

Paper 1

Appendix

Representees

Application Comments for 11/01436/APP

Application Summary

Application Number: 11/01436/APP

Address: Site At Carn Mellich And Cairn Daimh Glenlivet Estate Tomintoul Moray

Proposal: Develop mountain bike centre consisting of creating new car park installing wooden building to provide toilets information and cafe facilities within commercial forest plantation. This will provide a central hub to support two mountain bike trails also proposed which will be developed in adjoining forest area (see plan B) at

Case Officer: Richard Smith

Customer Details

Name: Mr Steve Broadhurst

Address: Kelvinbank Nethy Bridge

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: great new development for the area and look forward to it opening

[REDACTED]

From: Lindsay Carruthers [REDACTED]
Sent: 27 October 2011 23:35
To: Planning
Subject: Re: Planning Application 2011/0302/DET

Planning application Ref. 2011/0302/DET

We just wanted to write in support of the proposed development of mountain bike trails and facilities on the Glenlivet Estate. Laggan Wolftrax has grown to be one of the top ten biking destinations in the UK bringing a huge amount of visitors to the area each year. This also benefits other local businesses such as the bunk house, hotels and B&B's including pubs and restaurants who all gain from the influx of people spending money. Mountain biking is a boom sport and the initiation and subsequent growth of Laggan Wolfpax kids club is testament to this. In an age of Xbox and Wii, it is fantastic to see so many local children and families taking part in this outdoor physical activity. By adding another destination such as Glenlivet it gives visitors more reason to head North and discover the delights of cycling in the National Park. We have recently opened a cycle store in Grantown-on-Spey to support the rider base in the area and plan to grow this business to create a number of full time jobs. The advancement of the Glenlivet project will be a major contributor in helping us to develop and keep not only our business but also other businesses sustainable in the future.

Yours faithfully

Lindsay Carruthers

BaseCamp Bikes
5 The Square Grantown-On-Spey
PH26 3HG

Tel. [REDACTED]

[REDACTED]

From: Sales [REDACTED]
Sent: 20 October 2011 12:00
To: Planning
Subject: RE: Bike Track Glenlivet

Hello Pip.

Our full address is as follows.

Mike and Cathy Drury (Directors)
Whisky Castle Ltd.
6 Main Street,
Tomintoul,
Ballindalloch,
Moray
AB37 9EX

Te [REDACTED]
Kindest Regards,

Síainte' Mhath,

Mike and Cathy Drury (Directors Whisky Castle Ltd)

From: Pip Mackie [REDACTED] On Behalf Of Planning [Planning@calrngorms.co.uk]
Sent: 20 October 2011 10:28
To: Sales
Subject: RE: Bike Track Glenlivet

Dear Mr & Mrs Drury

Thank you for your email. In order to register your representation we require your full postal address. If you could provide this information, it would be appreciated.

Kind Regards

Pip Mackie

From: Sales [mailto:[REDACTED]]
Sent: 20 October 2011 08:04
To: Mary Grier
Subject: Bike Track Glenlivet

For the Planning Committee

Dear Sirs,

The Directors of Whisky Castle have debated this application over some time.

In general the idea of having a bike track in the immediate area to Tomintoul is a very sound one.

This will add another dimension to what there is on offer to visitors and users in the area.

Many businesses in Tomintoul may benefit providing the track were sited near to Tomintoul and traffic to the site was directed through the village.

As the plans stand at the moment we are concerned that little benefit to the local economy will be injected by the idea.

This is because of the Moray Council Road Dept directive to use the A'side road to direct traffic to the track not through Tomintoul.

Also the track is too far removed from Tomintoul and should a cafe be included with project this may take trade away from already struggling businesses in the area.

Tomintoul could have been the hub for this bike track bringing much needed jobs and facilities to the village -

but unfortunately the opportunity for this uplift to a economically dying village has been neglected,

in the choice of site being too far removed to have much impact.

Road access and wildlife/shooting management disruption are also negative factors and perhaps the safety for users should injury

occur in extraction from such a far removed area may of be concern. Some one should inspect the track for accidents at the end of

sessions - this would not happen according to present visions for management of the day to day running of the facility,

Despite these concerns we would rather have a bike track at this site than no bike track at all.

We ask you to ask the Crown if they can deliver a great biking experience that would leave at the village to Glen Mullach the Lecht and Tomnabat.

Should this happen all of our negative concerns for project this would find solution.

Kindest Regards,

Slainte' Mhath,

Mike and Cathy Drury (Directors Whisky Castle Ltd)

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Tel: [REDACTED]
E-mail: [REDACTED]

The Mill House,
Old Ellick,
Tomintoul,
Ballindalloch,
AB37 9EP

Development Control Manager,
Development Services,
Environmental Services Department,
The Moray Council,
High Street, Elgin, IV30 1BX.

11 October, 2011.

Dear Sir,

Planning Application Ref: 11/01436/APP
Mountain Biking Centre, Carn Meilich & Cairn Daimh
Glenconglass near Tomintoul

Our house is the closest to the proposed biking centre and we formally object to the development as proposed in the application ref: 11/01436/APP for the following reasons.

Road Access, Road Safety, Traffic

The proposals for road improvements including signage even following consultation with Moray Council Department of Transportation are inadequate to effect adequate and safe access to the site taking into consideration an increase in traffic movements resulting from 15,000 additional visitors a year estimated by the applicant. The proposal to upgrade the public roads is severely limited in extent, is not sustainable and is neither sound nor safe.

It is naïve at best and misleading at worst to consider that tourist signage will significantly deter visitors from accessing the site from the A939 Lecht road via the B9008, then onto the U135H Croughly road through Croughly itself and on to the U134H Glenconglass road. This is the more direct route from the A938; it will be the route in satellite navigation systems and it will be the route which repeat visitors will take. Therefore the entire length of the U135H will need to be substantially upgraded to cope with the traffic movements from both the B9008 and the B9136 Strathavon road. This will be at a very significant capital and revenue expense to the highways authority if it is to be done properly and not on a "suck it and see basis". To improve significantly the U135H will need earth movements, stabilisation and re-routing as well as passing places and new signage.

In the Access & Design Statement (Links to Tomintoul), it states that cycling to the centre will be encouraged via the B9008 and the U135H Croughly road. This will surely conflict with motor vehicles along this narrow road. It cannot be considered as only carrying local traffic as stated. We note that a potential alternative has been identified. Why has not the feasibility study been undertaken and included in the planning application?

The proposed signage to direct traffic by way of Tomintoul to also help local businesses will have limited effect.

Comparison is made to the mountain biking centre at Laggan in relation to Visitor Numbers in the Supporting Information. Laggan is called a "similar scale project" but obviously attracting more visitors. This is due to the fact that Laggan meets the essential criterion of having excellent and immediate road access and it also doubles as a general visitor facility. Without doubt a project as proposed needs easy access from a main road and provide a facility for walkers and other tourists alike. The site at Carn Meilich does not meet these requirements.

Poor Design

It is proposed that a pay & display machine is installed in the car-park. If this is installed, it can encourage visitors to park away from the hub, blocking regularly used access tracks to our and others' property and to fill the tiny car-park by Glenconglass Cottage.

It states in Viewpoints that signage will be put in place to ensure bikers do not descend at speed from the summit of Cairn Daimh for the safety of others. Signage will not stop this. There would need to be a physical deterrent incorporated in the design.

As a perquisite to the design and part of the planning application, an Ecological Statement was prepared and submitted. The Habitat Survey should have been undertaken by an independent specialist to give both the public and the planning authority a safeguard that the survey was undertaken in accordance with best practice.

Amenity Planting to an ecological bias should be extended to include off-site planting on the other side of the access road. This will create a more naturalistic setting and improve the views from our property. There does appear to be a possible conflict between the proposed development and the felling programme relating to the adjoining section of plantation. In the Glenlivet Long Term Felling Plan drawing, as submitted, it shows the hub site within the current felling zone and this conflict is not addressed satisfactorily in the planning application. If existing timber tress are to be retained around the car-park, they may present a safety (stability) problem if exposure to the wind is not addressed.

Noise

In Item 7 of the PAC report concerning noise pollution from the proposed generator, it states that the "property located nearest to the development site also uses a generator". Please note that we have never used a generator at our house which is the closest to the development site. We do have real concerns that noise from the proposed development and access road will affect our continuing enjoyment of this quiet and peaceful setting which attracted us to the location in the first place.

Please e-mail any correspondence to the address on the letterhead to ensure we receive quickly. Thank you.

Yours faithfully,

Nicholas Hall.

Catherine Hall.

[REDACTED]

From: DOROTHY HEWSON [REDACTED]
Sent: 22 October 2011 10:46
To: Mary Grier
Subject: Planning Application

Dear Ms Grier

I wish to make representation regarding the proposed bike trail at Cairn Dalmh.

I disagree STRONGLY with this proposal on the following grounds

-The access is NOT suitable, it being a single track road and therefore detrimental to the flora and fauna of the area.

-The cafe will be in opposition to the amenities in Tomintoul village, surely causing (justifiable) resentment to the local population.

