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## CAIRNGORMS NATIONAL PARK AUTHORITY

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**Title:** REPORT ON CALLED-IN PLANNING APPLICATION

**Prepared by:** DON MCKEE, HEAD OF PLANNING

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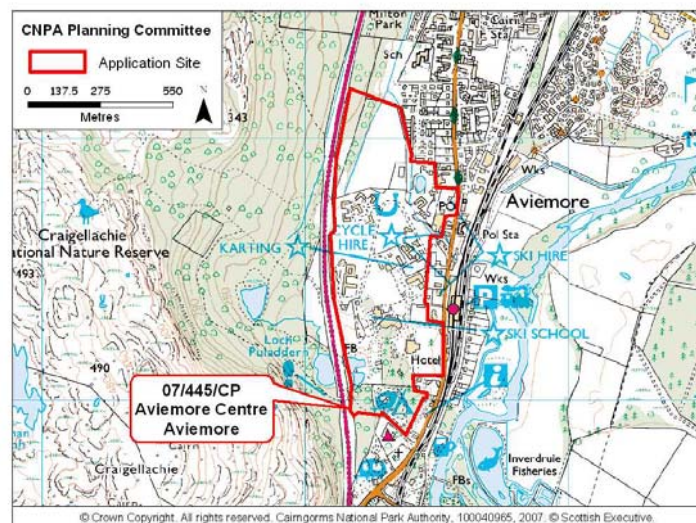
**DEVELOPMENT PROPOSED:** INDICATIVE MASTERPLAN FOR MIXED USE DEVELOPMENT COMPRISING RETAIL, BUSINESS/OFFICE, STORAGE AND DISTRIBUTION, RESIDENTIAL, LEISURE, OTHER COMMERCIAL, HOLIDAY LODGES AND OPEN SPACE AND CAR PARKING

**REFERENCE:** 07/445/CP

**APPLICANT:** AVIEMORE HIGHLAND RESORTS LTD  
AVIEMORE CENTRE, AVIEMORE,  
INVERNESS-SHIRE PH22 1PN

**DATE CALLED-IN:** 16 NOVEMBER 2007

**RECOMMENDATION:** GRANT, SUBJECT TO CONDITIONS



**Fig. 1 - Location Plan**

## SITE DESCRIPTION AND PROPOSAL

### Location and Access

1. The site lies between Aviemore and the A9 bypass trunk road, and comprises the entire site of the Aviemore Highland Resort. The extent of the site is not noted on the application but is approximately 30 ha (75 acres).
2. The site is bordered to the east by Grampian Road (B9152) and commercial properties, and to the west by the A9. The southern boundary forms a taper between the B9152 and the A9 and fronts onto Aviemore Youth Hostel, a motel and restaurant. The northern boundary is formed by residential properties, Aviemore/Milton Burn, open land and woodland.
3. There are two existing vehicular accesses to the site from Grampian Road and both also offer pedestrian access. The south access, 7.3m wide access, with a 2.0m wide footway on the north side, lies to the south of the town centre opposite the railway station; it has a priority junction with Grampian Road and is used primarily by existing traffic generated by Aviemore Highland Resort. The north access is via a new roundabout was completed in 2006 to accommodate future traffic movements on Grampian Road. At present the roundabout only accommodates through movements; a third arm into the Resort has been constructed but at present is rarely used.
4. Grampian Road (B9152) is the most prominent highway corridor within Aviemore, with a 30mph speed restriction. It acts as a distributor road linking many housing roads with amenities, and also links regional distributor roads north and south of the town. North of Aviemore the B9152 connects to the A95 at a junction, with a minor road providing a short link to the at-grade A9 junction. To the south of Aviemore the B9152 forms the major road at a priority junction with, again, a short link to the at-grade A9 junction. The A9 trunk road is the most important strategic highway corridor in the Highlands and to the rest of Scotland.

### Site Description

5. The scale and grandeur of the Monadhliaths rising steeply to the west dominate the site and Aviemore. The Resort has a direct footpath connection to the Craigellachie National Nature Reserve located immediately on the west side of the A9.
6. Aviemore Highland Resort operates within the site and includes four hotels (Highland, Four Seasons, Academy and Aviemore Inn), conference centre facilities and associated leisure uses, which will

continue to operate as they do at present. Also continuing to operate will be 18 holiday lodges at the south end of the site, a new swimming pool with public access and the longstanding Scandinavian Village time-share complex on the west side. The 'village green' at the site's corner, by the south entrance opposite the Cairngorm Hotel, slopes down from the Four Seasons hotel and is in occasional public use.

7. The majority of the site, however, is now undeveloped. It is generally level with some gentle slopes. There are some trees throughout the site but no areas of woodland, although there is a stand of mature conifers at the south end providing a setting for holiday lodges. The small Loch Puladdem is located within the site in the south west corner near the A9.
8. The Resort generally sits higher by some 4 metres than Grampian Road although the site rises to equal level to the north. Buildings are three and four storeys high with flat roofs. The nine storey Four Seasons hotel, however, at the main south entrance has a dominating presence within the site, from central Aviemore and indeed across Strathspey. The hotel buildings are clearly visible from Grampian Road.
9. Of particular significance to planning and designing this application's eastern boundary is the current redevelopment proposal of the Tesco site on Grampian Road (04/211/CP – outline permission, development of retail and community use with associated parking etc; Laurel Grant Limited Liability Partnership, approved January 2006 and 06/431/CP full application for 2 level development of retail and community facilities with associated car parking and servicing; Laurel Grant Ltd. called in October 2006).
10. The 1.6 ha (4.0 acre) site extends from the boundary with Cairngorm Hotel in the south to the Aviemore/Milton Burn in the north. A design concept is proposed which seeks to meet the challenge of building at an appropriate scale to create a transition between the large-scale Resort developments and smaller commercial properties on Grampian Road. Creating a 'bridge' between them with improved public pedestrian access routes, as well as creating an improved sense of place with considered urban design proposals, has generated a significant development scheme currently under CNPA consideration and this is currently scheduled to come to Committee on 11 January 2008.

### **Application Proposal**

11. The 'Outline Application with Indicative Masterplan for Mixed Use Development' was submitted to The Highland Council on 04 June 2007, but not validated until 12 November 2007. It has been subsequently slightly amended after discussion. It reflects the continuing expansion of the Resort and the opportunity to consider expansion of accommodation and alternative opportunities. Additional information of two plans showing indicative layout and phasing, and Retail Impact, Traffic and Drainage Assessments has also now been submitted. A tree survey has

also been undertaken. There remains some legal uncertainty about the exact location of the site's northern boundary at Aviemore/Milton Burn, but the applicant has repositioned the application red line to the north side of the Burn rather than the rear of adjoining properties.

12. The Master Plan identifies a spread of varying land uses linked by a feeder road circling the outward edge of village centre expansion thus allowing servicing of car parks and mixed developments and allowing an inner network of traffic free path networks. This encircling service road separates the resort from the village but provides the opportunity to integrate central development lands with the existing commercial centre of the village. This is the urban design challenge for architects as each phase rolls out through successive phases.
13. Also noted is the design signature project of The Linear Park following the Aviemore/Milton burn into the existing village centre, related to a Town Square linking new housing to the north and west with the existing centre; and a Town Park at the natural amphitheatre by the southern access and Four Seasons Hotel. The encircling site road is shown largely as a 'Private Road', with the inner North/South Link Road showing two options to be agreed at a latter date for its link to the southern access.
14. The applicant notes that uses are not specifically identified but will be a mix within each phase, with the initial phases of supermarket and housing being currently considered as detailed applications. Also recognised is that as part of Local Plan progress a wider landscape and urban design study is being made of Aviemore, and that submitted plans may therefore require further adjustment.

