

Name	Address	Date received	Representation	Issues
Commander JB Fletcher	Pityoulish, Aviemore	9 June 2009	Holding objection pending further detailed study of application	<ul style="list-style-type: none"> - Nature and style of development not in keeping with traditional settlements in this area of the Highlands; - Unsuitability of three and a half storey tenement blocks; - Concerns regarding traffic proposals, esp. traffic increases north on the B970; - Entrance to the proposed development should be by the new distributor road via Inverdrue from the outset of the project.
		15 July 2009	Objection	<ul style="list-style-type: none"> - Queries whether studies have been done to establish how much development can be absorbed without the Park suffering serious environmental damage; - Development proposal is inward looking and does not deal with the implications of a new town on Aviemore and the surrounding area; - A single long term town planning activity should look at optimisation and integration of facilities for a greater Aviemore; - Investment in infrastructure for the new development must be for the benefit of the area as a whole; - Queries whether there are changing rooms / other facilities to serve the playing fields shown on plans; - Queries the practicalities of providing a pedestrian bridge over the River Spey; - Queries regarding the suggestion of a new primary school; - Queries regarding facilities for waste and rubbish disposal; - Queries regarding the definition of affordable housing and how they would be regulated as affordable in the future; - Concerns regarding development being focused towards families with young children and suggestions that the inclusion of sheltered housing would also be essential for community cohesion; - Concerns regarding consequence of upgrading of the B970 past the entrance to An Camas Mor i.e. north of Rothiemurchus – Pityoulish and the Street of Kincardine, noting that the road has been built for the traffic levels it currently experiences and the new development would generate significant increases; - Suggests that a major review of the B970 between the Rothiemurchus Pityoulish march and Street of Kincardine is required prior to any decision being made on the road.

		24 May 2010 28 May 2010	Objection	<ul style="list-style-type: none"> - Concerned that the B970 north of the Rothiemurchus / Pityoulish march is not included in the proposed CNPA planning committee site visit, as it is a point raised in his objection in 2009. Requests amendment to the site visit programme accordingly. - Concerns regarding section of B970 between Pityoulish march / Street of Kincardine, which is increasingly used for recreational activities; - Suggests that a traffic survey covering all road users, including walkers and cyclists, should be carried out; - Suggests measures to improve the situation, including extending the 40mph speed limit in the Street of Kincardine south to the Pityoulish march, coaches to be restricted to a one way system, and no construction traffic to be permitted to use the B970; - All problems on the B970 could be avoided if a new entrance to the development was built via Rothiemurchus Fisheries.
Halliday Fraser Munro on behalf of Colum B970 Action Group	HFM, Victoria Street, Aberdeen	16 June 2009 (to CNPA) 19 June 2009 (same letter to Highland Council)	Holding objection against certain aspects of the proposal	<ul style="list-style-type: none"> - No objection to the principle of the new community proposed; - Serious concerns regarding proposed realignment of B970; - Objects to the main access to An Camas Mor from Aviemore and the A9 being from the south along the realigned B970; - Proposed means of access until 2018 does not achieve close links with Aviemore; - Little justification provided in Transport Assessment for new distributor road; - Private gardens in Coylum Road directly abut proposed route of the realigned B970; - Suggestions advanced for an alternative for the realignment of the B970 at Coylum Road (suggesting a direct road link into the early stages of development between An Camas Mor and the B970 at Inverdrueie electricity substation.
		20 July 2009	Objection	<ul style="list-style-type: none"> - No objection to the general principle of a new community at An Camas Mor; - Serious concerns regarding proposals to realign and use the B970 as the initial means of access to the site (until 2027);

