

## LAND TO NORTH EAST OF KINGUSSIE

### Statement in Support of Planning Applications for Matters Specified in Conditions on how Conditions of Planning Permission in Principle (09/048/CP) have been addressed

**Applicant: DAVALL DEVELOPMENTS LTD**

Planning Application: **MATTERS SPECIFIED IN CONDITIONS 1, 2, 5, 10, 11, 16, 18, 27 & 29 OF PERMISSION IN PRINCIPLE 09/048/CP RELATING TO SUBMISSION OF REVISED MASTER PLAN, SUPPORTING INFORMATION AND DETAILS OF FORMATION OF CONSTRUCTION HAUL ROAD TO A86 TRUNK ROAD, PHASE 1 HOUSING LAYOUT FOR 37 SERVICED PRIVATE PLOTS AND 18 AFFORDABLE DWELLINGS, TRUNK ROAD ACCESS, SITE ROADS, DRAINAGE, LANDSCAPING AND WASTE MANAGEMENT; AND VARIATION OF CONDITION 4 TO PERMIT ACCESS FROM DUNBARRY TERRACE/ROAD AND KERROW DRIVE NETWORK.**

The conditions of the Planning Permission in Principle are indicated below in *italics* and the responses as to how these have been addressed in preparing the revised Master Plan and further applications are in *blue*. The conditions listed are as updated and approved by the CNPA Planning Committee on 9 November 2012 and subsequently as stated in the Planning Permission in Principle decision notice dated 18 January 2013.

**Condition 1:** *Plans and particulars of the matters listed below shall be submitted for the consideration of the planning authority, in accordance with .....section 59 of the Town and Country Planning (Scotland) Act 1997 (as amended). No works shall begin until the written approval of the authority has been given, and the development shall be carried out in accordance with that approval.*

*Either a) Prior to the submission of any detailed application/applications for this site; or b) simultaneously with any first detailed planning applications for the site, a revised Masterplan shall be submitted for the approval of the CNPA acting as planning authority.*

*The revised Master Plan (June 2013) is now submitted simultaneously with the first Matters Specified in Conditions (MSC) planning application for the site for the approval of the CNPA acting as planning authority.*

*The Masterplan shall be the subject of public consultation with the local community of a type to be agreed with the CNPA prior to any consultation being carried out.*

*Since February, 2012, the revised draft Master Plan and Phase 1 layout proposals have been the subject of public consultation with the local community. The form or type of consultation was delegated by CNPA officials to be agreed with the Kingussie and Vicinity Community Council prior to the consultation being carried out. Full details are contained in the Statement of Community Consultation now submitted.*

*Further meetings were held with Kingussie and Vicinity Community Council following the submission of the previous (now withdrawn) MSC application (ref (2013/0058/MS)) and on 5 June 2013. This dialogue is expected to continue following the submission of any further MSC applications. This includes a walk over site inspection of approach roads and paths with public sector and consulting engineers. Detailed plans submitted will also be displayed in the community for wider public inspection.*

The Plan shall include the following: -

- *Statement of Community Consultation.*

This Statement, which sets out the nature of the consultation exercise and responses from it, is provided in association with this MSC application and revised Master Plan.

- *Proposals for local needs housing.*

As a result of initial discussions with Highland Council Housing officials, proposals were drafted for a first phase of affordable housing (site 1B on the Master Plan) to the west of Kerrow Drive. Further discussions took place with John McHardy of the Highland Council in May 2013 offering additional comments on the housing need and proposed house types. This part of the development now comprises 18 dwellings, all 2 bedroomed 'cottage' flats and represents 4 more than the 14 required against the first phase of 55 houses.

In an email dated 29 May 2013 John McHardy confirmed that having reviewed the proposals they appear to meet the general requirements as detailed their design guide for Council houses. He was also able to confirm that there is demand for affordable housing in Kingussie and that the Council would expect this to be provided within the overall development.

Detailed plans, elevations, finishing materials, roads, paths, boundary enclosures and landscaping for this part of the development form part of the new MSC planning application. In addition, the plot layout for the rest of Phase 1 offers the opportunity for off market sale of some smaller low cost plots to local residents in the PH 21 postcode area.