-The Bike Trail and Cafe are too remote from Tomintoul for any benefit to the local community.

-The amazing wildlife is undisturbed now--but what will happen when mountain bikes whizz through? The peace and tranquillity will be destroyed forever.

Dorothy Hewson
18/39 Lauder Road
Edinburgh
EH9 2EL

From: Liz Macleod [REDACTED]
Sent: 16 October 2011 15:27
To: Planning
Cc: tilly smith
Subject: Fw: OBJECTION to Planning application Bike Trails In Glenlivet

Follow Up Flag: Follow up
Flag Status: Flagged

16th October 2011

Dear Mary Grieg

We wish to place an objection to the planning application for bike trails in the remote Glenlivet Estate.

It is felt that the expense for access to this project (the access road is not suitable or safe for the increase in numbers of road users) and the priceless / irreversible cost to the natural habitat outweigh the benefits by far.

Please can this project be at least moved closer to Tomintoul if it is approved at all.

The bike centre would :-

Be easier and safer for the public to access

Give more business to the local community and not compete with it

Prevent the threat to many endangered species

This remote area of farmland and the wildlife within this area should be thought about as a treasure.

Please allow this area of outstanding natural beauty to remain as undisturbed as possible.

Thank you

Yours Sincerely

Liz Macleod

Elizabeth Macleod,

Jan Macleod,

Kirsty McIntyre (20 years)

Elsbeth McIntyre (18 years)

29, Urquhart Road, Dingwall, IV15 9PE

From: [REDACTED]
Sent: 15 October 2011 20:56
To: Mary Grier
Subject: Fwd: Glenlivet Mountain Bike trail

Hi Mary

I would like to put my opinion towards the proposed mountain bike trails detailed in an email I received recently by answering the points raised.

1 The road access to many parts of this area is by single track road and this would only pose a very minor complication.

2 Any extra facilities where ever situated in the area to boost summer tourism is a bonus.

3. How can the cafe be in direct competition with the already rubbish facilities offered in tomintoul. Also see note 2 notably its distance FROM tomintoul.

4 Most of Scotland has the same wildlife so in theory on these grounds we may as well put a blanket over the whole country then sit on our door steps festering.

5 Bikers and mountaineers / walkers share the same Passion for the outdoors so are essentially the same breed hence no conflicts should occur.

In summary I am 100% for the trails the sooner the better.

Hope I don't come across to blunt.

Kind Regards

Adrian

Sent from my HTC

Application Comments for 11/01436/APP

Application Summary

Application Number: 11/01436/APP

Address: Site At Carn Mellich And Cairn Daimh Glenlivet Estate Tomintoul Moray

Proposal: Develop mountain bike centre consisting of creating new car park installing wooden building to provide toilets information and cafe facilities within commercial forest plantation. This will provide a central hub to support two mountain bike trails also proposed which will be developed in adjoining forest area (see plan B) at

Case Officer: Richard Smith

Customer Details

Name: Ms Ainsley McQueen

Address: Ellick Tomintoul Ballindalloch

Comment Details

Commenter Type: Neighbour

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Litter
- Loss of privacy (being overlooked)
- Noise
- Road access
- Road safety
- Traffic
- View affected

Comment: There are several significant problems with this proposed plan. My main and abiding problem is with an increased circulation of traffic on the single track road that leads to the site. This road will not be safe for increased numbers of cars. Parts of this road are badly eroded with a significant drop to the river below. This road should not under any circumstances be considered for more frequent usage. In my opinion increased usage of this road will lead to fatalities. Also this road could be rendered unpassable from November until April due to the snow conditions. I live on the road and I am well aware of the restrictions as a result of the snow conditions. How could a business be viable when potentially access to the site would be extremely limited for 6 months of the year. Has this been considered?

We also have to consider the impact on the local wildlife in the area.

This area is already being used as part of the Speyside way and is enjoyed by many in its existing state.

Bluefolds Highland Holiday Cottages



Achnaben
Benrionnes Drive
Tomnabent
Aberlour
Moray AB38 9NW

Tel: [REDACTED]

[REDACTED]
27 October 2011

Mary Grier
Planning Officer
Cairngorm National Park Authority
Albert Memorial Hall
Station Square
Ballater
AB35 5QB

Dear Mary

MOUNTAIN BIKE TRAILS - GLENLIVET - PLANNING REFERENCE 2011/0302

I write to you in support of the above planning application. As an accommodation provider in Glenlivet, this project will have a profound and positive effect on tourism for the area. The plans have been well thought out. In these austere times for tourism, any project that will enhance the tourism offering in the Glenlivet area and encourage a sector of the tourism market not currently tapped, is most welcome. Moreover, the addition of the challenging mountain bike trails compliments well the low level and less demanding trails already offered by the Crown Estate. This is probably unique when compared with other expert mountain bike offerings in Scotland with significant potential to enhance the tourism potential of the area. As such, the proposed plan has my full support.

Yours Sincerely,

[REDACTED]

STEVE OLIVER

Application Comments for 11/01436/APP

Application Summary

Application Number: 11/01436/APP

Address: Site At Carn Meilich And Cairn Daimh Glenlivet Estate Tomintoul Moray

Proposal: Develop mountain bike centre consisting of creating new car park installing wooden building to provide toilets information and cafe facilities within commercial forest plantation. This will provide a central hub to support two mountain bike trails also proposed which will be developed in adjoining forest area (see plan B) at

Case Officer: Richard Smith

Customer Details

Name: Mr SEAN REID

Address: Mill House Braes of Glenlivet

Comment Details

Commenter Type: Member of the Public

Stance: Customer objects to the Planning Application

Comment Reasons:

- Affecting natural environment
- Over-development of site
- Road access
- Road safety
- Traffic
- View affected

Comment: Dear Moray Council, This particular application will spoil an area of great natural beauty - one of the few places left in Glenlivet that have a true "wilderness" feeling. Local naturalists in the area have stated that the area holds rare wildlife, for example, the Scottish wild cat. This mountain bike centre would be better situated in Tomintoul. It would be hypocritical of the Crown to construct this trail as they appear to care about the environment in Glenlivet. Your, S Reid

Application Comments for 11/01436/APP

Application Summary

Application Number: 11/01436/APP

Address: Site At Carn Meilich And Cairn Daimh Glenlivet Estate Tomintoul Moray

Proposal: Develop mountain bike centre consisting of creating new car park installing wooden building to provide toilets information and cafe facilities within commercial forest plantation. This will provide a central hub to support two mountain bike trails also proposed which will be developed in adjoining forest area (see plan B) at

Case Officer: Richard Smith

Customer Details

Name: Mr Greg Stephen

Address: Woodlands Pilmuir Rd West Forres

Comment Details

Commenter Type: Member of the Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: This proposed Mountain Biking centre can only be for the good of the local economy.

If we look at the money that the centres in the Tweed Valley at Glentress and Innerleithen (part of the 7 Stanes) are generating for the local area then it would be madness to oppose this venture. Now i realise that this area is more remote and wont bring in the crowds that the 7 Stanes do but combine this with Laggan, Golspie and the Monster Trails and Morayshire /highlands could become a great place for biking holidays.

In addition Mountain Biking is a great family sport and any programme that encourages health and fitness should be welcomed with open arms in these days of Scotlands general ill health.

From: BRENDA WEBB [REDACTED]
Sent: 17 October 2011 18:30
To: Pip Mackie
Subject: Re: Planning Application 11/0146/APP

Follow Up Flag: Follow up
Flag Status: Flagged

Thank you.

My Address is:

57, Church End,
Steppingley,
Bedford MK45 5AU

--- Original Message ---

From: Pip Mackie
To: BRENDA WEBB
Sent: Monday, October 17, 2011 2:28 PM
Subject: RE: Planning Application 11/0146/APP

Dear Ms Webb

Thank you for your email. In order to register your objection to the proposals, we require your full postal address. If you could provide this information, it would be appreciated.

Regards
Pip Mackie

From: BRENDA WEBB [REDACTED]
Sent: 15 October 2011 21:50
To: Mary Grier
Subject: Planning Application 11/0146/APP

F.A.O Ms M. Grier.

Dear Madam,

Re: Mountain Bike Trail Development Proposals - Cairn Dalmh

I wish to register my objections to the above proposals as follows:

1/ The proposed centre and cafe would be deleterious to the conservation of this very important natural habitat. The area is a host to various specialist plants, animals and birds in what is accepted as a very fragile biosystem. The introduction of development on anything like this scale must inevitably lead to a massive increase in disturbance and the degradation of the area's environment.

2/ The existing footpaths and tracks are at present utilized for low intensity agriculture, forestry, walking and hiking which are accordingly in sympathy with the undeveloped nature of the area. Intensification in the form of trail bicycling on a hitherto unprecedented scale for this remote place will be in direct conflict with the forementioned existing usage, which should therefore be afforded protection from the destruction which would ensue should the proposals be implemented.

