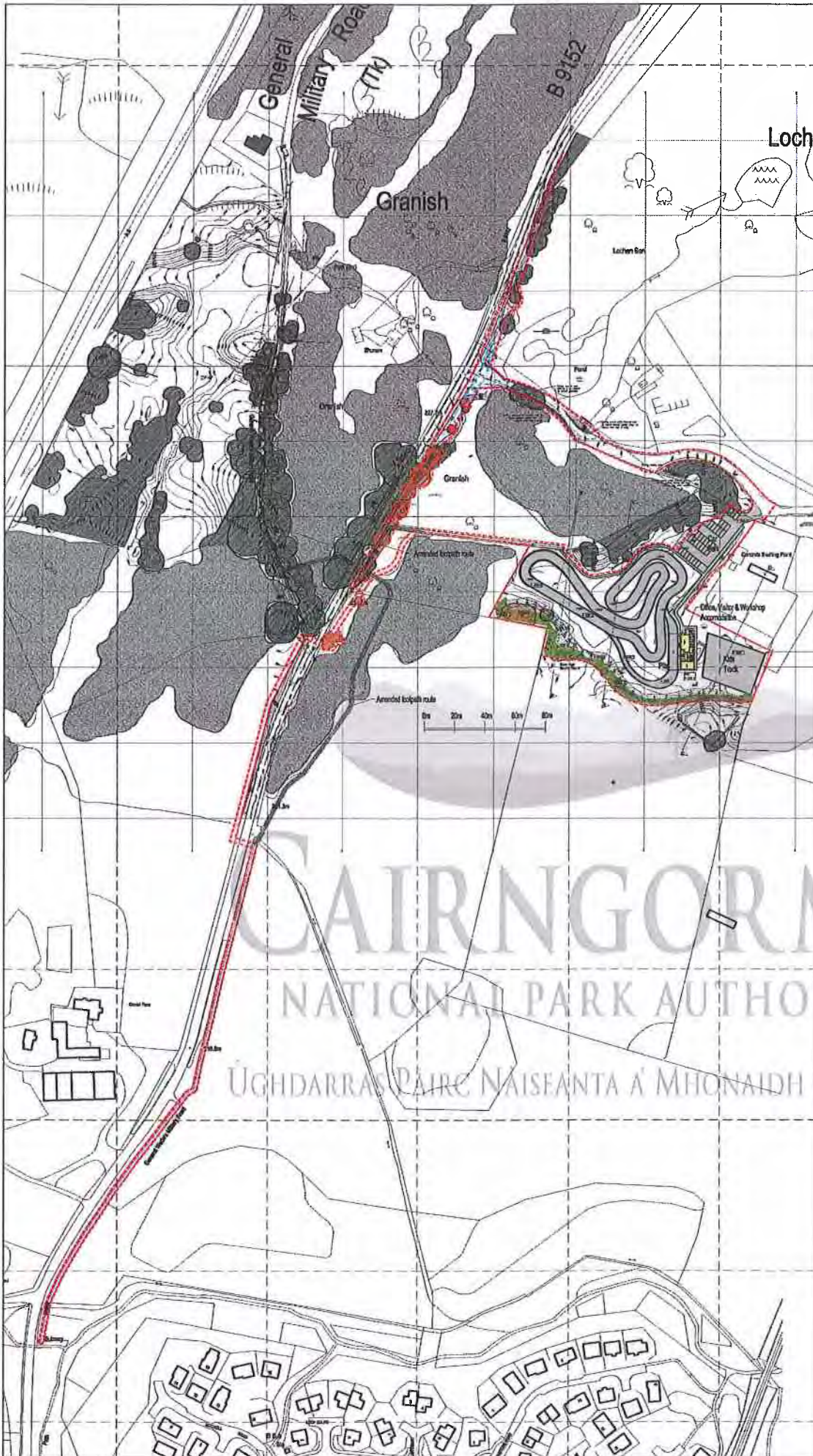


Paper I

Appendix I

Supporting Information



Application site area = 1.95ha

**LEGEND**

- Application Site
  - Indicative Banking
  - Tree Location & Canopy (Surveyed)
  - Indicative Tree Canopy (Not Surveyed)
  - Indicative Proposed Target Levels
  - Indicative Proposed Planting (TBC)
  - Tree - To Be Removed (Surveyed & Un-surveyed)
- Existing trees whose adjacent to construction works to be protected in line with BS5837:2012

