

Paper 10 Appendix 1

Austin-Smith:Lord LLP

Milton Burn Developments Ltd.

14th May 2009

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NM / lmd 208416

Aviemore, Milton Burn
Erection Of Houses And
Construction Of Access Road, Land
Between Aviemore (Milton) Burn
And Aviemore Orbital Footpath,
Grampian View, Aviemore .

Planning Supporting Statement



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The site contains the ruins of the Meall mill. The ruins are of archaeological significance.



Figure 4 - Existing Site view of the Monadhliath Mountains to the west.



Figure 5 - Existing Site view illustrating ruins of Meall Mill

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Key Design Considerations

In designing the development we have pay cognisance to the following documents:

- SPP 3 Planning for Housing
- SPP6 Renewable energy
- SPP17 Planning for Transport
- PAN 38 Housing Land
- PAN 52 Planning in small towns
- PAN 65 Planning and Open Space
- PAN 67 Housing Quality
- PAN 74 Affordable Housing,
- PAN 76 New Residential Streets
- PAN 77 Designing safer places
- PAN 78 Inclusive Design
- PAN 83 Masterplanning,

This is an opportunity to design a cohesive suburban residential development that embodies best placemaking practice as an alternative to the rather fragmented residential layouts of this area of Aviemore.

There is also an opportunity to reduce the footprint of the development and thereby limit the impact of the development on the site by opting for a higher density layout than, say, that adopted by the neighbouring Grampian View cul-de-sac. This is in line with the aspiration of SPP3 and other recent planning guidance on making the best and most efficient use of land within and adjacent to settlements.

Finally the intention is to design a building complex:

1. with a strong sense of spatial enclosure
2. that embodies principles of secure by design;
3. that utilises current road engineering best practice such as homezones;
4. with a degree of design and material homogeneity;
5. which will provide a safe, attractive, and comfortable backdrop for it's residents' everyday life

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Precedents

We have taken our cue from both the historic domestic tradition of the Garden City movement (see figure 6 illustrating Hegemann and Peets Wyomissing Park development in Pennsylvania, USA 1917 - 1921 and figure 7 illustrating Raymond Unwin's cul-de-sac typological variations from Welwyn Garden City of 1919 onwards), and more recent developments designed by Austin-Smith:Lord including Maybole (Scottish Design Awards Social Housing Commendation 2005, Scottish Design Awards Residential Commendation 2004, and Saltire Award Special Mention 2004) (Figures 8 and 9) and a sheltered housing complex in Seabank (Saltire Housing Design Award Commendation 2006, Scottish Design Award Commendation Affordable Housing 2006) (Figures 10 and 11). These two recent developments give an idea of the material palette that has been selected for the site.



FIG. 1176

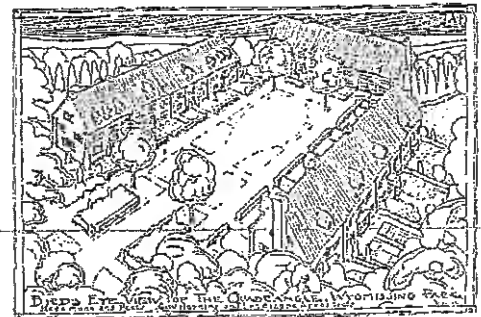


FIG. 1180

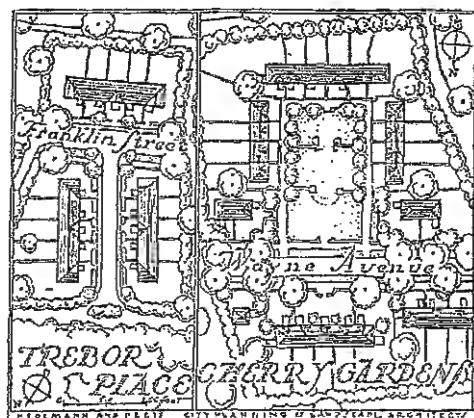


FIG. 1172

FIG. 1173

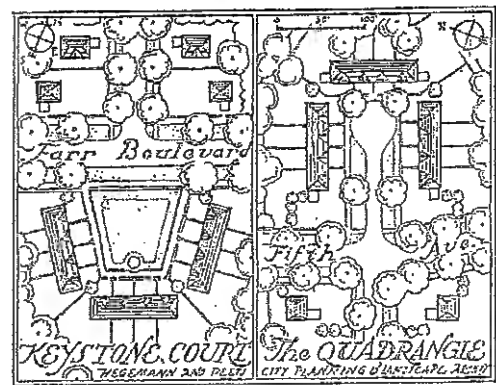


FIG. 1181

FIG. 1182

Figure 6 - Hegemann and Peets Wyomissing park (1917 -1921)

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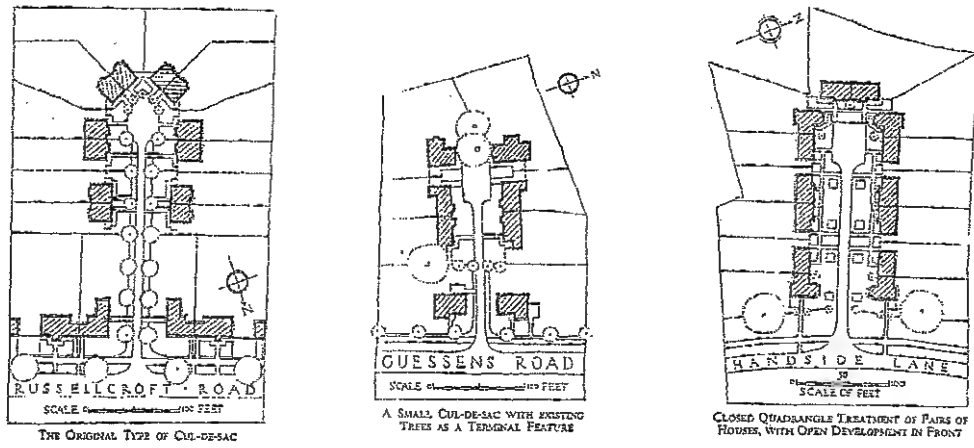


Figure 7 - Welwyn Garden City Unwin Cul-de-sacs (1919 onwards)



Figure 8 - Maybole



Figure 9 - Maybole



Figure 10 - Seabank



Figure 11 - Seabank

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Design Solution

To reduce the footprint of the development, and limit the impact on the site, the majority of the units will be grouped together in a more dense urban form on the eastern and less topographically challenged section of the site. The intention is that this will help preserve the amenity of the hillside backdrop to the retained, stabilised Meall mill ruin.