3/ The existing access to the proposed site of the centre itself is at present an unmetalled track around 1 mile from a tarmaced road, and is used for traditional access to a scattered property or two in addition to the uses outlined above. It is completely unsuitable for the purposes envisaged in the above Application. If it were to be upgraded to

an acceptable highway standard, then the disturbance and destruction caused would be very damaging to the local environment. . In addition, the exponential increase in vehicular traffic which is envisaged would greatly exceed the existing safe capacity of the local byways with their narrow, tortuous lanes and severely limited visibilities and sightlines.

4/ If the local policy is to encourage the preservation and continuation of Tornintoul as a local community and service hub, then these proposals must inevitably be in direct conflict with such aspirations, as they will undoubtedly act as a magnet which draws trade and visitor numbers away from an established village with good existing infrastructure. The result will be a further strain on the ability of Tornintoul to fulfill its forementioned traditional function and role.

Yours Faithfully,

M.J. Webb

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From: [REDACTED]
Sent: 03 November 2011 22:52
To: Mary Grier
Subject: CNPA planning ref. no. 2011/0302/DET

Dear Ms Grier

I write to object to the above planning application. Having viewed the proposals, I can see very little difference between these and those submitted previously. My objections therefore still stand true:

The access is inappropriate (single track roads).

There will be very little economic benefit to the area as the site is remote to Tomintoul village and even then the proposed cafe will be in direct competition with existing businesses in Tomintoul.

It is one of the remotest areas on the estate with lots of important wildlife including Osprey, wildcat, red squirrel, otters and red deer.

There is huge potential for conflict between walkers and downhill cyclists coming at speed.

The very essence of the Cairngorms is their wilderness, tranquillity and isolation - encouraging mountain bikes in this area will destroy this.

Yours sincerely
Kevin Drugan

85 Woodside Avenue, Chislehurst, Kent BR7 6BT

Although please note that I am born and bred in the area and I am a frequent visitor back.

[REDACTED]

From: McWhirter, Catriona Louise [REDACTED]
Sent: 04 November 2011 14:22
To: Planning
Subject: RE: Support of project (planning ref: 2011/0302/DET)

No problem. My address is:

37 Claremont Gardens
Aberdeen
AB10 6RG

Kind regards,

Catriona

From: Pip Mackie [REDACTED] on behalf of Planning [Planning@cairnngorms.co.uk]
Sent: 04 November 2011 01:49
To: McWhirter, Catriona Louise
Subject: RE: Support of project (planning ref: 2011/0302/DET)

Dear Ms McWhirter

Thank you for your email. In order to register your representation we require your full postal address, if you could provide this information it would be appreciated.

Regards
Pip Mackie

From: McWhirter, Catriona Louise [REDACTED]
Sent: 03 November 2011 18:01
To: Planning
Subject: Support of project (planning ref: 2011/0302/DET)

Hi,

I am a keen mountain biker and committee member of the University of Aberdeen cycling club and am very encouraged to hear that the Glenlivet Estate are looking to further develop mountain biking trails. I think this would be an excellent boost for the area and for us mountain bikers. As such, I would like to register my support for the proposal.

Kind regards,

Catriona McWhirter

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From: Barnard, Harry [REDACTED]
Sent: 05 November 2011 12:34
To: Planning
Subject: Prospective Mountain Biking trails

Dear Sir/Madam,

I'm writing to express my support of the plans for mountain bike trails at the Glenlivet Estate. There is a thriving off-road cycling scene in the northeast/Grampian region, but unfortunately there are very few places to legally participate. The result of this is that potentially dangerous trails are illegally built on private or forestry commission land with no regulation whatsoever. Having more official venues will also prevent cyclists from using pre-existing walkers paths, not to mention the fact that it would bring in revenue in the summer months (alongside the ski resorts in the winter months).

Thank you for your time.

Regards,

Harry Barnard
Aberdeen University Mountain Biking Club

my postal address is:

163D Linksfield Road
Aberdeen
AB24 5RE

From: Lina Payne [REDACTED]
Sent: 05 November 2011 21:34
To: Mary Grier
Subject: Proposed mountain bike trail at Glenlivet Estate

Dear Ms Grier

I am writing to object to the proposed mountain bike trail on Glenlivet estate.

As a fairly regular user of this beautiful part of the national park, I was shocked to discover that it is at risk of being spoiled by the construction of a mountain bike trail.

This is one of the most remote areas on the estate, home to valuable and protected wildlife including wildcat (confirmed sightings), red squirrel, otter, golden eagle and osprey. There is absolutely no question that the introduction of mountain bikes into this area will upset the natural balance of wildlife - quite apart from the fact that it will impact heavily on what has to date been a haven for walkers and wildlife watchers. Walkers and mountain bikers on speed trails do not co-exist comfortably - and there is extensive evidence of the conflicting issues surrounding biking and walking.

I see no commercial rationale for the mountain bike trail, beyond private gain for the proposed developers. There is no evidence to suggest that Tomintoul village will benefit from the trail since bikers are most likely to arrive at this remote facility by vehicle, with no natural lead to the village itself. In fact the proposed café will be in direct competition with existing businesses in Tomintoul, encouraging any passing trade that could result from the facility away from the village businesses.

The CNPA have always maintained that where there is conflict between conserving the natural heritage and promotion of sustainable economic development, that conservation of the natural heritage should outweigh any economic argument. Here is a real example of this conflict and I would strongly encourage you to stick to the CNPA's guiding principals - as outlined in the national park plan.

I assume that there will have been a full ecological and environmental survey carried on the site. Assuming such documentation does exist, I would like confirmation that it meets recognised protocols for surveying of these species, in terms of both time (i.e. throughout different seasons) and spatially (i.e. across the whole affected area). This would include ensuring surveying for European protected species such as wildcats or otters or other species of conservation value and concern. As your ecological advisors will tell you, if the survey has not found evidence of these species, it is not conclusive. We know these habitats are very important for many such species because of the remoteness and relative isolation of the area - which would be immediately reduced with the introduction of a bike trail. With so much persecution within the park of wildcats, otter and birds of prey, I strongly believe that the National Park should be seriously looking at avoiding inadvertent negative impact on a range of protected and valued species through ill-judged development.

I don't believe this proposal meets any of the parks' objectives - whether to sustain the natural environment, improve access for tourists (since this will reduce access for one group of primary - walkers and wildlife watchers), or to encourage local business.

It is a shame that a private landlord is thinking of developing a facility for personal gain, without consideration for either local residents or for the natural environment of which they should be the guardian.

Surprise the community by showing you will not be shepherded into a 'minded to approve' position by the influence and financial backing of yet another large landowner in the Cairngorms National Park!

Kind regards

Lina Payne

my address is :

Rinloan Kennels
Glengairn
Ballater
AB35 5UQ

From: Amanda Williams [REDACTED]
Sent: 06 November 2011 21:48
To: Mary Grier
Cc: [REDACTED]
Subject: FAO Mary Grier Glenlivet Mountain Bike trail

Dear Ms Grier,

Ref: 2011/0302/DET

We are writing to raise a formal objection to the Mountain Bike Centre proposed to be built beside Wild Farm Cottage on the Glenlivet Estate.

It is disturbing to think that the rich fauna and flora of this area, developed over thousands of years and so carefully preserved, would be destroyed by mountain bike trails. Visitors travel from throughout the UK and beyond to study and enjoy the wildlife there, sighting rare and endangered species. This is made possible by the peace and tranquillity that Wild Farm Cottage provides.

The infrastructure needed to develop and maintain the proposed Mountain Bike Centre doesn't currently exist therefore several miles of roadway would have to be built, incurring great expense. It would cause significant disruption to the working farm, not to mention the surrounding fragile ecosystem.

As you can imagine, access to the area of Wild Farm Cottage is extremely treacherous in winter weather, and virtually impassable in the heavy snow, which would severely limit access to the proposed Mountain Bike Centre. The roads nearer Tornintoul are better serviced which would make such a project safer and more easily accessible for longer periods of the year.

We urge you strongly to consider the heritage of this area of the Cairngorms, and respect the land practices so carefully employed for generations before our time.

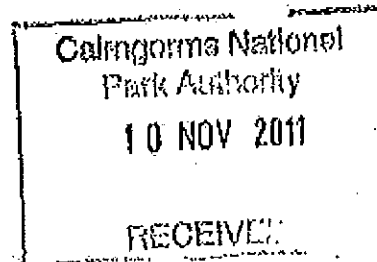
Yours sincerely,
Amanda and David Wall
6 Castle Street, Steventon, Abingdon, Oxfordshire OX13 6SR



Highland Sporting Estate

8th November 2011

Mary Grier,
Planning Department,
CNPA
Albert Memorial Hall,
Station Square,
Ballater, Aberdeen-shire
AB35 5QB



Dear Ms Grier,

Ref 2011/0302/DET Planning application to develop mountain bike centre and trails at Carn Mellich and Carn Daimh, Tomintoul

On behalf of Highland Sporting Estate, the shooting tenant based on the Glenlivet Estate, I am writing to strongly object to the above proposal.

