
CAIRNGORMS NATIONAL PARK AUTHORITY

Title: REPORT ON CALLED-IN PLANNING APPLICATION

Prepared by: NEIL STEWART, PLANNING OFFICER (DEVELOPMENT MANAGEMENT)

DEVELOPMENT PROPOSED: FULL PLANNING PERMISSION FOR ERECTION OF CLUBHOUSE (INCLUDING CHANGE OF USE OF STEADING FOR GOLF BUGGY STORAGE), FORMATION OF CAR PARK AND UPGRADING OF ACCESS, SITE OF PROPOSED GOLF CLUBHOUSE, DALFABER VILLAGE, DALFABER DRIVE, AVIEMORE

REFERENCE: 07/025/CP

APPLICANT: MACDONALD RESORTS LTD. WHITESIDE HOUSE, BATHGATE, WEST LOTHIAN, EH48 2RX

DATE CALLED-IN: 26 JANUARY 2007

RECOMMENDATION: GRANT, SUBJECT TO CONDITIONS



Fig. 1. Location Plan

SITE DESCRIPTION AND PROPOSAL

1. This site is located on the east side of Aviemore at Dalfaber, and served off Dalfaber Drive. On site at present, there is an “L”-shaped steading building which sits on a flat raised area above the new Dalfaber championship golf course which sits below to the east and north east between the site and the River Spey. The steading is slate and stone and benefitted from a temporary planning permission for the internal storage of golf buggies related to the Dalfaber Golf Course until it expired on 28 August 2007. Flat hardcored areas surround the steading but on the north side there is a line of conifer trees which lie within the proposed site. Beyond the site to the north is a vacant 2 storey house. The site is served at present by an unsurfaced track which leads from Corroul Road near its junction with Dalfaber Drive.



Fig. 2. Site viewed from south side

2. Including the recently expired temporary permission for the use of the steading for golf buggy storage, the site has been the subject of previous applications. In April 1999, permission was granted for the formation of the golf course and clubhouse facilities. In December 2003, permission was granted for revisions to the clubhouse proposals. In April 2004, Highland Council granted permission for a further amended design for the clubhouse which involved retaining the existing steading building and extending it. This permission remains extant until April 2009. Also of some relevance, are the proposals for residential development on adjacent sites at Dalfaber. The Committee will recall that these previous applications for residential development were refused by the CNPA in February 2006 but subsequent appeals were

won by the applicant (Reidhaven Estate). However, these applications have been the subject of a third party action at the Court of Session and no decision has been reached as yet. Nevertheless, new outline applications for these residential developments have been submitted. These remain under consideration with the CNPA.



Fig.3. Site and steading viewed from the south east (vacant house not part of the site).



Fig.4. Site from golf course looking south

3. The application has been the subject of one revision with notifiable properties re-notified accordingly. The proposal now formally includes a permanent change of use of the existing steading building for golf buggy storage purposes but also a new building immediately adjacent on the south east side will be constructed to accommodate a bar/restaurant with related stores and kitchen areas, a “pro” shop, office, and male and female changing, shower and toilet facilities. The new building takes a single storey form with curved glazed frontage with outdoor decking, taking advantage of the elevated views over the golf course. Materials include zinc colour coated standing seam roof (with some rooflights), glazing, stone reclaimed from the site, white wet dash render, and some timber panels. The curved glazed frontage will extend above the ground levels which slope down to the golf course. This area will be supported by columns. Planting will adorn the decking area. The juxtaposition of the two buildings will create a courtyard area which will be enclosed by a wall and railings with gate.



Fig. 5. Existing access track looking from site towards Corrou Road/Dalfaber Drive

4. Access will be from the existing unsurfaced track leading from Corrou Road. The junctions of Corrou Road and Dalfaber Drive, and Corrou Road and the existing track will be upgraded, and a new 2m wide remote path created along the length of the access to the site. The revisions have amended the arrangement at the new junction of Corrou Road and the track, retaining priority for vehicles on Corrou Road. Parking for 66 cars is proposed in the flat areas surrounding the buildings. Existing trees along the track are shown as being retained and new planting is also indicated in this location.