				<ul style="list-style-type: none"> - Realignment of B970 would have severe detrimental impact on the residential area of Coylum Road and the wider area, including the adjacent SSSI; - Strong suggestion that the road proposed from Inverdrue substation be constructed from the outset; - Creation of a 'temporary' access off the B970 would result in unnecessary road construction works, cost, environmental impact and impact on residential amenity at Coylum Road; - Transport Assessment contains little reference to the proposed realignment of the B970 at Coylum Road and does not provide justification for the proposed use of this access; - Contradictions between details of road connections in the Transport Assessment and the Proposed Masterplan Report. Validity and accuracy of Transport Assessment is called into question; - Figures in Transport Assessment forecast that traffic movements would rise by 508% on B970 link from Ski Road. The projected figure does not appear to include construction traffic; - Use of the B970 to access An Camas Mor would necessitate an extra 1.5 miles travelled for every predicted traffic movement – this excessive movement is contrary to the sustainable aims of An Camas Mor; - Accepts that predicted increase in traffic is not intended to be permanent, and that long term reductions in traffic in the vicinity of Coylum Road are predicted in conjunction with the permanent access from the Inverdrue substation. Concern is expressed that this access would not be developed in the event of only part of the site being developed; - TA appears to suggest that the existing B970 / Ski Road junction at Coylumbridge is capable of accommodating the initial phases of development. This raises the query of whether the realignment of the B970 at Coylum Road is necessary; - Reference to the existing B970 through Coylumbridge being part of the national cycle network. This is not mentioned in the Transport Assessment; - Transport Assessment only evaluates the impact of the proposed development on the roads network using one scenario. Other access options have not been detailed or evaluated and this approach is considered contrary to the Scottish Transport Appraisal Guidance; - Environmental Statement fails to adequately assess the likely impact of the proposed B970 alignment on the North Rothiemurchus SSSI and the
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				<p>ancient woodland. Tree felling associated with the construction of the access road would have an adverse impact;</p> <ul style="list-style-type: none"> - Highlights that the Environmental Statement finds that the noise impacts of tree felling and construction associated with the realignment of the B970 would result in 'significant effects' on the adjacent houses in Coylum Road; - The predicted noise impacts, as detailed in the Environmental Statement, could last until 2027 – this is contrary to assertions in the Proposed Masterplan Report that indicated limited impact on Inverdrue and Coylumbridge; - Contends that the original reason for the realignment of the B970 as suggested historically in Highland Council plans dating from the early 1990's is no longer relevant as the housing in Coylum Road has not been laid out in the manner envisaged in the Local Plan, and a new junction was formed to serve that development; - Questions whether the proposed 2 way single carriageway road could physically be accommodated on the site, between the SSSI boundary and the rear gardens of Coylum Road properties; - 'Principles for An Camas Mor' as agreed by CNPA Planning Committee in December 2008 included a requirement that all access / transport issues would be addressed in the Transport Assessment. The submitted Transport Assessment does not sufficiently address this issue; - Current proposal lacks inclusion of a footpath / cycle link across the River Spey, which was another of the principles agreed by the CNPA Planning Committee; - Reference to a Feasibility Study undertaken in 2004 which suggested creating a new junction at Inverdrue and stated that "there are no issues which preclude the feasibility of this proposal"; - Reference to Cairngorms Landscape Capacity for Housing (2005) which identified the need for a new river crossing to ensure easy access between old and new settlements. Report also suggests that western side of An Camas Mor should be developed first. Objectors contend that the current proposals for An Camas Mor do not take on board the recommendations of the Landscape Capacity Report; - Suggestion that Highland Council Transportation Service did not require 2 routes or stipulate realignment of B970 as one of those; - Based on objectors discussions with Highland Council Transportation Section it is suggested that there has been little agreement between
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		28 May 2010	Objection	<p>Highland Council's Transportation Service and the developer regarding access requirements to An Camas Mor.</p> <ul style="list-style-type: none"> - Notes that it is good that Highland Council have concluded that the existing B970 junction is adequate to serve up to 200 dwelling units; - New road should be provided from Rothiemurchus Fisheries before 201st house is built / occupied; - Concern remains that the residents of Nethy Road will suffer increased traffic as a result of the development; - Construction traffic will be considerable and if using the Nethy Rd residents will be affected by noise, vibration, dust and safety issues; - Support a single solution to address all the concerns i.e. construction of a dedicated new road from Inverdrue prior to any development proceeding; - Welcome the news that realignment of the B970 around Coylum Rd might not be necessary.
Coylum B970 Action Group	Coylum Road, Aviemore	11 August 2009	Objection	<ul style="list-style-type: none"> - No objection to the An Camas Mor Development and hope that the innovative ideas come to fruition; - Strong objection to the proposed realignment of the B970 and its proposed use as the primary access route for all traffic; - Concerns regarding its 'devastating effect' on the Coylum Road community and its adverse effect on the communities of Coylumbridge and Inverdrue; - Coylum Road would become a traffic island bounded on two sides by busy roads; - Developers do not provide any justification for the proposed realignment of the B970, other than reference to it being mentioned in the Badenoch and Strathspey Local Plan (1997); - Impact of the development on residences in Coylum Road – loss of amenity in terms of volume of traffic, traffic noise, vibration, dust and headlights at night; - Direct route from Inverdrue to An Camas Mor should be constructed at the start of the project instead of proposing to use the B970 until at least 2018.
Drs John and Muriel Berkeley	Coylumbridge, Aviemore	23 June 2009	Objection	<ul style="list-style-type: none"> - Concerns regarding use of B970 road; - Seeking assurances that the existing B970 from Coylum Bridge would not

Dr. John Berkeley		24 May 2010	Objection	<ul style="list-style-type: none"> - be used, even in early stages of site preparation; - Strong objection to any use of the B970 in its present state by construction traffic; - Illogical that two roads would be used for construction traffic; - Queries if upgraded B970 would cease to be used for construction traffic after completion of main 'sub-station route.'
		1 June 2010	Objection	<ul style="list-style-type: none"> - Requests that Committee are made aware of a Highland Council refusal of planning permission making reference to the substandard and restricted width of the B970 and that it is part of the national cycle network; - Committee will be observing B970 in May and not seeing the mid-winter conditions, where it was partly single track due to snow. - Request to address committee.
Rinalyn P. Clow	Coylumbridge, Aviemore	23 June 2009	Objection	<ul style="list-style-type: none"> - Strongly object to the use of the B970 as the main access to the development; - Unsuitability of the road for heavy traffic and construction traffic; - Devastating environmental impact of upgrading B970; - Upgrading would result in extra 1.5 km detour for household to access Aviemore; - Access to development should be from Dalfaber Road.
A Forbes Clow	Coylumbridge, Aviemore	23 June 2009	Objection	<ul style="list-style-type: none"> - Strongly object to the use of the B970 as the main access to the development; - Unsuitability of the road for heavy traffic and construction traffic; - Devastating environmental impact of upgrading B970; - Upgrading would result in extra 1.5 km detour for household to access Aviemore;

				<ul style="list-style-type: none"> - Access to development should be from Dalfaber Road.
Mr. and Mrs. J Rosenfield	Coylum Road, Aviemore	1 June 2009 and 23 June 2009	Objection	<ul style="list-style-type: none"> - Object in the strongest possible terms to the planned access road / realignment of the B970; - Questions why the road should be realigned; - Affect the quality of the authors life and the value of their property; - Impact of heavy traffic on children who use the road; - Personal concerns regarding impact on handicapped daughter and resulting inability to play in her back garden; - Alignment is from a plan of several years ago, prior to a community developing there; - Shortest route from Aviemore would involve a bridge and it is suggested that An Camas Mor would generate more than enough income for the landowner to cover the costs of a bridge.
Mr. D Wakefield BDS	Coylum Road, Aviemore	23 June 2009	Holding objection	<ul style="list-style-type: none"> - No objection to the principle of An Cambus Mor; - Grave concerns regarding proposed realignment of the B970 past the houses in Coylum Road.
James C M Dunbar	Kincardine House, Boat of Garten	23 June 2009 16 July 2009	Holding objection Objection	<ul style="list-style-type: none"> - Holding objection only. - Objects to 3 storey buildings along the B970, buildings could not be adequately screened, and do not complement sylvan setting; - Objects to the B970 being used as a main access point. An upgrade of the entire B970 to Boat of Garten should be a pre-requisite of any development; - An upgrade to the road would lose its scenic value and could become more dangerous as it would lead to higher speeds; - Concern regarding how upgrading works on the B970 would affect its designation as a National Cycle Route; - New access road should be built through the substation from the outset and not in an “uncertain Phase 2.” - Not convinced that the development is necessary. Appreciates the need for affordable housing, but building this is too dependent on other parts of the development, such as expensive executive housing.

