



## PROPOSED LAYOUT

### COMPACT

The plan for An Camas Mòr is based on the idea of the compact footprint. The idea is that the majority of the settlement is within a radius of five minutes walking distance (or 400 metres). This means that most local journeys would be short enough (in time and distance) to make walking the best option. Important too is the idea of concentrating as much development as is reasonable, on as small an area as possible, to protect other more sensitive areas from unnecessary development in the future.

### DESIGN ORIGINS

Traditional places most often grow up along routes, between other places. In this way there is a potential to connect An Camas Mòr to the neighbouring settlements of Aviemore to the west and Coylumbridge to the south-east. This notional route is an important ingredient in generating the plan form and it has the potential to become the direct walking route from the Speyside Way at Aviemore to the Lairig Ghru Pass through the Cairngorms to Braemar and Royal Deeside.

### HIGH STREET

Taking inspiration from traditional Scottish towns, the main concept for the plan is to make a single main street, a 'High Street'. It seems logical that this would be orientated along the notional connecting route between Aviemore and Coylumbridge. Additionally, this idea is reinforced by the study of traditional Scottish town plans, which shows that East to West is the favoured orientation of High Streets.

### CURVED FORM

Again, study of traditional settlements shows that high streets are often gently curved to reduce the effect of wind, and vary in width - narrowing to reduce wind and widening to create sunny spaces. These simple concepts have been included in the plan.

### HIGHER DENSITY CENTRE

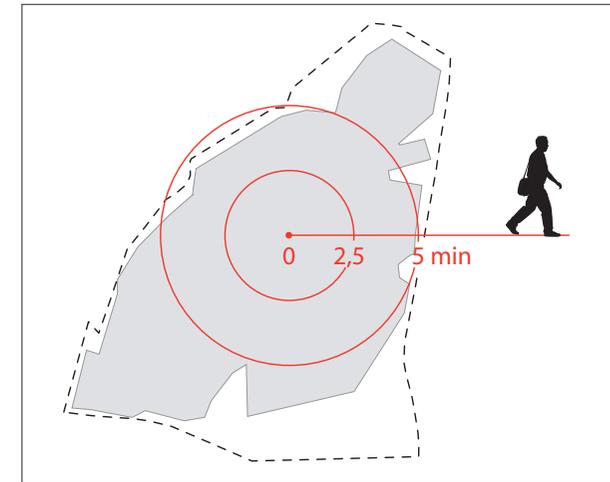
The concept would be further developed by making assumptions of higher density and greater diversity along the High Street, allowing for slightly higher buildings, joined-up buildings and a range of other uses than residential. The plan would allow for a concentration of services, employment and public buildings, as well as leisure facilities along the High Street. The rest of the settlement relates to the High Street with side street connections, of different scales and characters, with narrower wynds and lanes, as well as wider streets to accommodate the distribution of traffic. This 'fish-bone' plan is typical of traditional Scottish towns and villages. The idea of the side streets would be to give every home in An Camas Mòr a direct relationship to the centre and therefore a clear sense of identity. They would also allow almost every dwelling in the village to be within five minutes of the High Street. The side streets would be staggered to reduce the negative effect of wind, as well as to reinforce the importance of the High Street as the main thoroughfare.

### INFLUENCE OF TOPOGRAPHY

The topography of the site has had a great influence on the plan, with the contours effecting the routing of the High Street, as well as the significant landscape forms such as the characteristic topographical kettleholes generating open spaces. Additionally existing mature trees have been incorporated within the plan.

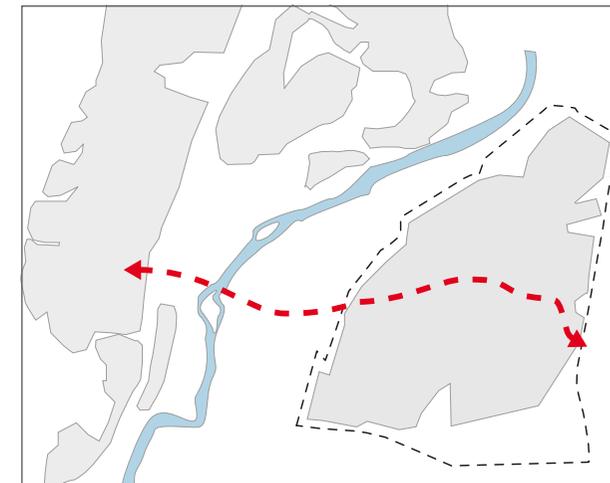
### WOODLAND SETTING

The whole settlement would be placed in a woodland setting, by being surrounded by a woodland edge. This gives a strong connection to the natural landscape, with views of trees at the end of every side street. The woodland connection would be extended by the creation of forested wedges which penetrate deep into the plan, enhancing the sense of connection to nature.



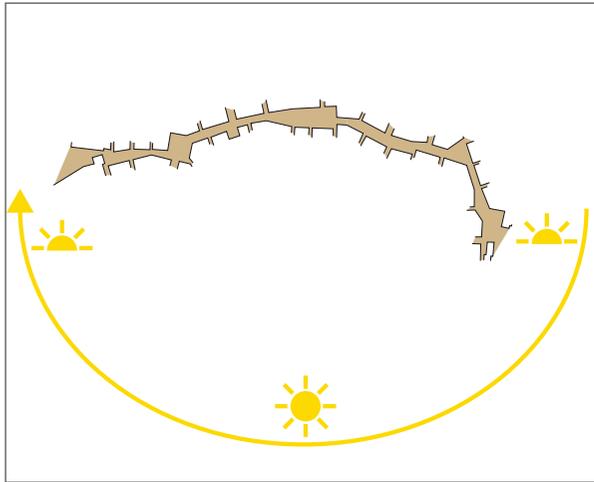
#### Compact footprint

The small footprint and dense building pattern would make walking distances short, pleasant and safe.