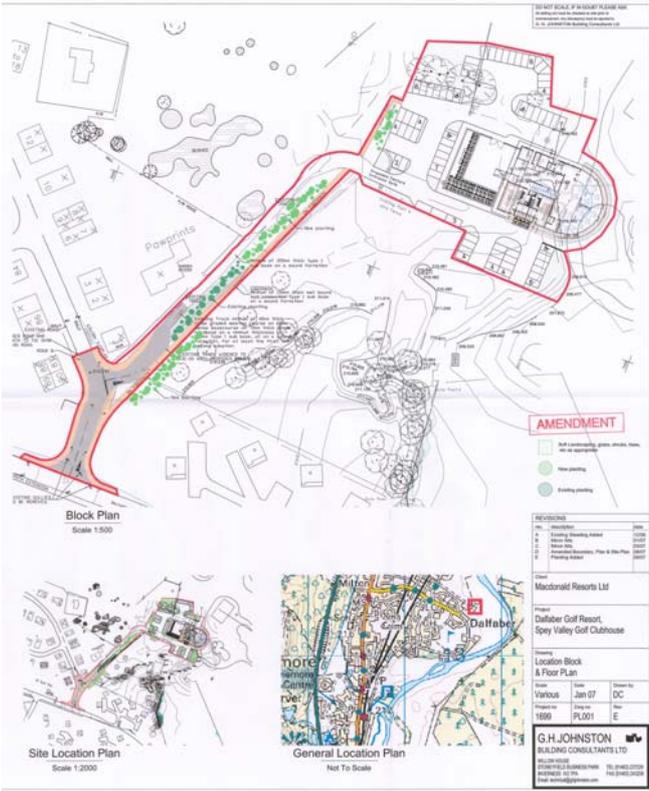


Fig. 6. Site plan



Fig. 7. Elevations

DEVELOPMENT PLAN CONTEXT

Cairngorms National Park Plan 2007

5. Strategic objectives for Landscape, Built and Historic Environment include ensuring development complements and enhances the landscape character of the Park; and new development in settlements and surrounding areas complementing and enhancing the character, pattern and local identity of the built and historic environment. Strategic objectives for Water include promoting sustainable flood management consistent with natural fluvial processes. Strategic objectives for Sustainable Tourism include; improving and maintaining the quality of experience in the Park for all visitors, communities and those working within the tourism industry. Strategic objectives for Outdoor Access and Recreation include encouraging people of all ages and abilities to enjoy and experience the outdoor environment; and promoting high standards of responsible enjoyment of the Park.

Highland Structure Plan 2001

6. **Policy G2 (Design for Sustainability)** advises that developments will be assessed on the extent to which they (amongst other things); are compatible with service provision (water, sewerage, drainage, roads etc.); are accessible by public transport, cycling and walking as well as by car; makes use of brownfield sites, existing buildings and recycled materials; impacts on resources such as habitats, species, landscape cultural heritage etc.; and demonstrate sensitive siting and high quality design in keeping with local character and historic and natural environment and in making use of appropriate materials. **Policy SR3 (Golf Development)** advises that golf development should be consistent with the Highland Golf Development Strategy and those which are accompanied by a satisfactory golf course management plan will be supported. **Policy T2 (Tourism Developments)** supports high quality tourism development proposals, particularly those which, amongst other things, extend the tourism season and spread economic benefits more widely. **Policy L4 (Landscape Character)** advises that regard will be had to the desirability of maintaining and enhancing present landscape character in the consideration of development proposals. **Proposals NH1 (Flood Consultation Areas)** requires Local Plans to identify areas with a perceptible risk of flooding. Within these areas, all development proposals will be assessed for their compatibility with the flood risk and with flow character of the watercourse.

