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Date: 4 June 2019

Dear Sir/Madam

You are invited to the following meeting:

Special Development Committee
Council Chamber, Town Hall, Lerwick
Tuesday 11 June 2019 at 10am

Apologies for absence should be notified to Louise Adamson at the above number.

Yours faithfully

Executive Manager – Governance and Law

Chair: Alastair Cooper
Vice-Chair: Stephen Leask

AGENDA

- (a) Hold the circular calling the meeting as read.
- (b) Apologies for absence, if any.
- (c) Declarations of Interest – Members are asked to consider whether they have an interest to declare in relation to any item on the agenda for this meeting. Any Member making a declaration of interest should indicate whether it is a financial or non-financial interest and include some information on the nature of the interest. Advice may be sought from Officers prior to the meeting taking place.

ITEM

1. Local Development Plan Supplementary Guidance –
Knab Masterplan
DV-15-19



Meeting(s):	Special Development Committee Special Shetland Islands Council	11 June 2019 11 June 2019
Report Title:	Local Development Plan Supplementary Guidance – Knab Masterplan	
Reference Number:	DV-15-19-F	
Author / Job Title:	Team Leader Development Plans and Heritage	

1.0 Decisions / Action Required:

- 1.1 That the Development Committee RECOMMEND to the Council that it resolve to adopt the Supplementary Guidance – Knab Masterplan as supplementary guidance to the Local Development Plan (LDP).

2.0 High Level Summary:

- 2.1 The purpose of this report is to provide a brief summary of the supplementary guidance (SG) Knab Masterplan. If adopted by Council the document will provide policy context and guidance for future development on the Knab Site. It will form a material consideration in any subsequent Planning Applications submitted on this site.
- 2.2 The Knab Masterplan Site is included in the Adopted Shetland Local Development Plan 2014 as a site with development potential. It forms part of Site ref. LK015. The proposed use identified is mixed use.
- 2.3 Preparatory work started on a Development Brief in 2014 with the Knab Visioning exercise, a series of 2 workshops facilitated by Architecture & Design Scotland. The resulting Development Brief was adopted by the Council in November 2016, after a 6 week public consultation exercise. It now forms Non Statutory SG to the LDP.
- 2.4 The Council agreed to proceed with the procurement of a Masterplan in June 2016. A Masterplanning team led by 7N Architects were appointed in 2017 to develop a Masterplan and work to deliver The Knab Masterplan has been underway since.
- 2.5 Community and stakeholder engagement was undertaken throughout the masterplan development process. Three public engagement events were held between November 2017 and May 2018 with draft proposals being presented to the public in March 2019.
- 2.6 The Planning Service has worked closely with the Masterplanning team throughout the process and has benefitted from the support of Architecture and Design Scotland who facilitated a Design Forum process which ran parallel to the Masterplan development process.

3.0	Corporate Priorities and Joint Working:
3.1	The LDP is the strategic tool for the Council's spatial development priorities and underpins sustainable development. In conjunction with other Council policies it also contributes to the spatial aims of the Shetland's Partnership Plan and the Corporate Plan.
3.2	In providing additional policy context and guidance SG supports a high standard of governance by ensuring the Council operates effectively and decisions are evidence based and supported by effective assessments of options and potential effects
4.0	Key Issues:
4.1	The draft Knab Masterplan has been subject to a public and stakeholder consultation running from 8 March to 3 May 2019. Seventeen responses were received. Appendix 1 summarises those representations, and the modifications sought. It includes a summary of recommended responses (including reasons) by the Planning Authority and the conclusions and / or actions in respect of changes to the SG.
4.2	The Planning Authority has not recommended any significant changes at this time. A number of issues relating to detailed design aspects of the development have been highlighted in the responses and the Planning Authority acknowledges these and requests that, as is appropriate, they be resolved at the detailed planning application stage by the applicant.
4.3	SNH have responded positively on the Masterplan but have highlighted a few areas where they would seek some more detail included in the plan. These are in relation to planting schemes and species types, colours proposed for road surface materials and greater promotion of the existing path networks in the vicinity of the site in order to promote active travel and health and well-being related opportunities. The Planning Authority is in agreement with these suggested amendments and has liaised with 7N Architects to amend the Masterplan to better reflect their request in the amended Masterplan.
4.4	Representations were received requesting the consideration of the Knab for allotments and a number of sporting uses. Council officers are already working with sports groups that have expressed interest in the Knab site. Some sports use may be possible and play facilities are referred to in the Masterplan. In other cases the Council is assisting groups to develop business cases and funding models. The Council is willing to look at supporting sports groups in terms of providing sites, but the Knab is not being considered for that purpose. Measures to develop growing areas are currently being considered by the Council in a number of ways, including allotments. This work is ongoing and Lerwick Community allotments will be consulted and involved as appropriate. However, the Knab site is not considered appropriate.
4.5	The Content of the Final Draft Masterplan is available as a background document to this report.
5.0	Exempt and/or Confidential Information:
5.1	None

6.0 Implications :		
6.1 Service Users, Patients and Communities:	<p>Versions of the document now presented have been subject to public consultation.</p> <p>Furthers certainty amongst service users when bringing development proposals forward.</p>	
6.2 Human Resources and Organisational Development:	All workload relating to supporting the Masterplan making process will be met within the resources of the existing Development Plans and Heritage team.	
6.3 Equality, Diversity and Human Rights:	None.	
6.4 Legal:	None arising directly from this paper. However, the Committee is in particular reminded to have cognisance of the fourth Gunning principle of effective consultations: namely, that the Committee is satisfied that, as a matter of fact, the consultation responses have been conscientiously taken into account as part of the overall finalisation and adoption of The Knab – Masterplan Supplementary Guidance.	
6.5 Finance:	There are no direct financial implications arising from this report.	
6.6 Assets and Property:	No direct implications arising from this report.	
6.7 ICT and New Technologies:	None.	
6.8 Environmental:	Supports sustainable development of the proposed development site such that environmental effects are managed and/ or mitigated including those associated with climate change and carbon management.	
6.9 Risk Management:	Council policy documents underpin good decision making and are integral to good governance. A lack of such policy documents clearly undermines this and would be ineffective in supporting sustainable development and could increase costs and time to both applicants and the Council when preparing and determining planning applications	
6.10 Policy and Delegated Authority:	In accordance with Section 2.3.1 of the Council's Scheme of Administration and Delegations, the Development Committee has delegated authority to implement decisions within its remit. However determining matters of Policy is reserved to the Council.	
6.11 Previously Considered by:	None.	

