
CAIRNGORMS NATIONAL PARK AUTHORITY

Title: REPORT ON CALLED-IN PLANNING APPLICATION

Prepared by: MARY GRIER (PLANNING OFFICER, DEVELOPMENT MANAGEMENT)

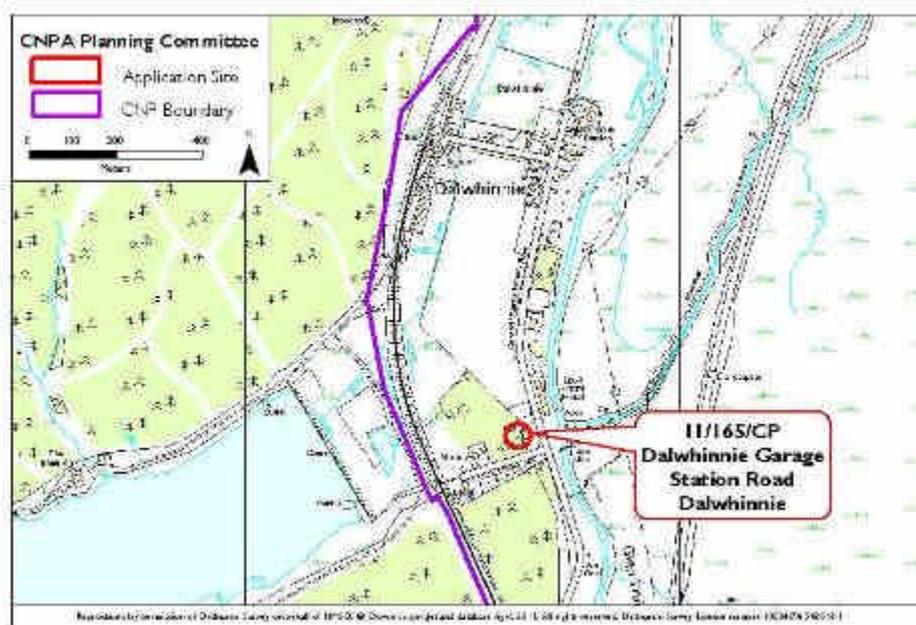
DEVELOPMENT PROPOSED: PLANNING PERMISSION FOR TEMPORARY SITING OF PORTACABINS AS A SITE COMPOUND FOR CIVIL WORKS ON LAND AT DALWHINNIE GARAGE, STATION ROAD, DALWHINNIE

REFERENCE: 11/165/CP

APPLICANT: DFL CIVILS LTD., C/O REYNOLDS ARCHITECTURE LTD., TULLOCH STREET, DINGWALL

DATE CALLED-IN: 10 JUNE 2011

RECOMMENDATION: APPROVE WITH CONDITIONS



Grid reference : 263646 784209 (easting northing)

Fig. 1 - Location Plan

SITE DESCRIPTION AND PROPOSAL

1. Planning permission is sought in this application for the temporary siting of five portacabins, as a site compound for civil works. The site is approximately 0.40 acres and is located in Dalwhinnie, in the rear yard of the existing filling station. The application is retrospective and the compound has been in place since late April 2011.¹ The land is bounded to the south by a lane which provides access to a number of residential properties and beyond to Loch Ericht. The nearest residential property is approximately 23 metres from the southern site boundary. A significant area of woodland exists immediately to the west of the site, while land to the east is part of the forecourt and vehicle circulation area² associated with the adjacent Dalwhinnie filling station, shop and post office.
2. The site comprises of a number cabins and stores, predominantly sited to the eastern area of the site, with three of the units positioned immediately to the rear of the existing shop. The portcabins and stores are moveable, temporary structures, some of which are similar in appearance to industrial containers. The units vary in size, with the smallest being approximately 2.2 m x 2.4 m, while the largest of the units is 2.7 m x 7.3m. Five of the units are identified as office accommodation, one unit is required as a welfare / toilet unit, while the remainder are identified for storage purposes. Ten car parking bays are identified adjacent to the western boundary of the site. The south eastern corner of the site is identified as a designated vehicle parking and manoeuvring area. The site layout also identifies the location of a touring caravan, in the north western corner of the site, which is required for security purposes.