### **Other Relevant Applications**

15. The application includes all existing buildings plus development proposals for all undeveloped land. It seeks to make various amendments for redevelopment of the Aviemore Highland Resort in an area that includes the following existing permissions/applications :
  - comprehensive amendment of Masterplan permissions at Aviemore Centre, for Aviemore Highland Resort Ltd, granted subject to conditions and reserved matters and prior completion of a section 75 planning agreement (02/00007/OUTBS, outline). **Determined**
  - increase in maximum gross floor area of supermarket with associated parking and ancillary buildings for Aviemore Highland Resort (04/120/CP, outline). **Current**
  - erection of 21 houses, associated infrastructure and landscaping at land to north of Aviemore Highland Resort for Tulloch Homes (Aviemore) Ltd (05/304/CP, full). **Current**
  - erection of 140 dwellings, construction of roads and services and landscaping at 'Horse Field' (land north of Scandinavian Village) for Tulloch Homes (Aviemore) Ltd (05/306/CP, reserved matters). **Current**

- erection of 2,787 sq m (30,000 sq ft) supermarket and car park at land at north-west corner, Northern Link Road/Grampian Road junction, Aviemore for Aviemore Highland Resorts Ltd (06/395/CP, reserved matters). **Current**

### Proposed Development Areas and Phasing

16. Site development proposals, submitted in outline in plan form only, are complex and proposed in four Phases for completion by 2015. The applicants have made it clear that this is all indicative only. The submitted plan (see Appendix 1) shows the site divided into fourteen Areas each with its own build proposals, as follows (with some variation from a submitted schedule and calculation omissions/differences):

#### Phase 1 (2008 – 2012)

A. Housing, Class 9: 2008 - 2012	161 units, 9.5 ha (23.5 acres)
B. Superstore, Class 1: 2008 - 2009	2,626 sq m (28,266 sq ft)
Retail Units, Class 1: 2008 - 2009	1,000 sq m (10,763 sq ft)
C. Housing Class 9: 2009 - 2011	25 houses
Business units, Class 4: 2009 - 2011	2 units, 279 sq m (3,000 sq ft)
Retail, Class 1: 2009 - 2011	not specified
Commercial, Class 2, 3: 2009 - 2011	not specified
E. Retail, Class 1: 2009 - 2011	1,395 sq m (15,000 sq ft)
Retail/Town Square, 2008 - 2012	
K. Holiday Lodges: 2009 - 2010	60 lodges, 6.32ha (15.6 acres)
L. Leisure/Commercial, Class 1,4,7:2008	1.69 ha (4.17 acres) [retail, business, hotel-6,000sq m (64,500 sq ft),]

#### Phase 2 (2010 – 2012)

D. Retail/Housing/Commercial Class 1,9,2,3,4	1,395 sq m (15,000 sq ft)
Retail and Town Square, 2010 - 2012	
E. Public Square, 2010 - 2012	
H. Public Town Park, 2010 - 2011	
I. Public Car Park, 2010 - 2011	Access, Grampian Road
J. Residential, Class 9, 2010 - 2010	18 units

M. Retail Expansion, Class 1: 2010 – 2011 Expanded floor area,  
parking; environmental  
improvements

Phase 3 (2013 – 2014)

G. Retail/Housing/Commercial                      50 units, possible housing; or  
Class 1,9,2,3,4    Business Units 7 No. x 279sqm  
(3,000 sq ft)

F. Retail/Housing/Commercial                      50 units, possible housing; or  
Class 1,9,2,3,4    Business Units 7 No x 279sqm  
(3,000 sq ft)

Phase 4 (2015)

N. Retail/Housing/Commercial/Leisure      Residential or Time Share  
Class 1,2,9,3,4, Leisure: 2013 - 2015      Flats

## DEVELOPMENT PLAN CONTEXT

### Scottish Government Policy

17. **SPP2 Economic Development** promotes sustainable development of high quality siting and design in rural areas and Scotland's National Parks. Brownfield development is also supported. **SPP3 Planning for Housing** supports mixed communities. **SPPG8 Town Centres and Retailing** contains guidance and criteria in assessing proposals with town centers being the first choice to maintain their vitality/viability and maximize accessibility and use of public transport. Retail Impact Assessments and Transport Impact Assessments are also advocated to support applications for significant proposals. Specific guidance is contained in respect of shops in small towns and rural areas, with there being a clear presumption in favour of central locations.
18. **SPP15 Planning for Rural Development** notes a vision of vigorous and prosperous rural communities with most new development being in or adjacent to existing settlements; also noted is the vital importance of tourism. **SPP17 Planning for Transport** seeks to locate significant travel generating uses where they can support more sustainable travel patterns; and requires councils to define a set of maximum parking standards. **SPP20 Role of Architecture and Design Scotland (A&DS)** is a new body set up to champion excellence in architecture and the built environment. A&DS offers a supportive role to all involved in the development process. **SPP20** refers also to **Planning Advice Note 68 Design Statements**, a mechanism which enables applicants to explain in a structured format why a selected design solution is the most suitable.

### The Highland Structure Plan 2001

19. **Policy R1 (Shopping Hierarchy)** supports development proposals which consolidate the shopping hierarchy and enhance the role of individual settlements as shopping centers. **Policy R2 (Every Day Shopping Needs)** will encourage development which safeguard and enhance the local provision of facilities. **Policy R4 (Major Foodstores)** states that in small towns foodstore provision will normally be located within town centers to support the vitality and viability of local services. **Policy R5 (Town Centre Shopping)** will resist proposals which are adjudged to undermine vitality and viability. **Policy G2 (Design for Sustainability)** sets down a range of criteria. **Policy G3 (Impact Assessments)** states that where environmental and/or socio-economic impacts are likely to be significant by virtue of nature, size or location then appropriate impact assessments will be required from the developers. **Policy G4 (Community Benefit and Commitment)** expects developments to benefit the local community and contribute to the wellbeing of the Highlands, whilst recognizing wider national interests. **Policy TC9 (Car Parking)** requires provision to be carried out in accordance with the council's standards.

### Badenoch and Strathspey Local Plan 1997

20. The principles of the Aviemore section seek to strengthen the village as a major shopping and service centre and to promote the village's economic renaissance. The site is allocated on the Proposals Map for Commerce/Tourism with the Aviemore/Milton Burn designated as Recreation/Open Space and this zoning extending north westward towards the A9. The centre is identified on the Map, as are the main access roads. The introductory Prospects section noted that "Major revitalization of the whole village centre is needed to transform Aviemore's image and promote the village as a high quality mountain resort. A major investment programme to redevelop, refurbish and integrate the centre with the wider community will open up a range of development opportunities and provide a comprehensive approach to local servicing and environmental problems."
21. The Principles section noted that among the main priorities are :
- to promote the economic renaissance of the village as a mountain resort incorporating high quality design and an overall architectural theme
  - to strengthen the village as a major shopping and service centre
  - to improve traffic circulation, parking and servicing arrangements, whilst giving over more of the village centre to the pedestrian
  - to transform the image and texture of Aviemore, "green up" the village, and restore links with its setting and wider environment