CAIRNGORMS NATIONAL PARK AUTHORITY  
UGHDARRAN PAIRC NAISEANTA A' MHOAIDH RUAIDH

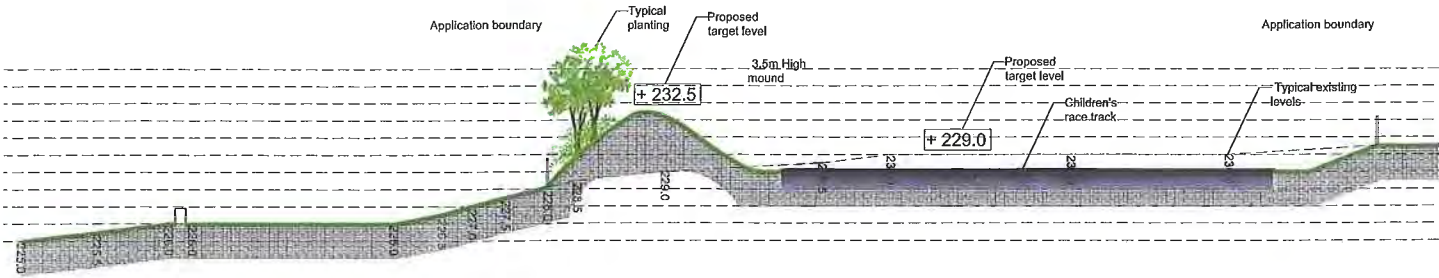
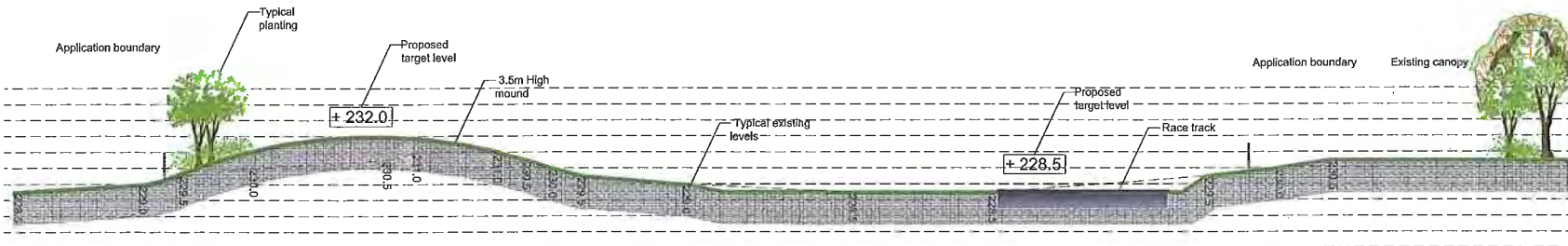
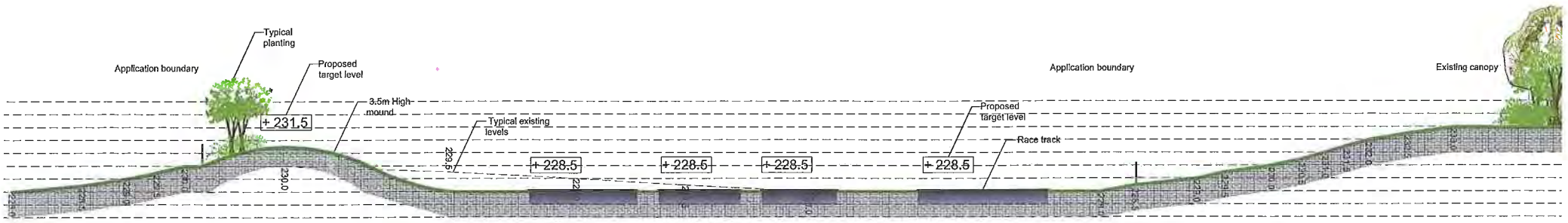
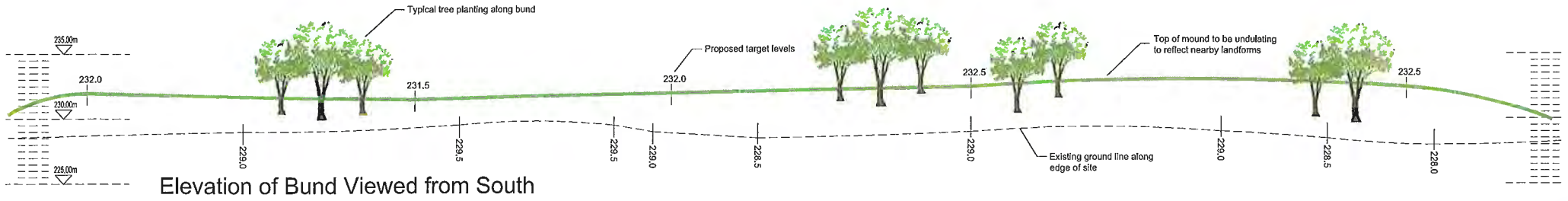
REV A SITE AND TREE PROTECTION AND PROPOSED ROUTE ANALYSIS