Contact Details:

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4 June 2019

Appendices:

Appendix 1 – The Knab Masterplan Supplementary Guidance Consultation Responses

Background Documents:

<https://www.shetland.gov.uk/Knab-Masterplan.asp>

REF	Respondent & Date	Summary of Representations	Modification sought by those submitting representations	Summary of responses (including reasons) by Planning Authority	Conclusion / Action
01	A Archer 11/03/2019	I found the design of the buildings very depressing. The uniformity of shape and layout reminded me of the pictures of Soviet era mining towns. Surely there could be more variety within the buildings. The artist's impression of the people walking through the central spine just looks really dismal. I am sure that something more attractive and uplifting is possible, whilst still keeping the ideas about the layout etc.	Further consideration of building design.	Comments noted. The building design at this stage is indicative, while the Masterplan contains design guidance to provide a clear framework for design quality for the buildings and the public realm the specific details of the buildings will only be decided on during the detailed design phase of the development. There will be further opportunity for community engagement / comment at the detailed design stage through the Planning Application process.	Pass on comment to the implementation team to consider at detailed design stage.
02	D Ristori Lerwick CC 17/03/2019	FOR THE HOUSING SCHEME PROPOSAL OVER THE YEARS THE LERWICK COMMUNITY COUNCIL HAS BEEN ASKED TO PROVIDE OR APPROVE SUITABLE NEW ADDRESSES. IT HAS ALSO BEEN USEFULL OF HJALT LAND HOUSING OVER THE YEARS TO LOOK FOR NAMES THAT HAVE A LINK TO AREA & NOT MADE UP WITH UNSUITABLE NAMES. SINCE THE HOUSING PLAN IS LOCATED BETWEEN THE BELLEVUE TO GRESSAY LOAN AREA A CONTINUATION OF BELLEVUE AS A SUITABLE ADDRESS COULD BE A SENSIBLE CHOICE FOR THE	No modifications sought to Masterplan. Request to consider the suggested street	Comments noted. Street naming will be dealt with by the implementation team at the appropriate time	Pass on comment to the implementation team to consider at detailed design stage.

		<p>REASON THAT ONLY A HANDFULL OF ADDRESSES USE THIS PARTICULAR TITLE.</p> <p>OTHER NAMES THAT HAVE BEEN PASSED ON FROM VARIOUS SOURCES INCLUDING LOCAL HISTORIANS AND RESIDENTS OF THE SCHOOL AREA ARE AS FOLLOWS PRESERVE THE FOLLOWING NAMES FOR POSSIBLE NEW ADDRESSES - JANET COURTNEY, BRUCE & NEW NAME THAT HAS MOST AT HEART ARTHUR ANDERSON.</p> <p>FOR EXAMPLE</p> <p>ARTHUR ANDERSON COURT, PLACE, VIEW, GARDENS JANET COURTNEY COURT, PLACE, VIEW, GARDENS BRUCE COURT, PLACE, VIEW, GARDENS BELLEVUE GARDENS, PLACE, COURT ANDER HILL PLACE, COURT, GARDENS THESE ARE CURRENT IDEAS FOR WHEN THE TIME COMES FOR NEW ADDRESSES TO BE CHOSEN</p>	names.		
03	Shetland Heat Energy & Power Ltd 20/03/2019	<p>We have been looking over the proposed re-development of the Knab site and would like to bring a couple of points to your attention.</p> <p>As mentioned in the Desktop Survey Report, Shetland Heat Energy & Power Ltd currently supply energy to the existing old school and hostel buildings and as such we believe that there will be enough spare capacity on our network to allow us to supply energy to the proposed new buildings, which we expect to be modern and well insulated and therefore of a low energy use per unit.</p> <p>We have various pipelines running through the current site supplying different buildings or blocks of buildings, which will</p>	<p>No Modifications sought.</p> <p>Requesting meetings to discuss options / possibilities relating to provision of district heating scheme on the site.</p>	Request to meet during the implementation noted and welcomed.	Pass on comment to the implementation team to consider at detailed design stage.

		<p>need to be considered during the redevelopment of the site to ensure that our pipelines are not damaged and we continue to supply the buildings that are staying.</p> <p>We also have a plant room in the school with heat exchangers and back up boilers with a connection to allow us to back feed the District Heating Scheme from the old school in the event of a breakdown. I believe it was initially suggested that some form of plant room/boiler house would be incorporated into the design of the site to allow us to retain this equipment but this now appears to have been missed as the existing main plant room building is one of the ones to be demolished and there does not appear to be any provision of a new building/plant room.</p> <p>As your plans develop and start to be finalised, we would like to invite you to come along and discuss how we can work with you on this development to ensure that the district heating scheme is fully considered and made best use of.</p> <p>Please get in touch at any time to discuss further or arrange a visit to come and speak with us.</p>			
04	J Telford 28/03/2019	<p>My house is closely borders the site and I am concerned at the potential loss of daylight and privacy due to the high level of the existing ground. Possible solution moving boundary slightly to allow adjoining wall/fence to be a bit further from window.</p>	<p>Further consideration of building siting and design in order to minimize impact on neighbouring property.</p>	<p>Comments noted. The building design and exact locations at this stage are indicative, while the Masterplan contains design guidance to provide a clear framework for design quality for the buildings and the public realm the</p>	<p>Pass on comment to the implementation team to consider at detailed design stage.</p>

				specific details of the buildings will only be decided on during the detailed design phase of the development. There will be further opportunity for community engagement / comment at the detailed design stage through the Planning Application process	
05	A Ockendon 01/04/2019	<p>I attended the public consultation on the Knab Masterplan in the Town Hall on Wednesday 20th March. The presentation by 7N Architects was exemplary, and the overall scheme is in my opinion generally very good, in particular with regard to the proposed 120 to 140 mixed house provision. My main reservation is that of retention of all three listed buildings. There should be no question over preservation of the original Anderson Institute building, due to its history, connection to Arthur Anderson, and the pleasing design. The Bruce hostel has rather less qualification for retention. but nevertheless is an imposing building and has the potential for a number of development possibilities including a hotel. However, the Janet Courtney hostel is another matter. As a general observation, it is my opinion that a) there are far too many Listed Buildings in Scotland and b) that the framework of limitation of what can be done with them is too restrictive. I could fill several pages in support of this remark, but will desist in the interests of brevity. Do not misinterpret this. I fully support the principle of preservation of historically important buildings - it is just that the definition of that has been too liberally utilised. The desire to preserve impractical</p>	Suggest that SIC Seek to have the Janet Courtney Hostel De – Listed.	Comments noted. The decision to retain the 3 listed buildings and find appropriate new uses for them was made at the early stages of the redesign process in agreement with HES aspirations for the site.	Note the comments but no action to be taken.