Richard L Green & Mrs. P Green	Coylum Road, Aviemore	23 June 2009	Holding objection	<ul style="list-style-type: none"> - No objection to the proposed development of An Camas Mor; - Object to the realignment of the B970 close to the houses in Coylum Road and the subsequent use of the realigned B970 for all traffic until 2018; - A distributor road should be constructed from the substation at Inverdrue at the outset of the project; - Proposed route of realigned B970 is too close to houses in Coylum Road; - Realignment of B970 and use for An Camas Mor will result in severe loss of amenity for Coylum Road residents; - Road proposals would result in Coylum Road becoming a traffic island; - Realignment of the B970 would take traffic further into Glenmore corridor than needed; - Realignment and use of the B970 are driven by words in the 1997 Local Plan, which was drafted before any development occurred at Coylum Road.
Mrs. P Green		18 August 2009	Objection	<ul style="list-style-type: none"> - Supports the development of An Camas Mor , but is opposed to the realignment of the B970 and its proximity to properties in Coylum Road; - Proximity of the realigned B970 would destroy the quality of life of people nearby; - B970 realignment and use would have an adverse effect on wildlife; - Increased noise and disruption from heavy construction traffic and other vehicles using road from Inverdrue via Coylumbridge to access An Camas Mor; - Direct access to An Camas Mor should be built at the outset.
Dr. Richard L Green		18 August 2009	Objection	<ul style="list-style-type: none"> - No objection to the principle of the development of An Camas Mor, but strong objection to the realignment and use of the B970 as the main access route to the development until at least 2018; - A direct route from Inverdrue should be constructed at the outset of the development; - No justification has been provided for the proposed realignment and use of the B970; - Transport Assessment submitted with application fails to suggest or evaluate access options other than realignment of B970; - Inclusion of the B970 as an access should not be required simply because it was detailed in the 1997 Local Plan; - Severe loss of amenity of properties on Coylum Road arising from

Richard Green		27 May 2010 (by e-mail)	Objection	<ul style="list-style-type: none"> - proposed realignment of B970 and its proximity to those properties; - Impact on B970 realignment on residents of Coylum Road includes traffic noise, vibration, fumes and headlight glare; - Proposed realignment of B970 would also give rise to disturbance of other communities including Coylumbridge, Inverdrue, Street of Kincardine and Boat of Garten, due to increased traffic flows and associated noise, vibration, fumes, dust and headlight glare; - Concerns regarding environmental impacts of the realignment of the B970, including on the Rothiemurchus SSSI, and threats to the wildlife in the area; - More weight should be given to the potential environmental damage that would be caused by the realignment of the B970; - Use of the B970 as the main access route would result in one million extra vehicle miles per year being travelled; - Highlights inconsistencies between the aspirations expressed in the design methodology in the Masterplan Report and the reality of the proposal to realign and use the B970 as the principle means of access for several years; - Concern that direct route from Inverdrue may never be built if use of the B970 becomes established. <ul style="list-style-type: none"> - A properly sized new access route from Inverdrue to An Camas Mor should be constructed at the outset of the project; - Proposed route of realigned road is too narrow, too close to SSSI, and too close to Coylum Road properties and also some houses on Nethy Road; - Loss of amenity to residents of Coylum Road; - Developers assumptions that realignment of the B970 must be undertaken purely as it was detailed in the Badenoch and Strathspey Local Plan (1997); - Accept that B970 may have capacity to accommodate cars from 200 houses, but concern is expressed regarding construction traffic.
Mrs. Marion Macadam	Coylumbridge, Aviemore	23 June 2009	Holding objection	- Holding objection only
Mr. W. A. Macadam	Coylumbridge, Aviemore	23 June 2009	Holding objection	- Holding objection only
Mr. and Mrs. J	Coylumbridge,	23 June 2009	Holding objection	- Opposed to the realignment of the B970 east of Coylum Road;

Gordon	Aviemore	10 August 2009 24 May 2010	Objection No objection	<ul style="list-style-type: none"> - Impact on wildlife as it is a wooded area and a sanctuary for red squirrels, pine martens, badgers, capercallie, woodpeckers and ant hills; - Route from the substation at Inverdrue is a more suitable proposal as there is less wildlife. - The proposed by pass (realignment of the B970) would destroy a stronghold of red squirrels. Reference is also made to wood peckers, red starts, pine martens and ant nests being common in the area. - Considers it a wise decision to use the existing B970, and afterwards a new road system at Rothiemurchus Fisheries; - Wishes good luck to the An Camas Mor development.
Malcolm and Angela Kilvington	Coylumbridge, Aviemore	23 June 2009 27 May 2010	Holding objection Objection	<ul style="list-style-type: none"> - Opposed to the proposal to create a new junction of the B970 with the Ski Road; - Opposed to the proposal to use the B970 as an access for construction traffic to An Camas Mor; - It is suggested that the existing junction is adequate and there has been no record of accidents at the junction; - B970 is part of a cycle network and its use by construction traffic would create unnecessary risk; - Impacts of the new road route on the privacy and amenity of the Coylum Road community; - Impacts on wildlife; - An Camas Mor entrance has historically been shown via the Fish Farm; - Need to resist the use of public funding to improve a junction that is not required; - Major impact of proposed new B970 junction on the community of Coylum Road and Coylumbridge; - Proposal would disconnect the Coylum Road community from its existing woodland setting. - The infrastructure requirements to serve even 200 houses of the proposed development would be substantial; - Access to the site should be taken directly off Ski Road and should be a condition of the permission, if approved;