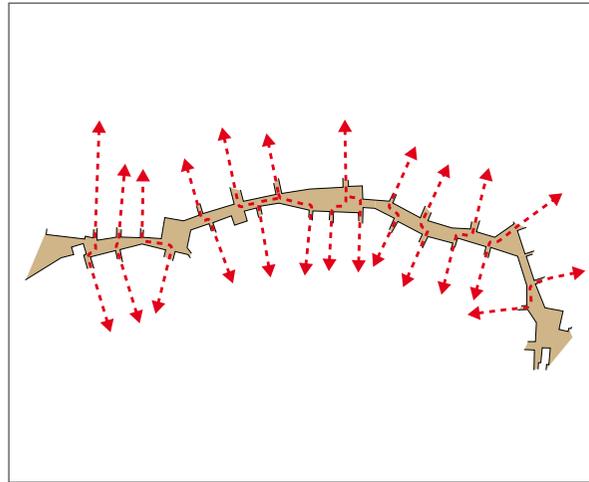
#### Notional route

A bicycle and pedestrian route, meandering through the recreational park, would connect An Camas Mòr with Aviemore.



**East-west curved High Street**

The curved High Street runs from east to west catching the sun throughout the day.



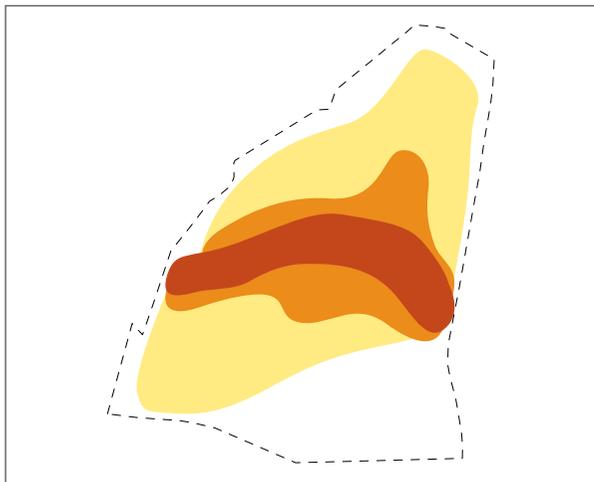
**Streets off the High Street**

The streets off the High Streets would be shifted to prevent wind tunnels and to create an interesting walk through the built fabric.



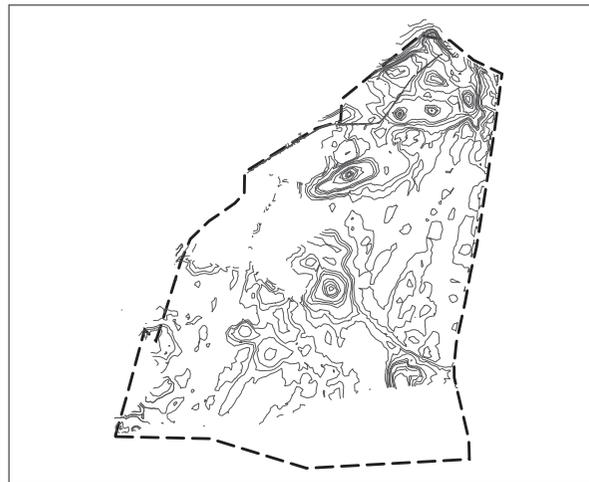
**Services along the High Street**

Services, commercial and leisure uses would be concentrated along the High Street.



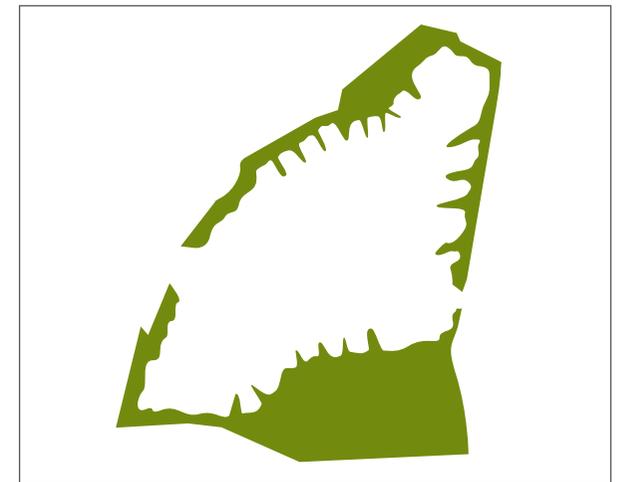
**Notional density**

The built mass would be denser along the High Street and less dense towards the site edges.



**Topographical influence**

Natural topographical elements would be preserved and used for recreation and play.



**Green edges and wedges**

Green edges and wedges would shelter the community and would give close contact with nature from within.

## PROPOSED LAYOUT



## SPACES FOR LIFE

The design process started by considering life and the range of different everyday life needs that should be accommodated in the new settlement. The plan would accommodate the different and sometimes conflicting requirements in distinctly different kinds of spaces.

The public spaces within An Camas Mòr, would be divided into three distinct types:

### SPACES OF ESSENTIALLY URBAN CHARACTER

'The busiest and most accessible places'. These would basically be the High Street and the spaces contained along it. The needs of commerce, community and culture generate the greatest footfall and traffic, as well as the widest diversity of activity. These spaces would require flexibility, robustness and appropriate landscaped.

Hard, flat surfaces with suitable hard-wearing and easily maintained materials are proposed, to allow the full range of activities to take place. Attractive appearance and quality would also be important as they invoke identity and feelings of civic pride, which have a direct influence on the longer-term social and economic sustainability of the place. The quality of the design and the care in placing of street furniture, planting, lighting, signage, artwork and detailing are also vital for the same reasons.

### OPEN SPACES WITH A PARK CHARACTER

'Places for activities'. These are soft-landscaped places such as the open spaces created around landscape features, as well as the smaller local 'pockets' of green such as play spaces. These spaces would allow for a range of uses, both passive and active recreation, as well as a wide range of users, young and old, locals and visitors.

These open spaces would be easily accessible. They would mainly be open but with some planting. Although their landscaping would be influenced by the indigenous landscape and flora, they would be designed and maintained to allow the intensity of use. These places would include play equipment, benches and other features to support active recreation.

### NATURAL SPACES WITH A WILD CHARACTER

These are the more isolated parts of the plan, the wooded edges and wedges, the large area of ancient woodland to the south-east and the planted forest to the south-west.

These places would be the furthest from the busiest activities of the settlement and generally denser in vegetation, making them more suitable wildlife habitats and more appropriate for passive recreation like walking and informal play.

Any new landscaping would be as natural-looking as possible, incorporating a density and diversity of plant species, requiring minimal maintenance. These places would have a sense of wildness, promoting an identity, to anchor the place to the greater landscape of the National Park.