		old buildings for our interest and enjoyment collides with two main opposing considerations, namely 1) their very seriously restricted ability to meet today's drive for energy efficiency and 2) the cost of their maintenance which deflects society's resources from toher, more practically pressing, matters such as provision of health, care for the elderly, etc. etc. So I suggest the Shetland Islands Council makes a start by requesting that Historic Scotland de-list the visually appalling and immensely impractical Janet Courtney Hostel, with a view to its demolition and creation of space for a few very much more useful houses. I understand fully that there are criteria to be addressed, but the egregious argument should go that the "uses" suggested at present are vague, inessential, and highly unlikely to be economically viable. Imposed retention of the building would therefore simply impose an unnecessary indefinite fiscal burden on the local authority, which is already struggling to fund its essential services, and that consideration should override dubious "historical importance".			
06	Transport Planning/ZetTrans 08/04/2019	<p>Overall the content of the Masterplan Report is good. There are a few points I would like to raise from a Transport Planning perspective:</p> <p>Development Brief</p> <p>The Development Brief only references 'SIC Our Plan 2016-2020' and the 'Development Plan' for the Knab site as documents informing the Masterplan. The Systra Transport Framework Policy Framework references a range of local and national policy documents that could be considered for inclusion (although it does not reference the refresh of the Shetland Transport Strategy that was completed in 2018). It would be appropriate to reference Shetland's Partnership</p>	Request reference made to Shetland Partnership Plan, refreshed Transport Strategy, Active Shetland Strategy, Shetland Tourism Strategy in the Masterplan document.	Noted requested update to Masterplan. Text in the Transport Framework and the Masterplan document will be updated.	Amend the Transport Framework and the Masterplan document to ensure they are up to date and factually correct.

		<p>Plan, as being a key document guiding the activities of a number of statutory and non-statutory signatories in Shetland, including SIC and ZetTrans. In the spirit of the SPP, and its foundation in partnership working, it would also be appropriate to reference other relevant strategic documents. From a Transport perspective this would include the Refreshed Shetland Transport Strategy, and the Active Shetland Strategy, which involves a significant element of Active Travel. Given the potential tourism related uses proposed for areas of the Knab site, it would also be sensible to reference Shetland Tourism Strategy. It should be noted that the National Transport Strategy is currently under review. The outcome of this process may lead to a full review of the Shetland Transport Strategy. It should also be noted that a multi-agency group, including SIC and ZetTrans is currently working towards development of an Active Travel Strategy for Shetland.</p> <p>Access and Connections</p> <p>The Systra Transport Framework makes use of bus timetabling information obtained from Traveline, which is not entirely correct. For example, it states (p.30) that there are no Sunday bus services operating, which is not the case. Both the 4 and the 6 have Sunday services so in practice, connectivity is better than shown in the Systra Framework. As it happens, the Systra Framework states that 'the distance and level of service provided at (Annsbrae Place) stop is sufficient to serve the proposed master plan development' so the omission has not had a material impact on the conclusion reached. P.26 of the Knab Report states that 'Annsbrae Pace is on the main A969 thoroughfare, which serves the majority of bus services operating within and outwith Lerwick, as well as a "Dial-a-Ride" service'. The only DAR service that operates</p>	<p>Correct text in Systra Transport Framework to correctly reflect the existing bus timetable.</p> <p>Correct the Systra Transport Framework to accurately reflect the level of service provided via DAR in the area.</p> <p>Seek to involve Zetrans during the detailed design and implementation stages of the development.</p>		
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		<p>from Lerwick is the service to Tingwall Airport, which is operated from the Viking Bus Station by Sinclairs Taxis. Although it is possible to request pick-up from other areas in Lerwick, it is slightly misleading to state that Annsbrae Place is on the regular route.</p> <p>Access and Movement</p> <p>In principle there is no problem with provision of public transport (i.e the Lerwick Town Service) onto the Knab site, making use of the turning area that has been identified. In practice, this would require a period of consultation on the timetable changes required, which, once agreed, would take 56 days to gain approval from the Traffic Commissioner. It should also be borne in mind that this change to the service might have a knock-on effect in terms of contract costs, for which a budget may have to be found.</p> <p>Parking Strategy</p> <p>It is stated (p.62) that 'Developers who seek to achieve a higher density will need to demonstrate how they will bring forward innovative approaches to reducing parking demand.... such as:</p> <ul style="list-style-type: none"> Improved cycle and pedestrian links Implementation of car clubs Implementation of car sharing <p>It is also noted in the Systra Framework that the 'quantity of cycle parking racks will be agreed with SIC in due course'</p> <p>Active travel, car sharing and car clubs are being explored by ZetTrans in a Shetland wide context. As already stated, work is underway with a multi-agency group to develop an Active Travel Strategy for Shetland. Development of car sharing/car club initiatives are seen as potential means to improve</p>			
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		connectivity in rural locations, and to reduce single occupancy car use and individual car ownership across Shetland. It is hoped that any initiatives at the Knab will be consistent with, complement and/or support any wider ranging activities. To this end, ZetTrans would appreciate early engagement from developers and other agencies when exploring potential proposals.			
07	R & V Gibson 15/04/2019	<p>Knab Master Plan Representation Comments</p> <p>The Master plan is thorough and comprehensive, and comes to sensible conclusions based on the public consultation exercises.</p> <p>In particular, I welcome the proposal to make a clear separation between the open space to the East of the listed buildings, that contrasts with the relatively high density residential development that substantially increases the number of people within walking distance of the town centre, and provides shelter for those living within the development. It is important that the place-making aspirations described in the report are not diluted by the parking and road design regulations used in the Local Plan. Insisting on these regulations will destroy the spirit behind consultant's proposals.</p> <p>I was disappointed that the option of using the retained buildings for the Shetland College in the future was not included in the proposal although it was raised during the consultations but omitted from the report. I would have liked the study to have at least included a comparison of floor areas so that this option could either be ruled out completely, or kept in as a basis for reappraisal if the situation arises. Finding long term uses for the existing buildings is likely to be</p>	No modifications sought.	Comments on placemaking aspirations, car – parking noted and the concern regarding future use of the listed buildings noted.	Pass on comment to the implementation team to consider at detailed design and implementation stages.

		difficult while re-purposing the college building would not. The cost of restoring and maintaining these building without a dedicated community use will be considerable. Vague suggestions as to what uses they could be put to are not enough.			
08	W & M Henderson 16/04/2019	<p>SIC Council Development Services. AHS Sites at Knab. All "temporary" classrooms and buildings to the East below AEI should be removed and the space left open. Owing to the restricted access to the Site - Kab Road is the only viable access - South Commercial Street leading to Twageos Road and Lovers Loan is One Way and Breiwick Road and Lovers Loan round the Old Cemetery is One Way - there is no potential for a large number of houses. A maximum of 50 affordable home is suggested. Listed Buildings - the AEI could be adapted as a Care Home, others perhaps for light industry. There is also the possibility that the Cemetery could be extended. Full public consultation is obviously required. As long time residents (52 years) we hope these suggestions are helpful.</p> <p>Nothing has changed our opinions above - 5th April 2019</p>	<p>Seek to see removal of temporary classrooms and buildings to the east below the AEI removed and open space left.</p> <p>Concerns over restricted access and housing numbers. Suggesting possible uses for listed buildings</p>	<p>The Masterplan indicates that all buildings on site shall be removed with the exception of the AEI, The Bruce Hostel, The Janet Courtney Hostel and the Science block. the network has been modelled and demonstrates that there is capacity in the current . Several rounds of community consultation involved asking the public for suggested future uses for the Listed buildings, the outcome of these consultations has been included in the Masterplan report.</p>	<p>Pass on comments to the implementation team to consider at detailed design stage.</p>
09	SNH 25/04/2019	<p>Thank you for consulting us on the above masterplan. We consider that the masterplan, while long, provides a good framework on which future development proposals can be</p>	<p>Seek to ensure consultation and advice on</p>	<p>Note and agree with the request to take advice from SAT on</p>	<p>Amend the masterplan to ensure details of</p>