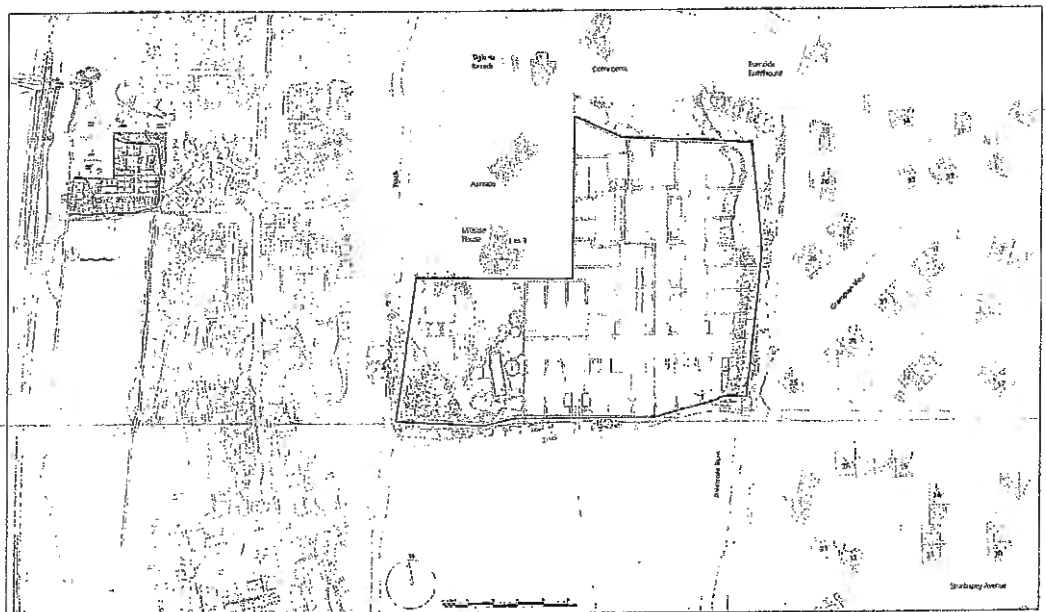


Figure 12 - Location Plan as Proposed

However, the exceptions to this approach are two larger houses sited on the level land at the top of the western most section of the embankment. These houses will formally address the top of the Orbital path. However, their rear elevations will incorporate sun rooms and balconies to take advantage of the superb views across the site towards the Monadhliath Mountains. The southernmost of these houses is placed so as to visually terminate the axis of the main site access road. Due to this role the rear elevations retain a degree of formality through their symmetrical treatment.

The guidance contained within the Highland Council's Aviemore North Development Brief (February 2000) has been utilised for setting out the layout of the lower, more densely developed, portion of the site. This guidance promoted the grouping of houses into courtyard clusters as a way of providing

Consequently a 'T' shaped layout has been adopted across the site. The main road servicing the site accesses it from Grampian View via a new bridge to be formed across the Aviemore Burn. This road runs parallel to the southern section of the Orbital Path and terminates at the consolidated Meall mill.

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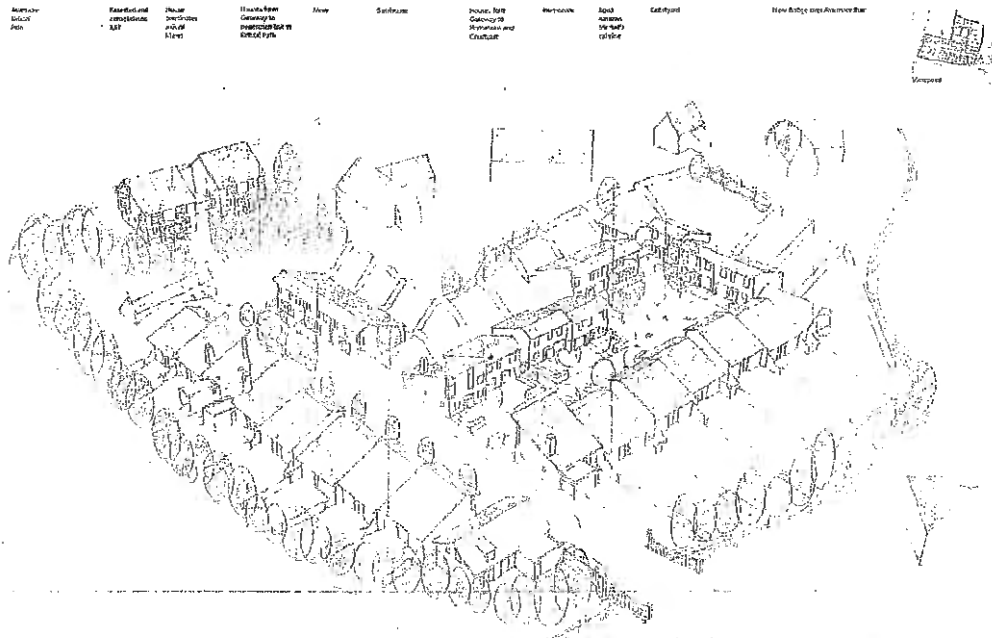


Figure 13 - Birds eye view

The first house on this route is intended as a gatehouse unit which addresses the entrance to the site with glazed gable elevation. Thereafter the road is lined by a series of attached 1.5 storey 2 bedroom mews houses with integral garages which are linked by screen walls and gates.