**Bracewell Stirling CONSULTING**

38 WALKER TERRACE, TALKHOLM, F14 9EP  
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|  |            |               |             |
|--|------------|---------------|-------------|
| <b>KART TRACK GRANISH, AVIEMORE</b>            |            |               |             |
| <b>LOCATION PLAN INCLUDING NEW DEVELOPMENT</b> |            |               |             |
| SCALE  | 1:1250     | DATE          | JAN 2011    |
|  |            | BY            | KS          |
|  |            | PLANNING APP. | DWG SIZE A1 |
| DWG NO   | 3803 / 002 | REV           | A           |





REV A ELEVATION OF BUND ADDED 10/07/12  
 REVISIONS

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**KART TRACK  
 GRANISH, AVIEMORE**

TYPICAL SITE SECTIONS

|        |            |               |          |          |    |
|--------|------------|---------------|----------|----------|----|
| SCALE  | 1:150      | DATE          | JAN 2011 | BY       | KS |
|        |            | PLANNING APP. |          | DWG SIZE | A1 |
| DWG NO | 3803 / 004 |               |          | REV      | A  |



Side Elevation

scale 1:100



Track Elevation

scale 1:100

Mesh to lower panels



# 1.0 Introduction

This document has been prepared to support an Application for Planning Permission by The Granish Farm Partnership for a kart track and associated development to the north of Aviemore. The full title of the application is:

**"Racing kart track; office, visitor and workshop accommodation; car parking; and associated vehicular access works and remote footway to Aviemore."**

The site is located at Granish, to the north of the village of Aviemore, between the A9 and B9152 roads - see adjacent location plan.

