



Committee report

Development proposed:

Erection of cycle stores on plots 33-48 and increase boundary fence height on plots 27-32 at Land 30M NE of 45 Cattanach Drive, Newtonmore

Reference: 2026/0179/DET

Applicant: Tulloch Homes Ltd

Date called-in: 8 June 2026

Recommendation: Approve subject to conditions

Case officer: Katherine Donnachie, Planning Officer



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Site description, proposal and history

Site description

1. The application site is located at the southern edge of Newtonmore within an ongoing housing development with a considerable number of houses now built. The Newtonmore to Perth B9150 road runs to the west and access is taken off this road with two spur roads off this access point, one leading south and one north to serve the wider housing development. The application site and wider site are fairly level, former grazing ground.
2. Residential properties lie to the east on Woodside Avenue, set within wooded gardens. To the north there are further residential properties on Station Road and to the west, on the opposite (west) side of the main Perth Road, there are further residential properties on St Columba Road. To the far south-west, also on the opposite side of the main road, there is a café and petrol station. The ongoing partly built housing lies to the south and northwest. Fields lie to the far south and southeast of the wider site. The Coffin Road path runs along the southern boundary of the wider site.
3. There are no specific environmental designations on the site, with the River Spey Special Area of Conservation (SAC) and Site Special Scientific Interest (SSSI) lying some 0.58 km to the far south. There is no apparent connectivity to this watercourse from the site. There are no listed buildings or scheduled monuments within the immediate vicinity.

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/>

Title	Drawing Number	Date on Plan*	Date Received
Plan - Floor Elevation Plan - cycle store	3295-01-801	01/04/06	08/06/26
Plan - Location plan plots 27-48	3295-02-06	01/05/26	08/06/26



Plan - Location plan plots 27-48	3295-02-06 Rev A	18/05/26	08/06/26
Plan - Plots 27-48 Site Layout 1 of 2	3295-02-700	01/04/26	08/06/26
Plan - Plots 27-48 Site Layout 2 of 2	3295-02-701	01/04/26	08/06/26
Plan - Plots 27-48 Site Layout 1 of 2	3295-02-700 Rev A	18/05/26	08/06/26
Plan - Plots 27-48 Site Layout 2 of 2	3295-02-701 Rev A	18/05/26	08/06/26
Plan - Plots 27-48 Site Layout 2 of 2	295-02-701 Rev B	10/06/26	10/06/26
Plan - Tree Protection Plan	TPP TH 250124	08/03/26	18/06/26
Other - Tree schedule	Treetek report	25/01/24	18/06/26
Plan – cycle store with fence	295-01-802	01.07.2026	31/07/26

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

5. Plans of the proposals are included in **Appendix 1**.
6. This application seeks full planning permission to provide cycle stores to serve this central part of the development and the flatted units here. The stores are proposed to be of green plastic construction, each able to contain two cycles. They are of lean-to design, measuring 1.4 metres high at the rear and 1.3 metres high at the front. They are 0.9 metres wide by 1.83 metres long. Two of the cycle store areas will be enclosed by a 1.8 metre high timber screen fence on three sides.
7. Four separate sites for a total of 16 cycle stores are proposed. One site, containing three stores, is proposed immediately beside the northeast gable of the two-storey residential block at plots 33- 40, immediately between the gable and the footpath to the rear of this block. The second site will contain two stores and is located on the eastern side of the path opposite the entrance to the residential block. A further site containing three stores will be sited on the other (eastern) side of the access road just south of a proposed car parking area. A tree protection plan has been submitted to illustrate how trees to the east of this cycle store block will be



protected. This plan was previously approved when changes to the parking / roads layout were approved earlier this year. The final site containing eight more cycle stores will be sited opposite the gable end of the southernmost residential block at plots 41 to 48 on the opposite side of the path here.

8. It is also proposed to heighten a proposed boundary fence along the rear of plots 27 to 32 which lie on the eastern part of this development. The fence was originally proposed at 1.5 metres high, and it is now proposed to increase this to 1.8 metres. The fence is of standard vertically slatted timber screen fence design. This fence will back onto residential properties to the east off Station Road.
9. No further changes to the wider servicing are proposed.
10. Due to their size and location within the development, the proposed cycle stores do not benefit from permitted development rights in this case. Consequently, the proposals could not be approved as a non-material variation, and a planning application was required.

