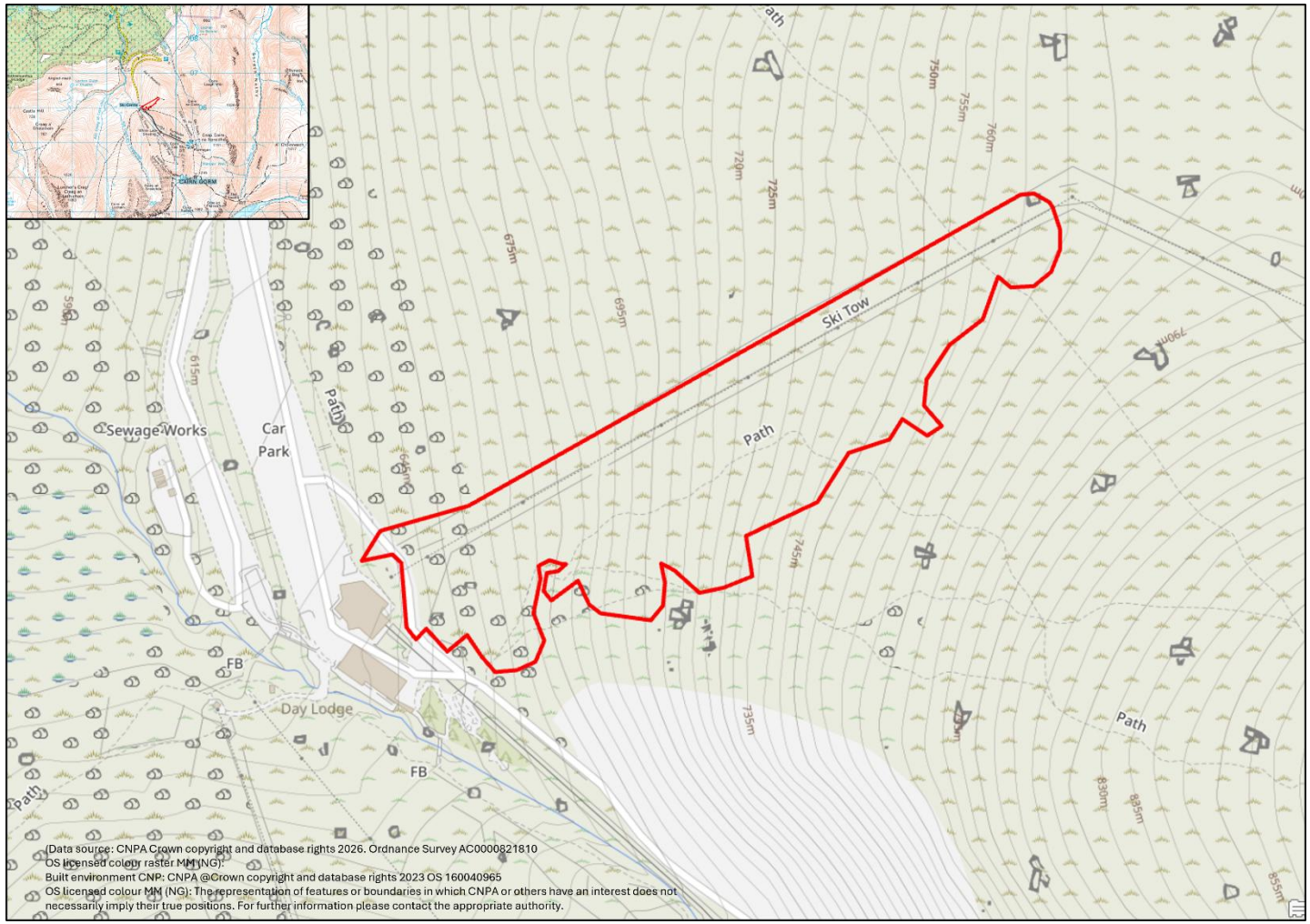
Committee report

Development proposed:

Proposed mountain toboggan track and associated structures, buildings, platforms, landscaping and infrastructure works at Land 284M East of Cairngorm Mountain, Glenmore, Aviemore.

Reference:	2026/0135/DET
Applicant:	Cairngorm Mountain (Scotland) LLP
Date called-in:	27 April 2026
Recommendation:	Approve subject to conditions
Case officer:	Heather Boswell, Senior Planning Officer



This map 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.

Site description, proposal and history

Site description

1. The application site is located within the Cairngorm Mountain resort, approximately 284m east of Cairngorm Mountain. The site is accessed by the existing B970 road from Glenmore which terminates at a large parking area beside Day Lodge and the Funicular Railway Base Station. The site extends to approximately 1.35 hectares. Existing mountain recreation and ski infrastructure, including ski tows, access tracks, the funicular railway, and associated buildings are located in the immediate vicinity.

2. The application site contains areas of wet heath, mountain heath, upland flushes, inland rock and existing tracks, providing habitat for a range of upland species including mountain hare and breeding birds. Both the Day Lodge Poma and Windy Ridge path cross the development site boundary.

3. Whilst the site does not fall within any environmental designations, the application site is within close proximity (2km) of the following:

    a) Cairngorms Special Area of Conservation (SAC);
    b) Northern Corries Site of Special Scientific Interest (SSSI);
    c) Cairngorms Wild Land Area (WLA 15);
    d) Cairngorms Special Protection Area (SPA); and
    e) River Spey SAC.

Proposal

4. The drawings and documents associated with this application are listed below and are available on the Cairngorms National Park Authority website unless noted otherwise: https://www.eplanningcnpa.co.uk/online-applications/applicationDetails.do?activeTab=summary&keyVal=TDW76OSI0CP00

Title	Drawing number	Date on plan*	Date received
Plans			
Plan – Foundation Plan	M21-80-301_r04	14/07/21	27/04/26
Plan – General Plan – Drive Station	M25-82-501	16/07/25	27/04/26
Plan – General Plan – Exit Area	M25-80-504_r00	17/02/25	27/04/26
Plan – General Plan – Exit Conveyer	M25-81-201_r00	03/02/25	27/04/26
Plan – General Plan – Return Station	M25-82-502	16/07/25	27/04/26
Plan – General Plan – Steel Bridge	M24-80-303	16/12/24	27/04/26
Plan – General Plan – Toboggan Storage	M25-80-504_r00	17/02/25	27/04/26
Plan – General Plan – Track End Brake	M24-81-101_r00	20/11/24	27/04/26
Plan – General Plan – Track Waves	M19-80-309_r01	22/04/21	27/04/26
Plan – Section Plan – Longitudinal	pr24-80-012_level-2-2_r06	23/02/26	27/04/26
Plan – Section Plan – Longitudinal	pr24-80-012_level-2-2_r06	23/02/26	27/04/26
Plan – Site Layout Plan – Ortho	pr24-80-012_level-2-2_r06	23/02/26	27/04/26
Plan – Site Layout Plan – Top View	pr24-80-012_level-2-2_r06	23/02/26	27/04/26
Plan – Location Plan	400858-PC-0000	01/02/26	27/04/26
Plan – Ticket & Maintenance Shed – Ground Floor Layout & Elevations	400858-PC-0001	03/02/26	27/04/26

