

AGENDA ITEM 5

APPENDIX 3

CARR-BRIDGE DEVELOPMENT BRIEF CONSULTATION REPORT

Carr-Bridge Development Brief Consultation

The Cairngorms National Park Local Development Plan (LDP) identifies a number of sites for new housing development. These include a site on Carr Road in Carr-Bridge (labelled HI on the plan below). This site is currently allocated for up to 72 houses.

The HI site generated a significant amount of local opposition during the production of the LDP, and although an independent planning reporter raised some concerns about it Scottish Ministers directed the National Park Authority to include it in the final version of the LDP.

Because this site is in the LDP it is considered appropriate for housing development in principle. However, in the past two planning applications to develop houses on the site have been refused because insufficient account had been taken of landscape and visual impacts. These applications also generated local objections.

The Draft Development Brief

To try and resolve some of the uncertainty about the way this site might be developed a draft Development Brief was. This aimed to give more clarity on the most important issues that any housing development on the site should address. Any future housing developer would need to take account of the Development Brief when they applied for planning permission.

The draft Development Brief was informed by responses to an informal questionnaire that was circulated at the Carr-Bridge 'Big Conversation' event earlier this year. For example, it aims to protect the woodland part of the site from development, as people told us they were concerned about this. It also requires the provision of a new off-road footpath between the site and the primary school to address concerns over road safety. Importantly, it tries to ensure that any houses that are built on the site include a mix of types and sizes, including smaller homes, that are most likely to meet local needs.

Consultation

The CNPA undertook a full public consultation on the draft Development Brief in December 2016 and January 2017, closing on February 3rd.

This consultation was not an opportunity to reconsider whether the site is appropriate for housing development in principle. However, the Development Brief provided an important opportunity to influence how the site could be developed in a way that best benefits the Carr-Bridge community.

As part of the consultation, the CNPA held two drop in engagement events in Carr-Bridge Community Hall, one on 6th December and one on the 17th January. Approximately 60 individuals attended these events.

Consultation Responses

29 responses were received to the consultation on the Development Brief, which were received via Survey Monkey, email and post.

Question 1: What is your overall opinion of the draft Development Brief?

The majority of those responding to the consultation (17 responses) objected to the development brief (Figure 1). 3 responders, who did not fill out the form but instead responded through written correspondence, are not recorded in Figure 1 as they did not tick the box on the form. 2 of these were from statutory consultees who did not support or object to the Development Brief but instead provided advice and information.

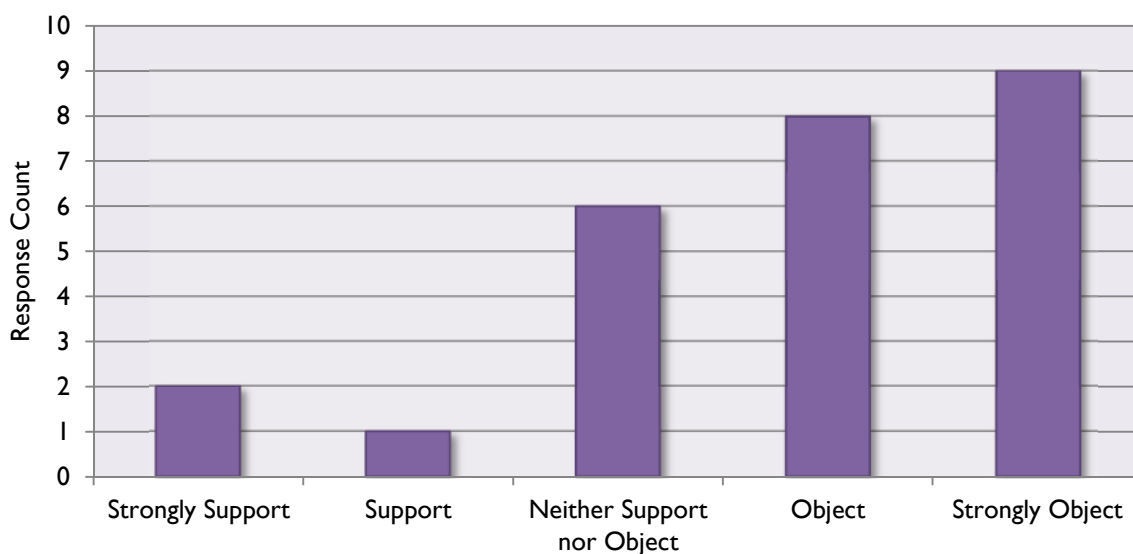


Figure 1 Question 1: What is your overall opinion of the draft Development Brief?

25 responders opted to provide an explanation for their opinion. Most of those who objected cited matters that related to the principle of the site rather than the contents of the development brief. Indeed, such comments were made on many of the questionnaire's questions. The most frequent of these was the number of dwellings proposed on the site and the effect this would have on traffic levels on Carr Road. Some responders suggested that a lower number of dwellings would be more suitable, with suggestions ranging from 6 to 36.

Some responders asked for the development brief to be more detailed, being more of a masterplan than a development brief. One responder was unclear where the line between site specific information and general design principles was drawn and that it would be beneficial to distil the requirements relating to this site and set aside the general principals as an addendum or separately referenced document.

In general, those in support of the development brief or elements of the development brief, and those who neither supported nor objected to it or elements of it, did not choose to provide comments on the contents of the development brief. In contrast, those who

opposed the development brief, its contents and the site in generally provided comments, even if they were not extensive in nature.

Question 2: Do you agree with the site constraints and opportunities described on page 1 of the draft development brief?

The just under half of those responding to the consultation (14 responses) disagreed or strongly disagreed with the site constraints and opportunities described in the development brief (Figure 2).

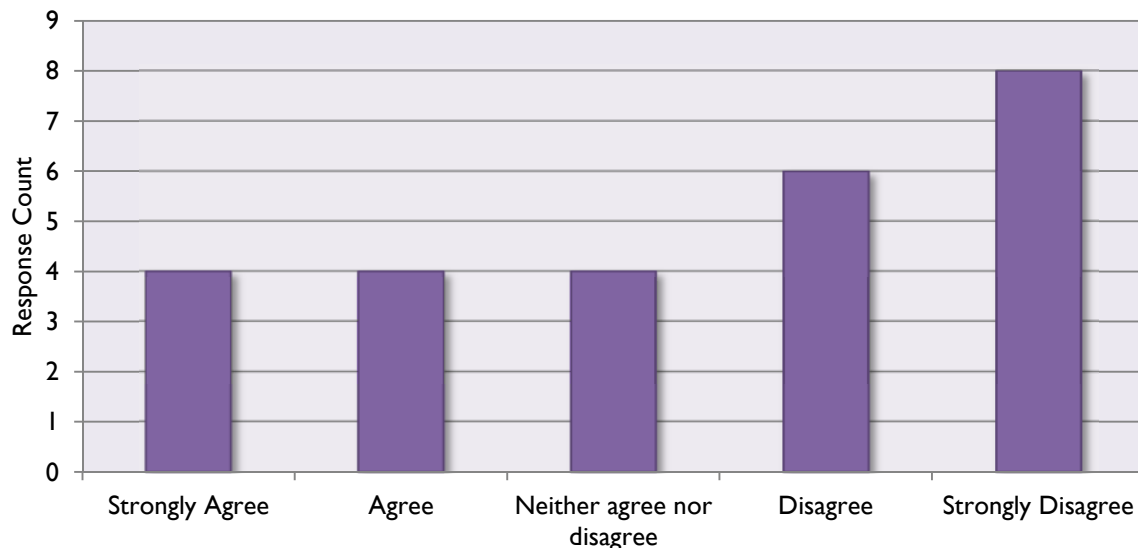


Figure 2 Question 2: Do you agree with the site constraints and opportunities described on page 1 of the draft development brief?

Comments were made about a range of factors including matters relating to drainage, infrastructure, protected sites and the distinction between principally developable and recreational / conservation areas. Many comments did not relate specifically to site constraints, but to matters of design.

Several responders questioned the inclusion of the word “principally” within the descriptions for the two defined areas of the site, which they thought could suggest that there is capacity to develop some degree of housing within the plantation woodland. One responder suggested that if the development is to be limited only to the field, then they would assume that there would be a “*less onerous suite of biodiversity studies*” required than that of woodland development.

Several responders raised concerns over the capacity of the local sewage infrastructure and that the development brief should provide more detail on how this would be managed.

Concerns were raised over increased traffic on road and that this should be identified as a constraint.

Requests were made to consider matters relating to suitable street lighting and placing electricity and phone lines underground.

It was asked that the affordable housing element of the site be ‘pepper potted’ amongst the market housing.

Some responders raised concerns over the effect of the development on natural heritage assets such as landscape and biodiversity (in particular capercaillie) and stated that a greater level of detail was required on these matters.

While support was received for the protection of the woodland from development, there was objection from some to the loss of any trees. Some argued that the scalloping of the woodland boundary should not be allowed and that buildings should be constructed far enough from the woodland edge not to be affected by it.

Question 3: Do you agree with the developer obligations outlined on page 3 of the draft development brief?

The just under half of those responding to the consultation (11 responses) disagreed or strongly disagreed with the developer obligations outlined in the development brief (Figure 3).

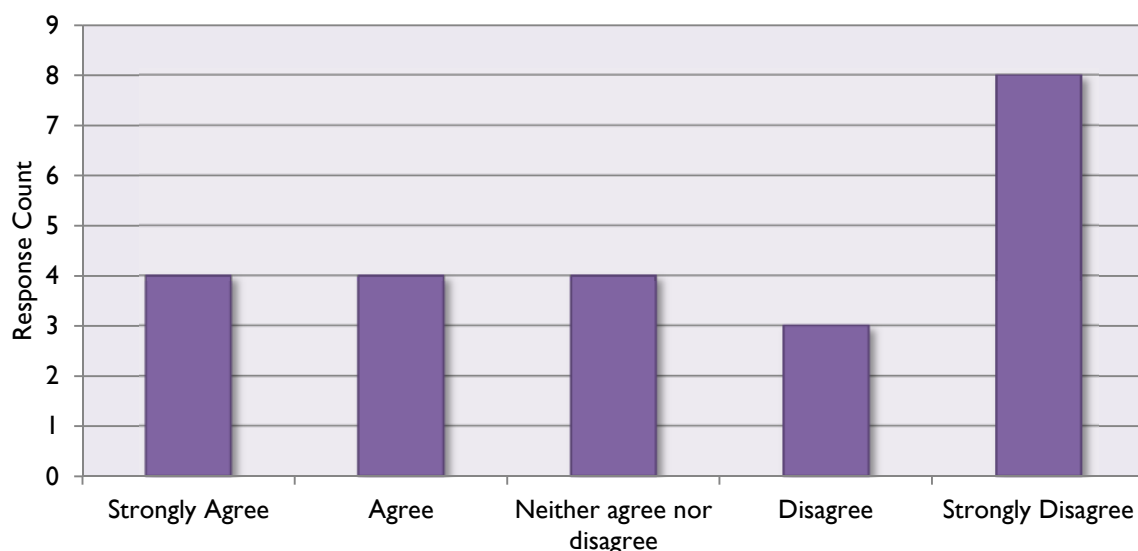


Figure 3 Question 3: Do you agree with the developer obligations outlined on page 3 of the draft development brief?