Badenoch and Strathspey Local Plan 1997

7. The site lies within the settlement envelope of Aviemore. Under **Neighbourhood Facilities, Policy 6.3.7**, advises that the farm building and steadings at Dalfaber are suitable for conversion to community, visitor or business use. Scope exists for possibly high technology use, a farm museum or golf clubhouse facilities. **General Policy 2.2.9. (Tourism and Recreation)** states that tourism and recreational activities will continue to make a vital contribution to the economy. The priority is to ensure that broadening the range and quality of facilities and accommodation is balanced with protecting the areas exceptional scenic and heritage resources. **General Policy 2.4.12 (Flooding – Development Restraint)** states that there will be a presumption against any building development within flood risk areas, except where it is considered essential to continued agricultural use of the land.

CONSULTATIONS

8. **Aviemore and Vicinity Community Council** state that it is good to use reclaimed stone which will tie in with the existing materials on the steading. However they would wish to see the stone used on all elevations. They would also prefer slate which they see as being more appropriate to a traditional club house worthy of a championship golf course. They are pleased to see the building built into the hillside but they wonder if there are enough car parking spaces. They also wish the cost of membership for local residents to be offered at a realistically reduced rate.
9. **Scottish Water** advise that Blackpark Water Treatment Works currently has sufficient capacity to service the development but there may be issues in the water network. The Aviemore Waste Water Treatment Works has sufficient capacity to serve the development but again, there may be issues within the network.
10. **Highland Council's Archaeology Service** advise that the proposal will affect a building that is depicted on the first edition OS map of c1870. A visual record should therefore be made.
11. **Highland Council's Scientific Officer** is content to accept the findings of the submitted Contaminated Land Site Investigation Report. The main concern was the existence of a disused pit to the south side of the site. However, the programme of gas monitoring from boreholes across the site, indicates that there is no concern about gas migration to the site from the disused pit.
12. The **CNPA's Sustainable Tourism Officer** states that the plans are generally positive from a tourism perspective. A Championship Golf Course needs clubhouse facilities to complete the product. It is hoped that the catering and retail facilities would be open to the general public, adding to the general tourism product of the Aviemore area.

The entrance gates proposed though could be potentially divisive and a barrier to access.

13. The **CNPA's Outdoor Access Officer**, at the time of the original submission, stated that this is one of the two most significant access points to the Spey in Aviemore – the other being the Fisherman's Car Park to the north. The combination of the two access points gives a short but scenic river side loop walk and connects recreational users to longer walks along the Spey. Without the route through the development site, access to the River Spey would only easily be gained from the Fisherman's car-park and this would be inadequate given the demand for access from a population the size of Aviemore, and the fact that the new championship golf course is now a major linear barrier between the town and the river. The riverside path and the route through the Dalfaber steading were identified as important routes for access in the community engagement over core path planning, and have been included for further consultation in the draft Interim Core Path Plan. These points lead to the conclusion that the access route through the proposed development site of the Clubhouse is of utmost significance and must be afforded maximum protection through the planning process. Access is currently taken between the steading and the old farmhouse property and a line leads directly down to the river, now utilising some of the surfaced 'golf buggy' tracks put in as part of the new golf course development. This route is already well-used; is partially surfaced and has the advantage being the most direct route to the river and therefore is the most desirable route from the public's point of view.

14. The original plans showed that the access road to the clubhouse was to be single track in places. This raised concerns with the **Outdoor Access Officer** about provision and safety of non-motorised approaches and the separation of vehicles and people on the road. Taking all this on board, it was therefore recommended that; non-vehicular access must be catered for along the access road to the car park with particular regard to where the road narrows to single track. This should be to all-abilities standards e.g. wide enough to accommodate wheelchairs and with drop kerbs if necessary; a separate access into the car park for recreational users beyond the vehicle entrance gate (between the 4-bay and 6-bay parking spaces which is the same location as the current access), in the form of either a gap preferably, or a gate. If a gate is installed it must be unlocked at all times and present no barriers to a wide range of users including all-abilities and should comply with the BT Countryside for All Standards and Guidelines; if perimeter fencing is used where the access route emerges onto the course, a further gap or gate must be installed to the same standard as above; clear and welcoming waymarking must be in place from the turnoff at Dalfaber Drive to where the access route crosses the course, directing recreational users to the river. This waymarking must be compliant with the Scottish Outdoor Access Code.