Plan – Elevation Plan – Top Protection Hut	400858-PC-0002	03/02/26	27/04/26
Plan – Elevation Plan – Bottom Protection Hut	400858-PC-0003	03/02/26	27/04/26
Plan – General Plan – Construction Details	400858-PC-0010	24/03/26	27/04/26
Plan – Proposed Site Layout Plan	400858-PC-1000	04/02/26	27/04/26
Plan – Site Layout Plan – Bottom Area Sheet 1 of 4	400858-PC 1001	04/02/26	27/04/26
Plan – Site Layout Plan – Top Area – Sheet 2 of 4	400858-PC-3001	18/02/26	27/04/26
Plan – Site Layout Plan – Bridge 1 – Sheet 3 of 4	400858-PC-1003	04/02/26	27/04/26
Plan – Site Layout Plan – Bridge 2 – Sheet 4 of 4	400858-PC-1004	04/02/26	27/04/26
Plan – Drainage Layout	400858-PC-2000	04/02/26	27/04/26
Plan – General Plan – Bottom Area – Sheet 1 of 4	400858-PC-3000	18/02/26	27/04/26
Plan – General Plan – Top Area – Sheet 2 of 4	400858-PC-3001	18/02/26	27/04/26
Plan – General Plan – Bridge 1 – Sheet 3 of 4	400858-PC-3002	18/02/26	27/04/26
Plan – General Plan – Bridge 2 – Sheet 4 of 4	400858-PC-3003	18/02/26	27/04/26
Plan – Existing Site Layout	400858-PC-8000	11/02/26	27/04/26
Plan – LVA Graphics Part 2		01/04/26	27/04/26
Plan – LVA Graphics Part 3		01/04/26	27/04/26
Plan – LVA Graphics Part 4		01/04/26	27/04/26
Plan – LVA Graphics Part 5		01/04/26	27/04/26
Plan – LVA Graphics Part 6		01/04/26	27/04/26
Plan – LVA Graphics Part 7		01/04/26	27/04/26
Plan – LVA Graphics Part 8		01/04/26	27/04/26

Plan – LVA Graphics Part 9		01/04/26	27/04/26
Plan – LVA Graphics Part 10		01/04/26	27/04/26
Plan – Peat Survey Plan		19/06/26	04/08/26
Plan – Peat Survey Results		27/06/26	04/08/26
Plan – Planting Plan – Internal	2536/01 Rev A	15/07/26	04/08/26
Plan – Planting Plan – Wider	2536/02 Rev A	13/07/26	04/08/26
Plan – Helicopter Overnight Storage & Refuelling Area Location Plan	400858-PC-0004	13/02/26	04/08/26
Plan – Proposed Site Plan	400858-PC-1000	04/02/26	04/08/26
Plan – Bridge 1 Layout Sheet 3 of 4	400858-PC-1003	04/02/26	04/08/26
Plan – Bridge 2 Layout Sheet 4 of 4	400858-PC-1004	04/02/26	04/08/26
Plan – Bridge Elevations	400858-PC-5000	01/07/26	04/08/26
Supporting Information			
Other – Economic Impact Assessment (sensitive)		01/03/26	27/04/26
Other – Landscape and Visual Appraisal – Visualisation Package		01/04/26	27/04/26
Other – Landscape and Visual Appraisal		01/04/26	27/04/26
Other – Drainage Statement	400858-FRH-ZZ-XX-RP-C-01-03	25/03/26	27/04/26
Other – Planning and Design Statement		01/04/26	27/04/26
Other – Ecological Assessment		01/12/25	27/04/26
Other – Highlands and Islands Enterprise Statement		01/02/18	27/04/26
Other – Part 1 of 8 Appendix Figures Package – Baseline Graphics		01/07/26	04/08/26

Other – Part 2 of 8 Appendix Figures Package – Viewpoint 01		30/07/26	04/08/26
Other – Part 3 of 8 Appendix Figures Package – Viewpoint 02		30/07/26	04/08/26
Other – Part 4 of 8 Appendix Figures Package – Viewpoint 03		30/07/26	04/08/26
Other – Part 5 of 8 Appendix Figures Package – Viewpoint 04		30/07/26	04/08/26
Other – Part 56 of 8 Appendix Figures Package – Viewpoint 05		30/07/26	04/08/26
Other – Part 7 of 8 Appendix Figures Package – Viewpoint 06		30/07/26	04/08/26
Other – Part 8 of 8 Appendix Figures Package – Viewpoint 09A and 09B Bridge Visualisation		10/08/26	12/08/26
Other – Peat Depth Survey – Appendix 1 Peat Cores		05/07/26	04/08/26
Other – Peat Depth Survey – Appendix 2 Peat Depths		05/07/26	04/08/26
Other – Peat Survey and GWDTE Report		05/07/26	04/08/26
Other – Rail Material and Surface Coating Options		30/06/26	04/08/26
Other – National Vegetation Classification Survey		03/07/26	04/08/26
Other – Draft Habitat Management Plan		03/07/26	04/08/26
Other – Draft Construction Environmental Management Plan		01/07/26	11/09/26
Other – Draft Mitigation Schedule	16506	10/09/26	11/09/26

*Where no specific day of month has been provided on the plan, the system defaults to the first of the month.

5. The proposed development comprises the construction and installation of a 1.3km gravity-propelled mountain toboggan run including engineering works and

associated infrastructure. The 'dual-rider' toboggan would route adjacent to the Windy Ridge path, with the highest point located 766m above sea level. The toboggans would be transported uphill via a drag-lift system before descending under gravity with riders controlling their speed through an on-board braking system supported by electronic safety monitoring and automatic braking technology.

6. As shown on the application plans in **Appendix 1**, the proposed development comprises a toboggan lifter system, downhill toboggan track, two toboggan bridges, all-terrain vehicle (ATV) track, top and bottom protection huts, toboggan storage tunnel, ticket shed/entry platform and exit platform/tunnel.

7. The toboggan track would consist of a round aluminium tube with a welded-on guide profile, which is mounted just above ground level. The tube would be allowed to weather, providing a protective coating from the elements as well as aiding in reducing the glare from the development. The toboggan track would be supported by galvanised steel brackets and struts anchored using ground nails. This technique avoids the need for extensive concrete foundations, except where direct fixings to exposed bedrock is required. The toboggan track would be lower than 0.75m above ground level for around 75% of its length. The highest points above ground level will occur at the bridge locations where the toboggan rail would be 3.5m high to provide sufficient clearance under the toboggan rail for users on the Windy Ridge path.

8. Whilst the track's monorail design enables it to be fully dismantled and removed within a two-week period, the toboggan run is intended as a permanent, year-round attraction which would operate during both the winter sports season and the summer tourist months.

9. The 1.35ha development site comprises a linear route with a 10m buffer around the proposed toboggan run, incorporating an appropriate micro-siting tolerance to allow scope for the development to avoid hard rock outcrops and any established trees and vegetation. The works surrounding the toboggan track itself will comprise minor path diversions, construction of hardcore bases for the toboggan run and concrete bases for bridges, and installation of both the toboggan run and bridges. All excavation is proposed to be carried out by hand to have the minimum impact on the hillside as possible.

10. The ATV track, required for construction and maintenance of the toboggan run, would comprise two 0.4m wide tracks of compacted dust or suitable as-dug fines with a 1.2m central vegetated strip, as shown in the approved *General Plan-Construction Details* (dated 27/04/26). The proposed track design is intended to

minimise the potential adverse environmental impact by retaining the pre-existing vegetation where possible.

11. Two bridges would be required where the toboggan route intersects with the Windy Ridge path. To ensure the safety of all users, the path would be realigned and reprofiled at two sections, within a micro-siting tolerance of 10m, to provide sufficient clearance under the bridges for hikers and cyclists. Diversions would be implemented during construction to ensure that safe access for active travel users is maintained. During operation, in the interest of safety, the toboggan track would be fenced off at the bridge locations to ensure walkers are not in direct proximity to the toboggan run. The timber post and rail fencing proposed will be similar to that across other areas of the mountain.