- *Outline of proposal for Community Site.*

This has been discussed with community representatives in relation to ongoing proposals for sites and buildings elsewhere in the village. The need and timescale for development of the community site may not become apparent until uptake of community enterprise sites at Am Fasgadh. An area of 0.13 ha safeguarded in Phase 2 for a range of community uses, possibly enterprise based and small scale visitor /parking base for woodland walks. The Community Council's view is that this area should be laid out as an amenity open space until needs become more apparent. In addition, an area of 0.1 ha safeguarded in Phase 2 for a potential pavilion related to playing field use or other sports club and community meeting rooms. It could also be laid out as an amenity open space until developed.

- *Hydrological Survey.*

This has been carried out by engineering consultants. The full report is combined with the revised Drainage Impact Assessment now submitted.

- *Structural Landscaping Proposals with reference to the CNPA Landscape Toolkit*

The CNPA Landscape Officer's latest advice given in response to the previous MSC planning application (2013/0058/MS) and also at the meeting with Park officials on 21 May 2013 is accounted for in the revised Landscape Strategy and development framework plan, which are both part of the Master Plan. The landscape consultant has also accounted for the Landscape Toolkit in preparing the structural landscape proposals.

- *Street Hierarchy Proposal to accord with the principles of Scottish Government Policy contained in Designing Streets 2010*

*Designing Streets 2010* has been accounted for in drafting the revised Master Plan. However, the higher density layout reflecting the historic core of Kingussie, which this guidance advocates, is not favoured locally and is viewed as being inappropriate for the more steeply sloping parts of the site. The design concept for these areas and the western field is

therefore intended to reflect the existing layout and density of the Ardbroilach/Acres Roads area. Notwithstanding, a street hierarchy and the siting and massing of buildings elements of *Designing Streets 2010*, as far gradient allows, are now included in the overall Master Plan guidance and layout for phase 1 of the housing development. This is explained in sections 3.4 and 6.6 of the Master Plan.

- *A Design Statement and Design Code for the overall site (including building heights) with reference to the Sustainable Design Guide*  
The Master Plan incorporates design principles, which in effect combine to provide a Design Statement. This and the separate Design Code account for the CNPA Sustainable Design Guide to provide more detailed guidance for developers.
- *Revised phasing provision of housing/economic development and supporting infrastructure based upon 5 year blocks from 2011 and single access from the A86*  
The phasing has been revised into three 5 year blocks and is indicated in detail in the table (Fig 14) on page 32 of the statement. Restricting development to a single access from the A86 is not feasible and the applicant's full justification for seeking to vary this is given under Condition 4 below.
- *Landscaping plans for implementation prior to development with reference to the CNPA Landscape Toolkit*  
The landscaping plans submitted with the MSC application account for the Landscape Toolkit and further detailed advice from the CNPA Landscape Advisor.
- *Full mammal survey of the site with reference to Supplementary Planning Guidance on Natural Heritage*  
A full mammal survey and report undertaken in late 2012 has been revisited. It covers the site and part of the adjacent woodland as advised in consultation the CNPA Ecological Advisor. This is submitted with the latest MSC planning application.
- *Proposals for pedestrian/cyclists/horse rider access onto Dunbarry Terrace and Kerrow Drive*  
Upgrading of existing and proposed paths are indicated in the Master Plan and in the detailed layout plans. However, some paths may not be suitable for use by horse riders particularly where directly from existing tarred roads and pavements. Also, in compliance with Condition 15, a detailed scheme of pedestrian/cycle/works on the surrounding network is in the process of being prepared for approval prior determination of this MSC planning application.
- *A strategy for provision and maintenance of open space with reference to the Supplementary Guidance on Open Space*  
See reference to proposed open space provision in section 6.8 of the Master Plan.
- *A strategy for the provision of sewerage and surface water drainage with reference to the Supplementary Guidance on Water Resources*  
All drainage proposals take account of the latest guidance from all three drainage authorities – Scottish Water, The Highland Council and SEPA. The Supplementary Guidance on Water Resources has been addressed by the consulting engineers in the Drainage and Hydrology Statement.

