permission for the installation of a unit which would provide a disposal point for campervan 'blackwater' waste and a freshwater fill tap adjacent to the public toilets in Dunvegan's main car park. The unit would be a 'T' shaped stone structure measuring approximately 2.4m wide by 1.5m high and 1.5m deep. The water standpoint would be on the right-hand side of a dividing wall, with the wastewater drain basin on the other side.

1.2 The location of the proposed unit is on the northeastern side of the public toilets, in an area currently occupied by glass, clothes and shoe recycling bins.

1.3 Pre Application Consultation: There were no pre-application discussions or submissions.

1.4 Supporting Information: Technical information for Contractors has been submitted.

1.5 Variations: The Location and Site Layout Plans have been amended to show solid, rather than dotted, red lines arounds the site boundaries. In addition, elevational drawing has been amended to alter the design of the unit by introducing a dividing wall between the black and fresh water elements.

2. SITE DESCRIPTION

2.1 The site comprises the Council owned public car park in the centre of Dunvegan Village, on the southwestern side of the A863, from which it takes its access. This car park accommodates a public toilet building and car charging infrastructure, as well as a bank of recycling containers. These containers would be relocated to another area of the car park. The site lies at a lower level than the A863 and, as well as the vehicular access, is connected to this road by a flight of steps at its northeastern corner. A bus shelter is situated at the northwestern side of the access junction with the A863.

3. PLANNING HISTORY

3.1 None identified

4. PUBLIC PARTICIPATION

4.1 Advertised: Unknown Neighbour and Schedule 3, 14 days

Date Advertised: 3 July 2026

Representation deadline: 17 July 2026

Timeous representations: Six from six households

Late representations: Eight from eight households

4.2 Material considerations raised are summarised as follows:

a) Existing sewage and mains water infrastructure is already struggling.

Officer comment: Scottish Water have been consulted and have no objection to the application. They do note that they are unable to reserve capacity and should planning permission be granted and a formal connection application has been submitted, they will review the availability of capacity at that time and advise the applicant accordingly. Any capacity issues would be a matter for the applicant to resolve with Scottish Water.

b) Existing issues of noise from campervans staying overnight in the car park might increase.
Officer comment: Separate legislation exists to deal with noise complaints, although no overnight parking is permitted within this car park.

c) A previous outside tap was removed from the car park because it was being left on by campervan users.
Officer comment: The proposed standpipe would only operate by card payment for a limited period of time and could not be left on.

d) Bins were removed from the car park as they were often overflowing. The proposal would bring that problem back.
Officer comment: The proposal does not involve the re-introduction of bins.

e) The existing car park is too small and attracting more campervans to it would result in increased problems of congestion and lack of parking in the Village.
Officer comment: The proposal is a modestly sized unit which is only for campervans to dispose of blackwater waste and to refill their freshwater containers. Campervans already visit the car park to use the public toilets, and it is not anticipated that the proposal would represent a significant new draw to the site for campervans to the extent that users of the car park would be inconvenienced.

f) Wildlife concerns, particularly with otters that live nearby.
Officer comment: The proposal utilises an existing car park in the centre of Dunvegan adjacent to a busy road.

g) More motorhomes would require the car park drainage to be upgraded.
Officer comment: The car park drainage requirements are dictated by the amount of surface that requires to be drained. The amount of vehicles using the car park has no bearing on this.

h) Better sites exist outside the Village.
Officer comment: This assessment can only consider the subject application.

i) The proposal might lead to the loss of the existing pick-up facility from a supermarket van.
Officer comment: A refusal of this proposal cannot be justified on the basis of speculative comments. Motorhomes, cars and indeed supermarket delivery vans have free access to the car park at present, and this proposal would not alter that.

j) There may be unpleasant odours and spills from the proposal.
Officer comment: The proposal has been designed to meet the relevant environmental standards. Any issues which might arise would be the responsibility of the Council to address under non-planning legislation. The existing public toilets are visited by staff who undertake cleaning as well as reporting any maintenance issues, and these duties would extend to the proposed unit.

k) A motorhome service station would be very detrimental to the village.

Officer comment: The proposal is not a motorhome service station. It is a modest structure designed to only provide fresh water to campervans and the disposal of their blackwater.

l) The existing car park is dangerous as the white lining has largely worn away.
Officer comment: A condition can be applied requiring the car park lining to be renewed in advance of development.

m) The proposal would divert customers away from an existing campsite at Kinloch.
Officer comment: The proposal is designed to only provide fresh water and the disposal of blackwater. It does not replicate the full campsite facilities on offer at Kinloch.

4.3 All letters of representation are available for inspection via the Council's eplanning portal which can be accessed through the internet https://www.highland.gov.uk/planning/view-comment-planning-applications.