12. The proposed building and platforms at the bottom station will be of a similar design and colour to others already within the resort's core area of activity. The bottom protection hut would have a maximum height of 3.16m and a sloping roof that falls to 2.66m at its lowest side. The proposed top protection hut would be similar to the sheds/huts found across the mountain for enclosing switchgear and would comprise a small timber hut to enclose the winding gear. The top protection hut would have a maximum height of 3.16m and sloping roof that falls to 2.1m at its lowest side. The external finishes of both protection huts would consist of vertical timber cladding with a metal sheet roof mounted on timber rafters.

13. Works at the top and bottom stations will involve earthworks to re-profile the sites to design levels, in-situ concrete works and installation of the toboggan track and winding gear. Upon completion of works, the surrounding ground will be reinstated using the pre-excavated turfed material with the new path network being hardcore surfaced.

History

14. There are no recent planning applications relating to the immediate red line boundary area of this application, however, there have been numerous planning applications within the wider Cairngorm Mountain area in recent years, including:

    a) 2018/0112/DET – installation of beginner and intermediate artificial ski slopes with associated services. Refused by the Park Authority in October 2018.
    b) 19/01765/FUL – installation of tube slide, zip line and play area. Granted by the Highland Council in June 2019.

c) 19/03944/S42 – section 42 application to vary Condition 1 of planning permission 19/01765/FUL (to delete requirement to remove equipment during winder period). Granted by the Highland Council in November 2019.
d) 2019/0247/DET – engineering works to smooth and re-grade land. Granted by the Park Authority in December 2019.
e) 2020/0076/DET – engineering works to strengthen the existing Cairngorm Mountain funicular viaduct. Granted by the Park Authority in May 2020.
f) 2020/0097/DET – installation of two permanent solar-powered barriers at the entrance and exit of the car park. Granted by the Park Authority in June 2020.
g) 2020/0105/DET – installation of two tube slides as well as an extension and realignment of an existing tube slide, already present on site, to bolster the resort's winter sports offer. Granted by the Park Authority in June 2020.
h) 2021/0281/DET – variation of a condition attached to the previously approved tube slides and zip wire development. The proposal sought to extend the temporary consent period by a further five years, allowing the facilities to remain in operation until 01 November 2026. Granted by the Park Authority in November 2021.
i) 21/03808/S42 – variation of a condition attached to the existing snow-making facility at Cairngorm Mountain, allowing the temporary retention of the snow-making machine and its containerised housing until 19 November 2022. Granted by the Highland Council in October 2021.
j) 22/03647/ADV – installation of 14 non-illuminated directional and information signs throughout the Coire Cas car park area. Granted by the Highland Council in October 2022.
k) 2024/0155/DET – installation of play equipment and related infrastructure. Granted by the Park Authority in August 2024.

Habitats Regulations Appraisal

15. A Habitats Regulations Appraisal (HRA) has been undertaken to consider the potential effects of the development upon the conservation objectives of the European sites listed within the HRA document, which is attached as **Appendix 2**.

The European sites, alongside their respective distance from the site boundary, are as follows;

a) River Spey SAC, 800m;
b) Cairngorms SAC, 350m;
c) Cairngorms SPA, 350m; and
d) Cairngorms Massif SPA, 2.6km.

16. Additionally, the HRA assesses the potential impact upon the protected species found within these SPAs and SACs, such as Capercaillie, Dotterel, Golden eagle, Merlin, Osprey, Peregrine, Scottish Crossbill, Otter, Freshwater pearl mussel, Sea lamprey, Atlantic salmon.

17. The HRA found that there would be no likely significant effects to the protected features of the Cairngorms SPA and Cairngorms Massif SPA. The proposal is unlikely to result in any significant impacts to supporting habitats for SPA qualifying species and will not result in an increase in recreational access into the SPA which could cause disturbance to qualifying species. The proposal site is also not within disturbance distance of known Golden eagle nest sites. Additionally, with the exception of the Cairngorms SAC's Otter feature, no likely significant effects are anticipated upon the qualifying features of this designated site.

18. A likely significant effect to Otter, Freshwater pearl mussels, Sea lamprey and Atlantic salmon features of the River Spey SAC and Otter feature of the Cairngorms SAC are expected due to the potential for short term and indirect impacts from construction activity affecting nearby watercourses. The principal risk identified relates to construction phase pollution and sediment entering the Allt a' Choire Chais, which ultimately connects to the River Spey catchment. Such impacts have the potential to adversely affect water quality and habitats supporting Atlantic salmon, Freshwater pearl mussel and Sea lamprey, as well as potentially impacting prey availability for Otters.

19. The assessment concludes that these risks can be effectively mitigated through the implementation of pollution prevention and sediment management measures throughout the construction phase. The draft Construction Environment Management Plan (CEMP), submitted as part of the application package, incorporates pollution prevention and sediment control measures considered appropriate to manage this risk and prevent adverse effects upon the site integrity. The provision of a finalised CEMP, including site-specific pollution prevention and sediment control measures, will be secured via a condition attached to any consent granted.

20. NatureScot have confirmed agreement with the HRA and its conclusions.

Development plan context

Policies

National policy	**National Planning Framework 4 (NPF4) Scotland 2045** (Policies relevant to the assessment of this application are marked with a cross (x))	
Policy 1	Tackling the climate and nature crises	X
Policy 2	Climate mitigation and adaptation	X
Policy 3	Biodiversity	X
Policy 4	Natural places	X
Policy 5	Soils	X
Policy 6	Forestry, woodland and trees	
Policy 7	Historic assets and places	
Policy 8	Green belts	
Policy 9	Brownfield, vacant and derelict land, and empty buildings	
Policy 11	Energy	
Policy 12	Zero waste	
Policy 13	Sustainable transport	X
Policy 14	Design, quality and place	X
Policy 15	Local living and 20 minute neighbourhoods	
Policy 16	Quality homes	
Policy 17	Rural homes	
Policy 18	Infrastructure first	
Policy 19	Heating and cooling	
Policy 20	Blue and green infrastructure	
Policy 21	Play, recreation and sport	X
Policy 22	Flood risk and water management	X
Policy 23	Health and safety	X
Policy 24	Digital infrastructure	
Policy 25	Community wealth building	
Policy 26	Business and industry	

Policy 27	City, town, local and commercial centres	
Policy 28	Retail	
Policy 29	Rural development	X
Policy 30	Tourism	X
Policy 31	Culture and creativity	
Policy 32	Aquaculture	
Policy 33	Minerals	

Strategic policy	**Cairngorms National Park Partnership Plan 2022 – 2027**	
Local plan policy	**Cairngorms National Park Local Development Plan (2021)** (Policies relevant to the assessment of this application are marked with a cross (x))	
Policy 1	New housing development	
Policy 2	Supporting economic growth	X
Policy 3	Design and placemaking	X
Policy 4	Natural heritage	X
Policy 5	Landscape	X
Policy 6	The siting and design of digital communications equipment	
Policy 7	Renewable energy	
Policy 8	Open space, sport and recreation	X
Policy 9	Cultural heritage	
Policy 10	Resources	X
Policy 11	Developer obligations	

21. All new development proposals require to be assessed in relation to policies contained in the adopted Development Plan which comprises National Planning Framework 4 (NPF4) and the Cairngorms National Park Local Development Plan 2021 (LDP). The full wording of policies can be found at: https://www.gov.scot/publications/national-planning-framework-4/documents/ and at: https://cairngorms.co.uk/wp-content/uploads/2021/03/CNPA-LDP-2021-web.pdf

Planning guidance

22. Supplementary guidance also supports the Local Development Plan and provides more details about how to comply with the policies. Guidance that is relevant to this application is marked with a cross (x).