15. Following the revisions, the **Outdoor Access Officer** states that she supports the changes and the establishment of the 2m wide remote path. It would be preferable to have a gap into the proposed car park rather than a gate as shown. However, if a gate remains, it should be 2m wide, self-closing and accessible for all-abilities, including wheelchairs. It should not feature any kind of extra barrier such as a kissing gate or chicane.
16. At the time of the original application, the **CNPA's Natural Heritage Group** advised that the steading should be subject to checks for bats prior to any development work. They also suggested that checks for the existence of wild bird nests should be made. In relation to landscape, there were several issues of concern. The proposed building is large and on the edge of the village. It is suggested that it would be very prominent from the surrounding area which is part of the National Scenic Area. The form of the building and its apparent elevated design would exacerbate this prominence and make it stand out. The site is located on the edge of the village which is strongly characterised by blocks of woodland. This feature is effective in breaking up the visual mass of housing in the area. The proposal does not conform to this pattern and therefore more trees are required around the building to make visual connections to the adjacent groups of trees and to break up the mass of the building. There are concerns about the layout of the car park because the spaces are largely against the boundaries of the site with little opportunity for planting. The building has several design features that make it particularly prominent in views to the site. The large curved restaurant window will attract the eye with the potential for reflections. The floorplan is considerably bigger than other buildings in the area and because the building "floats" above the undulating topography it sets it apart from its surroundings. The semi-circular decking will create a shadow. The use of reclaimed stone is good however but there is concern about the white wet dash which will make it highly visible. The entrance feature is isolated and disconnected.
17. The conclusion from the **NHG's Landscape Officer** is that while the principle is acceptable, there are features such as the form and size of the building, its relationship with the topography, car parking and lack of planting that raise concern. It is stated that combined, these features, make the proposal detract from the character of the area with an unacceptable impact on views to and across the site. It is suggested that this fails to conform to the first aim of the Park. The recommendation is negotiation on amendments or refusal.
18. **SEPA** originally raised a concern about the levels of treatment for surface water from the car parking areas. They also stated that the site was partially within the limits of the indicative 1 in 200 year flood event maps. They therefore objected to the application until a Flood Risk Assessment was carried out. A Flood Risk Assessment was carried out and submitted. **SEPA** have accepted the conclusions and

withdrawn their objection on the grounds of flood risk, subject to conditions relating to the height of finished floor levels, surface water discharges rates, and no landraising. In relation to the surface water drainage proposals for the car park, two levels of treatment are required.

19. **Highland Council's Area Roads Manager** initially advised that they had no objections to the proposals for the upgrading of the road junction and the access, subject to Construction Consent being sought. However, only the first part of the access would be considered for adoption. In addition, there was a request for the inclusion of a remote path to link the proposed clubhouse with the Corrou Road eastern footpath. There was acceptance of the level of parking and there was a need for conditions relating to visibility splays.
20. However, following receipt of representations about the proposal to change the priority of the road junction at the point of the access, the applicants revised their proposals. These revisions also included the required remote path. The **Area Roads Manager** continues to have no objections on the basis of the revised proposals.

REPRESENTATIONS

21. The application was advertised in January 2007. At the time of the **original submission** 15 letters of representation were received. The issues raised include:
 - *Application must be considered in isolation and not take account of the proposed residential development in the surrounding area - any required upgrade of the road should not be considered as forming any part of a detailed application for the residential development.*
 - *Construction of the clubhouse and access should be mutually inclusive and not one without the other.*
 - *Proposal for 2 m wide path is to continue the use of the existing clubhouse and have golf buggies using it to access the golf course.*
 - *Concern about the change in vehicle priority at the upgraded junction between Corrou Road and the clubhouse access.*
 - *New junction arrangement affects the accesses to Nos. 89 and 90 Corrou Road – also no need to widen and realign Corrou Road junction*
 - *Existing track incapable of accommodating the levels of traffic – no passing places – concerns about speed – should be two lane.*
 - *Loss of trees to allow upgrade of road junction – inaccurate information provided – general landscaping required.*
 - *Traffic Impact and Flood Risk Assessments are required – site affected by 1:200 year flooding.*

