
CAIRNGORMS NATIONAL PARK AUTHORITY

Title: REPORT ON CALLED-IN PLANNING APPLICATION

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(DEVELOPMENT MANAGEMENT)

DEVELOPMENT PROPOSED: ERECTION OF 4,180 SQUARE METRES SUPERMARKET (45,000 SQUARE FEET), (OUTLINE PP) AT AVIEMORE HIGHLAND RESORT, LAND AT GRAMPIAN ROAD, AVIEMORE

REFERENCE: 04/120/CP

APPLICANT: AVIEMORE HIGHLAND RESORT

DATE CALLED-IN: 12th March 2004

RECOMMENDATION: DEFERAL

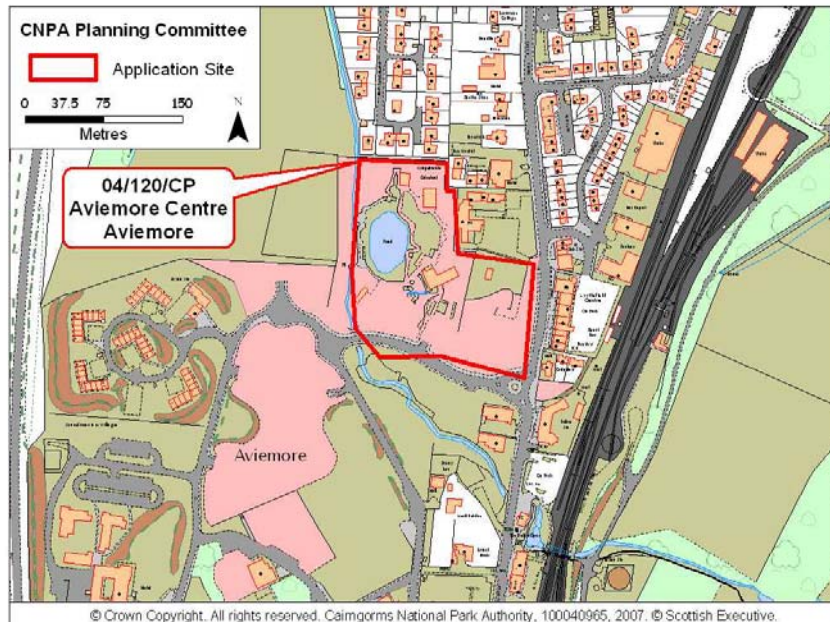


Fig. 1 - Location Plan

SITE DESCRIPTION AND PROPOSAL

1. The application is for outline planning permission for a larger supermarket on a site that received outline planning permission in September 2003 (from Highland Council). Twenty two planning conditions were attached to that outline consent though this included conditions relating to the site as a whole and not just the supermarket site. The existing consent is for 2,787 square metres of floor area (30,000 square feet) and the proposal is now to increase that to 4,180 square metres (45,000 square feet) with associated parking. There is no indication as to the amount of floorspace being provided for convenience goods and comparison goods.
2. The site of the supermarket is close to the centre of Aviemore, where there used to be Santa Claus Land and Chevvy's Bar, to the west side of Grampian Road and to the north of a new link road into the Centre's various commercial developments. The site lies adjacent to the Aviemore Burn, which 300 metres downstream becomes part of the River Spey Special Area of Conservation. The site also includes a small lochan. Some private housing lies to the north beyond the Winking Owl Public House. The application site also has a 200metre frontage onto Grampian Road (see figs 2 & 3). The site is close to but largely outwith the area of the Aviemore Burn associated with potential for flooding and a full SUDS Strategy has been provided. On the opposite side of the burn to the west is a housing site that has outline planning permission for 140 houses. The CNPA is dealing with applications on that site for 160 houses.
3. When this application was first submitted (4th March 2004) Highland Council asked for the following details to be submitted in a letter dated 8th March 2004 –
 - details of the proposed road alignment of the northern link road (which would need planning consent),
 - an indicative site layout plan showing how a building of the size proposed , together with access, servicing and car parking, can be provided,
 - a Sustainable Urban Drainage strategy (SUDS) for the site as well as an assessment of the steps required to deal with flood prevention,
 - a Transport Assessment taking account of any Trunk Road impacts, and
 - a Retail Impact Assessment, including potential impacts on other retail centres in Badenoch and Strathspey.
4. The Cairngorms National Park Authority wrote to the applicant's agent several times concurring with the request for additional information by Highland Council. This information was considered necessary to proceed with the consultations and assessment of the application.