Our objections are based on the following:

1. There will be significant disturbance to the wildlife based in this area. Much of the wildlife in this area thrives due to the remote nature of the location. This area is home to many species of native wildlife. At a time when efforts should be focused on preserving and nurturing this wildlife (part of the remit of the National Park) the proposed trails are in direct conflict with this.
2. Highland Sporting Estate currently employs 11 people from the local area, this number can multiply on shoot days. The area proposed for the mountain bike track is one of the main Pheasant and duck drives on the estate, here at Inverchor we have keepers employed to maintain the area and the feeding of the birds. By placing mountain bike trails directly through this site not only will the extra traffic severely disrupt the birds in their natural habitat but also cause disruption to shoot days, therefore jeopardising the jobs of these keepers.
3. The increase in road traffic is also of great concern. The estate has worked hard over the years to maintain a good relationship with the local farmers to ensure that on shoot days the roads are clear and free for the shoot party to move about the area freely. The increased road traffic caused by the mountain bike trails will have a severe impact on our shoot days. As the shooting tenant on the estate we pay a premium rent to the Crown

Estate every year to ensure that our shooting parties can continue to enjoy shooting on the estate. The above plans are in direct conflict with the shooting tenants rights on the estate.

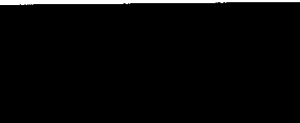
4. The area outlined for the proposed Mountain Bike Trails is a habitat where many of our dying and endangered native species live. In the area Capercaillie, Scottish Wildcat, Red Squirrel, Water Voles, Ospreys, Red and Roe deer are all species under wildlife management programs directed by the Crown Estate and the National Park to ensure that these species continue to thrive in this environment. How can the proposed bike tracks ensure that these animals will not be disturbed? It can not!
5. The estate is currently involved in the 'Highland Tiger' project working alongside the Cairngorms National Park in monitoring the numbers of Wildcats. Many have been sighted in this area and the keepers are actively involved in monitoring and recording valuable data to ensure this iconic species does not vanish completely from its native habitat. Surely an increase in human numbers to this area would have an adverse effect on this creature and be seriously detrimental to the success of the 'Highland Tiger' project

I hope you will take the above concerns into consideration when making your decision to grant these proposals permission. Above all I hope you will consider the negative effect that these proposals will have on the rights of the shooting tenant and bear in mind the impact this tenant has on the local economy from employment to sponsorship of local groups including the Tomintoul Highland Games.

We very much look forward to hearing your response on this matter.

Yours faithfully,

For and on Behalf of Highland Sporting Estate,



Allstair Mitchell

Headkeeper

[REDACTED]

From: Jo [REDACTED]
Sent: 09 November 2011 19:31
To: Mary Grier
Subject: Wild Farm Cottage, tomintoul

Dear Mary

I appeal to you not to let the planning permission through to have a bike trials organisation next to wild farm cottage. We use the cottage regularly as a get away. It's an idilic beauty spot. Its extremely quiet and uninterrupted. The only things that come to the cottage while you stay there are the wild animals. Building anywhere near the site or operating a business near the site will mean the pleasure you get from the tranquility will be disturbed by increase in traffic and noise. I fully object to this proposal.

Joanne Cooper and Chris Cooper
14 Turnberry Crescent, Bridge of Don, Aberdeen. AB22 8PD.

Sent from my iPhone

The Old Schoolhouse
Tomachlaggan
Kirkmichael
Ballindalloch
AB37 9AR
Tel: [REDACTED]

Email: [REDACTED]

8 November 2011

Cairngorms National Park Planning Department
Ground Floor
Albert Memorial Hall
Station Square
Ballater
AB35 5QB

Cairngorms National
Park Authority

10 NOV 2011

RECEIVED

Dear Ms Grier

Re: Proposed Glenlivet Mountain Bike Trail 2011/0302/DET

I submitted a letter of formal objection to the previous application back in January 2011 and have now up dated that letter in view of new information supplied by the Crown Estate in their latest application.

I live on the Croughly road and am very familiar with the area in question. I have been employed by the Crown Estate to help maintain many of their paths and tracks as a self-employed contractor. I am also regularly on the hills dog walking and wildlife watching.

My wife and I run a self-catering cottage so welcome any new initiatives to encourage tourists and we also support new projects which would give more local employment.

However, having read the Feasibility study and other published information produced by the Crown Estate for the proposed mountain bike trail on Glenlivet Estate, I write to express my concerns at the inaccuracies and contradictions within these documents and the general viability of this whole scheme. I fear that it would damage existing businesses in the village and surrounding area.

I thought it would be easier to go through the information supplied chronologically. The original consultation meeting was held on only one occasion and poorly advertised (compared to the Crown Forestry Department which is undergoing an assessment from the Forest Stewardship Council and has advertised this with A4 laminated posters on all forestry tracks leading off of even minor roads). There were only 24 feedback forms returned (Press & Journal 3/12/10) and on this basis the project went ahead for funding.

The Crown Estate visited some farms which were going to be affected but not all. Concerns were raised but these would appear not to have been taken into account. Questions on the feedback forms were very vague.

There were concerns expressed in the Press

1. 6/11/09 -- Alistair Mitchell, Head Keeper, "Huge loss of income for the estate.... and would disperse the woodlands red deer population"
2. 6/11/09 - Mrs Smith, farmer "Concerns were for the rural area, wildcats, ospreys.... she doubted the suitability of a single track access...."

3. 3/12/10 Mr Newlands, Wildlife Guide *"I do not think we can afford to disturb such a rare beastie (wildcat) and as a wildlife guide, I am absolutely sure that the Glenlivet Estate would not do such a thing anyway"*

I would like to highlight issues and comments from the Feasibility Study (FS) which cause me concern.

Access

Private cars will make their own choice of routes. It does not matter how many signs are put up people tend to use Satnav and follow its instructions according to the postcode entered. This could bring them in either end of the unclassified Croughly road. This road has insufficient passing places some of which have no "sight line" to the next passing place. The existing passing places have limited space with some space only for one vehicle. The only provision in the FS is to upgrade the road from Glenconglass cottage to the centre but even then only to provide passing places (none on this road at the moment). This will simply not work with the number of vehicles required to make the project viable especially on long weekends and Bank Holidays. The businesses that use this road have all voiced concerns regarding access but have been told that it is the responsibility of the Moray Council to upgrade the road and I believe there is some discussion regarding a further passing place. This would be insufficient. On the Moray Council website, it alludes to formal passing places at appropriate spacing and/or in locations where visibility is restricted. Spacing is determined from inter-visibility between each passing place. It is a maximum of 150m between passing places. Stopping sight distance on single roads with passing places should be more than 90m. Road improvements should be delivered before construction of the development itself.

More research needs to be carried out in order to establish --

- Expected traffic generation for different day types
- Details of servicing arrangements
- Details on the provision for overflow parking
- Inventory of existing passing places on the road from both directions
- Proposals for additional passing places (to bring it in line with the 150m requirement)
- Information on proposed camping/caravanning/bunkhouse site

One way to achieve this would be to carry out a survey of the Wolf Trax site for a weekday, weekend day and for "an event day" before anyone could calculate the traffic generation with any satisfaction.

The Crown Estate states that in heavy snow the site would be closed and A boards be placed at the ends of the roads to warn drivers not to proceed. This is totally inadequate to prevent people and vehicles from being marooned at the centre. The Lecht ski centre, which has snowploughs and a host of other recovery vehicles, has real problems even with police assistance getting people from their site which is on the main A939 road.

Car parking and facilities

FS..... *"needs to be sufficient car parking"* From the plans submitted there are only 30 parking spaces. As there is only a single track road coming to the centre where people going to park on a busy bank holiday? The proposed pay&display would encourage people to park on road edges and passing places causing further problems with traffic flow.

FS..... *"a large annual event and requirement for provision of additional temporary parking"*. There is no mention of this in the application and with a steep valley on one side of the track and marshland on the downside, it is hard to see where a large number of vehicles can be accommodated.

FS "bike wash is considered an essential basic facility". There is no mention of how this contaminated oily water from 16,000 bikes a year is to be processed before it goes back into the SAC Chabet burn.

FS "A full bike shop is not essential or even commercially viable at many centres". Later in the report "It is anticipated it would not be viable to have a full bike shop from the start". If no shop is to be built, then there will be fewer jobs.

The Bike Trails

"These routes would be carefully integrated into the landscape, preserve the environment and not interfere with any existing land use."

"Deliver a national significant world-class experience (mountain bike trail)"

These two lines seem to be in conflict.

The case study of Glyn Corrwg in South Wales is very different from the Glenlivet proposal. All traffic to their trails must go through the local village and campsite. In a Radio4 interview with the Head Ranger in December 2010, he said "£50,000 a year is spent on track maintenance". This is because of the damage caused and if this is not done, then tracks get washed away. I believe this fact alone would make the Glenlivet project non viable as the total turnover mentioned in the FS was £150,000. The pay&display would not generate enough income to cover this huge expenditure. The Head Ranger at Glen Corrwg also said that the tracks were for bike use only because walkers and downhill bikers do not mix. In the FS it mentions "specialist downhill courses (they cannot safely be integrated into classic single track cross-country routes)...riders are not interested in riding uphill...it is all about riding downhill...and many centres have an uplift". Further on in the study "it is always better to keep away from forest roads where possible". The Glenlivet project mixes downhill mountain biking with existing forest tracks and this would be dangerous for all users. Rothiemurchas Estate is experiencing problems between mountain bikers and walkers on their new multi-use tracks. The Forestry Commission with their Moray Monster Trails are currently reviewing the numbers using the trails and the high maintenance costs.