### PLAYING FIELDS

Sports and activities for older children and adults would be located close to the school adjoining the proposed community countryside park.

## TYPE OF SPACE



**Townscape**



**Parkscape**

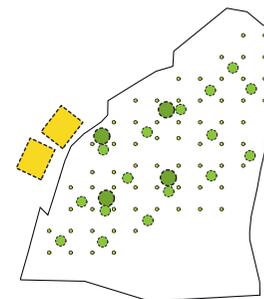


**Wildscape**

## LANDSCAPING



**Hard landscaping**



**Soft landscaping**



**Natural spaces**

## ACTIVITIES

### Urban meetings

- Urban play (basketball, skateboarding, boule)
- Shopping
- Market
- Events (Concerts, outdoor exhibitions)
- Cafés and restaurants with outdoor seating

### Urban recreation

- Organized play (e.g. swings, sandboxes, slides)
- Ballsports
- Barbecuing

### Nature recreation

- Free play in the nature (bouldering, building huts)
- Picnics
- Walking the dog
- Hiking

## MOBILITY PRINCIPLES

Getting to, from and around the community in an enjoyable, sustainable and practical manner that does not dominate the life of the settlement would be the basis of the design of circulation. The emphasis would be to place priority on pedestrian and bicycle movement.

### EXTERNAL PATH LINKS

There would be three major external path links to the site.

- 1) A new path adjacent to a new road to Aviemore.
- 2) A new path to Coylumbridge through the woods adjacent to the B970.
- 3) To the north, from the street network, there would be a path joining the B970 as far as the new section and then by sharing the 'old' road surface to the bridge at Coylum.

The Aviemore path would have a bound surface and be lit. Other paths are to rural standards and suitable for all non-motorised users. An additional external path would follow the escarpment on the east bank of the Spey around the edge of the settlement.

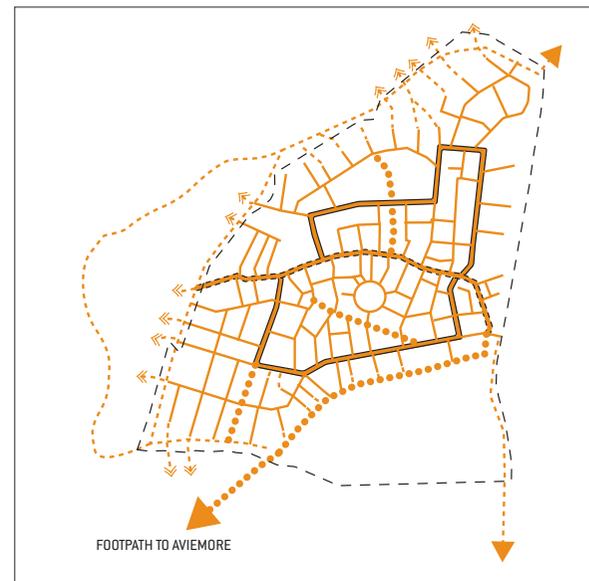
### PEOPLE & BICYCLES

Within the development all traffic would be limited to 20mph making the whole settlement pedestrian and cycle friendly. The design of minor streets would encourage slower speeds of 10mph or 5mph. The majority of the street network would be of shared surface design. On the shared surface streets and squares the vehicle route would be defined by shallow kerbs of a contrasting colour and texture and changes in the paving surface. The exception is the bus route, where there would be separate pedestrian pavements. Within major areas of landscaping there would be paths following natural desire lines.

### PUBLIC TRANSPORT

A bus service would be provided to Aviemore from the start; following the new B970 and a circuit within

### PEOPLE WALKING



An Camas Mòr. The bus route together with the link north to the B970 form the primary circulation within An Camas Mòr. For the initial phases the bus would use the B970 route via Coylumbridge and the High street within. Principle bus stops would be provided with shelters and bicycle stands.

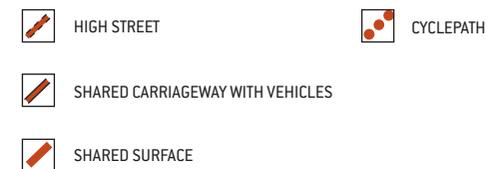
### SERVICE ROUTES

Refuse and recycling points would be provided at intervals throughout the settlement.

### PRIVATE VEHICLES

There are two main external road links: to Aviemore along the new B970 via the realigned Coylum Bridge

### BICYCLES

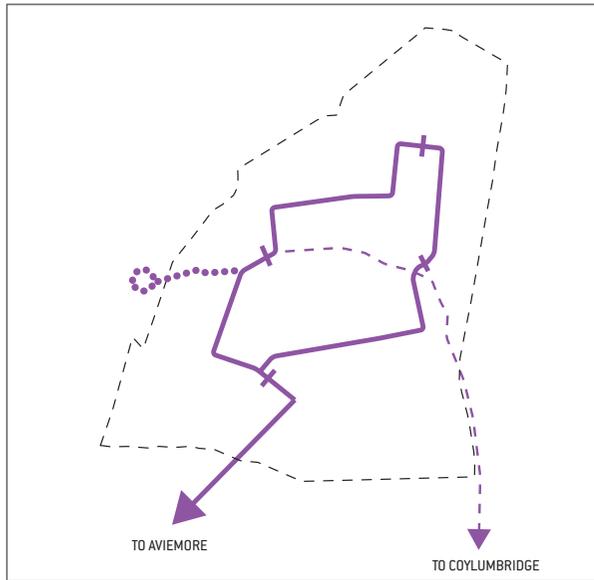


junction, and north along the B970. A minor link would be provided at the east end of the High Street. Passing traffic uses the new B970 rejoining the B970 north adjacent to the east end of the High Street. In the initial phases the B970 to Coylumbridge is used, which would be upgraded and relocated at Coylumbridge.