Fig. 2 : Site as existing, July 2011.

¹ Information recently provided by the agent in response to CNPA queries refers to “planning permission being applied for online on 19.04.11 and forwarded between Perth and Kinross and Highland Council before being registered.” The compound was apparently set up around the same time as planning permission was initially applied for. (The application was notified to the CNPA on 26th May and ‘called in’ by the CNPA on 10th June).

² The owner of the filling station has recently facilitated the use of part of the grounds for lorry parking and turning, in lieu of the area near the former tourist office which was previously used for that purpose. That area now accommodates a temporary compound which has been developed by Balfour Beatty – the main contractors on the Beauly Denny overhead line project.

3. The proposed site layout plan also includes proposals for the erection of 1.8 metre high timber fencing along the southern and eastern boundary of the site, with the remaining boundaries being demarcated by herras fencing. Vehicular access is proposed to curtailed to the eastern boundary only.
4. The layout identified on the recently submitted amended plans differs from the arrangement which currently exists on site, where access is possible from either the eastern boundary or the southern area, off the laneway which serves a number of residential properties. The amended plans, showing one clearly defined access point, amended boundary treatments, and alternative car parking and equipment storage arrangements, were submitted in response to concerns raised by CNPA planning officials with regard to the impact of the development in this location, including its potential visual impact and the impact on the amenity of neighbouring properties.



Fig. 3: Currently proposed site layout

5. While the development is proposed to be connected to the existing drainage system serving the filling station, it was noted in the course of site visits by planning officials that there was evidence of a new septic tank serving the development, although located outside the identified site boundary, to the north east. This issue was raised in discussions with the applicants' agent and confirmation has since been received that "the proposed drainage solution is to connect into the existing septic tank within the compound area." A commitment has also been given to remove the new septic tank within 10 days³ and make a connection to the existing septic tank.

³ Confirmation provided in an e-mail from the agent on 10 August 2011.



Fig. 4: Newly developed septic tank

Justification

6. The site compound is required to facilitate the applicants' work in the area. The applicants have been appointed as Sub Contractors to the Principal Contractor on the central portion of the Beaully Denny overhead line works. Their position requires them to have a compound to accommodate welfare and administrative facilities. The applicants initially understood that their site compound would be part of the main contractors' compound and in that context assumed that all required permissions would be obtained by the Principal Contractor.⁴ As this transpired not to be the case, the applicants then sought an alternative location at which to establish their compound.
7. A number of sites were considered by the applicants prior to the selection of the site at the rear of Dalwhinnie Garage. In justification of the location, details have been provided of the sites considered and the reasons for their rejection. Sites considered were located at the following locations :
 - (a) land adjacent to Spey Dam / Craithie – the location was not central to the applicants operational area and would have necessitated longer journeys to the work sites. It was also a greenfield site, and a brownfield location was considered more appropriate;
 - (b) Dalwhinnie Quarry – although central to the operational area, the landowner was not amenable to the establishment of a compound at this location. There was also concern that the development of a compound on this site would interfere with future quarry workings;
 - (c) Dalwhinnie Hotel car park – although considered appropriate due to the pre-formed hardstanding and its immediate access to the A889, ownership issues precluded this from being a viable option;
 - (d) Vacant site adjacent to the A889 / A9 junction – this was considered due to its centrality within the applicants area of operation. It was dismissed from consideration due to practical difficulties including the existence of low overhead cables and the proximity of the River Truim. There was also recognition of the fact that the location would be visually intrusive and could impact on the character of the area.

⁴ A Balfour Beatty compound has been established on the former tourist office site in Dalwhinnie, approximately 190 metres to the north of the subject site.

8. The site which is the subject of this current planning application was selected as the most appropriate for the establishment of the required compound on the basis of its central position within the operational area and the ease of accessibility due to pre existing access arrangements and hard standing. The “unused semi derelict brownfield” condition of the site was also a factor which also influenced its selection. In addition, the landowner was amenable to the use. Reference has also been made to the potential economic benefit to the village, due to the increased revenue generated by the presence of the workforce in the area.
9. As regards the retrospective nature of this application, reference has been made in a submission from the agent to the very limited timescale available to the applicants to establish their own compound, upon realising that they would not be facilitated at the Principal Contractors compound. There is also a suggestion that the applicants were naïve in “understanding that any compounds would still be ‘covered’ by the Principal Contractor’s permissions. The submission also states that the “applicants are apologetic for this oversight and are keen to ensure that the issue is rectified satisfactorily.”