- *There are alternative routes to this site, on the applicant's land which could be used and would not involve an upgrade of Corroul Road – already constructed a track further along the road.*
 - *Concern about a road from a licensed premises exiting onto a public highway in an area of housing and pedestrian traffic.*
 - *The size of the building will have a significant visual impact.*
 - *Access to Heather Cottage must be maintained, particularly during construction.*
 - *Roof should be finished in slate.*
 - *Concerns about the introduction of a private roadway for snow clearing, rubbish collection etc.*
 - *Concern about the legality and safety of golf buggies using public roads.*
22. The applicant's agent has submitted a statement which summarises and addresses the issues raised by the representees.
23. Two further letters of representation have been received in relation to the **revised submission**. The issues raised include:
- *The landowner has concerns about the proposed tree planting between the existing track and the proposed 2m path – this new planting is on ground which will form the solum of the proposed new road required to service the land zoned for residential in the Local Plan – it should be removed.*
 - *Welcome the change to retain the vehicle priority to Corroul Road and the new path.*
 - *Still concern about the surfacing of the access beyond the adopted section – needs to be tarred - need for traffic calming.*
 - *Still concern about the design of the building and need for screen planting.*
24. Copies of all submissions are attached for the consideration of the Committee.

APPRAISAL

Principle and Policy

25. This site benefits from an existing extant planning permission for a golf clubhouse, dating from 2004. Prior to this, permissions were granted for the golf course and associated clubhouse in 1999 and then a revised clubhouse design in 2003. The existing steading has also benefited from a temporary permission for golf buggy storage. The golf course itself is, of course, in existence and operational with temporary "clubhouse" and administration facilities at the existing Dalfaber Country Club on Dalfaber Drive.

26. In the adopted Local Plan, the site is earmarked for business, visitor or community use. A golf clubhouse facility is given as a specific and appropriate use in this regard. There are positive steers for the principle of this type of use in both the Highland Structure Plan and the National Park Plan.
27. I therefore take the view that the principle of a golf clubhouse at this site is acceptable.

Design, Landscape Impact and Natural Heritage

28. Some concerns have been raised from representees and consultees about the design of the new building. This view is that the building is large and out of scale and character in relation to the existing steading and its surroundings.
29. The site does lie within a National Scenic Area and on the edge of the settlement where the character changes from urban residential to countryside. The existence of the River Spey, the network of paths and the golf course itself makes the area well used by local people and visitors. The existing steading building, which would have formed part of a traditional farm complex, also carries some cultural heritage interest because it is shown on the first OS maps dating from 1870. The area therefore is quite sensitive.
30. The starting point though is the design of the building approved under the existing permission. This comprises a pitched roof timber clad structure with a clock tower. It was in fact the former "Santa Claus" building from the Aviemore Resort which was to be relocated. This permission remains extant and could be implemented at any time up until April 2009. It is not known though if this structure still exists. Nevertheless, the new design must be seen in the context of this existing permission.