5. CONSULTATIONS

5.1 **Dunvegan Community Council**: Objection. Car parking already limited. The site is already at capacity and does not lend itself to manoeuvring by large motorhomes. Accidental spillages are a concern.

5.2 **Scottish Water**: No objection. Scottish Water advise that this proposed development will be fed from their Dunvegan Osedale Water Treatment Works. Capacity cannot currently be confirmed so a Pre-Development Enquiry (PDE) Form should be submitted to Scottish Water via their Customer Portal. There is currently sufficient capacity for a foul only connection in the Dunvegan Waste Water Treatment works to service the development. However, further investigations may be required to be carried out once a formal application has been submitted to Scottish Water. There is live pipework within the vicinity of the site, but it would be the responsibility of the developer to liaise with Scottish Water to ensure that this infrastructure is safeguarded.

6. DEVELOPMENT PLAN POLICY

The following policies are relevant to the assessment of the application

6.1 National Planning Framework 4 (2023) (NPF4)

Policy 1 - Tackling the Climate and Nature Crises
Policy 2 - Climate Mitigation and Adaptation
Policy 3 - Biodiversity
Policy 4 - Natural Places
Policy 14 - Design Quality and Place

6.2 Highland Wide Local Development Plan 2012 (HwLDP)

28 - Sustainable Design
29 - Design Quality and Place-making
31 - Developer Contributions
34 - Settlement Development Areas
57 - Natural, Built and Cultural Heritage
61 - Landscape

65 - Waste Water Treatment

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

Dunvegan Settlement Development Area

North West Skye Special Landscape Area

No site-specific policies apply.

6.4 **Highland Council Supplementary Planning Policy Guidance**

Developer Contributions (March 2018)
Special Landscape Area Citations (June 2011)
Sustainable Design Guide (Jan 2013)

7. OTHER MATERIAL POLICY CONSIDERATIONS

7.1 Not applicable

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) siting, design and visual impact
c) neighbour amenity
d) access
e) any other material considerations

Development plan/other planning policy

8.4 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 1997 Town and Country Planning (Scotland) Act 1997 (as amended).

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. Local development proposals should include measures to enhance biodiversity, appropriate to the nature and scale of the scheme.

8.6 NPF4 Policy 4(d) states that development proposals which affect a site designated as a Landscape Area in the Local Development Plan will only be supported where development will not have significant adverse effects on the integrity of the area or the qualities for which it has been identified.

8.7 NPF4 Policy 14(c) states that development proposals that are poorly designed, or detrimental to the amenity of the surrounding area will not be supported.

8.8 In this case the Development Plan is also comprised of 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) and on landscape impact (policies 57 and 61). Policy 65 requires foul water drainage to meet standards that minimise the risks of pollution.

8.9 For the reasons set out below it is considered that the proposed development complies with NPF4 Policies 4(d) and 14(c) as well as HwLDP policies 28, 29, 34, 57, 61 and 65.

Siting, design and visual impact

8.10 Policy 34 of the HwLDP supports development proposals within Settlement Development Areas if they meet the requirements of Policy 28 and all other relevant plan policies. Policy 28 requires sensitive siting and high quality design in keeping with local character, and the use of appropriate materials. This Policy also requires proposed developments to be assessed on the extent to which they are compatible with service provision (in this case access, water and sewerage), as well as their impact on individual and community residential amenity. Policy 29 repeats this emphasis on good design in terms of compatibility with the local setting. There is also a requirement to judge proposals in terms of their impact upon the natural, built and cultural heritage features identified by Policy 57. The site falls within the North West Skye Special Landscape Area in respect of which Policy 57.1 states that developments are suitable where they can be demonstrated not to have an unacceptable impact on this protected amenity resource. Policy 61 states that new developments should be designed to reflect the landscape characteristics and special qualities of the area in which they are proposed. Consideration should be given to scale, form, pattern and construction materials.

8.11 The proposed unit is a modest structure, measuring 2.4m wide by 1.6m high and 1.5m deep, and as such would be an unobtrusive feature. It would be finished in natural stone – a material which respects the local vernacular and building tradition. The unit would be situated within an existing car park, which is adjacent to the A863 two lane road within the centre of Dunvegan. An existing single storey public toilet building lies immediately adjacent to the proposal. The car park and toilet building are already utilised by campervans, so the siting of the facility is logical from that standpoint. On the basis of these factors the proposed siting is supported. It is also considered that this modestly sized unit would be easily assimilated into the local

setting without any adverse impact on the Special Landscape Area given its location within an existing built-up area. As such, design and visual impact are also considered acceptable. The specific type of stone cladding has not been specified on the submitted drawings, but this is a matter which can be controlled by condition.