				<ul style="list-style-type: none"> - There is no planning gain for the local community, and there is a risk that public money will be spent on an unnecessary road diversion around Coylum Road; - Agree with comments of the Reporter in LPI process regarding the lack of need and justification for the development; - Reference to demand for large multi occupancy investment or second homes.
Mark Munro (by letter and by e-mail)	Coylum Road, Aviemore	23 June 2009	Objection	<ul style="list-style-type: none"> - Support in principle for the An Camas Mor development; - Object to the routing of the access road; - Impact on the authors family of the proposed immediate and medium term access plan; - Proposed route is not the optimum solution and unnecessarily affects local residents; - Suggests the use of the route via the fish farm.
		14 August 2009	Objection	<ul style="list-style-type: none"> - Negative impact of traffic on the residents of Coylum Road, including increased traffic, noise and pollution; - Questions the validity of the figures used in the traffic analysis; - Refers to additional vehicular mileage that would accrue through routing of access onto the B970 instead of a direct route from Inverdrurie; - 'Noise pollution footprint' for the Spey Valley would spread from the A9 corridor to a much larger area and would impact on visitors to the area seeking peace and tranquillity; - Danger posed to children in Coylumbridge due to increased traffic; - Increased difficulty of turning movements from Coylum Road onto the ski road; - Increase in traffic would affect the unique and special environment of the National Park, and use of the B970 would detrimentally affect the adjacent SSSI; - Potential impacts of realigned B970 on residents of Street of Kincardine and Boat of Garten; - Concern that temporary use of the B970 would become the permanent access; - The development of An Camas Mor is not an island and its impact on infrastructure in the wider area must be understood; - Urges that the proposal to realign and use the B970 be rejected.

		31 May 2010 (by e-mail)	Objection	<ul style="list-style-type: none"> - Enclosing a letter which the representee sent to Fergus Ewing MSP raising concerns regarding the B970.
Mrs. EDK Munro	Coylum Road, Aviemore	23 June 2009	Objection	<ul style="list-style-type: none"> - Realignment of the B970 is not the optimum solution; - Effect on the quality of life of this Cpylum Road resident; - Suggests an access through the fish farm.
Sir Donald Miller	Coylumbridge, Aviemore	17 June 2009	Objection	<ul style="list-style-type: none"> - Aspects of the proposal are inconsistent with development within a National Park and are driven by a requirement to maximise profits; - Development should be used as an opportunity to improve Aviemore itself; - 1,500 houses would have implications for the whole area and has not been properly taken into account; - No attempt to integrate the development into Aviemore; - Concerns regarding the positions and orientations in which 3½ storey buildings are proposed; - B970 is a feature of the area and is part of the National Cycle Network; - Most effective alternative access would be to provide access, before any construction commences on site, from Ski Road in the vicinity of the fish farm; - Suggestion that development should be sited to the west of the An Camas Mor site.
		19 June 2009	Objection	<ul style="list-style-type: none"> - 1500 houses would have implications for the whole area; - No effort has been made to integrate the development with Aviemore; - Concern regarding proposals to build 3 ½ storey buildings close to the B970, and reference to that road being part of the National Cycle Network and much used by visitors; - Suggests that a more effective alternative access would be from the ski road in the vicinity of the fish farm, which should be provided before any construction begins on site.
		2 June 2010	Objection	<ul style="list-style-type: none"> - B970 is a traditional narrow country road and cannot be widened without encroaching into gardens of neighbouring properties; - Widening of the road would destroy the amenity of existing cottages;

				<ul style="list-style-type: none"> - B970 has become part of the National Cycle Network due to its unique character; - Character of the road cannot be preserved of catering for 200 houses; - Money that would be used on upgrading the B970 would be better expended on a permanent access road from the Inverdrue area.
Helen Colquhoun	Coylum Road, Aviemore	23 June 2009	Holding objection	<ul style="list-style-type: none"> - No objection to the proposed new community of An Camas Mor; - Objects to the proposed road alongside the rear gardens of Coylum Road properties; - Impact of the proposed road on wildlife; - Impact on the value of houses; - An Camas Mor should have close links to Aviemore, but the proposed new road would make it longer; - Best idea would be a direct vehicular link with Aviemore over the River Spey.
		27 May 2010	Objection	<ul style="list-style-type: none"> - Strongly object to 1500 houses and a road close to 1500 houses, with a road from Ski road around the back of the houses on Coylum Road; - Bridge over the River Spey would be better to serve 1500 houses; - Wants clarification on the number of houses and the actual plans.
Jim Franks (by e-mail)	Birch Road, Aviemore	1 June 2009	Letter of support	<ul style="list-style-type: none"> - Delighted to see this happen; - Reference to discussions in the 1980's regarding the development of Cambusmore.
David Hayes	Pityoulish, Aviemore	16 June 2009	Holding objection	<ul style="list-style-type: none"> - Objection to proposed access off B970.
David Hayes Visitor Centres Ltd., Landmark	Landmark, Carrbridge	27 May 2010	Objection	<ul style="list-style-type: none"> - Reference to increase in use of the B970 over the past decade by walkers and cyclists; - B970 is a considerable recreation asset; - Concern that sole access off B970 would result in commercial traffic during construction phase.
George Hook and Alison Hook	Coylum Road, Aviemore	24 June 2009	Holding objection	<ul style="list-style-type: none"> - Objects to proposal to realign B970 past the houses in Coylum Road and the use of the road as the primary access for all traffic to and from An Camas Mor.

Leslie I Grant and E Dawn Grant	Coylum Road, Aviemore	16 June 2009	Holding objection	<ul style="list-style-type: none"> - No objection to the principle of An Camas Mor; - Concerned at proposals to realign the B970 past the houses in Coylum Road and the use of this as the primary access route; - Development of this size and importance should be accessed from the outset by the most direct route, which should be from Inverdrue.
Leslie I Grant E Dawn Grant Emma Grant Nicola Grant		10 September 2009	Objection	<ul style="list-style-type: none"> - Objects to the proposal to realign the B970 and use it as the principal vehicular access to An Camas Mor for several years; - B970 realignment would have detrimental impact on residential area of Coylum Road and wider area adjacent to SSSI; - Transport Assessment does not provide justification for use of B970 and also contradicts the Masterplan report; - Use of the B970 would result in increased traffic and necessitate many extra miles rather than creating route near Inverdrue substation; - Impact on emergency services arising from having to travel several extra miles due to lack of direct route; - Noise impacts on the residents of Coylum Road; - Impact of increased traffic on Ski Road, through Inverdrue and through Street of Kincardine; - Impact of works on B970 would destroy an area of Special Scientific Interest; - Increased traffic on B970 would give rise to safety concerns regarding children in the vicinity; - Gardens of Coylum Road properties would be adjacent to realigned B970. No space left for a band of tree screening as suggested in Badenoch and Strathspey Local Plan (1997); - Forthcoming CNP Local Plan does not stipulate realignment of B970; - Concern that use of B970 on a temporary basis to access An Camas Mor could result in main access route from Inverdrue never being built; - Use of B970 would give rise to 'highly detrimental impact' on the residential amenity of Coylum Road and the surrounding area.
John and Una Kyle	Coylum Road, Aviemore	9 June 2009	Objection	<ul style="list-style-type: none"> - No objection to the development itself; - Objects to the rerouting of the B970, which will pass very close to the authors property; - Immediate woodland environment will be destroyed by the realignment of the road;