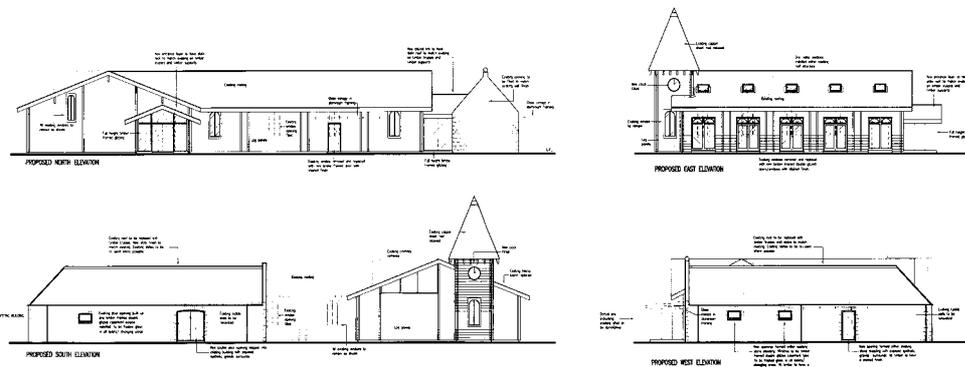


Fig. 8. Extant Permission Design

31. It is the case that the new building is clearly different in appearance and character to that of the existing steading, and the initial submission showed the new building physically adjoining the steading. This accentuated the difference in character and appearance between the existing and the proposed buildings. Following negotiations some amendments have been submitted. These include detaching the two buildings; the introduction of rooflights; use of some timber cladding and adding additional fenestration to the side elevations; removal of the understorey stone wall supporting the projecting south eastern end and replacement with structural columns; and the introduction of overhanging planting on the decking area. In my view, the revisions have resulted in improvements. Separating the buildings, allows the retention of the individual identity and character of both the existing and proposed buildings. Removing the "heavy" understorey wall and creating overhanging planting "lightens, raises and softens" the appearance of the projecting curved glazed feature, and the additional fenestration adds more interest and breaks up the scale of the elevations and roof.
32. It is understandable that some concern has been raised about the design because of the difference in character and appearance. However, I take the view that the revised design is acceptable in this instance. In design terms, golf clubhouse buildings often act as a focus and a feature in a landscape. I do not find that the scale is excessive. It is certainly different in character and appearance to the existing steading but its profile and height is low. I would argue that the existing approved clubhouse design is also very much different in character and appearance to the steading and its immediate surroundings, and indeed it is higher in profile. As good designs should, the new building takes advantage of the open aspect and sloping ground towards the golf course and the river. Indeed, the concept is to provide its main relationship with the golf course it serves. The use of reclaimed stone is certainly welcomed but I have no objection to the more contemporary approach employed here.
33. Some concern has also been raised about the design and layout of the car parking and the lack of space for meaningful landscaping. The applicants lease the land from the Estate. The boundary of the site within their control is therefore quite "tight". The car parking provision meets the requirements of the Area Roads Manager but this does not leave any significant areas for new planting. However, the car parking layout has been amended in order to retain the line of conifers that exist to the north side, and small areas of landscaping can be achieved in and around the car park and the building. While it would be preferable to have more space for landscaping, I take the view that the site is, at present, quite open with the existing steading somewhat "isolated" in the landscape. I do not feel that this matter is sufficient to justify raising an objection.

34. The existing steading will remain and, as part of the new complex, be retained as a golf buggy store. Apart from the removal of a small lean-to part on the north wing gable, no work in addition to what has already been done to create the golf buggy store under the previous temporary permission, is proposed for the steading. There is no requirement therefore for detailed surveys for natural heritage habitats. Nevertheless, SNH have confirmed, informally, that there are no bats or bat roosts in the steading.

Roads and Access

35. Much of the concern from representees surround the issue of the road access and the proposals to upgrade and realign the junction at Corrou Road, Dalfaber Drive and the existing private access which is to serve the site. The initial scheme proposed that vehicle priority would change in favour of users of the access to the clubhouse. However, following the receipt of the objections to this, the revised proposal reverses this, and retains the vehicle priority in favour of users of Corrou Road. This arrangement is acceptable to the Areas Roads Manager.
36. Another concern of representees was that the upgraded access to the clubhouse would be designed to facilitate a new access to serve the proposed residential developments by the Estate on adjacent land at Dalfaber. The concern was that this would prejudice the outcome of current deliberations of these residential proposals. Since the land of the access is within the control of the Estate, it is clearly within their interests to try and ensure that the design of the upgraded access to the clubhouse does not prejudice their future proposals for the Adopted Local Plan allocated residential land here. The solution that has been put forward allows for the required upgrade of the access to serve the clubhouse which meets the standards of the Area Roads Manager, but also does not prejudice any further upgrade **if** the residential developments go ahead in the future. The arrangement of the junctions and the new path, and the provision of new tree planting along the south eastern side of the access, is such that they are reversible. **It should be noted though that granting permission for the current proposal on the basis of the access arrangements put forward at present, does not, in any way, indicate acceptance of the residential developments or any proposals to upgrade the access further.**
37. The issue of retaining open public access to and through the site is another important issue. After consideration of the issues raised by the CNPA's Outdoor Access Officer, the amended layout shows the provision of a 2m wide path running from Dalfaber Drive to the clubhouse site entrance. The applicant's agent has confirmed that uninterrupted public access through the site and on to the path network beyond will continue and be way marked. Conditions can be imposed in this regard.

