

CAIRNGORMS NATIONAL PARK AUTHORITY

Title: REPORT ON CALLED-IN PLANNING APPLICATION

**Case Officer: KATHERINE DONNACHIE
(PLANNING OFFICER,
DEVELOPMENT MANAGEMENT)**

DEVELOPMENT PROPOSED: Refurbishment of existing station building to form craft shop and multi-purpose space for craft demonstrations/multi-media display of highland culture and Clydesdale horses; formation of new road access with parking for 40 cars and 2 coaches, provision of separate toilet block; conversion of railway carriages to form café; and highland games demonstration area in adjacent field with outbuilding to provide covered viewing at land 235M East Of Riverholme Grantown-on-Spey

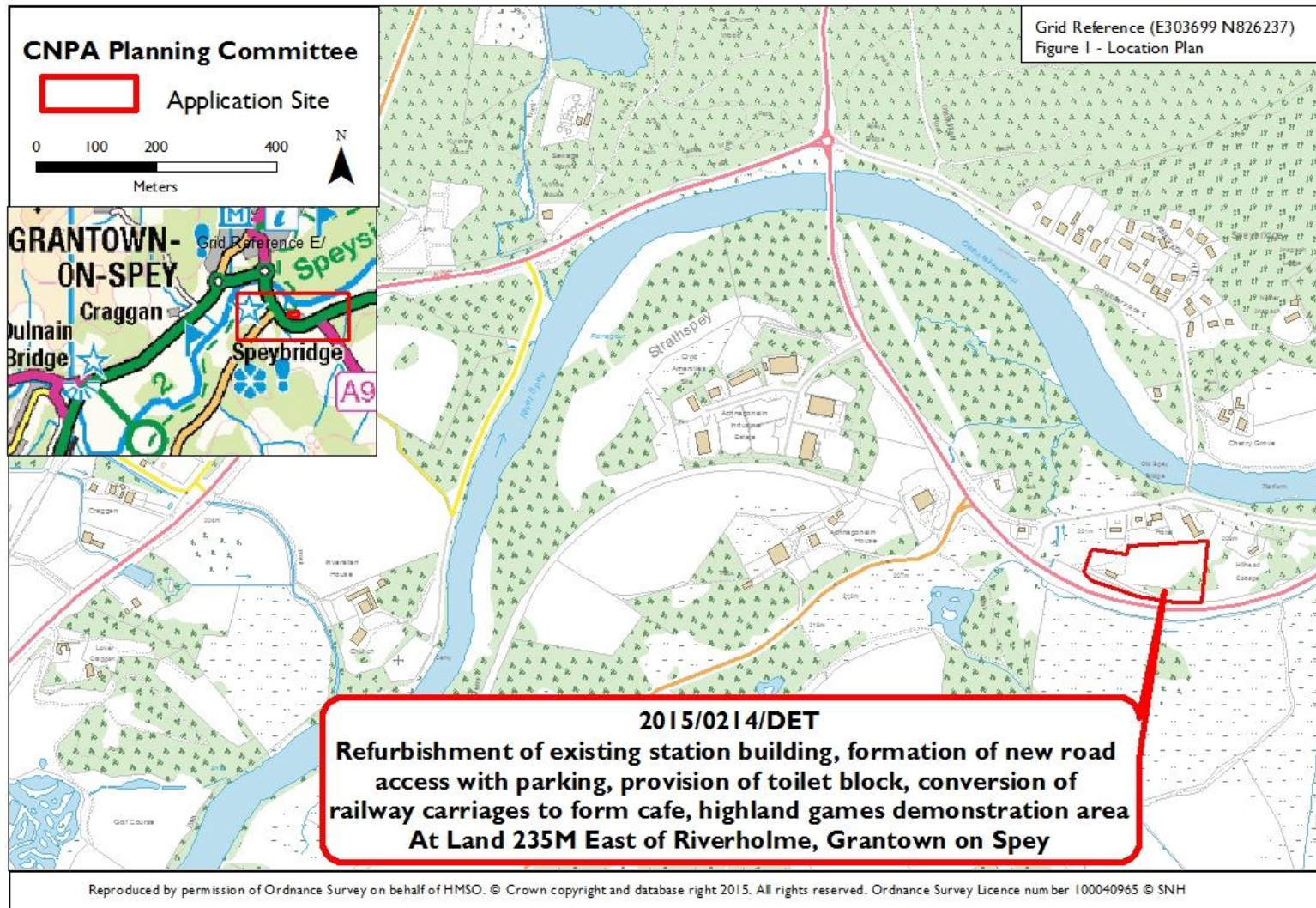
REFERENCE: 2015/0214/DET

APPLICANT: Revack Lodge Estate LLC

DATE CALLED-IN: 6 July 2015

REASON FOR CALL IN: The proposed development raises significant issues for the social and economic well-being of communities in the National Park and with regard to the enjoyment and understanding of the National Park. It is also located close to a principal transport corridor within the National Park. Accordingly it is considered to be of significance to the collective aims of the National Park.

RECOMMENDATION: APPROVAL SUBJECT TO CONDITIONS



SITE DESCRIPTION, DEVELOPMENT PROPOSAL AND HISTORY

- I. The drawings and documents associated with this application are listed below and are available on the Cairngorms National Park Authority website unless noted otherwise:

<http://www.eplanningcnpa.co.uk/online-applications/#searchApplications>

Title	Drawing Number	Date on Plan	Date Received
Location Plan	PL01	29.01.15	
Proposed Site Plan	PL02 Revision C	18.09.15	
Proposed Toilet Block, Covered Viewing Area and Railway Carriages	PL03 Revision B	04.08.15	
Proposed Plan, elevations and section of refurbished former station building	PL04	16.04.15	
Existing Plan, elevations and section of Grantown East station	PL05	26.03.15	
Proposed Café/Converted Rail Carriage	PL06	14.04.15	
External Lighting	PL07 Revision A	04.08.15	
Biggar Candela Light details	-	Undated	
Classique Candela AL 000 Light details	-	Undated	
Landscape Plan	PL08	16.09.15	
Tree Schedule prepared by Scottish Arboricultural Services	-	May 2015	
Tree Protection Plan by Scottish Arboricultural Services		25.05.15	
Drainage Proposals by AF Cruden Associates	147240/02 Rev A	26.08.15	
New Access Plan and Longitudinal profile	147240/04	04.06.15	
Single pipe Headwall plan and sections	147240/08	03.09.15	
Site plan and sections	147240/06	04.06.15	
Site Sections and Levels	147240/03	04.06.15	
Drainage information from Crudens to SEPA	E mail	12.08.15	
Flooding Drainage and SUDS Statement Revision A	147240	Sept 15	
Phase I Habitat Survey and Protected Species Survey Report by the Wildlife Survey Unit	PI5005	21.06/15	

Species Protection Plan for Bats by the Wildlife Survey Unit	-	Oct 2015	
Species Protection Plan – Barn Owls, Reptiles, Otter, Freshwater Pearl Mussel, Sea Lamprey and Atlantic Salmon by the Wildlife Survey Unit			
Economic Statement and Business Plan by Revack Lodge Estate	3712595	undated	
Design Statement by Matt Hamlett Architecture and Design	-	undated	
Flooding information from Crudens to SEPA	E mail	04.09.15	
Outline Construction Method Statement by Wildlife Survey Unit	PI5005	07.09. 15	

Site Description

2. The site is located near Spey Bridge to the south east of Grantown, and includes the Grantown East Railway station and former yard, currently in an untidy, semi-derelict condition, as well as grassland to the east which is proposed for the highland games demonstration area. It is understood that part of the land was formerly leased to the Highland Council for storage of roads chips and vehicles and that it is over 50 years since the station building was last used. The applicants also control land to the east and west of the application site which is proposed for landscaping and ecological enhancement proposals. There are existing trees, both on site and along the roadside, which will be affected by construction of the new site access.