		<p>designed and tested. The implementation of the masterplan should create a distinctive, well connected place that is attractive for people and nature.</p> <p>We welcome the emphasis given to active travel and connectivity within the masterplan area and to/from the surrounding area. This should help reduce reliance on the private car, reducing emissions that contribute to climate change.</p> <p>We also welcome the recognition given to the need to enhance biodiversity. We note that it is intended (eg page 60, 96) that Shetland Amenity Trust will be consulted on suitable tree and ground planting species. Given the challenging climatic conditions, we consider that their advice will be essential to ensure that planting is appropriate and sustainable in the long term.</p> <p>We consider that the masterplan results in a contemporary townscape character which compliments the historic identity and recognises the importance of the location in the wider area. Implementation of the masterplan should create a distinctive place. The Character Appraisal effectively develops a palette of material and colours to use in the masterplan, which is welcome. Recognition of the role that trees play in the urban landscape is helpful – balancing the roles of hard and soft landscaping should contribute to sense of place.</p> <p>We have the following advice to enhance the masterplan for both people and nature:</p> <ul style="list-style-type: none"> - While the use of coloured asphalt will introduce an interesting design feature, its use should be carefully balanced and appear subservient to the colour palette used for the built architecture. Coloured asphalt should not be used as a mechanism to introduce colour/interest at the expense of the high quality and contemporary architecture and hard landscape advocated in the masterplan. <p>Page 2 of 3</p>	<p>planting is sought from SAT at the detailed design stage to ensure enhanced biodiversity opportunities are maximized. Modify plan to make sure coloured asphalt palette is subservient to the colour palette for the built architecture. Modify plan to place greater emphasis on maintaining existing and enhancing connections to the existing network connections with regard to active travel and health and wellbeing opportunities. Modify Plan to</p>	<p>tree and planting species at the detailed design stage. Suggestions for planting types and styles noted and appropriate for the project implementation team to consider. Agree with the request to clarify asphalt colour palette. Agree with the request to modify plan to place greater emphasis on existing networks / new network connections in order to promote the role it plays in active travel and health and wellbeing opportunities.</p>	<p>advisors to planting schemes are included and more details of the specific appropriate planting for the site is included Amend masterplan to ensure the colour palette of the asphalt is subservient to the built architecture palette. Amend Plan to better demonstrate the existing pedestrian and cycle network connections in the area and the opportunities to connect the knab site to them.</p>
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		<p>- The existing coastal path and connections it provides to the town and open spaces is recognised on pages 27 and 58. However, our advice is that greater emphasis on maintaining and enhancing connections to the existing path network should be included in the masterplan. As well as being beneficial for placemaking purposes, enhanced pedestrian/active travel connections would contribute to outcomes under the 'health and wellbeing' and 'place' priorities in the Shetland Partnership (Local Outcome Improvement) Plan, and the Active Shetland Strategy. Enhanced pedestrian/active travel connections would do this by providing improved opportunities for physical activity, active travel and access to nature, with associated benefits to health and wellbeing.</p> <p>- It is unclear from pages 60 and 61 whether the tree species have already been selected, or whether Shetland Amenity Trust's advice is still to be sought on this. The masterplan should be amended to clarify this. Our advice is that hornbeam is a species more typical in the south of the UK, so may not be appropriate for the challenging climatic conditions of Shetland. Planting should reflect the elevated and exposed climate in the choice of species and practicality of the need for on-going management and maintenance. This would ensure that the 'design vision' for the masterplan area is realistic and can be achieved in the longer term. Tailored maintenance schedules should be drawn up as proposals come forward, to ensure that the design and placemaking ideals of the masterplan in relation to soft landscaping are realised. This is especially important for Character Area 7 where the landscape design and planting dominates development. Incorporation of effective mechanisms to ameliorate the microclimate and aid plant establishment should be costed into any proposals. For example, although unsightly in the short term, incorporation</p>	<p>clarify situation relating to choice of tree species (whether decision has been made or if SAT to be advisors) Modify plan to include requirement for maintenance plan for planted areas within future development proposals.</p>		
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		<p>of wind break fencing and netting is beneficial for elevated and exposed coastal areas, enabling better long term results. Before the masterplan is finalised, getting the advice of the Shetland Amenity Trust on the location of trees proposed in the masterplan would also be beneficial. The prevailing wind is from the south west, which is reflected in the masterplan proposed planting locations. However tree growth in Shetland is mainly constrained by cold northerly winds in April/May, and by salt spray. Winds from the south to south east are likely to carry salt spray into the masterplan area. At present, there are open routes running into/across the masterplan site that are likely to channel winds from these directions. The tree locations may therefore need to be reconsidered. This highlights why the advice of the Trust on tree (and groundcover) species as well as tree locations is necessary before the masterplan is finalised.</p> <p>In relation to placemaking, it will also be important to ensure that the principle that high quality urban design can create exciting spaces is remembered as development is implemented - planting should not be used to screen poor development.</p> <ul style="list-style-type: none"> - References for the use of flowering plants should be included on page 60 and 96. Appropriate species of robust flowering plants (such as, but not limited to, heathers) and wildflower areas would provide ground cover and visual interest for people, whilst also encouraging pollinators, which would in turn support other species (eg birds). - The masterplan should include a requirement for future development proposals to include a maintenance plan for planted areas, to ensure that they are monitored and maintained over time. Without this, there is a risk that planted areas intended to create an attractive place for people and nature will become neglected. <p>Page 3 of 3</p>			
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		<p>However, it will also be important that not all areas are regularly mowed/tidied – the maintenance plan should allow for some areas to be allowed to grow more naturally with less intervention. For example, the public garden areas around the Anderson Building and Bruce Hostel (pages 96, 97) could feature wildflower areas (in addition to the proposed use of wildflower plugs in front of the Science Building, page 98). Allowing such areas to be less disturbed, so that they can flower and seed, would benefit biodiversity. They would also provide a contrast with other more managed areas. This would add to the visual interest for people, as well as allowing people to connect with nature and so gain the associated health and wellbeing benefits of this.</p> <p>- It would be beneficial for the masterplan to specify that SUDS swales should be appropriately planted to create visual interest for people and enhance biodiversity year round. By creating an attractive landscape feature, the swales would be multi-purpose, creating added benefit for people and nature.</p>			
10	Scottish Water 26/04/2019	<p>Thank you for allowing Scottish Water the opportunity to review and comment on the Knab Masterplan.</p> <p>Having reviewed the document I can confirm that the assessment given by David Narro Associates of our network infrastructure is correct. I would reiterate that:-</p> <ul style="list-style-type: none"> • Scottish Water currently has sufficient water capacity at Sandy Loch WTW to serve this development • Scottish Water currently has sufficient drainage capacity at Rovahead WWTW to accept foul only flows from this development. Surface water will not be permitted to discharge into the combined sewer. You can find information regarding our Surface Water Policy on our website, www.scottishwater.co.uk. 	No Modifications Sought.	Request for early engagement during the implementation noted and welcomed. Pass on requirement for DIA to implementation team to consider at detailed design stage.	Pass on comment to the implementation team to consider at detailed design stage.