5. The SUDS Strategy was received some time ago. The outstanding Traffic Impact Statement and Retail Impact Statements and tree survey have only been received in October/November, but the proposal is now brought for determination.



Fig 2. View towards site from link road



Fig 3. View south of site along Grampian Road

8. The guidance goes on to consider that in rural areas a range of shops and other facilities are provided in small towns, villages and other accessible locations. These locations form an important part of a network as the uses provide vital local community and economic services. Their loss can therefore have a severe impact not only on small settlements but also on the surrounding rural hinterland. As paragraph 9 of **Scottish Planning Policy 15** indicates planning policy should support the vital role of these centres.
9. The guidance states that planning authorities and developers should adopt a sequential approach to selecting sites for retail and commercial uses, unless guidance within this policy or the development plan provides for particular exception. The principles underlying the sequential approach also apply to proposals to expand, or change the use of existing developments, where the proposals are of a scale or form sufficient to change their role and function. The sequential approach requires that locations are considered in the following order; i) town centre sites; ii) edge of town centre sites; iii) other commercial centres identified in the development plan; iii) out of centre sites in locations that are, or can be made, easily accessible by a choice of modes of transport.
10. In most cases the definition of town centre will include the retail core, which consists of the primary and secondary retail areas. Where development for town centre uses is proposed within a town centre assessment of its impact on the viability of similar uses in that centre will not be necessary.
11. All retail, leisure and related developments are required to provide a high degree of accessibility, by a range of models including public transport. They should be located close to existing access networks that have potential to accommodate higher density development, or where accessibility can be improved by developer or public funding.
12. **Para 27 of the Guidance considers that it is essential that town centres provide a high quality inclusive and safe environment if they are to remain attractive and competitive. Well –designed public spaces and buildings which are fit for purpose, comfortable, safe, attractive, accessible, energy efficient and durable can improve the health, vitality and economic potential of town centres. The Scottish Government attaches priority to securing high design standards in all new development and development plan policies. The design of all proposals, including landscaping, parking provision and changes to the public realm, streetscape and open space should take account of the local environment. Designs which fail to integrate the development with its surroundings, because of scale, materials and appearance and those which fail to create effective links with the surrounding urban fabric, should be refused planning permission.**

13. **Scottish Planning Policy 17 Planning for Transport (SPP17)** notes that an approach to integrated land use and transport planning should be prioritised according to the following principles, walking, then cycling, followed by public transport and then cars. Under walking the guidance notes that new development should be accessible on foot, both in internal layout and in external connections.

Highland Structure Plan 2001

14. **Highland Council's Structure Plan Policy R4: Major Foodstores**, supports foodstore provision in town centres or within the edge of centre locations. Where major foodstore proposals are judged to pose a potential risk to the vitality and viability of local services, the development will not normally be permitted. **Highland Council Structure Plan Policy R5 Town Centre Shopping** considers that retail development in town centres will generally be encouraged. Development proposals which are adjudged to undermine the vitality and viability of existing town centres will not be permitted.
15. **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.

Badenoch and Strathspey Local Plan 1997

16. The Badenoch and Strathspey Local Plan considers Aviemore as the main growth centre within the District. It is considered to have the strongest economic prospects. This centrality means that the village is poised to support major new shopping, cultural and administrative functions. While the rate of growth must be controlled to avoid over-stressing the village, and considerable investment is needed in community and social facilities major development accords with the provisions of the Structure Plan. Alternative policies which sought to contain Aviemore risk damaging the economy of the whole District as well as restricting housing and service opportunities for the local population.
17. The principles of the Aviemore section of the **Badenoch and Strathspey Local Plan** seek to strengthen the village as a major shopping and service centre and to promote the economic renaissance of the village. Principles also seek to improve traffic and to transform the image and texture of Aviemore 'green up' the village and restore links with its setting and wider environment.

