



**HOUSING DEVELOPMENT  
6no. HOUSING UNITS  
STATION ROAD, ARISAIG  
For S+K MACDONALD**

**0552020  
October 2020**

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## **1.0 BACKGROUND INFORMATION**

### **1.1 Name of the Scheme**

6 No Houses, Station Road, Arisaig

### **1.2 Applicant**

S+K MacDonald for Arisaig Community Trust.

### **1.3 Architect/developer/agents/advisers, etc.**

Contractor – S+K MacDonald  
Architects – Kearney Donald Partnership  
Civil and Structural Engineers – McColm Design

### **1.4 Description of client history and design brief**

The brief to design and build six affordable housing units comprising 3no two bedroomed houses and 3no three bedroomed houses arranged as a terrace of as semi-detached houses with all associated roads footpaths and services.

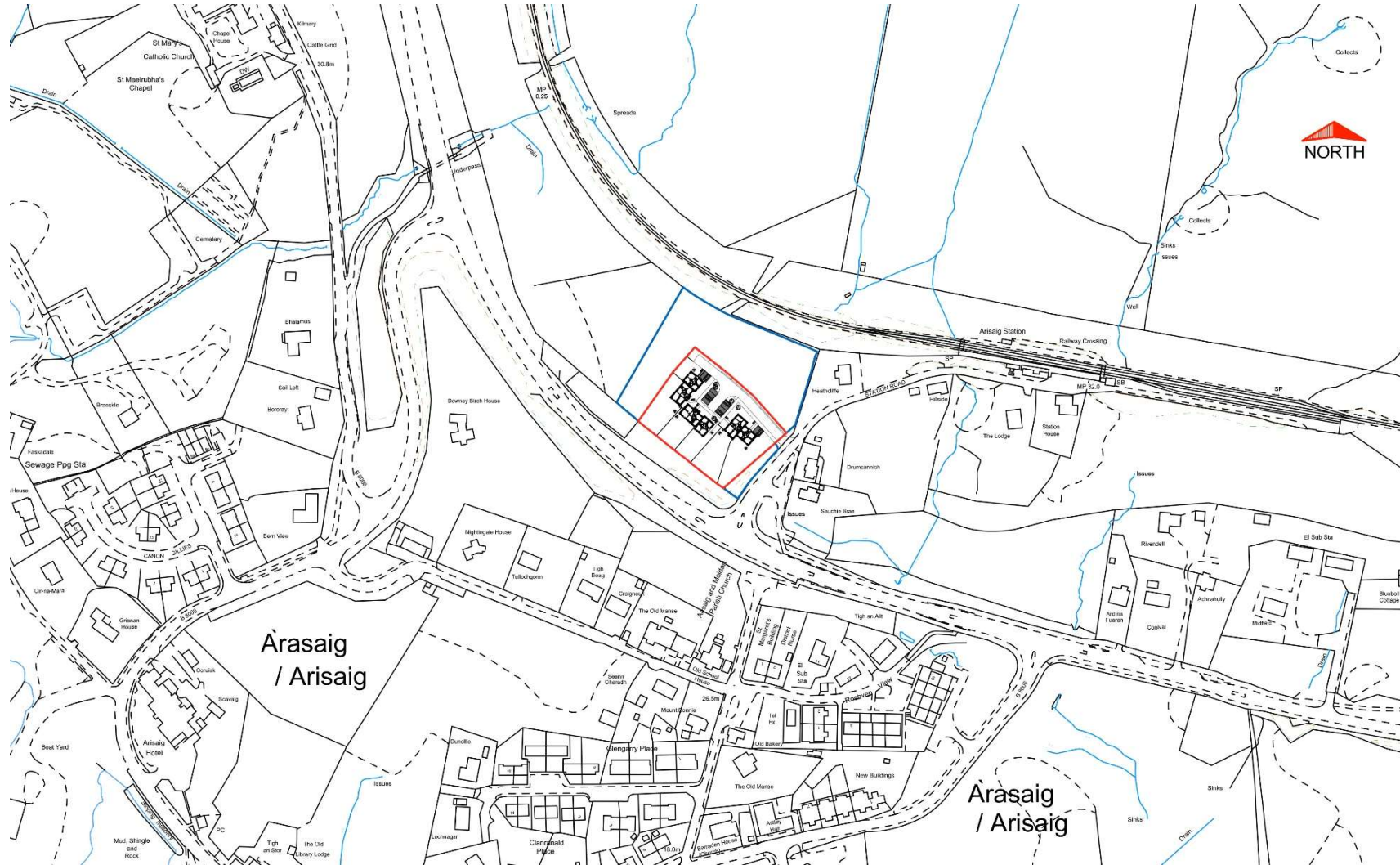
### **1.5 Date**

This report was prepared in October 2020

## 2.0 SITE DETAILS

### 2.1 Location of Site

The site is located at Station Road Arisaig.