Policy 1	Housing supplementary guidance	
Policy 2	Supporting economic growth non-statutory guidance	X
Policy 3	Design and placemaking non-statutory guidance	X
Policy 4	Natural heritage non-statutory guidance	X
Policy 5	Landscape non-statutory guidance	X
Policy 7	Renewable energy non-statutory guidance	
Policy 8	Open space, sport and recreation non-statutory guidance	X
Policy 9	Cultural heritage non-statutory guidance	
Policy 10	Resources non-statutory guidance	X
Policy 11	Developer obligations supplementary guidance	

Consultations

23. A summary of the main issues raised by consultees now follows:

24. **NatureScot** agree with the conclusions of the HRA prepared by the Cairngorms National Park Authority Ecological Advice Officer.

25. **Highland Council Flood Risk Management Team** has no objection to the proposal, noting they are satisfied that the proposed drainage strategy is designed to replicate the pre-development surface water flow paths with filter drains directing water back into the surrounding landscape. Whilst SEPA's indicative future flood maps show potential risk from '*surface water and small watercourses'* within the site boundary, this appears to be from surface water overland flow and the team are content this can be managed through appropriate site drainage.

26. **Cairngorms National Park Authority Landscape Adviser** initially raised concerns over the proposed development's potential to adversely impact upon the distinct landscape character and Special Landscape Qualities of the National Park, as well as the Cairngorms National Scenic Area and Wild Land Area 15 Cairngorm, given its location within an upland part of the National Park. The Adviser acknowledged that the development would introduce new structures into an environment which is

already degraded by similar structures, and that wider views would not generally be affected by the rail as the structure would be too recessive to be easily perceived. Despite this, the Adviser raised concerns that wider landscape and visual impacts from the associated infrastructure, such as the ATV track, bridge crossings and top protection hut, would be expected.

27. To fully assess the development, the Adviser requested additional information showing the detailed design of key sections of the development where changes in ground levels are proposed, such as the bridge areas, as well as a Landscape Plan, Landscape Management and Maintenance Proposals and a Construction Method Statement. Following the Applicant's provision of additional information, including the Rail Material and Surface Coating Options (dated 04/08/26), Bridge Layouts and Elevations (dated 04/08/26), Planting Plans (dated 04/08/26), Construction Environmental Management Plan (dated 11/08/26), Landscape Rebuttal (dated 12/08/26) and a package of viewpoint visualisations (dated 04/08/26 and 12/08/26), and a further site visit undertaken by the Landscape Adviser in September 2026, the consultee provided an updated response.

28. Upon review of the additional information, the Landscape Adviser accepts that the rail will weather to a dull patina over time, therefore limiting its prominence when viewed against the heather and snow and preventing glint issues at great distances. The Adviser notes that siting the proposed development east of the Day Lodge Poma, in an environment where similar built development is already present, minimises the extent of impacts compared to a location further west on open moorland. The Adviser reiterates that the environment is already degraded by some similar structures which minimises the adverse visual effects in views of the development from the car park, sections of the Windy Ridge path, toboggan run and rest of the ski resort. Whilst it is recognised that the development would contribute to the existing cluttered character of the mountain environment, the key landscape and visual issues are focused on the ATV track and bridge structures when viewed from distance. The Adviser indicates that the ATV track's route across contours, gravel surface and potential to erode would increase its prominence in views from the Windy Ridge path and the footpath located close to the west and base of the White Lady ski tow.

29. The Adviser concludes that overall, landscape and visual effects would be moderate but include some significant effects, and requests additional information, including detailed bridge designs as well as confirmation of the surface of the track and whether a vegetated ATV route would suffice. A recommended approach for combatting erosion of the ATV track is also requested.

30. **Cairngorms National Park Authority Ecological Advice Officer** notes that the proposal has the potential to significantly affect a range of ecological interests, including protected species such as Capercaillie, Osprey and Scottish Crossbill (breeding birds), priority upland habitats, peatland and the water environment. The Officer raises concerns regarding the disturbance of breeding birds, reptiles and mountain hare during construction, impacts on sensitive wet heath, flushes and potential groundwater-dependent terrestrial ecosystems (GWDTE), and pollution risks to the Allt a' Choire Chais and River Spey SAC. Given the site lies close to the Cairngorms SPA, SAC and Northern Corries SSSI, a Habitat Regulations Appraisal was undertaken by the Officer, as detailed in paragraphs 15 - 20, with recommended mitigation measures included.

31. Before a final assessment could be made, the Officer requested further ecological information, including a National Vegetation Classification (NVC) survey and peat depth surveys to inform the toboggan route design and demonstrate avoidance of priority peatland habitats, deep peat and flushes. The provision of a Habitat Management Plan, which includes details of the proposed peat management approach, was also requested.

32. Following the Applicant's provision of a NVC survey (dated 04/08/26), Peat Survey and GWDTE Report (dated 04/08/26), Habitat Management Plan (dated 04/08/26), and CEMP including Pollution Prevention Plan (dated 11/09/26), the Ecological Advice Officer confirmed that the mitigation measures contained within these documents would be appropriate to protect internationally important peatland and wetland habitats on site. The Officer notes that if the mitigation measures outlined in the Mitigation Schedule (dated 11/09/26) were to be conditioned and fully implemented, they would help to reduce the significance of potential impacts on priority habitats, peatland habitats as well as the water environment and other receptors.

33. In addition, the Officer recommends conditions requiring the provision of a finalised CEMP including an updated Peat Management Plan, Pollution Prevention Plan and Habitat Management Plan be attached to any consent granted. Conditions to avoid works during ground nesting breeding bird season, mountain hare breeding season and reptiles' hibernation period are also recommended, as well as the provision of Species Protection Plans to prevent disturbance and injury to protected species.

34. The Officer notes that approximately 1.95ha of compensatory peatland restoration would be required to compensate for the loss of deep peat and priority peatland habitat in Area B, Area D and a significant proportion of the bridge crossing area as identified in the peat survey and NVC survey report. The provision of

compensatory peatland restoration is recommended by the Officer to be conditioned as part of any consent granted.

35. Finally, the Officer notes the proposed implementation of biodiversity enhancement measures, as noted within the Ecological Assessment Report (dated December 2025) and Habitat Management Plan (dated 04/08/26).

36. **Cairngorms National Park Authority Recreation and Outdoor Access Team** has no objection to the proposal subject to access being maintained on the two OS marked footpaths which fall within the proposed development site. They note that there are no core paths or rights of way within the site boundary but highlight that the Windy Ridge path is a well-known and popular footpath which should remain open and accessible both during and after construction. The Team also requested additional detail on the clearance height of the proposed bridges to ensure sufficient headroom is provided, allowing safe passage for all users.

37. Following the Applicant's provision of further information regarding the proposed bridges, the Team confirmed they were satisfied that the clearance heights should allow for safe passage by all users, including walkers and cyclists, without restriction or conflict.