		25 May 2010	No objection	<ul style="list-style-type: none"> - Shorter alternative routes are available, particularly for construction traffic. - Happy with proposal to modify the existing B970 junction, and a road from Rothiemurchus Fisheries to be constructed if there are more than 200 units; - Revised roads arrangement would make environmental sense and cause minimum disruption to the flora and fauna of the National Park.
Martin Ross	Coylum Road, Aviemore	9 June 2009 16 September 2009	Holding objection Objection	<ul style="list-style-type: none"> - No objection to the principle of An Camas Mor; - Concerned by the proposal to realign the B970 past the houses in Coylum road and use the realigned road as the primary access for all traffic. - Objects as a resident of Coylum Road, as the impact of the road and traffic that would pass his house would be 'intolerable'; - Concerns regarding the safety of children in Coylum Road due to the new road; - Additional costs of providing fencing at the properties adjacent to the new road; - Objects from an environmental perspective – concern that the Environmental Statement does not adequately assess the environmental impact of the B970 realignment on the SSSI which borders Coylum Road; - Suggests that mileage generated from An Camas Mor does not accord with the principles of sustainability; - Proposal to use realigned B970 as a temporary main access route to An Camas Mor for many years is inappropriate; - Concern that use of a realigned B970 on a temporary basis would result in a proper access route from Inverdrue never being built; - Reference to the B970 being part of the National Cycle Route and concerns that increased traffic could result in a fatality; - Use of the B970 for access to An Camas Mor is illogical. Access should be taken from Inverdrue.
R Beattie	Coylum Road, Aviemore	9 June 2009	Holding objection	<ul style="list-style-type: none"> - Concerned that the proposed realignment of the B970 will not meet national park environmental consideration or serve as a suitable access for this project.

T.G. Packe, Chartered Surveyor / Land Agent	Manse Road, Linlithgow	9 June 2009	Objection	<ul style="list-style-type: none"> - Not against a 'development of sorts in the area' - Parts of the Masterplan are "totally unsuitable"; - Should be a new village and not a new town and should not have a High Street; - Any required shops should primarily be located in Aviemore; - An Camas Mor should only have a newsagent / cornershop, restaurant, pub and smallish hotel; - Likes the 'general jumble of buildings in the Masterplan'; - Need for a central point such as a green or a church; - The village should grow naturally with residential and holiday properties; - The usual housing estate should not be allowed to develop; - Realignment of the B970 as the primary access into the development is bad. It is suggested that it should be closer to Drumintoul Lodge.
Mrs. M. J. Fletcher	Pityoulish, Aviemore	9 June 2009	Holding objection	<ul style="list-style-type: none"> - Nature and style of development not in keeping with traditional settlements in this area of the Highlands; - Query whether a new town has been built in any other National Park in the UK; - Concerns regarding nature of architecture and the unsuitability of three and a half storey tenement blocks; - Concerns regarding traffic proposals, esp. traffic increases north on the B970; - Existing B970 is one of the rural highlights of the National Park and increased traffic would make the road increasingly hazardous; - Entrance to the proposed development should either be by the new distributor road via Inverdrue or preferably a new bridge over the River Spey into Aviemore, which should be completed prior to any other development work commencing.
Fiona Smillie	Coylum Road, Aviemore	23 June 2009	Holding objection	<ul style="list-style-type: none"> - Not opposed to An Camas Mor village; - Disagree with the proposed rerouting of the B970 to the east of the Coylum Road houses; - No justification for re-routing of road and its use for construction traffic and the first inhabitants of the village; - Proximity of re-routed road to the authors property and no mention of this route when purchasing the plot;

				<ul style="list-style-type: none"> - Concerns that suggested walking or cycling opportunities across a bridge over the River Spey to access Aviemore will not be practical; - Concerns that the road from Inverdrue substation, identified to be built in 2018, may never be built; - Questions what guarantees there are that this 'ecovillage' would ever fulfil its promise.
Sheila and Arthur Dolby	Coylum Road, Aviemore	23 June 2009	Holding objection	<ul style="list-style-type: none"> - No objection to the development of a new Highland Community at An Camas Mor; - Object to the proposal to utilise the re-aligned B970 as the main access road to serve the development during the early years; - New community should not be allowed to intrude further into the Cairngorms; - Impact on the quiet and peaceful amenity of the community in Coylumbridge village and Coylum Road; - Concern that Transport Assessment does not quantify the volume of construction traffic that would use the re-aligned B970; - Reference to the nature of the road beyond An Camas Mor towards Boat of Garten and Nethy Bridge, which has many bends and blind spots; - Eventual main access is ideal and should be a requirement from the outset. Also suggest that the road should be made a condition of planning consent, as it would "stop development encroaching into the quieter areas of the National Park"; - Development should be started at the western edge of the site, closest to the amenities of Aviemore.
Mr. Colin Smillie	Coylum Road, Aviemore	23 June 2009	Holding objection	<ul style="list-style-type: none"> - Does not object to the principle of An Camas Mor; - Objects to the proposed realignment of the B970 as the main access to An Camas Mor; - Concerns regarding the safety of the authors family due to the potential proximity of the new road to their house and garden; - Traffic would give rise to noise, pollution, disruption and loss of amenity; - Main access should be put in at the start of the development at the Inverdrue substation; - Practicalities of walking or cycling to Aviemore in adverse weather conditions for shopping or school facilities; - National Park must have high standards in the planning and structure of any