22. **Policy 6.1.1** notes that the Council will promote improvements in the quality and design of Aviemore's built environment and its relationship with adjoining countryside in accordance with the principles of Gillespies' Urban Design Strategy. These provide a framework for renewal/refurbishment of the existing village fabric, future expansion areas and the wider setting, and will form a basis for detailed proposals, planning briefs or other guidelines as appropriate. Conformity will be expected with the main design principles embodied in the Strategy insofar as these relate to building grain and fabric, building hierarchy, scale and lines; open spaces and trees, views and streetscape. A partnership of public, private and community interests has been set up to pursue the Strategy.
23. **Policy 6.2.1** supports major redevelopment of the Aviemore Centre to revitalise the village and reaffirm its status as an international visitor destination. **Policy 6.2.2** sets down that "With the exception of refurbishment work, developments are subject to agreement of an overall Master Plan which will be the subject of consultation with the public and other interests. This will provide a basis for detailed layout and design of new development, infrastructure, landscaping and enhancement; together with servicing and amenity safeguards associated with existing uses to be retained". **Policies 6.2.3 – 6.2.6** then included a wide range of development proposals, many but not all of which now exist:
- to the north
- mixed residential use with good screening and separation from the A9
  - a major part of the linear park/walkway and open space corridor by the burn
  - possible tourist accommodation overlooking the lochan
- in the centre (west)
- extension and refurbishment of the main leisure, conference and exhibition complex
  - upgrading existing hotels
  - new residential accommodation south of the Scandinavian Village
  - a major national interpretive/visitor centre by Loch Puladdern
  - associated commercial and parking facilities
- in the centre (east)
- caravan park improvements
  - self catering/health and fitness facilities and retention of existing tree cover
24. **Policy 6.2.7** requires that new or improved access should be accompanied by a Traffic Impact Analysis. **Policy 6.2.8** notes that other land within the village centre adjoining Grampian Road is allocated for consolidation of existing shopping, office and tourist uses. It further notes that greater compactness and consolidation of Aviemore's commercial core is a design priority; and that encouragement will be given to increasing the density of the built form, infilling of vacant or under-used sites, redevelopment and facelift to properties to achieve



extensive upgrading of the environment and complement wider improvements in parking, servicing and conditions for pedestrians.

25. **Policy 6.3.1** proposes a Village Park on 16 ha of land adjoining the Aviemore Burn and running through to the Spey margins, possibly incorporating the following features with selective parts to be provided by developers where sites are contiguous with its boundaries:
- a system of lit/landscaped walk ways and cycle paths connecting with the school, village centre and other facilities
  - informal woodland, riverside amenities, a kickabout pitch and additional planting including by the Primary School
  - suitable flood protection and landscaping measures, including access to bunding along the burn edge
26. **Policy 6.4.1 and 6.4.2** set down the Council's policy to pursue establishment of a link road to improve the distribution and management of traffic in the village centre and provide a basis for substantial enhancement of the main commercial thoroughfare focussed on Grampian Road. This is an essential part of the village, integral to the redevelopment/refurbishment of the Centre Lands and other commercial interests, and includes safeguards for:
- a new link to Grampian Road between the Red McGregor Hotel and Winking Owl
  - optional routes through the Centre Lands based largely on the existing network, with connecting service roads including rear service access to properties fronting Grampian Road
  - upgrading the centre access to the south by the Four Seasons Hotel
  - the route, design and landscaping of the link road will be specified as part of the master Plan for the Centre lands.
27. **Policy 6.4.3(a)** is relevant, particularly that part referring to the encouragement of a package of measures designed to improve "first impressions" of Aviemore, including re-defining the main village approach with a new "gateway" to the south of the village immediately beyond the Four Seasons Hotel. **Policy 6.4.8** notes that the Council will encourage appropriate action by riparian owners to prevent flooding of the Aviemore Burn, on the site's northern boundary. **Policy 6.5.1** notes that the Council's main objective is to create a major landscape framework within and adjoining Aviemore to achieve extensive and robust improvements in the structure and amenity of the village, and better integration with the surrounding environment. The Council will also safeguard and encourage active management of trees and woodland important to the structure of the village; and, as a matter of priority. The Council has placed a Tree Preservation order on the entirety of the Centre Lands.

### **Aviemore MasterPlan 1997**

28. This document prepared by the Aviemore Partnership was approved by The Highland Council in 1997 as the supplementary planning policy deriving from the Badenoch and Strathspey Local Plan (notably paras. 6.1.1, 6.2.1 and 6.2.2). The Council stated that “The provisions shall herewith constitute an important material planning consideration in the determination of planning applications lodged within the central area of Aviemore”.
29. Strong pedestrian and vehicular links were shown between Grampian Road and the Aviemore Centre. It takes account of the issue of relief for Grampian Road but without resorting to the construction of a “by-pass” or “relief “ road. MasterPlan principles included:
  - that creation of a ‘real place’ is essential to development of a successful resort;
  - integration of the Aviemore Centre lands and the remainder of the village core centred along Grampian Road;
  - the historical separation of commercial and community facilities in two locations has proved socially divisive; and
  - it must become one centre; development must be guided by a MasterPlan.
30. General principles included the creation of a new concentrated village centre; a layout which is disciplined and ordered yet flexible in use; a formal network of shared and managed village streets; emphasis on balancing public and private transport, pedestrians and cyclists; establishment of design principles which ensure consistent and coherent building forms in scale with their surroundings and a high quality public realm; a formal but irregular grid of village streets overlaid on existing topography; and maintenance of mixed use, active, frontage development on all main streets.
31. In particular, the MasterPlan proposed a number of initiatives, including a new public/community village green, linked to the existing landmark green space in front of the Four Seasons hotel, as a focal point of the Village Centre; a new community building including a pool, TIC and other facilities; a family entertainment centre including ten pin bowling, cinema etc; new retail space, residential units and shopping infill/replacement on Grampian Road; auditorium and new hotels; and a visitor attraction.
32. This MasterPlan is currently under review and CNPA with Highland Council and other partners has engaged Land Use Consultants to prepare an up to date MasterPlan to take account of current circumstances, National Park status and the likely provision of An Camas Mor within the new Local Plan.

## **Cairngorms National Park Plan 2007**

33. The Cairngorms National Park Plan (NPP) has a vision that sees the National Park as a renowned international destination and exemplar of sustainable development showing how people and place can thrive together. The NPP has a list of outcomes for 2030 that reflect this vision and link thriving communities and businesses with conservation, enhancement, enjoyment and understanding of the area's special qualities.
34. The NPP has a range of strategic objectives that set out these aspirations in policy terms and 7 priorities for action that have 5 year outcomes to 2012 to make progress towards these objectives. Many of these are relevant to this proposal to varying degrees. The NPP is a material consideration under both the Planning and National Parks Acts.

## **CONSULTATIONS**

35. **Scottish Natural Heritage (SNH)** was consulted because the Masterplan's potential impact on sites of natural interest. They state that they have no objection to the Masterplan but are concerned about the impacts on the Craigellachie National Nature Reserve (NNR). They advise that one of the main footpaths is not shown on the Masterplan and recommend that it should be safeguarded when detailed applications are made. They further advise that the area shown as chalet development is close to the NNR and, in particular, to the breeding peregrine falcons on the Reserve. Works carried out too close to the birds at the wrong time of year could prevent them from breeding successfully, and recommend that this should be taken into account in any detailed planning application.
36. **The Scottish Environmental Protection Agency (SEPA)** was consulted on flood risk/drainage/water quality etc., and do not object to the proposal but are concerned about flood risk and require the imposition of a Condition requiring a Flood Risk Assessment if the planning authority is minded to grant consent. However, they comment as follows referring to the designated Areas on the indicative submitted Masterplan and regarding specific matters:  
Areas A and B:  
Refer to other planning applications currently submitted and SEPA has already commented on flood risk and has requested further information in the form of a detailed Flood Risk Assessment (FRA).  
Areas C, D, E and H/1(2):  
All lie adjacent to the Milton Burn which, due to culverting works and proposed large scale development causing some uncertainty to the current hydrology of this burn, cause SEPA to request that flood risk assessments are submitted for these sites.  
Area K:  
Currently the site of the eastern section of Loch Puladdem. It is unclear from the submitted drawings as to the proposals for this water body and

its inflow and outflow channels. Clarification is sought as to any works proposed in and around this area.