38. **Aviemore & Vicinity Community Council** supports this application, recognising the benefit in developing Cairngorm Mountain as a year-round destination. Within their initial response the Community Council queried the operation and management of the proposed development, in particular regarding the potential collision risk between the toboggan run, wildlife and other hill users. Following the Applicant's provision of additional information within the *Statement in Response to Public Representations* document (dated 04/08/26), the Community Council confirmed that the issues they raised previously had been satisfactorily addressed. Detail of the Community Council's response is set out in **Appendix 3.**

Representations

39. Eight letters of representation have been received consisting of one letter of support and seven objections, including one supplementary objection from the same individual. Objections received include representations on behalf of the North East Mountain Trust, Badenoch & Strathspey Conservation Group, and The Cairngorms Campaign. The representations are contained within **Appendix 4a** and **4b**.

40. The letter of support suggests the proposed toboggan run would be a valuable addition to the mountain ski area, recognising the development site to fall within a landscape already altered by existing ski infrastructure.

41. Key concerns raised in the seven objection letters include:

    a) Landscape and visual impacts;
    b) Inappropriate structure and location of toboggan run;
    c) Lack of financial/ business justification;
    d) Access track design, visualisations, erosion and policy concerns;
    e) Ecological and habitat impacts including mitigation tree planting;
    f) Incomplete application information;
    g) Conflict between the toboggan and Day Lodge Poma; and
    h) Preference for investment in ski infrastructure over visitor attractions.

Appraisal

42. Section 25 of the 1997 Act as amended requires applications to be determined in accordance with the Development Plan. This comprises National Planning Framework 4 (NPF4) and the Cairngorms National Park Local Development Plan 2021 (LDP). Where there is conflict between policies, NPF4 policies take precedence.

43. The main planning considerations in relation to this application comprise: the principle of development; biodiversity and the natural environment; landscape and visual impacts; recreation and outdoor access; amenity; and flood risk and the water environment. These are considered in detail below.

Principle of Development

44. **NPF4 Policy 1: Tackling the climate and nature crises** seeks to ensure that significant weight will be given to the global climate and nature crises when considering all development proposals. **NPF4 Policy 2: Climate mitigation and adaptation** also seeks to encourage development that adapts to the current and future impacts of climate change.

    NPF4 Policy 29: **Rural development** supports development proposals that contribute to the viability, sustainability and diversity of rural communities and the local rural economy, including the diversification of existing businesses. **NPF4 Policy 30**: **Tourism** seeks to ensure proposals for tourism-related development

consider the contribution made to the local economy and compatibility with the surrounding area in terms of the nature and scale of the activity and impacts of increased visitors.

45. **LDP Policy 2: Supporting economic growth** supports development which enhances formal and informal recreation and leisure facilities providing: there are no adverse environmental impacts; it makes a positive contribution to the experience of visitors; and it contributes to a year-round economy.

46. This application complies with these policy requirements. The proposal seeks to diversify the recreational offer at Cairngorm Mountain by introducing a year-round toboggan run which will boost visitor numbers and provide a more consistent source of income, reducing financial dependence upon the increasingly inconsistent snow sports season. As noted in the applicant's Economic Impact Assessment (dated 27/04/26), the economic benefits associated with the development are expected to extend beyond the resort and have a positive impact across the wider area, with a projected increase in both visitor numbers and total spend per unique visitor anticipated.

47. The Highlands and Islands Enterprise (HIE) Cairngorm Mountain Masterplan (2021)[1] outlines a vision and strategy for growth at Cairngorm Mountain over the next 25 years. The masterplan aims to develop an all-year sustainable operating model, benefit the wider economy and provide an excellent visitor experience for all. The proposal aligns with these principles and, in this respect, would also support Policy C9 (High quality visitor experience) of the Cairngorms National Park Partnership Plan, which aims to '*support the implementation of the Cairngorm Mountain masterplan*'.

48. Overall, the principle of development therefore accords with relevant policies of the Development Plan and other key strategies.

Biodiversity and the natural environment

49. **NPF4 Policy 3: Biodiversity** seeks to ensure that development proposals protect biodiversity, reverse biodiversity loss, deliver positive effects from development and strengthen nature networks. Development proposals must include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance.

[1] Highlands and Islands Enterprise (2021). Cairngorm Mountain Masterplan. Available at: https://www.hie.co.uk/media/10744/cairngorm-mountain-masterplan_2021.pdf

50. **NPF4 Policy 4: Natural heritage** seeks to ensure that development proposals protect, restore and enhance natural assets making best use of nature-based solutions. Development that has significant adverse impacts on designated sites, after mitigation, will not be supported. Similarly, **LDP Policy 4: Natural heritage** seeks to ensure that there are no adverse effects on European Protected Species and other biodiversity interests.

51. **NPF4 Policy 5: Soils** seeks to protect carbon-rich soils, restore peatlands and minimise disturbance to soils from development. Development on peatland or carbon-rich soils require baseline depths, habitat conditions, quality and stability of the soils to be identified. Similarly, **LDP Policy 10: Resources** seeks to ensure that development affecting carbon sinks and stores minimises disturbance of soils and peat and any associated vegetation.

52. Whilst the proposed development has the potential to impact upon a variety of protected species and habitats, the Applicant has submitted a Mitigation Schedule which incorporates measures to address these potential effects. The Ecological Advice Officer is satisfied that the measures incorporated will help protect, conserve and enhance biodiversity in line with policy. The Mitigation Schedule is therefore considered appropriate and acceptable as an approach to manage potential ecological impacts, and the relevant mitigation measures can be secured through a planning condition.

53. In addition to the Mitigation Schedule, conditions recommended by the Ecological Advice Officer would be imposed to require a variety of plans and statements prior to the commencement of development including; site-specific Construction Method Statement and Construction Environmental Management Plan; Habitat Management Plan; and Maintenance Schedule. Together these measures would ensure the development does not have adverse impacts on protected species.

54. Whilst no watercourses are present on site, the development is close to the Allt a' Choire Chais which is a tributary of the River Spey SAC and therefore implementation of an appropriate Pollution Prevention Plan (PPP) is required. The Park Authority's Ecological Advice Officer confirmed that the mitigation measures contained within the PPP, as set out with the draft CEMP (dated 11/09/26), would reduce the risk of mobilised sediment and pollution entering the water environment. A condition would therefore be attached to any consent granted requiring the provision of a finalised CEMP including PPP and implementation of all recommended mitigation measures.

55. Regarding peatland, as a primary intervention, the proposed development is expected to micro-site development away from areas identified as deep peat within the submitted Peat Depth Surveys (dated 04/08/26). Where it is not possible to reroute the toboggan run and associated works to avoid these habitats, specific plans detailing the mitigation measures and compensatory peatland restoration proposed for each area shall be provided as part of a Compensatory Peatland Restoration Scheme and a Peat Management Plan, which will be secured through a planning condition. The extent of peatland restoration should equal an area 10 times the extent of peatland habitat that will be impacted by the development. Findings from the Peat Survey and GWDTE Report, Peat Depth Surveys, Peat Survey Plan, and Peat Survey Results (dated 04/08/26) suggest an area of approximately 1.95ha is expected to be required for the compensatory peatland restoration.

56. In addition to the mitigation measures proposed as part of the application, the proposal includes measures to enhance biodiversity. These include the creation of pools within the site or locale to offer breeding opportunities for amphibians and invertebrates; native shrub planting in the drier areas, away from wet heaths and wet flushes, to increase habitat diversity and provide potential sheltering and nesting opportunities for species such as birds and invertebrates; and the installation of bird boxes on existing structures/buildings associated with the ski centre to enhance nesting provisions within the site. These measures, alongside their ongoing monitoring and maintenance arrangements, shall be set out within a Habitat Management Plan (HMP) which will also be secured through a planning condition. Where any compensatory peatland restoration is delivered at a rate greater than 1:10 (degraded/impacted peatland: restored peatland), this will be considered an additional biodiversity enhancement of the development.