3. There are a number of houses to the north of the site taking access along the road leading to the old Spey Bridge. The Speyside Way runs along this road leading over the Spey Bridge from the small settlement of Spey Bridge which lies the north as shown in **Figure 2**. It is proposed to retain pedestrian access from the site onto the Speyside Way, but at the same time restrict vehicular access from this direction. This will be achieved by continuing to lock the gate across the site access and providing a gate for pedestrian access. To the south of the site is the A95 Aberlour - Grantown Trunk road off which a new site access is proposed.



Figure 2: Location Plan

4. The River Spey to the north is a Special Area of Conservation and core path. There are no specific designations on the site itself.

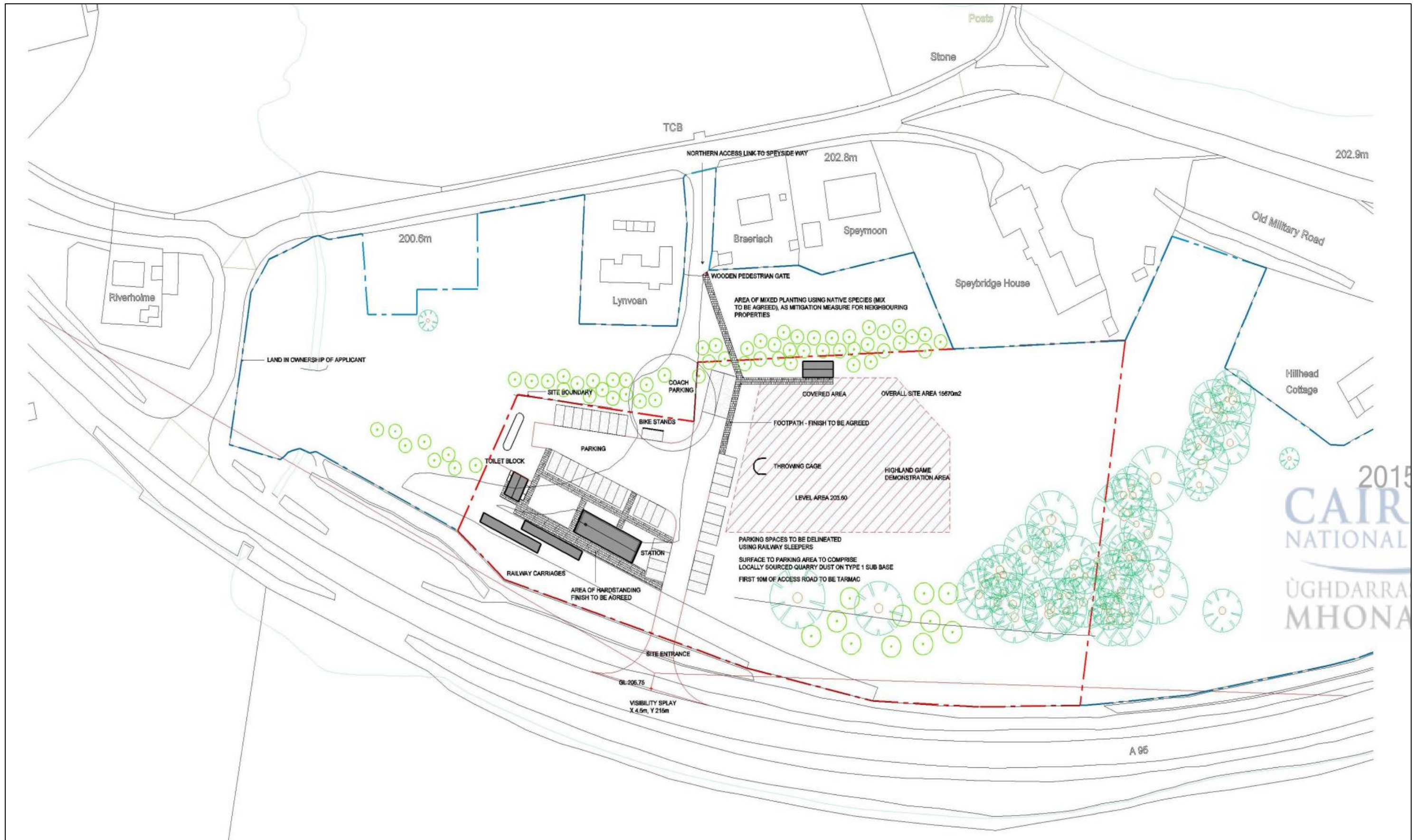
Development Proposal

5. This application seeks full planning permission for development of a new facility at the former railway station at Grantown East, comprising the following key components:
 - a) Change of use and refurbishment of existing vacant stone and slate former railway station building to form shop area, multi-purpose display area and staff toilets. Further supporting information sets out that the intention is that this area will be used by local craftsmen and for heritage displays including history of Clydesdale horses and kilt making. Existing slate roof is to be repaired where possible, and if not Spanish slates to be used. Wooden windows are proposed throughout and no new openings or extensions to the existing building are proposed
 - b) Re-contouring of grassland to east of station to form a highland games demonstration area for hammer throwing and caber tossing. It is also

intended that outwith operating hours this area can also be used by the community, for example for football/games

- c) Erection of pitched roof covered viewing area to north of demonstration area, which is open fronted and of timber and corrugated aluminium construction. This building is also to be used for storage of cabers/hammers. (See **Figure 4**)
 - d) Erection of pitched roof timber and corrugated aluminium toilet block to west of station building
 - e) Siting of railway carriages on former railway track to south of station building to be used as café and kitchen facility. The carriages have capacity for 56 dining seats and 15 high chairs
 - f) Formation of parking area for buses and cars together with bike stands. The surface will be permeable and the spaces will be defined by railway sleepers
 - g) Formation of new access point onto the A95 trunk road
6. The proposed site layout and these various components is shown in **Figure 3**

Figure 3 Proposed Site Layout



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 Planning Committee Agenda Item 5 18/12/15

7. The proposed covered viewing area is shown in **Figure 4** with the station conversion shown in **Figure 5**.

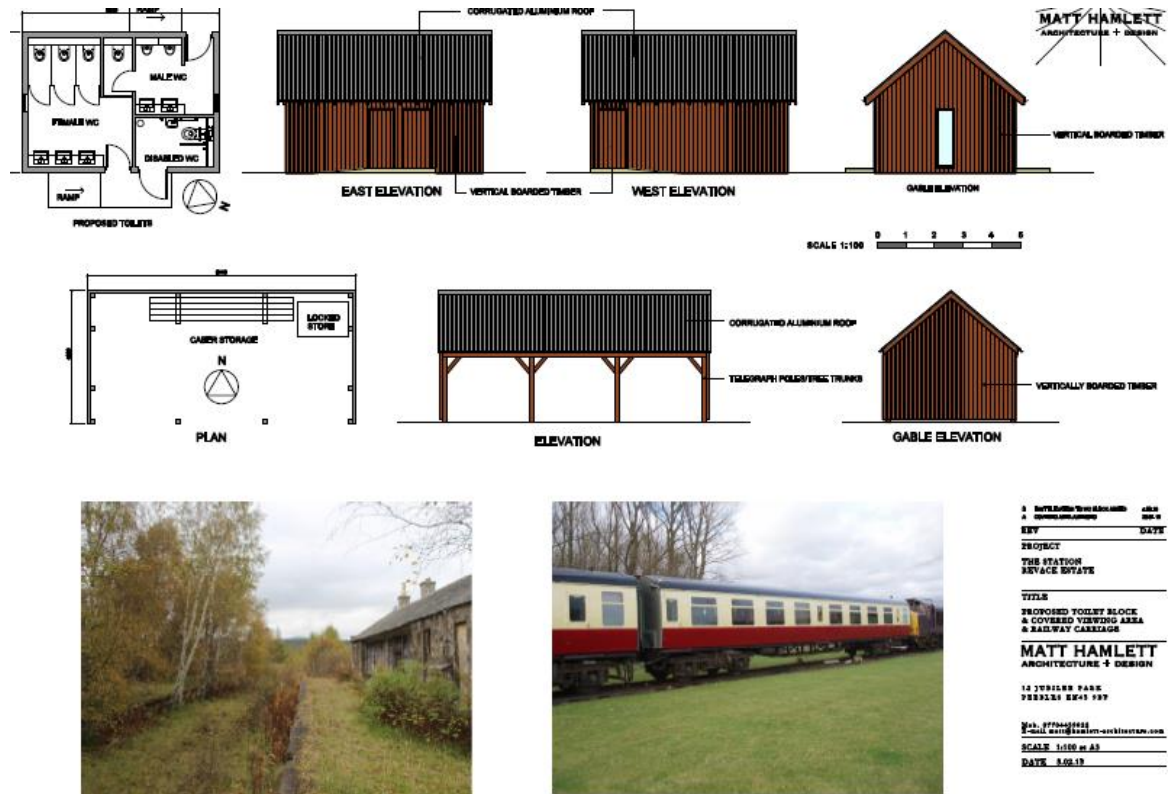


Figure 4: Covered Viewing/Storage Area

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Planning Committee Agenda Item 5 18/12/15