Flooding, Drainage and Contaminated Land

38. The submission of the required Flood Risk Assessment has clarified the concerns about the risk of flood water from the River Spey, in a 1:200 year event, affecting the proposed development. The conclusions are that there is no recorded history of flooding at the site and that flood modelling carried out for a 1:200 year event (inclusive of 20% allowance for climate change) shows that there is a low risk of fluvial flooding from the Spey. The site is therefore not categorised in a high risk area. The development therefore has an acceptable risk of flooding, provided that finished floor levels are elevated above a certain level and surface water discharges are restricted to below pre-development run-off rates. There also should be no landraising below a certain level. SEPA have confirmed that they accept these conclusions.
39. A revised Drainage Impact Assessment has been submitted and although SEPA still require agreement on 2 levels of treatment for surface water from the car parking areas (this can be the subject of a condition), all other matters are acceptable.
40. A contaminated land site investigation report was submitted and details provided of the site's history. The main concern was the existence of a disused pit to the south side of the site. A programme of gas monitoring from boreholes has been carried out and, subject to some further minor clarification, this is considered by the Council's Scientific Officer to support evidence that the pit is of no concern in terms of ground gas migration to the site.

IMPLICATIONS OF THE AIMS OF THE NATIONAL PARK

Conserve and Enhance the Natural and Cultural Heritage of the Area

41. The site does not impact on any natural heritage designation and provided the photographic record of the existing building is provided, there are no implications for cultural heritage. The site is within a National Scenic Area but as stated in the paragraphs above, and taking account of the use and function of the building, I feel that the design of the building and its landscape impact are acceptable in this location,

Promote Sustainable Use of Natural Resources

42. The building will use reclaimed stone from parts of the former steading buildings that have been removed previously.

Promote Understanding and Enjoyment

43. The proposal will retain popular public access to and through the site to the golf course and existing routes along the River Spey.

Promote Sustainable Economic and Social Development

44. The development will provide new facilities for users of the existing golf course and as such will improve the quality of the visitor product here.

RECOMMENDATION

45. That Members of the Committee support a recommendation to:

Grant Full Planning Permission for Erection of Clubhouse (Including Change of Use of Steading for Golf Buggy Storage), Formation of Car Park and Upgrading of Access, at Site of Proposed Golf Clubhouse, Dalfaber Village, Dalfaber Drive, Aviemore, subject to the following conditions:

1. The development to which this permission relates must be begun within five years from the date of this permission.
2. That the lowest finished floor level of the clubhouse hereby approved shall be set at a minimum of 208.4m AOD, and that no landraising operations shall take place within the site below the level of 207.8m AOD. In addition, surface water drainage discharges shall be restricted to below pre-development run-off rates, as stated in the Revised Drainage Impact Assessment (Ramsay and Chalmers).
3. That prior to the commencement of development on site, a photographic record shall be made of the remains of the existing steading, its surroundings and any other features which are affected by the proposed development, all in accordance with the attached specification. This record shall thereafter be submitted to the CNPA acting as Planning Authority. No further site clearance work shall be undertaken until written confirmation, that the record made has been lodged and is satisfactory, has been received from the CNPA acting as Planning Authority, following consultation with Highland Council's Head of Environment.
4. The development, including the upgraded access road, shall be landscaped and maintained in accordance with a scheme which shall be submitted to and approved by the CNPA acting as Planning Authority before development commences. The scheme shall indicate the siting, numbers, species and heights (at the time of planting) of all trees, shrubs and hedges to be planted and to the extent of any areas of earthmounding, and shall ensure:-
 - (a) Completion of the scheme during the planting season next following the completion of the development, or such other date as may be agreed in writing with the CNPA acting as Planning Authority.
 - (b) The maintenance of the landscaped areas in perpetuity in accordance with the detailed maintenance schedule/table. Any trees or shrubs removed, or which in the opinion of the CNPA acting as Planning Authority, are dying, being severely damaged or

becoming seriously diseased within three years of planting, shall be replaced by trees or shrubs of similar size and species to those originally required to be planted.

