

## **AVIEMORE RETAIL DEVELOPMENT.**

### **Sustainability Statement in Support of Detailed Planning Application, September 2006.**

The sustainability credentials of the development have been significantly developed since the outline planning application for the project was made. In part this has been a response to our Client's aspirations for a development which "treads lightly" upon the ground, which minimises the use of scarce resources, is energy efficient, responds to its site – not just in terms of its footprint, scale and its ability to contribute to a sense of place but also in its exploitation of the topography and shape of the site, responding to the genius locii.

These aims have been reinforced by the architectural responses to comments and concerns expressed by the Highland Council, the Cairngorm National Park Authority and Architecture & Design Scotland on the initial proposals and the design opportunities that these have created.

#### **Energy Efficiency.**

The development exploits the terrain which falls from west to east by excavating a level platform coinciding with the datum of the Grampian Road and creating a new deck at the level of the ring road that runs east of the Highland Resort. This enables the bulk of the development to be lowered to the scale of the existing buildings running along the Grampian Road, surmounted by an extension of the ground level of the Highland Resort which will be used for the site of a new supermarket and other retail outlets, car parking – screened from the high street and public open space. In this way we can utilise the exposed faces of the bedrock at road level and on the north, south and west sides of the site and the underside of the concrete deck to increase the thermal mass of the development which will assist with creating economic, stable conditions in the new shops along the Grampian Road.

The construction of the external walls and roofs will equal or exceed the Building Regulations in terms of their thermal performance. The new supermarket will have a far higher level of natural lighting – fully glazed (double glazed) walls to the north and clerestoreys to the other three sides as well as some roof-lighting or sun pipes, to reduce the demand for artificial lighting. All the new shops along Grampian Road will be naturally lit from the east.

By careful cut and fill we intend to minimise the amount of excavated spoil removed from the site and to re-use arisings – graded and crushed, for aggregate and the excavated local stone for facings of key elements of the elevations, if appropriate. In this way we will reduce the demand for materials to be imported to the site and save on transport costs and haulage journeys.

A key development is the abandonment of the fully-glazed winter garden structure proposed for the supermarket in favour of “glu-lam”- supported green roof, planted with sedums and stone crops. The change will not only minimise the impact of the supermarket when viewed from the high ground to the west of the Resort but also allow us to create a far higher level of insulation for a key element in determining the thermal performance of a building.

### **Water Conservation.**

The project will incorporate a sustainable urban drainage system utilising the green roof and a permeable surface to the surface car parking at deck level. These two elements will help to slow surface run-off and enable the new pond proposed for the north end of the development to hold and slowly release the water into the surface water drainage system and the river, without risk. The water will pass through interceptors to remove oil and petroleum products entering the watercourse. It is not intended that the Milton Burn contributes to the surface water drainage system and would only act as an overflow to the north pond in exceptional circumstances.

A percentage of the surface water will be “captured” in storage tanks below deck. This grey water will be used for toilet flushing for the development, significantly reducing the demand on the public supply.

### **Transportation.**

The development is located at a key transport interchange, identified on the local plan for Aviemore. The south end of the development is directly opposite the railway station and close to the bus set-down point, east of the village green.

As part of the design development we have significantly reduced the number of car parking spaces for the development both above and below the deck; the number of spaces allocated to those with disabilities has not been reduced.

Secure cycle racks will be provided in the below-deck car park (covered) and also in the Grampian Road, close to the Laurel Bank access road and on the deck level.

The site has been made more permeable for pedestrians – new routes have been indicated along the south side of the Village Green, the Laurel Bank access road has been dedicated to pedestrian-only use and provides both ramp and stepped access from the Grampian Road to the Highland Resort as well as areas for seating and planting. A third route has been created across the east-west axis by a new path along the north side of the development overlooking the Milton Burn.

## **Use of Local Materials.**

There is no consistent palette of materials used for buildings in Aviemore. However, in our townscape analysis we identified several which have been used in a widespread manner. Some of these materials we have incorporated into the Retail Development also, to give a consistency; others we felt were “local” but were under-represented in the settlement.

We have taken the decision to minimise the number of materials on the project and these materials are either indigenous to the site or used frequently in the existing buildings – both traditional / historic and contemporary.

We will use the local stone in “random-rubble coursing” and hope to secure a significant percentage of this from the site itself. The remainder will be acquired from local quarries or merchants to minimise transportation costs and disruption.

The other key materials will be: render or harling; (self coloured), cedar and green oak – FSC approved and acquired from sustainable managed Scottish woodlands, High-performance double glazing in composite aluminium timber frames, pre-cast concrete for columns and deck panels- locally sourced, patinated zinc for metal flashings and small flatroofs, gutters and downpipes and the main green roof planted with sedums, stone crops and other species found locally able to cope with the rigours of the local climatic conditions.

## **Local Labour.**

At this stage we are unable to confirm the level of local labour that will be used in the construction of the project. However, it is our intention to use local labour and companies wherever it is cost-effective to do so and assume that the completed development will offer significant additional employment opportunities to the local community.