		<ul style="list-style-type: none"> • A Drainage Impact Assessment will be required to determine whether our network can adequately service the demands of your development or if any mitigation/enhancement work is necessary. <p>We would encourage the developer and/or their consultants to continue to liaise with our Development Operations Team throughout their design process and the submission of their applications to Scottish Water. This will help to ensure the development proceeds smoothly and there are no surprises for either party.</p> <p>I trust the information provided in this response helps to establish a planning framework for the development. If you require any further information please do not hesitate to contact me on the details provided.</p>			
11	SEPA 01/05/2019	<p>This proposal is for proposed mixed use development at the Knab site. A number of options were presented to the public with mixed reviews (as in the Consultations event report) and the outcome of the exercise is to be used to feed into another/subsequent master plan production. You have asked for our views view and to discuss the proposals covered in the master plan report (and associated specialist reports)</p> <p>We are generally satisfied with the scope of information covered in the Knab Masterpaln Report document. Please refer to our comments below.</p> <p>Flood risk It is stated in the Desktop survey report that; "According to the SEPA flood map, the development site does not lie in an area susceptible to flooding. However, given the proximity to the sea, SEPA indicates that there is a risk of coastal flooding.</p>	No Modifications Sought	Comments and advice noted	Pass on comment to the implementation team to consider at detailed design stage.

		<p>There is no risk of river flooding and the elevation of the site suggests that there is a minimal risk of coastal flooding."</p> <p>We have reviewed the proposal site and there is no coastal flood risk to the site. All the land is above 10.0 metres above ordnance datum (m AOD) (half is over 30mAOD), and is all set back more than 100m from the coast. There are also no small watercourses within the vicinity of the site. In that regard we have no flood risk concerns for the site. We recommend the council Flood Prevention Unit to be contacted for advice on surface water drainage (water quantity).</p> <p>Site drainage - waste water In regard to site drainage it is stated in the desktop survey report that; "Drainage to the site is a combined system. The south-east portion of the site is currently diverted through a pump station. The capacity of the pump station is unknown. Proposed drainage solutions should seek to mitigate the impact of additional load on this pump station. Separate foul and surface water drainage may help reduce the load on the existing sewer system."</p> <p>We strongly support proposals for separate systems as storm overflows could have potential significant adverse impact on the environment. That notwithstanding, should a combined system be sought for, please note that it is the responsibility of Scottish Water to ensure that the additional flow arising from this development will not cause or contribute to the premature operation of consented storm overflows.</p> <p>However as stated previously we strongly support a separate drainage system and it is stated in the desktop survey report that; "...the existing foul water treatment works to the north</p>			
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		<p>of Lerwick may have a limited capacity for additional housing. This treatment facility may need to be upgraded to accommodate the proposed development.”, opportunities to upgrade this treatment facility should therefore be explored.</p> <p>Surface water drainage In light of the advice above, we note that the Site drainage layout drawing which demonstrates the drainage proposals on site. The Desktop infrastructure report also highlights suds on site. Please note that the treatment of surface water runoff by sustainable drainage systems (SUDS) is a legal requirement for most forms of development and a requirement in line with Scottish Planning Policy (Paragraph 268) and your local plan policy WD3 SuDs. Any SUDS systems must be designed in accordance with the current CIRIA Manual (current version The SUDS Manual C753). Our preference is for above ground SUDS. As per the requirements of the SUDS Manual (C753) these features should provide the four main categories of benefits that can be achieved by SUDS: water quantity, water quality, amenity and biodiversity.</p> <p>The latter is a good way to enhance the environment of the proposed development beyond protecting it and ensuring water quality.</p> <p>Advice from the local authority’s roads department and flood prevention unit, and not from SEPA, should be sought on the SUDS strategy in relation to water quantity, flooding and adoption. Scottish Water’s standards for adoption are specified in Sewers for Scotland.</p>			
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		<p>Environmental enhancements</p> <p>We have reviewed the attached Ecological survey and agree with the conclusions in the report that there are no sensitive habitats within and around the proposed site area. As mentioned above, we advise that the SUDs are designed to incorporate native planting. This would normally comprise of a variety of plants which are tolerant of both wet and dry conditions. A naturalistic mix of grasses would provide good cover for insects, while seasonal plants would provide interest. It may also be beneficial for the developer to consider maintenance and possibly look at longer, slower growing plants.</p> <p>District Heating</p> <p>It is stated in the Desktop survey report that; "Initial conversations were made with Matthew Chattell, the Operations Manager at Shetland Islands Council regarding the district heating supply for the proposed development. Matthew confirmed that there were no major concerns for providing supply to a development of this size (approximately 150 residential dwellings), as there are main networks in the vicinity of the existing site which would be utilised. There did not appear to be concerns on the capacity of the system."</p> <p>We are pleased to note that district heating facility/network will be provided to meet the heat demand for the proposed development and we support this proposal. This requirement has been incorporated into the design and layout of the proposal which is consistent with the advice provided in the Scottish Government's on-line Planning and Heat guidance (2015).</p>			
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12	Lerwick Community Allotments 02/05/2019	<p>Lerwick Community Allotments were disappointed to see the allotments/growing space agreed with the community at the Knab Masterplan consultation meeting held in Lerwick, has now been removed from the most recent Knab Masterplan Report, giving the below reason on P98:</p> <p>Page 98 Masterplan report : 'Allotments were discussed for this location during the community engagement but further investigation has determined that the slope is too steep to develop for growing spaces without significant intervention. The area would also be particularly exposed to adverse weather. There are extensive public and private gardens within the masterplan, including large areas that are sheltered by buildings. These are more suitable to providing areas for community growing'.</p> <p>https://www.shetland.gov.uk/documents/190212-Knab-Masterplan-Report-Screen.pdf</p> <p>Although it has been suggested there may be more suitable growing areas, no new area has been outlined, we would like to see a new area included in the final draft of the Knab Masterplan.</p> <p>We feel that having a food growing area in Lerwick would contribute to Shetland Islands Councils commitment to reducing carbon emissions by 42% by 2020:</p>	Seeking the inclusion of allotments on the site.	Measures to develop growing areas are currently being considered by the Council in a number of ways, including allotments. This work is ongoing and Lerwick Community allotments will be consulted and involved as appropriate. However, the Knab site is not considered appropriate.	Council staff working on growing area workstreams to liaise with Lerwick Community Allotments as appropriate.