Environmental Statement

This was completed by Crown Estate staff and so can hardly be described as independent. A couple of days in September walking around the proposed route is not enough to provide a comprehensive environmental statement. SNH stated "this is not an environmental statement in planning terms ..."

I have had contact with this estate for 20 years and lived on the estate for 10 years. Andy Wells as previous Countryside Ranger and Vicky Hilton, the current Countryside Manager, have extolled the virtues of this unique environment in all the maps, brochures over the years. In the latest brochure, it is documented - "High hills, sheltered glens, rushing burns, mixed woodlands, diverse wildlife and a sense of peace make Glenlivet a very special place."

They have rightly signed up to every wildlife project - wildcat; red squirrel; mink rafts; flora & fauna; golden eagle nest site; green tourism and others.

Now to read "There are no special areas of wildlife value" is frankly unbelievable. I believe that habitat for wildlife is the most important factor affecting wildlife. If habitat is destroyed or disturbed, wildlife will move away and will not re-inhabit the area. Several of the routes cut across open moorland. This environment is "rarer than rainforest" according to the Moorland Trust.

FS....."Large swathe of open moorland that allows the opportunity to construct an intense fast descent.....we envisage stone pitched dips". These constructions would destroy large area of moorland and wildlife habitat.

The following comments are taken from the environmental statement -

3.1 "The building is designed to be self sufficient" - hardly, since the centre will be powered by a diesel generator

3.2 Bats are seen in the area

Scottish wildcat "high numbers of sightings, it should be considered possible that wildcats could be present in the development area." (Davies 2010). I have personally seen several kittens with blunt tails with black rings in the area.

The SNH 5 year species action framework mentions "threats to Scottish wildcat... habitat fragmentation and degradation."

Otters... "are sensitive to disturbance". Otters and otters' signs are regularly seen by the burns and lochans.

Capercaillie ... "last evidence found in droppings over 10 years ago". I and 3 others have personally seen a capercaillie 5 years ago on the Carn Daimh route (map ref 172252) – photo enclosed. I have spoken to a local shepherd who has filmed a capercaillie in that same area. A distillery worker reports being chased by a capercaillie.

Again the SNH 5 year species action framework mentions ... "human disturbance....and the recreational use of forest tracks may also be involved in the species decline."

£5 million has been spent to improve suitable habitats so that this iconic bird can recolonise areas where it has lived previously.

Crossbills – I see these birds regularly in the area.

Ospreys are seen fishing in the lochs; hen harriers, barn and short-eared owls hunting the reeds by the tracks.

Pine marten, red squirrels, badgers are all in the immediate area.

Again the SNH 5 year species action framework mentions... "habitat fragmentation make some areas less suitable for red squirrels."

Chabot water is a SAC. This designation relates to four species and to say "of these only two - salmon and otter are present" implies that they are irrelevant.

According to the Environmental Statement "water vole are not known to be present".

However, the Estate is very involved with the Cairngorm water vole conservation project.

In SNH's Constructed Tracks in the Scottish Uplands document.... "Some of the above species are known as European Protected Species, are protected from.... reckless disturbance and their breeding sites and resting places are protected....."

To say that 8,000 cars and 16,000 people will have little impact on this area is frankly astonishing. The Crown Estate has always had a reputation for protecting wildlife and educating the public about wildlife. Vicky Hilton has done exceptional work with local schools and youth groups. In the Crown Estate's Year Report 2010, it says "the Glenlivet Countryside team work hard to protect and enhance the natural and cultural heritage of the estate." This seems like a contradiction to the impact of the proposed project.

Economic Impact

The SWOT analysis had only one page of comment.

IS Strengths – "Protected natural environment – a diverse population of flora and fauna". This comment is in conflict with the Crown environment assessment and destruction of habitat.

IS..... Weaknesses and Threats. – "Other areas with mountain bike trails may draw away potential visitors".

P&J 8/11/10 – Grantown-on-Spey and the Lecht have gained funding for more bike trails and Cairngorm have also applied. Two of these have an uplift facility in place.

The assertion "that no businesses are providing similar facilities" is incorrect. There are currently 4 "cafeterias" in Tomintoul so a new café would take away customers from local businesses.

Originally, the IS mentioned there should be 6.9fte jobs, this has now been reduced to <3fte and even these jobs could be for only 7 months of the year due to weather conditions. Highland Sporting Estate stated that this project would jeopardise the jobs of some of their keepers. The Fire Station tearooms in Tomintoul state that they may also lose staff or may not be able to continue as a viable business.

Finally, I note that there has been no mention of accident management in an area with little mobile phone coverage. How will an injured person be extracted for the necessary treatment?

I believe that this scheme does not fit with this area – poor access; will draw business away from the village; will deter the many visitors who currently come to walk on these hills returning again and again; disturbance of wildlife, flora and fauna – which is the very heart of the Glenlivet Estate.

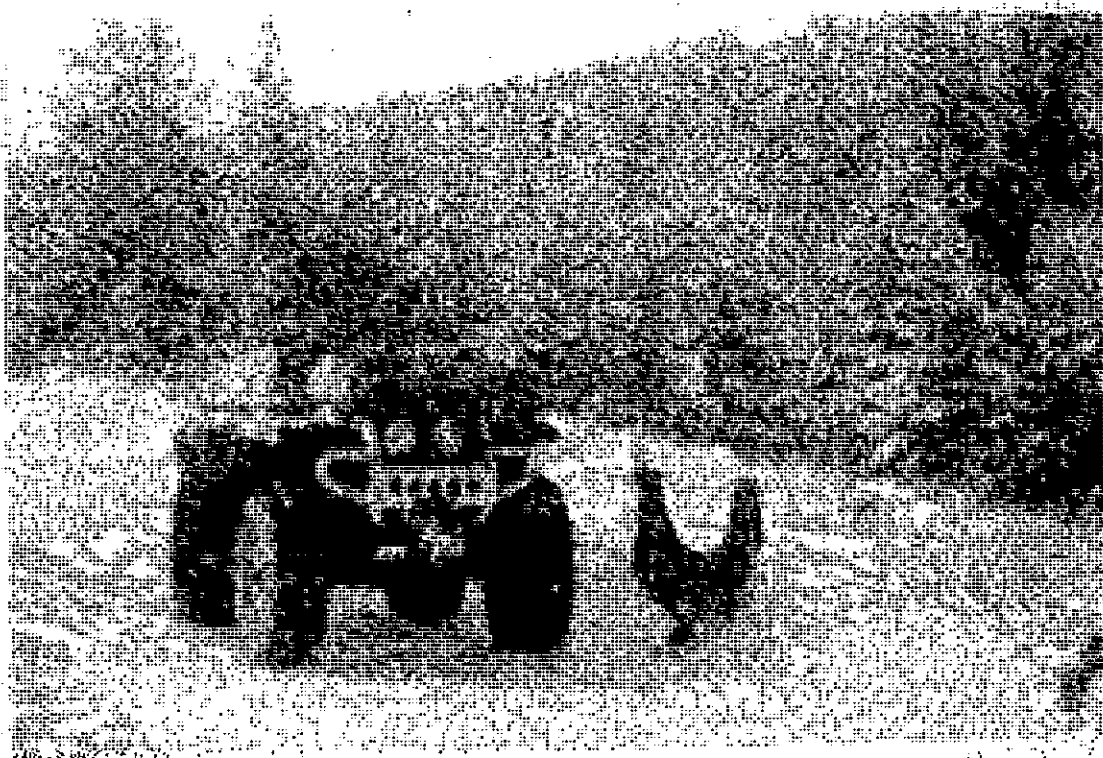
Best wishes

Yours sincerely

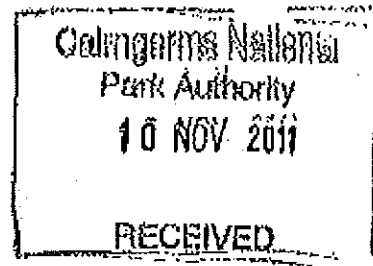


Patrick Wraight

Enc.



Balcorrach Farm, Kirkmichael,
Ballindalloch Banff-shire
AB37 9AQ



7th November 2011

Mary Grier
Planning Department for Cairngorms National Park Authority,
Albert Memorial Hall,
Station Square,
Ballater, Aberdeen-shire
AB35 5QB

Dear Ms Grier

Ref 2011/0302/DET Planning Application to develop mountain bike centre and trails at Carn Melich and Carn Dainh, Tomintoul

As a local business, tenant farmer at the farms of Inverchor and Balcorrach and tourist accommodation provider I am writing to object in the strongest terms to the Glenlivet mountain bike trail which will severely impact on our business and destroy the remote and tranquil nature of the Cairn Dainh area of the Glenlivet Estate.