Neighbour Amenity

8.12 The nearest neighbouring planned or existing properties are two existing dwelling houses which are approximately 35m and 54m away from the unit to the northeast and east respectively, on the opposite side of the A863. Given the existing noise and activity associated with the A863 and the existing car park it is considered that the proposal would not adversely affect the amenity of either of these properties.

8.13 Reference has been made in some of the submitted objections to noise from campervans staying overnight in the car park. Overnight parking is not permitted in this facility, with existing signage within the car park to this effect. Should residents experience any issues associated with unauthorised overnight parking separate legislation exists to deal with this should complaints be made to the Council.

8.14 Reference has been made in some of the submitted objections to possible odours from the proposed unit and from potential spillages of toilet waste. A key reason for siting this type of facility alongside existing public conveniences is that there are on-site staff who undertake cleaning and maintenance checks. Should any such issues arise it would be the Council's responsibility under existing environmental protection and pollution legislation to resolve the situation as soon as possible. Conjecture about any such issues does not represent a valid reason to refuse this application – particularly as separate legislation exists to deal with any such issues.

Access

8.15 The junction of the site access with the A863 is fully compliant with the Council's standards in respect of its geometry and visibility splays. Reference has been made in some of the representations to potential difficulties for campervans manoeuvring within the car park, but no evidence has been presented which backs up these claims. Some objectors have stated that there would be difficulty in accommodating a dedicated space adjacent to the unit for campervans. However, that does not form part of the proposal. Instead, users of the unit would park as normal within the car park and carry their toilet cassettes and fresh water containers to the unit and back.

8.16 Concern has also been expressed that the proposal would result in more campervans using the car park and displacing cars that would have to park elsewhere in Dunvegan, with the Village already suffering from a lack of car parking. However, the proposal is a modestly sized unit which is only for campervans to dispose of blackwater waste and to refill their fresh water containers. Campervans already visit the car park to use the public toilets, and it is not anticipated that the proposal would represent a significant new draw to the site for campervans which would result in inconvenience for other car park users.

Any other material considerations

8.17 There are no other material considerations.

Non-material considerations

8.18 No non-material considerations have been raised in the submitted objections.

Matters to be secured by Legal Agreement / Upfront Payment

8.19 Not applicable

9. CONCLUSION

9.1 The subject proposal is a modestly sized structure which would be sited within an existing car park containing a public toilet building. Siting, design and visual impact are acceptable on the basis of the existing location within the centre of Dunvegan Village, the modest size of the proposal, and the use of natural stone cladding for most of its surface area. The site is considered sufficiently distant from the nearest existing dwelling houses (which are on the opposite side of the busy A863 road) for their residential amenity to be sufficiently safeguarded. A good reason for siting this type of facility alongside Public Conveniences is that there are on site staff who undertake cleaning and maintenance checks. Any issues which might arise in terms of odours and spillages would be for the Council to address under other non-planning legislation. Overnight parking is not permitted within this car park and any issues which might arise in terms of noise from parked vehicles would fall within the regime of non-planning legislation. Campervans already use the car park in order to visit the toilet building, and as such it is not considered that the proposal would represent an additional draw for campervans to the extent that other users of the car park would be inconvenienced. On the basis of the above considerations, it is recommended that planning permission be granted.

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

It is recommended to **GRANT** the application subject to the following conditions and reasons:

1. The development to which this planning permission relates must commence within THREE YEARS of the date of this decision notice. If development has not commenced within this period, then this planning permission shall lapse.

   Reason: In accordance with Section 58 of the Town and Country Planning (Scotland) Act 1997 (as amended).

2. No development shall commence until a scheme for the re-lining of the vehicle parking spaces within the site has been submitted for the written approval of the Planning Authority. Thereafter the white lining shall be carried out in accordance with the approved details prior to the first operation of the development hereby approved

   Reason: In the interests of public safety.

3. No development shall commence until full details of the stone cladding to be used has been submitted for the written approval of the Planning Authority. Thereafter the development shall proceed in accordance with the approved details.

   Reason: In the interests of amenity.

REASON FOR DECISION

The subject proposal is a modestly sized structure which would be sited within an existing car park containing a public toilet building. Siting, design and visual impact are acceptable on the basis of the existing location within the centre of Dunvegan Village, the modest size of the proposal and the use of natural stone cladding for most of its surface area. The site is considered sufficiently distant from the nearest existing dwelling houses (which are on the opposite side of the busy A863 road) for their residential amenity to be sufficiently safeguarded. A good reason for siting this type of facility alongside Public Conveniences is that there are on site staff each day who undertake cleaning and maintenance checks. Any issues which might arise in terms of odours and spillages would be for the Council to address under other non-planning legislation. Overnight parking is not permitted within this car park and any issues which might arise would fall within the regime of non-planning legislation. Campervans already use the car park in order to visit the toilet building, and as such it is not considered that the proposal would represent an additional draw for campervans to the extent that other users of the car park would be inconvenienced. On the basis of the above considerations, it is recommended that planning permission be granted.