**Condition 2:** No construction traffic shall access the site from the Dunbarry Terrace, Dunbarry Road, Kerrow Drive Road Network. A construction haul road direct from the A86 shall be constructed to a standard to be agreed by the CNPA in consultation with Highland Council Area Roads.

This has always been the intention of the applicants. Details of the haul road are submitted with this MSC planning application.

**Condition 3:** *Notwithstanding the information contained within the application and for the avoidance of doubt this approval is not for the specified (300) No. of houses and is an in principle permission for up to 300 houses.*

Market reality and limited funding for affordable rented homes now implies more demand for private plots. If this trend continues throughout the development then there would be a significant reduction in the total number of houses. Sloping land, areas of high ground and the need for structural landscaping also lowers the density and development potential.

**Condition 4:** *Notwithstanding the information contained within the application no vehicle (apart from for emergency purposes) access to the site shall be taken from the Dunbarry Terrace, Dunbarry Road, Kerrow Drive Road network. Vehicular access to the site shall be via a single, main access point onto the A86.*

This Condition is unreasonable in light of the latest Transport Assessment conclusions and engineering considerations of proposed pedestrian safety measures. As such, the applicants seek to vary the Condition as part of the first MSC application. In relation to the servicing of the land the restriction will not allow cost-effective development and therefore will stifle house building, both the much needed affordable as well as open market houses.

The availability of more readily serviceable housing land at a viable cost to developers has potential to provide housing to meet local needs and demand, as well as help attract new business investment, the creation of jobs and sustain existing services. This in turn can help arrest population decline and potential future loss of existing facilities, shops, etc in Kingussie.

The CNPA Economic Development Manager advises that development of the land will provide significant benefits to the local economy, notably in respect of helping:

- contractors sustain existing and create new jobs during the construction phase of the development ,albeit these are short to mid-term benefits;
- existing employers through addressing the issue of shortage of appropriate affordable housing currently available in the area - identified by local businesses as a significant barrier to attracting and retaining skilled staff and therefore a barrier to investment; and
- local businesses, most of which lie within 1km of the south west edge of the development, to benefit through an increase in demand for goods and services due to an increase in the local population and therefore an increase in spend in the local economy.

A continued restriction on house building will therefore not just undermine the economic viability of the development but also the sustainability of Kingussie as a community. This inevitably lead to the decline in population and result in the loss of existing facilities, shops, etc. There are already signs of the decline in population at Kingussie Primary School where the roll has significantly declined in the last 6 years from 156 in 2006/7 to its current level of 89.

Preventing vehicle access (apart from for emergency purposes) to the Dunbarry Terrace, Dunbarry Road, Kerrow Drive network and restricting the whole development to a single, main access point onto the A86 also raises the following concerns and problems: -

- (1) It takes no account of the Transport Assessment (TA), traffic/junction capacity, views of roads authority officials and potential improvement measures proposed for the existing network.
- (2) It would create a single cul-de-sac from the A86 for up to 300 houses with access at the furthest away point from the village centre forcing future residents to choose cars for most

journeys from outset. This goes against the principles of promoting sustainability in terms of all modes of transport.

- (3) The initial phases of development located at the eastern extremity would bear little or no relationship to existing built up area.
- (4) The development of land nearest village centre, the most marketable in the current economic climate and preferred by affordable housing providers, would be at least 10 years away.
- (5) There would be no connecting remote paths in the short term.
- (6) A lengthy off site public foul sewer connection (almost 300 metres) and access road (120 metres) would be required to serve the first houses.
- (7) It fails to account for the long established planning policy, servicing of previous phases and the legal basis on which the land was sold/purchased to provide a through connection from Dunbarry Terrace to the A86 at Kerrow Farm.

In an economic climate of financial restrictions on development finance the most marketable and readily developable land, which is also the most accessible to the existing built up area and community facilities, is immediately to the north of Dunbarry Terrace and Kerrow Drive. Access roads from this area currently terminate at the boundary of the development land having been built to allow for continued expansion of the settlement. The cost of providing a fully engineered alternative 650 metres long access from the east and A86 all the way up to edge of this area for the initial phases of development is just not feasible for any developer. A proposal based on this approach to servicing would not meet the criteria for public or private sector development funding. As such, it would not deliver much needed affordable housing.