18. **Policy 6.2.1** of the Local Plan states that the Council supports major redevelopment of the Aviemore Centre to revitalise the village and reaffirm its status as an international visitor designation. This should be designed to integrate the centre lands with the wider community, securing a major facelift for the whole village centre.
19. The application site is within an area allocated in the Badenoch and Strathspey Local Plan for Commerce, Tourism and car parking, with an area of Recreation and Open Space on the west and south-west sides. There should be a footpath link through the open space area adjacent. There were road options (for a link road) through this area, running east west, and in the written statement this area is seen as an opportunity for new retail facilities for the settlement. Village centre enhancement, additional parking facilities, and flood prevention are all important considerations for the area. The Plan states that “The Council will encourage appropriate action by riparian owners to prevent flooding of the Aviemore burn”. Amenity woodland and trees are important to the settlement’s environment and existing trees and woodland will be safeguarded with the Tree Preservation Order covering the Centre Lands.
20. **Policy 6.2.8** notes that other land within the village centre adjoining Grampian Road is allocated for consolidation of existing shopping, office and tourist uses. **Specifically opportunities in the vicinity of Chevvyys/Santa Claus Land, subject to agreement to secure and preserve the alignment of proposed link road. These locations relate well to existing retail patterns, offer scope for segregated access and servicing and may provide a choice of potential supermarket sites as recognised in the secretary of states decision letter of 1995. The Council will expect other schemes to retain existing buildings where these are deemed to make a significant contribution to the local townscape.** Further to the above provisions, greater compactness and consolidation of Aviemore’s commercial core is a design priority. Encouragement will be given to increasing the density of the built form, infilling of vacant or under-used sites, redevelopment and facelift for properties to achieve extensive upgrading of the environment and complement wider improvements in parking, servicing and conditions for pedestrians.

CONSULTATIONS

21. **Highland Council Area Roads and Community Works Manager** Comments that No development shall commence until such time as the appropriate reserved matters contained in Highland Council Planning Permission, ref. BS/02/00007/OUTBS have been addressed to the satisfaction of the Planning Authority.

22. No development shall commence until the appropriate terms of the registered minute of agreement, dated 18th December, 2003, between Highland Council, Aviemore Highland Resort and others, have been addressed to the satisfaction of Highland Council.
23. Parking provision shall satisfy the requirements of Highland Council's Road Guidelines for New Developments, and shall include disabled, parent and child, and cycle parking, as required.
24. Conditions are suggested which cover the following: No water to discharge onto Northern Link Road; Development to be free from 1:200 years flood event; drainage to accord with SUDS principles to satisfaction of Scottish Water and SEPA; Visibility Splays to be provided; appropriate lighting scheme; During construction no direct access onto Grampian Road unless otherwise agreed by Highland Council as roads authority.
25. Conditions are recommended that no water shall discharge onto the Northern Link Road, visibility splays are provided at the junction of the site entrance with the Northern Link Road. And that appropriate lighting is provided within the car park/service area.
26. The majority of cyclist and pedestrian custom to the supermarket will be to the north. It would therefore be better if there were a pedestrian/cyclist access to the site to the north of the building as such an access would be on the desire line.
27. There is no objection to the service yard being accessed from Grampian Road. However, the yard appears to be tight for delivery lorry turning. The turning manoeuvres in the yard will therefore need to be checked.
28. The location of the pedestrian crossing on Grampian Road should be determined after the point about the pedestrian routing and servicing access has been resolved. Cycle parking standards dictate that one space per 8 car parking spaces should be provided. The cycle parking should be covered.
29. **Highland Council Forestry Officer** as indicated to the applicants previously an Arboricultural Impact Assessment (AIA) to BS 5837:2005 is sought. The application does not include this and while the most recent information received is welcome it does not constitute an AIA. It is therefore not possible to conclude an assessment of impact of the development as it stands (particularly in relation to car parking) and how the application may be amended to safeguard trees. Notwithstanding the above if it is proposed to recommend approval of this application conditions are recommended that a full AIA be carried out, that an arboricultural consultant be retained to undertake monitoring during construction and a tree management scheme should be submitted to the planning authority.