### PARKING

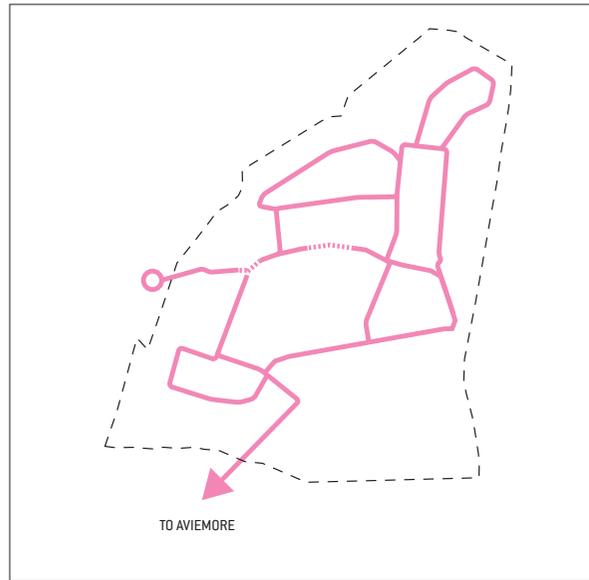
Parking would generally be provided within the house plots which include pends (covered passages giving access to the back of the plot). Parking would be provided for loading and disabled access in the High Street. Additional and visitor parking would be provided on side streets and within public squares.

## PUBLIC TRANSPORT



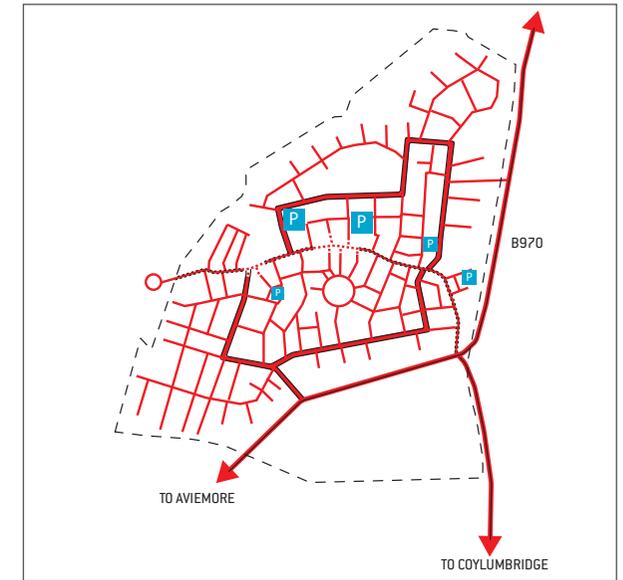
-  FINAL PHASE BUS ROUTE
-  ALTERNATIVE ROUTES
-  POSSIBLE ROUTE TO ACCESS PLAYING FIELDS
-  POSSIBLE BUS STOPS

## SERVICE



-  ACCESS ROUTE FOR REFUSE & RECYCLING COLLECTION
-  PEDESTRIAN PRIORITY ACCESS ROUTE

## PRIVATE CARS



-  HIGH STREET
-  RURAL ROAD
-  PRIMARY ROUTE
-  SHARED SURFACE WITH FLUSH CURBS
-  SPECIAL SURFACE
-  MAIN PARKING SPACES

# THE HIGH STREET

The High Street would be the backbone of An Camas Mòr and the strongest element for the identity of the new settlement. It would be the civic forum, the commercial strip, the transport hub, the centre of employment and enjoyment, the location for events and everyday meeting place for the community.

As a whole, the High Street would be the public space which connects the whole community. In its different parts, the High Street would contain the greatest density and diversity of activities, in a 'necklace' of different smaller spaces.

## DETAILING OF THE HIGH STREET

As the community's main space, the High Street would be designed with great care to encourage maximum sociability, creating comfortable convenient places for people to sit or linger, to meet or walk together, to watch other people and to carry out daily routines. The design would be as a sequence of appropriately varying spaces, narrow or wide, to provide shelter and gathering spaces in a way that is easy to know where one is. Glimpses would be provided down wynds, vennels or side streets, bringing the feeling of the woodland into the High Street. Belts of trees also connect the High Street to the woodland beyond.

## PAVING

The paving would be carefully detailed and the creative use of natural and other materials would be carefully considered and designed in great detail to incorporate utilities and services to make maintenance simple. There would be a differentiation of the paving between pedestrians and vehicles, probably created by a visually distinct shallow kerb. Kirkwall, Stromness & Wick provide good exemplars.

## FURNITURE & FITTINGS

The detailed design of all aspects of the public realm would be assisted by appropriate and welcoming furnishings, particularly in sheltered and sunny spots. The existing mature trees would become important focal points in some of these spaces and water may be introduced as a feature in others. New trees would also be provided to reinforce the woodland setting. Water features could be incorporated and art in appropriate places too. Street furniture such as litter bins, post boxes, bus stops, utility connection or service points would be integrated into the general design.