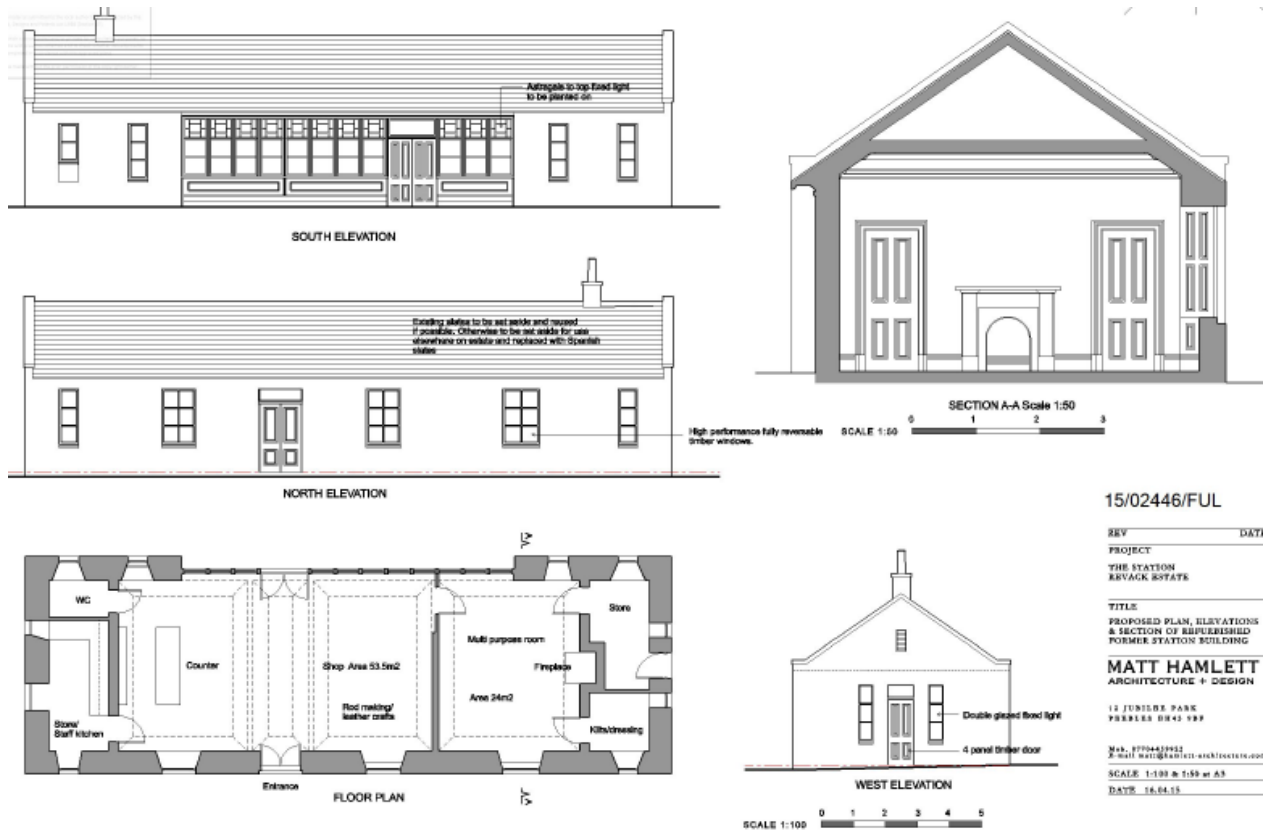


Figure 5: Proposed Station Conversion

8. The applicants' agent has explained that the highland games demonstrations are likely to take place between 10 and 5 pm with a maximum of three shows per day, primarily at weekends. The expected season is Easter through to October. The demonstrations are likely to take the form of a short talk, followed by the demonstration. There will also be the opportunity potentially being offered for people experiencing the events themselves with supervision. The person running the event will use a wireless headset microphone system with speakers located in the covered viewing area. This is intended to be no louder than clear general speech. The supporting economic statement sets out that the shop hours are proposed as 0800 to 1800 hours and the café 0700 to 2300 hours.

9. The application is supported by the following key information:
 - a) Tree protection plan and tree schedule providing information on trees to be retained, removed and managed
 - b) Landscape Plan showing areas to be planted with native species to rear (south) of existing housing, and north west of application site, on land within the applicants' control, together with areas of land around the site and the demonstration area to be managed to maximise ecological benefit. The plan includes provision of reptile refuge area, and forms the basis upon which a more detailed landscape plan can be developed.
 - c) Surface and foul drainage proposals showing klargestor biodisc treatment plant leading to partial soakaway with discharge to watercourse to west of site, together with surface water discharging to watercourse via filter pit.

Details of drainage for the demonstration area via pitch drainage, carrier drains and cut off drains with overflow to roadside ditch have also been provided together with a flooding, drainage and SUDS assessment

- d) Phase I Habitat Survey and Protected Species Survey report detailing the results of Phase I Habitat Survey, together with the results of emergence and re-entry bat surveys, reptile, breeding bird, otter and water vole surveys was provided. To summarise, this concluded that a non-breeding summer roost of bats was discovered within the station building, as well as barn owls and other breeding birds on site. A small population of common lizard was found on site and otter evidence is widespread on the River Spey adjacent to the site and the burn flowing through the site, but there was no evidence of breeding holts or resting up sites found. The reports set out how to ensure this biodiversity is maintained and improved. For bats this could be by providing retention of bat roosts within station building, creation of new roosts on east gable of building, new ridge flashing to allow access for bats, avoidance of lighting on eastern gable, monitoring of roosts post development. Barn owl mitigation would be by way of retaining the existing nesting site and creation of alternative nesting site in another existing building. This is to be created as soon as possible to give the owls time to find and use it followed by monitoring of nests post development. Measures to prevent breeding birds entering the building prior to construction are also set out. With regard to reptiles it is recommended that areas proposed for ground clearance works be strimmed during the winter and a refuge (hibernacula) for reptiles be created on the site using log piles. A construction method statement should be produced to ensure that no contaminants reach watercourses which could impact upon otter. Following on from this work detailed species protection plans were developed
- e) Species Protection Plans for (1) bats including supporting information for SNH license application, as a non –breeding summer roost will be destroyed. The plan sets out in detail the various steps necessary to protect bats and enhance their habitat within a method statement, including timetable, for mitigation provided. (2) Barn owl, reptiles, otter, freshwater pearl mussel, sea lamprey and Atlantic salmon. This plan set out to ensure that impacts on these species are minimised and concluded that, with the mitigation proposed, impacts would be negligible. The plan explained that impacts on the riverine species (including otter) would arise as a result of alteration to water quality which could be addressed by ensuring that there is no pollution at construction and operational stages. The plan sets out in detail within a method statement how impacts will be mitigated by providing alternative nesting for barn owls as well as retaining the existing nest; checking for reptiles pre-construction and providing enhancement of an area as a refuge, preventing disturbance to otter at night and preventing pollution during construction. Pollution prevention along with use of high quality wastewater treatment units will reduce any impacts on pearl mussel, sea lamprey and salmon
- f) Outline Construction Method Statement setting out how construction may proceed to minimise environmental disturbance
- g) Details of lighting for development including car parking which is in form of downlight lantern type, lamp post with down lighters, and illuminated bollards with display uplighters to south of proposed railway carriages

- h) Design statement to explain background of development together with checklist to demonstrate how it is considered to comply with the sustainable design policy of the Local Development Plan
- i) Economic Statement and Business Plan which outlines the applicants' desire to revive interest in highland traditions including kilt and sporrans making as well as demonstrations of highland games. The statement explains the applicants' background and extensive knowledge/experience of this sector. It also explains how the proposal will be marketed (both locally and globally) and linked to existing businesses/products in the National Park. It explains that this is a unique product in the area providing sustainable economic growth with no other obvious competitors. It details the local craftsmen who will display/sell products including local kilt and fishing rod makers and leather craftsman. The café component will serve freshly made pizza, made by local business on site. Anticipated staffing levels are full time manager, part time assistant, part time gardener/handyman plus 2 full time and 3 part time staff for cafe. The statement sets out the financial forecasts and anticipated visitors numbers, expected to be well in excess of 35,000 visitors per year.