All other areas:

Considered to lie outwith the effects of watercourse flooding and as such SEPA does not require further consideration of flood risk.

2. Until such further FRA information is made available, SEPA will not be in a position to comment fully on flood risk at this site. SEPA has requested that a fully and carefully worded Condition is imposed if permission is to be granted. This condition seeks to protect buildings and persons at risk of flooding in terms of the provisions of national planning policy guidance and advice.

3. SEPA also has a number of other comments of relevance:

Foul Drainage:

No objections, as connections are to the public sewer (although it is known to CPNA that there are current plans for system upgrading which will require maintained consultation by the applicant).

Surface Water:

SEPA refers to the Drainage Impact Assessment (DIA) prepared, dated November 2007. SEPA notes the limited detail submitted in an outline planning application, noting that all development will drain to soakaways as the final level of Sustainable Urban Drainage Systems (SUDS) with additional levels being provided prior to this depending on the source of the surface water run-off.

Road Drainage:

The proposal for adoptable roads to drain to a downstream defender, which is not considered a SUDS level by SEPA, prior to a soakaway may not be acceptable.

Detailed SUDS:

SEPA considers however that detailed proposals may be addressed by a condition attached to any grant of outline planning consent which requires that detailed SUDS proposals, developed in accordance with the above DIA, are agreed with relevant parties including SEPA.

Water Quantity:

SEPA has not considered this aspect. Comments should be sought on the SUDS strategy in terms of water quantity/flooding and adoption issues.

Method Statement:

SEPA requests that a condition is attached to any grant of planning consent which requires that a detailed site specific construction method statement must be agreed by the planning authority, in consultation with SEPA, prior to the commencement of works on site and must be implemented in full during works on site to prevent potential water pollution. The Statement should address surface water run-off, timing of works, fuel or chemicals, landscaping works and waste.

Site Waste:

SEPA requests that a Site Waste Management Plan should be submitted with any future application for detailed permission. The plan should include measures for minimising and managing waste production during

construction and operational stages, and include a method statement and explanation of construction practises.

Household Waste:

SEPA advise that Planning Advice Note 63 states new building design and layout is crucial to effective waste management. Developers should be encouraged to provide space to accommodate facilities to separate and store different types of waste at source to facilitate recycling and reuse, both inside and outside buildings and at centralised public facilities including kerbside.

37. **Scottish Water** will not object to this planning application. The developer has been advised that there may be a requirement for a Drainage Impact Assessment to be undertaken; and advise that they will not adopt surface water drainage systems that require the flows to be pumped. (It is known to CNPA, however, that Badenoch and Strathspey has strategic water supply problems which will require the applicant to quantify development proposal water requirements and maintain communication with Scottish Water).
38. **Architecture+Design Scotland (A&DS)** was consulted due to the application's significance to Aviemore, the Highlands and Scotland. The indicative master plan project was presented by the applicant and reviewed by the Panel at a Design Review meeting in Aviemore on 15 November 2007. Their report was issued on 28 November 2007 and comments as follows:

Masterplan

1. A&DS do not consider that the masterplan can be described as such, as there is an absence of any 3D illustrative material, nothing to describe the spatial sequence or the quality of intended spaces. They understand that a masterplan is being prepared for the wider Aviemore area and urge collaboration with the appointed masterplanners and neighbouring landowners to ensure this project is integrated with both its local and wider context.
2. The Panel noted that the Aviemore Masterplan prepared in the 1990s is still a policy consideration and was adopted as supplementary planning guidance by the planning authority. This presents a more structured and bolder approach to place making where buildings shape space rather than objects surrounded by space. The Masterplan also promotes an approach which unites the resort with the town rather than treating them as separate entities, and A&DS suggest that this should form the basis for an updated proposal.
3. They also note that the project is located in a stunning landscape setting yet there is no indication of how this has informed and reinforced the design. The Panel encourage the appointment of a recognised landscape architect to develop a detailed landscape

proposal and establish a structured framework to guide the development.

#### Distributor Road

4. A&DS consider that the road solution is not acceptable or appropriate and every effort should be made to subjugate the car and promote what the resort offers to visitors on foot and bike. The Panel question the location and necessity for a new distribution road which is dictated by traffic engineering requirements rather than place-making considerations; being conceived for traffic rather than people movement it will be a barrier to integration thereby limiting future possibilities.

#### Land Use

5. The intention to create a mixed use development is welcomed however the design promotes a zoned approach that separates and disperses rather than integrating uses. A&DS are concerned at the dispersal of retail uses which will be detrimental to and weaken the high street. The panel considers that a denser more compact proposal should be adopted that concentrates and intensifies retailing activity closer to the existing town centre and the paths that connect directly to it.
6. A&DS are also concerned about residential development proposals. They find there is poor definition of public/private space, an inconsistent approach to front and back relationships, large areas of unbroken car parking, and a layout that relies heavily on boundary screening treatments. The Panel encourage that consideration is given to the introduction of home zones. Generally, A&DS indicate that the designs should take account of National Planning Policy and guidance, in particular Designing Places and PAN 67 (Housing Quality), 72 (Housing in the Countryside) and 76 (New Residential Streets).
7. A&DS express concern about what is proposed for the large area of green space in front of the Four Seasons hotel, and caution against the loss of this amenity space which is a defining feature and contributes to Aviemore's unique character.

#### General

8. A&DS suggest that greater investment in design could result in economic benefits for the resort, and are concerned that more commercially viable opportunities are being overlooked. A more considered approach might reveal opportunities for a denser form of development which considers its relationship to Aviemore as a whole rather than as an isolated and remote element.

#### Conclusion

9. A&DS conclude that they do not support the proposal in its current form. They consider that there is little, if any, quality in what is

being proposed. The design fails to make a positive contribution to the landscape character, or meet the aspirations contained in national planning policy document 'Designing Places'. They urge everyone associated with this project to collaborate with the newly appointed masterplanners for the wider Aviemore area to ensure that the spatial and design quality is integrated with the wider area, and is of a standard appropriate for a gateway entry to the National Park.

10. A&DS finally state that much further design work is required and wish to be consulted on any amended proposal. They further require to be informed at the earliest possible opportunity should the planning authority be minded to recommend approval of this 'masterplan' as a supporting document to any outline planning application.
39. **CNPA Visitor Services and Recreation Group (VSRG).** The Group comment that they would like to facilitate sustainable transport by measures to improve cycling and walking by implementation of the following:  
Pavements along all roads, adopted or otherwise, with drop kerbs at clearly defined crossing points; separately defined cycle lanes as part of the road system; covered cycle racks provided at all places open to the public and private guests; all parking areas should have associated cycle storage areas; associated signage and promotion of routes to non-motorised users; removal of the obstruction on the Laurel Bank proposed core path route.
40. They note that they have already commented on Areas A housing and Area B retail, but that a clearly defined link between the two areas not utilising the road should be identified. They consider that Area L should be retained undeveloped for general leisure and recreation with a formally identified link across this space to the path to the Craigellachie National Nature Reserve. Area K also gives the opportunity for a formalised path link to the Nature Reserve, and for the creation of a path link to Grampian Court. Generally they would like the issue to be addressed of permeability across the site from west to east for non-motorised users.
41. **Aviemore & Vicinity Community Council** found that they had insufficient time to consider the implications of the planning application, and reserve the right to make additional comments. They reject a request to delay construction of the link road for up to ten years and consider that it should be fully constructed and adopted prior to completion of the supermarket. The Aviemore Orbital Path route should be protected. The community of Aviemore has aspirations for the land originally designated in the current Masterplan for a community building with green space providing additional wet weather indoor facilities that would benefit residents and tourists. The Council is pleased to see the land in front of the Four Seasons Hotel retained in its historical

community use and would like to see this extended to include the green area to the south up to Grampian Court.