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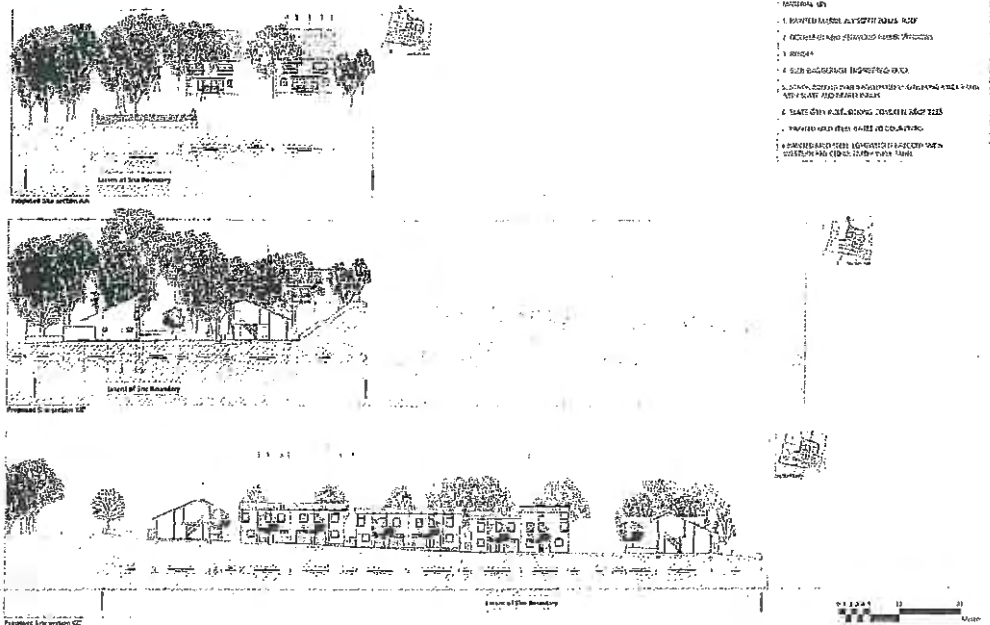


Figure 14 - Site Sections as Proposed

These houses provide a strong sense of enclosure and meaningfully address the public realm of the street. The houses set back from the road to form front garden spaces for privacy. These can vary from 2 to 6m in depth. The front gardens also serve to contain the street with privet and beech hedges. These act to soften the lines of the architecture and underscore the domesticity of the surroundings. Each garden also contains a tree which, when mature, will further increase spatial enclosure by providing a strong canopy of leaves.

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Figure 15 - View from Orbital Path

A turning head towards the end of this road also supplies a pedestrian spur to the Orbital Path. The gateway to this is announced and framed by two larger 3 bedroom monopitched houses. It is placed between their smaller scaled attached garages so that the space steps down in scale towards the path. Whilst having a strong sense of enclosure and ceremony this entrance will also be well overlooked to provide security from a secure by design point of view.

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- 1. ASPHALT ACCESS TO DRIVE TO BUS STOP
- 2. RETAINED GRAVEL FOOTPATH FROM ACCESS
- 3. BRICK PAVING
- 4. HARD BRICK/SLATE MONOPITCHED ROOF
- 5. BRICK STAIRS TO THE BRICK/SLATE TERRACING AND RAMP
- 6. STONE WALL WITH CEMENT LICHEN WITH FOLIAGE
- 7. BRICK AND STONE GATES TO COURTYARD
- 8. PAVED DRIVE WITH ASPHALT TO A GRASSY AREA
- 9. PAVED AND GRASSY DRIVE PAVES

0 5 10 20 METRES

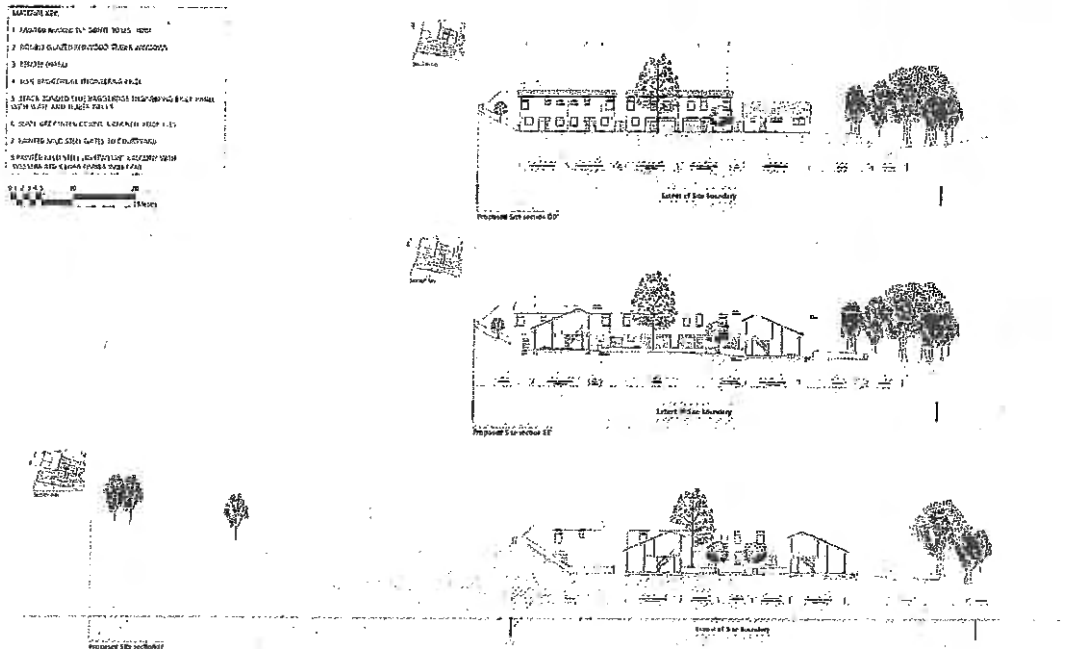


Figure 16 - Street Sections as Proposed

As previously noted the main access road terminates at the retained and stabilised Meall mill. It is also intended that vegetation concealing the mill lade will be stripped back to reveal its path. The lade will be partially retained within the scheme and marked (by change in materials) on any proposed hard surfaces.

The second road, forming the tail of the T, is a perpendicular spur to the main access road. This spur is announced by two larger 3 bedroom monopitched houses. These houses face towards each other and together their cantilevered roofs frame the entrance to a small tree and hedge lined homezone which exhibits similar design characteristics to the main access road.

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Figure 17 - Homezone and Courtyard View

The Homezone is an idea that has been introduced to the UK from the Netherlands, where the concept has delivered real improvements in residential road safety. It is based on the 'woonerf' concept developed by Niek De Boer in the late 1960s:

"motorists would feel as if they were driving in a 'garden' setting, forcing drivers to consider other road users"
 (Southworth and Ben-Joseph, 1997, p112).

The philosophy behind the Homezone is that pedestrians take priority over vehicles and this is achieved by ensuring that there is no differentiation between road and footway so that the entire street is a shared surface between pedestrians and vehicles. The idea is counterintuitive and stems from a belief that the presence of pedestrians forces drivers to slow down (refer to Figure 18 for example images).

All speeds within the Homezone are constrained to 10 miles per hour allowing for frequent eye contact with pedestrians. Subtle cues, such as the texture of road surfaces and the frequency of front door entrances opening onto the street, tell drivers to pay attention and slow down as they are in a residential area. The roads are also carefully designed so that there are few straight sections where drivers could potentially speed up.