Generally, responders felt that the obligations were proportionate and reasonable. However a number of further suggestions and amendments were made:

- The cost of the path to the school should simply come under housing development costs by the developers.
- The path to the school should be built before development of housing is commenced.
- The path to the school should be lit.
- The woodland area should be managed for conservation.
- There should be a contribution to school costs (i.e. possibly extra teacher / extra classroom built).

- There should be a contribution to infrastructure in general.

The representatives of the site owners were content with the obligations.

Several responders raised issues about the proposed route to the school, with some concerned that there path would not be lit, surfaced, gritted / snow ploughed or fenced off from livestock and farm machinery. Concerns were also raised about the potential for the path to flood. Some felt that the path was unsafe as it was not overlooked along its full length.

A detailed response was received from the Highland Council who recommended that in order for the route to be useable all year round, the path should be suitably surfaced, lit and at least 2.5 metres wide so that it can safely accommodate both cyclists and pedestrians. In terms of long term maintenance, Highland Council would not consider adopting an unsurfaced remote footpath. Therefore, any proposal would need to set out the proposed arrangements for maintain the path going forward.

The point was made by a number of responders that the proposed path would not serve exiting properties very well as it would result in a route to the school that was over 100 metres longer. Additional connections to the path along Carr Road would therefore be needed to keep any additional distances to a minimum.

Further comments on the proposed new route to the school were received it response to Question 4. They do not however raise any issues that were not raised in relation to Question 3.

Question 4: Do you agree with the access and links outlined on page 3 of the draft development brief?

The just under half of those responding to the consultation (13 responses) disagreed or strongly disagreed with the access and links outlined in the development brief (Figure 3).

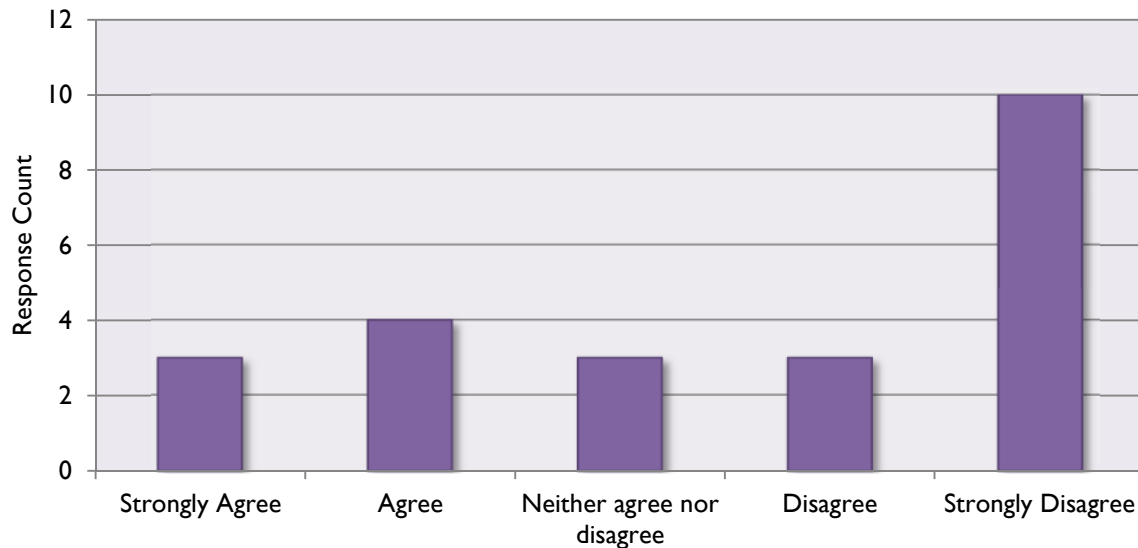


Figure 4 Question 4: Do you agree with the access and links outlined on page 3 of the draft development brief?

Most comments related to Carr Road and the impact of additional traffic on road safety. Many felt that the number of units proposed on HI was too high and that any mitigation would not be sufficient.

A query was raised about the requirement for Carr Road to be made up to adoptable standards as it was thought that Carr Road is identified within the list of adopted roads. This line was therefore not required.

The Highland Council provided a detailed comment. In contrast to the previous issue above they are clear that any proposals to change and enhance Carr Road would need to be done to an adoptable standard. Ideally, the Council would like to see the introduction of footways along the entire length of Carr Road to the proposed development site. However, they recognise that this will not be feasible due to the existing width of the road and proximity of existing properties and boundary walls.

Given the likely increase in vehicle trips from housing on this site, together with the likelihood of pedestrians and cyclists still wanting to use this shorter route into and out of the village, particularly if the remote path is not lit or suitably surfaced, The Council would expect any development proposal to come forward with measures on Carr Road that would better support the safe integration of vehicles with more vulnerable road users, including cyclists, walkers and children.

The Council would recommend that for any shared spaces, a maximum speed limit of 20mph should be promoted, but design speeds should be sufficiently below this figure to ensure actual vehicle speeds are kept to a sufficiently low level that allowed all road users to feel safe using the road. They would not support a traffic calming scheme that relied entirely on vertical speed humps, with a more holistic approach being needed recognising the current attractive rural nature of the road.

According to the Council, the developer should also consider access to public transport. As a general rule, for new developments we would not expect any house to be more than 400m from the nearest bus stop. They are aware that this is a semi-rural location so this may not be achievable. However, they would expect any proposal to come forward with measures that provided a good quality connection to access local bus services and a review into the adequacy of the waiting environments at bus stops.

One responder felt that improvements to Carr Road should take place before building work on the site was allowed to start.

Further comments on the proposed new route to the school were received in response to this question. They do not, however, raise any issues that were not raised in relation to Question 3 and therefore a summary of those responses will not be repeated here.

Question 5: Do you agree with the density and diversity of development outlined on page 3 of the draft development brief?

The majority of those responding to the consultation (16 responses) disagreed or strongly disagreed with the density and diversity of development outlined in the development brief (Figure 5).

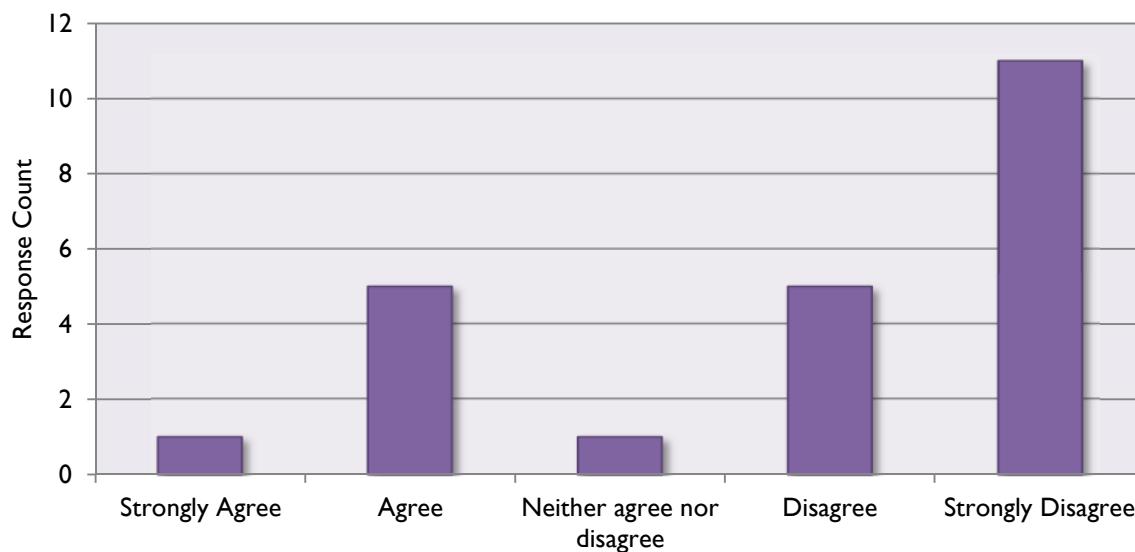


Figure 5 Question 5: Do you agree with the density and diversity of development outlined on page 3 of the draft development brief?

Most objections to this question related to the number of dwellings proposed for the site, with many feeling that the number and density was too high. In terms of density, it was felt that 30 units per hectare was not characteristic of the site's edge of settlement location and that it should be lower.

Objection to the phasing of the development was also received, with several responders arguing that having development take place over several years would be too disruptive for existing residents as well as residents of the first phases of the new development.

There was the request that affordable houses be mixed evenly throughout the development and not be “relegated to the least desirable corner suggestive of second-class citizens' ghetto”.

Representatives of the site's owners did not feel that the local character is one of “woodland plots of small semi-detached dwellings”. While they do not dismiss the desire to provide a softer touch to the proposed development, they felt that the Development Brief would benefit from support of this statement with points of reference demonstrating the assumptions, or clearly stating the intention to seek a specific character for this development.

Question 6: Do you agree with the design requirements outlined on page 6 of the draft development brief?

The majority of those responding to the consultation (15 responses) disagreed or strongly disagreed with the design requirements outlined in the development brief (Figure 6).

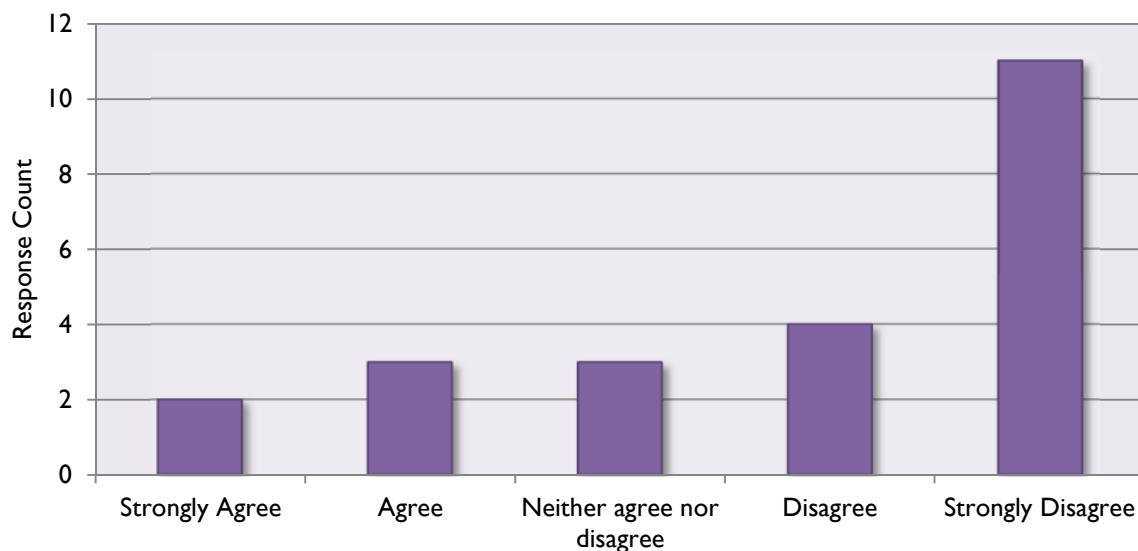


Figure 6 Question 6: Do you agree with the design requirements outlined on page 6 of the draft development brief?