Site History

- 10. There has been no recent planning history on this site other than a planning application earlier this year in February 2015 (Reference 2015/0050/DET for the same overall proposal which did not contain all the supporting information required to determine the application nor did it contain the station building). It was duly withdrawn in March 2015 with a view to re-submitting the application once all necessary supporting documentation and plans were produced. This original application originally showed access taken from a new access point of the existing access road to the north leading to the houses. This has been amended in the current proposal to a new access point direct onto the trunk road. Withdrawal of this application and preparation of additional information led to this current submission in July 2015.
- 11. To the north of the site an application for planning in principle (13/01031/PIP) for the erection of house 60 metres west of Lynvoan was approved by the Highland Council in May 2013. This permission is currently still valid.

DEVELOPMENT PLAN CONTEXT

National policy

- 12. **Scottish Planning Policy** (SPP, revised 2014) sets out national planning policies that reflect Scottish Ministers priorities for the operation of the planning system and for the development and use of land. Under planning law, planning applications must be determined according to the development plan unless material considerations indicate otherwise. The content of SPP is a material consideration in planning decisions that carries significant weight. The SPP promotes consistency in the application of policy across Scotland while allowing sufficient flexibility to reflect local circumstances.

13. The SPP sits alongside four other Scottish Government planning policy documents:
1. The National Planning Framework (NPF) which provides the statutory framework for Scotland's long term spatial development. The NPF sets out the Scottish Government's spatial development policies for the next 20 to 30 years;
 2. Creating Places, the policy statement on architecture and place, containing the Scottish Government's policies and guidance on the importance of architecture and design;
 3. Designing Streets, a policy statement putting street design at the centre of placemaking. It contains policies and guidance on the design of new or existing streets and their construction, adoption and maintenance; and
 4. Circulars, which contain policy on the implementation of legislation or procedures.
14. Scottish Planning Policy introduces a presumption in favour of development that contributes to sustainable development.

Strategic Policies

Cairngorms National Park Partnership Plan (2012-2017)

15. The Cairngorms National Park Plan sets out the vision and overarching strategy for managing the Park and provides focus and priorities at a time of limited financial resources. The Plan also provides a strategic context for the Local Development Plan and shows how the four aims of the National Park can be achieved together. It sets out the strategic direction and priorities for the Park.
16. Three long term outcomes for the Park are set out as follows:
- a) A sustainable economy supporting thriving businesses and communities;
 - b) A special place for people and nature with natural and cultural heritage enhanced; and
 - c) People enjoying the park through outstanding visitor and learning experiences.

These outcomes address the interaction of the three main characteristics of the National Park these being that the Park is an internationally important area for nature conservation; a fragile rural economy, and an internationally known tourism destination. Recognising the relationship of these outcomes is at the heart of the National Park. A series of work programmes to help deliver the outcomes is set out in the Plan.

17. Also of particular relevance in this case is Policy 1.1 which seeks to grow the economy of the Park by strengthening the existing business sector as well as supporting business diversification and start-ups. Policies 2.4 and 2.5 seek to conserve and enhance habitat quality and connectivity and the species for which the National Park is most important.

Local Plan Policy

Cairngorms National Park Local Development Plan (2015)

18. All new development proposals require to be assessed in relation to policies contained in the adopted Local Development Plan. The full wording of policies can be found at:
- <http://cairngorms.co.uk/uploads/documents/Park%20Authority/Planning/LDPI5.pdf>
19. The application site lies outwith the settlement boundaries of Grantown on Spey as defined in the Local Development Plan. One of the settlement objectives for Grantown is to facilitate appropriate economic growth which supports a thriving community. Key Local Development Plan policies relevant to the proposed development are summarised below.
20. Policy 2.2 Tourism and Leisure Development and Policy 2.3 Other Economic development. Policy 2.2 supports development which enhance tourism and leisure based business activities and attractions providing there are no adverse environmental impacts on the site or neighbouring areas, and the proposal makes a positive contribution to the experience of visitors and adds to or extends the core tourist season. Policy 2.3 supports development which supports or extends the economy providing it meets other policies of the plan, is compatible with existing business activity in the area, and supports the vitality and viability of the local and broader economy of the Park.
21. Policy 3.1 Sustainable Design sets out the need for new development amongst other criteria, to be satisfactorily serviced, sympathetic to the character of the area, make sustainable use of resources, be appropriately accessed, protect the amenity of neighbours (including minimisation of disturbance caused by access to the site), promote sustainable transport methods and links to existing path networks, and create opportunities to further biodiversity and promote ecological interest.
22. Policy 3.3 Converting Existing Building Stock supports such development where the building is redundant for its original use and the conversion works maintain the style and character of the original building.
23. Policy 4.1 International and national designations (in respect of potential impacts upon the River Spey Special Area of Conservation) Policy 4.2 National Designations (in respect of the National Park); Policy 4.4 Protected Species and Policy 4.5 Other Biodiversity and Policy 4.6 All Development. These policies set out how any heritage interests should be considered, protected, mitigated and enhanced with the key objective of ensuring that all development conserves and enhances the outstanding natural heritage of the National Park, protecting against adverse development.
24. Policy 5 Landscape presumes against development which does not conserve and enhance the landscape character and special qualities of the National Park.

25. *Policy 9.3 Other Local Cultural Heritage* seeks to ensure that new development affecting a feature of local or wider cultural heritage significance protects or conserves and enhances the feature and its setting and takes reasonable measures to avoid, minimise and mitigate any adverse effects.
26. *Policy 10.1 Water Resources; Policy 10.2 Flooding; Policy 10.4 Waste Management and Minimisation and Policy 10.7 Contaminated Land* which set out how new development should ensure the reduction in use of resources, ensure development is free from flood risk, ensure there is no deterioration in ecological status or unacceptable impacts on the water environment and , in respect of contaminated land, to ensure satisfactory assessments are carried out in respect of considering risks to human health, biodiversity, hydrology, geodiversity and other special qualities with remedial action taken as necessary.

Supplementary Guidance

27. The CNPA has prepared a suite of Supplementary Guidance (SG) which is part of the Local Development Plan and provides more detail about how to comply with the policies. There is also non-statutory Planning Guidance to help support the delivery of the Plan. Key topics in this case are guidance on Natural Heritage, Resources, Landscape and Economic Development.

CONSULTATIONS

28. **Transport Scotland** has raised no objection to the proposed development subject to conditions being imposed requiring final details of the junction, lighting and culverting to be approved in consultation with them. In this regard they have considered details of lighting supplied by the applicants' agent which they consider to be generally acceptable providing further detail is submitted on proposed display uplighters. They also highlighted that signage was shown on the plans which would require consent. This aspect has been removed from the plans now. Finally Transport Scotland has highlighted that their conditional acceptance of the proposals is based upon the Planning Authority accepting that there is an economic growth and regeneration benefit from the development.
29. **Scottish Natural Heritage (SNH)** has highlighted that the proposed development is located outwith any designated site. However, it is in close proximity to the River Spey Special Area of Conservation/SSSI designated for its Atlantic salmon, freshwater pearl mussels, sea lamprey and otters interests. An undesignated burn to the west of the application site discharges directly into the Spey. Consequently, SNH initially sought additional information on drainage, construction method statements and species protection plans in order to comment fully, consider any impacts upon the designated sites in the area and advise whether an appropriate assessment would be required.