30. **Scottish Water** has no objection to the planning consent of this proposal. However, please note that any planning approval granted does not guarantee a connection to our infrastructure until a satisfactory solution is identified. Aviemore Waste Water Treatment Works may have sufficient capacity to service this proposed development. However, there may be waste water network issues. The developer is already in consultation with Scottish Water. The developer will be required as part of any network upgrading work, to provide a solution that would prevent or mitigate any further impact.
31. **Scottish Natural Heritage (SNH)** does not object to the proposal. However, it is considered that there is likely to be a significant effect on one of the interests of the river Spey SAC, but recommendations are made on how these effects can be overcome.
32. The site lies immediately adjacent to the Aviemore Burn, approximately 300 metres downstream the burn is designated as part of the river Spey Special Area of Conservation (SAC). The Spey is designated for its populations of Atlantic salmon, otter, freshwater pearl mussel and sea lamprey. The burn is likely to be used by salmon and otter. From the information available it appears to SNH that in this case the proposal is not connected with or necessary for the conservation management of the site. Hence further consideration is required. SNH's advice is that the proposal is likely to have a significant effect on a qualifying interest of the site.
33. SNH would advise the CNPA that the proposal is amended or conditions applied to address the following then the significant effects can be avoided: There should be no barriers to the free passage of fish; the burn should not be culverted, channelised, piped or diverted; to reduce the risk of sediment run-off into the burn no vegetation should be removed and no building should take place within 10metres of the burn; arrangements for managing surface water (during and after construction) should be approved by SEPA and no surface water should be discharged into the burn without SEPA's approval.
34. Addressing these issues would illustrate good practice and avoid unnecessary impact on salmon. Should these not be addressed then the CNPA would be required to undertake an appropriate assessment of the implications of the proposal for the site in view of the site's conservation objectives for its qualifying interests.
35. Specific recommendations have not been made for otter as much of the area is already developed and therefore not high quality otter habitat. The pond is likely to be used by otters hunting in the area.
36. **SEPA** The majority of the site lies outwith the indicative limits of flooding as shown on the Indicative River and Flood Map (Scotland) with only the area around the existing lochan and the south western

reach adjacent to the burn shown as being at risk. However, applications submitted for adjacent development have indicates that a new culvert has been situated on the burn. Properties in Craig Na Gower Avenue have suffered inundation in the past, therefore flood risk on this reach of the burn requires careful study. Considering the number of major proposals for the redevelopment of the centre of Aviemore and following the precautionary principle SEPA request a flood risk assessment. Until such time as further information is made available SEPA **objects** to the application.

37. **SEPA** recommend that detailed construction method statements are provided by condition. From a water quality perspective the drainage impact assessment indicates an appropriate SUDS strategy and there is no objection to this.

38. **CNPA Retail Consultant comments as follows:**
The assessment prepared by Montagu Evans for Aviemore Highland Resort (AHR) considers the impact of a foodstore of 4,181 sq m gross and of 4,181 sq m gross floorspace selling comparison goods. Account is taken in the assessment of capacity studies for convenience and comparison retailing in Strathspey and Badenoch.

Convenience Floorspace: Proposed Foodstore

39. The assessment by ME is presented on the basis that only one large foodstore of around 4,000 sq m gross would trade in the catchment. Given the volume of convenience expenditure in Strathspey and Badenoch, even allowing for expenditure by tourists, this is a sound basis on which to proceed.

40. Proposals for the provision of additional convenience floorspace in Strathspey and Badenoch need to be considered in the context of existing shopping patterns. The data from the Cairngorms National Park Transport Audit (Colin Buchanan, 2006) indicates that around 37% of convenience expenditure is lost to larger foodstores in Elgin and Inverness. The local centres account for around 63% of main food shopping trips.

41. The ME assessment is uniformed about convenience shopping patterns in Strathspey and Badenoch, particularly in regard to the usage of the Tesco store in Aviemore for main food shopping. Consequently, the assessment significantly under-estimates the impact that a new store would have on the Tesco store. Otherwise, the results of the ME assessment in respect of the other centres indicate a modest impact on Grantown, Kingussie and Newtonmore.