		24 May 2010 (by e-mail)	Objection	<p>new development.</p> <ul style="list-style-type: none"> - Continue to object to any possible realignment of the B970 as “nothing has been approved by the Board”; - Continuing to object on the grounds previously stated in letter in 2009; - If developer wants to go ahead with development, proper roads and infrastructure must be provided from the start; - Strongly object to any realignment of the B970; - The B970 should not be used for 200 residential units.
Craig Smillie (age 11)	Coylum Road, Aviemore	23 June 2009	Objection	<ul style="list-style-type: none"> - Suggests that it is ‘silly’ to put a road where there are a lot of animals, that could be killed or hurt; - Feeling scared as the proposed road would only be 3 feet from the authors garden; - Concerns about how residents of An Camas Mor would travel to Aviemore for school or shopping; - Suggest that a new road should be created nearer to Aviemore in order to have less impact on the authors lifestyle (without traffic and pollution); - Concern that red squirrels would die out.
Anne Weir	Allt Mhor, Aviemore	24 July 2009	Objection	<ul style="list-style-type: none"> - Large scale housing development is a contradiction to the aims of the National Parks (Scotland) Act. -
John Davison	Drumullie, Boat of Garten	13 July 2009	Objection	<ul style="list-style-type: none"> - “incredible that the Board should be considering plonking a new town bang in the middle of a national park”; - Queries the drivers for the idea of the proposed development; - Queries the development proposal in the context of the aims of the National Park; - Suggests that the proposed site should be viewed from the top of Craiggellachie.
Mrs. P Dunbar	Boat of Garten	6 July 2009	Objection	<ul style="list-style-type: none"> - Objects to the development of 2.5 and 3.5 storey dwellings close to the B970; - Concern regarding the increase in traffic along the B970 from Nethy and Boat of Garten as a result of using the B970 as access for the early stages of development;

				<ul style="list-style-type: none"> - Questions the evidence of necessity for a new town and refers to other permitted developments within walking distances of the amenities of Aviemore.
DW Duncan	West Terrace, Kingussie	1 July 2009	Objection	<ul style="list-style-type: none"> - Housing development of this scale is contrary to the aims of the National Parks (Scotland) Act; - Reference to the Loch Einich water source struggling to cope with existing demand; - Scale of proposals would have a detrimental impact on the landscape qualities of Strathspey; - Disputes comparisons of the proposed development with buildings in planned towns and villages of Scotland in the 18th century.
Patrick Birkbeck	House of Bruar, Bliar Atholl	24 June 2009	Objection	<ul style="list-style-type: none"> - Opposes the use of the B970 road as the initial main access route into the development; - Increased traffic and construction traffic would make the road unsafe; - The road would divert traffic away from Aviemore, which local businesses may not want.
The Association for the Protection of Rural Scotland	Lawnmarket, Edinburgh	21 December 2009		<ul style="list-style-type: none"> - Highlights the sensitive nature of the site, as it is within a National Park and a National Scenic Area and the consequent need to ensure that any development on such a sensitive site is of the highest possible quality; - Suggests that any decision on the proposal should not be made until the CNPA has determined how to address the Reporters Local Plan conclusions and recommendations; - Commends the overall approach to development on such a sensitive site but highlights that the success of the design concept depends on high standards being maintained during long term development; - Concern over uncertainty that all phases of the development could be completed as proposed, especially in the current economic conditions; - Refers to the demand for second homes and suggests that it is not necessary for the CNPA to accommodate this; - Disappointed that 60% open market housing would be allowed in order to procure the affordable housing element; - Suggests that if CNPA allow the level of open market housing at An Camas Mor that there should be tight constraint on development elsewhere in the housing market area;

				<ul style="list-style-type: none"> - Suggests that An Camas Mor should appear in the landscape as a low level settlement set in a wooded strath; - Highlighting the need for tight control over detailed site practises to ensure that the same high quality is delivered on the ground as proposed in the master plan; - Despite elements to promote cycling and walking there is no guarantee that that future residents would not use cars and commute; - Development needs to be a sustainable community to avoid becoming a predominantly commuter suburb; - Various suggestions of the type of development that should be incorporated into the first phase, including offices and other employment opportunities, district heating system and a pedestrian / cycle bridge across the River Spey to Aviemore.
Guide Dogs		19 August 2009		<ul style="list-style-type: none"> - Need to deliver shared space in a way that delivers inclusive streetscapes; - Difficulties posed by shared surfaces for blind and partially sighted people; - Local Authorities possibly in breach of their duties under the Disability Discrimination Act 2005 if introducing shared surface schemes without due regard to the safety and mobility of disabled people; - Key issue in how to delineate a 'safe space' within shared space streets; - Guide Dogs recommend that until an alternative delineation method is shown to be effective, the traditional kerb should continue to be retained; - Welcome the fact that the An Camas Mor Design Team have shown an awareness of the need to make provision for blind and partially sighted people in the High Street area; - Urges the National Park to avoid shared surface streets in residential areas; - Concern that there is no mention in An Camas Mor master plan regarding provision of crossing points and concern that crossings might be of an uncontrolled / informal nature; - In relation to outdoor seating and street furniture it is suggested that all pedestrian circulation routes should be free from obstacles; - Welcome and support the suggested speed limit restrictions; - Queries of pedestrians and cyclists are to be accommodated on the one path – recommend that paths be separated; - Accept that application is for outline planning permission and that if granted further design details would developed later; - Use of untried and untested design features should be avoided;