From the outset of planning this development the Roads Authorities have advised that with appropriate road design/safety measures for the existing network provided at the developers' expense they would be prepared to allow the smallest proportion of the overall development to be accessed via this network. This was on the understanding that the majority of houses had to await the building of a new access from the A86.

In 2007, the applicants had initially only been able consider the development potential of the former Dochfour Estate land on the west side. The Kerrow Farm land to the east and relevant access to the A86 was not available at that time. However, from initial discussions with Highland Council Roads officials it was agreed that there was a need to limit but not prevent any development taking access from Dunbarry Terrace and Kerrow Drive. The owners/applicants were therefore obliged to undertake a TA in 2008/9 that examined the capacity of both the Dunbarry Road network and the design of the new A86 junction. This determined that the existing Dunbarry Road/High Street junction works within its capacity and has further capacity for an additional 75 houses to be served by the Dunbarry Road network. Thereafter it was necessary to access the remaining land for housing (for up to 225 houses) and other development land in the development from the A86 with eventual completion of the link between the two areas.

The TA and Highland Council Roads officials reduced the capacity to 55 houses served by Dunbarry Road without the need for improvements to the existing network or upgrading of the existing junction with High Street. This determined the limit of the first phase of development, which was confirmed by the Local Plan Inquiry Reporter late in 2009. This was in the absence of an agreement from Transport Scotland at the time to form a new access to the A86, a Trunk Road. Subsequent to this, in early 2010 the applicants offered to undertake the necessary traffic calming on Dunbarry Road and Terrace, improve the junction with High Street within the highway limits and Safer Routes to School measures elsewhere in advance of the occupation of the first house. The purpose of redesigning the junction with High Street is to reduce vehicle speeds, give greater pedestrian priority and introduce safer crossing places, all addressing issues identified by the CNPA that led to the

access restriction. The updated TA and an independent Road Safety Audit continue to support the proposed junction improvement.

It was also advocated that careful design of connecting streets could be achieved throughout the development, giving more priority to pedestrians and cyclists in line with *Designing Streets* and allow for a continuous bus route through the land from Dunbarry Terrace to the A86. However, this still raised concerns from existing residents about the potential for all traffic from the development using Dunbarry Terrace in future.

This led to the further compromise offered by the applicants to limit the level of development served off Dunbarry Road/Terrace and Kerrow Drive to the first phase of 55 houses only. The balance/largest proportion of the development (Phases 2 and 3) will only be accessible by vehicles from the new access to the A86/B9152. The only exception is for emergency access. Furthermore, all construction traffic, including for Phase 1, will be restricted to using a haul road from the A86/B9152 access and not the Dunbarry Road/Terrace/Kerrow Drive network.

In addition to the case made above, plans of detailed improvement measures are submitted in support of the MSC application for Phase 1. These include works to the Dunbarry Road/High Street junction to allow safer passage of pedestrians, principally by the introduction of a raised shared table surface. This proposed improvement measure, together with traffic calming and other measures on the existing road network represent a net benefit to existing road users and pedestrians, as well as a safer approach to Phase 1 of the development site.

A relevant junction analysis and independent Road Safety Audit have been carried out. The revised TA also revisited the proposed site access with the A86, took account of *Designing Streets* and included a review of the *Safer Routes to Schools*. Furthermore, this compared results against the historic data to ensure flows had not significantly changed in the past 5 years.

**Condition 5:** *Any applications for matters specified by conditions submitted simultaneously with condition 1 or after condition 1 has been met shall include full details of:*

- *The siting, design and external appearance of all buildings and other structures including fencing;*  
Such details will be provided where full house designs form part of the application, in this case for the 18 affordable houses. However, details of proposed boundary enclosures for this part of the site will have to be finalised in conjunction with the Highland Council's Housing and Property Services, the intended landlord. The Design Code sets out relevant detailed design guidance for all buildings and other structures, including for areas that currently only indicate a detailed plot layout.
- *The location and specification of all vehicular roadways and of paths for the separate or combined use of pedestrians, cyclists, horse riders and aids for the off road movement of persons with physical disabilities;*  
Details are provided with this application. Full engineering details will also be provided as part of the application to the Highland Council for Road Construction Consent.
- *A detailed landscaping plan, including extensive peripheral tree planting, and proposals to protect and maintain the scenic integrity of the site and provide wildlife corridors;*  
Detailed Landscape Strategy and Soft Landscaping Plans are lodged with the MSC application for Phase 1.
- *Surface drainage of the site in accordance with Sustainable Urban Drainage Systems principles (SUDS).*

Full details are included in the accompanying Drainage Impact Assessment.