Mitigation Measures

10. The submission from the agent acknowledges that although the subject site was selected in preference to the other sites detailed above, there are a number of difficulties including its proximity to and consequent impact on the fuel station and shop and the associated impression that may be created for users of that facility, the visual prominence from the A889 thoroughfare, and its proximity to the existing residential properties. The visual impact of the development is proposed to be mitigated by the erection of timber screen fencing on the east facing side of the compound and on the southern boundary. It is also suggested that the erection of the timber screen fencing instead of the existing herras fencing, with two entrance openings, would also be of assistance in regulating traffic movements to and from the compound, off the A889 and avoiding the lane serving Ben Alder Cottages. This would also be further aided by the erection of relevant signage.



Fig. 5 : site prior to the establishment of the compound

Reinstatement

11. The compound would be dismantled at the end of the period of works. All cabins / stores would be removed. The site would be left as a smooth, flat, hard surfaced area, in a condition which would be improved upon its previous condition (see Fig. 5).

DEVELOPMENT PLAN CONTEXT

National policy

12. **Scottish Planning Policy⁵ (SPP)** is the statement of the Scottish Government's policy on nationally important land use planning matters. It supersedes a variety of previous Scottish Planning Policy documents and National Planning Policy Guidance. Core Principles which the Scottish Government believe should underpin the modernised planning system are outlined at the outset of **SPP** and include:
 - The constraints and requirements that planning imposes should be necessary and proportionate;
 - The system shouldallow issues of contention and controversy to be identified and tackled quickly and smoothly; and
 - There should be a clear focus on quality of outcomes, with due attention given to the sustainable use of land, good design and the protection and enhancement of the built and natural environment.
13. **SPP** emphasises the key part that development management plays in the planning system, highlighting that it should "operate in support of the Government's central purpose of increasing sustainable economic growth." Para. 33 focuses on the topic of Sustainable Economic Growth and advises that increasing sustainable economic growth is the overarching purpose of the Scottish Government. It is advised that "the planning system should proactively support development that will contribute to sustainable economic growth and to high quality sustainable places." Planning authorities are encouraged to take a positive approach to development, recognising and responding to economic and financial conditions in considering proposals that would contribute to economic growth.
14. Under the general heading of Sustainable Development, it is stated that the fundamental principle is that development integrates economic, social and environmental objectives, and that the "aim is to achieve the right development in the right place."
15. As a replacement for a variety of previous planning policy documents the new **Scottish Planning Policy** includes 'subject policies', of which many are applicable to the proposed development. Topics include economic development, rural development, and landscape and natural heritage. The following paragraphs provide a brief summary of the general thrust of each of the subject policies.

⁵ February 2010

16. Economic development : Planning authorities are encouraged to respond to the diverse needs and locational requirements of different sectors and to take a flexible approach to ensure that changing circumstances can be accommodated. The benefits of high environmental quality are also recognised and planning authorities are therefore required to ensure that new development safeguards and enhances an area's environmental quality and where relevant, also promote and support opportunities for environmental enhancement and regeneration.
17. Rural development : Para. 92 of **Scottish Planning Policy** states in relation to rural development that the "aim should be to enable development in all rural areas which supports prosperous and sustainable communities whilst protecting and enhancing environmental quality." All new development is required to respond to the specific local character of the location, fit in the landscape and seek to achieve high design and environmental standards.
18. Landscape and natural heritage : The **Scottish Planning Policy** document recognises the value and importance of Scotland's landscape and natural heritage. It is accepted that landscape is constantly changing and the aim is to facilitate positive change whilst maintaining and enhancing distinctive character. As different landscapes have different capacities to accommodate new development, the siting and design of development should be informed by landscape character. There is also an acknowledgement that the protection of the landscape and natural heritage may sometimes impose constraints on development, but the potential for conflict can be minimised and the potential for enhancement maximised through careful siting and design.
19. **Scottish Planning Policy** concludes with a section entitled 'Outcomes' in which it is stated that the "planning system should be outcome focused, supporting the creation of high quality, accessible and sustainable places through new development, regeneration and the protection and enhancement of natural heritage and historic environmental assets." Planning authorities are required to be clear about the standard of development that is required. Quality of place not only refers to buildings, but also how the buildings work together as well as the relationships between buildings and spaces. Design is highlighted as an important consideration and planning permission may be refused solely on design grounds.⁶ Finally it is stated that the planning system should be "judged by the extent to which it maintains and creates places where people want to live, work and spend time."