INFORMATIVES

Initiation and Completion Notices

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

1. The developer must submit a Notice of Initiation of Development in accordance with Section 27A of the Act to the Planning Authority prior to work commencing on site.

2. On completion of the development, the developer must submit a Notice of Completion in accordance with Section 27B of the Act to the Planning Authority.

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

Flood Risk

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

Scottish Water

You are advised that a supply and connection to Scottish Water infrastructure is dependent on sufficient spare capacity at the time of the application for connection to Scottish Water. The granting of planning permission does not guarantee a connection. Any enquiries with regards to sewerage connection and/or water supply should be directed to Scottish Water on 0845 601 8855.

Local Roads Authority Consent

In addition to planning permission, you may require one or more separate consents (such as road construction consent, dropped kerb consent, a road openings permit, occupation of the road permit etc.) from the Area Roads Team prior to work commencing. These consents may require additional work and/or introduce additional specifications and you are therefore advised to contact your local Area Roads office for further guidance at the earliest opportunity.

Failure to comply with access, parking and drainage infrastructure requirements may endanger road users, affect the safety and free-flow of traffic and is likely to result in enforcement action being taken against you under both the Town and Country Planning (Scotland) Act 1997 and the Roads (Scotland) Act 1984.

Further information on the Council's roads standards can be found at: http://www.highland.gov.uk/yourenvironment/roadsandtransport

Application forms and guidance notes for access-related consents can be downloaded from:

http://www.highland.gov.uk/info/20005/roads_and_pavements/101/permits_for_working_on_public_roads/2

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

Signature:	Bob Robertson
Designation:	pp Area Planning Manager North
Author:	Graham Sharp
Background Papers:	Documents referred to in report and in case file.
Relevant Plans:	Plan 1 - THC-XX-XX-DG-A-(00)-0001 REV A01 - Location Plan
	Plan 2 - THC-XX-XX-DG-A-(00)-0002 REV A01 - Site Layout Plan
	Plan 3 - 220010 – General Plan



Address:
Dunvegan, Isle of Skye IV55 8WB

Key

- Site Boundary
- Access
- Existing Water Supply
- Existing Drainage

General Notes:

All drainage runs locations are approximate.

Connections are into existing Public Conveniences infrastructure

mts
0 10 20 30 40 50

Scale 1:1250

Rev.	Description	By	Date

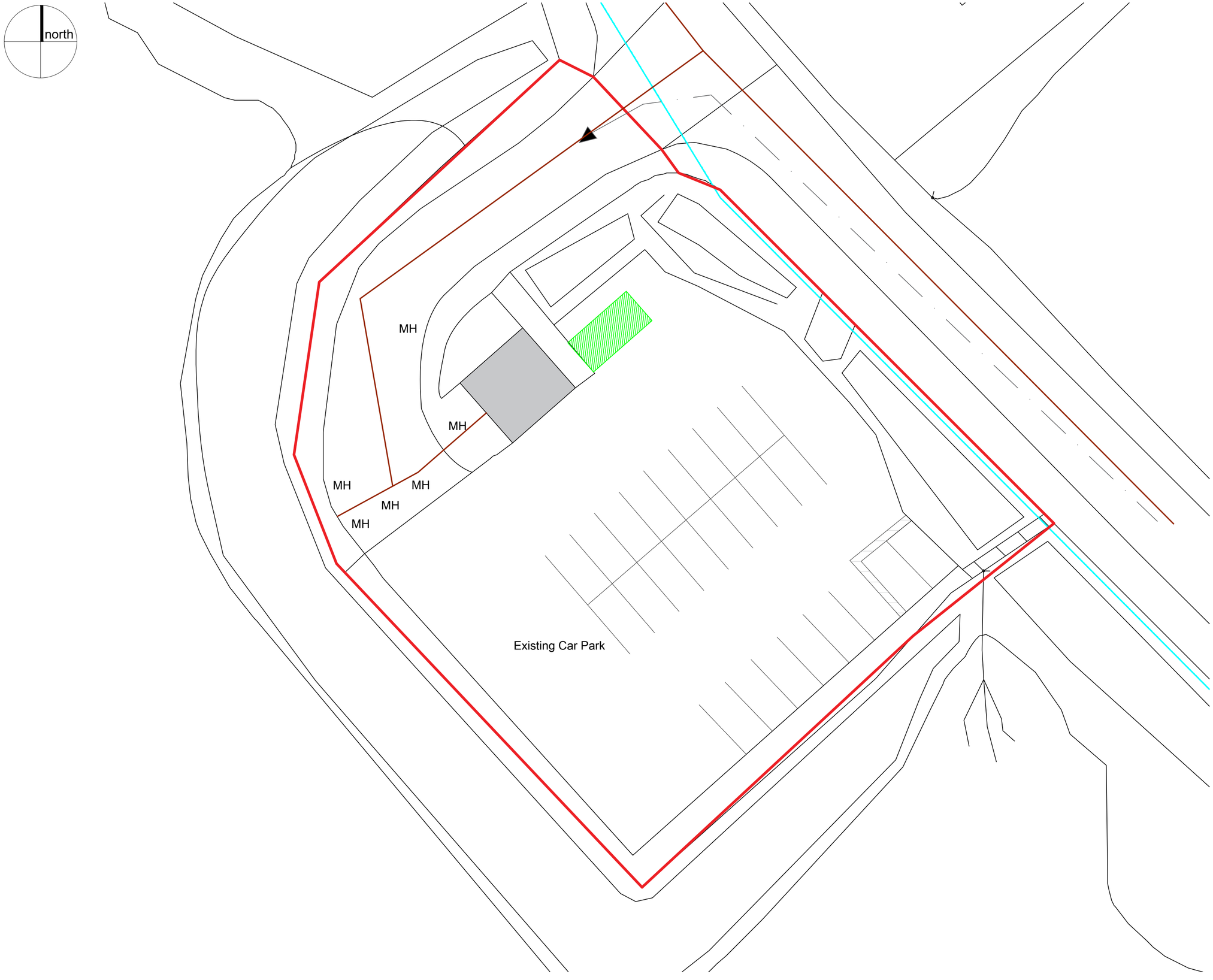
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HOUSING AND PROPERTY SERVICE