42. They finally comment that they have no objection to the granting of outline planning consent in principle providing no specific area is designated for any specific use, and is merely indicative of some form of development that will be determined at a later date with planning details in full and timely consultation with the whole community of Aviemore.
43. **The CNPA Housing Policy Officer** notes that Aviemore is the 3<sup>rd</sup> most pressured settlement, and has the greatest relative pressure of the large towns in the Highlands demonstrating the continuing need for social rented housing. Aviemore's Waiting List includes 27 seeking a transfer and 352 on the waiting list, with 215 (54%) seeking 1 bed and 99 (27%) seeking 2 bed accommodation. The project has been discussed at the Badenoch & Strathspey Development Forum. Affordable housing is to be delivered by Cairn Housing Association. Comment is made on Area G and F being for housing and/or business, a question is raised on the definition of 'amenity' housing in Area C, and Area N is noted as having residential or timeshare flats but with no indication of further affordable housing. It is considered that some affordable housing contribution should also be sought in these areas, as it will be some time before new housing sites become available.
44. **Head of Estates, The Highland Council** would prefer greater integration between affordable and private housing. He has no objection to the proposals subject to the developer entering into a legally binding contract with a housing association or entering into a section 75 agreement to standard, cost and timescale.
45. **Area Roads and Community Works Manager, Inverness/Nairn/Badenoch and Strathspey, The Highland Council** comments that there will be a problem with traffic flows on Grampian Road if a parallel street is not provided at an early stage of development, which all ties in with the principles of the original Aviemore Master Plan. He also comments that the Traffic Impact Assessment carried out for the AHR application proposal is also showing that there will be problems elsewhere, which emphasises the need for a full traffic model for Aviemore and its environs, including the potential effects of Cambusmore. At the time of writing further clarification of highways issues is awaited, including a formal response from **Transport Scotland (Trunk Roads)** who have requested more time.
46. **Head of Countryside Heritage & Natural Resources, The Highland Council** notes that the application area does not contain many sensitive archaeological area, but that the northern end of the designated housing site (Tulloch Phase 1) is of concern. Significant archaeological remains are recorded in the wider area and there is moderate to high potential for the survival of buried remains. He has a requirement therefore for an evaluation of the specific area in advance of development so that an



assessment can be made, with a Condition imposed if permission is to be granted.

47. **Spey Fishery Board** remain concerned about water abstraction from the Spey catchment as the Spey is a Special Area of Conservation of Atlantic Salmon. They are concerned at foul drainage and water supply matters particularly if either or both may affect the Spey. They note that reductions in water flow and quality can have a considerable impact on this internationally important fish species with a corresponding impact on the local economy.
48. **CNPA Natural Heritage Group** This is a very sensitive site. The trees on the AHR site are covered by an area TPO. This proposal could require extensive tree removal across this site. Clearly then this is a very sensitive application. The full impact is difficult to assess accurately at present. The site is adjacent to the Cairngorms NSA and is highly visible from many parts of this. In addition the site is close to the Craigellachie NNR which is elevated and so again increases its visibility and prominence. This area is popular with walkers of many types. The site is in addition highly visible from the environs of the village and has many well used footpaths across it.

## REPRESENTATIONS

49. **Inverburn Homes Ltd** had objected to the Masterplan as neighbouring proprietors of the Old Laundry Site which fronts Grampian Road, but at the time of completing this report they have just formally confirmed withdrawal of their objection.
50. **Neighbouring residents 8, 12, 14, 18 and 34 Craig na Gower Avenue, Aviemore** also object. Their concern relates to residential development on Site A (locally known as the 'Pony Field'), firstly about the application's red line boundary being inaccurately shown on private garden ground on the north side of the Aviemore Burn (also locally known as the 'Butcher's or Tailors Burn') rather than, they assert, running through the centre of the Burn. They refer to the Drainage Impact Assessment submitted by the applicant and disagree with the statement that there are no known incidents of flooding. Photographs submitted confirm statements of flooding, sometimes extensive, which the residents assert happen regularly and on several occasions each year. They are concerned that site development will worsen this situation and prejudice their property, that existing trees on the site may be under threat and that three-storey housing is not appropriate especially near the Burn as their mutual boundary. Concern was also expressed about limited primary school capacity, the loss of Site A as open space where presently children play and the social impact of second homes.

51. **Resident at 19 Dalfaber Park, Aviemore** objects that Phase I does not include a needed wet day tourist attraction which awaits Phase 2 development, that the extent of the green space in front of the Four Seasons Hotel is proposed to be reduced, that there was an early idea to divert traffic round by the Aviemore Centre and virtually pedestrianise Grampian Road, that there is no community benefit from proposed facilities which are all owned by the developer applicant, with a final question that surely the centre of the development could be set aside for community/leisure projects rather than offices and car parks.

## APPRAISAL

52. The application is complex, as it covers the entire extent of Aviemore Highland Resort (AHR) area and includes already determined outline planning permissions for:
- Comprehensive amendment of Masterplan permissions, determined in 2002
  - supermarket, Area B - 30,000 sq ft, with a reserved matters application also current
  - extensive housing, Area A – 140 houses, with a reserved matters application also current
53. The application also includes current outline planning applications for :
- increasing the size of the Area B supermarket
  - erection of a further 21 houses
  - adoptive standards Bypass Road ('Relief Road')

## Extant Masterplan Permission

54. The outline Masterplan planning permission of 2002 included conditions requiring that the supermarket shall not commence trading until the Northern Link Road (Relief Road) is completed and adopted, and that the Distributor Road is completed to full adoptive standards. Also included were conditions requiring that land between the Northern Link Road and the Aviemore Burn is to be made available to the Council for general needs parking to serve the town centre; no more than 140 houses to be erected within the terms of this permission with at least 20% to be affordable; and an all-abilities footpath provided from the northern boundary of the site alongside the Aviemore Burn to the Northern Link Road as part of surface water and flood prevention measures.
55. It is noteworthy that comment made in the report on the 2002 planning application included the following unaffected elements:
- the basic street network devised in the "Gillespie" MasterPlan, which provides for a new integrated grid of streets straddling the existing town centre and the centre lands and designed as a 20 mph network
  - the main central open space feature formed by the new road network and linked to the Aviemore Burn strategic path network

- a large area of amenity woodland is to be retained along the west boundary with earth mounding and tree screening proposals at the southern Scandinavian Village boundary
  - the eastern boundary abuts the Aviemore Burn with development set back to allow for amenity space and a footpath link from the north of the village through to the centre lands
56. It was decided in 2002 that the application, which had been very significantly modified since first appearing as an application at the end of 2001, now followed many of the Gillespie principles. It noted that the Gillespie report set out a basic pattern of redevelopment and renewal to reverse the trend of poor design, layout and quality of building materials that had historically contributed to the decline of the town as a tourist destination. It was considered that the amended application sufficiently complied with the Development Plan and the Gillespie MasterPlan to warrant outline approval subject to conditions and prior Section 75 agreement.

### **Current Application Questions**

57. The current application has some differences between written and drawn information among three documents – Master Plan, Programme for Development and Transport Assessment:
- increasing the number of houses from 140 to 161
  - Area B, Phase 1, supermarket - shown as 2,787 sq m on the drawing but 2,626 sq m on drawing text
  - Area L, Phase 1, commercial or leisure shown on plan but retail, business, leisure shown on written information; extent 6,000 sqm
  - Area M, Phase 1, shown on the drawing as retail expansion and environmental improvements but on drawing text as expanded floor area and parking; retail expansion size is not noted but scaled at 3,750 sq m

These and other matters require to be clarified.

