

Brindley Consulting

Planning, Economic Development and Transport Advice

26 Holm Park

Inverness

IV2 4XT

Don McKee
Head of Planning
Cairngorms National Park Authority
Station Square
Ballater
AB35 5QB

1 June 2010

Dear Don

**An Camas Mòr, Aviemore; Application for Outline Planning Permission
Objection by Badenoch and Strathspey Conservation Group**

I refer to the objection from the Badenoch and Strathspey Conservation Group dated 19 May 2010.

I would like to offer the following comments.

As part of scoping the BSCG was invited to submit information relevant to the EA for An Camas Mòr by letter in November 2008; no information was received.

MBEC, independent ecological advisers, has been in charge of surveying the area for this proposal starting in January 2004; it has approved the content of this letter.

BSCG states that the proposed development would impact negatively on priority species, protected species and priority habitats. If the word "priority" in this comment refers to European law no evidence of priority species or priority habitats has been found within the proposed core development area. The Environmental Assessment carried out according to the regulations concludes that there would be no significant effect on any priority species, protected species or priority habitats. There are UK Biodiversity Action Plan priority habitats and species within and surrounding the site but the impact assessment has concluded that it is unlikely that any of these would be significantly affected. Similarly, the impact assessment has concluded, after extensive survey work, that there is unlikely to be any significant effect on protected species on the basis of nature conservation and biodiversity.

BSCG states that the proposed development would impact negatively on European sites and is in conflict with international obligations relating to protecting the integrity of these sites. The information to inform appropriate assessment and all discussions we have had with SNH has lead to the conclusion that there would be no effect on the integrity of any

of these sites. The Appropriate Assessment itself is the responsibility of the Planning Authority with advice from SNH.

BSCG states that the proposal has the potential to impact negatively on European Protected Species. The impact assessment has concluded that the proposal will not result in any significant effects on EPS. At the present time there are no species or sites for those species that would require to be licensed under a Scottish Government EPS development licence. There is always a possibility that a new bat roost or otter resting up site could be established between now and works commencing, however, mitigation including pre-construction surveys will be undertaken to ensure that any such changes are fully accounted for and licensed, if necessary. It is very unlikely that the status of otter or bat species would be negatively affected and while wildcat are known to occasionally range into this area no signs of dens or regular occupation have ever been found during all the surveying.

This is summarised in the ES Volume 1 at 7.6.21 on page 142 see <http://www.ancamasnor.com/Downloads/Application/Volume%201/Chapter%207/Effect%20on%20Ecology%20and%20Nature%20Conservation.pdf>

Also note should be taken off Chapter 8, Table 8.1 page 196 schedule of environmental commitments.

<http://www.ancamasnor.com/Downloads/Application/Volume%201/Chapter%208/Schedule%20of%20Environmental%20Commitments.pdf>

Yours sincerely

Howard Brindley

Brindley Consulting
Planning, Economic Development and Transport Advice

26 Holm Park
Laverness
IV2 4XT

Don McKee
Head of Planning
Cairngorms National Park Authority
Station Square
Ballater
AB35 5QB

2 June 2010

Dear Don

**An Camas Mòr, Aviemore
Objection by Scottish Campaign for National Parks**

I refer to your e-mail of 11 November enclosing the objection from the Scottish Campaign for National Parks. This is a continuation of the SCNP objection to the Draft Local Plan against the principle of establishing a new community within the boundaries of the National park. Therefore I would not intend a line by line response but would like to offer the following comments.