CLIENT: Revenues and Commercialisation	SCALE: 1:1250
PROJECT: Dunvegan - Proposed Wastewater Disposal Unit	DATE: May 2026
CONTACT: Matt Bailey	DRAWN BY: SL
DRAWING TITLE: Location Plan	CHECKED BY:
PURPOSE OF ISSUE: Information	PAPER SIZE: A2

PROJECT NUMBER	ORIGINATOR	VOLUME OR SYSTEM	LEVELS AND LOCATIONS	TYPE	ROLE	CLASSIFICATION	NUMBER	REV
	- THC -	XX	- XX	- DG -	A	- (00)	- 0001	- A01



Address:
Dunvegan, Isle of Skye IV55 8WB

Key

- Site Boundary
- Access
- Existing Water Supply
- Existing Drainage
- MH Existing Manhole
- Proposed Wastewater Facility
- Existing Building

General Notes:

All drainage runs locations are approximate.

Connections are into existing Public Conveniences infrastructure

mts
0 2 4 6 8 10

Scale 1:200

Rev.	Description	By	Date

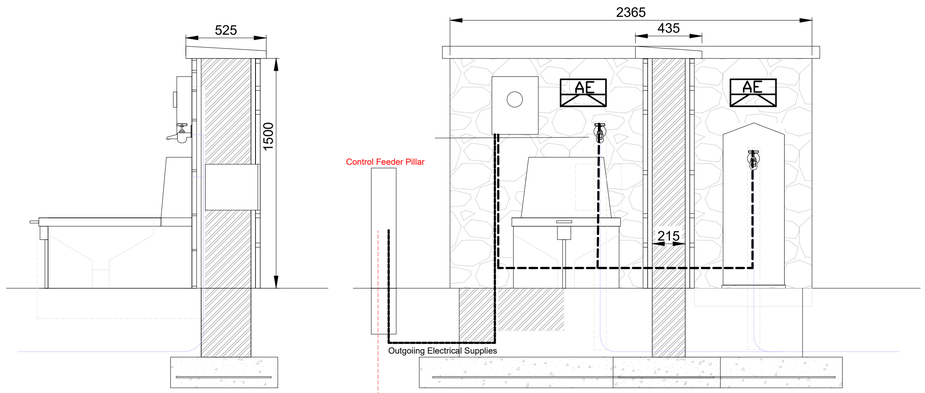
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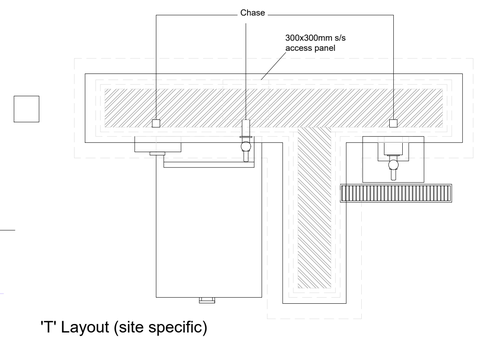
HOUSING AND PROPERTY SERVICE