57. Subject to the implementation of the Mitigation Schedule and the other specific planning conditions noted above, the proposal is deemed compliant with biodiversity enhancement and natural places policies of the Development Plan.

Landscape and visual impacts

58. **NPF4 Policy 14: Design, quality and place** supports the delivery of proposals where they are consistent with the six qualities of successful places, namely: healthy; pleasant; connected; distinctive; sustainable; and adaptable.

59. **LDP Policy 3: Design and placemaking** similarly seeks to ensure that proposals improve the quality of the area and are consistent with the six qualities of successful places. A minor discrepancy between NPF4's definition of the six qualities and that of the LDP exists, although their overall effect is consistent. The

policy outlines that all developments must be designed to maintain and maximise all opportunities for responsible outdoor access, including links into the existing path network.

60. **LDP Policy 5: Landscape** seeks to conserve and/or enhance the landscape character and special landscape qualities of the National Park. The policy states that proposals that do not complement or enhance the landscape character will only be permitted where any significant adverse effects on special landscape qualities are clearly outweighed by social or economic benefits of national importance. All adverse effects on the setting of the proposal should also have been minimised and mitigated through appropriate siting, layout, scale, design and construction.

61. The proposed development would be located within a sensitive landscape, given its siting within an upland part of the Cairngorms National Park. Inappropriately located and poorly designed development in this location has the potential to adversely impact upon the special landscape qualities of the National Park, however through careful design and siting, the Applicant has sought to minimise these impacts as far as reasonably practicable. Moreover, the proposed development would be located within the core developed area of Cairngorm Mountain, within the HIE masterplan's identified '*primary activity zone*'. The Landscape Adviser notes that siting the toboggan run and associated infrastructure on the eastern side of the Day Lodge Poma helps to contain the development within the resort's existing built setting amongst similar infrastructure. Whilst it is recognised that the proposal may contribute to the existing cluttered character of Cairngorm Mountain, the toboggan run would be within an established area of recreation and would avoid extending development on more sensitive landscape elsewhere. The proposal would therefore benefit from the resort's established built context and would appear compatible with the general setting.

62. The proposal would be sited in an environment already degraded by similar structures. This minimises the adverse visual effects in views of the development from the car park, sections of the Windy Ridge path, toboggan run and rest of the ski resort. The most prominent view of the development would therefore be on the Windy Ridge path, when approaching the proposed bridges, and when viewing the development from the footpath located close to the west and base of the White Lady ski tow. Whilst the toboggan rail manufacturer has confirmed within the submitted *Rail Material and Surface Coating Options* document (dated 04/08/26), that neither an alternative rail material nor any surface coatings can be applied to the rail system for technical reasons, the aluminium rail material is understood to weather to a dull patina over time. This weathering will prevent glint issues at

distance and limit the development's prominence when viewed against heather and snow, thus reducing the visual impact of the toboggan rail. Moreover, where it is possible for the development's proposed biodiversity enhancement offer to establish planting in proximity to the toboggan track, this would help screen parts of the development, further reducing impacts upon views from afar.

63. The finalised bridge designs will also be conditioned to ensure the gradients and appearance of the proposed embankments, retaining walls and reprofiling of the Windy Ridge path are deemed acceptable prior to the commencement of works.

64. The Applicant has confirmed that the ATV track would be used for construction of the development as well as daily morning checks of the drive station and in the event of emergency assistance. Two all-terrain vehicles, including a Can-Am Traxter HD-08 and a Can-Am Traxter HD-10 will be employed, and therefore a vegetated ATV route would not be possible to allow safe and regular use for construction and maintenance. The proposed track would comprise two 0.4m wide tracks of compacted dust or suitable as-dug fines with a 1.2m central vegetated strip as shown in the submitted *General Plan- Construction Details* (dated 27/04/26). This design is considered proportionate and would reduce the visual prominence of the track compared to a full-width gravel track surface, thus minimising potential visual impacts when viewed at distance. Moreover, the implementation of an ATV track is expected to limit environmental damage by reducing the risk of multiple tracks developing from ad hoc ATV routes taken uphill and causing widespread damage to the surrounding vegetation and landscape. Conditions would be attached to any consent granted to ensure the ATV track is constructed in line with the approved plans and included within the development's Maintenance Schedule. In addition, a condition would be attached requiring the provision of a set of measures to combat erosion of the ATV track.

65. On balance the proposal is considered to be in accordance with the relevant landscape and natural heritage policies of NPF4 and the LDP.

Recreation and outdoor access

66. **LDP Policy 3: Design and placemaking** notes that development proposals must maintain and maximise all opportunities for responsible outdoor access, including links into the existing path network and ensuring consistency with the Cairngorms National Park Core Paths Plan.

67. **LDP Policy 8: Open space, sport and recreation** supports developments of sport and recreation facilities and diversification of existing sport and recreation related

business activities where they demonstrate best practice in terms of sustainable design, operation and future maintenance.

68. The proposal is expected to strengthen the Cairngorm Mountain's recreational offer and support the range of activities currently available, including the funicular railway, mountain biking, tubing, play areas and karts. By operating year-round, the toboggan run is expected to provide a consistent, reliable income thus bolstering the local economy at Cairngorm Mountain and beyond.

69. Whilst in the interest of public safety diversions to the Windy Ridge path would be required during construction, the route will largely remain open and accessible, ensuring the recreational value of the surrounding area is not compromised. A condition would be attached to any consent granted requiring an Access Management Plan (AMP) to detail measures to ensure the two OS-marked footpaths on site remain open and accessible during and after construction. Where, in the interest of public safety, this is not possible, a reasonable temporary diversion shall be put in place and outlined within the AMP.

70. The additional information provided by the Applicant to address concerns initially raised by the Recreation and Outdoor Access Team regarding clearance heights under the proposed bridges was deemed sufficient to allay their concerns. Similarly, the provision of additional information addressed the Aviemore & Vicinity Community Council's concerns regarding potential conflict between the toboggan run and other hill users. The conditioned AMP shall also include finalised bridge designs which show the required clearance heights and measures to be implemented to avoid conflict between the toboggan run and other hill users.

71. On this basis, the proposed development is considered to comply with the relevant policies of the Development Plan.

Flood risk and the water environment

72. **NPF4 Policy 22: Flood risk and water management** seeks to ensure that developments are resilient to current and future flood risk.

73. **LDP Policy 10: Resources** requires that all development should be free from flood risk and not increase the risk of flooding elsewhere. This policy also seeks to ensure that development does not result in the deterioration of water resources and avoids unacceptable detrimental impacts on the water environment.

74. SEPA's indicative future flood maps show potential risk from '*surface water and small watercourses*' within the site boundary, however this would appear to be a risk from surface water overland flow rather than from a watercourse.

75. The Highland Council Flood Risk Management Team confirm they are satisfied with the proposed drainage strategy, as set out within the Drainage Statement (dated 27/04/26), noting that it has been designed to replicate the pre-development surface water flow paths and situation.

76. Together, the above conditions would ensure compliance with the relevant policies of the Development Plan.

Other issues raised in consultations and representations

77. The majority of issues raised by consultees and contributors have been addressed throughout this report. The Applicant has responded to information requests and submitted a comprehensive application package which has enabled the material considerations of the proposed development to be assessed. The application must be assessed on its own merits and therefore any third party preferences for investment in ski infrastructure over visitor attractions is not considered material to this application.