- The SCNP objection notes that the Scottish Government's planning policy for nationally designated areas is to permit development where it will not adversely affect the integrity of the area or the special qualities for which the area has been designated. We believe that the Environmental Impact Assessment for An Camas Mòr has demonstrated that there will be no adverse effect. Much of the text of the SCNP objection relates to the second test of national policy, namely that the national importance of a development should outweigh any adverse effect for it to be permitted, and in this case that is not relevant since it passes the first national policy test.
- The SCNP concern that An Camas Mor will become a community dominated by second homes is one that we share. Throughout the process of planning for An Camas Mor we have identified the need to ensure employment, housing that is affordable for people in local jobs, the avoidance of empty holiday home streets, visual impact, minimisation of carbon footprint, avoidance of long distance daily commuting, enhancement of biodiversity, protection of the River Spey, relationship with Aviemore and surrounding villages, maintenance and the creation of a sense of place fit for the Cairngorms National Park. They have all been addressed in the process so far and will be addressed again as the masterplan, design guidelines, detailed application and investment decisions are made.

- The SCNP say there is no justification for placing a large housing development within the National Park. The SCNP make no reference to the body of work undertaken by the Councils and the Park Authority to assess housing needs over the next 20 years which have made it clear that An Camas Mor is required to address these needs at a location and in a design that will enhance the special qualities of the Park. The CNPA contention that these needs can be met through small scale developments within existing settlement boundaries of villages throughout the Park is not supported by the housing research that has been undertaken over recent years. This is not a large housing development. The proposal is for the development of a new community to accommodate expected growth of the local population including up to 1500 homes and space for movement, community use, jobs, recreation and amenity to be built in phases to completion in 2027. Other proposed new communities tend to be in the region of 3,000 to 5,000 homes and more; eg Tornagrain near Inverness airport would be planned for a population of 10,000. Specifically we note that excluding An Camas Mòr there are only 55 homes allocated for affordable planned for the Aviemore and Vicinity Community Council Area in the period to 2016. (Including five at Inverdrue, source The Highland Council)
- The SCNP say that there is no central and overarching employment opportunity to drive the creation of a new community. They have ignored the research in the Socio Economic Assessment that accompanies the application and the support from HIE who see the Aviemore area as a location for economic growth.
- In terms of landscape impact the SCNP say that it is the open land aspect looking towards the Cairngorms Plateau which is at issue. They say that there has already been major intrusion into this with developments at Coylum Bridge, but there is nothing on the scale proposed for An Camas Mor. Again they do not present any evidence for this statement. The landscape analysis in the Environmental Statement demonstrates in detail the visual effects of the proposals at different stages and from different viewpoints. The conclusion is that there is no significant long term visual effect. In terms of landscape character whilst there would be a significant effect on the elevated woodlands part of the setting at 2027 recent advice is that this would reduce to insignificant by 2050. At the detailed masterplanning stage there remains the opportunity to bring that forward by the strategic placement of faster growing larch and spruce trees; delaying the building of some houses, especially in the south and or lowering density and roof height.

Yours sincerely

Howard Brindley

Brindley Consulting Limited Registered in Scotland No:257428
Registered Office 26 Holm Park Inverness IV2 4XT

28 May 2010

Mr Don McKee
Head of Planning

Cairngorm National Park Authority

14 The Square
Granttown on Spey
PH26 3HG

Dear Mr McKee

An Camus Mor Proposal- Road Access

As a householder at Coylumbridge I wrote on 14th June 2009 to express my concern at certain aspects of this proposed development and in particular the use of the existing B970 road as the access route for an initial 200 houses. I understand that this matter is due to be considered at a CNPA Planning Meeting on 11th June and I would ask that the following additional aspects be taken into consideration.

1. The B970 is a traditional narrow country lane with the Coylumbridge houses closely abutting the road. The road is narrow with barely sufficient width to allow two cars to pass and it cannot be widened without encroaching on the small gardens of neighbouring cottages.
2. Any widening of the road would destroy the amenity of the existing cottages but also the rural character of the hamlet, to which it owes its charm and which, to judge by the number of walkers and cyclists, is a major attraction in the area and for the National Park.
3. It is because of this unique character that the B970 has been incorporated into the National Cycling Network and as such it is widely used for cycling and even the Harley Davidson annual motor cycle rally. Unfortunately, its rural charm also attracts touring coaches anxious to give their clients a taste of rural Scotland and which can bring all traffic to a standstill.
4. Servicing a further 200 houses implies the road's regular use by some 300 cars as well as bus services. There is no way that the character of the road can be preserved while catering for this traffic not to mention the additional demands of heavy construction vehicles.
5. The expenditure required to upgrade the B970 road in an attempt to cater for this massive increase in traffic would I suggest be a false economy with the moneys better expended on a permanent access road, as proposed from the Inverdrue area, providing a more direct link to Aviemore and the A9.