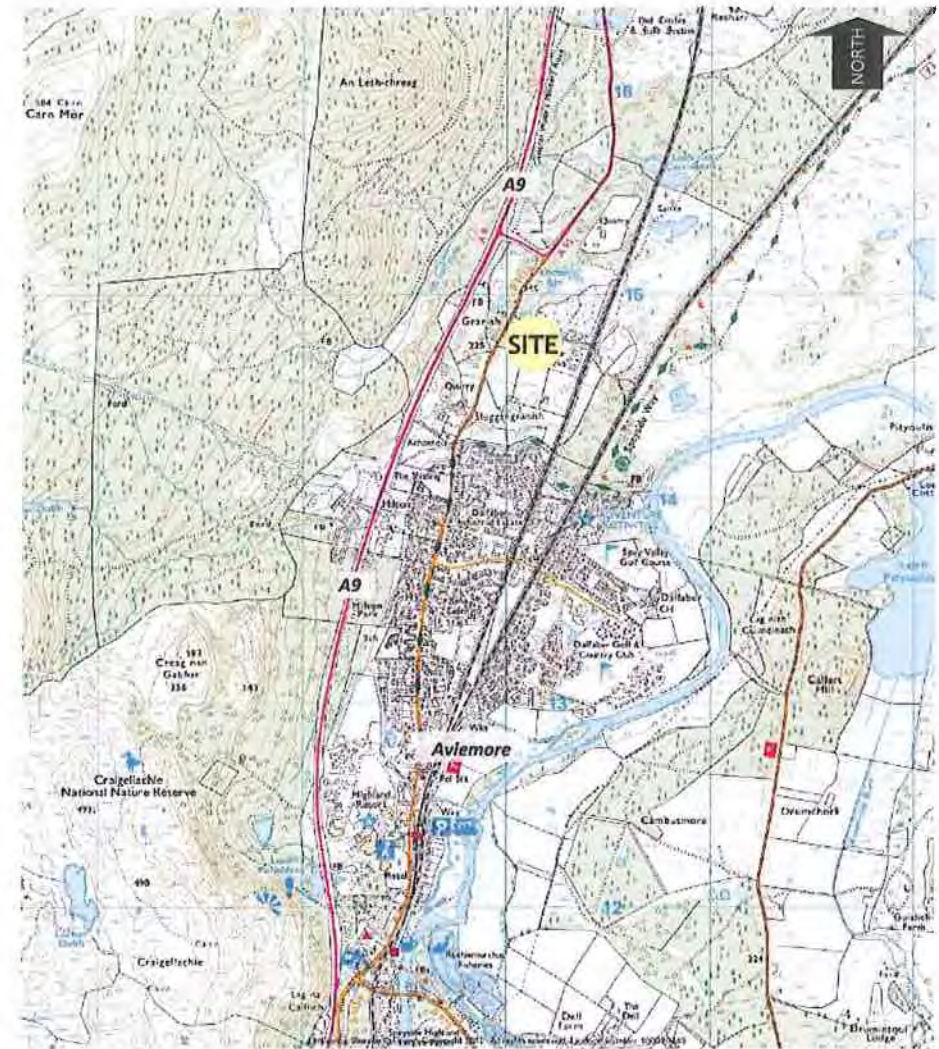
This Application provides an opportunity to replace the popular kart track operated for many years in the Aviemore Centre by Colin Bain who will have an involvement with the proposed development.

The development is considered a diversification of the existing farm use and provides an additional tourism and recreational facility, being therefore consistent with the aims of current Local Plan policies.



Aerial View: Not to Scale

The aerial view adjacent shows the Application site boundary in white, outlining the site, its access road, the related visibility splays and the proposed footpath to Aviemore.



Location Plan: Scale c. 1:25,000



## 5.0 Design Statement

The previously referred to letter from the CNPA, advises that "Policy 16 Design Standards for Development" would be a key consideration in the assessment of the application and that a Design Statement should be submitted.

The requirements of Policy 16 are considered to have been met as follows:

- The proposals will have minimal effect on climate change. Building materials used will rate highly in the Green Guide to Specification (the majority will achieve A+ rating) and will be low in maintenance and suitable for maintenance by local labour. Timber will be from FSC/PEFC sources. Heating systems will be efficient and designed to suit the requirements of the proposed buildings.
- External surfaces will be porous where possible, with water runoff from any hard surfaces, such as the site access road, will be handled by a suitable SUDS solutions.
- The proposed buildings have been designed to reflect their function and will be finished in a complimentary palette of materials
- Recycling facilities will be provided on the site, in line with the relevant Highland Council requirements.
- The development is suitably sited and screened both visually and acoustically so that it will have minimal impact on neighbouring properties or the amenity enjoyed by local residents. The screening is aided by the proposed baffle mound along the south edge of the site, but also benefits from being with a naturally banked 'amphitheatre' type location.
- Footpath links will be provided to Aviemore to discourage car use where possible.