78. The financial/business justification for the development is set out within the submitted Economic Impact Assessment (dated 27/04/26) and addressed in the appraisal of the principle of development.

Conclusion

79. The proposed development of a mountain toboggan track and associated infrastructure is acceptable in principle given the diversification and associated economic benefits of this new recreational activity. The proposal aligns with the core objectives and guiding principles of the HIE Cairngorm Mountain masterplan by strengthening the existing recreational offer at the resort, providing infrastructure which bolsters the year-round visitor appeal and contributing positively to the local economy, and is proposed within the masterplan's identified '*primary activity zone*'.

80. The proposal is considered compatible with the established recreational uses of the resort and whilst it may lead to moderate adverse impacts upon landscape and visual amenity, this would be predominately limited to views of the development from sections of the Windy Ridge path and the footpath located close to the west and base of the White Lady ski tow, rather than across the wider landscape. As set

out above, mitigation measures have been proposed, including the provision of finalised bridge design details and measures to address the potential erosion of the ATV track, which are considered sufficient to avoid the potential for landscape and visual impacts. Whilst the development may impact upon peatland and protected species and habitats, a variety of mitigation measures have been proposed which will avoid significant adverse effects upon these ecological features, and opportunities for biodiversity enhancement have also been identified.

81. On balance, it is considered that the proposed development complies with the Development Plan and there are no other material considerations which outweigh this conclusion.

Recommendation

That members of the committee support a recommendation to APPROVE the construction of a mountain toboggan track and associated structures, buildings, platforms, landscaping and infrastructure works at land 284m east of Cairngorm Mountain subject to the following conditions:

Conditions

Those conditions listed below in bold text are suspensive conditions, which require to be discharged prior to implementation of the development.

1. The development to which this permission relates must be begun not later than the expiration of three years, beginning with the date on which the permission is granted.

   Reason: The time limit condition is imposed in order to comply with the requirements of section 58(1)(b) of the Town and Country Planning (Scotland) Act 1997 as amended.

2. The development shall be carried out in accordance with the submitted Drainage Statement (ref. 400858-FRH-ZZ-XX-RP-C-01-03) including Drainage Layout and Track Drainage plans.

   Reason: To ensure the development is not subject to overland surface water flooding and remains as per the pre-development situation. In the interests of flood risk management and to ensure compliance with NPF4 Policy 22: Flood risk and water management.

3. **No development shall commence on site until an Access Management Plan has been submitted to and approved in writing by the Cairngorms National Park Authority, acting as planning authority. Details within the Access Management Plan shall include, but not be limited to, the following:**

   a) **how public access will be maintained along the two OS-marked footpaths on site (or a suitable agreed diversion put in place) throughout the duration of the construction works;**
   b) **any proposed diversions including along the Windy Ridge path or other OS-market footpaths on site where continuing public access on these routes is not possible during construction;**
   c) **finalised bridge designs which show the required clearance heights and measures to be implemented to avoid conflict between the toboggan run and other hill users; and**
   d) **detail on the approach to be adopted to avoid conflict between the toboggan uplift and users of the Day Lodge Poma.**

   Thereafter, the development shall be constructed in accordance with the approved Access Management Plan and bridge designs to the satisfaction of the Cairngorms National Park Authority acting as planning authority.

   Reason: To ensure the proposed access arrangements are appropriate, maintain public safety and are in accordance with Policy 13: Sustainable transport and Policy 23: Health and safety of NPF4 and Policy 3: Design and placemaking of the Cairngorms Local Development Plan 2021.

4. **No development shall commence on site until finalised Bridge Designs and Elevations have been submitted to and agreed in writing by the Cairngorms National Park Authority acting as planning authority. The designs shall include, but not be limited to, the following:**

   a) **Detail of the embankments and retaining walls required to achieve necessary clearance under the proposed bridges, including Contour Plans of areas around the bridges showing gradients, spot heights and how the area will be reprofiled;**
   b) **Detail of the construction method to be adopted for the embankments and retaining walls including quantities of material to be removed; and**
   c) **Detail of the appearance of the bridge features, embankments, retaining walls and Windy Ridge path, noting a naturalistic effect is preferred. Where it can be implemented safely, embankments shall be made up of loose rock, mirroring features found naturally across the hillside. Areas of exposed, visible cement shall be avoided.**

Thereafter the development shall be constructed in accordance with the approved designs and elevations.

Reason: To minimise potential adverse landscape and visual effects associated with the construction of two bridges and reprofiling of the Windy Ridge path in accordance with Policy 4: Natural places and Policy 14: Design, quality and place of NPF4 and Policy 3: Design and placemaking of the Cairngorms Local Development Plan 2021.

5. **No development shall commence on site until finalised details of the ATV track have been submitted to and agreed in writing by the Cairngorms National Park Authority acting as planning authority. This shall include the following:**

   a) **Detail of the removal, storage and reuse of existing on-site materials during construction;**
   b) **Proposed measures to be adopted to combat erosion of the ATV track;**
   c) **Proposed maintenance schedule for the ATV track; and**
   d) **A central vegetated strip as shown in the *General Plan – Construction Detail* (dated 27/04/26).**

   Thereafter, the ATV track shall be constructed and maintained in accordance with the approved details and used solely for construction of the development, daily morning checks of the drive station and in the event of emergency assistance.

   Reason: To minimise potential adverse landscape and visual effects associated with the proposed ATV track in accordance with Policy 4: Natural places and Policy 14: Design, quality and place of NPF4 and Policy 3: Design and placemaking of the Cairngorms Local Development Plan 2021.

6. **No works in connection with the development hereby approved shall commence on site (including ground works and vegetation clearance) until a finalised site-specific Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Cairngorms National Park Authority acting as planning authority. The finalised CEMP shall be informed by the draft CEMP (dated 11/09/26) however shall update all relevant sections referring to the identified presence of GWDTE habitat on site and shall include, but not be limited to, the following:**

   a) **Consideration of sensitive GWDTE habitats on the site, as identified within the NVC survey (dated 04/08/26), and presentation of mitigation measures to avoid disturbance or harm to these features;**

b) **A carefully considered drainage regime which aligns with the submitted Drainage Statement and outlines the measures to be implemented to avoid draining peat that is hydrologically connected to the M32 spring and M1 bog pool system and avoids adverse impacts upon peat and adverse hydrological impacts upon Annex 1 habitats and GWDTEs;**
c) **Key mitigation measures for implementation during construction as noted within the finalised Mitigation Schedule;**
d) **A site-specific Pollution Prevention Plan (PPP) and Sediment Management Plan, with measures outlined to protect the River Spey and wider water environment from all sources of pollution (including sediment, oils, fuels etc.); and**
e) **A summary the finalised Peat Management Plan (PMP), including the key measures to be considered and implemented during construction.**

Thereafter all works carried out during construction shall be undertaken strictly in accordance with the approved CEMP.

Reason: To protect the water environment, designated sites and all species and habitats present on site by ensuring best practice measures are adopted throughout the construction phase in accordance with Policy 3: Biodiversity, Policy 4: Natural places and Policy 5: Soils of NPF4 and Policy 4: Natural heritage and Policy 5: Landscape of the Cairngorms Local Development Plan 2021.