42. On the basis of the quantitative analysis, the general conclusion that the local convenience goods stores, other than the Tesco store in Aviemore, would not suffer an unduly high level of impact is accepted.

This reflects the volume of expenditure in the catchment and the ability of a larger foodstore to capture leakage. To an extent, this conclusion must be tempered by the fact that small traders are continuing to close throughout Scotland, many facing strong competition from the major food retailers. The larger foodstores have significant advantages in terms of the convenience of one-stop shopping and low prices. These advantages could result in greater levels of impact than the quantitative assessment would suggest.

43. Taking account of the leakage and the overall volume of convenience expenditure in the catchment, however, there is justification for the provision of a larger foodstore in Aviemore. Such a store would be more convenient for local residents and would reduce the need to travel outwith the catchment for main food shopping. In turn, this would convey environmental and transportation benefits.

Comparison Shopping

44. It is more difficult to ascertain what the effects of additional comparison floorspace will be because the data in the Transport Audit is insufficiently detailed to give a clear indication of existing shopping patterns. A comparison of expenditure and turnover suggests that as much as three-quarters of comparison expenditure is lost to centres outwith the catchment. The extent to which the additional floorspace can capture leakage will depend on the types of goods being sold. For example, speciality/tourist retailing would have less of an effect in reducing leakage than mainstream retailing focused on clothing, shoes and household goods.
45. The ME assessment assumes only 10% of the trade diversion to the new floorspace is from centres in the catchment. If this assumption is accepted, the impact on these centres would be modest in scale. Taking that point into account along with the volume of comparison expenditure exported from the catchment suggests that the provision of additional comparison floorspace is unlikely to cause significant problems. With the right type of retailers in an attractive development the additional provision could enhance Aviemore as a tourist destination.

REPRESENTATIONS

46. **Aviemore and Vicinity Community Council** have noted the requirement for additional information from the applicants, and comment that they “do not want a building that backs onto Grampian Road, our main thoroughfare, of which we would rather be proud than ashamed”. The Community Council supports a larger supermarket to cater for the ever-increasing demand for good quality goods at an economic price, which is not available from the existing supermarket. They do not wish to end up with 2 supermarkets in Aviemore.

47. **Highland Cycle Campaign** have commented that there should be a provision of enclosed secure cycle parking for 20% of staff, and sheltered parking for bikes close to and in view of the reception, for at least 20% of users.
48. Residents of an adjacent housing area have objected to the application on the grounds of lack of information and concern has been raised by other residents regarding the apparent excess of car parking and potential expansion of car parking into the treed area around the lochan.

APPRAISAL

49. This proposal purely seeks an amendment to the 2003 masterplan permission which allowed a supermarket of 30,000 sq feet on the same site as proposed here. This application effectively seeks an additional 15,000sq feet to make up to 45,000 sq ft. The principle factor to assess is whether the additional floorspace can be found acceptable under the terms of the retail studies carried out and the commentary provided by the CNPA's retail consultant. The main issue flowing from this is whether the larger store can be sensibly accommodated on the site with an appropriate level of parking and without having unacceptable impacts upon the Aviemore Burn, the lochan and the trees on the site that are subject to a Tree Preservation Order.
50. Under the guidance of SPP8 Town Centres and Retailing consideration must be given to what is known as the sequential test. This requires that developers illustrate that their proposals meet the test by showing that there are no town centre sites available where the use proposed can be accommodated. This CNPA currently hold an application for approximately 83,000 sq ft of retail development on Grampian Road covering the existing Tesco's store northwards to the Aviemore Burn However, at their closest points the two sites are less than 100 metres apart and in your officers view both are 'centre' sites. Because of this, officers are clear that the sequential test is not relevant to this or the neighbouring proposal on Grampian Road. **They are both town centre sites for the purposes of Scottish Planning Policy.**
51. In terms of retail the study initially submitted by the applicants showed ample capacity in the area for the store. It was considered that much of the trade generated would be in the form of claw back from Inverness and other centres outside the catchment. A new larger store would take up a strategic position in Strathspey reducing leakage from the catchment to centres such as Inverness, Perth and Elgin. The study did not take into account the larger Laurel Grant outline retail consent on Grampian Road because the consent for this scheme did not include any specific amount of retail floorspace. As mentioned in the previous paragraph a detailed application on this other site for a

large amount of retail is still held by the Park and is likely to be brought forward in the very near future. However, at this point in time there is no specified consent so no need for it to be taken account of in the consideration of this retail study. This position generally accords with the guidance on retail assessment methodology provided by National Guidance. However, each proposal must be viewed on its merits and does not preclude any particular decision upon the Laurel Grant scheme when it comes before the Committee.