This question did not receive many comments, although comments made about design were made elsewhere, particularly under questions 1, 9 and 10.

There was some objection to the use of timber cladding on the elevation of buildings as well as the use of metal as a roofing material. It was felt that it was important to maintain consistency with the wider village in terms of materials used and broad building design characteristics.

One responder did not believe that there should be any buildings of 2 storey height arguing that one and one and a half storey, semi-detached would be more appropriate.

Energy efficiency was also cited to be a major consideration: e.g. PV, solar thermal panels etc. Triple glazing as standard.

The document '[Designing Streets](#)' (March 2010) was cited by a number of responders, including the Highland Council, as the means in which the internal street layout of the development should be based. The development should be permeable, connect into to the surrounding area, make walking and cycling attractive and reduce the dominance of motorised vehicles. The design of the development should also consider the six key qualities of successful places:

- distinctive,
- safe and pleasant,
- easy to move around,
- welcoming,
- adaptable and
- resource efficient.

Question 7: Do you agree with the boundary treatment requirements outlined on page 7 of the draft development brief?

A minority of those responding to the consultation (5 responses) disagreed or strongly disagreed with the boundary treatment requirements outlined in the development brief (Figure 7Figure 5).

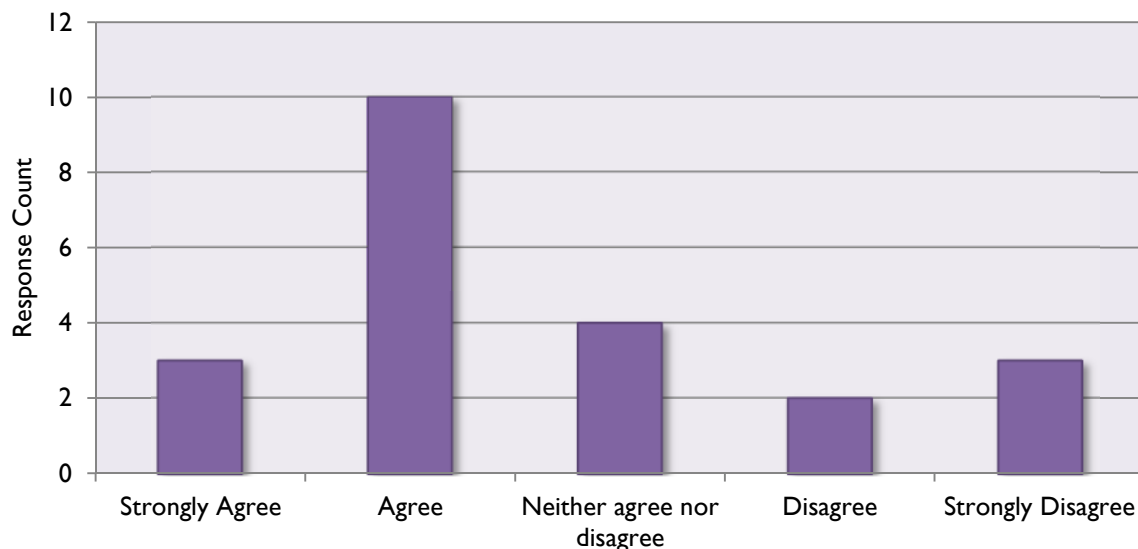


Figure 7 Question 7: Do you agree with the boundary treatment requirements outlined on page 7 of the draft development brief?

There was general support for the boundary treatment proposed by the Development brief.

It was asked that the boundary to the west is the track onto the woods be treated the same as the Carr Road boundary.

The Highland Council pointed out that they do not generally support new tree planting within the limits of the publicly adopted road boundary.

One responder felt that the first paragraph could be better worded so as to make clear it does not preclude the use of sections of stone walls or wooden fences to front gardens, which are stated in a later section as being desirable.

One responder asked why the woodland area was included as part of the site within the development brief if intention was to leave it untouched. They felt that this was confusing.

Question 8: Do you agree with the biodiversity considerations outlined on page 7 of the draft development brief?

The biodiversity considerations outlined in the development brief where the area in which most support was received with 15 responses agreeing or strongly agreeing with the content. By contrast only a small minority of those responding to the consultation (4 responses) disagreed or strongly disagreed with the considerations. (Figure 8).

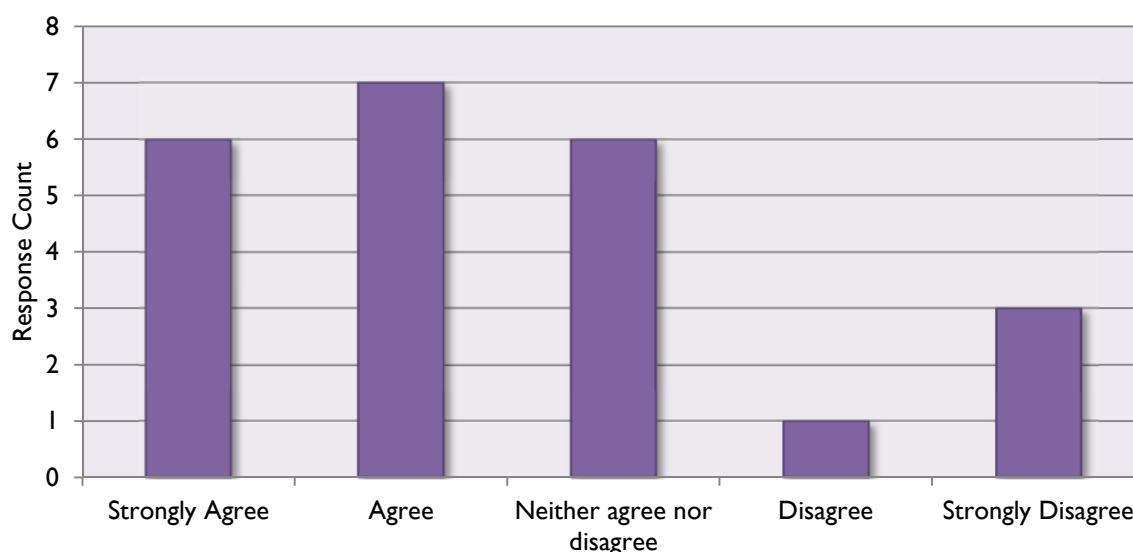


Figure 8 Question 8: Do you agree with the biodiversity considerations outlined on page 7 of the draft development brief?

The proposals relating to biodiversity were generally well received with support for the exclusion of the woodland part of the site from development.

Representatives of the site's owners pointed out that there was a substantial volume of work available from previous planning applications, which deal with biodiversity. They also asked that the development brief include a list of specific studies required, the scope of each of these and the appropriate time period for their undertaking. They felt that this would assist in determining a reasonable timeframe for consideration of any competent application and which in turn could be built into a processing agreement.

One responder felt that there was a lack of consideration towards red squirrel protection.

One responder raised the point that the potential effects of development on the qualifying interests of the area's protected sites, particularly Special Protection Areas needed to be considered. This was largely in relation to the capercaillie metapopulation.

Question 9: Do you agree with the general design principles outlined in pages 8 – 11 of the draft development brief?

The split between those agreeing and strongly agreeing with and those disagreeing or strongly disagreeing with the general design principles outlined in the development brief was relatively evenly split, with 9 falling into the former category and 8 into the latter,

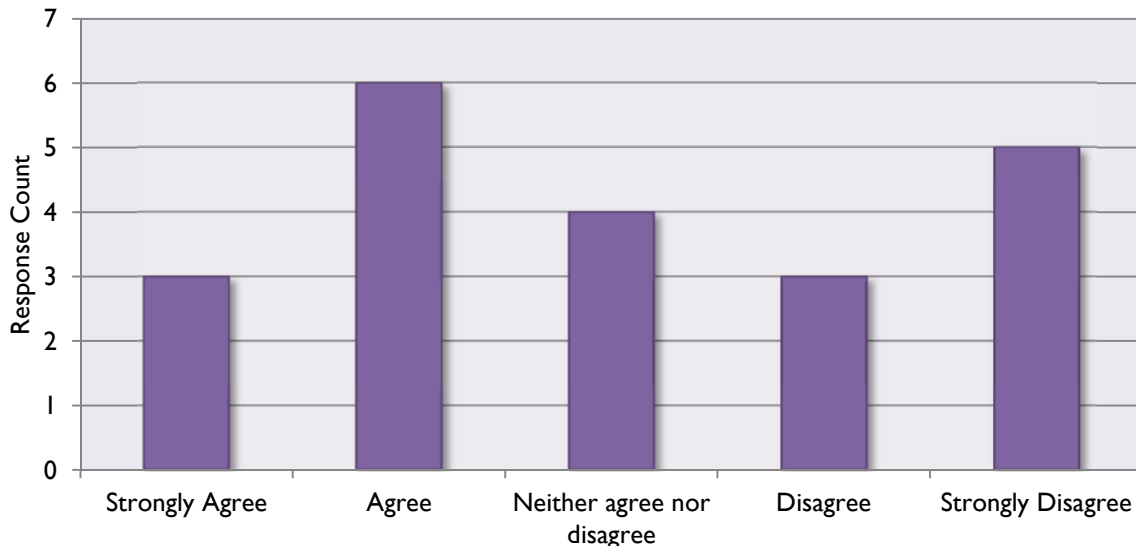


Figure 9 Question 9: Do you agree with the general design principles outlined in pages 8 – 11 of the draft development brief?

One responder felt that this section was unclear as it overlaps and merges general principals with site specifics. They felt that much of the content was similar to development briefs and generic in nature and did not relate well to the site, the development, and the developable area. They felt that from the designers perspective many of the items noted within the general principals section could not be delivered whilst meeting this Design Brief and it would therefore be of greater value to have these selectively separated from a generic list and prioritised.

It was felt that figure 5 does indicate a car dominant layout, save that the sketch omits lines defining the extent of road. It is therefore at odds with paragraph two of Access and links and would be better removed or replaced.

Some responders felt that phased development would result in lower house prices. They raised concerns over the effect of development over a prolonged period on existing and future residents.

Some responders felt that metal roofing was inappropriate for the area and that timber cladding, including painted cladding, were also uncharacteristic of the village.

Further comments were received on the proposed new route to the school, with questions asking how it would be managed and would it be lit.

Objection was received to the use of coloured wooden cladding.

It was asked that there should be requirement for planting to be of local provenance stock.

Question 10: Do you have any other comments to make about the contents of the development draft development brief?

A range of additional comments were received, with the majority of respondents opting to answer this question.