## 2.2 Description – physical/environmental characteristics

The proposed site is located between the main railway line from Fort William to Mallaig and the A830 Trunk Road at Arisaig. The application site is 1.0Ac (0.4Ha) in area although part of a larger land holding of 2.13Ac (0.86Ha), owned by Arisaig Community Trust.

The site is mostly open moorlands with the land generally sloping from the railway line down towards the trunk road. There is a small rock knoll within the site. There is a stand of trees between the site's southwest boundary and the Trunk Road, but these are out with the application site and will be retained.

## 2.3 Site History

The site had a previous planning permission in principle granted for 6no house plots. 07/00532, 07/00539, 07/00540, 07/00541, 07/00542 and 07/00543/OUTLO. There has been a more recent Pre-Advice Application 19/04144/PREAPP.

## 2.4 Ownership

The development site is part of a larger land holding owned by Arisaig Community Trust.

## 2.5 Surrounding Uses

As stated, the site is bounded to the north by the railway line between Fort William and Mallaig and to the south by the A830 Trunk Road. To the west is open moorland and to the east is Station Road which accesses a number of residential properties.

## 2.6 Site Investigations

To date several surveys and site investigations have taken place. A full topographical survey of the site has been completed.

There has also been site investigation to determine the underlying ground conditions and services have been located and capacities checked.

## 2.7 Infrastructure and Services

### Roads

The site will be accessed from Station Road in Arisaig. Station Road links to the A830 trunk Road with a junction with the B8003 leading to the Arisaig Village.

### Water and Sewerage

Scottish Water has no objection to this planning application; however, the applicant should be aware that this does not confirm that the proposed development can currently be serviced and would advise the following:

### Water

There is currently sufficient capacity in the Mallaig Water Treatment Works.

### Foul

There is currently sufficient capacity in the Arisaig Sep Wastewater Treatment Works.