52. It would appear clear that the current Tesco's is at times significantly over trading and the Community Council are supportive of the principle of a larger supermarket. This taken together with the fact that less shopping trips would need to be taken to Inverness would retain more spend within the catchment and also in environmental terms be beneficial in reducing travel, particularly car travel. From the analysis of our retail consultant there would be capacity within the catchment for a supermarket of this size. The Community Council has raised concern that they would not wish to see two supermarkets in Aviemore but with the existing Tesco's and the consent for a 30,000 sq ft supermarket this is effectively already the case. The more difficult question relates to what level of trade diversion from existing small shops within the Strath such a development would have.
53. The retail consultant employed by the CNPA has looked at retail impact for both convenience and comparison goods.
54. In terms of convenience goods the assessment presented by the developer is on the assumption that only one large foodstore would trade in the catchment. Data from the Cairngorms National Park Transport Audit indicates that around 37% of convenience expenditure is lost to larger foodstores outside the catchment. A considerable amount of convenience shopping in the catchment is currently attributed to the Tesco store in Aviemore and the applicant's assessment underestimates the impact from a new 45,000 sq ft store on the existing Tesco store. The level of impact on centres such as Grantown, Kingussie and Newtonmore would be modest on the basis of the quantitative assessment provided.
55. There are potential qualitative aspects to this assessment in that small traders are continuing to close in Scotland in the face of strong competition from the major retailers. This is partly because of the advantages of one stop shopping and low process that larger retailers can offer. However, these are largely issues for the market unless a planning authority can identify that there is clear and significant potential for the viability and vitality of existing centres within the catchment being undermined.
56. In terms of comparison goods the supermarket would be likely to sacrifice around 30% of its floorspace to comparison. However, these would be likely to be the sorts of goods that customers are currently

travelling outside of the catchment to buy. For instance it is likely that the store would devote some of its floorspace to clothes and electronic goods. This is considered unlikely to result in any significant impacts upon traders in local centres and would be very likely to reduce transport movements out of the catchment for shopping with corresponding environmental benefits.

57. Overall, the impacts anticipated are not of a scale that could be considered to undermine the vitality and viability beyond the impacts on the existing Tesco's store and to some extent this is anticipated. It must also be recognised that in accordance with the Local Plan Aviemore is identified as the major growth centre of the District and this is likely to remain the case. An anticipated increase in population will create a need for retail facilities that allow the settlement to function in this way. The proposed enlargement to the supermarket is very much in line with this principle and will provide an enhanced facility for locals and visitors alike without having any detrimental level of impact on other centres that would justify refusing the increase in floorspace by around a third.
58. If the principle of enlarging the store is accepted in retail terms attention must turn to the ability of the site to accommodate the proposed floorspace in the light of constraints on and around the site.
59. A layout plan has been provided indicating the larger store with parking; this is largely outside of the treed area and lochan, although a tree survey recently submitted indicates that a large number of trees would be removed, some for car parking near the lochan but also in relation to managing the site in the future. Many of the trees are quite dense and some rationalisation of the landscaping may be of overall benefit to the area. It is important to note that the Tree Preservation Order was placed upon the trees because of the perceived threat of them being felled rather than because of the intrinsic value of the particular trees on site. Nonetheless, many of the trees provide an important setting for the site and together with the lochan provide a great opportunity for enhancement and access for the public by means of paths. Highland Council Forestry Officer has commented that while a survey of the trees has been submitted it is not a full arboricultural assessment. However, should the Committee wish to approve the scheme conditions are recommended. The lochan and north west corner of the site should be safeguarded.
60. The same issues have been raised by SNH as on the Reserved Matters application for the 30,000sq ft supermarket and these would have to be incorporated into any future detailed design should members wish to approve this scheme. Indeed this is a key factor in that the developer must realise that the granting of a larger supermarket on the site is in no way a tacit agreement to development being extended to the north and west of the lochan and car parking must be kept well back from the Aviemore Burn in accordance with the wishes of SNH. The developer has to be clear that if the site with this

larger building is struggling to provide the correct amount of car parking then it may have to be found by ways other than simply extending over the lochan and that here may be cost implications to this.