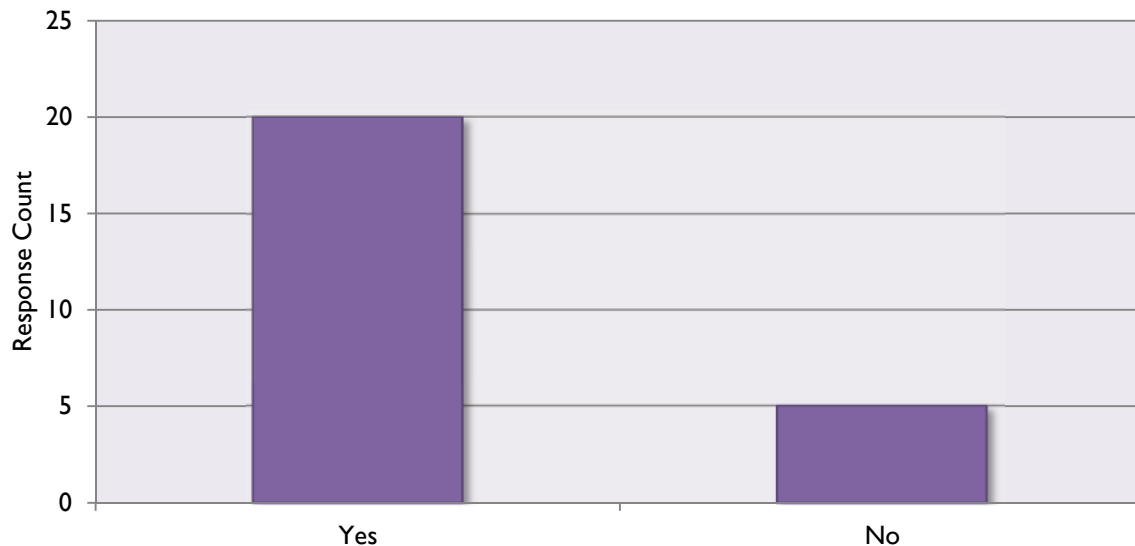


Figure 10 Question 10: Do you have any other comments to make about the contents of the development draft development brief?

Several responders used this section to repeat objection to the principle of the site and in particular the number of units proposed. This mostly related to the effects of increased traffic on Carr Road. Several responders expressed their frustration and confusion on the Scottish Ministerial decision to go against the Reporter on the LDP's decision and require that the site deliver 72 dwellings.

Some responders used the consultation as an opportunity to suggest alternative sites.

Fear was raised that the houses would mostly become second and holiday homes and that local people would be priced out of the market. It was asked if a priority purchase scheme could be put in place that would restrict the properties to be sold to local people.

Representatives of the site's owners stated that with regard to the aspirations for a development which addresses local need for smaller market entry homes and family homes, the developer has expressed their desire to prepare proposals which are in line with this sentiment. They asked that to clarifying the aspirations of the community, CNPA and the developer, that they would welcome an approach to evolving a brief which becomes more site specific with critical information clearly set out indicating the following:

- the exact scope of each biodiversity study required, based on information already available to CNPA,

- setting out of time periods deemed appropriate to the undertaking the above studies,
- substantiated reasoning and defined proximity of remote potential receptors where impact is anticipated,
- the extent to which CNPA anticipate public realm and amenity being incorporated within the woodland area of the allocated site,
- substantiated study of the predominant character of the settlement used to inform any requirement for specific design attributes (which could be an undertaking required of the design team).

Highland Council provided some background information on the history of the site and summarised their response as a whole.

SEPA provided some comments on a number of matters. They:

- welcomed the requirement for a NVC survey and biodiversity surveys,
- request a peat survey is undertaken of the site as part of the site's requirements,
- stated that they have no objection on flooding grounds,
- stated that an interim solution to foul water drainage was unlikely to be acceptable as there is no suitable watercourse within site and therefore the developer must confirm with Scottish water that a connection to the public sewer is feasible.

One responder asked if there had been any consideration about people putting up satellite dishes boundary area trees.

It was asked that the majority of the site be devoted to affordable housing.

One comment was received stating that the name of the village is Carrbridge, not Carr-Bridge and asking if it could be amended in the development brief.

One responder stated that they were disappointed that at the event on December 6th CNPA officers we were unable answer many of their questions. They did not state which questions these were. However to the recollection of the officers present most questions that could not be answered related to matters that could only be addressed at the time of a planning application.

Changes to Development Brief

The consultation resulted in a comprehensive set of changes to the Development Brief. These changes did not however in the removal of the site from the LDP or a reduction in the number of dwellings proposed to be delivered as these matters, as previously explained, are outside the scope of the consultation and outside the discretion of the Development Brief.

The most significant change has been the restructuring of the document. This was in response to concerns that the distinction between the site specific and non-site specific requirements was often unclear and that in places the requirements were contradictory. Therefore, the non-site specific requirements have been overhauled and made site specific. Where contradictions were perceived, clarification has been provided to reconcile the issue. The section on non-site specific requirements has therefore been incorporated into the overall site requirements and a number of new headings have been added to address these.

During the consultation a great deal of concern was expressed about Carr Road. Therefore, in consultation with the Highland Council as the roads authority, a great deal of additional information on required changes and enhancements has been added.

Further information has also been added to the section relating to the provision of a new footpath between the site and the primary school. During the consultation it was suggested by a number of people that the path should be lit and have a second connection to Carr Road a little closer to the village centre. Indeed. Both of these features were also suggested by the Highland Council, the former being necessary to bring the path up to adoptable standards. These features have therefore been added to the development brief. This has however meant that the estimated cost is less certain and therefore the 2016 estimated cost of £30K has been removed. With lighting, costs are likely to be in excess of this figure.

It was also requested that further detail be added to the types of surveys required of the developer and specifically those relating to natural heritage assets. It is intended that a list of required surveys will be added to the final document.

One of the major requested changes requested was for a study of the predominant character of the Carr-Bridge to be carried out in order to inform any requirement for specific design attributes. This has not been carried out in this development brief, however the 'Informed Design' section has been strengthened and proposals will have to meet the requirements of Policy 3, which states that a design statement must accompany all development. As such, justification for the design of proposed development will have to be provided as part of a planning application.

While it has not been possible to incorporate all changes it is considered that those that have add an additional level of certainty to the document.

Appendix I: Responses to Questions

Question I: What is your overall opinion of the draft Development Brief?

Some aspects of it have been well thought out, however, there are a lot of ifs, buts and questions remaining. Far too big an increase in housing for a village of our size. It is not necessary.

The draft Development Brief would appear to be a miss-match of some site specific information interlaced with general and generic commentary on general design. In places it is not clear where the divide between specific requirements and general commentary is drawn. Examples of this are evident throughout the draft and result in unintended contradictions. In our view it may be beneficial to distil the requirements relating to this site and set aside the general principals as an addendum or separately referenced document.

It is also our opinion that certain statements within the draft are inaccurate and in some places factually incorrect. However, we would caveat that this interpretation is in the context of a lack of clarity between the specific and the general as noted above. For example, reference is made under Natural Heritage (Page 1) to any watercourses ultimately feeding to the Dulnain Water, which is part of the River Spey SAC and goes on to list qualifying interests. This infers a potential impact on a SAC area which is remote from the site. However, we are unaware of any watercourses crossing this site and in any case the prevailing site topography falls south eastward away from the direction of the Dulnain Water. It may therefore be the case that this section is taken from a general approach to a wider area rather than being site specific. If not, then we would welcome some further clarity on the anticipated impact which requires to be addressed.

It is part of a government plan for more housing and will therefore have to happen.

The object I would like to make relates to the opportunity for development briefs to be tighter and more ambitious. The brief for new housing should be more focused in setting out master planning guidance. Much of the new housing that has occurred recently in the highlands has been driven by the economic concerns of the developer and not the context of the development, the topography, the orientation, etc. Scheme designs in contentious areas should be subject to the scrutiny of a design panel. New developments should not demean people's experience and pedestrians movement below vehicles.

I think that the principle of development on the site is acceptable but I do not support development for any more than 15 houses on the site.

It seems to be an attempt to get per-assessment by locals to any plan to be submitted by a developer.

I have lived at the address given for 10 years, which is situated at the junction with Carr Road and Main Street, Carrbridge. My family all use Carr Road on a daily basis, and our

back garden gate leads directly out onto it.

I have several concerns in relation to safety first off and I very much disapprove of this draft development brief. Carr Road is a single track unclassified road, of tarmac construction, and used by many local people to gain access to their own properties and land. In places within the area of the village the roadway is not wide enough to allow vehicles to pass. Also farm machinery use the roadway on a regular basis, and when driving Carr Road, you are always expecting to meet other traffic. As the average household in Britain has two cars, this means that if this development went ahead then there would be an extra 140 vehicles traveling on this very a narrow road every day. The junction and access to Carr Road from the Main Street is small with limited visibility, and already there have been several incidents of 'near misses' in relation to accidents. Also due to the fact that the left and right turn into Carr Road is sharp, it means vehicles always have to use the width of the roadway to enter Carr Road. I do worry that so many further vehicles will be using the roadway which I personally do not think is up to scratch to take that many vehicles.

If this development was to go ahead I have further reservations about safety on the road when being used by work vehicles. Many of these vehicles are large machines, and the safety of local residents would be put at risk. As a serving Police Officer for nearly 30 years, I have strong links to the village and local community. I really am not happy that this development plan has reared its ugly head again, having been rejected on two previous occasions. The safety of residents is paramount and I cannot see that a building contractor could ever guarantee the safe use of Carr Road.

As you know this roadway is used by many local people from children to the elderly. I have grave concerns about children walking on this route both to primary school and secondary school. For example the school bus stops directly opposite Carr Road, on the Main Street, every school day. Numerous children congregate there every morning and walk along Carr Road to get the bus. I think it's utterly absurd to either consider this plan and there is just no way the area can be safe with 100's of more road users and work traffic.

I see that there is a proposal for a path to be used by primary school children to gain access from Carr Road to the school. This path runs through a field that is used on a daily basis for cattle! Furthermore it floods regularly and has steep banking to gain access to the field. Again in my opinion not a suitable option for young children to walk along. Furthermore there is no lighting on this route!

With the average household size in the UK being 2.3, I cannot see how the infrastructure of this small village can cope with the influx of at least 160 people.

Furthermore why Carr Road? If the National Park is hell bent on developing 70 homes within the area, there are huge areas of land around the village that have safer access and would appear at first glance far more suitable for development.

Finally I walk Carr Road every day with my dog and use the access to the woods that would be directly affected by this build. I personally do not want to lose access to the woods. I don't wish to see the landscape of our beautiful village ruined by such a large development. Please, please, please use some common sense. The previous plans were rejected, why, why, why would you want to submit a further plan is beyond me.