		<p>https://www.shetland.gov.uk/energy_advice/documents/CarbonManagementPlan.pdf</p> <p>We have met with representatives from the Climate Change Fund and are currently still eligible to apply for funding from the Scottish Government Climate Challenge Fund: https://www.keepsotlandbeautiful.org/sustainability-climate-change/climate-challenge-fund/</p>			
13	L Stone 03/05/2019	<p>Generally in favour, with some reservations</p> <p>The aim of arranging the new housing in clusters, similar to other areas of Lerwick, is a good one but doesn't seem to have been fully followed through to the masterplan where the buildings are loosely arranged in parallel lines. This is unlikely to create a great deal of truly sheltered space, which is going to be an issue as the Knab is very exposed.</p> <p>Whilst completely agreeing that the foreground to the Anderson Institute and the Bruce Hostel should remain as open space, the configuration in the masterplan is in many ways a 'destination space' accessed from Twageos Road. The new uses for the old buildings will generate a certain number of visitors but the Shetland climate doesn't tend to lend itself to travelling to a park or garden with the intention of sitting out in it except on very fine days. The Jubilee flower garden/play park might be the exception to that rule but is in a much more sheltered location. The diagram on page 53 shows the core path network running around the edge of the knab. Travelling anti-clockwise this path provides some great views and lots of interest up until the point where it passes the bottom of Gressy Loan. The walk from that point to the bottom of Lover's Loan is pretty uninspiring, so there is an</p>	No Modification sought	<p>It is the intention that the Knab Masterplan site become a publicly accessible route from Knab road to Twageos road as suggested so the comments are welcomed.</p> <p>SAT will be advisors on the planting when it comes to the detailed design stage, suggestions provided are welcome and will be passed on to the implementation team.</p>	Pass on comment to the implementation team to consider at detailed design stage.

		<p>opportunity here to provide an alternative, traffic free, route through the new open space by somehow opening up a logical walking route past the science building. In this way the new gardens would become part of a popular circular walk and the play and relaxation spaces within would get more use.</p> <p>Realise the diagram is early days at the moment but the public squares are going to need more elements of shelter. Was a small winter garden considered, perhaps adjoining the new building with ground floor business space?</p> <p>For the planting strategy <i>Betula pubescens</i> might be a good addition to the mix of tree species on Twageos Road.</p> <p><i>Carpinus</i> and <i>Crataegus</i> seem a bit risky as hedges forming main elements of the scheme. <i>Ribes alpinum</i>, <i>Corylus avellana</i>, <i>Salix</i> spp or <i>Rosa rugosa</i> might be safer, depending on the level of formality required.</p>			
14	<p>M Cunynghame, J & M Johnston, E& E Knight, B& N Coutts, K Nicolson & C Scott, J & W Jamieson, P Johnson & P Stewart, E & J Unsworth, D & S</p>	<p>Knab Masterplan Consultation Response 02 May 2019</p> <p>In principle we do not have any objection to the land being developed for mixed usage. However, we do have major concerns, mostly around substantial under estimated traffic increases, site access proposals, significant parking under-provision, and prolonged disruption for residents.</p> <p>The Knab Masterplan states that:</p> <p>“The level of traffic generated on the surrounding road network has been assessed as being less than when the School occupied the site and it will not be concentrated in the same peak periods as the school day.”</p>	<p>seeking more representative appraisal of existing traffic flows & numbers.</p> <p>concern over parking at the foot of knab road</p> <p>concern over impact</p>	<p>All Comments and requests noted. the network has been modelled and demonstrates that there is capacity in the current road network. as part of the detailed design works further more detailed analysis will be undertaken to ensure the traffic flow doesn't negatively impact on the local</p>	<p>Pass on comment to the implementation team to consider at detailed design and implementation stages</p>