## SIGNAGE

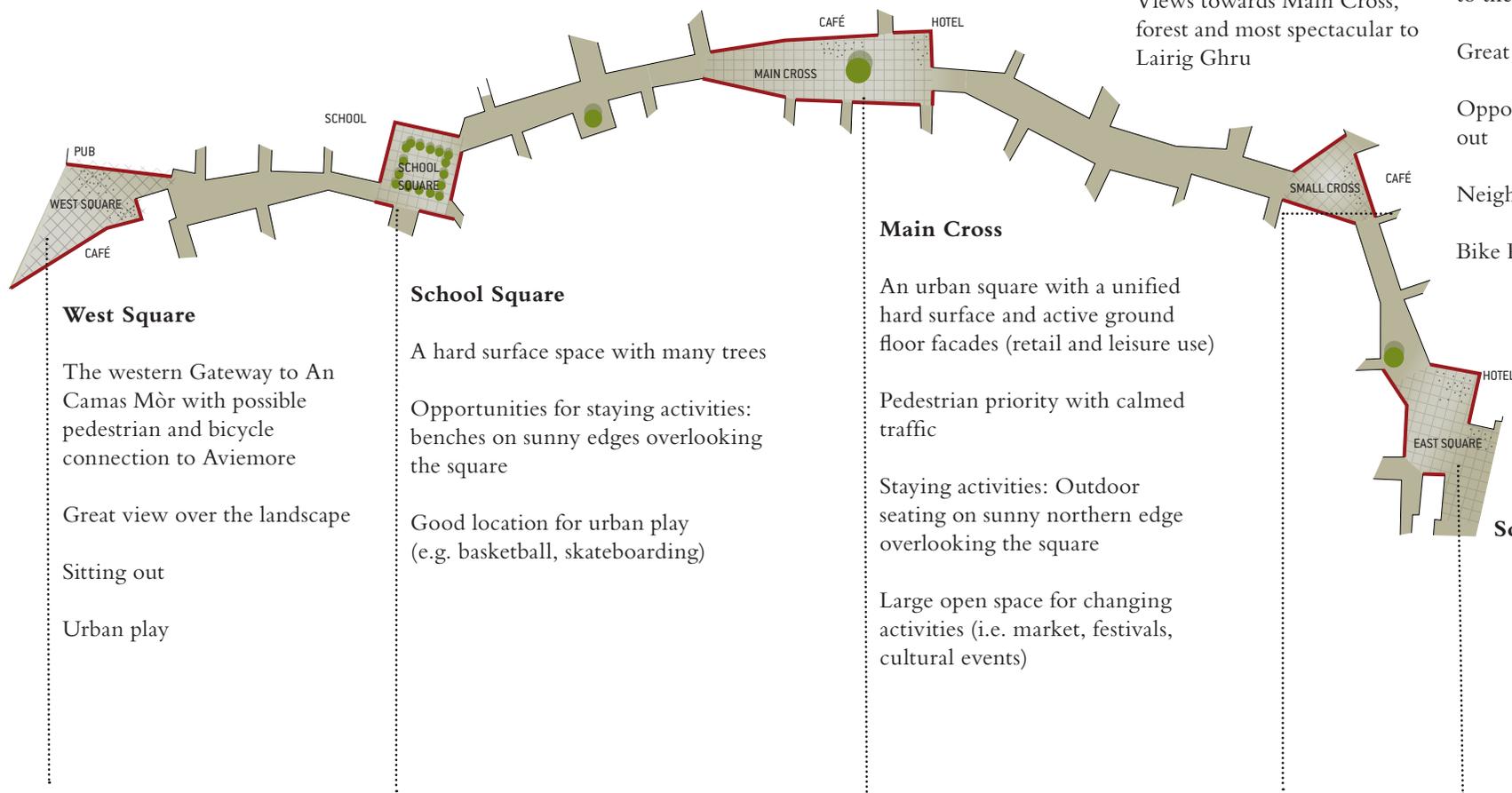
Signage would also be controlled and good signage, including illuminated and hanging signs, would be encouraged. House, building, street and any traffic signage would be carefully designed, to be clear, at a personal scale, unobtrusive and where possible, beautiful.

## LIGHTING

Lighting would generally be fixed to the buildings, avoiding lamp-posts where feasible. Pends would be well lit and dark corners avoided.



# THE HIGH STREET



## West Square

The western Gateway to An Camas Mòr with possible pedestrian and bicycle connection to Aviemore

Great view over the landscape

Sitting out

Urban play

## School Square

A hard surface space with many trees

Opportunities for staying activities: benches on sunny edges overlooking the square

Good location for urban play (e.g. basketball, skateboarding)

## Main Cross

An urban square with a unified hard surface and active ground floor facades (retail and leisure use)

Pedestrian priority with calmed traffic

Staying activities: Outdoor seating on sunny northern edge overlooking the square

Large open space for changing activities (i.e. market, festivals, cultural events)

## Small Cross

Small square at crossroads

Views towards Main Cross, forest and most spectacular to Lairig Ghru

## East Square

The south east gateway to An Camas Mòr, connected to the B970 road

Great views to Lairig Ghru

Opportunities for sitting out

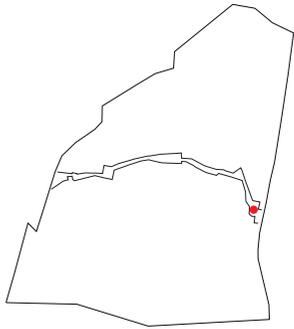
Neighbourhood play

Bike Park

Scale 1:4000 @ A4

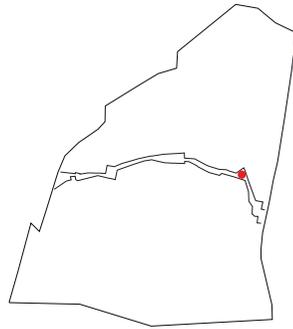


## PUBLIC SPACES ON THE HIGH STREET



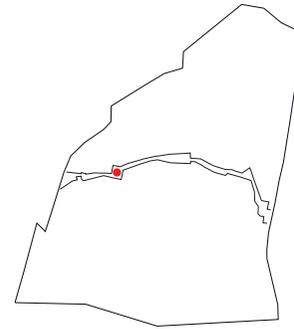
### East Square

The notch in the Cairngorm Mountains formed by the Lairig Ghru (Pass of the Drurie) is one of the Cairngorms most distinctive features, giving a clear focus to the east end of the High Street where it emerges out of the woodland shelter belt. The space would be arranged to maximise this view, whilst at the same time providing shelter and sunny corners. The square would be where people park their bikes to catch the bus. It would be a good place for a shop, hotel, bar, café, information and informal community facilities. The square would be one of the first places to be built and set a standard for the design of other focal points within the rest of the community.



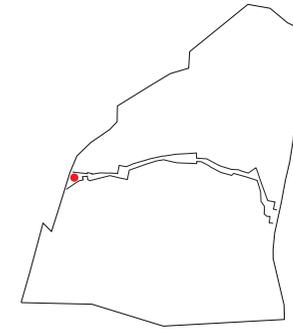
### Small Cross

The other, north, end of the first section of the High Street would visually complete the first phase of construction, making a complete street, attractive in its own right. One branch off the square would be the continuation of the High Street, the other would lead to one of the woodland 'wedges', bringing woodland close to the High Street. The three or three and half storey buildings on the north would need to be designed especially carefully and to be eye-catching, maybe with a colonnade at ground floor. The existing small tree would be protected and become a focus of the space.



### School Square

According to the Education Authority advice a new primary school would be needed in Period C. The Square would be designed to complement a suitable public or institutional building. The square would be where the bus route that comes through an extensive length of woodland crosses the High Street and would also be at the end of a long pedestrian and cycle route that connects with the first phase. Being at a later stage of the development, the square would be able to attract a modest supermarket, for which deliveries and parking can be well organised. The square would be designed to have a good number of trees within it, perhaps arranged as a square.



### West Square

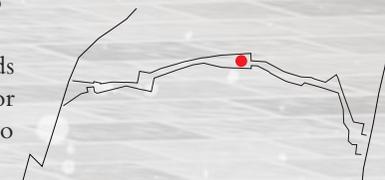
The west end of the High Street would give way to the land overlooking the Spey, partially earmarked for playing fields and also currently being considered by the community as somewhere that might be suitable for some major recreational facilities and environmental activities. The 'gate' would be designed as a welcoming open space, that catches the evening sun, with a constriction at the east end to give a feeling of security entering the High Street.