30. On receipt of additional information SNH have advised that they consider it is unlikely that the proposed development will have a significant effect, either directly or indirectly, on any of the qualifying interests of the River Spey SAC because SEPA guidance on protecting the water environment from sediments and pollutants will be followed, and the otter survey and species protection plan has been submitted to protect otter at all stages of construction and operation. Accordingly, an Appropriate Assessment is not required.
31. **Scottish Environment Protection Agency (SEPA)** initially advised that the standard of discharge from the treatment plant was unlikely to be authorised by the Agency. Following submission of further information they now confirm that the drainage arrangements are satisfactory and also that the surface water drainage arrangements are acceptable, providing acceptable levels of treatment. They have also reviewed the outline construction method statement and consider that a detailed construction method statement should be submitted and approved. On the basis that a condition will be attached requiring such submission they have no objections.
32. **The Highland Council Flood Prevention Team** initially objected to the application on the grounds of lack of information. Following receipt of additional information they have removed their objection and require planning conditions to be attached to cover the following matters:
 - a) No ground raising within 6 metres of a watercourse
 - b) All drainage works to be carried out in accordance with the submitted drawings and Flooding, Drainage and SUDS statement.
33. **The Highland Council Environmental Health Service** has no objections.
34. **The Highland Council Contaminated Land Team** notes that part of the site has an historic use as railway land which may have resulted in land contamination. Accordingly, they recommend that a planning condition be attached requiring submission of a scheme to deal with potential contamination before any works starts on site.
35. **The Highland Council Forestry Officer** has no objections to the proposals but recommends that conditions be attached requiring existing trees to be protected, and that a tree planting plan and maintenance programme be approved.
36. **The Highland Council Historic Environment Team** supports the sensitive refurbishment of an historic building and makes some recommendations regarding use of lime based mortars and avoiding “plant on” astragals on the windows. They recommend that a planning condition be attached requiring provision of photographic record of the station building

37. **Grantown on Spey & Vicinity Community Council** was consulted and whilst noting that, technically the site lies outwith their area, they fully support the proposed development. They consider it to be a good tourist attraction which will complement the Burnside Museum and future railway proposals for Grantown.
38. **Nethybridge & Vicinity Community Council** was consulted and has no objections in principle, noting that this is an area which has suffered recently from the loss of many jobs and this development may in some small way help to increase employment. They also ask that full cognisance be taken of comments made by local residents in respect of noise, opening hours, access and security given that this, with the exception of traffic noise is currently a quiet rural area and this should not be compromised.
39. **Inclusive Cairngorms** have highlighted that it is not clear how accessible the carriages (café aspect) will be for disabled people, for example entrance and internal aisles. They also recommend the use of quarry dust surfacing around key attractions of the site as opposed to gravel for access purposes.
40. **CNPA Economic Development Manager** notes that the development will be aimed at two main markets – passing traffic on A95 and visitors interested in local cultural heritage. In this regard the proposed café would be the only stop on the A95 between Aberlour and Aviemore which is a key route for whisky tourists with an average daily flow of traffic between 3-4,000 per year. Consequently, the development should be in a prime location for passing trade.
41. It is further noted that the market for Highland culture is growing with a growing interest in traditional Highland Games, which are a highly visual aspect of Scottish culture, and a centrepiece of the experience which Scotland offers to visitors. The applicants' experience in working in the United States Highland Games market may be the key to ensuring sufficient numbers visiting the development as a visitor attraction. The USA accounts for 24% of overseas visitors to Scotland.
42. It is considered that the development should complement the current visitor offering in the National Park, although it is accepted that this is a crowded marketplace whereby any attraction will have to be of high quality and market itself locally and internationally. The officer also sets out how the proposal relates to the policy context in the Cairngorms National Park, including the Sustainable Tourism Strategy which identifies the need for more cultural heritage attractions and experiences, the need to make more of Cairngorms produce and arts and crafts and to strengthen opportunities to experience local cultural heritage. It is further noted that the development will result in an investment of over £725,000 to the local economy.

43. It is concluded that the development should have a positive impact on the local economy, creating jobs close to a settlement that has faced business difficulties during 2015. The economic benefit and linkages to local culture and heritage, together with restoration of derelict railway station are all welcomed. Recommendations are also made as to how the development could be further developed to create a cultural hub, key visitor information point, promote the Speyside Way and community use of the games field.
44. **CNPA Landscape Advisor** notes the site is partially visible from the A95, close to the Speyside Way with the station building being an important 19th century feature contributing to the special qualities of the National Park. The various site works, including access and pitch formation will have a landscape impact which will require to be mitigated. Recommendations were made as to requirements for further information. The officer considered the further details, including draft landscape scheme, provided by the applicants and set out requirements to be included in a final landscape scheme.
45. The Officer concluded that the retention and restoration of the station building and platforms will contribute to the conservation and enhancement of the cultural heritage of the National Park and provide opportunities to increase people's understanding of landscape change which is welcomed. However, the site and surroundings provide opportunities to conserve and enhance landscape character and this should be incorporated into the proposals with detail on how this may be achieved set out, focussing on provision of detailed landscape scheme and construction method statement.
46. **CNPA Ecology Advisor** assessed information originally submitted with the application and concluded that there should be habitat enhancement to compensate for and mitigate impacts of loss of habitats, together with further information on drainage standards and species protection plans provided. Details on the type of information required was provided.
47. Further information by way of species protection plans, indicative landscape plan, SUDS/drainage information and outline construction method statement were duly provided. This information has been considered and the Officer concluded that whilst generally satisfactory some further detail on additional barn owl nest provision and timing of provision of reptile refuge along with fully detailed environmental management plan, construction method statement and landscape scheme will be required. These matters can be secured by planning conditions. The officer also noted that SNH would advise on the likely impacts upon the River Spey Special Area of Conservation and the need for Habitats Regulation Assessment and appropriate assessment once they had considered the species protection plans.

48. **CNPA Outdoor Access Officer** advises that the development will not have a significant impact upon users of the Speyside Way. However, it is considered that an opportunity to link the site to the Speyside Way has not been taken, given that this is the most obvious way for the public to access the site from Grantown. It is therefore recommended that the access track between the properties to the north of the site is promoted and developed as a walking and cycling link to the Speyside Way and ultimately to Grantown.

REPRESENTATIONS

49. The application has been advertised and a total of six representations received, five objecting to the application and one supporting it. The applicants' agent has requested to be **heard** at Committee. A copy of all representations is attached as **Appendices I (a) and (b)**. Key concerns may be summarised as follows (two parties advise that they do not object in principle, but have concerns as detailed in their responses):
- a) Total loss of privacy for former station houses which look towards complex - trees will take a long time to establish
 - b) Coach parking now closer to houses to north than original submission
 - c) Essential to ensure no vehicular access is taken from north of site – how will construction traffic be controlled whilst new access is being formed?
 - d) Query is made regarding circle shown on site plan (*Note: this is understood to indicate the coach turning area*)
 - e) Access to site should be secured when not in use to prevent unauthorised use
 - f) Site is not all brownfield as described – also areas not forming part of the application site should be excluded from development and require consent for any future use. (*Note: in this regard areas around the red line application site and in the applicant's control form part of associated landscaping/enhancement and any new "development" would require consent.*)
 - g) Hours of operation should be restricted to 1000 – 1700 hours Monday to Saturday and 1230 -1700 on Sundays to protect residential amenity.
 - h) Loudspeakers and multi-media screens should not be permitted in order to minimise disturbance to neighbours
 - i) Unnecessary tree removal shown
 - j) Access onto A95 unsafe unless improved visibility splays provided and turning lane/speed limits introduced
 - k) Lack of comprehensive environmental surveys for invertebrates, amphibians, hedgehogs, wildcat and lichens.
 - l) Potential for pollution to River Spey Special Area of Conservation, as a result of sewage arrangements given that existing standards are not considered to be adequate to protect freshwater pearl mussel
 - m) Land on north side of minor public road is of outstanding natural heritage value and this should be protected through robust agreements/conditions (*Note: this land does not form part of the application site*)

50. The parties supporting the application set out the following points:
- a) Development will enhance the qualities of the National Park
 - b) Development is well located to the A95 which is deficient in good stops for visitors between Aberlour and Aviemore
 - c) Development will meet aspirations of Local Development Plan by complementing Grantown and enhancing its role as a tourism centre, complementing railway heritage being brought to Grantown.

