

APPENDIX 1

Respondent	Comment	Recommendation
Transportation	Portknockie map to show third access point via Craig View Road.	Accept: amend map and text accordingly.
	The section of unadopted road passing McLeod Park, Portknockie will require to be made up to adoptable standard.	Add to text "The unadopted section of road passing McLeod Park will require to be brought up to adoptable standard".
Environmental Protection	Confirmation required that footpath and landscaping along eastern boundary at Portknockie should be within the site.	Accepted: Amend text to confirm path and planting to be within site boundary.
	At Findochty, the extension to the roadside footpath/cycleway (core path BK04) should specify a tarmacadam surface.	Accept: Insert reference to the A942 footway/cyclepath extension being to a tarmacadam finish.
	New cyclepath route suggested across landscaped SE corner (Findochty).	Not accepted. Due to the difference in levels in this location, the link in here has been taken to Station Road.
	At Cullen the reference to upgrading of core path CU05 should be more specific.	Accept: Amend text to read "Upgrading of the surface of the CU05 Core Path lying to the north and east of the development site".

Respondent	Comment	Recommendation
Cullen Community Council (re Seafield Place, Cullen)	Any new development should be sympathetic to the existing architecture of the town.	Agreed, but this site is in an area of mixed house types and materials, with no predominant character. The frontage of the site to Seafield Place has already been developed with modern style houses. No change.
	The number of houses should be fixed at 30, with no increase above this number by manipulation of planning.	The indicative capacity of the site is 30, to allow for access roads, on site structure planting and a predominantly detached layout. There is however provision within the Local Plan to consider proposals in excess of this figure. Any such proposals will represent a Departure from the Local Plan, and judgement will be determined through a detailed analysis of the Planning Application. No change.
	Consolidation and improvement of the existing playing field provision (which is adjacent to the site) is preferred to the formation of a small, on-site satellite facility which may be underused and add a further area to be maintained. The Community Council is looking at forming a dirt cycle track and there is scope for further imaginative development (e.g. a small all weather pitch). The Community Council feels strongly that consideration be given to channelling any funding for facilities towards consolidating and improving what is already there as this represents better value to the whole community.	Accepted. Lands and Parks are amenable to this if that is what the Community wishes, and will take a cash equivalent sum for investment in the existing playing field. This will apply only to the upgrading of play equipment and will not be used to fund a dirt track or an all weather surface, neither of which feature in the Council's plans and would not be taken on for maintenance purposes. The Community Council can continue to pursue these aspects which they are doing in conjunction with Educational Services. Amend text re provision of play area on-site.

Respondent	Comment	Recommendation
Cullen Community Council (re Seafield Place, Cullen)	<p>Access to the old railway line as a path network has been blocked off by the construction of a house.</p> <p>Alternative access provision to the railway line should be provided from the site to the railway line so that a future foot/cycle path can be constructed.</p>	<p>Accepted. The closing off of the link from Seafield Place to the railway line is currently being investigated.</p> <p>Depending on the outcome, alternative arrangements can be considered during the consideration of a planning application.</p> <p>No change.</p>
	<p>We expect that once the completion process is certified, Moray Council will assume responsibility for maintenance.</p>	<p>Proposals for maintenance of roads, parking, open space, play areas, etc must all be submitted with the planning application and agreed with the Council. However, it is not necessarily the case that the Council will assume responsibility for <u>all</u> such facilities and it is acceptable for alternative, private arrangements for this to be made.</p> <p>No change.</p>
Development Management (Findochty)	<p>Is there a need for two phases given the relatively small number of units proposed (35). What would the trigger point be, and should this be subject of a planning condition.</p>	<p>Noted. The reference to phasing is contained in the Local Plan designation and thus must be respected. The purpose is, that given a relatively low development rate in Findochty, to concentrate development into smaller areas and not have the whole site as an on-going building site.</p> <p>The phases and trigger points can be agreed during consideration of the planning application and would be a condition of consent.</p> <p>No change.</p>

Respondent	Comment	Recommendation
Development Management (Findochty)	The design considerations section should add terraced or linked houses as an option.	Accepted. The text, as written, was not intending to exclude this, and reference to these options can be included. Amend plan to include reference to linked/terraced houses.
	It would be useful to list other publications/ documents that are relevant as a cross reference.	Accepted. Insert reference to other Supplementary Planning Guidance that has been prepared. Amend text accordingly.
Development Management (Portknockie)	Map: The map should make it clear that the boundary treatment is within the site. This will make it easier to control by condition.	Accepted. The text will confirm that boundary treatment to take place within site, and the map altered to show this. Amend text and map.
	Vehicular Access: It is worth mentioning that some form of Legal Agreement will be necessary given the extent of roadworks outwith the site.	Accepted. Insert reference to requirement for Legal Agreement to cover the likely road improvements.
	Pedestrian and Cycle Access: the route of the path along the eastern boundary should be located between houses and the landscaped strip in the interests of crime prevention and passive surveillance.	Agreed. The text and map should be altered to ensure path is located inside the line of the boundary landscaping.
	Design Statement: this should stress that the south end of the site will be prominent, and that landscaping; design and materials should reflect the visibility aspect.	Accepted. Add reference to importance of approach/treatment on highly visible southern boundary.