History

11. 07/230/CP – Planning consent was initially granted in 2011 for a housing development here of 81 houses and access roads. This consent was subject to numerous conditions and a section 75 legal agreement regarding developer obligations. Suspensive planning conditions were subsequently discharged, and a start was made on site. A number of non-material variations to this consent have been granted over the years.
12. 2018/0242/DET – In 2018 planning consent was granted to amend the layout of plots 49-68 in the southernmost part of the site. This layout did not include the current application site and comprised the affordable housing provision for the wider scheme (20 houses).
13. 2022/0358/DET – In 2022 consent was granted for formation of a road and SUDS basin in the southern part of the site – again this did not include the current application site area. This SUDS basin is intended to serve the wider housing development.
14. 2024/0149/DET – In 2024 consent was granted for a change in house type on plots 20 and 21 from two semi-detached properties to two detached properties.
15. 2024/0297/DET – In 2024 consent was granted for a change of house types at plots 49-50 and 53-60 plus repositioning of plots 51 and 52 at the southern end of



the wider development. This was essentially a remix of the affordable housing provision for the wider scheme.

16. 2026/0026/DET - Earlier this year planning consent was granted for the change of house types on Plots 22-25 and 31-32 and the road and car parking design with detailed landscape scheme approved at this time.

Habitats regulations appraisal

17. It is not considered that the proposed development will have a significant impact upon a designated European Site (River Spey SAC), with no connectivity to this site and the proposal simply involving siting of cycle stores within an approved housing development. In these overall circumstances it is considered that an HRA is not required in this case.

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	
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	x
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	
Policy 22	Flood risk and water management	
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	
Policy 30	Tourism	
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	
Policy 3	Design and placemaking	x
Policy 4	Natural heritage	x
Policy 5	Landscape	
Policy 6	The siting and design of digital communications equipment	
Policy 7	Renewable energy	
Policy 8	Open space, sport and recreation	
Policy 9	Cultural heritage	
Policy 10	Resources	
Policy 11	Developer obligations	



18. 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

19. 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	
Policy 3	Design and placemaking non-statutory guidance	x
Policy 4	Natural heritage non-statutory guidance	x
Policy 5	Landscape non-statutory guidance	
Policy 7	Renewable energy non-statutory guidance	
Policy 8	Open space, sport and recreation non-statutory guidance	
Policy 9	Cultural heritage non-statutory guidance	
Policy 10	Resources non-statutory guidance	
Policy 11	Developer obligations supplementary guidance	

Consultations

20. A summary of the main issues raised by consultees now follows:
21. **Highland Council Transport Planning Team** has no objections, welcoming the provision of cycle storage in terms of supporting sustainable travel choices. The team note that the proposals do not introduce any changes to the established access arrangements, road layout or parking provision whereby they have no concerns in terms of road safety. Furthermore, the proposed boundary fencing does not impact on visibility splays serving the public road or neighbouring accesses.
22. **Newtonmore and Vicinity Community Council** has been consulted and have not provided any comments to date.



Representations

23. No representations have been received.

Appraisal

24. 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.

Principle

25. **NPF4 Policy 13: Sustainable transport** supports new development where it is in line with the sustainable transport and investment hierarchies and, amongst other things, provides safe, secure and convenient cycle parking to meet the needs of users. **NPF4 Policy 15: Local living and 20-minute neighbourhoods** requires development proposals to contribute to local living including 20-minute neighbourhoods within settlements with consideration to be given to existing settlement pattern and the interconnectivity of new residential development with the surrounding area to ensure there is local access to various amenities, including transport.
26. **NPF4 Policy 14: Design, quality and place** requires proposals to be consistent with the six qualities of successful places, which are: healthy, pleasant, connected, distinctive, sustainable, and adaptable. Similarly, **LDP Policy 3: Design and Placemaking** requires all development to meet the six qualities of successful places and also sets out requirements to promote sustainable transport methods and active travel including making provision for storage of bicycles and reducing the need to travel.
27. The proposed development, which involves providing secure cycle storage for an ongoing housing development, readily supports the principles and objectives of these policies and helps to promote sustainable transport. It does not adversely affect the road layout for the wider housing development or any existing outdoor access routes, and it is supported by the technical consultee (Highland Council Transport Planning Team). It is the detail of the design and layout of the proposed cycle stores that therefore falls to be considered now, as follows.