If it would be helpful I should be happy to appear before the Committee and speak to these points.

Yours sincerely

(Sir Donald Miller)

Cairngorms National
Park Authority

0 2 JUN 2010

RECEIVED

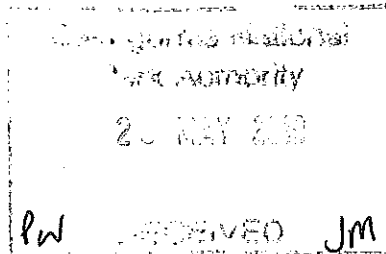
DMCK
Puldohran
Gryffe Rd
Kilmacolm
Renfrewshire
PA13 4BA

Cairngorms National Park Authority

Planning Application No. 09/155/CP

REPRESENTATION

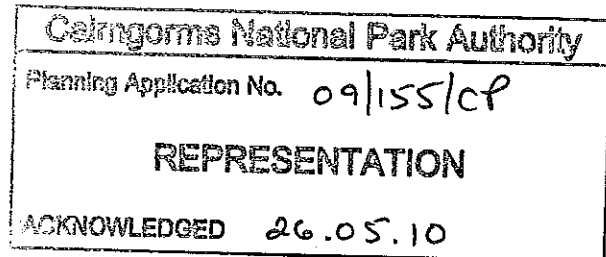
ACKNOWLEDGED 2.6.10.



16 Coylum Road
Coylumbridge
Aviemore
PH22 1QG

Cairngorms National Park Authority
14 The Square
Grantown on Spey
PH26 3HG

For the Attention of Mr Don McKee



Dear Sirs

I wish to object to the proposed development at An Camas Mor.

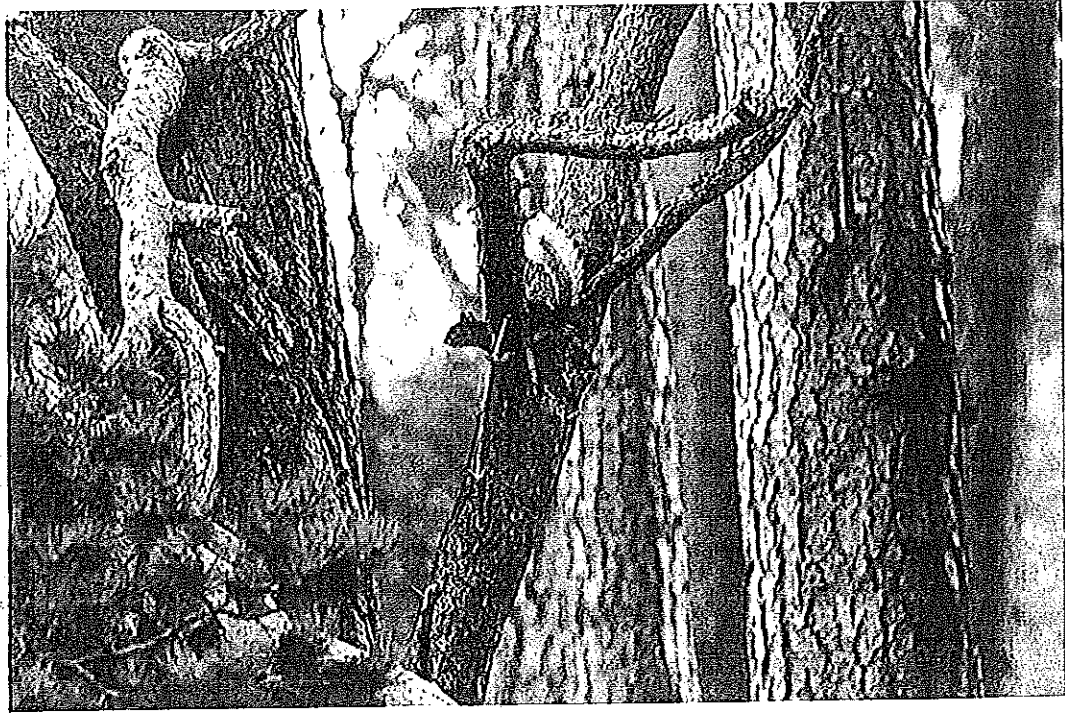
My objections are in the first instance with regard to the proposal to the re-routing of the B970 through the Coylum Road Development community at Coylumbridge as indicated on drawing Figure 1.1 titled An Camas Mor Block Plan. My objections are listed below as follows:

