

25 APR 2008

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AB35 5QB

Please ask for: Mr Fred McIntosh
Direct Dial: (01540) 664913
Your Ref: 07/00144/CP
Our Ref: BS/07/00093/FULBS
Date: 23rd April 2008

For the attention of: Mary Grier

Dear Sirs,

07/00144/CP – PLANNING APPLICATION FOR DEVELOPMENT OF 20 HOUSE PLOTS AT LAND NORTH WEST OF DALFABER FARM, DALFABER DRIVE, AVIEMORE.

07/00145/CP – PLANNING APPLICATION FOR DEVELOPMENT OF 104 HOUSES AT LAND NORTH WEST OF DALFABER FARM, DALFABER DRIVE, AVIEMORE.

I refer to the planning applications and plans submitted in respect of the above developments.

Our recommendations remain largely the same as those for the earlier related applications. However, the Dalfaber Drive/Grampian Road junction is under increasing pressure from additional traffic generated by new developments and increasing delays are being experienced by northbound traffic on Grampian Road. A further condition has therefore been included, recommending a developer contribution towards upgrading of the junction to provide a right turning lane on Grampian Road. This is in line with a similar contribution agreed in relation to planning application, 07/098/CP, for mixed development at Dalfaber Drive.

It is recommended that the following conditions are attached to any consents granted.

Prior to any other work starting in connection with the proposed development the works listed in following paragraphs shall be completed and approved by the Planning Authority in consultation with the Roads Authority.

A significant developer contribution, commensurate with the contribution agreed in relation to planning application, 07/098/CP, shall be made towards upgrading of the Dalfaber Drive/ Grampian Road junction.

The Corroul Road/Dalfaber Drive junction shall be upgraded to the satisfaction of the Planning Authority in consultation with the Roads Authority.

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The road layout proposed is generally acceptable; however, the following points should be noted:-

The traffic island feature within the loop road serving the high density housing group is unacceptable.

The geometry of the road layout serving the small group of houses immediately northeast of the roundabout is unacceptable.

The geometry of the main access road where it reduces to single track is unacceptable.

An intermediate turning head, suitable for service vehicles, will be required mid way along the single track access road.

A 2 metres wide verge/service strip incorporating a 600 mm wide hard edge strip shall be provided along each side of each shared surface carriageway.

The vehicular access to each property shall be hard surfaced for a distance of at least 6 metres measured from the rear edge of the adjacent footway or hard edge strip.

In the case of the single track access road the vehicular access to each property shall be such that vehicles will be able to readily enter and leave the plot without overrunning the verges of the access road.

All internal roads serving more than four dwellings shall generally be designed and constructed to a standard suitable for adoption in compliance with the Council's Road Guidelines for New Developments.

Note: This requirement may be relaxed in the case of short cul de sacs serving more than 4 but less than 8 dwellings, provided a suitable management and maintenance agreement is established in lieu of formal adoption by Highland Council.

Road Construction Consent shall be required in respect of all roads related works intended for adoption by Highland Council, as Roads Authority.

Drainage measures shall accord with SUDS principles and shall satisfy the respective requirements of Highland Council, Scottish Water and SEPA.

Note: Roadside filter trenches are not favoured. Measures incorporating a system of road gullies and carrier drains connecting to swales, discrete soakaways or attenuation ponds, and, if necessary, including overflow facilities to existing watercourses, should be adopted where possible.

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The drainage measures provided shall ensure the following:-

The post development run off for a 1 in 25 years flood event shall be attenuated to the level of the corresponding pre development run off for a 1 in 2 years flood event.

A 1 in 200 years flood event shall be safely contained within the site without causing flood risk to properties or resulting in an unacceptable depth of inundation at any location.

There shall be no increase in flood risk to properties upstream or downstream of the development.

Where the finished level of any new road is higher than existing ground level, house and plot levels adjacent to the road shall be such that no ponding will occur within any plot.

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.

All properties within the development shall be free from the effects of a 1 in 200 years flood event.

Note: The applicant shall demonstrate to the satisfaction of Sepa that the level of flood risk at the site will be within acceptable limits.

Appropriate Design and Check Certification shall be provided in respect of any structures to be incorporated in the works.

Visibility splays shall be provided and maintained on each side of each road junction. These splays are the triangles of ground bounded by the first x metres along the centreline of the minor road (the x dimension) and the nearside edge of the main road (the y dimension) measured in either direction from the intersection with the access road.

Visibility of at least 2.5 metres x 30 metres shall be provided and maintained at all individual house accesses.

Within the visibility splays nothing shall obscure visibility between a driver's eye height of 1.0 metres positioned at the x dimension and an object height of 1.0 metre anywhere along the y dimension.

Where provided, in curtilage parking shall be at a rate of at least 2 no. parking spaces per dwelling such that each vehicle can enter and leave each plot independently.

Where provided, communal parking shall be at a rate of at least 1.5 parking spaces per dwelling

Suitable pedestrian/cycle links shall be provided to link the development to existing facilities nearby.

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Note: Highland Council will consider for adoption only those pedestrian/cycle links that are considered strategic routes and that have been designed and constructed to an adoptable standard in accordance with the requirements of the Council's Road Guidelines for New Developments.

A suitable management and maintenance agreement shall be established in respect of any hard or soft landscaped areas, roads and footpaths/cycle links, including the proposed emergency access route, that are not to be adopted by Highland Council.

Suitable refuse bin collection points shall be established throughout the site to the satisfaction of the Planning Authority in consultation with the Roads Authority.

The developer shall liaise with the Council's Public Transport Officer with regard to improvements to local public transport services and shall contribute towards any improvements to services deemed necessary by the Council.

Street lighting shall be provided, as required, throughout the development to the satisfaction of the Council's Area Lighting Engineer.

Reasons for conditions:

To ensure that all vehicles may enter and leave the site safely at all times.

To ensure that all properties will be free from the effects of flooding.

To ensure the long term management and maintenance of any elements that are not to be adopted by a statutory authority.

Note: All of the above conditions can be satisfied in engineering terms. Control of the land necessary to meet the conditions has not been investigated and will require to be determined.

Yours faithfully,



P.P.

D I Wallace
Area Roads and Community Works Manager
TEC Services