	<p>Howarth, A & Gear, J Bradley & N Sales 03/05/2019</p>	<p>It also states that “Vehicular access from the local road network to the proposed masterplan development will be provided from four points: three from Gressy Loan and another from Lover’s Loan, consistent with the current arrangements for the site. The access arrangement will ensure that traffic associated with the masterplan land uses will ultimately create a similar distribution of traffic along the main roads running adjacent to the development site.”</p> <p>And further goes on to say “This Transport Framework has assessed the potential impact that the vehicle trips generated by the masterplan development would have on the local road network, specifically, the 4-arm roundabout between Church Road, Greenfield Place, Knab Road and Annsbrae Place. The results from the junction analysis indicate that the roundabout would continue to operate comfortably within its practical capacity and would have residual capacity during the opening year of the full masterplan development (2026). It is concluded that traffic associated with the full masterplan development can be suitably accommodated by the Church Road/ Greenfield Place/Knab Road/Annsbrae Place roundabout without causing a detriment to the existing road users. Furthermore, a vehicle trip generation comparison exercise between the former and proposed uses of the site indicates that the proposed masterplan development would have no net detriment to the traffic levels experienced when Anderson High School occupied the site. The level of car parking provision for the masterplan development will be finalised in agreement with SIC.”</p> <p>The Systra Transport Impact Assessment report that has been prepared to inform the Knab Masterplan document, states that “with regard to the local road network, SIC Transport Planning notes that some queuing can be experienced at</p>	<p>increased traffic will have on pedestrians, cyclists and residents</p> <p>request consideration of an access into the site from knab road</p> <p>querying the car parking provision. express that 157 spaces is inadequate and contrary to council policy.</p> <p>lack of bus provision in new development is contrary to policy</p> <p>concern over lack of provision to minimise disruption to residents</p>	<p>road network.</p> <p>existing single yellow lines are there to prevent parking at peak times. it is a police responsibility to enforce this traffic order. due to the change in the flow pattern the introduction of double yellow lines at the bottom of knab road would be investigated as the development progresses into the detailed design stages – a traffic order will be promoted by roads service.</p> <p>the masterplan team investigated pedestrian access as well as traffic access during the masterplan design stages. there is no issue with existing pedestrian links, traffic calming is in place and is to the required standard. pedestrians & cyclists will be</p>	
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	<p>junctions during the school peak AM and PM periods, however, there are no fundamental capacity issues. Furthermore, as Anderson High School is moving from the Knab Site to the new site adjacent to Clickimin, this traffic will be removed from the immediate vicinity of the Knab site. The only potential “pinch point” is the Knab Road/ Church Road/Annsbrae Place/Greenfield Place Roundabout which has physical constraints in terms of its size and inability to be expanded due to being “boxed in” by the surrounding buildings”</p> <p>The SWOT Analysis in the Systra reports highlights the following as a weakness in the road network “One-way system through Midgarth Crescent channels vehicles down Lover’s Loan The location of the access points are to be retained and may not be suitable for development proposals Knab Road/Church Road/Annsbrae Place/Greenfield Place Roundabout has physical constraints”.</p> <p>It should be noted that the Systra report states that a site visit was carried out to appraise the existing conditions within and surrounding the development site. This was undertaken on 8th and 9th August 2017 – a Tuesday and Wednesday during the school summer holidays. Realistically this cannot be seen as representative of average days. It is respectfully suggested that a more representative appraisal is carried out during the darker winter months and during school term time.</p> <p>During the community consultation that took place on 06.03.18, a concern consistently highlighted by participants on all of the scenarios presented was that access roads were too small for the increased amount of traffic, but this does not appear to have been acknowledged in the masterplan document.</p>		<p>encouraged, by way of improved links, to use the car free path networks in the area. within the site boundaries designing streets principles apply. access into the site from knab road was investigated during the masterplan development stage but was discounted. the use of the existing access points is considered the most suitable.</p> <p>157 spaces within the residential areas is in line with the current parking standards. as it is not in a conservation area the conservation area reduction does not apply. it complies with the councils planning policy when the expected housing type and tenure is applied.</p> <p>the masterplan contains a proposal for</p>	
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		<p>At the moment there are often problems at the foot of Knab Road, where parking is restricted, yet several cars are consistently parked here (assume mostly staff at Annsbrae), and if there is a function, eg funeral/wedding/Sunday Service, at the Church then this is exacerbated, often with cars parked the length of Knab Road, and sometimes coaches parked at the other side of the road. Following completion of the proposed development, and with a significant increase in traffic at busier times and with cars and potentially buses parked at the roadside, this is likely to cause tailbacks into Church Road/Annsbrae Place and the roundabout, and up Knab Road, as well as potentially hazardous conditions for vehicular traffic, pedestrians and cyclists.</p> <p>No provision appears to have been made for the proportional increase in delivery vehicles that will result, particularly for the potential business units and to residential properties, particularly around busier times, such as Christmas, when it will mostly also be dark, and therefore this will also pose a risk to pedestrians and cyclists.</p> <p>Furthermore, although provision has been made for some traffic to and from the potential business units/hotels/student accommodation 'at peak times', no acknowledgement has been made for the increased traffic to and from these commercial premises at other times, which may require 24 hour access</p> <p>The Systra report states that: "The principal aim is to ensure that accessibility to the site by foot, by cycle and by public transport is maximised and that any trips made by car can be accommodated by the existing road network without detriment to existing users." All of the roads concerned are</p>		<p>a new bus stop on Knab Road.</p> <p>during the detailed design stage additional consideration will have to be given to impact on residential amenity. this will be taken into account as part of the detailed planning process.</p>	
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		<p>relatively narrow and already busy and the significantly increased amount of extra traffic is likely to pose an additional risk to the safety of walkers, cyclists and to children resident in the area and be detrimental to existing residents.</p> <p>We note that vehicular access to the site is to be from 3 points on Gressy Loan and one point on Lovers Loan. The report states that access arrangements will ensure that traffic associated with the masterplan land uses will ultimately create a similar distribution of traffic along the main roads running adjacent to the development site. It also states that the level of traffic generated on the surrounding road network has been assessed as being less than when the School occupied the site and it will not be concentrated in the same peak periods as the school day.</p> <p>When the school was occupied, the majority of the traffic traversed Knab Road and, the East Side of Breiwick Road, Lovers Loan and the top of Gressy Loan. Since we have resided in Gressy Loan since before the school traffic moved, we are well aware of the traffic flow and know that much less traffic used the lower half of the road to access the school. If all 3 points on Gressy Loan are used for access to the site, this will create much more traffic in the lower half of the road, and it is therefore simply not factual to say that the proposed land uses will ultimately create a similar distribution of traffic. The amount of traffic on Gressy Loan will increase substantially, if 75% of the traffic is to access the site from this one street alone and fundamental consideration should be given to several additional access points to the site (away from Gressy Loan).</p> <p>The Development Brief indicates potential options/preferred outcomes of development on the Knab site in relation to</p>			
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		<p>traffic and transport, one of which is that there is an option to create a new access on the west of the site onto Knab Road to increase traffic flow through the site and lead to a reduction in the use of the other access points. We respectfully request that this option is given serious consideration to alleviate traffic pressure in Gressy Loan.</p> <p>In relation to parking, the Knab Masterplan Executive Summary states that “Parking numbers within the residential part of the Masterplan are proposed to be capped at 157 spaces, including 8 spaces on Knab Road to serve the adjacent housing there. The parking levels adjacent to the retained buildings will ultimately be determined by the consented uses but 72 spaces are indicated within the Masterplan to serve the possible uses identified in the community consultation”</p> <p>The report further states: “The cap of 157 spaces within the residential areas is in line with SIC’s current parking standards, based on the lower end of the range of potential residential density”</p> <p>The plan includes a number of transport policies that directly affect the Knab Masterplan proposal which includes: TRANS 3, the policy states that all developments should provide appropriate car parking and service facilities in accordance with SIC’s current parking standards guidance. ss.</p>			
15	C Black & J Fullerton 03/05/2019	<p>The draft Knab Masterplan does not take into account several issues raised at previous public consultation meetings namely:</p> <ul style="list-style-type: none"> · There is an over emphasis on accommodation and housing as opposed to other community uses for the area; 	raises suggestions as to suitable uses and environmental	Noted the suggestions. we believe that the masterplan as it stands addresses the points raised and has	Comments noted, no action required.

		<ul style="list-style-type: none"> · Proposals for a hotel would have a detrimental effect on an already beleaguered accommodation / hospitality sector, given that there are also currently two established / historic hotels for sale in Lerwick coupled with a proposal to build another hotel at Brewick; · Building on the most exposed south west area that would then act as "shelter" for other properties is incredulous given the prevailing weather conditions, especially during the winter; · The lower east side of the area is better option for development to mitigate the above point; · The grassed and level area adjacent to the existing multicourt, is currently well used by children and families, this should be retained for a similar purpose, as opposed to the sloped area on the east side; · The plan does not encompass an overall strategic view of Lerwick as a whole and its future development potential over the next 10,20, 30 plus years. 	and climate related issues	mitigated these concerns as best as is possible taking into account the restrictions on the site and the opportunities available	
16	Lerwick Sports Hub 03/05/2019	<p>"https://www.etcsports.co.uk/sports/multi-use-games-areas/"</p> <p>This is an example of outdoor areas that could be put on the old AHS site if funding was acquired and the land in front suitably lowered (maybe to the level of the bottom of the wall on twageos road) so developments would not affect view of our wonderful listed buildings. LED lighting would reduce any potential light pollution. It may cost a reasonable amount of money to do this but this type of big project is exactly where sports funding can be applied for. A one off big cost with very little maintenance. I was in Ireland last summer and they have lots of these areas dotted around the country no doubt all through EU funding. Although the potential funding i am aware of is not through the EU.</p> <p>We will lose all the blue areas that were used for sport,</p>	Suggesting Sporting outdoor activities which could be located on the site.	Council officers are already working with sports groups that have expressed interest in the Knab site. Some sports use may be possible and play facilities are referred to in the Masterplan. In other cases the council is assisting groups to develop business cases and funding models. The Council is willing to look at supporting	Lerwick Sports Hub will be put in touch with Council staff already working with sports groups so that they can be consulted and assisted as appropriate.