*CNPA Local Plan - Policy 16 Design Standards for Development*

*Design of all development will seek, where appropriate, to:*

- a) minimise the effect of the development on climate change;*
- b) reflect and reinforce the traditional pattern and character of the surrounding area and reinforce the local vernacular and local distinctiveness, whilst encouraging innovation in design and use of materials;*
- c) use materials and landscaping that will complement the setting of the development;*
- d) demonstrate sustainable use of resources (including the minimisation of energy, waste and water usage) throughout construction, within the future maintenance arrangements, and for any decommissioning which may be necessary;*
- e) enable the storage, segregation and collection of recyclable materials and make provision for composting;*
- f) reduce the need to travel;*
- g) protect the amenity enjoyed by neighbouring properties and all proposals will be designed to help create environments that can be enjoyed by everyone;*
- h) be in accord with the design standards and palette of materials as set out in the Sustainable Design Guide and any other Supplementary Planning Guidance produced relating to design for new developments.*

*All proposals must be accompanied by a design statement which sets out how the requirements of the policy have been met.*

## 5.0 Design Statement

The CNPA 'Sustainable Design Guide' provides a checklist summary for issues to be covered in a design statement. As part of this submission, we have utilized the headings from this checklist to set out the details of the proposals:

### Buildings and their settings:

The proposed building has been located to minimise its impact on its setting. The building is two storeys in height and the adopted materials reflect its proposed use.

### Materials and traditional skills:

The materials used will be such that they can be sourced locally and constructed local labour.

### The natural environment:

A breeding bird survey has been undertaken, as covered under Section 3.0 of this document.

### Energy efficiency, generation and renewables:

The new building will be highly insulated as is now required under the current Building Standards. The use of renewable energy equipment is 'encouraged' through the Building Standards and the various options will be considered with the most appropriate being adopted where possible.

### Water use and wastewater; runoff and flooding:

Installations will be designed to minimize water use. External surfaces will be porous where possible, with water runoff from any hard surfaces, such as the site access road, will be handled by a suitable SUDS solutions.

A flood assessment will be undertaken.

### Waste management:

Waste generation on site will be minimised through the use of prefabricated building elements, such as timber frame panels and trusses.

The impact of waste in use will be minimised by the use of recycling facilities on site, in line with the relevant Highland Council requirements.

### Efficient use of development land:

The proposals are efficient in their land use requirements, with the track, car parking and associated building laid out efficiently, while the main vehicular access to the site uses an existing road.

### Air, light and noise:

The proposals are simple in terms of their construction and disturbance from these operations should be insignificant.

Lighting will be designed to minimize light pollution, while noise generation has been addressed through the response to the Noise Impact Assessment covered under Section 3.0.

### Travel and transport:

Part of the proposals is a new footpath link between the kart track and the existing footpath network on the north edge of Aviemore, allowing pedestrian links directly to the village.

Car parking is provided on site and the kart track will be easily accessed from both the north and the south, being in close proximity to the A9 trunk road. Cycle parking space will be readily available on site.

### Flexibility of design:

The proposed new building, while designed to support the intended kart track operation, is of such a design that its use could be flexible.

### Community facilities:

The proposed pedestrian link to the village, along with its location just to the north of the village, ensure that the kart track is easily accessible by either car, cycle or on foot. Access for potential employees of the operation will therefore be easy, whether public transport is available or not.

The kart track will replace the facility previously operating in the Aviemore Centre.

### Adapting to climate change:

The building and track proposed will be of a robust construction and the effect of future climate change and extreme weather events will be minimized.

### CONCLUSION:

The proposals are considered to accord with the principles and spirit of the 'Sustainable Design Guide' while also according with the requirements of Local Plan Policy 16 Design Standards for Development.