

AGENDA ITEM 7

APPENDIX 2

2018/0209/DET

**REPRESENTATIONS
OBJECTIONS**

Comments for Planning Application 2018/0209/DET

Application Summary

Application Number: 2018/0209/DET

Address: Land 1115M NW Of Moss Cottage Glen Road Newtonmore

Proposal: Resurfacing and widening of the existing track (retrospective)

Case Officer: Colin Bradley

Customer Details

Name: Mr Davie Black

Address: Mountaineering Scotland The Granary, West Mill Street PERTH

Comment Details

Commenter Type: Member of Public

Stance: Customer objects to the Planning Application

Comment Reasons:

Comment: Mountaineering Scotland objects to this retrospective planning application on the grounds that this breach of the planning process is a section of a longer track and the whole track needs to be assessed on its visual impact on the landscape. We are rather confused as to why the applicant is seeking retrospective planning permission for only part of the track when the whole track is to be used. In addition it is not clear to us if the end point of the track reaches the point where it fulfils the applicant's stated aims.

Constructed hill tracks have a long-lasting visual impact and we trust that the Cairngorms National Park Authority will ensure that the landscape qualities are protected fully.

There may be a need within the Estate that can only be met with a surfaced track. We request that the specification of the track be required to be appropriate for its stated purpose, and that materials used in surfacing be of similar origin to the surrounding solid and drift geology. This will necessarily involve the inclusion of local borrow pits in the application assessment.

The SNH publication Constructed Tracks in the Scottish Uplands is a standard that developers should adhere to, and we would expect that the track be assessed against it. We ask the Park Authority to scrutinise all previous works on the entire track length and to enforce remediation measures if construction standards have been found to be breached or deficient.

[REDACTED]

From:gus.jones00@gmail.com
Sent:16 Jul 2018 23:43:19 +0100
To:Planning;Colin Bradley
Subject:2018/0209/DET Objection

Badenoch & Strathspey Conservation Group

Fiodhag, Nethybridge, Inverness-shire PH25 3DJ

Tel [REDACTED]

Scottish Charity No. SC003846

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Colin Bradley
CNPA
Grantown

16 July 2018

Dear Colin Bradley
2018/0209/DET | Resurfacing and widening of the existing track
(retrospective) | Land 1115M NW Of Moss Cottage Glen Road Newtonmore

BSCG wishes to object to the above retrospective application and requests the opportunity to address the planning committee when the application is considered.

The track is intrusive, has significant landscape impacts and is visible from many locations. It reduces the quality of experience for people seeking enjoyment of the outdoors in relatively 'unspoilt' surroundings.

Glen Banchor is a well-loved destination in its own right as well as an important starting off point for many routes. It provides an area within easy reach of Newtonmore that is rich in both cultural and natural heritage including geomorphological features, and provides valuable opportunities for enjoyment of the countryside in inspiring landscapes. The track detracts from these important qualities.

We are concerned that habitats adjacent to the track are likely to become damaged due to run-off, which could be avoided by improved design.

The provision of a track does not necessitate an insensitive, damaging and intrusive scar on the landscape. In a national park it is entirely justifiable that standards should be set substantially higher than those achieved by this track.

It is apparent that work has been undertaken on the track outwith the area of the present application. The entire length of the track needs to be considered by the CNPA, not only the section that forms the present application.

In addition to this, it is evident that the vehicle route is in effect being extended beyond the so-called 'end' of the track currently applied for, with substantial ground work having already taken place that includes larger rocks being moved to the sides of the deeply rutted vehicle route, creating ugly and unacceptable ground damage. The CNPA should be very mindful of the evident desire to further expand this track beyond the section applied for and the obvious negative impacts of this.

We are concerned that the CNPA should obtain a comprehensive picture of the estate's proposals and aspirations for the future use of tracks over this important hill ground.

We do not consider that the track is compliant with SNH's guidance on track construction. For example, there are stretches where the gradient seems excessive; the track is a competing and dominating feature in the landscape that undermines the qualities that visitors come to experience; it is not apparent whether the implications of climate change and extreme weather events have been properly addressed in the track design, especially in relation to drainage and erosion; and impacts on biodiversity do not appear to have been considered.

The CNPA should uphold all the standards provided by SNH and ensure that the entire length of the existing track is fully compliant in all respects.

We strongly recommend that the present application is rejected.

Yours sincerely
Gus Jones
Convener