## CHRISTMAS FAIR AT THE MAIN CROSS



As the community's most important space in the settlement, the Main Cross would be particularly carefully designed, to enhance the life of the community at all times of the day and year. This would be assisted by being suitable for use as a market square and an outdoor arena, using the slight south-facing slope of the ground. Narrowing the street at both ends and keeping the buildings on the south side lower than the north side would assist. The square would be very suitable for buildings with public and non-residential commercial uses, as well as for residential properties. The buildings would also be very carefully designed to reinforce shelter and attract the sun, perhaps through the use of a colonnade.



## SPACES FOR RECREATION & PLAY

Distributed throughout the new settlement, places for organized and informal recreation would be close at hand to homes, institutions and workplaces. These would be in a range of scales to accommodate the different requirements of play and recreation for young and old. In particular, the different kinds of play for children as they grow would be carefully considered. Encouraging outside play and activity would be an important aspect for the health and well-being of the inhabitants.

### LOCAL AREA PLAYGROUND (LAP)

Would be provided in small areas at frequent intervals, where they can be easily watched and supervised, suitable for children.

### LOCAL EQUIPPED AREA PLAYGROUND (LEAP)

Would be provided at convenient locations, suitable for youngsters.

### NEIGHBOURHOOD EQUIPPED AREA PLAYGROUND (NEAP)

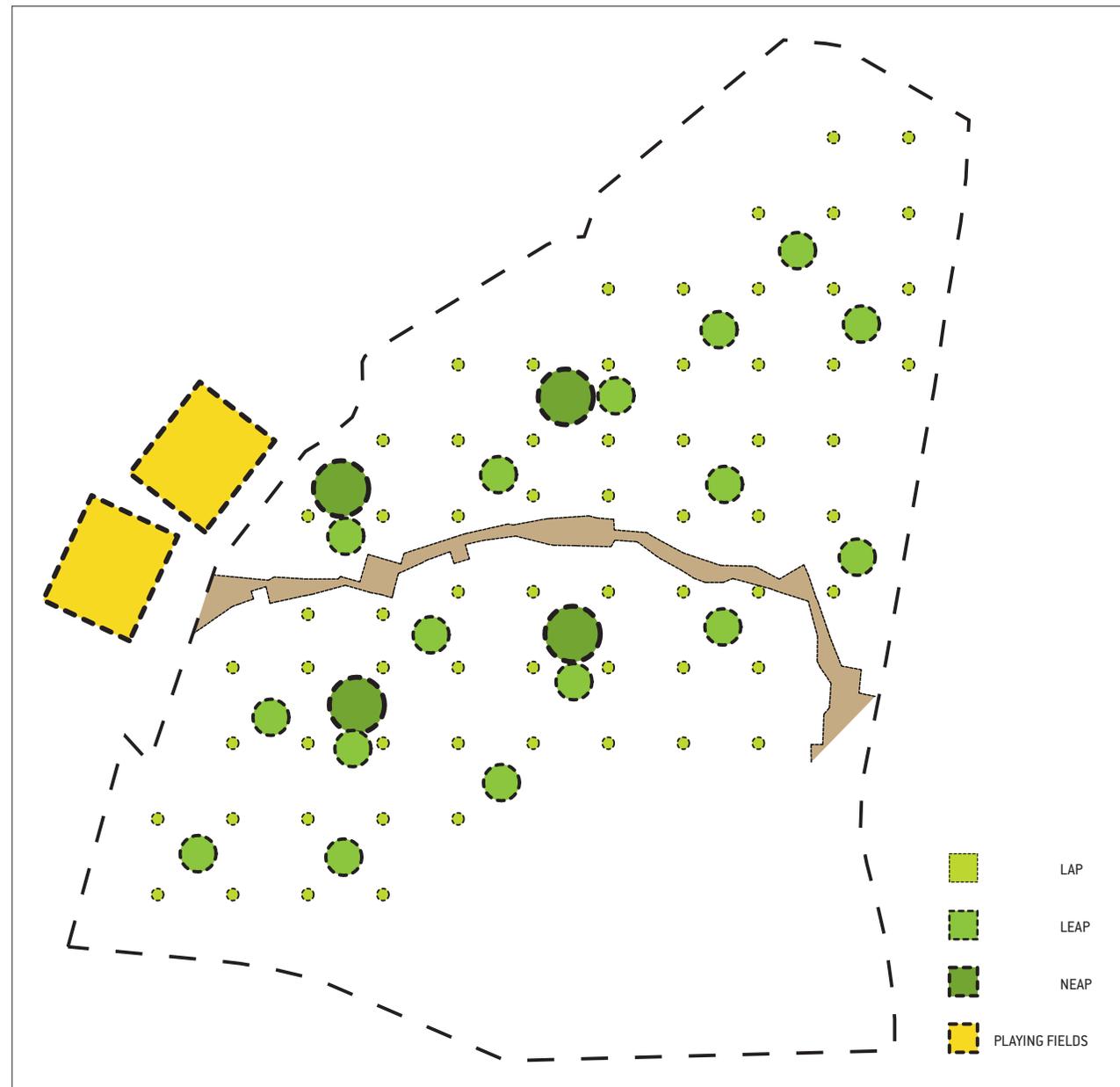
Suitable for a wider range of users including teenagers, these would have access to the bus route. These would include the school grounds, soft-landscaped spaces in the Big Green and in the Spey Park and possibly some hard-landscaped spaces within the High Street. Their design would avoid nuisance from noise.

### PLAYING FIELDS

Conventional playing fields for organised games, team sports and noisier activities are placed on the edge of the community, close to the area which is intended to become the Countryside Park.

### INFORMAL RECREATION

The network of paths through and around An Camas Mòr would connect with the excellent environment and facilities that Rothiemurchus and the Cairngorms are well known for.



## SPACES FOR RECREATION & PLAY



### Big Green

The undulating topography of the northern part of the site includes one much larger oval-shaped former kettlehole which currently includes open space as well as vegetation. We have called the space 'The Big Green' and considered it as a town park, which could accommodate mainly informal play and recreation. Robust and slightly wild in character, it would include some play equipment, ideally incorporated into the landscape. The Big Green would also be a suitable place to accommodate the popular local activity, bouldering.