⁶ Para. 256.

Strategic Policy

Cairngorms National Park Plan (2007)

20. The Cairngorms National Park Plan sets out the vision for the park for the next 25 years. The plan sets out the strategic aims that provide the long term framework for managing the National Park and working towards the 25 year vision. Under the heading of 'conserving and enhancing the special qualities' strategic objectives for landscape, built and historic environment include maintaining and enhancing the distinctive landscapes across the Park, ensuring that development complements and enhances the landscape character of the Park, and ensuring that new development in settlements and surrounding areas and the management of public spaces complements and enhances the character, pattern and local identity of the built and historic environment.
21. Under the heading of 'Living and Working in the Park' the Plan advises that sustainable development means that the resources and special qualities of the national park are used and enjoyed by current generations in such a way that future generations can continue to use and enjoy them. Strategic objectives for economy and employment include creating conditions that are conducive to business growth and investment that are consistent with the special qualities of the Park and its strategic location and the promotion of green business opportunities. Section 5.3 of the Plan concerns 'enjoying and understanding the park' noting that the Cairngorms National Park is known for its outstanding environment and outdoor recreation opportunities.

Structure Plan

Highland Council Structure Plan (2001)

22. **Highland Council Structure Plan** is founded on the principles of sustainable development, which are expressed as –
 - Supporting the viability of communities;
 - Developing a prosperous and vibrant local economy; and
 - Safeguarding and enhancing the natural and built environment.A variety of detailed policies emanate from the principles.
23. The following provides a brief summary of the policies applicable to a development of this nature. Section 2.4 of the Plan concentrates on the subject of landscape, stating that "no other attribute of Highland arguably defines more the intrinsic character and nature of the area than its landscape." Similar to national policy guidance, there is recognition that landscape is not a static feature and that the protection and enhancement of landscape and scenery must be positively addressed. **Policy L4 Landscape Character** states that "the Council will have regard to the desirability of maintaining and enhancing present landscape character in the consideration of development proposals."
24. **Policy UI – Electricity Distribution Network** Highland Council states that it will welcome the refurbishment and strengthening of the electricity distribution network.

25. **Policy G2 (Design for Sustainability)** states that developments will be assessed on the extent to which they, amongst other things make use of brownfield sites, existing buildings and recycled materials; are accessible by public transport, cycling and walking as well as car; are compatible with service provision; demonstrate sensitive siting and high quality design in keeping with local character and historic and natural environments; and contribute to the economic and social development of the community.

Local Plan Policy

Cairngorms National Park Local Plan (2010)

26. The Cairngorms National Park Local Plan was formally adopted on 29th October 2010. The full text can be found at :
<http://www.cairngorms.co.uk/parkauthority/publications/results.php?publicationID=265>
27. The Local Plan contains a range of policies dealing with particular interests or types of development. These provide detailed guidance on the best places for development and the best ways to develop. The policies follow the three key themes of the Park Plan to provide a detailed policy framework for planning decisions:
- Chapter 3 - Conserving and Enhancing the Park;
 - Chapter 4 - Living and Working in the Park;
 - Chapter 5 - Enjoying and Understanding the Park.
28. Policies are not cross referenced and applicants are expected to ensure that proposals comply with all policies that are relevant. The site-specific proposals of the Local Plan are provided on a settlement by settlement basis in Chapter 6. These proposals, when combined with other policies, are intended to meet the sustainable development needs of the Park for the Local Plan's lifetime. The following paragraphs list a range of policies that are appropriate to consider in the assessment of the current development proposal.
29. Policy 6 – Landscape : there will be a presumption against any development that does not complement and enhance the landscape character of the Park, and in particular the setting of the proposed development. Exceptions will only be made where any significant adverse effects on the landscape are clearly outweighed by social or economic benefits of national importance and all of the adverse effects on the setting of the proposed development have been minimised and mitigated through appropriate siting, layout, scale, design and construction.