				<ul style="list-style-type: none"> - Request that dropped kerbs with the associated tactile paving should be installed at strategic points for the benefit of mobility impaired people and wheelchair users.
Mrs. Caroline Gordon	Coylumbridge, Aviemore	11 August 2009	Objection	<ul style="list-style-type: none"> - Opposed to the realignment of the B970; - Impact of the realignment on the wildlife of the area, including red squirrels, pine martens, caper, badgers, woodpeckers and ant hills; - Suggests that the substation route from Inverdrue is more appropriate as there is less wildlife in that area.
MJ Cottam	Coylum Road, Aviemore	5 August 2009	Objection	<ul style="list-style-type: none"> - Objects to the proposed realignment of the B970 on the grounds of sustainability, cost, environmental impact and an unacceptable increase in traffic; - An access route from the Inverdrue substation is recommended as a solution from the outset; - An Camas Mor required to demonstrate a close association with Aviemore – use of the B970 as the access to the development would instead increase the vehicular distance; - Realignment of the B970 would have a damaging effect on the communities of Coylumbridge, Inverdrue, Street of Kincardine and Boat of Garten due to dramatic increase in traffic; - Problems likely to result at junctions onto Ski road from increased traffic – the need to pass any of those junctions could be avoided by creation of an alternative access to An Camas Mor from the vicinity of Inverdrue substation; - Building of the route from Inverdrue is required from the outset and the work on the B970 realignment would be an expensive and unnecessary project; - Concerns regarding the limited land available to realign the B970 without impacting on the SSSI.
Catherine Cottam	Coylum Road, Aviemore	5 August 2009	Objection	<ul style="list-style-type: none"> - No objection to the principle of the development of An Camas Mor; - Objects to the proposed realignment of the B970; - Highlights various contradictions in that the development aspirations stress the importance of community living and tranquil safe surroundings while the proposed realignment of the B970 would take all of that away from the residents of Coylum Road;

				<ul style="list-style-type: none"> - Realignment would result in felling of Scots Pine, loss of deer, pine martens and red squirrels which live in the area at present; also loss of the current safe environment for children; - Route from Inverdrue substation would be the least detrimental.
Dr. A.L. Stewart	Inverdrue, Aviemore	11 September 2009	Objection	<ul style="list-style-type: none"> - Objects to the proposed use of the Ski Road for access to An Camas Mor; - Major increase in traffic on ski road would be a hazard to residents and visitors in this area; - Disappointed that since the establishment of the National Park that the level of development has increased.
		26 May 2010	Objection	<ul style="list-style-type: none"> - Relieved that access road for the development would be from Inverdrue; - Grave concerns remain regarding the proposed development in a quiet unspoilt area; - Enough urban sprawl already in Aviemore; - National Park was created to prevent this type of development.
Philip and Valerie Steel	Coylum Road, Aviemore	27 July 2009	Holding objection	<ul style="list-style-type: none"> - No objection to the principle of An Camas Mor; - Objects to the proposed realignment of the B970 and its use as an access to An Camas Mor; - Suggest that direct access from Inverdrue be provided at the outset, and would remove the need to realign the B970.
Boat of Garten and Vicinity Community Council	Boat of Garten	22 July 2009	Objection	<ul style="list-style-type: none"> - Objects to the phasing of the road infrastructure to serve An Camas Mor, particularly the use of the B970; - Various comments relating to the B970 including its status as part of the National Cycle Network, the narrow and twisting nature of this road; rejection of an application for a quarry in the past on the basis that the road was unsuitable, and the use of out of date data in the Transport Assessment accompanying the planning application; - Concerns regarding the impact of the development, and the use of the B970, on the Street of Kincardine – the likely increase in traffic is considered unacceptable and the road unsuited to it; - Concern about the B970 becoming a ‘rat race’ between the B970 and the A9 and the consequent negative impact on Boat of Garten; - The proposed plans are inadequate to mitigate the knock on detrimental

		26 May 2010	Objection	<p>impact to the B970.</p> <ul style="list-style-type: none"> - Concerned that the planned site visit on 28 May may not view the entire length of the B970, including across the Spey and through Boat of Garten; - B970 is not, in its current state, an adequate route for any major increase in traffic; - Normal computer based assessments of traffic flows do not take into account specifics of the B970, such as winter conditions, use by cyclists etc.; - B970 already marked as 'not suitable for wide vehicles'; - Suggests various mitigation measures if development is to proceed : main entrance should be from Rothiemurchus Fisheries, B970 should not be used for construction traffic, may be necessary to extend 40mph speed limit through Street of Kincardine and all of Coylumbridge, necessary to impose a one way system for coaches, and a footpath through Street of Kincardine may be required; - Question whether development should go ahead, having considered the report of the Local Plan Inquiry.
Frank Bardgett Alison Bardgett	Boat of Garten	21 July 2009	Objection	<ul style="list-style-type: none"> - Concerns regarding impact of the development on the settlement of Boat of Garten; - B970 is an narrow, twisting 'B' road and is officially signed as being 'Unsuitable for Wide Vehicles'; - B970 is part of the national cycle network; - Quarry proposal some years ago was refused on the basis of B970 being unsuitable for size of operations; - Traffic Assessments provided in the planning application are out of date and understates the existing use of the B970; - Scheduling of proposed development concentrates on its link to the B970 rather than on a new road; - Necessary road infrastructure for An Camas Mor should be built from the beginning, to allow construction traffic and new traffic flows to be established towards Aviemore and the A9; - Object to the proposed phasing of the road infrastructure; - Object to the proposed plans for An Camas Mor as they are inadequate to mitigate the knock on detrimental impact to the B970 and existing settlements to the north such as Streets of Kincardine.