**6.** *The nature and delivery of affordable housing for each phase shall have regard to Supplementary Planning Guidance on Affordable Housing, be agreed before the commencement of that particular phase and be delivered in accordance with that agreement unless otherwise agreed in writing by the CNPA acting as planning authority.*

That is the intention of the applicants who have continued to hold discussions with Highland Council Housing and Property Service officials over the detailed design and composition of the first phase of what is expected to be Council housing. As advised above, a more detailed layout with plans and elevations for 18 dwellings is submitted as part of this Phase 1 MSC application. This part of the development is to be worked up to the point of being a “shovel ready” project for implementation. Accordingly, the applicants and The Highland Council expect to enter into a detailed contract agreement to deliver it. The 18 dwellings represent almost 33% of the total of 55 in Phase 1.

**7.** *The development shall be carried out in phases to be agreed under condition No 1. No phase shall be commenced until the previous phase (including landscaping) has been completed to an extent acceptable to the CNPA acting as Planning Authority, unless otherwise agreed where the previous phase is in separate ownership, and has not been completed for reasons outwith the control of the party seeking to commence the next phase.*

Noted.

**8.** *For the avoidance of doubt no development is permitted in the area to be accessed from Ardbroilach Road indicated for four plots.*

This area is now omitted from the Master Plan and Phase 1.

**9.** *In the event that any plots within the development area proposed to be developed on an individual basis they shall be submitted with an accompanying design statement to illustrate how they comply with the requirements of the revised masterplan required under condition 1.*

The design principles of the Master Plan and the detailed guidance in the Design Code effectively combine to form a design statement. In addition, the sale particulars for individual plots will include a copy of the approved Design Code to help purchasers prepare their own design statements when submitting applications for houses.

**10.** *The proposed means of access to the trunk road shall be constructed to a layout and type generally indicated on Waterham Boreham drawing S/208602/08 Rev A dated 26 May 2009 to be approved by the CNPA acting as planning authority after consultation with Transport Scotland. A plan for the closure of the existing General Wade’s Military Road access with the A86 (T) shall be submitted to and approved in writing by the CNPA and the access closed off before any housing development is commenced in this phase of the site.*

Detailed plans and cross-sections are submitted for this access as part of this MSC application, which could also serve as the start of the haul road required for construction traffic at the commencement of the development. The requirement to submit a plan for the closure of the existing General Wade’s Military Road access with the A86 (T), etc is noted at this stage. This arrangement will also have to tie in with the plan of public access across the site required by Condition 30 below.

**11.** *Unless otherwise agreed splays shall be provided on each side of the new access with the A86 to the development to the satisfaction of the CNPA acting as local planning authority in Transport Scotland. These splays are the triangles of ground bounded on 2 sides by the first 4.5 metres of the centreline of*

*the access driveway (the set back dimension) and the nearside trunk road carriageway measured 160 metres to the east and 215 metres to the west (the y dimension) from the intersection of the access with the trunk road. In a vertical plane, nothing shall obscure visibility measured from a drivers eye height of between 1.05 metres and 2.00 metres positioned at the set back dimension to an object height of between 0.26 metres and 1.05 metres anywhere along the y dimension.*

As indicated under Condition 10 above, details of the access are now submitted for approval.

*12. Prior to the commencement of any development, details of the frontage treatment along the trunk road boundary shall be submitted for the approval of the CNPA acting as planning authority after consultation with Transport Scotland. The frontage treatment shall be implemented to the satisfaction of the CNPA prior to the commencement of housing or other development on the site and maintained thereafter.*

As the initial use of this access will be by construction traffic it may be wasteful to implement proposals for the frontage treatment until completion of the early phases. However, details will be submitted for approval prior to the determination of the application.

*13. There shall be no drainage connections to the trunk roads system*

Noted.