As the Homezone concept also ties in with public realm issues and the landscape strategy for the development. The logic behind this is that well maintained, easily legible, public spaces are more likely to endure as a backdrop to everyday life and therefore become valued by the development's residents. Valued public spaces have greater longevity and hence sustainability. As such, this is a key component of the design strategy.

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Homezone Avenue, The Courtyards at Greendykes



Newhall Phase 1 Square



Courtyard Housing for Onze Werling, Amsterdam Sud



Lane at Founsbury



Tinternetstraat street Amsterdam Sud



Homezone Mews, The Courtyards at Greendykes

Figure 18 - Homezone Examples

The homezone terminates to the north in an attractive landscaped courtyard space defined by a 1.5 storey houses which offer a strong sense of spatial enclosure. A lower 1 storey bungalow sits at the north eastern corner of the courtyard and thereby allows views out to the north east.

The street section through the houses is also critical. The 1.5 storey nature of this house type means that whilst they address the street with a two storey main façade the rear gardens are addressed with a single storey elevation. The lower lying nature of this section visually reduces the development's impact on the surrounding context.

This also assists with reducing the visual impact of the scheme from the southern section of the Orbital Path. Whilst the terrace of houses still address the path in a formal manner with symmetrical elevations the single storey nature of these makes them more low key.

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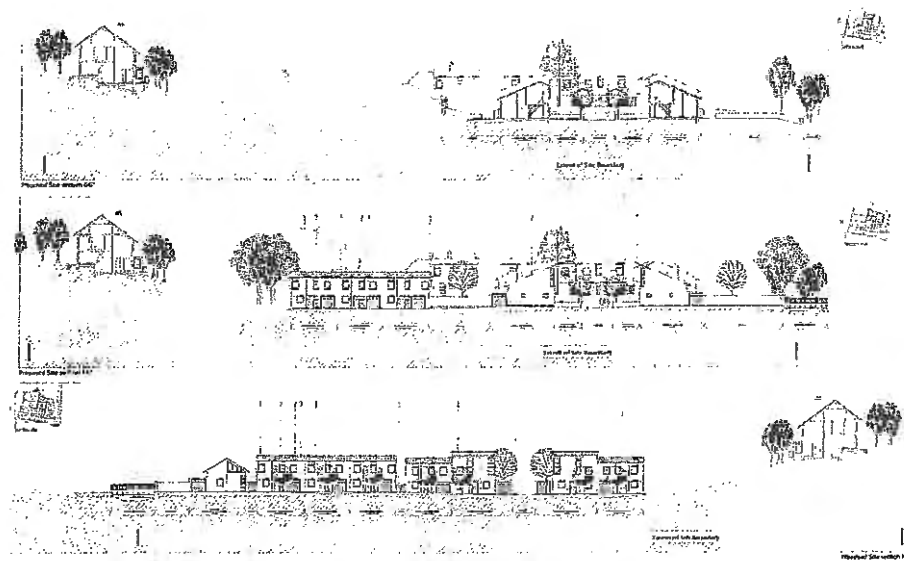


Figure 19 - Site Sections as Proposed

The 1.5 storey section also assists with sustainability as it forces air over the roofs of the houses thereby adding to the sheltered nature of the main two storey façade and thus reducing heat removal from the façade through convection to colder flowing air.



Figure 20 - Homezone Street Section

Great care has been taken to try and produce a simple well ordered residential complex which expresses its facades with integrity and elegance in terms of townscape

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External Materials

To assist with the aim of achieving a simple homogenous domestic character with a distinctly Scottish flavour to the housing development we have for a simple material palette including:

- Walls to be a traditional harl render with Blue baggeridge engineering brick bases.
- Roofs to be slate grey interlocking concrete roof tiles with painted marine ply soffits and eaves.
- Windows and Doors to be Double glazed redwood timber.
- Main entrances are identified by a stack bonded blue baggeridge engineering brick panel with slate and timber infills. This provides texture and colour at the point most needed
- Back garden gates to be painted mild steel
- The larger 4 bedroom houses have painted mild steel lightweight balcony with western red cedar timber infill panels.
- These materials have also been selected to provide good weathering and low maintenance capabilities.
- The result will be a bright, pleasing, high quality, contemporary residential development, with an appropriate nod to the Scottish vernacular, designed to meet the requirements of its residents and enhance the suburban and urban fabric of this attractive part of Aviemore.

Hard Landscape materials

The two streets within the development are to be finished to acceptable Highways Standard Construction.

The use of asphalt/tarmacadam is to be kept to a minimum. Approved Natural Stone chips to be introduced in the surface to add texture and colour within the carriageway.

Occasional bands of setts will be introduced to define the beginning and end of the streets and courtyard. These will create 'rumble strips' which potentially reduce the perceived design speed of carriageway.

Drainage details will be standard roadside gully.

The material palette will also include:

- Resin bound gravel
- Concrete setts
- Dark Grey concrete block with light grey parking markers for parking areas.
- Light grey concrete slabs for patios and garden paths

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Landscape

The landscape component of the proposed development consists of; the internal street areas, garden and entrance areas; the boundary to the Orbital Path and the backdrop setting to the Meall Mill.

The internal street within the development will create a pedestrian focused space due to the scale, the surface finishes, and the minimal change in levels. Surface finishes, tree and hedge planting will be positioned accordingly, in response to each block of housing to create a sequence of spaces along the two roads. Extra heavy standard trees will be selected for certain locations such as the courtyard and the gateway to the Orbital Path. Tree species will be chosen for form and impact. Front garden trees will generally be grouped in pairs either side of the streets and species will be selected to provide a small, compact and upright form and to provide seasonal colour. These trees will be supplemented by beech and privet hedge planting. The private front gardens will be turfed or grass seeded and, except where hedges are provided, will be un-enclosed.

To create a sense of a walled garden 1.8 m high rendered walls will be utilised where plot boundaries of the properties' rear gardens meet the public realm. Otherwise 1.2 m high hedges will provide screening between back gardens and along boundaries. There is no intention of using 1.8m high boarded fences to the perimeter. This is particularly so at the stretch where back gardens boarder onto the Orbital Path. Here a 1.2m high post and wire fence will be incorporated into the hedge to provide security.