30. *Policy 25 : Business Development* : proposals which support economic development will be considered favourably where the proposal is compatible with existing businesses in the area, supports or extends an existing business, is located within an allocated site on proposal maps, or meets one of four other criteria –
- (a) In identified settlements; or
 - (b) Outwith settlements; or
 - (c) Other business opportunities; or
 - (d) Loss of business.

In the context of the current development proposal, (a) is the most relevant as the proposal is on land which is within an identified settlement. The policy requires developments proposed within identified settlement boundaries to support the economic vitality and viability of the centre.

31. In terms of specific settlement proposals contained in the Cairngorms National Park Local Plan, as already detailed the proposed site is within the identified settlement boundaries of Dalwhinnie.⁷ The majority of the site is on land which is allocated as EDI. The Local Plan identifies the site as providing an important contribution to the local economic position, and advises that it should be retained.

CONSULTATIONS

32. The proposal has been assessed by **Transport Scotland**. There is no objection and it has not been suggested that any roads related conditions are required in the event of the granting of planning permission.
33. Highland Council's **Contaminated Land** section considered the proposal and do not wish to make any comment.
34. **Dalwhinnie Community Council** considered the proposal and has no comment to make on this application. Reference is however made to concerns which were expressed by the Community Council in an earlier planning application on the site, regarding heavy goods vehicles turning in the village, with the Community Council indicating that this issue "has now been addressed by the garage and the problem has been resolved."
35. The CNPA's **Economic Development** officers commented on the proposal, welcoming the situation of the proposed site close to local businesses, as this has the potential to generate income for the businesses. In considering the proposal in a broader light, it is suggested that the portacabins have the potential to be highly visible from a number of local businesses, as well as the railway line, the train station and the surrounding hills. It is suggested that muted colours should be used on the cabins in order to minimise their impact on users of the area.

⁷ Dalwhinnie is identified as a rural settlement in the settlement hierarchy.

REPRESENTATIONS

36. The development proposal was advertised in the Strathspey and Badenoch Herald on 1st June 2011. No representations have been received in connection with the proposal.

APPRAISAL

37. There are a number of issues to consider in the overall assessment of this planning application, including the nature of the proposed development and the temporary duration for which planning permission is being sought, the proposed location, applicable planning policies, the advice of consultees and also consideration of the proposal in the context of the aims of the National Park. Although this application is retrospective in nature, in accordance with Scottish Government advice, such planning applications should be decided in the same way as all other applications.⁸
38. Having regard to the location of the proposed development within a village location and given the industrial nature of the proposal, it is reasonable to say that there would be a degree of adverse impact. In considering the impact of the development for the duration of its existence on the site, issues include the visual impact, the impact on the amenity of residential properties in the vicinity, the impact on the operation of the adjacent filling station /shop / post office, and also the access implications of the development. As alluded to in the consultation advice from the CNPA's Economic Development section, the colours of the portacabins and storage cabins render them quite prominent. This effect could be minimised through the painting of the units in more appropriate colours and this can be achieved through the use of a planning condition. Such measures, in conjunction with the proposed erection of 1.8 metre high timber fencing on the southern and eastern site boundaries, and the fact that land immediately outside the western and northern boundaries benefits from natural screening, all have the potential to satisfactorily mitigate any perceived adverse visual impacts.



Fig. 6 : View from A889



Fig. 7 : Timber fencing to be erected on southern site boundary.

⁸ A Guide to the Planning System in Scotland, August 2009.

39. Sufficient information has been provided to verify the need for a works compound in the general area, in order to assist the applicants in their role as a subcontractor on part of the Beauly Denny overhead line project. The compound is relatively limited in scale and the only structures required on site are temporary portcabins and storage cabins. The remainder of the site would be used for staff car parking and equipment storage. As such, the basic components of the work could be easily removed after use and the site would be capable of immediate restoration. Photographic evidence has been provided showing the condition of the site prior to the establishment of the compound (please refer to fig. 5). As noted in the submission from the agent, the land was an “unused semi derelict brownfield” site. The undertaking of appropriate restoration works would offer the potential to improve upon its previous appearance, which would be of benefit to the wider area in the longer term.