APPRAISAL

Principle

51. Local Development Plan Policy 2 Supporting Economic Growth supports economic development and tourism related proposals in principle, subject of course to the development meeting all other policy requirements in terms of landscape, natural heritage, servicing etc. In this case the proposal partly involves redevelopment of a brownfield site including bringing a redundant, traditional building back into use. This is greatly welcomed in principle and the site is well located in terms of ready access by (a) pedestrians/bikes via the Speyside Way which runs to the north of the site and (b) its proximity to main traffic routes (A95) whereby it is an inherently sustainable location for development, well located for attracting passing trade as well as those customers attracted by the applicants local and global marketing.
52. The development offers a unique experience which has the potential to broaden the tourism offering of the National Park in line with Local Development Plan Policy 2 on Supporting Economic Growth. It will create three full time and five part time jobs relating to its day to day operation, with spin offs to the local economy through the potential to attract new visitors to come, stay, and spend in the area. It also offers the opportunity for café facilities alongside the main route into the National Park from the east which will be of all year round benefit to visitors and travellers along this route. As noted by the CNPA Economic Development Manager it will provide a positive economic benefit for the area, as well as promoting cultural heritage thus sitting well with economic development aims and strategies for the National Park.
53. As such the proposal is considered to be wholly satisfactory in principle and in compliance with Policy 2.2 and 2.3. The details of the proposal and its impacts now require to be considered fully.

Design and Landscape Impacts

54. The conversion of the existing station building is sympathetic, retaining the character of the existing redundant building and bringing it back into productive use so helping to secure its future. This is of both landscape and cultural heritage benefit and complies fully with Local Development Plan Policy 3 on Sustainable Design and Policy 9 on Cultural Heritage. The design of the new buildings (toilet block and viewing shelter) are also sympathetic, using appropriate materials and simple functional design, entirely appropriate to this semi-rural roadside

location. Similarly, the proposed railway carriage café aspect is considered to be entirely appropriate in visual and design terms to this particular location and represents an interesting and appropriate solution.

55. The site is visible from the A95 trunk road and will be more so once existing vegetation is removed/pared back to improve visibility at the proposed new junction onto the trunk road. However, this will be mitigated over time by new planting and landscaping which will enhance the setting of the new development and, ultimately, the setting of the houses to the north. Care will require to be taken with the details of road works, culvert/ditch crossing and associated landscaping at the site entrance as well as with the formation of the games pitch, but information provided to date suggests this will be the case. In addition the applicants have identified areas outwith the application site (but within their control) for additional planting and landscaping which will secure an improved setting, particularly when compared to the current semi derelict condition of parts of the site at present.
56. It is considered that with the imposition of appropriate planning conditions the landscape can be conserved and enhanced in compliance with Local Development Plan Policy 5 on Landscape.

Environmental Impacts

57. Sufficient information has been provided to fully assess the impacts upon natural heritage, including European Protected Species, and the River Spey Special Area of Conservation. Providing the mitigation set out in the species protection reports and draft construction method statement are implemented there should be no adverse effects with SNH confirming that an appropriate assessment is not required in this case. In the event of the application being supported suitable planning conditions will require to be attached to ensure that the various measures, such as bat roosts, nest boxes etc., are delivered and that a detailed construction environmental management plan is agreed.
58. The opportunity for enhancement of habitats has been achieved through the landscape scheme which shows reptile refuge provision and landscaping in and around the site which will ultimately help improve biodiversity. Again, planning conditions to secure this would be required. All surveys considered necessary by technical consultees have been provided and the overall biodiversity benefits which will be secured over time with the enhancement planting and reptile refuges now proposed should ensure that biodiversity is not compromised, but rather is enhanced.
59. Also of importance in relation to environmental impacts is the matter of drainage. As the site lies close to/includes watercourses leading to the River Spey Special Area of Conservation it is essential to ensure that there is no potential for pollution. In this regard drainage information, both surface and foul, has been provided to the satisfaction of the appropriate authorities and suitable planning conditions can be imposed to ensure these arrangements are implemented. Given the previous use of the site contaminated land

investigations will require to be carried out prior to work starting on site and again this may be controlled by planning conditions.

60. In these circumstances it is considered that the development complies fully with Local Development Plan Policy 4 on Natural Heritage and Policy 10 on Resources

Servicing

61. As noted earlier the site can be satisfactorily serviced in terms of drainage arrangements.
62. In terms of road access a new access point onto the A95 trunk road is proposed and this is considered to be acceptable by Transport Scotland subject to final details being agreed. Whilst it is noted that objectors have raised concern regarding road safety these concerns are not shared by Transport Scotland. On amenity grounds it is also considered preferable that a new access be formed which will avoid existing residents being disturbed by traffic movements. Accordingly the access arrangements for vehicles are considered to comply with Local Development Plan Policy 3 on Sustainable Design.
63. In terms of non-vehicular access the site is very well located in terms of the proximity to the Speyside Way to the north and links to this core path can readily be provided from the site, with bike stands on site also proposed. It is noted that Inclusive Cairngorms have raised some concern regarding ensuring access is appropriate for all abilities in terms of surfacing of the parking area and the railway carriage/café aspect and this can be secured by planning condition in relation to access to the café. Internal arrangements are more appropriately considered by Building Standards..

Amenity of Neighbours

64. Concerns expressed by neighbours in this case are fully appreciated in that at present this area is rural with main existing disturbance being from traffic noise on the A95. However, measures are proposed to ensure that there is no noise nuisance from, for example, operating loudspeakers at the demonstration pitch and this matter can be controlled by planning conditions. Hours of operation of the demonstration area can also be controlled by condition.
65. It is also appreciated that some of the existing houses to the north look towards the site, but over time this outlook will be improved by the landscaping proposed between houses and the site. It is also considered that the distances between properties and the application site are sufficient to safeguard privacy.
66. There is no doubt that there will be increased traffic/visitors coming into the site once it is up and running, but these persons will access the site via the new access onto the trunk road to the south with the applicant confirming that the gated access to the north will be locked whereby disturbance to residents should be minimised and again once landscaping is in place there will be a clear separation over time. Locking off the access to the north may also help address

neighbours' concerns regarding site security. Arrangements at the construction stage when the new junction/access onto the trunk is being built will need to be clarified through the construction environmental management plan to ensure that the need to minimise disturbance for residents is taken into account. Planning conditions can be imposed to cover all these matters.

67. Finally, there is the matter of disturbance from the operations outwith standard 9 – 5 hours. The applicants have indicated they wish the café to operate 0700 to 2300 hours which may potentially introduce disturbance for residents closest to the premises as a result of lighting and traffic movements. This may be minimised by control over lighting to ensure it is low level and does not shine towards houses. Whilst it is notable that the Environmental Health Service has no objection to the proposals it is considered that some restriction on opening hours to allow the situation to be monitored may be appropriate in order to fully consider impacts on residents. Accordingly operational hours for the café of 0800 hours to 2100 hours are considered to be reasonable at this stage. Hours of operation are also recommended for the games area and the shop/display area.