Remoteness, tranquillity and peace are qualities difficult to find in Great Britain today and once destroyed are almost impossible to revert back to.

In the year 2000 we took on the lease of Inverchor Cottage from the Crown Estate and renovated it to an extremely high standard to rent out as a holiday cottage. Inverchor cottage which we now market as Wild Farm Cottage is part of a successful and thriving business that we run in conjunction with our farm, selling livestock, meat, taking farm tours and providing land for part of the Cairngorm Reindeer Herd.

The main selling point of the holiday cottage is its remote nature and we have people who return time and time again to enjoy the remoteness, quietness, lack of people and neighbours, observe the unusual wildlife, walk and cycle the existing and unobtrusive trails

By placing a "bike trail hub" with café, bike hire and trails in such close proximity to our cottage the very essence of our holiday accommodation business will be destroyed. Rural businesses like ours are notoriously fragile and where possible existing successful businesses should be encouraged to flourish not be destroyed by unfair competition which is driven by funding unobtainable by ourselves, in this case European funding, Moray council funding, CNPA funding and wealthy landowner funding.

The applicant of the planning application, The Crown Estate describes the area where the hub and trails will be sited as "commercial forest plantation" with "no special

areas of wildlife or countryside". Although it is a commercial forest it is simply not true that it is not special for its wildlife. The Crown Estates, through their own head ranger, Vicky Hilton have produced their own environmental statement to support the application. However this cannot be taken into account as they have a vested interest and any environmental impact survey of the area must be undertaken by an unbiased third party.

Our native wildlife does not just live in native woodlands and nature reserves, indeed remote plantations, moorlands and farmland such as there are at this site are a refuge for all kinds of abundant and rare flora and fauna. The Carn Daimh area is a haven for many of our native mammals including wildcat, red squirrels, pine marten, red deer, roe deer, otters and brown hare. Some of which are susceptible, endangered or declining species. Indeed the Carn Daimh area on the Glenlivet Estate has for sometime now been part of a nation wide Wild Cat project, as the habitat has been identified as good for wild cat and over the years there have been a number of good sightings

Our native birds are equally well represented with osprey fishing in the summer on two fishing lochs which are in extremely close proximity to the proposed visitor centre. Although there are not capercaillie present at the moment there has been in the past and there is nothing to say that they wouldn't re-inhabit the forest in the future. They definitely won't if there are numerous trails zigzagging the whole forest. The reason for this wealth in wildlife is the habitat, lack of disturbance and sympathetic land practices that are in place now. A commercial outlet attracting 14,000 plus visitors each year to access this remote area will inevitably impact on the wildlife there.

With the bike centre and trails situated so far away from Tomintoul and with traffic to the centre not needing to go through Tomintoul the village will not benefit from the development and I know that the local food outlets are concerned that a remote café similar to themselves will be direct competition and lessen the chance of bikers then visiting the village.

The Carn Daimh area is an important area for the local sporting tenant both for stalking in the season and as a quiet haven for red deer out of season. The sporting tenant is a major employer in the area with 5 game keepers and a number of housekeepers at the lodge. The proposed bike trails will severely affect their business.

The road to the proposed bike centre is 2 miles of single track road which serves 5 separate farms, a number of holiday cottages, private properties and a commercial forest. There is already daily use of tractors, trailers, private cars and other farm and forestry related machinery. To add 12 to 15 cars a day would be a recipe for disaster. There are very few passing places, much of the road is sited along the Conglass valley with steep banks and the road goes right through a working farm. The road would have to be upgraded at huge cost to accommodate the proposed extra traffic. The access road would also have to be used in cases of emergencies, ambulance, fire engine, doctor and the road would simply not be good enough. Moray Council have stipulated that traffic should be signed in from the B9163 to avoid the unsuitable access road from the B9008. This will be unachievable and indeed irrelevant if visitors access by 'satnav'. In any case the access road from the B9163 is just as

dangerous and the B9163 itself is narrow and winding with insufficient passing places, blind summits and dangerous corners.

Downhill mountain biking, which is what is proposed at this site is a very different concept to offroad cycling which is what the area caters for at present. The bikers using this facility will expect uplift to the top, a facility that is provided at other similar bike centres of Wolftrax. This would be in the form of minibuses to take the mountain bikers with their bikes to the top of the hill. This would be totally inappropriate for the area and in conflict with existing users, walkers, horse riders, runners and offroad cyclists.

Moray Council itself has promised £30,000 funding to this scheme. How can this level of funding possibly be justified when local facilities are being put under pressure of closure like the Tomintoul library and Aberlour swimming pool. How can Moray council justify this in these times of financial strife and penalise the local community by removing facilities close to the hub of local life.

And finally I would like to question the business figures provided by the Crown Estate for this development. Their business consultants have estimated a turnover of £150,000 per year. This is based on 14,000 plus bikers visiting the hub each year. This would mean an average spend per person of over £10. This is an extremely optimistic forecast and I suspect unachievable. This project will be destined to fail because of its extremely remote position. The hub will not benefit at all from passing traffic, there will be many months of the year when it will be closed due to lack of customers and/or weather conditions and so their business activities will be extremely compromised. I am not against the concept of a mountain bike facility on the Glenlivet Estate as such but wherever it is placed it should take into account all the factors I have mentioned and most importantly for it to be successful it would need to be very near Tomintoul and on the main thoroughfare where both dedicated bikers and passing trade stop off.

An independent environmental impact survey must be commissioned and Moray Council Highways Authority need to look again at the suitability of the road with regard to increased traffic. I would like to know if the funding being made available will compromise local resources and also how the Crown Estate came up with their figures with regard to the number of people who would utilise the facility. I suspect Wolftrax at Laggan was the inspiration for the project but Wolftrax is a very different site, on the main road between Fort William and Aviemore, two real "outdoor" destinations with plenty of accommodation. This would not be the case in the heart of The Glenlivet Estate, many miles from the main Speyside to Deeside road, along single track roads and rough forestry tracks.

Yours sincerely,


Tilly Smith

Balcarrach Farm,
Wild Farm and The Cairngorm Reindeer Centre

Patrick Wraight, The Old School House, Tomachlaggan, Tomintoul. AB37 9AR

Tilly Smith, Balcarrach Farm, Tomintoul. AB37 9AQ

Mary Grier,

Case Officer, CNPA Planning Department,

Albert Memorial Hall,

Station Square,

Ballater

Aberdeenshire AB35 5QB

Caithness National
Park Authority

10 NOV 2011

RECEIVED

8th November 2011

Dear Ms Grier,

Ref 2011/0302/DET- Planning Application to develop mountain bike centre and trails at Carn Melich and Carn Daimh, Tomintoul

Please find enclosed a list of signed objectors to the above planning application. They objected on the grounds of one or more of the concerns in the attached letter.

Analysis of the list of names reveals that over 130 are personal objectors and 18 are local business objectors. At least 12 of the signatories are local farmers and many of the local businesses are related to the tourist industry.

The applicant, The Crown Estate are relying on documents supplied in the previous application, 10/401/CP. Also Moray Council Planning Department gave this new application the same reference as the previous application and the objectors then and now are objecting to the project as a whole, ie bike centre and trails. The original document of signatories is held by the CNPA Planning Department.

If you have any queries regarding this petition or would like more details please feel welcome to contact either myself Pat Wraight or Tilly Smith

Yours sincerely

M P Wraight.

Tilly Smith

Keep Cairn Dalmh Special

The Planning Officer,
Cairngorms National Park Planning Department,
Ballater

6th December 2010

Dear Sir,

Objections to the proposed Glenlivet Mountain Bike Trail Planning Application

- 1. Access.** The projected visitors would equate to 8,000 cars, plus staff and deliveries in 9 months which averages at over 29 cars per day. With most coming at peak times this will produce a surge of traffic well above the average number at weekends and bank holidays, which would block the single track road. The existing unclassified road is single track and the current passing places are insufficient because there is not a line of sight between each one. The road is already used by a lot of local traffic including tractors towing equipment. When a local bridge was recently being repaired Moray Council put signs up to prevent diverting traffic using this unclassified road, because it would be dangerous to increase the level of traffic.
There are only 20 parking places proposed at the centre, which will include staff parking and there is no where else for people to park
- 2. Financial viability.** In the original feasibility study it was quoted that the development would be an all year round facility generating 6.9 fulltime jobs. It would appear now that the facility will only be open for 9 months of the year, so therefore it cannot sustain 6.9 fulltime jobs, as work would be seasonal. Also since the study Grantown, Cairngorm and the Lecht have applied and/or received funding for similar mountain biking facilities. This invalidates the figures drawn up by the feasibility study which the proposal is based on.
- 3. Wildlife and Biodiversity.** The Crown Estate, Glenlivet "sells itself" as a premier destination for people interested in wildlife and links itself to many wildlife projects and surveys. The environmental impact survey produced contradicts their existing literature and local knowledge. Any environmental impact survey should be done by a third party with no vested interest. It is our concern that the CNPA Senior Land Management officer, Will Boyd-Wallis and Ecology Advisor David Hetherington (Wild Cat project) and Bob Grant, Senior Outdoor Access Officer have not been fully consulted regarding the project as one might expect.
- 4. Detrimental effect on local businesses.** Massive disruption to farming, forestry and sporting businesses already established in the area. Competition to struggling local businesses providing food all year round in Tomintoul, this facility would actually draw people away from Tomintoul.
The Cairn Dalmh area is the heart of the estate, the most remote and is used by many people already enjoying its natural qualities. The downhill mountain bike tracks, which would use existing multi use paths will destroy this.