### **Transport Assessment**

58. A Transport Assessment has been carried out on the proposal and on all modes of transport, and recognises that a proportion of the site has been designed as flexible in nature. The submitted masterplan illustrates an indicative alignment of the Relief Road through the site from north to south, with two alternative final connections to the Distributor Road by the conference centre.
59. The assessment concluded that the site's location sits well with respect to current transport policy. Adopting worst case scenarios (with a caveat about possible higher than assessed traffic flow to and from the resort in the middle of the summer season) the two existing junctions will need to be improved, with completion of the Relief Road increasing pressure on the southern access.

60. Completion of the Relief Road, which should be operational by 2010 if development proceeds as indicated, would relieve pressure on Grampian Road through the village centre to the benefit of pedestrians and cyclists. The Relief Road will also probably be used for some bus routes. It is assessed that with site development as proposed, but without completion of the Relief Road, Grampian Road will be beyond its capacity in 2010/2012; but with the link in place Grampian Road would be operating below capacity beyond 2018, and reaching capacity on the Saturday peak from 2014. Mitigation measures may require to be considered as appropriate prior to these dates. **Highland Council Area Roads Manager** is still considering these various highway issues in discussion with the applicant.

### **Retail Assessment**

61. Retail expenditure capacity, and how this is met by current and proposed floorspace, remains a key issue for both convenience (mainly food) shopping as well as comparison shopping. Both types of shopping are generated by residents and visitors, and both require different types of retail space in location and design. The AHR application is lodged with CNPA at the same time as the application for redevelopment of the Tesco site by Laurel Grant, this latter outline application being for a 1.6 ha site located on the west side of Grampian Road.
62. The marketplace, architectural design and functional relationship between the Laurel Grant site and the AHR current masterplan application are also obviously important matters for both applications in relation to their role and contribution to the town centre of Aviemore.
63. A retail assessment has been carried out for the AHR application, with consideration of existing expenditure patterns for both convenience and comparison shopping, as well as 'leakage' from the Strathspey and Badenoch catchment to Inverness and beyond. The impact of proposals on local traders in Aviemore and the neighbouring settlements has also been examined, as has expenditure growth locally and visitor generated.
64. At present, it is not clear and agreed what the impact of the combined additional proposed floorspace on both sites would be over and above the existing AHR outline consent already in place. There is recognition that the conclusion on convenience shopping is probably of more critical importance than comparison shopping. These issues will be discussed in the context of the specific applications for the AHR and Laurel Grant supermarkets.

### **Planning and Design**

65. The Highland Council Structure Plan, the Badenoch and Strathspey Local Plan and the Aviemore Masterplan all support the principles of the application in broad land use terms. All recognise that much has already been achieved and agreed about the need for further development and

change, whilst all recognise the need for close consideration of what finally is being proposed over the next 10 or so years. Co-ordination of private, public and community resources will all be required to achieve the significant change to Aviemore that will be experienced if a masterplan is to be implemented in full. It is also recognised, however, that much further work is required by all parties if the indicative masterplan strategy is to be progressed into an agreed phased development plan.

66. National policy advice, Architecture & Design Scotland and the Cairngorms National Park Authority all, however, highlight the great importance for a wide variety of reasons why urban design and landscape planning proposals yet remain to be submitted. These will require to be the subject of close consideration in submission terms as well as the securing of support.
67. It is important to recognise and emphasise that the Gillespie MasterPlan has a significant and widely accepted status which must be taken into account as a material planning consideration. It is thus clear to all that present land use proposals are only two-dimensional and that, therefore, the proposed masterplan is significantly deficient in this vital respect. The absence of considered proposals for the creation of a central place within the site and how this relates, as it needs to, to existing central facilities on Grampian Road remain unexplained in planning and design terms even after the elapse of a decade.
68. Public access, vehicular as well as pedestrian and by cycle, are also important considerations where further plan-based, as well as policy and design proposals, are required. The priority attached to achieving a completed internal site road network, of benefit also to the better functioning and amenity of Aviemore's main street, is recognised.
69. However, the perhaps equal vital importance of non-vehicular travel within Aviemore, bearing in mind its present tourist and visitor profile and ambition within the Cairngorms National Park, also requires much fuller consideration. Key walking/cycling routes are vital to both visitor and commercial interests, and require to be part of a considered network strategy.
70. It is also apparent that the site requires to be better related to current consideration of how it relates to the community of Aviemore and its wider surroundings. These surroundings are of landscape magnificence which are also experiencing functional and visual change. It is therefore necessary that the huge scale of the mainly urban AHR site is fully appreciated both in its functional contribution to both the local and wider landscape.

## Integration and Co-operation

71. These clearly are the key watchwords that will be required to achieve success in integrating the AHR site within Aviemore. Integration of all functional and design matters, from roads to building and planting material; and real and enthusiastic co-operation amongst all parties to achieve mutually beneficial projects for common commercial and social advantage. Only all this can be considered as appropriate for handling change and progress in developing and completing Aviemore's signature urban development project within the Cairngorms National Park.

## Overall Conclusions

72. The application reflects changing circumstances since the last Outline permission was granted in May 2002, and is clearly considered necessary in order to provide a comprehensive indicative framework for progressing phased development over the next decade. The applicant has taken into account the current and ongoing work by Land Use Consultants (LUC) who are progressing the wider Aviemore Master Plan; and is committed to submitting as the next stage a more considered and detailed master plan with actual buildings and a 3D landscape. These submissions will, the applicant assures, be developed after close liaison with LUC and also discussions with them about updating the Gillespie MasterPlan.
73. Consideration of the application has generated a range of technical and community comment, and has also necessitated review of all that has happened recently in terms of development on the ground and what remains to be achieved. Recent designation of the Cairngorms National Park and the role of the Authority as Planning Authority places an even greater emphasis on high quality in all planning and design matters.
74. There is now a very clear national interest to be taken account of as well as normal strategic and local planning and development circumstances. This is the greatest change to consideration, and poses a challenge for all parties involved in regenerating Aviemore focussed on the significant central and highly visible role of the presently incomplete Aviemore Highland Resort site.
75. It is apparent to CNPA and all consulted parties, and as emphasised by the applicant, that the application is indeed only indicative and that much further consideration is required before a true urban design vision can be presented. However, it is considered that the application, despite the limitations of the submitted Aviemore Centre Masterplan based on the Development Masterplan as proposed (Drawing MP-001) and the supporting Indicative Phase Layout, is acceptable as a basis for progressing overall development intentions.

76. What is also apparent to all parties, however, is that the key issue which remains and requires to be addressed by the applicant is that of urban design, over and above other site development and servicing matters. The Gillespie report remains the basis for urban design response as a key material planning consideration. The central thrust of this report is the establishment of streets within a recognised and characterful townscape, with all that this implies for local community and visitor satisfaction as well as successful commercial operation.
77. Paraphrasing the Gillespie report (especially pages 23-25), the vision of the new Aviemore village or town centre emerges, and remains key:

*“... the creation of a new village centre in Aviemore ... a convincing village core with its own character and sense of place ... a new coherent arrangement of streets, buildings, public and private spaces ... respect to neighbouring development ... a layout which is disciplined and ordered ... a formal network of shared and managed streets ... an urban form which is visually and environmentally sustainable ... establishment of design principles which ensure consistent and coherent building forms in scale with their surroundings and a high quality public realm ... mixed-use, active, frontage development on all main streets ... a management and maintenance regime which enables the village centre to come to maturity and be sustained at a high level of quality ...”*

78. CNPA can remain enthusiastic in anticipating further detailed planning applications which respond to this challenge based on this outline planning application which is recommended for conditional approval subject to resolution of outstanding matters as highlighted in the recommendation.