40. The erection of the timber fencing on the southern site boundary will assist in protecting the amenity of neighbouring residential properties located along the laneway which runs to the south of the site. It would replace the existing herras fencing, which at present serves purely as a boundary definition and does not offer any screening benefit. The new timber fencing would also be erected across an area which is presently open and appears to be used as an additional and unofficial access point to the site. The timber fencing will screen the compound development and its associated activities from the view of the residential properties and will eliminate the possibility of compound traffic utilising the adjacent laneway to access the site.

41. It is acknowledged that the general operation of the compound is likely to give rise to an increased level of activity and movement in the area. However, this should be considered in the context of the proximity of the compound to the existing commercial facility, is one of the main hubs of the settlement of Dalwhinnie, as it accommodates a significant amount of the areas’ commercial facilities, including a filling station, post office and shop. As such that enterprise already generates a continual level of activity and movement. The existence of the proposed compound for a temporary period of two years will increase activity in this location, but it is not likely to be to a level that would render it unacceptable in the context of its impact on the residential amenity of properties in the vicinity.

42. Subject to measures such as the erection of appropriate boundary fencing to curtail and screen the development, and the adherence of site users to a single access point, the potential negative impacts of the compound on the adjacent commercial facility can be managed and mitigated. The existence of the compound is unlikely to discourage the general public from using the existing commercial facilities and it could deliver an economic benefit in terms of its workforce increasing the level of usage of the commercial facilities in Dalwhinnie.

43. Paragraph 31 of the report highlights that the subject site is part of a land use allocation which encourages economic development. The compound can be considered a form of economic development, and while it may not be a preferred long term use, it nonetheless complies with the plan allocation. It can also be considered broadly consistent with policies which encourage business development within settlements, where such a development is compatible with existing businesses in the area. Measures to minimise the impact of the development on the surrounding area and landscape, and the fact that it would be in place for a temporary limited period of two years, with appropriate restoration to take place at the end of that period, all indicate that it is also acceptable in the context of landscape policies.
44. Two other work compounds have been permitted to date within the National Park (at another location in Dalwhinnie and at Spey Dam) in conjunction with the Beaulieu Denny overhead line project. While there would be concern about the cumulative impact if an increasing number of compounds were to be proposed in the area, it is accepted that the current proposal is for a significantly smaller scale compound than those previously approved and would also be in place for a shorter time period (two years, as opposed to the five year period). Taking into account all of the foregoing factors, the current proposal for a temporary site compound is acceptable.

IMPLICATIONS FOR THE AIMS OF THE NATIONAL PARK

Conserve and Enhance the Natural and Cultural Heritage of the Area

45. The development is proposed for a temporary period of two years and is on a brownfield site within the village of Dalwhinnie. Restoration of the proposed site would occur at the end of the period of use. Any restoration works would have the potential to improve the visual qualities of the site from its original condition.

Promote Sustainable Use of Natural Resources

46. The nature of the development does not provide opportunity to promote the sustainable use of natural resources. The site has however been selected by the applicants on the basis of its proximity to their area of work on the Beaulieu Denny line. It is also within easy access of the trunk road network and the railway station, as well as being immediately adjacent to services and facilities available in Dalwhinnie. The choice of location therefore has the potential to reduce the travel requirements of workers.

Promote Understanding and Enjoyment of the Area

47. The proposed development would not assist in promoting the understanding and enjoyment of the area and could, for the duration of its existence, be considered to detract from the visual enjoyment of the area. However, permission is only being sought for a limited temporary period and appropriate restoration of the site would be required afterwards, thereby ameliorating the visual effects and improving the site from its existing condition.

Promote Sustainable Economic and Social Development of the Area

48. The proposed development would result in an increase in workforce numbers in the area on a daily basis. The additional activity in the area may have the potential to generate increased business and increased revenue in the local economy.