### Circus

Preserving the remarkably perfect circular hollow and its trees, the Circus would have a more formal character than the 'Big Green'. A more genteel and tranquil place, for passive recreation, it would include a good number of benches, well-placed to benefit from the sun.



### Local Play

Never more than a minute away, these would be small multi-functional landscaped spaces. Ideally each space would be unique with some planting, a bench for parental supervision and a 'play focus', such as a large rock, a piece of art or a landscape feature. Some places would also include smaller play equipment such as a sand-pit, swings, chute, etc. These places would be closely situated to surrounding dwellings, and would be well over-looked from neighbouring properties.



### Neighbourhood Play

These would be local attractions, key places where children from throughout the community might meet. These would include larger and more specialised equipment such as climbing frames or bouldering.

These might also include some hard landscaping to cope with greater intensity of use. These places would be over-looked while at the same time offering some buffering to their immediate surroundings; and perhaps situated by the playing fields.



## SPACES FOR CONTACT WITH NATURE

An essential part of the character of Rothiemurchus is its rich and varied natural woodland and likewise the character of An Camas Mòr would be dominated by its woodland setting. The great majority of the community would be in close contact with nature, whether in private or public spaces.

This feeling would be enhanced by having blocks of trees nearer the centre and 'wedges' connected with the existing woodland and planted shelter belt areas on the perimeter, the 'edges'.

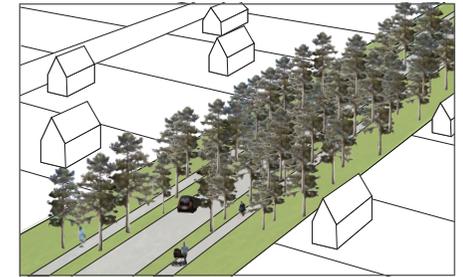
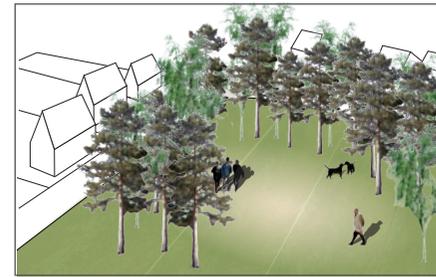
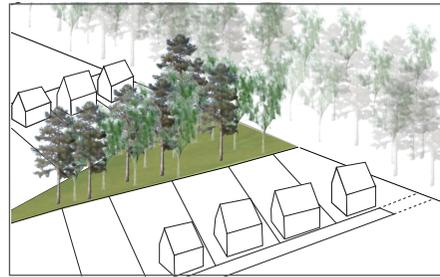
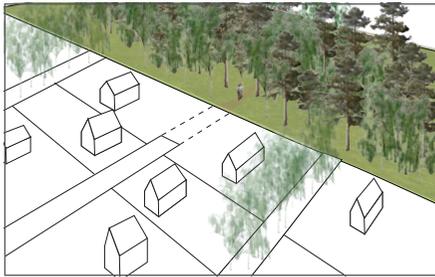
The woodland supports a range of habitats, including mosses and lichens and the shrubby layer. The blocks of trees would have footpaths and cycle tracks through them in many places.

Open spaces would also be provided, in natural glacial kettleholes. These spaces and parks would be varied in character and designed in detail to enhance their outdoor character.

To the south, an extensive and beautiful area of older woodland would be kept undeveloped and would keep its valuable wildlife character. In the new planting, local native vegetation would predominate, indeed, where possible, it would be kept in situ.



## CLOSER TO NATURE



### Edges

The interface between An Camas Mòr and the surrounding landscape would be made of a woodland shelter, at least 30m wide. These would contain wildlife habitats as well as providing space for informal play. The varied character would include trees with a shrubby understorey. The dwellings situated along the edges would enjoy a very strong relationship with the natural environment.

### Wedges

These would have a more open character than the edges but bring the wilder landscaping deeper into the settlement. These would also extend the feeling of living closer to nature to more dwellings.

### Boggy Clearing

A distinctive place in the existing planted woodland is the unusual circular clearing with its little bog. In order to preserve this as a special place, a good deal of the surrounding trees would be kept to maintain the context.

### Forest track

One of the most distinct man-made landscape features on the site is the straight track running North-South through the area of planted forest. The contrast between the length of the track and the height of the tree would make for a special experience. It would be proposed to maintain a wooded area each side of the track, the line of which would become a main access route to the High Street and give an effective landscape connection right into the heart of the settlement.



## THE HIGH STREET

The core of An Camas Mòr, the High Street, would generally run approximately east-west, avoiding the prevailing winds. Pinch points, an irregularity of surrounding buildings and the avoidance of cross-roads, would all act to brake the wind and give variety of character. In order to maximise sunshine, the south side of the street would generally be one storey lower.

The width would change along the length to form a variety of spaces, typically 18m with squares at 45m and 10m at pinch points. The carriageway would be located to the south shaded side, as would any parking. Generally the carriageway would be single track, at 3m wide, with passing places. Where the bus route crosses the High Street the width would be increased to 6m. Junctions would be kept to a minimum radius, with priority for pedestrians. Although it would be a shared surface, for the safety of the visually impaired, a notional carriageway would be defined by use of shallow ramped kerbs, 60mm high and/or of contrasting materials. Good quality paving, kerbs and channels would be used to maintain high quality and value. A nominal 50cm wide strip would be provided in front of the building façade, defined by a change of paving and might include features associated with the building entrance.

To cope with the density of use the High Street would be generally of hard surfaces and not have a lot of planting. Existing trees would be very carefully protected and retained as a focus for some of the open areas. A limited number of new trees would be planted to provide future replacements and bands of trees intrude onto the High Street to break up the line of the street when viewed from afar.

Surface water disposal would be collected in shallow channels. Cable & piped services would be in each pavement, adjacent to buildings. The drainage would be central, below the carriageway or parking.

Car parking, parallel, diagonal and perpendicular to the kerb, would be provided at intervals, specifically for disabled users and deliveries. More extensive parking, for all users, would be available behind the High Street close by.

Lighting would generally be fixed to buildings, avoiding lamp-posts where possible. Pends would be well lit and dark corners avoided.