### **Conserve and Enhance the Natural and Cultural Heritage of the Area**

79. The site contains a substantial number of trees covered by a TPO so development will require to be carefully implemented to minimise impact. Given the current condition of much of the site, the landscape setting and wider backcloth offer potential for a development that could enhance central Aviemore. Impacts on the NNR and the Milton Burn SAC have to be carefully considered. All of this can be done under reserved matters. As this is an outline application it is considered that, with appropriate conditions and subsequent well considered reserved matters applications, there can be minimal conflict with this aim and potential for a positive impact.

### **Promote Sustainable Use of Natural Resources**

80. As this is an outline application it is not possible to give a definitive assessment. Any development will obviously use resources, some of which will not be from sustainable sources. The level of sustainability can only be assessed at detailed stage.

### **Promote Understanding and Enjoyment**

81. Again the full implications can only be assessed at the detailed stage. Additional accommodation and facilities for visitors will contribute to this aim. There is scope for substantial integration of the resort with central Aviemore and surrounding areas by developing the existing footpath network and maintaining access to the NNR etc. The existing blocked pedestrian access from Grampian Road by Laurel Bank can also be opened up. This can be achieved via conditions on the permission and careful consideration of detail in subsequent applications. Potentially there is no conflict with this aim.

### **Promote Sustainable Economic and Social Development**

82. The principle of this mix of development has potential to make a positive contribution to this aim in terms of providing a range of employment and retail opportunities and additional housing. The level of affordable housing provision has not been stated, but conditions can make it clear that there is an expectation that this will be addressed in subsequent detailed applications.

## **RECOMMENDATION**

That Members of the Committee support a recommendation to

**GRANT Outline Planning Permission (based on an indicative masterplan layout) for mixed use development comprising retail, business/office, storage and distribution, residential, leisure, other commercial, holiday lodges and open space and car parking on the entire land holding of Aviemore Highland Resort, subject to:**

- a. **The definitive position of The Highland Council Area Roads' manager and the position on the existing or a revised S75 legal agreement (Highland Council) relating to the provision of the north-south link road within the site;**
- b. **Notification, prior to issue of a formal approval, of the application to Architecture & Design Scotland;**
- c. **No objections from Transport Scotland Trunk Road Network Management; and**



**d. A number of conditions. At the time of writing many of these are still being drafted, wording finalised etc. A definitive set of conditions will be issued for the meeting, but the list that follows is indicative of the matters to be covered ;**

1. A formal planning application or planning applications and detailed plans indicating all reserved matters shall be submitted for the prior approval of the Planning Authority within 3 years of the date of this consent and the development must be commenced within 5 years of the date of this permission or within 2 years from the date of final approval of all the foregoing Reserved Matters.
2. For the avoidance of doubt, outline planning permission is only granted in principle for a mix of uses on the masterplan site. Notwithstanding the details shown on the indicative site layout drawing, (Drawing No. MP-001 G), the exact location and layout of all development and roads, the amount of floorspace for retail, commercial, business, and tourist development, and the number of residential units, are not approved. The quantity and precise location of all land uses, including the road network, which shall include provision for access to adjoining development sites on Grampian Road where considered appropriate by CNPA acting as Planning Authority, shall be subject to the submission and approval of a further Reserved Matters planning application or planning applications.
3. The Reserved Matters planning application or planning applications referred to in Condition Nos. 1 and 2 above, shall include a detailed phasing plan as an essential component of any overall site development proposals.
4. That unless otherwise agreed in writing with the Planning Authority, all development contained within the masterplan site hereby approved, shall comply with the provisions of the approved Aviemore Masterplan, or any revisions or substitutes to the Aviemore Masterplan, subsequently approved and adopted by the CNPA and/or Highland Council acting as Planning Authority. For the avoidance of doubt, all constituent site or individual development proposals shall demonstrate high quality levels of siting and layout, building and landscape design, and sustainability.
5. That unless otherwise agreed in writing with the CNPA acting as Planning Authority following consultation with Highland Council's Area Roads Manager, the road network within the masterplan site hereby approved shall be designed for maximum traffic speeds of 20 mph.
6. The Reserved Matters planning application or planning applications referred to in Condition Nos. 1 and 2, shall include details of all roads and means of access to each constituent site or individual development. For the avoidance of doubt and unless otherwise agreed in writing with the CNPA acting as Planning Authority, following consultation with Highland Council's Area Roads Manager, all access roads referred to in this condition shall be built to adoptable standards.

7. That unless otherwise agreed in writing with the CNPA acting as Planning Authority, the existing obstructing fence and planting on the masterplan boundary site located at the west end of the existing lane to the north of the existing Tesco car park and connecting Grampian Road with the masterplan site, shall be removed, within one month of the date of this permission.
8. That unless otherwise agreed in writing with the CNPA acting as Planning Authority, following consultation with Highland Council, or as subsequently agreed through the approval of any future Reserved Matters permission, from the date of this permission, all existing trees on the masterplan site, shall be retained.
9. That the Reserved Matters planning application or planning applications referred to in Condition Nos. 1 and 2 above, shall include the provision of community open space and facilities.
10. That the Reserved Matters planning application or planning applications referred to in Condition Nos. 1 and 2 above, shall include an overall and detailed landscape plan which shall include indications of all existing trees and landscaped areas to be retained, and all proposals for the siting, numbers, phasing programme for implementation, species and heights (at time of planting) of all new planting. For the avoidance of doubt, the landscaping strategy required by this condition, shall comply with the provisions of the approved Aviemore Masterplan, or any revisions or substitutes to the Aviemore Masterplan, subsequently approved and adopted by the CNPA or Highland Council acting as Planning Authority.
11. That the Reserved Matters planning application or planning applications referred to in Condition Nos. 1 and 2 above, shall include a co-ordinated scheme of pedestrian/cycle routes linking with the existing Aviemore footpath network and orbital path. These routes shall be established and maintained as a key component of public access to and through the masterplan site and creating permeability and linkage with Grampian Road and central Aviemore. In addition, the existing main footpath route through the masterplan site and accessing the Craigellachie National Nature Reserve shall be safeguarded for public use at all times in the future.
12. Notwithstanding the provisions of the Town and Country Planning (Scotland) Order 1992 (as amended), no walls or fences shall be erected on any masterplan site boundary or within the masterplan site, unless otherwise agreed in writing with the CNPA acting as Planning Authority.
13. That notwithstanding the information submitted in relation to layout and uses on the submitted indicative site layout plan (Drawing No. MP-001G), all built development shall be restricted to areas free from risk of a 1:200 year flood event. Measures shall be implemented to ensure that

flood risk to properties outwith the application site will not be exacerbated, all in accordance with a Flood Risk Assessment fully compliant with SPP7 and PAN69, and funded by the developer. The Flood Risk Assessment required by this condition shall be included in the Reserved Matters planning application or planning applications, required by Condition Nos. 1 and 2 above.