Representations received

68. Issues raised by objectors to the application are covered in this report.

CONCLUSION

69. In conclusion the proposed development is considered to have considerable potential to benefit the local economy providing a unique and interesting visitor experience which along with the café may be of benefit to visitors and residents alike. It can be developed without detriment to the local environment and residents providing suitable planning conditions are imposed to ensure any impacts are mitigated and that enhancements to both biodiversity and landscape are achieved. It will also improve visual amenity by bringing a redundant, culturally important building back into use. The development is therefore considered to comply fully with development plan policies and approval is recommended.

IMPLICATIONS FOR THE AIMS OF THE NATIONAL PARK

Conserve and Enhance the Natural and Cultural Heritage of the Area

70. The proposed development fully supports this aim, bringing a culturally and historically important former station building back into productive use and renovating it in a sympathetic manner. It also will enhance the cultural heritage of the area by promoting local traditional heritage and craftsmen. Natural heritage will be conserved and enhanced in due course providing mitigation and enhancement plans are implemented in accordance with appropriate planning conditions.

Promote Sustainable Use of Natural Resources

71. Re-use of an existing building is inherently sustainable whilst new buildings are to be of timber construction. Accordingly the development supports this aim.

Promote Understanding and Enjoyment of the Area

72. Again the development fully supports this aim, providing a unique opportunity to educate a wider audience on the culture and history of the area together with providing a further visitor facility in the area thus promoting enjoyment of the area. The potential for the games area to be used for community use will also support enjoyment of the area.

Promote Sustainable Economic and Social Development of the Area

73. The development fully supports this aim, providing job opportunities associated with the development itself as well as helping to support the local economy by attracting and retaining visitors into the area.

RECOMMENDATION

That Members of the Committee support a recommendation to GRANT FULL PLANNING PERMISSION for Refurbishment of existing station building to form craft shop and multi-purpose space for craft demonstrations/multi-media display of highland culture and Clydesdale horses; formation of new road access with parking for 40 cars and 2 coaches, provision of separate toilet block; conversion of railway carriages to form café; and highland games demonstration area in adjacent field with outbuilding to provide covered viewing at land 235M East Of Riverholme Grantown-on-Spey subject to the following conditions:

- I. No development shall commence on site until a scheme to deal with potential contamination on site has been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority, in consultation with Highland Council Contaminated Land Team. The scheme shall include details of:
 - a) The nature, extent and type of contamination on site and identification of pollutant linkages and assessment of risk (i.e. a land contamination investigation and risk assessment) , the scope and method of which shall be submitted to and agreed in writing with the Cairngorms National Park Authority acting as Planning Authority, and undertaken in accordance with Scottish Government Planning Advice Note 33 (2000) and British Standard BS 10175:2011 plus AI:2013 Investigation of Potentially Contaminated Sites – Code of Practice
 - b) The measures required to deal with contamination (remedial strategy) including a method statement, programme of works, and proposed verification plan to ensure that the site is fit for the uses proposed
 - c) Measures to deal with contamination during construction works

CAIRNGORMS NATIONAL PARK AUTHORITY
Planning Committee Agenda Item 5 18/12/15

- d) In the event that remedial action is required, a validation report that will validate and verify the completion of the agreed decontamination measures
- e) In the event that monitoring is required, monitoring statements shall be submitted as agreed intervals for such time period as is considered appropriate by the Cairngorms National Park Authority acting as Planning Authority (in consultation with Highland Council Contaminated Land Team)

No development shall commence on site until written confirmation has been submitted to and agreed by the Cairngorms National Park Authority acting as Planning Authority (in consultation with Highland Council Contaminated Land Team) that the scheme has been implemented, completed, and, if required, monitoring measures are in place.

Reason: To ensure that any contamination on site is satisfactorily remediated, mitigated and monitored and so avoid any adverse environmental impacts in accordance with Local Development Plan Policy 10: Resources

- 2. No development shall commence on site until a detailed landscape and habitat enhancement scheme (based upon the indicative landscape details contained in Drawing No. PL08 which for the avoidance of doubt does not constitute the final approved landscape scheme but rather an indication of areas to be covered) has been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority. This plan must:
 - a) reflect the requirements contained in the Cairngorms National Park Authority Landscape Advisor's comment dated 8 October 2015
 - b) provide details of maintenance and management
 - c) Provide a lizard hibernacula (refuge) area on land to the west of the application site and under the applicants' control as indicated in the Species Protection Plan.
 - d) Provide a habitat management plan outlining how and when the grassland areas are managed, tree protection and establishment and long term maintenance

The landscape scheme and habitat enhancement plan shall thereafter be implemented in strict accordance with the approved details in the first planting season following the development being brought into use and maintained and managed thereafter in strict accordance with the approved details.

Reason: To ensure that the development fits into the area, conserves and enhances the landscape character and environment, and protects the amenity of residents in accordance with Local Development Plan Policy 3: Sustainable Design, Policy 4: Natural Resources and Policy 5: Landscape

- 3. No development shall commence on site until:
 - (1) the Species Protection Plans have been updated to (a) show a further alternative barn owl nest site location close to the existing one, either mounted on an existing scots pine or pole mounted and (b) confirm that the new reptile hibernacula will be in place before any strimming of long

vegetation and removal of the existing refuge takes place (this to reflect the requirement for the existing refuge to be removed in the spring time to avoid reptile death) and

- (2) the updated Species Protection Plans have been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority.

Thereafter the development shall not be brought into use until the mitigation measures detailed in the approved Bats, Barn Owl, Reptiles Otter, Freshwater pearl mussel, Sea Lamprey and Atlantic Salmon Species Protection Plans (including the works and timetable included in the method statement sections) have been implemented in strict accordance with the approved plan, timetable and method statements

Reason: To ensure the development conserves and enhances the natural heritage and biodiversity of the area; does not adversely affect the River Spey Special Area of Conservation in terms of its qualifying interests of otter, sea lamprey, freshwater pearl mussels and Atlantic salmon; and does not adversely affect European Protected Species in accordance with Local Development Plan Policy 4: Natural Heritage.

4. No development shall commence on site until a detailed Construction Environmental Management Plan has been submitted to and approved by the Cairngorms National Park Authority acting as Planning Authority in consultation with SEPA. The scheme should expand upon information contained in the outline construction method statement and shall also include specific details of:
- a) Measures to protect watercourses from pollution during construction including following SEPA guidance on protecting the water environment from sediments and pollutants
 - b) Measures to protect wildlife (including otter) and habitats during construction as outlined in the Species Protection Plans
 - c) Traffic management during construction detailing how disturbance for residents in the area will be minimised and the site kept secure with specific information provided on how the works to provide the new access to the A95 trunk road will be carried out
 - d) Details of the nature and extent of site works including preparatory works and site clearance, site levelling, drainage operations, and the temporary storage of removed materials. These details shall include pitch specific construction works.
 - e) Details of monitoring of works with monthly reports provided

The construction works shall thereafter be implemented in strict accordance with the approved plan.

Reason: To ensure the development conserves and enhances the natural heritage and biodiversity of the area; does not adversely affect the River Spey Special Area of Conservation in terms of its qualifying interests of otter, sea lamprey, freshwater pearl mussels and Atlantic salmon; does not adversely affect residential amenity and does not adversely affect European Protected Species in

CAIRNGORMS NATIONAL PARK AUTHORITY
Planning Committee Agenda Item 5 18/12/15

accordance with Local Development Plan Policy 4: Natural Heritage and Policy 3: Sustainable Design.

5. No development shall commence on site until the following information has been submitted to and approved by the Cairngorms National Park Authority acting as Planning Authority in consultation with Transport Scotland:
 - a) Detailed plans of the layout, type and method of construction of the proposed new access onto the trunk road
 - b) Detailed plans of the culverting of the roadside ditch under the new junction/access point

The access shall thereafter be formed in strict accordance with the approved details before the development is brought into use.

Reason: To ensure that the development is provided with a safe access in accordance with Local Development Plan Policy 3: Sustainable Design

6. No development shall commence on site until the following information has been submitted to and approved by the Cairngorms National Park Authority acting as Planning Authority:

Details of the surfacing of all roads and parking area together with delineation (e.g. by railway sleepers) of parking spaces appropriate to the rural location. This should reflect the requirement to ensure level, suitable access is provided for disabled users as well as a permeable surface for the car park.