CLIENT: Revenues and Commercialisation	SCALE: 1:200
PROJECT: Dunvegan - Proposed Wastewater Disposal Unit	DATE: May 2026
CONTACT: Matt Bailey	DRAWN BY: SL
DRAWING TITLE: Site Plan	CHECKED BY:
PURPOSE OF ISSUE: Information	PAPER SIZE: A2

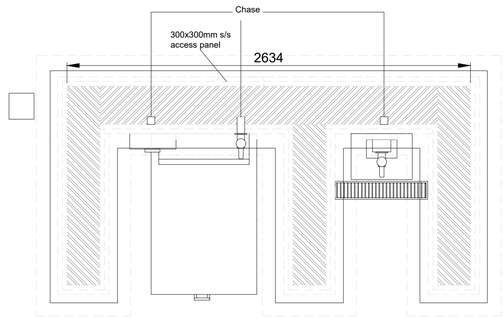
PROJECT NUMBER	ORIGINATOR	VOLUME OR SYSTEM	LEVELS AND LOCATIONS	TYPE	ROLE	CLASSIFICATION	NUMBER	REV.
-	THC -	XX -	XX -	DG -	A -	(00) -	0002 -	A01



01 Plan Elevation & Section
Scale 1:20



'T' Layout (site specific)



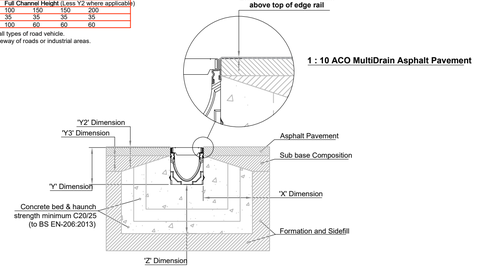
Enclosed Layout (site specific)

LIGHTING SCHEDULE								
REF.	LUMEN OUTPUT	POWER	IP RATING	MOUNTING	MANUFACTURER	MODEL	ORDER CODE	QUANTITY
AE	1548	12.0	IP65	SURFACE	COUGHTRIE	SP-12	SP-12LED/EMD/DD/G/P	2

Load Class		A 15	B 125	C 250	D 400*
Minimum Dimensions (mm)	X	100	150	150	200
	Y	Full Channel Height (Less Y2 where applicable)			
	Z	100	150	150	200
Maximum Dimensions (mm)	Y2	35	35	35	35
	Y3	100	60	60	60

* e.g. parking areas for all types of road vehicle.
Not suitable for carriageway of roads or industrial areas.

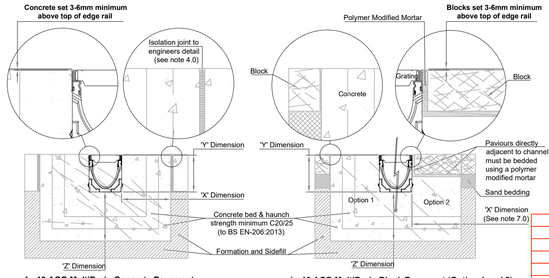
Blocks set 3-6mm minimum above top of edge rail



1 : 10 ACO MultiDrain Asphalt Pavement

Concrete set 3-6mm minimum above top of edge rail

Blocks set 3-6mm minimum above top of edge rail



1 : 10 ACO MultiDrain Concrete Pavement

1 : 10 ACO MultiDrain Block Pavement (Option 1 and 2)

NBS Specification:
ACO MultiDrain® MD should be specified in section Q10:180. Assistance in completing this clause can be found in ACO Technologies product entries in NBS Plus, or a model specification can be downloaded from www.aco.co.uk. For further assistance, contact the ACO Water Management Design Services Team.

Best Practice and Workmanship:
ACO can give guidance with respect to the most suitable methods of installation for each of the products in the ACO MultiDrain® MD range. ACO MultiDrain® MD should be installed using levels of workmanship that accord with the National Code of Practice (UK: BS8000-0:2014) and in keeping with BS EN 1433:2002 (Drainage channels for vehicular and pedestrian areas).

Detailed installation statements and methodologies will vary for all sites as each will have different aspects deserving particular consideration, consequently the relevant approvals should be sought from the consulting engineer and/or the installer.

1.0 Load Class
Installation recommendations shown are ACO minimum recommendations for BS EN 1433:2002 load class requirements.

2.0 Ground Conditions
The long term performance of a channel installation to sustain vertical and lateral loads depends upon A) ground conditions B) stability of the adjacent pavement and C) a durable concrete bed and surround. The recommended installation detail may require the minimum dimensions to be revised to achieve site specific load class requirements (referred to in 1.0 above).