14. The Flood Risk Assessment required by Condition No. 13 above, shall address all areas covered by the proposed masterplan site and shall consider all sources of flooding. The Flood Risk Assessment will take into account the hydraulic structures of the Milton Burn which could cause flooding if blocked by debris, and an assessment of the conveyance capacity of the burn and culverts. In addition, blockage scenarios and the likely impacts shall also be assessed by the Flood Risk Assessment. Development proposals for each site will only be accepted if all of the following can successfully be demonstrated by the Flood Risk Assessment:
  - i. that new buildings do not lie within the 1:200 year floodplain (i.e. functional floodplain);
  - ii. that residents will be afforded a safe, permanent route of access and escape, that will remain dry during a 1 in 200 year flood event, to land lying entirely outside the floodplain;
  - iii. if landraising is proposed in the context of SPP7, any loss of floodplain arising from any increase in ground covered areas or landraising will be compensated on-site, on a level-for-level and volume-for-volume basis;
  - iv. the development will not cause increased impedece of flood flows or increase the possibility of flooding elsewhere.
15. That the Reserved Matters planning application or planning applications referred to in Condition Nos. 1 and 2 above, shall include a fully detailed Drainage Impact Assessment.
16. That prior to the commencement of any development on any part of the masterplan site hereby approved, a photographic record shall be made of the remains of old buildings and/or other features affected by the proposed development, in accordance with the attached specification (brief for archaeological evaluation). Thereafter it shall be submitted for the further written approval of the CNPA acting as Planning Authority following consultation with Highland Council Archaeology Unit. No site clearance work shall take place until confirmation in writing has been received from the CNPA acting as Planning Authority that the record has been lodged and is satisfactory.
17. The Reserved Matters planning application or planning applications referred to in Conditions 1 and 2 above, shall make provision for a community green space and community building in accordance with the approved Aviemore Masterplan, or any revisions or substitutes to the Aviemore Masterplan, with the details of such provision (including

arrangements for ensuring its permanent availability for community use) to be submitted to and agreed by the CNPA acting as Planning Authority.

### INFORMATIVE

1. The applicant/developer is advised that subsequent applications under reserved matters may require the provision of updated Retail Impact and/or Transport Assessments reflecting the situation appertaining at that point in time.
2. The applicant/developer is advised that subsequent applications for housing under reserved matters will require to make provision for affordable housing at a level of between 30 – 50%, precise amount dependent on the detailed scheme proposed and the prevailing housing needs at that point in time.
3. The applicant/developer is advised to liaise with Scottish Natural Heritage when preparing detailed proposals in order to take account of the need to protect breeding peregrine falcons on the Craigellachie National Nature Reserve.

### DETERMINATION BACKGROUND

This application was lodged with The Highland Council in June 2007, but was not validated as it was not accompanied by the full range of information considered essential for processing the application. The outstanding information was made available to The Highland Council on 12 November 2007 and the application was validated and notified to CNPA on the same day. The CNPA called in the application on 16 November 2007. The applicants have made it clear that they had a compelling business need that necessitates a decision on this, and other applications in the resort site, by 31 December 2007. This site plays an important role in the economy of Aviemore and the National Park and CNPA has therefore sought to bring the application to Planning Committee at the earliest opportunity. This has involved engaging support from a consultant to substantially prepare this report, and various consultees co-operating by processing their responses to meet this Committee date.

**Don McKee**  
**6 November 2007**

[planning@ Cairngorms.co.uk](mailto:planning@ Cairngorms.co.uk)

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.

# **Appendix 1 – Submitted Drawings and Supporting Statement**





**INDICATIVE PHASE LAYOUT**

<b>Client</b>	
Avalanche Highland Resorts Ltd	
<b>Project</b>	
Avalanche Cairns Masterplan at Avalanche Centre Avalanche	
<b>Consultants</b>	
Development Masterplan as proposed planning	
<b>Scale</b>	<b>Date</b>
1:500	Feb 2007
<b>Project No</b>	<b>Client No</b>
1005	002
<b>G.H. JOHNSTON</b> BUILDING CONSULTANTS LTD	
MILLING ROAD, GLENMORANGIE, ABERDEENSHIRE, AB37 5YU, SCOTLAND TEL: 01347 832222 FAX: 01347 832223 WWW.GHJOHNSTON.COM	

**Aviemore Highland Resorts Ltd**

**Aviemore Master Plan**

**Supplementary Notes**

This supplementary note supports the additional information lodged comprising essentially two plans showing indicative layout and phasing and technical reports.

**The Master Plan** identifies a spread of varying land uses linked by a feeder road circling the outward edge of village centre expansion thus allowing servicing of car parks and mixed developments and allowing an inner network of traffic free path networks. This encircling service road separates the resort from the village but provides the opportunity to integrate the central development lands with the existing commercial centre of the village. This is the urban design challenge for architects as each phase rolls out through successive phases.

Thus, although land uses are specifically identified as housing, offices or shops we will seek to secure a mix within each phase thus enabling a dynamic social and design process to evolve. We do not wish to see a townscape desert by creating exclusive zones as the interest, vitality and sense of belonging in our towns and villages is better secured by comfortable interplay between home, work and leisure.

**The Linear park and Town Square** is a design signature project introduced to create a sense of place and identity thus linking the new housing to the North and West with the existing centre. Opportunities for integrating footpaths and landscaping bringing focus to a hard landscaped town square enclosed by shops and restaurants, providing a setting for town art or entertainment activity. This is located so that there is a visual association with the new supermarket and the town centre. Housing and offices will be intermixed on adjacent land in parallel phases thus injecting rounded vitality and interest to this essential enhancement of the community.

A **Town Park** is identified at a central location currently occupied by private hotel space. This is a natural amphitheatre which could thus naturally provide all year round activity space for the whole community located ideally close to transport interchange and on the south approach to the centre of Aviemore. An access and car park will provide an element of cut off parking at the south end of the village. There may be an opportunity for a prestigious housing development to the south edge of this land thus helping to frame and lend scale to the new park and civic uses.

The continuing expansion of **Aviemore Highland Resorts** is an essential component and thus land opportunities are brought forward allowing consideration of expansion of accommodation and a range of alternative opportunities. This will ensure continuity of jobs and economic growth so essential to sustaining the success of Aviemore.



A Transport assessment, Retail impact assessment and Drainage assessment are submitted as foundation documents containing assessment and outcome statements that justify the submission of the amended master plan.

The **Transport Assessment** confirms the capability of roads and transport infrastructure and identifies the need for improvements as development progresses. Certain land use assumptions had to be made and these are indicative on the Master Plan. For the avoidance of doubt it is confirmed in this supplement that the specific land use allocations, floorspace estimates and house unit numbers are not included for the purposes of committing the Planning Authority to floorspace or densities. They are indicative only. At this time there is no agreement over the site's land use composition or its spatial allocation. This is influenced by the sensitive nature and character of Aviemore and the recognition of the need to integrate new development by mixed uses and pedestrian and access linkages.

The essential linked access road will be developed in phases and a continuous review process of the transport assessment now committed to in this submission.

The **Retail Assessment** confirms that there is a forecast shortfall of retail choice and opportunity and intimates that opportunities for the development of business/office floorspace and car parking is an essential component of the expanding village centre. There will be an increase in the available floorspace and a contribution to enhancing viability and vitality to the town centre without causing unacceptable impact on the viability of centres in the catchment or beyond. It strongly suggests lack of opportunity for new retailers or expansion at present.

The **Drainage Assessment** confirms the devices that need to be integrated into the development as it proceeds in order to handle and absorb surface water arisings. Existing networks will be expanded to absorb new connections. There are no known flood incidents and it is confirmed that the new development will not increase risks.

12<sup>th</sup> Nov 2007

Aviemore Highland Resorts Ltd per  
GH Johnston Building Consultants Ltd  
Willow House  
Stoneyfield Business Park  
Inverness  
IV2 7PA

Job No: 1665

## **Appendix 2 – Photographs**

**(Cross reference with plan in Appendix 1)**



**Looking to Area N Rear of Cairngorm Hotel from Southern Access Road**



**Looking to Area H Strathspey Lawn from Southern Access Road**



**Area L and K over to left**



**Area C**



**Looking to Areas E, F, D, G**



**By Entrance to Tulloch Housing Site looking right to left at Areas D/G,  
E/F, C**





**Entrance to Tulloch's site Looking Right to left at Areas E/F, C**