RECOMMENDATION

That Members of the Committee support a recommendation to GRANT PLANNING PERMISSION for the temporary siting of portacabins as a site compound for civil works at Dalwhinnie Garage, Station Road, Dalwhinnie, subject to the following conditions :

1. This is a temporary permission, and shall have a duration of two years only from the date of this decision notice, unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority. The use of the site as a construction compound shall cease at the end of the two year period; all structures shall be removed from the site; and the site shall be restored in accordance with the restoration proposals which shall be agreed with the Cairngorms National Park Authority acting as Planning Authority.

Reason: in the interests of the general amenity and the visual amenity of the area.

2. The construction and operation of the proposed compound shall be in compliance with the Construction Procedures Handbook for the Beaulieu-Denny 400Kv overhead Electricity Transmission Project.

Reason: to ensure that the development takes place in an orderly and appropriate manner and in the interests of the general amenity of the area.

3. For the avoidance of doubt, this permission only authorises a drainage connection to the existing septic tank associated with the adjacent filling station / shop premises. No new septic tank is authorised through this permission.

Reason : in the interests of public health and in the interests of orderly development.

4. Within one month of the date of issue of this decision notice, a detailed post-operational restoration plan shall be submitted for the written agreement of the Cairngorms National Park Authority acting as Planning Authority, and shall include the following : -
- (a) Details of all ground works, including removal of areas of hard standing and the redistribution of soils; and
 - (b) Details of all hard surfacing proposed as part of the restoration stage; and
 - (c) Landscaping proposals for the western and northern boundaries of the site, which shall be consistent with the general character of the wider area.

The restoration works shall thereafter be undertaken in accordance with the agreed measures.

Reason: in order to ensure that the subject site is restored in an acceptable manner which would assist in enhancing this area of the village of Dalwhinnie.

5. Within one month of the date of issue of this decision notice, detailed proposals for the provision of interpretative information about the temporary existence of the compound shall be submitted for the written agreement of the Cairngorms National Park Authority acting as Planning Authority. The interpretative information shall thereafter be erected on the site in a location to be agreed with the Cairngorms National Park Authority.

Reason : To assist the general public in understanding the purpose and limited duration of the development.

6. Within one month of the date of issue of this decision notice, details of all proposed on-site lighting shall be submitted for the written agreement of the Cairngorms National Park Authority acting as Planning Authority, in conjunction with Highland Council's Lighting Engineer. All lighting shall be provided as agreed thereafter.

Reason : In order to appropriately control the amount of lighting at the site and to ensure that lighting proposals minimise overall light emission from the site.

7. Unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority, in consultation with Highland Council's Environmental Health Service, working operations at the site shall be restricted to the hours of 0700hrs to 1800hrs (Monday to Friday) and 0700hrs to 1300 hrs (Saturday). No operations shall take place on Sundays.

Reason : To protect the general amenity of the area and to protect the residential amenity of properties in the vicinity.

8. Within one month of the date of issue of this decision notice, details of an alternative colour scheme for the exterior of all cabins (which shall be in muted tones of brown or green), shall be submitted for the written approval of the Cairngorms National Park Authority acting as Planning Authority. The agreed colour scheme shall thereafter be applied within one week of the issuing of the written approval.

Reason : To minimise the visual impact of the development and to assist in assimilating the development into its surroundings.

9. All boundary treatment shall be erected within one month of the date of issue of this decision notice. Prior to that details of the colour of the timber fencing on the eastern and southern site boundaries shall be submitted for the written agreement of the Cairngorms National Park Authority acting as Planning Authority and the colour shall be muted tones of brown or green. The agreed colour shall be applied and maintained thereafter.

Reason : To minimise the visual impact of the development and to assist in assimilating the development into its surroundings.

Mary Grier

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10 August 2011

The map on the first page of this report has been produced to aid in the statutory process of dealing with planning applications. The map is to help identify the site and its surroundings and to aid Planning Officers, Committee Members and the Public in the determination of the proposal. Maps shown in the Planning Committee Report can only be used for the purposes of the Planning Committee. Any other use risks infringing Crown Copyright and may lead to prosecution or civil proceedings. Maps produced within this Planning Committee Report can only be reproduced with the express permission of the Cairngorms National Park Authority and other Copyright holders. This permission must be granted in advance.