The roads and parking areas shall thereafter be formed in strict accordance with the approved details before the development is brought into use.

Reason: To ensure that the development may be accessed by all users in accordance with Local Development Plan Policy 3: Sustainable Design.

7. No development shall commence on site until a photographic record of the station building has been submitted to the Cairngorms National Park Authority acting as Planning Authority. This record to be carried out in strict accordance with the specifications attached to the consultation response of Highland Council Historic Environment Team.

Reason: In order to record the archaeological and historic interest of the site in accordance with Local Development Plan Policy 9: Cultural Heritage

8. No development shall commence on the construction of the viewing area and toilet block until samples of external finishes have been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority. The works shall thereafter be completed in strict accordance with the approved details.

CAIRNGORMS NATIONAL PARK AUTHORITY
Planning Committee Agenda Item 5 18/12/15

Reason: To ensure that the development fits into the area, and conserves and enhances the landscape character and environment in accordance with Local Development Plan Policy 5: Landscape

9. No development shall commence on the construction of the bike stands until details of their design and finishes have been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority. The works shall thereafter be completed in accordance with the approved details

Reason: To ensure that the development fits into the area, and conserves and enhances the landscape character and environment and that suitable provision is made for non-motorised transport on site in accordance with Local Development Plan Policy 5: Landscape and Policy 3: Sustainable Design

10. No development shall commence on the siting of the railway carriages until final details of their design/appearance and access arrangements in terms of provision of level access for disabled persons have been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority. The carriages shall thereafter be installed in strict accordance with the approved details.

Reason: To ensure that the development fits into the area, and conserves and enhances the landscape character and environment in accordance with Local Development Plan Policy 5: Landscape

11. No lighting shall be installed on site until details of all lighting, including uplighters, has been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority in consultation with Transport Scotland. The details shall reflect the requirement that no lighting shall be erected or sited near or directed towards the eastern gable of the station building or in or around or directed towards the burn area to the west of the site. Details of timing of lighting (e.g. use of sensors) to be included. The lighting, if being provided, shall be installed in strict accordance with the approved plans

Reason: To ensure that the development does not adversely affect European Protected Species and that lighting does not adversely affect safety of road users on the A95 in accordance with Local Development Plan Policies 4: Natural Heritage and Policy 3: Sustainable Design

12. The development, hereby approved, shall not be brought into use until:

(1) details of provision of pedestrian access link from application site to Speyside Way to north (i.e. the pedestrian gate beside access gate into site shown on the approved site plan) and promotional material/interpretation to promote this link has been submitted to and approved in writing by the Cairngorms National Park Authority acting as Planning Authority and,
(2) all approved measures have been implemented in strict accordance with the approved plans

CAIRNGORMS NATIONAL PARK AUTHORITY
Planning Committee Agenda Item 5 18/12/15

Reason: To ensure that the development links to existing core paths in accordance with Local Development Plan Policy 3: Sustainable Design

13. Unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority the gate on the existing site access to the north of the site, and to the east of Lynvoan, shall be locked and all customer and service vehicles will be prevented from using this access throughout the lifetime of the consent

Reason: To minimise impacts upon residential amenity, in accordance with Local Development Plan Policy 3: Sustainable Design

14. Unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority the development, hereby approved, shall only operate, within the following opening hours:

- a) Games demonstrations: 1000 to 1700 hours (with an hour either side i.e. 900 – 1000 and 1700 – 1800, to allow for setting up and clearing, if required)
- b) Shop/display area : 0800 to 1800 hours
- c) Café : 0800 to 2100 hours

Reason: To minimise impacts upon residential amenity, in accordance with Local Development Plan Policy 3: Sustainable Design

15. Unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority the demonstrations shall be undertaken in strict accordance with the explanatory statement set out in Matt Hamlet Architecture e mail dated 10 August 2015 and specifically, no loudspeakers shall be used.

Reason: To minimise impacts upon residential amenity, in accordance with Local Development Plan Policy 3: Sustainable Design

16. Existing trees shall be protected, managed and retained in strict accordance with the approved Tree Protection Plan and Tree Schedule during construction and throughout the lifetime of the development hereby approved unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority. Protection must be in strict accordance with BS5837:2012 Trees in relation to design, demolition and construction

Reason: To ensure that the development fits into the area, and conserves and enhances the landscape character and environment in accordance with Local Development Plan Policy 4: Natural Resources and Policy 5: Landscape

17. All surface and foul water drainage arrangements shall be implemented in strict accordance with the approved plans, Flooding, Drainage and SUDS Statement Revision A (147240 dated September 2015) and Drawing No. 147240/02 Revision A - Drainage Proposals before the development hereby approved is brought into use. There shall be no ground raising or development within 6 metres of any watercourse.

CAIRNGORMS NATIONAL PARK AUTHORITY
Planning Committee Agenda Item 5 18/12/15

Reason: To ensure the development conserves and enhances the natural heritage and biodiversity of the area; does not adversely affect the River Spey Special Area of Conservation in terms of its qualifying interests of otter, sea lamprey, freshwater pearl mussels and Atlantic salmon; does not adversely affect watercourses in the area, and is satisfactorily serviced in accordance with Local Development Plan Policy 4: Natural Heritage and Policy 10: Resources

18. Unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority the external finishes of the station conversion shall be in strict accordance with the details shown on drawing no. PL04 - Proposed Plan, elevations and section of refurbished former station building

Reason: To ensure that the development fits into the area, and conserves and enhances the landscape character and environment in accordance with Local Development Plan Policy 5: Landscape

19. Unless otherwise agreed in writing with the Cairngorms National Park Authority acting as Planning Authority the development shall be completed in strict accordance with the approved plans and sections.

Reason: To ensure that the development fits into the area, and conserves and enhances the landscape character and environment in accordance with Local Development Plan Policy 5 Landscape.

Informatives:

1. In accordance with section 58(1) of the Town and Country Planning (Scotland) Act 1997 (as amended), this permission lapses on the expiration of a period of 3 years beginning with the date on which this permission is granted unless the development to which this permission relates is begun before that expiration.
2. Construction work (including the loading/unloading of delivery vehicles, plant or other machinery) should not take place outwith the hours of 0800 hours to 1900 hours Mondays to Fridays, 0800 hours to 1300 hours on Saturdays or at any time on Sundays or Bank Holidays in order to minimise disturbance to residents in the area. However, these timings will require to be amended as necessary dependent on time of year to take into consideration the need to ensure that works commence after sunrise and finish before sunset to ensure no disturbance to otter.
3. The developer should note that a license from Scottish Natural Heritage will be required in respect of any disturbance to bats.
4. The developer should note that any advertisements/signs on the site may require advertisement consent. The Highland Council Planning Service at Kingussie should be contacted for advice.
5. The Cairngorms National Park Authority recommends that the opportunity be taken to provide educational and interpretive materials to the users of the site regarding the special qualities of the National Park and the Speyside Way. CNPA

CAIRNGORMS NATIONAL PARK AUTHORITY
Planning Committee Agenda Item 5 18/12/15

staff would be happy to work with the developer on this and suggest contact be made to our Grantown Office (telephone 01479 873535) for further advice and provision of materials.

6. Comments made by the Highland Council Historic Environment Team in relation to finishes/detailing are drawn to the developer's attention. These comments are available on the Cairngorms National Park Authority website and contain advice on how to undertake the photographic record required by planning conditions.
7. Planning consent does not carry with it the right to undertake works within the trunk road boundary and the developer must obtain the permission of Transport Scotland for all works. Further information is available in full text of Transport Scotland consultation response available on the Cairngorms National Park Authority website
8. The developer is referred to the comments on the Cairngorms National Park Authority Economic Development Manager in relation to opportunities to promote cultural heritage, visitor information, the Speyside Way, local food and drink, and display space further. The comments are available on the Cairngorms National Park Authority website. It is recommended that the developer contact the Economic Development Manager for further advice.

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.