The southern boundary will consist of a planted strip, much of which will be an embankment, creating a softer edge between the rear garden boundaries of the new development and the existing Aviemore Orbital Path which runs the entire length of this boundary. The planted verge will be punctuated with additional tree planting. The trees will serve to highlight the pedestrian access from the development to the Orbital Path.

The landscaping associated with the backdrop to the Meall Mill is intended to reinforce the character and amenity of this space and to compensate for the loss of the larger group of Alder trees on the southern portion of the site. Planting species will be chosen to complement the existing adjacent woodland and the proposed development to help knit the areas together within the context. Planting will increase biodiversity and introduce seasonal interest, variety and colour as well as being sympathetic to the context of the Meall Mill.

SUDS

Details of this are being finalised in conjunction with SEPA. A 2nd level of treatment is required for water which is discharging to the burn. This is to happen at a controlled rate and the intention is that this will be through the introduction of a swale running parallel to the stretch of burn passing through the development site.

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Waste strategy

Residual waste, recycling, and garden waste strategy for the housing has still to be agreed with the planning authority. Currently separate garden and domestic waste wheelie bins have been indicated in each back garden. These would have to be presented by the residents for kerb side collection at intervals agreed with the local authority. With regards to recycling again this is to be agreed with the local authority but a multi material collection for cans, glass, paper and cardboard via boxes presented by the residents for kerbside collection is presumed

Car Parking and Access

The breakdown for parking allocation is as follows:

- Plot 1 has an attached single car garage
- Plots 2 - 5, 8, 15 - 17, 25 - 29 have an integral garage + incurtilage parking space
- Plots 6, 7, 14 and 30 have an attached garage + incurtilage parking space
- Plots 9 and 10 have an integral garage + incurtilage parking space
- Plots 11 - 13, 22 and 23 have an integral garage
- Plots 18 and 19 have an integral garage plus a non dedicated visitor space
- Plots 20 and 21 have 3 associated parking spaces.
- Plot 24 has an incurtilage parking space.

51 total car parking spaces

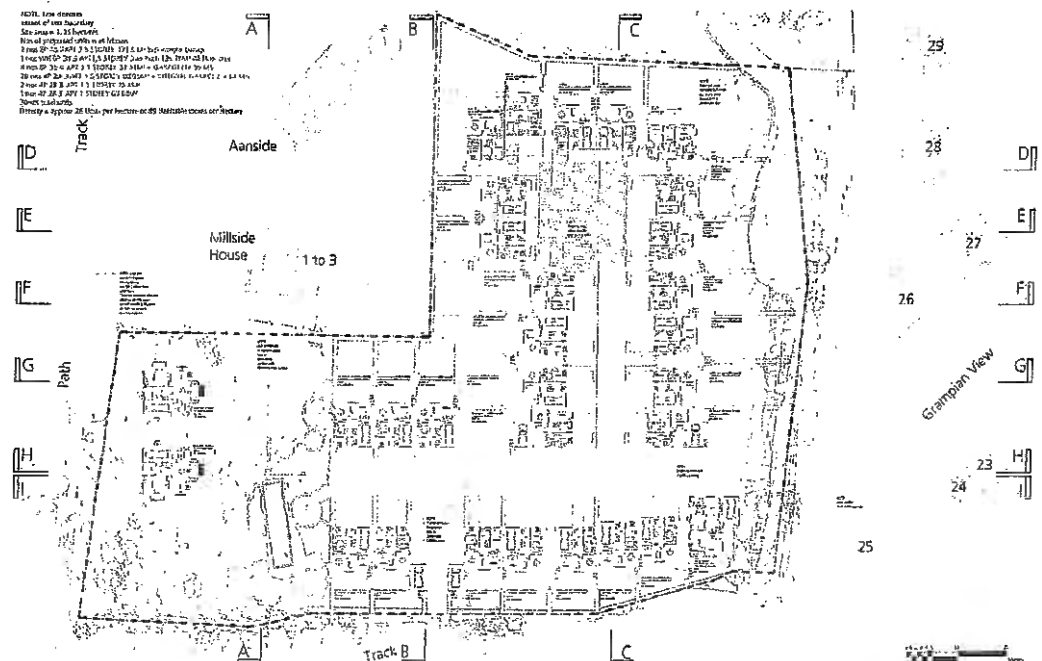


Figure 21 - Site Plan as Proposed (Ground Level)

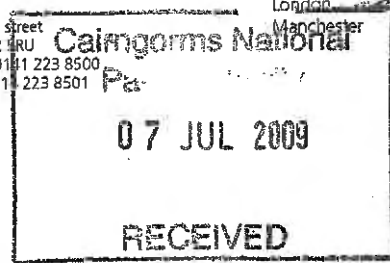
Andrew Tait
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Dear Sirs

09/153/CP (09/00109/FULBS) Planning Application for Erection of 30 nos Houses and construction of access road at Land south east of Millside House Milton Aviemore for Mr Alistair Grant. Response to Objection received 9th June 2009.

With reference to the aforementioned planning application we write on behalf of our client Milton Burn Developments Ltd in response to the objection received by Cairngorms National Park Authority on 9th June 2009.

Further to the objector's request that the application be considered within the guidelines of the Highland Structure Plan (2001) Policy G2 Design for sustainability to ensure sensitive siting and high quality design in keeping with local character and historic and natural environment we have structured this letter accordingly. We would respond that the development has already been considered with this policy in mind. We note that:

- To the best of our current knowledge the development is compatible with service provision (water and sewerage, drainage, roads, schools, electricity);
- The development is accessible by public transport, cycling and walking as well as car. The proposal has been positively integrated with the local walking and cycling network with clear links to the Aviemore Orbital path. We also note that Aviemore Primary school is within a 400m pedestrian shed or 5minute walk of the development. The nearest bus stops are approximately 200m away at the junction of Grampian Road and Burnside Avenue i.e. well inside a 5 minute walk. The following Rapsons (Highland Country Buses) services (as well as services by Megabus & Scottish Citylink Coaches). utilise these bus stops and provide links to Inverness, Grantown on Spey, Newtonmore and Perth at the frequencies noted below:

<u>Aviemore to Newtonmore & Perth</u>	<u>Aviemore to Inverness</u>	<u>Aviemore to Grantown on Spey</u>	<u>Grantown on Spey to Aviemore</u>
08.15	07.37	06.43	07.43
08.53	08.13	07.17	09.08
10.53	09.44	08.07	09.23
12.37	12.44	10.11	10.08
12.53	14.44	10.17	11.29
13.53	16.03	12.11	12.08
15.03	16.44	12.17	13.51
15.37	18.44	14.11	14.08
16.03	20.44	14.40	<u>18.04</u>
17.53	<u>20.54</u>	17.07	
<u>18.08</u>		17.11	
		<u>18.11</u>	
Total Stops 11	Total Stops 10	Total Stops 12	Total Stops 9

Aviemore railway station is 1396m from the Milton site and provides mainline rail links to Inverness, Perth, Stirling, Edinburgh and Glasgow and further points south.