## LOCAL STREETS

An Camas Mòr would have a network of streets, wynds and vennels generally meeting the High Street. The exact course of each street would be designed in detail, to suit the uses, fit the topography and provide a variety of character.

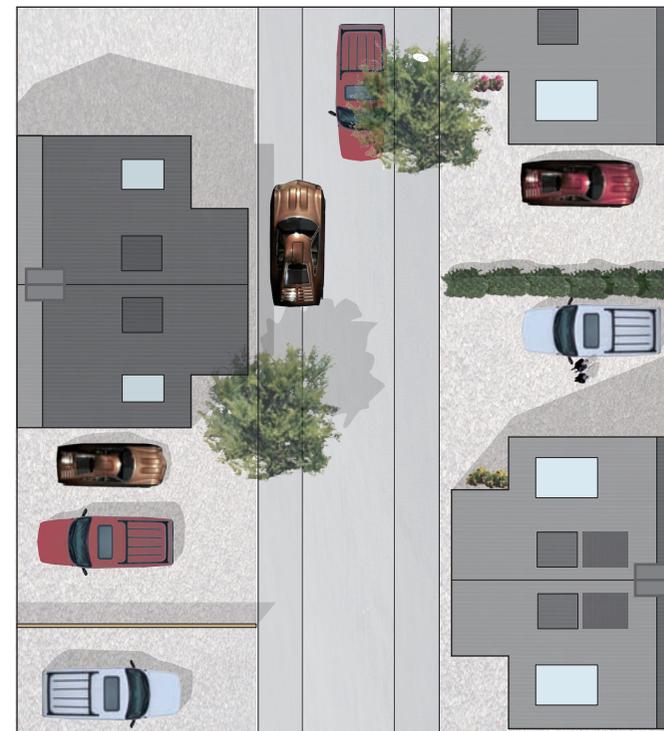
In the medium and higher density zones, the streets at 7m wide would be narrow with close building frontages. This would give intimacy to the street and maximum space to rear gardens. At intervals trees would be located to either side and in suitable places a 'green crossing' would be made to allow tree canopies to give the appearance of touching across the street and encourage wildlife.

The surface would be shared, and designed to give a feeling of preference to pedestrians and cyclists. Features would include a narrow single track carriageway defined by banding and/or change in surface, cross banding to the carriageway and a centrally located shallow channel for surface water. Paving would include good quality materials, banding and drainage channels. Above services, paving would be in the form of easily replaceable block paving.

A nominal 50 cm wide strip would be provided in front of the building façade. This would be defined by a change in paving and may have features associated with the building entrance together with suitable planting. Cable & piped services run adjacent to buildings on both sides. The drainage would be to one side.

Where dwellings front onto the street, parking would be discouraged. Linking streets, at the side of plots, would allow for parallel parking.

Lighting would generally be fixed to buildings, avoiding lamp-posts where possible. Lighting would be controlled to minimise energy use.

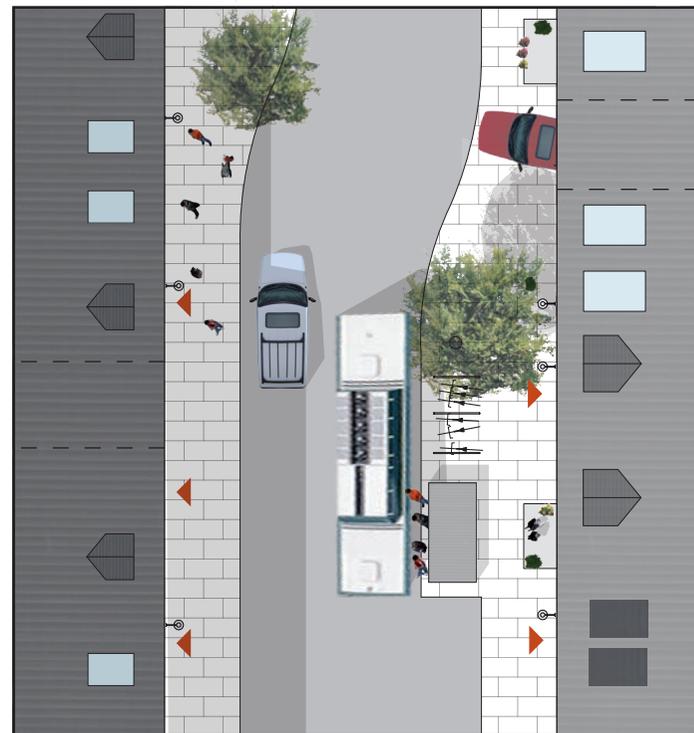


## BUS ROUTE

The bus route (maximum and design speed 20 mph) would have a 6m wide carriageway and would be seen as the main internal bus vehicular distributor route, going around the core of An Camas Mòr and crossing the High Street in two places. The character of the route would vary, being predominantly wooded coming off the new access road until it meets the School Square, then passing the Big Green before returning across the High Street at the Small Cross. The route would vary with different construction periods.

Along the route, bus stops would have waiting areas and bus shelters with cycle parking adjacent. Likewise, the main areas of car parking would be adjacent to the bus route. Stopping bays and parking spaces would be adjacent so as not to restrict the width of the street. The pavements would be 2m wide and separated from the street by a full kerb. Where passing through the lower and medium density zones, a 2m planting strip would be located on both sides. Within the medium density zone this strip may incorporate parallel parking. These zones are tree lined, either in the 2m planting strip, or in the protected planting strip to the gardens of the lower density plots. The higher density zone would not have the planting strip, though it may have occasional trees.

Paving materials would vary and reflect the density zone it is in. Surface water disposal would be collected in kerbside channels. Cable & piped services would be in each pavement. The mains drainage would be below the carriageway, to one side. Street lighting would again be fixed to buildings where possible.



# CUL-DE-SAC

Much of the housing in the lower density zone would be accessed from cul-de-sacs. As appropriate to the rural edges of the development, where permitted, a bound gravel surface would be used to serve as many houses as practicable, with drainage direct through porous surfaces or as necessary contained in a SUDS system. The street would be 4.5 m wide, shared and undefined. Links to pedestrian and cycle routes would be carefully arranged where suitable.

A single run of piped/cable services and the drainage run below the street; parking and vehicle turning would generally be within the curtilage of dwellings.

Lighting would be fixed to buildings where possible.