Technical Issues

61. A full drainage impact assessment has been carried out for the site but SEPA has objected to the proposal on the grounds of flood risk. SEPA were unaware that the burn has recently been culverted under the Northern Link Road. Work on a flood risk appraisal to address these concerns is already underway. Scottish Water raise no objection but comment that water network infrastructure may be an issue that the developer would have to address.
62. With regard to Roads issues the proposal is considered generally acceptable subject to the conditions set down. A major stumbling block with this application and the neighbouring housing proposal over time has been the requirement to see moves towards a link road being built through the resort from its southern entrance to the Northern Link Road. The CNPA do hold an application for a road through the resort but this has not been brought forward today because granting any specific road line through the resort would prejudice the fuller consideration of the masterplan before you today as another item on the agenda. A further detailed transport assessment has been submitted with the application. This has attempted to demonstrate that the level of traffic involved in the supermarket and housing proposal does not, on its own, justify the provision of a road through the resort at this stage. However, the Area Roads Manager has expressed initial concern about the detail of the applicant's transport assessment and at the time of writing are still of the view that the road should be provided before the supermarket can trade. If this is the case then the requirements of the original Section 75 Agreement on the outline by Highland Council would stand and the supermarket could not be opened until the road is provided. This is an issue that is still fluid and dialogue is still taking place at the time of writing. Any further comments from Highland Council Area Roads Manager will be presented at the meeting. This dialogue is continuing to see if the supermarket and housing site opposite could be allowed some leeway for opening/occupation without the need for the immediate provision of a link road. Should the terms of the original agreement be changed then there may be a need for a revised, or new Section 75 Planning Agreement to which the CNPA would be signatories.
63. A number of points in relation to pedestrian, cycling access and the ability of delivery vehicles to turn within the service yard have all been mentioned by the Area Roads and Community Works Manager that require resolution. However, because this is an outline application these issues could be resolved by planning condition.

IMPLICATIONS FOR THE AIMS OF THE NATIONAL PARK

Conserve and Enhance the Natural and Cultural Heritage of the Area

64. A larger store could be accommodated on the site but its parking requirements must be met without unreasonable damage to the natural heritage in the North West corner of the site. This can be controlled by conditions and an analysis of any future detailed application for the site. In principle the proposal could be a great opportunity for the treed area around the lochan which is badly in need of management. Development must be kept back from the Aviemore Burn.

Promote Sustainable Use of Natural Resources

65. The proposal is in outline form alone, no design detail have been submitted. However, it is clear that a larger supermarket in Aviemore may well reduce car journeys to larger settlements outside of the catchment.

Promote Understanding and Enjoyment of the Area

66. The scheme overall can help contribute to improving path networks in the area. Although the extent to which this can be achieved will only become clear once a future detailed scheme is submitted. However, planning conditions can be used to frame positive benefits that may accrue from such a proposal.

Promote Sustainable Economic and Social Development of the Area

67. Potentially the larger supermarket will be advantageous for the local community, with a larger range of good available from a single store. It would also provide additional jobs. While a difficult area to make sound predictions the retail study indicates that the trade draw of the supermarket from existing businesses in the Strath will largely fall on the existing Tesco in Aviemore. However, issues with regard to potential flooding must be resolved as must a final position on the road requirement through the resort.

RECOMMENDATION

68. That Members of the Committee support a recommendation to:
DEFER Outline Planning Permission for the Erection of a 4,180 square metre Supermarket, at Aviemore Highland Resort, Grampian Road Aviemore and seek the following information on this scheme:
1. **Information with regard to potential flood risk to allow SEPA to remove their objection.**
 2. **Further comments from Area Roads and Community Works Manager in relation to the requirement of a distributor road through the Resort.**

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5 December 2007

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.