- The development does maximise energy efficiency in terms of location, layout and design, and includes for the utilization of renewable sources of energy. This is a key part of our client's brief and is something that Austin-Smith:Lord has experience of with members of our office including some of the highest accredited sustainability architects in Scotland. Our philosophy is to reducing running costs at the outset by maximising the insulation of a property and therefore reducing over the long term the energy needed for heating. We are also exploring at our client's request methods of adapting the houses for solar water heating and ground source heat pumps. The houses will also incorporate underfloor heating which is more efficient for delivering heat through out the house and avoids cold spots. We would also note that where possible we have oriented the houses to take advantage of solar gain. However, we also believe that good placemaking i.e. making places that are going to be loved and are therefore more likely to have longevity is also key to sustainability;
- To the best of our current knowledge the development is either not affected by significant risk from natural hazards, including flooding, coastal erosion, land instability and radon gas, or adequate protective measures will be put in place. Please refer to the attached reports and technical notes from Halcrow
- The development is not affected by safeguard zones where there is a significant risk of disturbance and hazard from industrial installations, including noise, dust, smells, electro-magnetism, radioactivity and subsidence;
- The development does, in part, make use of brownfield land given that there was an historic industrial use (a corn and barley mill) on part of the site. Furthermore the existing mill building, though now a ruin, will be consolidated to preserve the cultural heritage of the site. Additionally were possible the use of recycled materials will be promoted;
- The development does have a degree of visual impact on individual and community residential amenity but this will be mitigated through sensitive design and landscape screening and is therefore not significantly detrimental. Additionally apart from the boundary immediately adjacent to Millside House, the whole site is fenced off and therefore does not form part of the community's recreational space.
- The development does not impact on non-renewable resources such as mineral deposits of potential commercial value, prime quality or locally important agricultural land, or approved routes for road and rail links. It is also worth restating that the use of the site for housing was established by both the current (Badenoch and Strathspey) Local Plan (1997) and the granting of outline planning consent (Application Reference: 07/393/CP) for housing by the Cairngorms National Park Authority Planning Committee to Milton Burn Developments Ltd on 26th March 2008;
- The development will not impact on the following resources, including pollution and discharges, particularly within designated areas :
 - habitats freshwater systems
 - species marine systems
 - landscape cultural heritage
 - scenery air quality;

As previously noted we have considered these issues during design development. We will incorporate bird nesting boxes for swifts within the eaves of the new houses as a means of increasing biodiversity and combating the decline in swift numbers. The use of hedgerows to divide the lots also helps increase biodiversity. Freshwater systems will be protected by SUDS with SEPA requiring a 2nd level of treatment for all water which is discharging to the burn. We have thought carefully about our landscape proposal to enhance the retained sections of the existing landscape and provide a sympathetic counterpoint in new landscape works. As part of our approach to placemaking the new development has been carefully designed so as to provide axial views, gateways, and terminations and so will contribute in a scenic manner to the built environment of Aviemore. The cultural heritage of the site will be preserved and interpreted as part of the works to the Meall Mill. As this is a housing development its impact on air quality is likely to be neutral;

- The development does demonstrate sensitive siting and high quality design in keeping with local character and historic and natural environment and in making use of appropriate materials. We go on to note that Austin-Smith:Lord has a reputation for sensitive, high quality, and award winning residential design within historic or conservation contexts. To highlight this we would point to just the two examples supplied in the Design Statement though we can supply more if needs be: Maybole (Scottish Design Awards Social Housing Commendation 2005, Scottish Design Awards Residential Commendation 2004, and Saltire Award Special Mention 2004) and a sheltered housing complex in Seabank (Saltire Housing Design Award Commendation 2006, Scottish Design Award Commendation Affordable Housing 2006). We would also note that Austin-Smith:Lord's work at Irvine Harbourside won the British Urban Regeneration Award (1996), an RIBA Regional Award (1995), an RIAS Regeneration Award (1995), and the GIA Design Award (1995). To underscore that Irvine Harbourside is a successful example of placemaking not only is it a source of local resident pride, with houses' main entrances having been personalised with window boxes, flower pots, and the occasional bench, it has now been designated a conservation area. The objector has also highlighted the use of blue baggeridge brick and suggested the use of local brick instead. However there is a variety of bricks within the locale and none reflect the Scottish vernacular. Furthermore as was noted in the Design statement the blue baggeridge have been used in conjunction with slate and timber infills to identify main entrances i.e. they are a highlight. The predominate wall material is harl a traditional, and appropriate, Scottish material;
- The development promotes a varied, lively and well-used environment which will enhance community safety and security and reduce any fear of crime. We have designed the development with the Secure by Design Standards in mind. Consequently the whole development is geared to 'eyes on the street' passive surveillance, with good defensible space, and public and private spaces clearly delineated;
- The development accommodates the needs of all sectors of the community, including people with disabilities or other special needs and disadvantaged groups. All of the houses have been designed to Housing for Varying Needs standards; and
- The development will contribute to the economic and social development of the community not only through employment generated through its construction but also by providing a variety of housing types for different sections of the community.

In conclusion to our comments regarding Policy G2 we would add that we believe the development is clearly not significantly detrimental in terms of the above criteria and therefore accords with the Structure Plan.

We now respond to the objectors remaining comments as follows:


The objector has contended that the application is non-compliant with the CPNA conditions as set out in outline planning consent (Application Reference: 07/393/CP). Firstly we respond to this by noting that the current application is not a reserved matters application rather it is a separate detailed planning application. However we will still respond to the objectors 3 points:

1. We do not agree that Plots 7 – 13 are sited on the excluded area as outlined in condition 4. What condition 4 actually states is:

'Any reserved matters application referred to by condition No 1 of this decision notice shall exclude from development the western part of the site containing archaeological remains of the Meal Mill and its treed environs located on the western part of the site adjacent to the Aviemore Orbital path unless otherwise agreed by the CNPA'.