Loss of Visual Amenity

The Coylum Road development was designed to be a community set in a woodland clearing (as stated in the original planning application and approval) and presently this location reflects this aim with an appropriate visual amenity. However the construction of another road to the east of the Coylum Road development would create a loss of this visual amenity.

Loss of Trees

The construction of a road to the east of Coylum Road would require the removal of many mature trees to the north east area of the Coylum Road development. These trees form part of the enclosure of Coylum Road as a woodland clearing. These trees are an existing habitat for red squirrels. The photograph of the red squirrel was taken in August 2009. The squirrels are regularly observed within this group of trees.



Overlooking/Loss of Privacy

The construction of a road to the east of Coylum Road would result in a loss of privacy. In particular to the properties on Coylum Road that have rear gardens that would be only a few metres from the proposed road and would be overlooked by passing vehicles. The houses to the east side of Coylum Road are constructed at a level that is lower than the proposed road and in some cases this appears to be in excess of two metres. This would result in an even greater loss of privacy.

Noise and Disturbance Resulting From Use

The construction of a road to the east of Coylum Road would result in unacceptable noise and disturbance from the vehicles that would be forced to use this road as a route to An Camas Mor. This traffic would include concrete trucks, low loaders, cranes, excavators and other construction vehicles as well as motorcars and vans. The noise and disturbance from these vehicles would result in the residents of Coylum Road being unable to exercise their rights to peaceful enjoyment of their properties.

Smells

The resultant traffic from the construction of a road to the east of Coylum Road would generate engine fumes that would be detrimental to the residents' and visitors' enjoyment of their environment.

Loss of Community Amenity

The construction of a road to the east of Coylum Road would result in the loss of community amenity areas that are regularly used by local residents as a safe location for walking, leisure and recreational activities. In particular the area to the north east of the Coylum Road development is the only flat area of "the Common Parts" that is appropriate for leisure and recreation. This area is used by residents and visitors alike for many sports activities, such as football, cricket, rounders etc and for picnicking, sunbathing, nature watching, reading, painting etc. The remainder of the Common Parts" to the east of Coylum Road is used for walking and cycling. In particular this section of pathway is a safe location for resident and visitor children to cycle in safety without interfacing with other traffic. These areas (along with others within the Coylum Road development) were designated as public open spaces in the original planning consent and are recorded as such in the Deeds of Title held by the Registers of Scotland. Within Section 7. Of these deeds sub paragraph (1) states "In respect that the Developer shall have formed certain portions of the Development as public open spaces being such portions of the Development as are not included in the Plots ("the common parts") once formed the same shall remain open and unbuilt upon in all time coming." The Developer ceased to maintain these "common parts" on the first of January 2002 when these areas were handed over to the residents of Coylum Road who currently maintain them..

The plan of the development held by the Registers of Scotland identifies that the Development includes the ground to the east of Coylum Road and as such is a "common part" and should not be subject to construction works of any type.

Photographs of these key community areas are shown overleaf.