2.1

Keep Cairn Daimh Special

Business Objectors.


The following businesses feel that the **Glenlivet Mountain Bike Project** would have a detrimental effect on our existing businesses for one or more of the following reasons on the attached letter

Name of Business	Name and Address	Signature/notification
HIGHLAND HARDWARE LTD.	GLENGLASS COTT. AB37 9EP	
J Grant & Sons	Glencorriglass Farm	
J Grant & Sons	Ballyshyde Farm	
James Grant	Glencorriglass Farm	
Betty Grant	Glencorriglass Farm.	
A & J Marine	Clashmore Glenlivet.	
Tomachlaggan Country Services	Old school Hse AB37 9AN	
Old School Self Catering	Tomachlaggan	
Raymond Lovie	J. Irvine & Sons	
A. J. Grant & Son	Tomachlaggan	

Keep Cairn Daimh Special

Business Objectors.

The following businesses feel that the Glenlivet Mountain Bike Project would have a detrimental effect on our existing businesses for one or more of the following reasons on the attached letter


Name of Business	Name and Address	Signature/notification
Woodville B & B	Lowell Woodville Ballinacorney Road AB37 9AD	
DAYAAR B & B	17 Church St DUFFTOWN AB85 4AR	
TOMACILLAGAN SMITHY		
SELF CATERING COTTAGE	AB37 9AR	
THE OLD FIRE STATION TEA ROOM	AB37 9EX TOMACILLAGAN	
TOMACILLAGAN COTTAGE	AB37 9AR SELF CATERING COTTAGE	

26

Keep Cairn Daimh Special

Business Objectors.

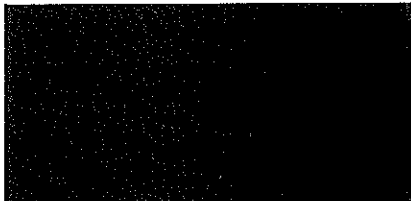
The following businesses feel that the Glenlivet Mountain Bike Project would have a detrimental effect on our existing businesses for one or more of the following reasons on the attached letter

Name of Business	Name and Address	Signature/notification
WILD FARM COTTAGE	TILLY SMITH, INVERCHOE COTTAGE TOMINTOUL	
INVERCHOE FARM	ALAN SMITH TENANT FARMER	
FINDOURAN GARAGE	SILVER PLACE TOMINTOUL	
ARTHURSON FIREWOOD	IVY COTTAGE KIRKMICHAEL	

Keep Cairn Daimh Special

Business Objectors.

The following businesses feel that the Glenlivet Mountain Bike Project would have a detrimental effect on our existing businesses for one or more of the following reasons on the attached letter

Name of Business	Name and Address	Signature/notification
A'anside Studios	JACQUELINE HORNING	

Keep Cairn Daimh Special

Personal Objectors

We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
ROBERT NEWTON	AB25 2XR - 214	
ELIZABETH DAWSON	AB15 5DS - 57	
D. BULMER	AB37 9EP -	
T.M.A. BULMER	GLENLIVET MOUNTAIN BIKE PROJECT	
T.M.A. BULMER	AB37 9EP	
S. SMITH	AB45 3EG	
W. SMITH	THE LODGE	
S. GRANT	Achnivie AB37 9AR	
Shelley Pfister	Achnivie AB37 9AR	
Stuart Nairn Julia Nairn	Ceshnac upper Ceshnac	
	Ceshnac Glenlivet Ceshnac Glenlivet	
Mr J. S. ...	Gollan ... Rathna	
	Rathna Cottage "	John FERGUSON J.F.
P. WRIGHT	Oldschool Ave AB37 4AA	
A WRIGHT	"	

Keep Cairn Daimh Special

Personal Objectors

We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
ELLEN ROSS	AB438XS MASSGIEL	
Betty Ross	Mongiel, Fraserburg AB438XS	
Jean DelTesta	Whitewaterin Rathen	
Alice DelTesta	Melbourne, Australia.	
Jonathan McKenzie	Massgiel, Fraserburgh BALLMORLICH AB379HD	
	MILTON F. GUN	L.D. ABBOTT
P ALDERSON	FINDRONE	TOMINTON
K MC QUEEN	FINDRONE GLENLIVET	TOMINTON
NIGG D.	LEAD OF SILVERHURST CREST	Tomintoul
T. WALKER	ELICK	
P WALKER	ELICK	

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Personal Objectors

We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
A I STRILLING	6 PAROS WAY ABLETTA	[REDACTED]
B STRILLING	6 PAROS WAY ABLETTA	
A Quinn	MAINS INFANTRY ROAD	
M. Clark	vicinity of Tuberculum	
Z. Hubler	Balmoral College	
M FIELDING	Myrtle Cott	
J. FIELDING	Kirkmichael	
J. CHRISTIE	" "	
L. Fraser	MIMBEG, GLENLIVET	
S. Fraser	Tomnavach - farm	
C NEWLAND	" "	
	Easter Cume Tomnavach	

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Personal Objectors

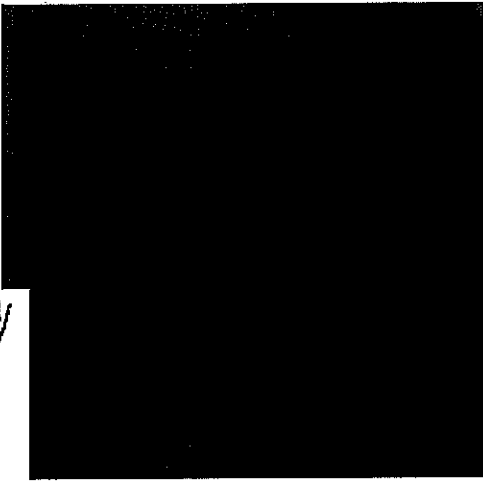
We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
DAVE BARLOW	AB52 6LD N°1	
ANDREW CAMERON	AB55 4AR 17.	
IAN PHILIP	AB55 4BX <i>Peacock Burn</i>	
JANET PHILIP	" " " "	
Robum Lumb	Woodburn Ballindubh AB37 9D	
Norman Lumb	" "	
COCIN WADDELL	Dunlloie AB21 0T	
MELVIN ARMSTRONG JP	NB 24 2 SD 10°	
PAT ARMSTRONG	NB 24 2 SD 10° 2	
CAMERON STOTT	AB37 9AR	
Melanie Stott	AB 37 9AR	
ENG MACCAY	1V31 6DX	
Dense Mackay	1V31 6DX	
Barry Horning	AB37 9EX S	
Jacqueline Horning	AB37 9EX S	
Nick Adams	AB37 9DS UPPER COUL	
Caroline Adams	AB37 9DS	
Gavin Steaner	AB37 9EW	
Janice Steaner	AB37 9EW	
Norman Asher 31.	AB37 9EX	
Ken Asher 31	AB37 9EX	
W. Hill 12	1V12 4FS	

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Personal Objectors



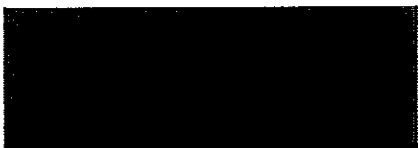



We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
Gunnar Arnesen	Troasgrenda 5, Norway Bergen	
Arne Hansen	Troasgrenda 5	
André Hansen	Troasgrenda 5	
André Hansen	TROASGRENDA 5, Norway Bergen	
Arne M. Hansen	Troasgrenda 5 Norway	

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Personal Objectors

We the under mentioned object to the Glonlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
Derek Swift	Abbeyfield, Fyfe Street Dufftown AB55 4AP	
John Exon	Ballanmanan, North Cottage, Kirkmichael Ballindalloch AB37 9AQ	
Katy Auckland	Ballanmanan North Cottage, Kirkmichael Ballindalloch AB37 9AQ	
Helen Robinson	Dalreoch Farm, Grochdhu, Blairgowrie Perthshire PH10 7PF	
Melanie Goff	Dunachton-more Bungalow Kincraig Inverness-shire PH21 1LY	
Heather Henshaw	Waterloo House Dumfries Ardern IV12 5QF	
SHEILA THOMPSON	Wig Cottage Kirkmichael Ballindalloch AB37 9AQ	