The site layout of the western end of the development does exclude these areas. We acknowledge that Plots 9 and 10 lie within the western part of the site but with the exception of one tree that would require to be felled they are located on relatively level and clear ground at the top of the embankment. They do not impinge on either the mill or the treed environs.

2. The objector notes that finished floors levels do not exceed the minimum level of 222.7m AOD as set in condition 12. However, in light of the Halcrow Flood Risk Assessment of September 2008 SEPA responded to CPNA on 22nd October 2008 noting their acceptance of the revised FRA with a FFL of 222.7mAOD at the northern end and 219.77mAOD at the southern end of the site with intermediate properties' floor levels interpolated between the two. SEPA also clarified that they did not object to a variation in condition 12 on this basis. Please refer to the attached technical note from Halcrow.

3. The objector has noted that outline permission was only granted for one new road extending from Grampian View into the site and that the new plans now include access via the orbital path. The objector then goes on to note in their access constraints evidence that this does not comply with Policy H8 Access arrangements for new and existing development as 4 dwellings already exist on the single track road. We note that this issue has already been raised and agreed in principle with the Highland Council's Roads Department. We would refer the objector to our drawing L(00)0010 Location and site plan as proposed as it indicates the road improvements and new turning head required for adoption of the section of the Orbital path that serves Tigh na Bruach and Corriegorm. 

Thereafter the Highland Council have provisionally agreed that a single track shared surface access will suffice i.e. no separate footway. This would accommodate vehicles accessing Tigh na Bruach and Corriegorm with the unadopted road beyond this point accessing Aanside, Millside House and the two new houses as well as non-motorised traffic accessing the new Tulloch development beyond the A9. (At the moment the access under the old underpass is an unadopted access for motorised access to some earlier properties under the A9 but this will be downgraded to pedestrians and cyclists only once the new Tulloch development provides an alternative access here).

With regards to the objectors comments on overdevelopment and their reference to Scottish Planning Policy 3 Planning for Homes general principles 61, 67, and 69. Firstly we want to clarify that this is not a high density development. Rather at approximately 26 units per hectare this is a suburban level of density (refer to Table 3.3 Density Matrix P.48 English Partnerships / The Housing Corporation Urban Design Compendium by Llewelyn Davis) and is actually below the Scottish Government's aspirational density figure of a minimum 30 units per hectare required for sustaining amenities such as public transport.

The proposed density of the Milton site is also not unusual locally. Analysis of adjacent developments suggests that it lies within the range of residential densities across North Aviemore. It may be higher than both the average North Aviemore density and the density of neighbouring Grampian view but not significantly so:

- Croftside: 13 units on 1.067ha site = density of 12.18 units per hectare
- Allt Mor: 34 units on 2.08ha site = density of 16.34 units per hectare
- Grampian View: 34 units on 1.67ha site = density of 20.35 units per hectare
- Creag Ghrensaiche: 19 units on 0.9ha site = density of 21.1 units per hectare
- Strathspay Avenue: 43 units on 1.93ha site = density of 22.28 units per hectare
- Cairn Avie: 13 units on 0.54ha site = density of 24.07 units per hectare
- The Glen: 28 units on 1.16ha site = density of 24.13 units per hectare
- Munro Place: 39 units on 1.45ha site = density of 26.89 units per hectare
- Braeriach Court: 27 units on 0.89ha site = density of 30.33 units per hectare
- Craigellachie Court: 48 units on 1.52ha site = density of 31.57 units per hectare
- Average North Aviemore residential development density: 22.94 units per hectare

The 26 units per hectare figure also chimes with SPP3 Planning for Housing as the policy seeks the efficient use of land. We would also note that many of the admired Garden City suburbs such as Hampstead and Letchworth are built at circa 30 units per hectare. Therefore we believe that 26 units per hectare is an appropriate density of development for the site and that it complies with SPP3 general principles 61, 67, and 69.

/ Check dev brief

We also take this opportunity to respond to the objectors comment about the use of the Highland Council's Aviemore North Development Brief (February 2000) for setting out the western portion of the site. We acknowledge that the Milton site lies adjacent to, rather than within, the area covered by the development brief. However, given this adjacency it was opted for in lieu of specific design guidance from either the Highland Council or Cairngorms National Park Authority as would be required under SPP3 general principles 67 and 69. The use of the Aviemore North Development Brief (February 2000) for design guidance was raised with the Cairngorms National Park Authority at a pre-application meeting on 27th January 2009 and was not disputed at that time.

The development also incorporates a good mix of dwelling types from 2 to 5 bed units in terraced, semi detached and detached formats. It also has good accessibility to green spaces. It therefore satisfies SPP3 general principle 80 which seeks mixed communities.

At this point the objector has gone on to reference a Planning Application in Blairgowrie that was refused because it was considered at odds with the density, character, and amenity of the area. The refusal was upheld on appeal. We would simply respond that in UK Planning law there is no such thing as precedent. Each application is site specific and has to be considered on its merits alone.

The objector has also made reference to PAN 44 Fitting Housing into the Landscape and in particular Guidelines 7, 9 and 54. In response to this we would note that the objector's logic is confused. Their interpretation turns the advice offered in this document on its head and by doing so misses the point. What PAN44 is arguing for is developments that respond to the traditional scale and urban qualities of small and medium sized Scottish towns. It is not promoting non traditional cul-de-sac developments such as the one at Grampian View. We believe that our design response does respect the traditions of Scottish urbanism though we have also tried to capture the admired qualities of the historic domestic tradition of the Garden City movement. We would also argue that the approach aimed for in the design of the houses is a contemporary take on the traditional Scottish vernacular and believe that the precedent photographs supplied in the design statement demonstrate this.

With reference to the objectors commentary on PAN 52 Planning in small towns we would reiterate many of our previously noted comments namely that this is not a high density development, that it improves interpretation of the cultural heritage of the area via the consolidated Meall Mill ruin, and that the principle of utilising the site for housing development has already been established. We do not believe that a development of this size will increase noise levels.

We note the objectors comment with regards to homezones. We dispute that a homezone would have no sense of connection to its surroundings. The objector's statement does not demonstrate an understanding of what a homezone is i.e. a way to express the domestic qualities of a residential area so as to ensure that drivers respect it. A well designed homezone is intimately connected to its surrounding with the entire street section, road surface and building elevation designed as a totality to convey its purpose.