5. That from the date at which this planning permission is granted, the trees marked for retention on the approved plan (Drawing No. PL001 D) shall not be uprooted. These trees shall only be felled with the prior written approval of the CNPA acting as Planning Authority.
6. That no development shall commence on this site until the trees marked for retention on the approved plan (Drawing No. PL001 D) have been protected to the satisfaction of the CNPA acting as Planning Authority, and in accordance with BS5837:2005, Trees in Relation to Construction.
7. That the 2m wide path on the south east side of the access road and extending into the site, shall be constructed to all abilities standards (BT Countryside for All) and shall be completed and available for use, prior to the occupation of the clubhouse hereby approved.
8. That on completion of the development hereby approved, and unless otherwise agreed in writing with the CNPA acting as Planning Authority, uninterrupted public access through the site shall be maintained at all times in the future. For the avoidance of doubt, any gates installed shall be self-closing, be a minimum of 2m in width and shall remain unlocked at all times.
9. That prior to the occupation of the clubhouse hereby approved, a detailed scheme (numbers, locations and designs of signs) for the way marking of the public access route to and through the site shall be submitted for the further written approval of the CNPA acting as Planning Authority.
10. That prior to the commencement of works on site, a detailed method statement indicating on-site constructional and operational management procedures which will allow for continued public access to and through the site (or provision of an alternative route) during construction shall be submitted for the further written approval of the CNPA acting as Planning Authority.
11. That prior to the commencement of any construction works associated with the following, details and specifications (samples may be required), shall be submitted for the further written approval of the CNPA acting as Planning Authority;
 - a. the standing seam roof;
 - a. the wet harl for the walls;
 - b. the glazing areas and windows;
 - c. the decking, handrails and structural columns;
 - d. all boundary enclosures, including gates and walls;
 - e. the surfacing of the car parking areas.

12. Notwithstanding the details submitted in the Revised Drainage Impact Assessment (Ramsay Chalmers), and unless otherwise agreed in writing with the CNPA acting as Planning Authority, the internal accesses, and vehicle parking areas shall be provided with two levels of surface water treatment, all to the satisfaction of the CNPA acting as Planning Authority, following consultation with SEPA.
13. That, unless otherwise agreed in writing with the CNPA acting as Planning Authority, following consultation with Highland Council's Area Roads Manager, the upgraded road layout, as shown on the approved plan (Drawing No. PL001), shall be constructed prior to the commencement of any other works associated with the development hereby approved. For the avoidance of doubt, only the initial length of the upgraded access road will be considered for adoption.
14. That construction of the access road shall consist of a minimum of 40mm thick Close Graded Wearing Course on 60mm Dense Basecourse on 70mm thick dense roadbase on a minimum thickness of 250mm Type 1 sub base, all on a sound formation, for at least the first 10m beyond the prospective limits of adoption. Thereafter construction shall consist of a minimum of 350mm thick Type 1 sub base on a sound formation.
15. That unless otherwise agreed in writing with the CNPA acting as Planning Authority, the vehicle parking shall be constructed and completed prior to the occupation of the clubhouse hereby approved.
16. That prior to the occupation of the clubhouse hereby approved, a location and design for the provision of secure cycle parking/storage on the site, shall be submitted for the further approval of the CNPA acting as Planning Authority.
17. Visibility of splays of not less than 4.5 metres x 70 metres shall be provided in both directions at the junction of the Corrou Road and Dalfaber Drive prior to the commencement of any other works associated with the development hereby approved and thereafter maintained free from any obstructions exceeding a height of 1 metre above the adjacent road channel levels.
18. Visibility of splays of not less than 4.5 metres x 30 metres shall be provided in both directions at the junction of Corrou Road and the upgraded access road prior to the commencement of any other works associated with the development hereby approved and thereafter maintained free from any obstructions exceeding a height of 1 metre above the adjacent road channel levels.

Neil Stewart 2 November 2007

planning@cairngorms.co.uk

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