My advice would be to bin it, and then at least we can maintain the safety measures that are

already in place for the local residents of this area!
HI is totally unsuitable for a development of 72 houses.
There seem to be many conflicting proposals. High density / many open spaces.
This is a poorly worded question. "Support" / "object" are not measures of opinion. I have answered "object", however I do support the principle of the Development Brief, i.e. providing parameters that developers need to consider. What I object to is the quality of the brief which, given all of the previous consultations is woeful & astonishingly deficient.
The site can only accommodate around 20 houses. Whilst an attempt has been made to show potential safe footpath to school, this only accommodates the new housing and Carr place, and not the rest of Carr road. I understand that I cannot comment on the fact that Carr road cannot handle much more traffic so I have to respond that perhaps it could handle traffic for up to 20 new homes. Also we'd lose attractive woodland walks used by locals and tourists, and change the character of the village.
I feel a village the size of Carrbridge cannot support a development of this size. So many houses will completely change the character of the village.
Whilst I support the exclusion of the woodland area from the proposed development area, I remain concerned about the number of houses that are being proposed for the bull field. I would like you to refer to all of my previous correspondence, as I stand by all those previous points. I would wish you to incorporate all of those previous comments in this response from me. I remain unconvinced that there is local demand for these houses. If the CNPA is determined to see development here, I would expect it to be limited to around 6 houses. Any more than this will put unacceptable pressure on Carr Road, the limitations of which have been discussed extensively in previous consultations.
I do not think this development should have been allowed to be so large.
Carr Road is NOT suitable for the traffic that will be using it, the areas it not suitable for the housing
Too many houses for Carrbridge Village, half the amount would be more acceptable. Still haven't taken into consideration the impact on the village as a whole, especially the residents of Carr Road which is not suitable for the amount of vehicle traffic that 72 houses would bring. House phasing not good. Whatever the number of houses built, the developers should construct all houses, landscape etc. and clear the site within a set number of years - preferably no longer than 3yrs. Path to the village unsuitable? snow and ice clearing in the winter, out of site, cold shaded by the bank and houses. Plantation should not be touched at all and houses built away from trees shading them from light/sunshine rather than digging into or scalloping plantation.

Any housing development which infringes upon an area of woodland, especially in Strathspey, is narrow sighted when it comes to environmental impact especially for Capercaillie populations which are present in, and transit through, the area. Also, there is no guarantee that new housing will be bought by local people for the good of the area, as with the 'holiday home ghost town' that sits north of Aviemore.

Welcome new housing but 72 is too many. Object to losing wooded area on south and east part of site.

There are many reasons why I feel that this site should not be so developed but the main reason is the road and safety of our children going to school. It is already dangerous and with 72 more houses and the possibility of over 100 more cars using the road, it is just so unsafe.

The Brief site HI for 72 houses - I object to this number of houses as it would necessitate the destruction of a large area of mature woodland (these woods are also the habitat of the Capercaillie a Schedule 1 protected species) - also the only access road to this site is via Carr Road which is a narrow road without a pavement in some areas - a few affordable houses on the field area of the Site may be acceptable as long as a safe route to school could be guaranteed.

Looks good on paper but have doubts it would be fulfilled...

Qualified support - I would like to see 36 houses max- many shared ownership or Council

I read it carefully, expecting to find things I wasn't happy with -- but it is really well thought out and will provide adequate constraints on developers.

Field is suitable for some housing but not to the extent of intruding into the woodlands. Carr Road is NOT safe for children/adults at present without the increase in traffic a housing development will bring.

I do not agree with development of the site.

Question 2: Do you agree with the site constraints and opportunities described on page 1 of the draft development brief?

Much of what is suggested is good. It is clear that thought has been given to the site, however:

Surely it is possible to build the houses a bit back from the trees to allow more daylight to fall on them. Shaded areas tend to be frost pockets therefore should be avoided.

I hope the plan isn't that the more affordable houses will be sited in the less attractive and

shadier areas!

I disagree strongly with overhead wires. Those days are past. All electric & telephone cables should be underground, from an aesthetic point of view as well as winter snow problems. The more affordable housing should not be cordoned off by fence or wall to create a social ghetto.

We refer to the foregoing paragraph under Q1 with regard to a requirement for site specific clarity. We note for example that there are several references to woodland setting, but in fact the section of site identified as suitable for housing development within figure 1 lays wholly out-with the woodland and would be classified as an agricultural field. Further confusion results from the inclusion of the word "*principally*" within both descriptions, suggesting that there is capacity to develop some degree of housing within the plantation woodland. We would seek clarification of CNPA's position on this matter. If the development is to be limited to the field, then we would assume that this would attract a less onerous suite of biodiversity studies than that of woodland development.

I am concerned over public sewer interim solutions and what this means and how long it would take place.

The amendments to the site areas made by the Scottish Government that impact on the existing woodland areas in Carr Road and not sensible.

Development in sensitive areas should not be of such an overwhelming scale. Bad generic housing is a legacy issue across the highlands. There are several responsible developments in Carrbridge (e.g. Rowena park) that would be a useful example for the useful limit of a singular development.

The opportunity for self-build plots should be included in all new development sites. Aside from the likely product of better and more meaningful development, it would also have significant local economy benefits.

Please consider this.

I think access to the site along Carr Road is a severe constraint on the number of houses that would be acceptable at this location. When the site was originally proposed for the LDP access was assumed from the other side of the woods (with a new access road). Given that this access is no longer possible due to biodiversity issues I do not think that suitable access for 72 houses can be provided along Carr Road.

Development of only the open part of the site seems sensible at a reasonable density.

The constraints on page 1 do not even start to explain the unsustainability of the site. Someone has completely failed in identifying the constraints to development on this site.

The retention of the existing woodland is welcomed.

This is so superficial as to be useless. For example: no mention of current capacity of the sewerage system for this development; extraordinary failure to mention the ENORMOUS constraints that Carr Rd poses to this development; nothing about lighting provision; needs to clearly state no felling of trees (this is ambiguous at the moment). It is a dereliction of the CNPA to have failed to point out that not only do SPAs need to be considered, but also forests that support capercaillie, but are not designated, must also be considered as if they were SPAs, as they affect the integrity of the SPA network. Therefore developers will need to demonstrate that their development will not have an adverse impact on the capercaillie population in the woods around Carrbridge - whether they are designated or not. I have made the point above so many times in letters and responses, that it is galling that it has been omitted here. It is hardly surprising that many folk in Carrbridge do not feel listened to by this process. We have made views clearly in previous responses, and it is incumbent on the CNPA to reflect those concerns in such consultations. Finally, I ask that all my previous correspondence to the CNPA, on this matter, be appended to this response, so that all the previous points I have made are taken into consideration when viewing these comments.

The standard of existing access road is not considered at all, the road is not wide enough, it will not be safe for pedestrians and cyclists, the splays at the junction with the main road require vehicles to mount the kerb right at the point where children wait to cross the road.

Neither sides of the plantation should be touched either by cutting back or scalloping. Houses should be built far enough away from the plantation as to give them maximum light, sunshine and less frost.

The area can be a very cold place, summer or winter. There must be a constraint put on the development regarding this and a survey done. If less houses are built this can be achieved

Capercaillie well outside the areas designated as SPAs, and require linked woodland to move around pre and post breeding

Don't really understand what this is asking?

Plan recommends no loss of existing woodland, but does not address the problems of the narrow Carr Road access.

Given that the area is scheduled for development and this cannot be changed we agree that building be confined to a smaller area (i.e the field) unlike earlier proposals

As stated previously.

The area should not be affected by development of any kind.

Question 3: Do you agree with the developer obligations outlined on page 3 of

the draft development brief?

Most of the obligations outlined are fine however: The cost of the path should simply come under housing development costs by the developers. The public are going to have to meet the ongoing maintenance costs as it is. The car park <> housing scheme path should be considered part of the scheme development and paid for by them See also answers re the footpath itself on Q.9, p.7

If the developer contributions are proportionate to the impact of the development and can be identified as addressing the specifics of that impact, then we have no further comment on this aspect.

The woodland area should be managed for conservation.

Answers for 2 and 3 should be considered as a response for this.

The development brief states that developers will be expected to make a financial contribution towards 'the provision of a useable footpath link/safe route to school to the village centre from the development'. A figure of £30,000 has been quoted as an estimate for the new footpath. There are no details with regards to the specification of the new footway but it appears that based on the cost estimate it is unlikely that the current proposal is for the path to be surfaced with a suitable bound material or lit.

We have consulted our Road Safety Team who have extensive experience of delivering Safer Routes to School projects and they recommend that in order for the route to be useable all year round, the path should be suitably surfaced, lit and at least 2.5 metres wide so that it can safely accommodate both cyclists and pedestrians. In terms of long term maintenance, Highland council would not consider adopting an unsurfaced remote footpath. Therefore, any proposal would need to set out the proposed arrangements for maintain the path going forward.

Although we welcome the provision of a new active travel route to the village from the site, particularly linking through to the school, the suggested route would be over 100m longer than the route along Carr Road from Carr Farm to the village car park. This suggests that some pedestrians and cyclists will continue to use Carr Road as their access in and out of the village, being the shorter route. The proportions are likely to vary depending on tie of day and the prevailing weather conditions, particularly if the proposed new route will not be lit or surfaced with a suitable bound material. Therefore, any remote route with no distinct advantage in terms of a 'short cut', which has no lighting and is not surfaced with a suitably bound all-weather surface would not be considered a 'year round' or even 'all day' route.

Safe route to school. This would need to be provided before development is allowed to start. Needs to be a hard surface suitable for cycling and capable of being snowploughed. Many footpaths on the village are unsuitable in winter due to being packed snow and ice.

Usable footpath link and safe route cannot be made suitable and safe for children. Carr Road is totally unsuitable for increased traffic use. Only a new Carrbridge bypass could fulfil

this. A qualified surveyor would see this immediately. Any buildings need for Carrbridge would only be in the affordable bracket.

A footpath to school is necessary before any building works is allowed to start.

The proposed 'safe route to school' is a breath-takingly ill-informed proposal, and should be removed! It is a desperate attempt to circumvent the difficulties posed by having such a development along a road (Carr Rd) that is wholly unsuited to this development. The proposed path takes children along an unlit route (the paper does not state whether the £30k covers lighting along the route; why not?), and in 2016 a section of the route was under water when the River Dulnain flooded part of the field. Will this route also ensure no risk of farm machinery or livestock using or crossing the same route as children, at the same time. Currently cattle are being fed in this field, which means a tractor is using this route every morning.

This proposed route is also intended to address the needs of Primary School children. It does not account for the High School children who walk along Carr Rd to catch the bus outside the Village Hall, at 0800 - exactly the time when many folk travel to work. The answer is to permit a very modest development that will not significantly increase the number of cars, and therefore not affect the safety of children and other users on Carr Rd.

The statement "Creating fewer houses on the site would be likely to lead to larger, more expensive properties". This seems an irresponsible statement in the brief, and suggests the CNPA is saying it's not worth putting forward a smaller development. Again, it's clear to see why Carrbridge residents are fed up with this consultation process. I would be happy to see 6-20 houses here; a mix of terraced low-cost/affordable houses and more expensive properties. That would be a development commensurate with the character of the village and would not have an unacceptable impact on Carr Rd. The fact that developers would not see this as profitable enough is not 'our' or CNPA's problem. It's for the developers to then find a way to make it work. If it's not profitable, then the Bull Field is clearly not suitable. Don't compromise village character, children's safety or our local environment, in pursuit of profit for developers!