In response to the objection raised in regards to PAN 65 Planning and Open Space i.e. that the proposed development does not satisfy the requirement of planning and open space we would respond as follows: we have prepared a further drawing L(00)014 Site Plan indicating Open Space provision (supplied to CPNA 3rd June 2009) to demonstrate the area of open space provision we are setting aside within the site boundary.

We have utilised the Highland Council document 'Draft Open Space in New Residential Developments: Supplementary Guidance' (out for consultation between 23rd January and 20th March 2009 and subject to an inquiry at present. Therefore we note that until Local Plan Reporters recommendations are made it has limited weight) as the basis for calculating provision.

The drawing clarifies that we have already set aside for amenity and natural greenspace an area of 1619 sqm or 14.1% of the site. This means we are already 119sqm in excess of the 1500sqm minimum area we are required to supply within the site for amenity and natural greenspace under the draft policy. In doing so we are trying to preserve and enhance the treed areas of the site that form the backdrop and context to the Meall Mill as well as this section of the Aviemore Orbital path.

Again to return to the subject of the orbital path we recognise that building unsympathetically here could suburbanise the path. Consequently there is no intention of using 1.8m high boarded fences to the perimeter of the development. This is particularly so at the stretch where back gardens address the Orbital Path. Here a 1.2m high post and wire fence will be incorporated into the hedge to provide security.

In addition cognisance also needs to be made to the improvements we are proposing to the Orbital path and the consolidation of Meall Mill for archaeological purposes with both access and interpretation.

We also note that the draft supplementary guidance (as outlined under SPP3 Planning for Homes general principle 79) does allow for the developer to make offsite contributions in lieu of providing certain forms of amenity space within the site. This is sensible as it allows the authority to coalesce these areas to create more meaningful and less fragmented provision.

With regards to objectors comments in relation to PAN 67 Housing Quality we refute that the proposed development fails to connect to the movement pattern of Grampian View. The development connects in a logical manner into the cul-de-sac as per the conditions set down in the outline planning consent (Application Reference: 07/393/CP). As per outline planning condition 7 the development also supplies a direct path access onto the link path between Grampian View and the Aviemore Orbital path and so arguably improves the movement pattern.

We do not agree that the site has been considered in isolation. Rather we have sensitively responded to context by utilising 1 ½ storey housing that whilst supplying a well defined two storey street section slopes away to a single storey rear elevation. Consequently the development adopts a lower profile to the landscape. This can be appreciated from analysis of the as proposed site sections. In addition new trees will be planted for screening. Once these are taken in conjunction with the existing screen of alder that runs along the burn we do not believe that neighbours will be presented with an aspect of grey tiled roofs. Additionally this also negates the thought that has been put into landscaping throughout the scheme as a way of softening the lines of the architecture and underscoring the domesticity of the surroundings. Each front garden also contains a tree which, when mature, will further increase the street spatial enclosure by providing a strong canopy of leaves. Again this is good placemaking.

We also disagree, under the objector's commentary relating to PAN 76 New Residential Streets, that the design and layout of the development is at odds with the existing settlements that surround it. Analysis of the context of North Aviemore reveals a lack of unified character. Rather there are a variety of urban design approaches ranging from developments influenced by the Aviemore North Development Brief (February 2000), blocks where the developer has opted for cul-de-sacs, and finally a less coherent fringe of larger modern houses, in a variety of styles, which occupy larger feus. For the same reasons we also refute that the style of building is not conducive to the character of Aviemore. Due to the range of approaches taken across the different developments it is difficult to discern a common architectural theme that can be said to be indigenous to Aviemore. As previously noted we have aimed for contemporary take on the traditional Scottish vernacular and we believe this to be highly appropriate to Aviemore.

We also strongly feel that there is nothing wrong with a syncopated and co-ordinated rhythm to a streetscape. It has been our aim to achieve a homogenous design and character for the Milton site. However, the design is in no way monotonous as not only are key nodes identified; it also incorporates a range of house types. The elevations of each of the houses have subtle variations in window locations, and we have used other devices such as symmetry and reflection to add character. All of these qualities are inherent to good placemaking.

The objector has also supplied commentary on the Halcrow Flood Risk Assessment of September 2008. With this in mind we have asked Halcrow to prepare a response to commentary and we append their Technical Note on Flood Risk Comments dated 2nd July 2009 for your information.


The objector then goes on to request that the CPNA should apply the precautionary principle to protect the pond and marsh areas of the site as per Highland Structure Plan Policy G8. We do not accept that this section of the site is of such value to the environment or well being of the community that it requires this level of protection. Furthermore we also note that the environmental value of this area has already been eroded by the extensive earthworks forming the parking area for Millside House.

Finally we want to address the objector's general observations:

- That Plots 9 and 10 are too high and will suffer noise nuisance from the A9: these houses are over 60 metres from the A9. In addition acoustic issues can be dealt with through thoughtful design and construction.
- That Millside flats 1 and 2 will suffer lack of privacy from Plots 9 and 10: we have checked the distances and angles between the closest windows to Millside House (the corner window in Plot 10's family dining room) and the distance and angle between the properties more than complies with the minimum distances (in metres) between window openings based on criteria laid down in the Building Standards (Scotland) (Consolidation) Regulations 1971 Part L10 and Table 14.
- We do not agree that Plots 7, 8, 11, 12, and 13, will be starved of light in the winter months. Inevitably the trees screening the orbital path from the site will cast shadows but they will not entirely screen out light and will also be devoid of leaves at that time of year.
- That Plots 11, 12, and 13 will suffer lack of privacy from Millside House: again we have checked the distances and angles between the closest windows to Millside House (the patio doors in Plot 11's living and dining room) and the distance and angle between the properties more that complies with the minimum distances (in metres) between window openings based on criteria laid down in the Building Standards (Scotland) (Consolidation) Regulations 1971 Part L10 and Table 14.
- We note the objectors point about Millside house becoming a huge blot on the landscape if the natural screening is removed. Consequently we would refer them to our proposed site plan drawing L(00)011 which clearly indicates the new trees that are to be planted to mitigate the loss of screening.

In conclusion we firmly believe that the development does satisfy the principles of the structure plan and will make a positive contribution to the appearance, character, and community of Aviemore and through efficient use of land within existing settlements, as per SPP3 Planning for Homes, it will assist in preserving the natural environment.

Yours faithfully



Niall Murphy
Associate
for Austin-Smith:Lord LLP

Enc

CC Alistair Grant, Milton Burn Developments Ltd (*no enclosure*)
Philip Neaves, CB Richard Ellis Limited (*no enclosure*)