Layout, design and amenity

28. **NPF4 Policy 14: Design, quality and place** states that development proposals should improve the quality of an area and be consistent with the six qualities of successful places. This echoes the requirements of **LDP Policy 3: Design and placemaking**, which also sets out principles of sustainable design to be met within new developments. In addition, the LDP settlement statement for Newtonmore sets out the need for high quality design and layout on this prominent site.
29. In terms of amenity, **NPF4 Policy 23: Health and safety** sets out that development which is likely to have a significant adverse effect on health or air quality, or which is likely to raise unacceptable noise issues will not be supported. **LDP Policy 3: Design and placemaking** requires new developments to protect the amenity enjoyed by neighbours, including minimisation of disturbance caused by access to the development site.
30. In this regard the overall plot layout was approved with the original planning application with some amendments agreed via new applications and non-material variations over the years. The current proposal simply seeks to provide cycle stores to serve the flatted development in the middle of the development and has little impact on the overall layout. As noted earlier, provision of cycle stores is welcomed in both policy terms and by the technical consultee (Highland Council Transport Team) in relation to supporting sustainable transport.
31. The proposed stores are of standard, simple functional design and enclosed by timber screen fencing. The proposed locations are discrete and relate well to the road and path networks. They will be located on areas which were previously to be grassed, apart from the northernmost one where a short section of previously proposed hedging will be removed. This is not considered to be significant, and the scale of the proposals is small creating no particular landscape impacts. Similarly, the minimal increase in height of the screen fence (0.3 metres) has no particular impacts. Overall, the proposed development is considered to be in keeping with the wider layout of the site and will not adversely affect the overall layout and appearance of the development.
32. Finally, there will be no loss of amenity for the closest existing houses in the area which lie a reasonable distance to the east in large, wooded gardens.
33. In these circumstances, this relatively minor development is considered to comply fully with relevant NPF4 and LDP policies.



Environmental impacts

34. **NPF4 Policy 3: Biodiversity** requires development proposals to contribute to the enhancement of biodiversity and to include appropriate measures to conserve, restore and enhance biodiversity proportionate to the nature and scale of the development. **NPF4 Policy 4: Natural places** does not support development which will have an unacceptable impact on the natural environment, or which will have a significant effect on European Site designations, which include Special Areas of Conservation and Sites of Special Scientific Interest. **LDP Policy 4: Natural heritage** similarly requires new development to have no adverse effects on the integrity of designated sites, the National Park or on protected species or habitats.
35. This application does not involve any additional loss of habitat as compared to the original applications. As noted earlier, there is no connectivity to watercourses and in particular the River Spey SAC from this development proposal and accordingly no adverse effects on designated sites. Development of this scale is not considered to have any particular impact on biodiversity, and the siting will ensure that trees at the boundary of the site are protected. In terms of biodiversity enhancements whilst no biodiversity enhancements will be delivered as part of this minor development, it sits within a wider development which is delivering a range of biodiversity enhancements including landscaping and sustainable drainage. It is not therefore considered proportionate to require any additional enhancements for this specific proposal.
36. In these overall circumstances the development is considered to comply with relevant NPF4 and LDP policies.

Sustainability and climate change

37. **NPF4 Policy 1: Tackling the climate and nature crises** states that when considering all development proposals significant weight will be given to the global climate and nature crises. **NPF4 Policy 2: Climate mitigation and adaptation** also seeks to ensure that development is sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and to be able to adapt to climate change risks.
38. In this regard the proposed development to provide cycle stores to support residents to use sustainable transport is entirely in line with NPF and LDP policy.

Conclusion

39. This proposal for cycle stores to serve approved residential units on a designated housing site within a settlement is welcomed and raises no particular land use



planning issues. Conditions to ensure that the development is constructed in accordance with the submitted plans can be readily attached. The development is considered to comply fully with all relevant NPF4 and LDP policies, and there are no other material considerations which outweigh this conclusion. On this basis approval is recommended.

Recommendation

That members of the committee support a recommendation to APPROVE full planning permission for the erection of cycle stores on plots 33-48 and increase boundary fence height on plots 27-32 at Land 30M NE of 45 Cattnach Drive, Newtonmore subject to the following conditions:

Conditions

1. The development to which this permission relates must be begun not later than the expiration of 3 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 of the Town and Country Planning (Scotland) Act 1997 as amended.

2. The development hereby approved shall be constructed in accordance with the approved details and plans.

Reason: To ensure the development complements and enhances the landscape in accordance with Policy 4: Natural Places of the National Planning Framework 4 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. Construction work (including the loading/unloading of delivery vehicles, plant or other machinery) should not take place out with the hours of 0800 hours to 1900 hours Mondays to Fridays, 0800 hours to 1300 hours on Saturdays or at any time or Bank Holidays to minimise disturbance to residents in the area.