The proposed safe route to school does not help the existing houses to the west of the site. The road is too narrow and cannot be widened even enough to meet councils own regulations.

The footpath to the school is essential and must have lights. These should be low level.

I feel the need for a proper path /access to school should be put more strongly and comprehensively.

Carr Road is NOT suitable for the amount of traffic. The footpath choices are WRONG.. thru the woods for along the River?? will it be lit, what happens when it floods

I agree will most obligations outlined but strongly feel that a full financial obligation to any links to the village/school should be met by the developers. We the tax payers and the

National Park should not be liable financially.
The safe route to school needs to follow the current road - where the CNPA recommend to have it along the field to the school is not overlooked and unsafe for children to use themselves. Also if the path does go down the field - is it going to be lit?? It is going to be hard surface so can be cleared of snow in winter??
My agreement would depend on the number and size of houses and a guarantee that the woodland would not be encroached upon.
There should also be contribution towards school costs (i.e. possibly extra teacher/extra classroom built). All developers should be contributing to the infrastructure.
Question 4: Do you agree with the access and links outlined on page 3 of the draft development brief?
<p>Carr Road, improvements or not, is not a suitable road for heavy traffic given the amount of pedestrian traffic that uses it and the increase that can be anticipated in view of the disproportionate increase in housing.</p> <p>It isn't just used for school access, residents of all ages and abilities use it to access shops, buses, church & extra mural activities both during the day and in the evening.</p> <p>The footpath planned for the new 'housing scheme / school' route doesn't answer to the Carr Road / Rowan Park residents' & children's safety. The potential vehicle traffic increase allowing for at least 70 more families / occupiers using that road is a tremendous burden. It is not paved. It would have to be paved all the way to Carr Place.</p> <p>Access roads throughout the new housing scheme should be wide enough to enable cars to pass each other, not like the narrow access road to Urquhart's Brae for instance. The mouth of the road opening into Carr Rd should be wide enough to allow safe filtering into Carr Rd, not like the nonsense at the mouth of Urquhart's Brae where the builders were allowed to contravene planning permission.</p>
Referring to Carr Road within line 2 of this section, there is a stated requirement for Carr Road to be made up to adoptable standards. It is our understanding that Carr Road is identified within the list of adopted roads. This is therefore not required and is contrary to previous guidance from CNPA on their desire to retain the existing rural character of Carr Road.
Cannot see any other options.
The development brief confirms that the vehicular access to the site would be via Carr Road and the road 'will need to be made up to adoptable standards, with pedestrian and cycle access provided to link with existing and new footpaths.' The brief also mentions traffic calming proposals and that all details would require to be agreed with Highland

Council.

Carr Road is obviously already publicly adopted and we agree that any proposals to change and enhance Carr Road will need to be done to an adoptable standard. Ideally, we would like to see the introduction of footways along the entire length of Carr Road to the proposed development site. However, we do not think this will be feasible due to the existing width of the road and proximity of existing properties and boundary walls. As discussed earlier, the road appears to currently operate as a shared space with pedestrians, cyclists and vehicles sharing the same carriageway. The addition of 72 homes will lead to an increase in vehicular traffic and an increased demand to be used by walkers and cyclists. Increasing vehicular traffic on this road without suitable improvements is likely to make it less appealing to pedestrians and cyclists and could compromise the road's ability to support such users. We estimate that the road currently serves approximately 65 houses before any of the 72 units proposed come forward. A quick assessment using TRICS software of likely vehicle trips generated from 72 additional houses suggests that somewhere in the order of 48 extra two-way vehicle trips would be generated during the am peak from 8am to 9am, with an extra 57 two-way trips generated in the pm peak between 5pm to 6pm.

Given the likely increase in vehicle trips from housing on this site, together with the likelihood of pedestrians and cyclists still wanting to use this shorter route into and out of the village, particularly if the remote path is not lit or suitably surfaced, we would expect any development proposal to come forward with measures on Carr Road that would better support the safe integration of vehicles with more vulnerable road users, including cyclists, walkers and children. We would expect any proposals to promote suitable design speeds that allowed all users to feel safe using the road, with appropriate physical characteristics that helped keep general traffic speeds at or below that design speed. When considering such proposals, promoters should take reference from both our own Roads and Transport Guidelines for New Developments, plus national Guidance within Designing Streets and the National Roads Development Guide. We would recommend that for any shared spaces, a maximum speed limit of 20mph should be promoted, but design speeds should be sufficiently below this figure to ensure actual vehicle speeds are kept to a sufficiently low level that allowed all road users to feel safe using the road. We would not support a traffic calming scheme that relied entirely on vertical speed humps, with a more holistic approach being needed recognising the current attractive rural nature of the road.

As discussed earlier, there have been a number of accidents on the C1119 including a fatality just to the east of the development site. We would not expect the number of vehicles using the C1119 to access Grantown-on-Spey to increase dramatically. However, any proposal would need to assess the likelihood of increasing traffic on this section of Carr Road and, if required, come forward with proposals for improving it to better accommodate any such increases.

The developer should also consider access to public transport. As a general rule, for new developments we would not expect any house to be more than 400m from the nearest bus stop. We're aware that this is a semi-rural location so this may not be achievable. However, we would expect any proposal to come forward with measures that provided a good quality connection to access local bus services and a review into the adequacy of the waiting environments at bus stops.

I do not think that the safe route to school that is suggested is feasible or suitable (agricultural field, flooding, lighting are all likely to be issues).

Agree that better access and links will be needed but without any proposals cannot comment further.

As above (Q3).

As Q3 - improvements to Carr Road should take place before building work is allowed to start.

As above... The proposed 'safe route to school' is a breath-takingly ill-informed proposal, and should be removed! It is a desperate attempt to circumvent the difficulties posed by having such a development along a road (Carr Rd) that is wholly unsuited to this development.

The proposed path takes children along an unlit route (the paper does not state whether the £30k covers lighting along the route; why not?), and in 2016 a section of the route was under water when the River Dulnain flooded part of the field. Will this route also ensure no risk of farm machinery or livestock using or crossing the same route as children, at the same time. Currently cattle are being fed in this field, which means a tractor is using this route every morning.

This proposed route is also intended to address the needs of Primary School children. It does not account for the High School children who walk along Carr Rd to catch the bus outside the Village Hall, at 0800 - exactly the time when many folk travel to work. The answer is to permit a very modest development that will not significantly increase the number of cars, and therefore not affect the safety of children and other users on Carr Rd.

Whilst I agree the use of cars is necessary, and the points made are very true, it is all irrelevant if it is not physically possible to connect the site to a large enough Road.

AS ABOVE...Carr Road is NOT suitable for the amount of traffic. The footpath choices are WRONG.. thru the woods for along the River?? will it be lit, what happens when it floods

Carr Road not suitable for amount of vehicle traffic, i.e. increase of 72 plus vehicles. There is no pedestrian access on this road and no possibility of there being so. Footpaths away from site H1 would not help with the problems encountered by the residents of Carr Road and Rowan Park as they will still have to walk, cycle, use a wheelchair, prams etc. and negotiate cars/vans motorbikes etc. generated by the development of 72 houses. The children living there will still need to use Carr Road to get to School, the Village Shop, Play area, Skatepark, Football Field, Church, Activities in the Village Hall.

Carr Road is not suitable for large machinery - it can barely take the traffic at present and is such an unsafe road.

My agreement would depend on the number and size of houses and a guarantee that the woodland would not be encroached upon.

Any NMU proviso must NOT involve lengthening of utility journeys. This means continuing to use Carr Road for access to the village. This is narrow and not suitable for sharing with extra vehicular traffic generated by the development of HI (and especially not construction traffic). In particular it would clash with 'Safe Routes to School' project.

Carr Road is totally unsuitable and would require a large amount of upgrading/provision for cyclists and children (safe route to school). Alternative route should be found.

Access on Carr Road from the village is totally unsuitable for increased volume of traffic and certainly not construction traffic. It would be unsafe for both pedestrians and cyclists and be difficult for local traffic. The disruption for existing properties would be appalling. The proposed new footpath to the school is a quiet route that still involves use of part of the unsuitable route.

Question 5: Do you agree with the density and diversity of development outlined on page 3 of the draft development brief?

There are far too many houses in the project in comparison with the size of Carr Bridge village. There should be a maximum time limit put on the development. It really is not on to expect people to live through years of hell.

The word 'should' in para's 1 & 2 of Density & Diversity suggest that the developers don't need to follow that direction. Surely 'will' is the word that ought to be used! I would hope that the more affordable houses would be mixed evenly throughout the complex and hopefully not be relegated to the least desirable corner suggestive of second-class citizens' ghetto. A Them & Us situation developing in the estate.

The 3-5yr, if that is what happens, phased development will certainly help to drive the prices down. Perhaps this is a good thing though who would want to invest in an expensive home and have to put up with years of noise, dirt, dust & heavy vehicles

This section states that the local character is one of "woodland plots of small semi-detached dwellings. Having reviewed the area, in our opinion this is not the predominant character of development within Carrbridge and more specifically not within the locale of the site. Whilst we would not dismiss the desire to provide a softer touch to the proposed development, the Development Brief may benefit from support of this statement with points of reference demonstrating the assumptions, or clearly stating the intention to seek a specific character for this development.

There should be less houses even if it means they will be more expensive.

Density limits as increased by the Scottish government are out of proportion with the natural development of the place. If you have any doubt what disproportionate

development, without space or time made for infrastructural provision looks like, visit the suburbs of Inverness. This should be a warning to any planning authority!

The site is only suitable for 15 to 20 houses maximum - due to access issues on Carr Road.

If development should maintain the feeling of housing within secluded and woodland plots it is difficult to see how this will be achieved with 72 properties on a site only 40% the size of the original. The density of 30 units per acre at other sites in Carrbridge are not on sites at the very edge of Carrbridge. Surely lesser number of properties would be more appropriate.

At the presentation in the village hall we were asked to suggest other sites which could possible take some development, we suggested the top of Station Road where there are two or three derelict brown field sites.

How many 3-5 year periods would be required for the developer? Surely one 5 year period should be the requirement. There is a relatively small development on a main road into Carrbridge which has had a few houses built over a number of years and part of the site remains a derelict building site, presumably still awaiting development. It looks an eyesore and should be a warning for any future developments.

Whoever considered a 72 house development is suitable for Carrbridge must be unqualified, inexperienced and live a long way away.

Density seems far too high. Development over many years not desirable, One development in Carrbridge still part completed eye sore after many years.

As above... I would be happy to see 6-20 houses here; a mix of terraced low-cost/affordable houses and more expensive properties. That would be a development commensurate with the character of the village and would not have an unacceptable impact on Carr Rd. The fact that developers would not see this as profitable enough is not 'our' or CNPA's problem. It's for the developers to then find a way to make it work. If it's not profitable, then the Bull Field is clearly not suitable. Don't compromise village character, children's safety or our local environment, in pursuit of profit for developers!