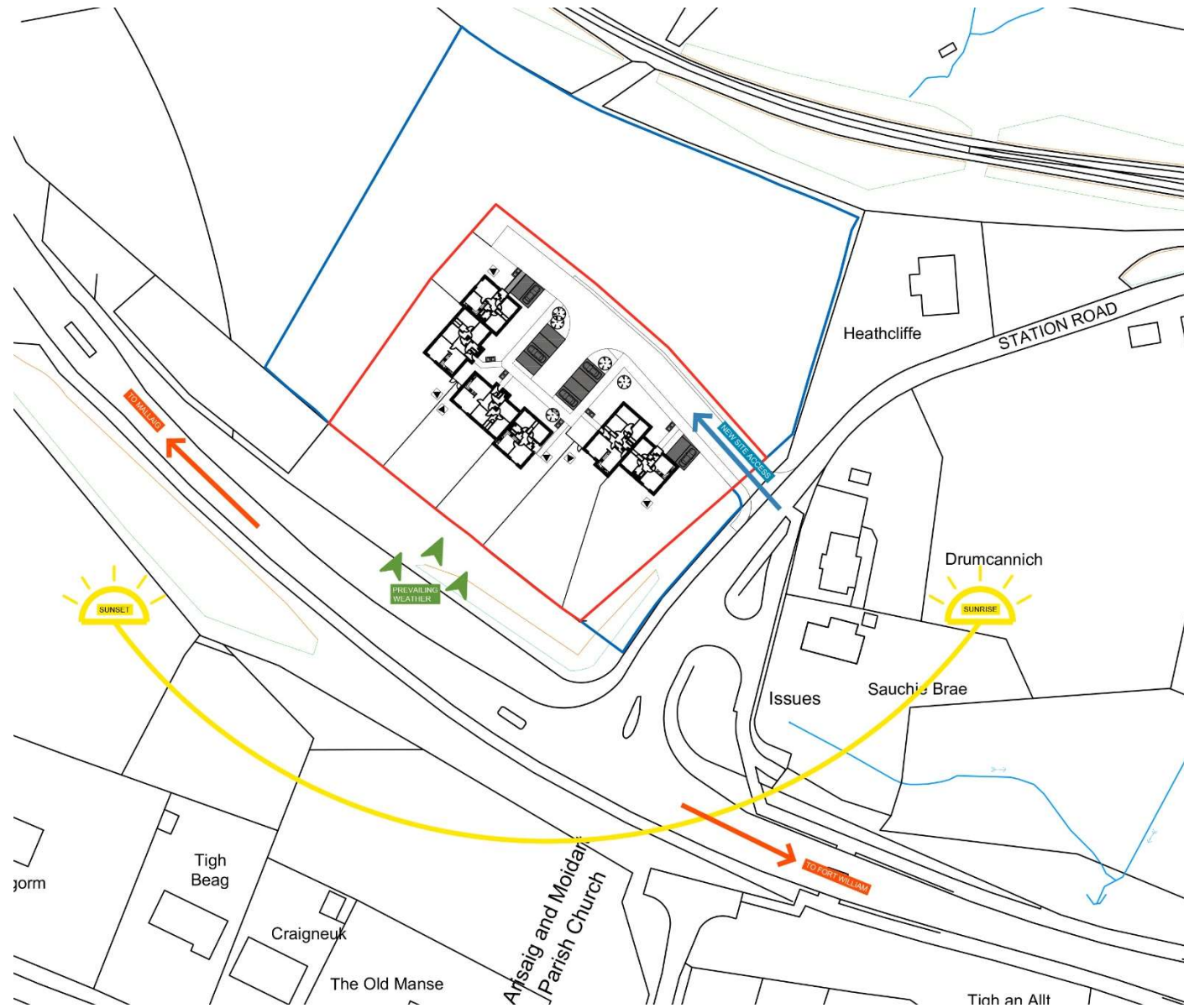
### Surface Water

Surface water must be dealt with privately on site via soakaways.

### Local Public Services

Arisaig is a rural community of some 300 residents. The village has a local shop and numerous tourist-based businesses. There is a primary school on the outskirts of the village. Children from 12 onwards go to either Lochaber High School or Mallaig high School.

### 3.0 SITE AND AREA APPRAISAL



### **3.1 Context**

The land at Station Road is separate from the main village by the A830 trunk Road. There are 6no houses on Station Road and the railway station.

The site is located within the designated Moidart, Morar and Glen Shiel Special Landscape area.

### **3.2 Identity**

The site is sandwiched between the railway and the Trunk Road and is categorised by open moorland sloping from the trunk Road up the Railway Line. The houses on Station Road have little consistency in design.

### **3.3 Connections**

The proposed site is within easy reach of the village centre. There is the first of 3no pedestrian crossing points over the Trunk road 100m approx. from the site. There are further crossing points another 150m further south on the Trunk Road adjacent to the junction with the B8003.

The railway station can be accessed from station Road and will give direct train services to Mallaig and Fort William and then beyond.



## 4.0 DESIGN PRINCIPLES

### 4.1 National Guidance

Reference has been made to a number of guidance documents including:

Pan 68 Design Statements

Pan 78 Inclusive Design

Pan 59 Improving Town Centres

Pan 61 Planning and Sustainable Urban Drainage Systems

Pan 75 Planning for Transport

### 4.2 West highland and Islands Local development Plan (2019) (Westplan)

Growing Settlement Arisaig – Policy 3

Policy 3 Growing Settlements Development proposals that are contained within, round off or consolidate the Growing Settlements (listed) will be assessed against the extent to which they

1. take account of the issues and placemaking priorities identified for the individual Growing Settlements;
2. are likely to help sustain, enhance or add to facilities with proposals being located within active travel distance of any facility present;
3. are compatible in terms of use, spacing, character and density with development within that settlement and demonstrate high quality design;
4. can utilise spare capacity in the infrastructure network (education, roads, other transport, water, sewerage etc.) or new/improved infrastructure can be provided in a cost efficient manner, taking into account the Council's requirement for connection to the public sewer other than in exceptional circumstances;

5. avoid a net loss of amenity or recreational areas significant to the local community.

6. and would not result in adverse impact on any other locally important natural or cultural heritage feature, important public viewpoint/vista or open space.

Proposals which demonstrate overall conformity with the above criteria will be in accordance with this policy. These criteria will also be used to determine the suitability of development proposals and as the framework for preparing any future Development Briefs or Masterplans for development for Growing Settlements.

#### 4.2.1 Policy 28 – Sustainable Design

In terms of Policy 28 the application will demonstrate the following:

1. There is available capacity within the local public services.
2. There is capacity within the local school
3. The site is immediately accessible to public transport, cycling and walking.
4. The houses are designed to maximize solar gain opportunities and will be built exceeding current building regulations for environmental standards.
5. The site has been a long-standing vacant site on the outskirts of the village.
6. There will be no impact on community residential amenity as the site is currently vacant and unused.
7. There will be no impact of agricultural land or any proposed road or rail links.
8. There will be no impact on habitats, freshwater systems, marine systems, landscape, cultural heritage, scenery or air quality.

9. The courtyard arrangement of houses will provide a high-quality setting and the proposed landscaping within the scheme will enhance the landscape setting.
10. The housing mix will address some of the current housing need within the village.

#### **4.2.2 Policy 29 - Design Quality and Place Making**

In terms of Policy 29 we believe the 3no pairs of semi-detached houses arranged as a three-sided courtyard will create a sense of place and enclosure allowing all house to relate to each other. The central courtyard will afford opportunities for some communal landscaping around the car parking area.