*14. Prior to the commencement of development, details of lighting (including street lighting) and advertising within the site shall be submitted for the approval of the CNPA acting as planning authority in consultation with Transport Scotland.*

Such details are normally provided as part of a Road Construction Consent application to the Highland Council. However, details for the relevant sites in Phase 1 can be submitted prior to the determination of the application.

*15. A scheme of pedestrian/cycle routes/works for the Kerrow Drive, Dunbarry Road/ Terrace, Campbell Crescent and Acres Road pedestrian areas shall be agreed by the CNPA in consultation with Highland Council Area Roads, in writing prior to the commencement of any development in connection with this approval. The required measures shall be in place prior to the first occupation of any phase immediately adjoining those areas.*

The need to improve pedestrian safety on Dunbarry Road, Dunbarry Terrace and Garraline Terrace has already been taken into account by the consultant engineers. Following the preparation of the previous revised master plan and Phase 1 layout these and other appropriate measures were discussed with Highland Council Area Roads officials. As such, a draft 'scheme' of pedestrian/cycle routes/works is now submitted to the CNPA and Roads officials for approval.

*16. A site layout plan submitted in conjunction with any application for the approval of matters specified by conditions shall provide details of visibility splays at each internal road and at each plot access parking, parking arrangements for each plot and communal parking where required, driveway surfacing arrangements and service strips along carriageways to be agreed by the CNPA acting as planning authority in consultation with Highland Council Area Roads Manager.*

The site layout takes account of visibility splays at each internal road, as set out in the Highland Council's *Road Guidelines for New Developments* as well as the Scottish Government's *Designing Streets 2010*. Detail proposals prepared by consulting engineers account for this and the need for the provision of service strips along carriageways. On all plot boundaries along road frontages and boundary enclosure should not exceed 0.75 metres in height to avoid conflict with visibility splays



and shall be set back from service strips, as necessary. Where further applications are for plot layouts details of the position of houses or driveways are not be provided. The applicants will accept the imposition of a further similar condition requiring individual developers of plots to provide such details. These requirements have also be written into the detailed Design Code to guide plot development.

*17. Prior to the commencement of development, a programme of archaeological work for the preservation and recording of any archaeological features affected by the proposed development, including a timetable for investigation, all in accordance with the attached, shall be submitted to and agreed in writing with the CNPA acting as planning authority, in conjunction with the Archaeology Section of Highland Council. All arrangements thereby approved shall be implemented by the developers at their expense in accordance with the approved timetable for investigation.*

The Highland Historic Environment Record map indicates only one archaeological feature as falling within the overall Permission in Principle site. This is the General Wade Military Road on the line of the Kerrow Farm road. This will be crossed by the proposed haul road and new access from the A86. For any application that includes this, the applicants accept that the requirement to agree a programme of archaeological work, etc. for this feature prior to the commencement of development should be a condition of approval.

*18. Any application for the approval of matters specified by conditions shall include detailed proposals for SUDS whether for any entire phase or single dwelling. SUDS proposals for any phase of development must be implemented and operational prior to the occupation of any property within that phase of the development.*

Full details of SUDS proposals for Phase 1 are included in the accompanying Drainage Impact Assessment.

*19. A detailed site specific construction method statement must be agreed in writing with the CNPA acting as Planning Authority prior to the commencement of any works on the site, and must be implemented in full during works on the site. The method statement must address the temporary measures proposed to deal with surface water run-off during construction and prior to the operation of the final SUDS.*

This will be provided at the appropriate time by engineers in conjunction with the contractor (once appointed) for the approval of the CNPA.

*20. A suitable management and maintenance agreement shall be submitted to and approved the CNPA acting as planning authority prior to the commencement of development. The agreement shall be in respect of any play areas, hard or soft landscaped areas, roads, footpaths / cycle links that are not adopted by Highland Council. Details shall be included as to how open space will be retained and managed into the future allowing for public access and pathways through the site. The surface of all pathways through the site, other than those intended for adoption by Highland Council, shall be a permeable material.*

A draft agreement will be provided once details of roads and paths suitable for adoption by the Highland Council have been agreed, most likely as part of any Road Construction Consents.