Sheena Wilson (by e-mail)	Boat of Garten	16 November 2009		<ul style="list-style-type: none"> - Objects to the overall development on the basis that it is not in the best interests of the national park and local area; - Development is too big; - Concern that it will become a stand alone development, not linked to Aviemore; - A new bridge for vehicular traffic to Aviemore is required; - Concerns regarding lack of 'road studies' for the way traffic would travel along the B970; - Concern that drivers would choose to use the 'back route' along the B970 in order to avoid traffic congestion at a junction in Aviemore; - There is a need for up to date research and information to demonstrate the need for the development, as well as supporting claims of how the community would be self reliant; - Suggestion that it is a fantasy vision that the development would provide affordable houses and that residents would then work in the new development; - Unsuitability of 3 storey buildings adjacent to the B970; - Suggested that there is potential for a land slide into the Spey at Milton Burn opposite the Kincardine Kirk entrance on the B970.
Scottish Campaign for National Parks	Kilbirnie, Ayrshire	10 November 2009	Objection	<ul style="list-style-type: none"> - The proposal for a new village is contrary to the natural and cultural heritage interests of the National Park; - Particular concern about the effect of the proposal on the status of the River Spey SAC; - Objects to the gratuitous use of the word 'sustainable' - considers that it is not sustainable in the long term context. Use of the term 'sustainable' is false; - For a development of this scale, "no amount of promissory action by the developer can compensate for loss of natural heritage elsewhere in the Park"; - Little or no justification for placing such a large housing development in a national park; - Development is not nationally strategic and could be located on any brownfield site in Scotland; - Flaw in the developers stated objective of developing a new community – various proposals are in the form of a wish list with no indication of how they can be achieved;

				<ul style="list-style-type: none"> - No cast iron guarantees about the environmental benefits of the development. Where damage is a possibility the precautionary principle should operate; - Scale of housing envisaged is not 'fit for a national park'; - Concern that there are no measures to control long distance commuting to areas outside the National Park; - Queries if the Cairngorms National Park is in the "business of risky experimentation with non-achievable objectives"; - Even if the development delivers 40% affordable housing, 60% (900 houses) would be surplus to the identifiable need in the Aviemore area; - Concern that there is no central and overarching employment opportunity to drive the creation of a new community; - Concerns regarding the relationship of the new development with Aviemore. Reference in documentation to it being a separate development – objector states that it would have an inescapable reliance on Aviemore for all sorts of social and retail needs; - Development is allowed would be a major failure in protecting the National Scenic Area; - Proposal to link to the main sewer would add to the burden of nutrients entering the River Spey – a more imaginative solution should be found; - Only tenuous suggestions of providing combined heat and power based on biomass and hydroelectric if Loch Einich becomes available- objector suggests that this should be basic provisions at the outline stage rather than tenuous suggestions; - Concerns regarding biodiversity and potential to compromise the integrity of the SAC, especially from gardening practises of future residents; - Accepts the need for affordable housing but suggests that provision should be secured within the A9 / River Spey corridor and should be planned as social housing rather than planning gain; - Refers to aspiration to encourage job provision and minimise commuting as being aspirational but naïve. Points to lack of a major source of employment within the proposed development; - Summarises that the proposal is "a housing development, with a few green attachments, in the wrong place." - Development will damage the Scottish concept of National Parks; - Suggest that the concept of an eco-community in a national park should be small scale, have identifiable employment provision, have a reliable source
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				<p>of renewable energy, be on an environmentally robust site, have sustainable sewerage and surface water drainage and should have no adverse affect on the landscape;</p> <ul style="list-style-type: none"> - Recommend that the CNPA refuse the application.
Badenoch and Strathspey Conservation Group	Nethybridge, Inverness-shire	19 May 2010	Objection	<ul style="list-style-type: none"> - Proposal conflicts with all 4 aims of the National Park; - Proposal would impact negatively on priority species, protected species and priority habitats; - Proposal would impact negatively on European sites and is in conflict with international obligations relating to protecting the integrity of sites; - Potential to impact negatively on European Protected Species; - Inconsistent with the CNP Plan 2007, which does not refer to An Camas Mor; - Determination of application is premature as CNPA Local Plan process is still on going; and - Key elements of the grounds of justifying its original allocation in the Badenoch and Strathspey Local Plan are no longer valid.
Adam Gordon Cairngorm Bike and Hire	Railway Station Boat of Garten	31 May 2010 (by e-mail)	Objection	<ul style="list-style-type: none"> - Development will lead to an increase in traffic on the B970; - Reference to B970 being part of the sustrans cycle route from Glasgow to Inverness; - Reference to a proposal for a quarry being refused; - Increased traffic would travel through Boat of Garten and would cause danger and disturbance; - Traffic situation could be mitigated if access was taken from ski road at Rothiemurchus; - Concerns regarding impact of traffic from development on his business (cycle hire).
Alastair Borthwick	Coylumbridge	28 May 2010 (by e-mail)		<ul style="list-style-type: none"> - Queries what improvements are proposed at the junction of the B970 and ski road; - Reference to B970 being signed as 'unsuitable for wide vehicles'; - Use would not fit well with B970 being part of the SUSTRANS cycle route; - Urged to make completion of the new fisheries road a prerequisite condition for major construction works at An Camas Mor.
Anne Hedley	Coylumbridge,	27 May 2010	Objection	<ul style="list-style-type: none"> - Expresses surprise at the TEC Services conclusion that the existing B970

	Aviemore			<ul style="list-style-type: none"> - could service up to 200 additional residential houses; - Reference to a refusal in 1999 for a quarry at Street of Kincardine, with one of the reasons referring to the unsuitable nature of the B970.
Edward McCready	Coylum Road, Coylumbridge	26 May 2010	Objection	<ul style="list-style-type: none"> - Objects to the proposed re routing of the B970 through the Coylum Road development; - Loss of visual amenity of the Coylum Road development resulting from the proposed re-routed road; - Construction of the proposed re-routed road would result in the loss of trees, which are an existing habitat for red squirrels; - Construction of the road would result in loss of privacy for to residents of Coylum Road, as road would be within a few metres of rear gardens; - Noise and disturbance to residents of Coylum Road resulting from use of the proposed re routing of the B970; - Vehicle odours affecting Coylum Road area arising from use of proposed re-routed road; - Loss of community amenity, as the area is regularly used by residents as a safe location for walking, leisure and recreation. Area of Coylum Road known as “the Common Parts” would be particularly affected; - Impact of the re-routed road on animals and birds that frequent the area; - Concerns regarding the volume of traffic that the re-routed road would generate; - Concerns regarding highway safety, with re-routing resulting in two T junctions within a few metres of each other at the junction onto Ski Road; - Proposed re-routed road would not comply with the aims of the National Park; - The Local Plan which referred the re-routing is now out of date and was written prior to the development of the Coylum Road community; - Re-routed B970 would be unnecessary and inappropriate for use by construction traffic. The alternative route direct from Inverdrue is the most logical, sustainable, safest and least disruptive.