		<p>outdoor physical activity in line with the educational use designation of the site ().</p> <p>We are hoping to gain the red areas for sport. ie gymnastics and baton twirling whom both lost out on areas in the old AHS. Old engineering block, AHS games hall and peerie gym. We have some lovely coast walks around the knab, the knab golf course, skate park and hopefully gymnasium so we are looking at having a sporting hub here in the Knab anyway. So why not utilise this space and have a multi use sports area here too.</p> <p>Hockey have lost out loads in Lerwick as a member of the Lerwick hub I am most concerned about this. They lost the pitch at Clickimin, pitch at Seafield. Let's give them an area they can use for practice if not full matches. It would allow indoor league teams to practise more while not having to fight for space in Clickimin and outdoor league teams and Shetland Team to practice without having to book a full sized pitch and have a tonne of players. Great for junior development too.</p> <p>Cricket have not really had their indoor league space replaced and have lost their indoor league all together.</p> <p>Could this be a nice area where they could practice too?</p> <p>Basketball 12 basketball nets were lost when this site closed (8 AHS games hall, 2 small gym, 2 engineering block).</p> <p>An outdoor area where you could play basketball matches might be what this island games sport needs to develop in Shetland. There's lots of potential in Lerwick with it being such a popular sport in schools and netball being such a strong sport too. The one at the neighbourhood centre has only one net so not really that great.</p> <p>Multi courts next to schools are seen as for kids to play in. Why not develop an adult out door area. There are other sports that would not take anything away from other leisure centres like Clickimin but Complement that usage and the</p>		<p>sports groups in terms of providing sites, but the Knab is not being considered for that purpose.</p>	
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		<p>growing demand in Lerwick and Shetland for more capacity for sports and related groups.</p> <p>An outdoor area that could be used for Archery, ultimate Frisbee, potentially golf and throwing sports if nets were provided (although that might overlap with Clickimin).</p> <p>Depending on the size of the area it could still be used as an area for learning to cycle, doubtful it would be big enough for learning to drive.</p> <p>If part of the old institute had sports offices then it would certainly feel more like a sports hub and maybe some of the roads could be closed from time to time to have cycling events. A bit more challenging then cycling around the park at king herald street J. Link in with cross country and potential duathlon events that could be run in the area too. General increased capacity for running sports especially those longer distances and winter training.</p> <p>Sea sports seemed to have got a pretty poor deal lately with only canoeing at Clickimin, lost classes and bits and pieces that were kept at the Old AHS over time but now that they have a few land dinghies for sailing (on land) maybe an area like this would big enough for them to practise on too.</p> <p>That is 6 or more sports that would benefit from an area they are thinking to plant a few trees on lay a few paths down.</p> <p>It is unlikely that there will be any more sports days in the area with no schools nearby and them all so close to clickimin so no need to chase that one.</p> <p>Youth clubs, uniformed organisations and others are more pushed into church and public halls as space becomes more premium reducing their opportunities for sport. Clickimin is blocked booked up most of the winter so casual booking there are impossible for some sports. This would greatly increase the capacity and opportunity for these sports too.</p> <p>Any other thoughts would be amazing.I really want to get a response in for this one. I think it is great opportunity and we</p>			
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		would most likely have years to source some big funding so could wait until something comes along to apply for like the 100k or bigger sized facilities two years ago from sports Scotland.			
17	HES 03/05/2019	<p>Historic Environment Scotland welcomes the findings and recommendations of the Knab Masterplan which are in line with our previous advice on the site. This advice included in-principal comments provided to the Council's Development Services team in 2015 and more detailed comments provided in 2016 after a visit to the site.</p> <p>Historic Environment Scotland was consulted by 7N Architects in 2017 in advance of their preparation of the Masterplan for the Council and provided further advice that centred around the earlier principles forwarded to the Council.</p> <p>In this respect, we very much welcome the proposal to both preserve and improve the setting of the three listed buildings within the site through:-</p> <ol style="list-style-type: none"> 1. Keeping the open ground to the east of the listed buildings free of development 2. Demolishing the mid 20th century extensions to the listed buildings 3. Proposals for low-rise development to the west of the listed buildings which will reinstate them as the focus of their own setting. <p>It seems likely that a key idea in the design and siting of the original Anderson Institute was to ensure it would be a striking symbol of education and prosperity in 19th century Shetland for all of those arriving at the islands. This strong message was maintained in the building of the Bruce and</p>	<p>seeking to see summary comments that are incomplete updated.</p> <p>Offer to liaise with the Project board as the Re-development of the site progresses.</p>	<p>Comments noted and offer to meet to discuss future proposals for the Listed Buildings noted and welcomed</p>	<p>Amend Listed building report section.</p> <p>Pass on the offer to meet to the implementation team to consider at detailed design stage.</p>

		<p>Janet Courtney hostels and remained largely unchanged until the historic buildings were extended in the 1970s. We note that the housing area to the west of the listed buildings is sufficiently low in height that the original prominence of the historic school buildings will be reinstated.</p> <p>We are supportive of the principle of mixed-uses for the listed buildings. Although we have provided in-principle advice previously on their redevelopment we appreciate that the issues raised by this will not be fully appreciated until new uses have been identified. We are supportive of the Listed Building Inspection Report's recommendations that a conservation statement is produced for each to inform future redevelopment. We would be happy to assist the Council in discussions about their adaptation once sustainable uses have been identified.</p> <p>We note that our previous advice is summarised on page two of the Listed Building report but this seems incomplete.</p> <p>Our key interest in the Knab site relates to the preservation and sustainable re-use of the three listed buildings. If it is found that the viability of the site's historic assets can only be achieved through modification of the design principles established in the Masterplan we would be happy to meet with the Council, developers or other interested parties to discuss this.</p> <p>There are two scheduled monuments at the southern tip of the Knab. These are a torpedo platform (SM10755) and coastal battery (SM13680). The Masterplan proposals show that there will be no direct impact on the scheduled areas, and that the development closest to the monuments will be sufficiently low-rise that it will not impact adversely on their</p>			
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		setting.			