Fiona Smith
Reindeer House
Alemore
Alemore
PH 2100



Catharina & Hugh Ross
Upminster
Kirkcubbin
PH 2114

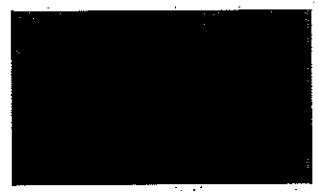


Alex Smith
Ballinleach Cottage
Kirkmichael
Ballindalloch
AB37 9AQ



SANDY HINSHELWOOD
KYLWARD ROCHIT COTT
TOMINTOWN
AB37 9HJ

Emily Singleton
Ballinleach Cottage
Kirkmichael
AB37 9AQ



Dr Malcolm MacLellan
Ballintuan Farmhouse
Kirkmichael
AB37 9AQ



Wendy Andrews
1 Drumlin Cottages
Glenlivet
AB37 9AN



FRAZER SKENE
25thrust Place
Tomintown
AB37 9HG



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Personal Objectors

We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name

Address

Signature/notification

W. McPherson

4 LOOKIS ST

[Handwritten signature]

DUFFY
DUFFY

[Handwritten signature]

TOMINTOUL

W. McPherson

DUFFY

A. MITCHELL

TOMINTOUL

C. MITCHELL

TOMINTOUL

C. IRVING

TOMINTOUL

A. HANNAH

TOMINTOUL

G. Hamilton

Tomintoul

K. MILNE

Tomintoul

D. HANBY

Tomintoul

P. MITCHELL

Tomintoul

[Handwritten signature]

Tomintoul

Andrea Hannah

Tomintoul

D. Scott

Tomintoul

A. KILGUS

DUFFY

R. GROOM

Tomintoul

J. MACLEAN

GRANTOWN

DANIEL WILSON

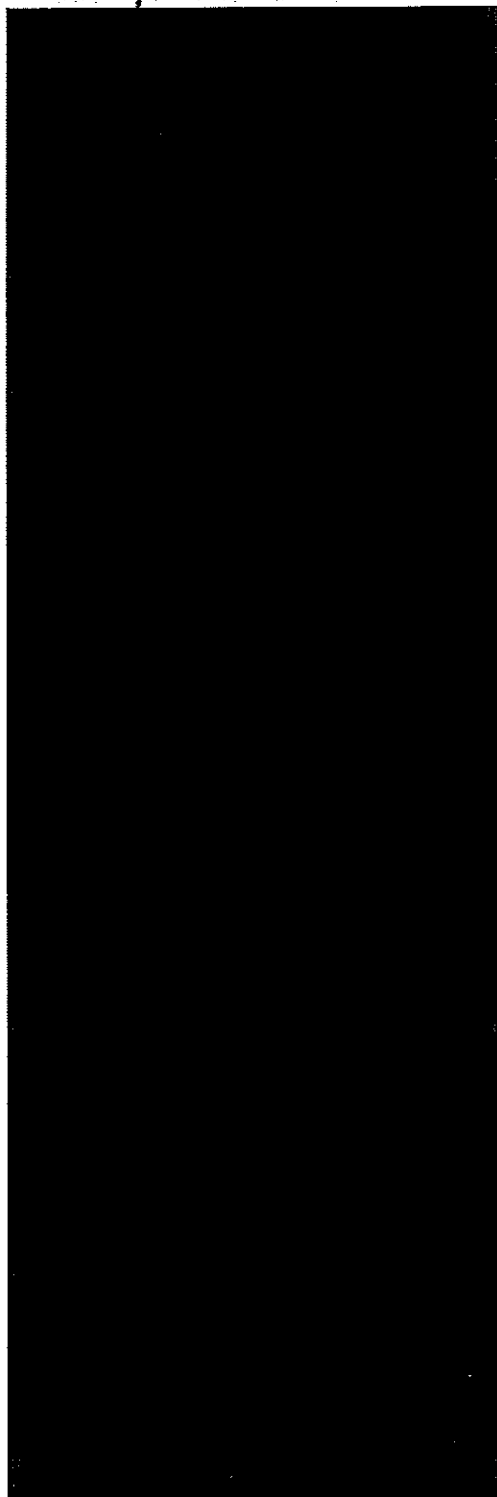
GRANTOWN

Ian McCann

Tomintoul

KEITH PLANT

DUFFY



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*Personen die 0153 vóór
Business Objectors*

The following businesses feel that the **Glenlivet Mountain Bike Project** would have a detrimental effect on our existing businesses for one or more of the following reasons on the attached letter

Name of Business	Name and Address	Signature/notification
MARC BROWNE	Kynadoduit Lodge	
Ed Vandebrin	Kynadoduit Lodge	
Denny de Jager	" "	
Stokk Etienne	" "	
Gys Bos	Oude Riepachan 5, 7	
HURERT SCHWARTZ	TANONBERG 560 A-6764 LECH	
Maxim Dijk	Kynadoduit Lodge	
Mark Hicks	BELPOY 50 BELGIUM	
A. Neus	Lama hofstr. 112 Amsterdam.	
R. Malden	Stellenbergen	
Anne Phillips	61. Main ST TOMINTON	
Jan Goodall	TORRONS TOMINTON	

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We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the reasons on the attached letter

Name	Address
Quayle John	Craigmuir Co - TOMINTOWN
B J HORNING	Aarside Studios TOMINTOWN
J.E. HORNING	5 MAIN ST. TOMINTOWN
L. MARSHALL	Leith Lodge
D. HINSHELWOOD	KEILNA DROCHIT

Signature



Keep Cairn Daimh Special

Personal Objectors

We the under mentioned object to the Glenlivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name

Address

Signature/notification

JOHN SHEARER

CROUGHLY FARM

ANNE SHEARER

" "

ELIZABETH IRVINE

INVERLOCHY

JOHN IRVINE

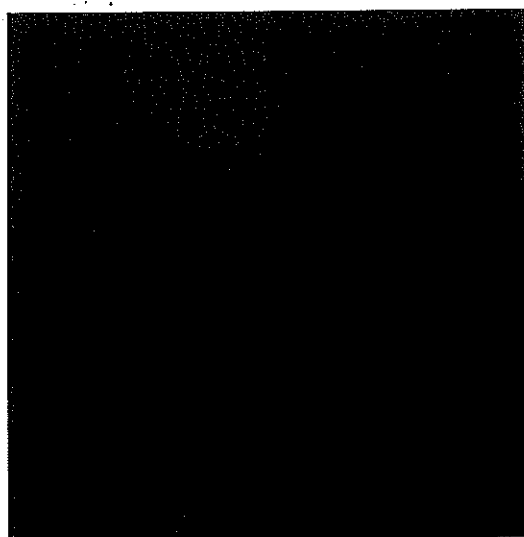
"

Annie McClellan

Balnabain
Tomintoul.

Nick McClellan

Balnabain



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Personal Objectors

We the under mentioned object to the **Glenlivet Mountain Bike Project** for one or more of the following reasons on the attached letter

Name

Address

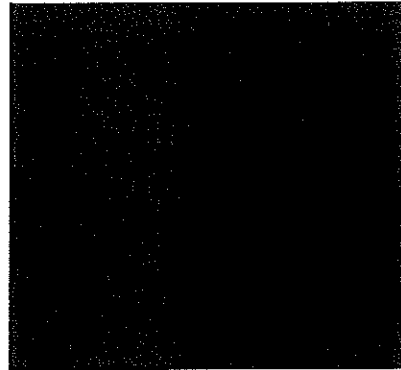
Signature/notification

Mary Crowley

TORWOOD
TOMINOR
A3379HA

D. Crowley

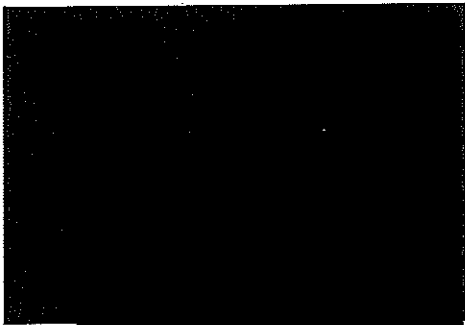

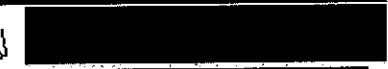


TORWOOD
TOMINOR
A3379HA



Keep Cairn Daimh Special

Personal Objectors

We the under mentioned object to the Gloulivet Mountain Bike Project for one or more of the following reasons on the attached letter

Name	Address	Signature/notification
Mary Hill 100-1000 W. 10th St.	Fraoch Geal Tomintoul 109 Main St. Tomintoul	
Iain Willison Foy Hill	Fraoch Geal Tomintoul 109 Main St	
Caroline McIntosh	Tomintoul Main St, Tomintoul	
Jenny Christie	Main St Tomintoul	
Joyce Harvey	15, Conglass Lane	

From: margaret thomson [REDACTED]
Subject:
Date: 9 December 2010 14:00:19 GMT
To: [REDACTED]

hi tilly,

for some reason, probably idioy on my part, I can't get your petition downloaded, (it happens all the time) but here are 2 more names to add

margaret thomson

mel thomson

tomachleven ab37 9dr

on a more personal note, we object because we are paying for an ill conceived something, which we will never use, at the cost of our, dial-a-bus service which we do use and is an essential part of our transport system. unlike other peoples bikes!

margaret thomson