*21. A suitable management and maintenance agreement shall be established in respect of any drainage measures that are not to be adopted by Highland Council or Scottish Water. Details of and evidence of the maintenance agreement shall be submitted to and agreed by the CNPA acting as planning authority.*

Noted.

22. Street lighting shall be provided for the development, as required by the Cairngorms National Park Authority acting as Planning Authority in consultation with Highland Council's Lighting Engineer.

As indicated under Condition 14 above, such details are normally provided as part of a Road Construction Consent application to the Highland Council.

23. The name of the housing development shall reflect the character, tradition and natural and cultural heritage of the area and shall be agreed in writing with the CNPA acting as Planning Authority prior to the commencement of development. Directional house number / name plaques in a durable, sustainable material shall be placed at each road junction within the development.

Noted.

24. Adequate temporary car parking accommodation shall be provided on the site for the use of employees engaged in construction work on the site in a position to be agreed by the CNPA acting as Planning Authority.

Noted for provision prior to commencement of development.

25. All public services for the development, including electrical, cable television and telephone cables, shall be located underground throughout the site. All such work shall be carried out prior to road surfacing and junction boxes shall be provided by the developer.

Noted.

26. Prior to the commencement of any development on the site an Arboricultural Implications Assessment shall be submitted to and approved by the CNPA in consultation with Highland Council's Forestry Officer. The scope of the assessment shall be agreed by the CNPA in consultation with Highland Council's Forestry Officer. The Assessment shall identify and evaluate the extent of any impact upon trees through implementing the development, as well as the potential impact of the trees on the proposed development, as per BS5837:2005 (Trees in Relation to Construction).

An Arboricultural Implications Assessment for the whole area covered by the Planning Permission in Principle is now submitted with further applications for Phase 1 etc. This was carried out in relation to the updated BS 5837:2012. Following approval a Tree Protection Plan and method statement for tree removal will also be provided prior to the commencement of development.

27. Any application for the approval of matters specified by conditions under the requirements of the Revised Phasing Masterplan required by condition 1 shall include a detailed landscaping plan. The landscaping plan shall include comprehensive details of all species (which should be of indigenous origin), planting location and numbers to be planted, as well as details of height and girth at time of planting and projected growth rates. The landscaping of all communal areas within each phase of the proposed development shall be completed within one year of the completion of works in that phase unless otherwise agreed. Any trees or shrubs that die or become seriously damaged or diseased within a period of five years from the time of planting shall be replaced with others of a similar size and species, suited to the climate of the area, within the next planting season.

A detailed landscaping plan has been prepared for the area covered by Phase 1 and is now submitted.

28. All top soil stripped in the course of development shall be stored in mounds not exceeding 2 metres in height and unless otherwise agreed shall be retained for subsequent landscaping reinstatement of the proposed development site. All top soil shall be stripped, handled, stored and re-spread in accordance to B.S. 3882:1994 Annex N.

Noted.

29. An application for the approval of matters specified by conditions shall include a waste management strategy for each phase of the development applied for.

A waste management strategy has been prepared for the whole site covered by the Permission in Principle and is submitted as an appendix to the Master Plan.

30. Any application for approval of matters specified by conditions shall include a detailed plan of public access across the site (including existing, during construction and upon completion). The plan shall show:

- i. all existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights;
- ii. any areas proposed for exclusion from statutory access rights, for reasons of privacy, disturbance or curtilage, in relation to proposed buildings or structures;
- iii. all paths and tracks proposed for construction, for use by walkers, riders, cyclists, all abilities users etc.,;
- iv. any diversions of paths – temporary or permanent – proposed for the purposes of the development.

In the revised Master Plan submitted for approval existing access or movement situation within, through and around the site is indicated in Figure 6 on page 18. This includes all existing paths, tracks and rights of way and any areas currently outwith or excluded from statutory access rights. This is followed up in Figure 12 on page 25 with an indication of the Proposed Movement relative to the revised development proposals. Following submission of the previous MSC application in February 2013 discussions were held with the CNPA Access Officer to consider the appropriate form and content of the detailed plan of public access. As a result draft proposals are now submitted and further feedback on this from the Access Officer will help finalise this plan of public access prior to the determination this MSC application.