#### **4.2.3 Policy 31 – Developer Contributions**

As stated in the Pre Advice Application Developer Contributions of £1,019 per house will be due for community facilities.

#### **4.2.4 Policy 32 - Affordable Housing**

As stated previously all houses will be affordable houses for rent.

#### **4.2.5 Policy 34 - Settlement development Area**

The site is no longer within the Settlement Development Area.

#### **4.2.6 Policy 56 - Travel**

Refer to transport Statement for Policy 56 statement.

#### **4.3 Supplementary planning guidance**

Access to Single Houses and Small Housing Developments (May 2011)

Developer Contributions (March 2013)

Flood Risk & Drainage Impact Assessment (Jan 2013 )

Green Networks (Jan 2013)

Highland's Statutorily Protected Species (March 2013)

Managing Waste in New Developments (March 2013)

Open Space in New Residential Developments (Jan 2013)

Public Art Strategy (March 2013)

Roads and Transport Guidelines for New Developments (May 2013)

Sustainable Design Guide (Jan 2013)

Trees, Woodlands and Development (Jan 2013)

#### **4.4 Site Specific Development Briefs**

The site itself is not subject to any site-specific development brief.

#### **4.5 Consultations**

A Pre-Application Advice application was submitted, Reference 10/04144/PREAPP.

## **5.0 DESIGN SOLUTIONS**

### **5.1 Layout**

The housing is arranged as 3no pairs of semi-detached houses planned to create a three-sided courtyard. The road access forms the fourth side of the courtyard. There is communal parking for 4 of the 6 houses and pedestrian access to 4 of the 6 houses from within the courtyard. The access road from Station Road stretches into the site in a northwest direction. The access road will be designed and constructed to adoptable standards and will also accommodate a further 4no private house plots between the north edge of the road and the railway embankment. The road will also allow for future development further to the northwest on land owned by Arisaig Community Trust. The 4no private house plots are not part of this application.

Each of the pair of semi-detached houses has one three bed house and one two bed house. The houses are set at right angles to each other creating a more interesting roof scape. The houses are planned to maximize the views south and westwards. This orientation will afford five of the six properties to achieve solar gains to the main public rooms.

The location within the site has also been kept within the depth of the site to ensure that the neighboring house Drumcannich maintains its views westwards. This results in five of the six houses having substantial south/southwest facing gardens.

### **5.2 Context**

There is no defining building type or pattern in this part of the village. The area is categorised by individual properties mostly residential set against the backdrop of the land sloping upwards to the railway

embankment. The proposed development will create a distinct single unified aesthetic.

### **5.3 Accessibility and Transport**

Read in conjunction with Transport Statement.

### **5.5 Safety and Security**

The courtyard layout will create a safe and secure environment. The central space is overlooked by occupied rooms from all the houses which permits passive surveillance of the external areas.

The private garden spaces will be separated from the Public spaces by fences creating further secure areas for children to play in.

### **5.6 Scale and Mix**

The housing mix has been dictated by the housing need within the area. We have separated the two and three bed houses pairing one of each size into a pair of semi-detached houses.

All of the houses are single storey with a 40degree pitched roof.

## 5.7 Details and Materials








The external walls are finished in a mixture of 2no materials. Most of the external wall finish is a traditional wet dash render, painted white. There will also be areas of feature “Scotlarch” timber cladding.

The main roofs are finished in natural slate.

All external windows, glazed screens, patio doors and doors will be upvc, colour white. All fascia boards and verge boards will be upvc, colour white. All gutters and downpipes will be upvc, colour black.

All external detailing of the building will be appropriated to the local conditions. Simple and well considered junctions with appropriate weatherproofing will ensure that the building maintains its appearance in the harsh environment

The pitched roof profile has been designed to incorporate broad gutters beyond the line of the wall head to minimise the risk of water ingress. Wall penetrations are being considered and kept to a minimum to avoid the risk of staining and appropriate drip flashings will be used where necessary.

Marley Modern interlocking Roof Tiles Colour - Anthracite	
Black UPVC Gutters and Downpipes	
White UPVC Fascias & Verges	
White Roughcast Render	
Scotlarch Vertical Board on Board Cladding	
White UPVC Windows & Patio Doors	
Palladio Timber Front Entrance Door	



## **5.10 Maintenance**

The clients brief required future maintenance should be limited as far as possible. Materials and details respect this and have been chosen to assist the building in keeping its appearance without deterioration over time.

The positioning of the buildings within the site will allow for future access all-round the building. Space has been left all around the blocks to ensure access for maintenance vehicles for roof cleaning, gutter cleaning, etc.