Too many houses in the area to be built on.

This density may have been achieved in other parts of Carrbridge but it does not mean it is suitable for this site. 72 houses are too many regarding access of any kind also taking into account the pleasant development opposite of Carr Place. A smaller amount would complement Carr Place and would be more acceptable. 72 houses is too large an amount for the village. 3-5yrs phasing not acceptable. All housing, landscaping etc. should be finished within a set time and all building stopped whether the agreed amount of houses be built or not and the site made liveable.

I feel that it is important that density is consistent with existing village conditions

To have 72 houses in a 2.4 ha plot seems like far too many - would they all end up as flats like Hillditch? What families nowadays want a flat with no private garden? There should be 'just a few not 72!!' Also the houses should be affordable as there are other sites in Carrbridge that cannot sell their expensive houses as no-one can afford them!

The number of house needs to be limited due to the restrictions of the Carr Road access.

Smaller houses suitable for people living and working in the Park are what is required. Definitely NOT for commuting or as second homes or holiday homes.

72 units is totally unacceptable. This would lead to a large increase of vehicles on Carr Road which is already unsuitable. 3-5 years building in phases is not acceptable. Houses opposite on Carr Place do not wish to have a building site visible for such a length of time especially when no 'finish' date is in the pipeline.

It sounds like the proposal is either for a large number of small properties suitable for young local families or fewer but larger properties outwith the budget available to many local families.

Question 6: Do you agree with the design requirements outlined on page 6 of the draft development brief?

See earlier answers. Bad planning of generic developer housing is not solved by putting a panel of wood somewhere on a buildings elevation. Developments need to be properly considered. Guidance such as 'designing streets' should be made mandatory. I think it is Orkney that has its own specific design guidance. Useful to look at.

The internal street layout should be based on the concepts set out in Designing Streets; we will be looking to ensure the development is permeable, connects into to the surrounding area, makes walking and cycling attractive and reduces the dominance of motorised vehicles. We will be looking to ensure the design considers the six key qualities of successful places: distinctive, safe and pleasant, easy to move around, welcoming, adaptable and resource efficient.

We have no detailed comments regarding design proposals.

Only a limited number of affordable houses could be suitable.

These appear to be largely generic for all building developments.

I feel that it is important to maintain consistency with the wider village in terms of materials used and broad building design characteristics

<p>As long as they fit in with the area and we don't get a balamory looking street like the developments in Aviemore.</p>
<p>Energy efficiency should be the major consideration: e.g. PV, solar thermal panels etc. Triple glazing as standard.</p>
<p>There should be no buildings of 2 storey height. One and one and a half storey, semi-detached would be more appropriate. External walls should match what is already in Carrbridge (do not wish to see another 'Balamory' like the Robertson houses in Aviemore.</p>
<p>Question 7: Do you agree with the boundary treatment requirements outlined on page 7 of the draft development brief?</p>
<p>Sounds well thought out.</p>
<p>Whilst we agree with principals of this section, the last sentence of the first paragraph could be better worded so as to make clear it does not preclude the use of sections of stone walls or wooden fences to front gardens, which are stated in a later section as being desirable.</p>
<p>Careful consideration should be given to the boundary area before and after development as people's habits change.</p>
<p>We agree with the development brief in that the boundary of the development on Carr Road should be considered as a street with active frontages which would be in keeping with the rest of the road. We would however point out that we do not generally support new tree planting within the limits of the publicly adopted road boundary.</p>
<p>The boundary to the west is the track onto the woods. Presumably this should remain. If so the boundary there would need to be treated the same as the Carr Road Boundary.</p>
<p>Assuming CNPA are able to control development then these should be the limits. If CNPA are not able to control development it should be disbanded as unfit for purpose.</p>
<p>Surely both open sides need to present the best appearance.</p>
<p>I don't agree that houses should be built there. The wildlife that uses that area will decline</p>
<p>I don't understand why woodland area is included in brief if intention is to leave it untouched. It only serves to confuse.</p>
<p>It would be nicer to look to the front of an estate than the back.</p>

I don't agree with 'scalloping' or any destruction of the forest edge and natural environment. The recreational use of the forest area sounds exceedingly dodgy!

Question 8: Do you agree with the biodiversity considerations outlined on page 7 of the draft development brief?

Sounds well thought out.

There is a substantial volume of work available from previous planning applications, which deal with biodiversity. We would assume that in allocating the site and developing the brief, CNPA will have an opportunity to assess any potential impact on SPA's which are remote from the site, taking cognisance of this work, their own knowledge base, previous input by SNH and any appropriate third party submissions. This should be more than sufficient to inform a list of specific studies required, the scope of each of these and the appropriate time period for their undertaking. This would assist in determining a reasonable timeframe for consideration of any competent application and which in turn could be built into a processing agreement.

Such measures would aid the delivery of a degree of certainty which CNPA are seeking to achieve in preparing the brief.

The final paragraph on Bats is somewhat incoherent due to typographic errors.

There seems a lack of consideration towards red squirrel protection. An iconic species not mentioned.

Where possible existing nature should be worked round and used to enhance a development.

I'm not qualified to provide an acceptable answer on this issue.

No problems with this except that the reference to mature trees seems to have a line missing on the written version.

Totally Insufficient.

If all woodland is being retained this should not be a problem.

As above, see comments relating to SPAs, and the importance of non-designated sites to the integrity of SPAs for the capercaillie metapopulation.

Such surveys need to be at least three years in duration to establish an indicator of true presence and behaviour of species

BUT current extensive bio-diversity of the site cannot be maintained by building houses on

it.

Attention should be paid to the effect of the development of the natural ecology of the area and the natural environment should be preserved at all cost.

Question 9: Do you agree with the general design principles outlined in pages 8 – 11 of the draft development brief?

Apart from my points below, I agree with your general design principals.

Phasing: A phased development will certainly help to drive the prices down. For that reason, perhaps this is a good thing. Who would want to invest in an expensive home and have to put up with years of noise, dirt and dust. I would not recommend to any potential buyer a house in such a site. However, if no alternative is possible, could the phases at least be a few years apart? What family is going to settle in a housing scheme where their children will be subject to extra dangers from lorries, diggers, earth movers, &c roaring past their garden gate every day for years? Could a maximum no. of years be placed on each phase for the benefit of the people residing there, in which all houses, roads, pavements and landscaping relating to that phase be completed. I've lived through a housing development. It is a nightmare! Never again! I'd heartily recommend potential house buyers to avoid such a situation at all costs! Should phasing go ahead, I would hope that affordable housing, sprinkled throughout the development, would be represented during each phase and not all built in a glut at the start with no more affordable housing coming on line in the coming years.

Informed design: Roofing. Slate sounds good, but metal? That's a hark back to the past. Metal roofs are ugly & noisy—the racket from hailstones in winter & heavy rain. This may be good; it would certainly drive the asking price down after all, who'd want one, but heaven help the folk trying to sell it on. The resale price will be rubbish. These are houses, not retail or factory units where metal roofs are most commonly used!

Access & Links: 'Safer route to School!' Who will be responsible for keeping the 'housing scheme car park' path clear of snow, slush & ice in winter? Who will be responsible for dealing with potential flooding / land slip in prolonged wet weather? Will this path be sufficiently illuminated? Will it be free of any bushes and shadowy spots that could hide a potential bully or paedophile? Will there be a lollipop person at the crossing from the housing scheme to the school / carpark path? What safe option will the Carr Road & Rowan Pk children & pedestrians have, those who wouldn't be back-tracking to the Housing scheme path, but who will have to cope with the added traffic? Would it be possible to include a Party Houses not Permitted in the scheme. These things are becoming a nightmare for anyone living within hearing distance. The concept is so selfish in a residential housing scheme.

This section is unclear as it overlaps and merges general principals with site specifics. Much of the narrative appears to be common to other development briefs and generic in nature and it does not relate well to this site. The document has a number of references which do not clearly differentiate between the site, the development, and the developable area and therefore may benefit from some clarity in the hierarchy between general principals and

<p>Development Brief requirements. From the designers perspective many of the items noted within the general principals cannot be delivered whilst meeting this Design Brief and it would therefore be of greater value to have these selectively separated from a generic list and prioritised. In our view, figure 5 does in fact indicate a car dominant layout, save that the sketch omits lines defining the extent of road. It is therefore at odds with paragraph two of Access and links and would be better removed or replaced.</p>
<p>While I agree that one should not be limited to traditional style design some of the designs in the area are overpowered by colored wooded panels which look terrible if not maintained.</p>
<p>Not sure what they are. See previous answers for thoughts.</p>
<p>If more than one developer is developing the site surely this will mean even more construction traffic on Carr Road. If significant areas of public green spaces are required, it is difficult to see how this will be achieved with 72 houses on a site of 2.4ha.</p>
<p>This site is unsuitable for a large development. There are other sites in the village which could cope with small developments as might benefit a small village.</p>
<p>Agree with many proposals but if numerous developers are involved this will even further increase the traffic of Carr Road.</p>
<p>Community identity - as the Carrbridge Community has expressed - in (many, and exhaustingly extensive) previous consultation responses - this community has a very strong view about housing development. The development brief would be better if it made mention of this fact, so potential developers are aware of the strength of feeling & identity. The (apparently generic) text on p.9 refers to the importance of "safer routes to school". So far, this brief suggests what amounts to "more dangerous routes to school". In a National Park, there should be requirement for planting (p 10) to be of local provenance stock.</p>
<p>Generally agree; mixture of smaller development / individual homes better than one development obviously by the same developer. As per previous concern huge concerns over additional traffic on Carr road.</p>
<p>I strongly disagree with:</p> <p>Phasing:- There should be no building of some houses and leaving a half finished site for a no. of years. All building and cleaning up should be finished within 3 years.</p> <p>Informed Design:- Timber and metal materials should not be used as inappropriate for Carrbridge Village and does not complement the housing complex opposite or Carr Cottages.</p> <p>Access and Links:- The 'safer route to school' footpath described is not suitable for children living on Carr Road and Rowan Park as they will still have to contend with the huge amount</p>

of vehicle traffic generated by 72 houses to get to school and they should be taken into consideration when the new development is being discussed. The area chosen is out of sight and not suitable for a child walking alone. How will it be cleared of frost and snow in the winter on schooldays, weekends and evenings.

Services and Drainage:- No overhead power lines please.

I agree with all other aspects of the general design principles outlined in pages 8-11.

Too many houses in such a small area. The development will be over far too long - to have to deal with a building site for a few years is enough but over many 3-5 year phases is just not acceptable. Why do the houses need to have shared outside space - why can there not be less houses and each has a decent garden that is private!

My agreement would depend on the proposed number and size of houses

Assuming priority purchase is for owner occupation and that disincentives for selling on at a profit should be included. Perhaps sale only to 'local people'.

Question 10: Do you have any other comments to make about the contents of the development draft development brief?