3.0 Cutting and Jointing
Mitre joints are formed by cutting the channels to the required angle and butting them together with appropriate sealant (e.g. Sikaflex 11FC or similar) or ACO Repair Kit. Where possible 90° joints and T's should be formed so that gratings do not have to be cut. Angles can be formed by connecting them using proprietary PVCu pipework attached to ACO inlet/outlet endcaps. For further details please contact ACO Design Services Team.
Note: For Load Classes higher than C 250, mitred joints are not recommended in vehicular areas. Where requested ACO can custom manufacture angled junctions to order.

4.0 Isolation Joints
The channel must be isolated from the surrounding environment. An isolation joint must be positioned up to 1500mm from the channel wall. Any dowel bars must be located no nearer than 150mm from the channel wall. Other isolation joints in surrounding slab must be continued through the channel. Additional crack control may be required to comply with specifier requirements.

5.0 Installation into in-situ Slab
Where a channel is to be installed into an existing concrete slab it is necessary to cut a suitably sized pocket in the slab. The channel will then need to be bedded in polymer modified mortar of 25mm minimum thickness (this may vary depending on the type of mortar used). Engineering advice may be necessary.

6.0 Temporary Installation
A channel installation is not complete until the final surfacing is laid. In any temporary condition, i.e. with the channel walls projecting above adjacent ground, site traffic should not cross channels. Loose boards, stone fill or cover plates will not protect the channel walls or grating. A temporary channel crossing should be formed by raising the ground level locally, to 3 - 6mm above top of edge rail, either side of a channel for a distance of 750 to 1000mm, to form ramps. Note that the channel load class should be adequate to carry the site traffic.

7.0 Block Pavements
The channel must be supported laterally. Blocks laid directly against a channel must be laid as a soldier course and restrained from movement by bedding securely on the concrete haunch e.g. by using a polymer modified mortar for bed and perpendicular joints (e.g. RONAFIX mortar mix C or similar). Blocks or slabs bedded on sand remote from the channel should be set at a higher level to compensate for possible settlement of the paving in service.

8.0 Grate Locking System
Gratings should be securely fixed to the channel, where required, using an appropriate grate lock system (where available).

9.0 Channel Protection
Avoid contact between compaction equipment and top of ACO channel edge rail. The installer must ensure that the finished surface level lies above the top of the edge rail (by at least 3-6mm). Covering or protecting the grating, before concreting the haunch or laying blocks, removes the time and cost associated with cleaning the channel and grating of cement material and embedded stones. (Please note that ACO channels must be installed with the grating in place to prevent deformation of the channel).

10.0 Watertight Installation to BS EN 1433:2002
Where ACO channel joints/fittings and channel/pavement interfaces are to be sealed, an appropriate sealant should be used (e.g. Sikaflex 11FC or similar). Guidance on the necessary surface preparation and/or priming should be sought from the sealant manufacturer.

For Guidance a typical method of application follows:
- The end faces of the channels are to be sound and free from dust, oil, and grease, with any loose material or dirt removed, e.g. by mechanical wire brush. No water drops should be evident.
- Using a standard cartridge gun, apply the sealant evenly and with no flaws. The detail on the ends of a channel varies from one product to another.
- Products with a basically flat face - apply the sealant in a layer approximately 5mm thick to one face of the joint.
- Products with a sealing groove within the end face - apply the sealant in a bead of approximately 10mm diameter into the sealing groove.
- Products with a sealing groove following the inside shape of the channel - apply the sealant to the end face of the channel and to the sealant groove, such that when the joint is completed, the sealant will both cover the end face and fill the groove.
- The channel unit should be placed on the prepared concrete bedding and pressed against the previously placed channel unit. A sealed joint of approximately 1-2mm width should be formed between adjacent channel units.
- Excess sealant should be wiped from the inside face of the channel to leave a smooth finish.
- The sealant is to be left to cure for 24 hours, during which time the sealant should be kept as dry as possible.

Note: Galvanised steel and iron products have good corrosion resistance to concrete and mortar products but may experience corrosion if high chloride and/or sulphate content is present. Use only good quality concrete and consider using corrosion inhibitors where necessary. The use of protective coatings, such as paint, can minimise the risk of corrosion.

Version	Date	Description	Name
F	24.6.2016	Updated title block	TS
E	18.4.2016	Revised to comments 12/04/16	TS
D	24.3.2016	Revised to comments 15/03/16	TS
C	2.3.2016	General revisions	TS

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Drawing Number: 21819
Revision: F
Title: ACO MULTIDRAIN M100D/DS 0.0 CHANNEL INSTALLATION DETAIL DRAWING

Created by: IM	Released by: TS	Projection: ISO-A	Units: mm / Format: A3
Created at: 8.12.2015	Released at: 24.6.2016		Scale: 1 : 10
Replacement for: E1-E01-036-3-c	Replaced by:	Information contained in this drawing is copyright property of ACO Technologies plc. Any reproduction in part or whole without written permission of ACO Technologies plc is prohibited	Sheet: 1 of 1

MOTORHOME WASTE DISPOSAL POINT - STANDARD SPECIFICATION

RANDOM STONE CLADDING
To be buff tumbled sandstone slips with external corners formed with L shaped corner slips. Available from Stone Sales Inverness, Email: info@stone-sales.co.uk, telephone 01463 238222.