7. **No works in connection with the development hereby approved shall commence until a Habitat Management Plan (HMP) has been submitted to and approved in writing by the Cairngorms National Park Authority acting as planning authority. The HMP shall include, but not be limited to, the following requirements:**

a) **Details of the biodiversity enhancement measures to be implemented, as informed by the Ecological Assessment Report (dated December 2025) and draft Habitat Management Plan (dated August 2026), and including anticipated timeframes; and**
b) **Ongoing monitoring and maintenance plans.**

The Plan shall also set out how contingencies and remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Thereafter the development shall be carried out in accordance with the approved HMP.

Reason: In the interest of protecting biodiversity and the environment in accordance with Policy 3: Biodiversity of NPF4 and Policy 4: Natural heritage of the Cairngorms National Park Local Development Plan 2021.

8. **No development shall commence on site until a finalised Mitigation Schedule has been submitted to and agreed in writing by the Cairngorms National Park Authority acting as the planning authority. The Mitigation Schedule shall be informed by the draft Mitigation Schedule (dated 11/09/26) and include all measures set out in Chapter 5 of the submitted Ecological Assessment Report (dated ref: Envirocentre, December 2025).**

   Thereafter all mitigation measures shall be implemented and construction of the proposed development carried out strictly in accordance with the approved Schedule, under the supervision of a suitably qualified Ecological Clerk of Works.

   Reason: To offset disturbance and offer protection to habitats and priority species in accordance with Policy 3: Biodiversity, Policy 4: Natural places and Policy 5: Soils of NPF4 and Policy 4: Natural heritage of the Cairngorms Local Development Plan 2021.

9. **No works in connection with the development hereby approved shall commence until a finalised Peat Management Plan (PMP) has been submitted to and approved in writing by the Cairngorms National Park Authority acting as planning authority. The finalised PMP shall be informed by the draft PMP (contained within the draft CEMP dated 11/09/26) however shall be updated to include details from the Peat Depth Surveys (dated 04/08/26).**

   The finalised PMP shall include, but not be limited to, the following requirements:

   a) **Details from the Peat Depth Survey (dated 04/08/26);**
   b) **Measures and volumes of proposed peat excavation, handling, storage and reuse;**
   c) **A summary of recommended peat mitigations from the Peat Survey and GWDTE Report (dated 04/08/26), NVC survey report (dated 04/08/26) and draft HMP (August 2026) and consider potential requirement for further localised peat probing to inform the drainage regime, micro-siting of the track and foundations, and appropriate 'No Go' buffer areas;**
   d) **A summary of measures to be implemented to avoid areas of deep peat, including micro-siting and rerouting of the proposed tracks to ensure siting of the toboggan track base plates, installation of the ATV track and other**

infrastructure avoid impacts on priority peatland habitats, deep peat over 50cm, bog pools and flushes;

e) **Outline details of the Compensatory Peatland Restoration Scheme, as defined by Condition 10;**

f) **Specific plans detailing the mitigation measures and compensatory peatland restoration proposed at Areas B and C, as defined within the Peat Survey and GWDTE Report (dated 04/08/26); and**

g) **A specific peat reuse plan for the Exit tunnel and platform: 'Area D', as defined within the Peat Survey and GWDTE Report (dated 04/08/26), which takes account of the proposed earthworks and landscaping. The area directly and indirectly impacted should be used to calculate the extent of compensatory peatland restoration required here.**

Reason: To avoid adverse impacts upon sensitive peatland habitats, carbon-rich soils and nature networks in proximity to the proposed works and to minimise negative impacts on habitats and to mitigate for any damage to priority peatland habitats in accordance with Policy 3: Biodiversity and Policy 5: Soils of NPF4 and Policy 4: Natural heritage, Policy 5: Landscape and Policy 10: Resources of the Cairngorms Local Development Plan 2021.

10. **No development shall commence until a Compensatory Peatland Restoration Scheme informed by the Peat Depth Surveys and Results (dated 04/08/26) and Peat Survey and GWDTE Report (dated 04/08/26) has been submitted to and approved by the Cairngorms National Park Authority acting as planning authority. The Scheme shall include details of the extent, location, timetable, methodology and ongoing management arrangements of the proposed restoration and outline the approach for delivering the required level of compensatory peatland restoration.**

Thereafter the construction of the proposed development shall be undertaken in accordance with the approved the Scheme.

The extent of peatland restoration should equal an area 10 times the extent of peatland habitat that will be impacted by the development. The area of peatland habitat impacted should be calculated as the footprint of the development, including ATV track, within areas of priority peatland habitat plus a 30m buffer on either side of the track where priority peatland habitats are present. Where the route cannot avoid priority peatland habitat areas of deep peat (>50cm), compensatory peatland restoration of degraded peatland habitat nearby will likely be required. Findings from the Peat Survey and GWDTE Report, Peat Depth Surveys, Peat Survey Plan, and Peat Survey Results (dated

04/08/26) suggest an area of approximately 1.95ha is expected to be required for the compensatory peatland restoration.

Reason: To secure compensation for the unavoidable loss of peatland habitats and carbon rich soils as a result of the development in accordance with Policy 5: Soils of NPF4 and Policy 10: Resources of the Cairngorms Local Development Plan 2021.

11. In the event that the development ceases to be used for its intended purpose for a continuous period of 12 months, unless otherwise agreed with the Cairngorms National Park Authority, acting as planning authority, the development must within 12 months be removed in its entirety and the land reinstated to its condition prior to the granting of the permission 2026/0135/DET, all to the satisfaction of the Cairngorms National Park Authority, acting as planning authority.

Reason: In recognition of the nature of the facility and to ensure that structures are removed, and land restored to safeguard long term impacts of the site should the proposal cease to operate in accordance with Policy 14: Design, quality and place of NPF4 and Policy 5: Landscape of the Cairngorms National Park Local Development Plan 2021.

Informatives

1. The person undertaking the development is required to give the Planning Authority prior written notification of the date which it is intended to commence the development. Attached to this decision notice is a Notice of Initiation of Development for completion and submission. Submission of this information assists the Cairngorms National Park Authority Monitoring and Enforcement Officer in monitoring active work within the area to ensure compliance with the approved details and to identify and correct any potential problems, as they arise, rather than later when it may be more difficult and more costly to rectify. Failure to give notice would constitute a breach of planning control which may result in enforcement action being taken.

2. Following completion of the development, a notification of completion shall, as soon as practicable, be given to the Planning Authority. Attached to this decision notice is a Notice of Completion of Development for completion and submission. Submission of this form will assist the Cairngorms National Park Authority Monitoring and Enforcement Officer in making a final inspection and checking

compliance with the approved drawings and conditions. If the development hereby approved is to be carried out in phases, then a notice of completion should be submitted at the completion of each phase.

3. Where development cannot avoid priority peatland habitats (wet heath, blanket bog, flushes) or areas of deep peat >50cm, compensatory peatland restoration of degraded peatland habitats nearby will likely be required. This should be detailed in a habitat management plan. The extent of peatland restoration should equal an area 10 times the extent of peatland habitat that will be impacted by the development. The area of peatland habitat impacted should be calculated as the footprint of the ATV track/development where it passes through priority peatland habitats plus a 30m buffer on either side of the track where priority peatland habitats are present.

4. It should be noted that the proposed '*wet heath enhancement area*' and '*alpine heath enhancement area*' identified within the draft HMP appear to constitute suitable restoration areas and may also provide opportunity to deliver biodiversity enhancement. This will depend upon the area of peatland impacted and the area available at these sites to accommodate additional peat. Compensatory peatland restoration cannot be considered as biodiversity enhancement unless the ratio of degraded/impacted peatland to restored peatland is greater than 1:10.