Is this just a pat on the head, or are you really interested in our comments? I am not against housing development in Carr Bridge—people need to have somewhere to live—we need to encourage our young folks and incoming families to stay here, at a price they can afford. This development is far too large. The size means that it wouldn't be attracting genuine incomers and housing local folk, it's going to draw holiday home and second home owners because the houses will need to sell fast, as soon as they are built. While said visitors bring business to the area, it is full time occupiers & families who benefit & support the community most.

I am writing to give you my views on the 'HI Carrbridge' local development plan. I have just been on to your website where I should have found a 'response form', sorry but it was hiding well in amongst all the other stuff which seemed quite difficult to navigate and make sense of. Re the plan, I feel that the amount of houses planned has not taken into consideration the width and type of road Carr road is. This many houses would probably mean another 100 plus cars using Carr road along with probably many more people walking, school etc, would this be safe? Also, the area of land for the proposed site is not the only site in Carrbridge where houses could be built, is this proposed site owned by someone who has an interest in building houses? Could other sites be found? Thank you.

We support the production of development briefs and have taken this opportunity to give some advice and recommendations on this one below. We would welcome the opportunity to comment on any further development briefs that are drawn up for other land allocations within the Cairngorms National Park Local Plan.

Advice to the Planning Authority We previously provided detailed comments on planning

application 05/495/CP (SEPA reference PCS/138279) which was for development on a much larger part of the site which the Development Brief now covers. We note from the Brief that housing should be located in the north western part of the HI site.

1. Disruption to wetlands

1.1 We welcome the requirement on page 3 of the Brief for a NVC survey and biodiversity surveys. These will help determine the presence/absence of Ground Water Dependant Terrestrial Ecosystems (GWDTE) and other protected habitats on the site. It is noted that the indicative area of housing within the development brief has been located outwith those areas identified in the NVC survey (submitted in support of 2013/0120/DET) likely to contain GWDTE and we welcome this. However, any associated footpath links identified within the develop brief have the potential to impact GWDTE and we request any additional NVC submitted in support of a new application should include these areas.

2. Peat

2.1 We note from page 11 a 'Stage 1 ground conditions survey' should be submitted as part of any further planning submission. However, it is not clear from the text what this will comprise of / what is required from it. We also note 'peat' is mentioned on page 3 of the Development Brief but the brief doesn't highlight what peat issues need to be addressed.

2.2 Our GIS layer describes the soil on this site as "Humus-iron podzols with mineral alluvial soils with peaty alluvial soils" and therefore we request a peat survey is undertaken of the site. We are happy for this to form part of the ground conditions survey or be a standalone document. Scottish Government guidance on development on peat is clear that surveys should be conducted and information submitted as part of the planning application process. Guidance can be found at: <http://www.gov.scot/Topics/Business-Industry/Energy/Energy-sources/19185/17852-1/CSavings/PSG2011>

3. Flood risk

3.1 We pleased to note the Development Brief HI site is substantially reduced from that submitted for 2013/0120/DET where we objected unless modifications were made to the proposed layout due to potential flood risk. We confirm therefore would have no objection to any proposed new development on the Development Brief HI site.

4. Foul water drainage

4.1 In relation to foul water drainage, the draft brief mentions 'an interim proposal may be acceptable' However, we would prefer if it is stated that an interim solution is unlikely to be acceptable as there is no suitable watercourse within site and therefore the developer must confirm with Scottish water that a connection to the public sewer is feasible. For your information the nearest possible suitable watercourse is the River Dulnain approximately 200m away.

The allocated site consists a southern section being commercial plantation woodland and a northern section being an open agricultural field. Whilst the biodiversity of the woodland has been recognised within previous studies, the field has been demonstrated as having limited value. It is understood that the Development Brief is directing the developer toward little or no building within the woodland, focusing on development potential within the field.

However, as the allocation encompasses the whole of the site, it is therefore also assumed that some degree of ancillary amenity uses could be accommodated within the woodland area, thereby facilitating fully realisation of its potential. With regard to the aspirations for a development which addresses local need for smaller market entry homes and family homes, the developer has expressed their desire to prepare proposals which are in line with this sentiment.

To aid clarifying the aspirations of the community, CNPA and the developer, we would welcome an approach to evolving a brief which becomes more site specific with critical information clearly set out indicating the following:

- the exact scope of each biodiversity study required, gleaned from the information already available to CNPA,
- setting out of time periods deemed appropriate to the undertaking the above studies,
- substantiated reasoning and defined proximity of remote potential receptors where impact is anticipated,
- the extent to which CNPA anticipate public realm and amenity being incorporated within the woodland area of the allocated site,
- substantiated study of the predominant character of the settlement used to inform any requirement for specific design attributes (which could be an undertaking required of the design team).

Whilst the foregoing sets out a number of reservations in respect of the draft Development Brief, as stated, we support the principal of a brief which would provide clarity to all stakeholders, but would argue that it may well benefit from the input of those skilled in applying the requirements of such briefs to the design and delivery of housing developments. We would be happy to assist through open dialogue and testing of the brief and would welcome the opportunity to do so.

Has there been any consideration / thought about people putting up satellite dishes into or on boundary area trees nearby the boundary? It is happening in the area already.

Don't be scared to be more assertive in demands on development land. Varied contextual housing and organic (i.e. over time, responding to need) is better than lazy developer non site specific generic housing. New housing and should relate to existing development patterns. This is more meaningful than the style of house. Scale of landscape, gardens, street patterns, etc.

Background

The site for 72 houses is located on the C1119, Carr Road which runs east to west and joins the B9153, the main road through Carrbridge, at a giveway junction. Carr Road is a residential street with street lights and a 30mph speed limit. A 60mph speed limit begins towards the easterly end of the development site at the village boundary. Depending on how any development makes use of the site and proposed connections onto Carr Road, it is likely that there may be a need to push the reduced speed limit further east to provide a suitable buffer for vehicles to slow down before reaching development. The most striking characteristic of the road is that there are no footways. There are grass verges of varying

widths along the majority of the road but a number of houses on the north side have fence lines at the edge of the carriageway. There are 'Pedestrians in Road' signs erected in a number of places, suggesting that pedestrians and cyclists do use the road currently and this could increase further with more development being accessed off it. Essentially, the road appears to currently work as a 'shared space' whereby pedestrians, cyclists and motorists are forced to interact with each other within the carriageway.

Carr Road also forms part of Route 7 of the National Cycle Network from the village to the access road to Carr Plantation. The plantation is a popular leisure route for pedestrians and cyclists as well as providing access to the Boys Brigade Hut and campsite. We have no information as to where the Boys Brigade hut and campsite will be relocated. The section of Carr Road that forms part of Route 7 and the path through the plantation are also Core Paths.

The C1119 continues easterly as a single track road for approximately 5 miles where it joins the A938 at a junction approximately half way between Grantown on Spey and Carrbridge. There are very few passing places along the route and a check of road incident data shows that in 2013 there was a fatality on Carr Road approximately 400m east of Carr Place just on the outskirts of the village. There was also a serious injury incident in 2001 on the C1119 halfway between the development site and the A938, a slight injury incident in 2007 300m south of the junction with the A938 and two slight injury incidents at the C1119/A938 junction, one in 2005 and the other in 2010.

Summary

Carr Road is a narrow residential road where there is limited space for improvements for pedestrians and cyclists. The scale of this development will more than double the number of dwellings served by this road, with the corresponding increased demands to use it. We are not opposed to the concept of development on this site. However, the possible level of financial investment needed to safeguard the nature of the road and provide for active travel may bring into question the viability of any such development.

The development does not meet the criteria for providing a Transport Assessment (100 dwellings) but we would expect any planning application to include a Transport Statement to fully explain the potential impacts of the development on Carr Road and the surrounding area. As a minimum the Transport Statement should include information on accessibility for all modes, trip generation, public transport provision and details of any required mitigation. We are willing to work with the developer to agree the scoping requirements of the Transport Statement.

It was disappointing that at the Dec 16 presentation held in the village hall we were unable to get answers or further information to many of our questions. To be told that 72 houses on a 2.4 ha site were non-negotiable as that was a Scottish Government decision begs the question 'what powers do the National Park have?' if they cannot even agree densities. A number of questions about the footpath to school and Carr Road went unanswered. This was disappointing as these matters were very important to many who objected to the previous application. Finally, the amount of space for written comments on the response form was ridiculously inadequate hence these attached comments.

Bin it!
Once again - if the CNPA can be over ruled by outside bodies it is of no use. Development of small building sites is the most that should be allowed in small villages especially in a National Park.
At the meeting on 16th December there was little information about path to school or changes to Carr Road. These were major concerns re previous application.
As mentioned previously, there are two points I would make strongly: <ol style="list-style-type: none"> 1. Amongst people I know in Carrbridge, there is a sense of despair at the ongoing consultation over a housing development. There is a sense that the CNPA is determined to make this happen at all costs. I don't share that view, but I do feel this brief perpetuates the expectation that this site will still carry 72 houses. If the CNPA had indicated that a smaller development 8-10 houses would be an option, I think that would have been seen as satisfactory. An opportunity missed. 2. I, and I suspect others, have devoted a lot of time to previous responses and it is galling to find the same presumptions and mistakes cropping up in successive consultations. Please READ WHAT WE WRITE. That said, I'd like to thank you for continuing to consult with the community.
Carr Road does not meet width requirements, or splay requirements at junction with main road, many drives have fairly blind access. There are usually cars parked outside houses and B&Bs. To threaten car parking is to threaten existing businesses. To increase traffic reduces safety of all cyclists and pedestrians on Carr road between the site and the village. Many farm vehicles including large lorries and tractors regularly use this Road so traffic calming would need to allow their access. Plus access to houses by trailers and caravans. Due to the amount of snow we normally get, the road becomes narrower, so that 2 vehicles cannot pass. Council would need to quickly provide diggers to remove banks of snow at sides of road and take elsewhere to allow for increased volume of traffic.
Are the CPNA actually proud of this development?
It is vital that the majority of the site is devoted to affordable housing.
There are other sites in Carrbridge that lend themselves to development rather than this site. Under the a9 bridge on Station Road there is the waste land beside the sawmill and also the sawmill. I am sure the building of the A9 will use some of this land but why not use the rest of the land (like the houses in Aviemore that are accessed from under the A9)
It is not possible to agree or disagree to several questions as it does not specify the number of houses proposed!
Proposed route of footpath to school and centre of village is only suitable for occupants of

the new houses and is of little if any use to existing properties along Carr Road and its feeders. This leaves Carr Road as the only shared use (vehicles and pedestrians) access.

The name of the village is Carrbridge, not Carr-Bridge. Please get it right in the final version.

It's a pity that over several years, Carrbridge residents have been asked to comment on consultations from the CNPA yet nothing has ever been published. Is the idea to keep asking for comments and 'wear down' the residents so that they finally give up? Publishing responses should be mandatory in order that all residents can see what has been said and would also give a general consensus of 'nay' or 'yay'.

I'm disappointed that any development is being considered for this area. In particular housing. Nearby Aviemore has become a town with a large number of new houses and developments appearing over the last few years, but with the corresponding access and infrastructure. I think Aviemore should be considered for any housing requirements in the area.