COPE STONE
Once weather coping with no drip 525mm wide in a gray finish to match cladding, installed to top ob 325 blockwork wall as per structural engineer drawings 24.0936.

GRP DISPOSAL UNIT AND FREESTANDING PIPE COVER.
Contractor to complete the design.
Supply and fit chemical toilet flushing waste disposal unit with lid as manufactured by GRP Mouldings, Oak Tree Farm, Stembridge, Martock, Somerset, TA12 6BP / Tel: 01460 240069
/ e-mail: jason@grpmouldingsuk.com / 1No Double check valve external taps with hose connection to be SS as per design with green grp free standing housing.

DESIGN - BELOW GROUND DRAINAGE SYSTEMS
Design: Complete the design of the below ground drainage system in accordance with BS EN 752, BS EN 1295-1 and BS EN 1610.
Ground conditions: Gravel, sand - compact.
Performance criteria: None.
Proposals: Submit drawings, technical information, calculations and manufacturers' literature for Inspection chambers - Plastics general to be - Standard: To BS EN
13598-1, BS EN 13598-2.Diameter: 450 mm. / Floor drain to be Manufacturer:
ACO . Product reference: Gully bodies DN 50 with item 5141.48.00 SS top section .
Floor finish: Concrete / provide rubberised seal
Body type: trapped.
- Material: PVC-U.
Grating/ cover:
- Type: Square 5141.21.22 SS Lockable .
- Material: Stainless steel, screw fired.
Outlet: Type and direction to suit pipework.

PAY TO USE FUCTION WITH SERVICE USE
The disposal point and the tap are both to only be operable after a payment has been received for 15 minutes and when a service cycle is required by the maintenance team. Locaing and payment system to be installed by Highland Technical Services, Email: hi@highlandtechnical.co.uk
Phone: 01463 592600

Install ACO Multidrain MD as shown / grating to be black plastic / Drain connections as indicated

ELECTRICAL WORK

As indicated on drawings and bill
DIP22081-THC-XXX-GF-DR-E-XX-001-A
DIP22081-THC-XXX-GF-DR-E-XX-002-A
DIP22081-THC-XXX-GF-DR-E-XX-003-A
DIP22081-THC-XXX-GF-DR-E-XX-004-A
DIP22081-THC-XXX-ZZ-BQ-E-0000

All electrical work to be installed as per current I.E.E. regulations and to be in accordance with BS- 7671: 2018 / eighteenth edition

STANDPIPE
To be installed as per Scottish Water bylaws and guidance, to included and not limited to a stop cock, double check non return valve and drain valve.Pipe to be insulated with 100Ø external grade insulation.

EXTERNAL WORKS.

Contractor to take for all consents to facilitate road crossings for the installation of services - Water / Waste / Electrical connection point all to be installed to the current required standards.
25mm MDPE water pipe to have a stopcock & water meter fitted (Location agreed on site)
All underground electrical cable to be armoured & taped / All underground services to be adequately taped.
Allow for making good to any surfaces/hardstandings affected by the works.

GENERAL NOTES

All works to be carried out in accordance with the latest Building Standards (Scotland) Regulations.
All materials & workmanship to comply with BS Standards
All plumber work to be to the latest water byelaws. Pipes and ducts to be installed in accordance with BS 5422 : 2009 / Sanitary pipework to comply with BS EN 12056-2 2000 / External drainage to comply with BS EN12056-1, BS EN 752:2008, BS EN 752-4:1998 & BS EN 1610:1998.

Rev.	Description	By	Date

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The Highland Council
Comhairle na Gaidhealtachd

DEVELOPMENT AND INFRASTRUCTURE SERVICE

CLIENT: Revenues and Commercialisation	SCALE: Varies
PROJECT: Motorhome Waste Disposal Point	DATE: 08/06/2026
CONTACT: Jonathan Scott	DRAWN BY: AJ
ORIGINAL TITLE: Standardisation Design	CHECKED BY:
PURPOSE OF ISSUE: Information	PAPER SIZE: A1

PROJECT NUMBER	ORIGINATOR	VOLUME OR SYSTEM	LEVELS AND LOCATIONS	TYPE	ROLE	CLASSIFICATION	NUMBER	REV
DI	THCPR	XX	GF	DR	A	xx	220010	