Leisure and recreation area to the north east of Coylum Road



Cycle and walking route
along the eastern side of
Coylum Road

Nature Conservation

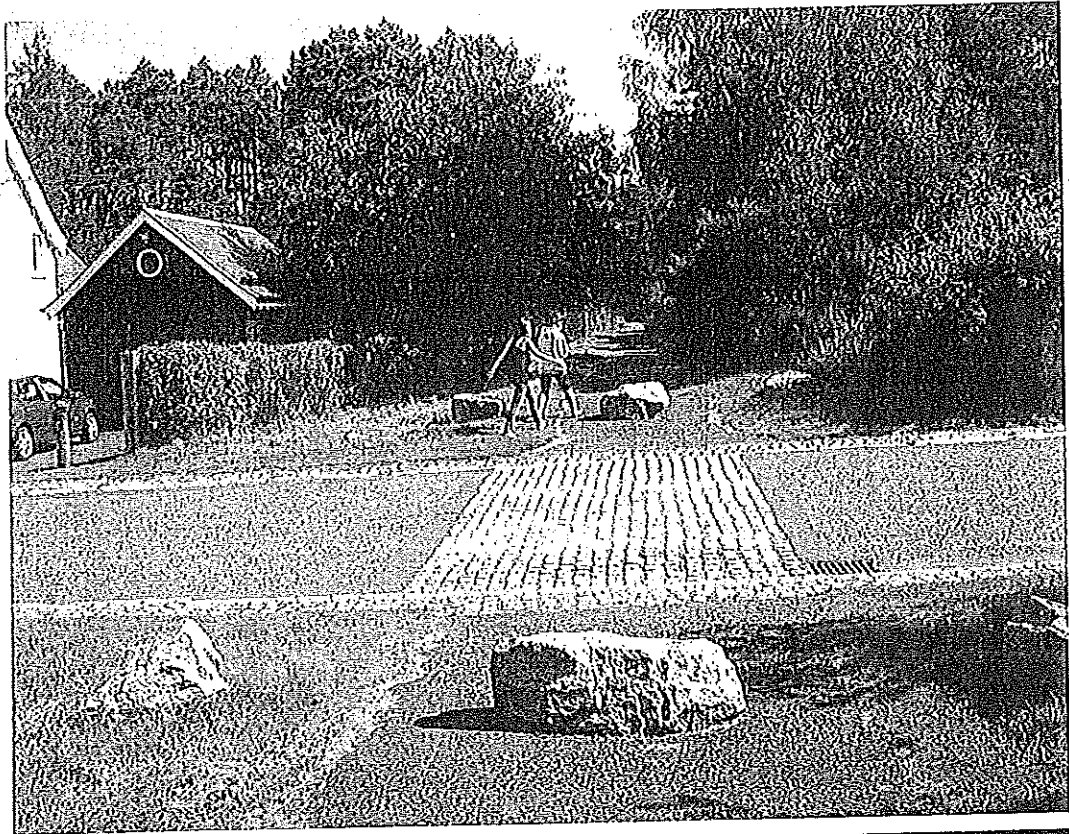
The construction of a road to the east of Coylum Road would result in a negative impact on the local animals and birds that frequent this area. A great variety of wildlife including frogs, red squirrels, birds, and the occasional deer, frequent the area. As we have left much of the "Common Parts" undisturbed smaller animals, invertebrates and insects are proliferating.

Traffic Generation

The construction of a road to the east of Coylum Road without an alternative route to An Camas Mor being constructed to the north of Inverdrue would result in traffic generation beyond that which currently uses the B970. This traffic generation will include concrete trucks, low loaders, cranes, excavators and other construction vehicles as well as motorcars and vans. This traffic generation will be in the order of up to tens of thousands of journeys per week. Much of the traffic generated will be inappropriate for a B road and in particular construction traffic will be an unacceptable addition.

Highway Safety

The construction of a road to the east of Coylum Road would result in an increased road hazards risk as there would be two T junctions within a few metres of each other at the ski road junction. Many of the residents of, and visitors to, Coylum Road access the woods (SSSI area) to the east of the Coylum Road development along the old Drumintoul Road that would be crossed should the proposed road be constructed. This would result in a serious road safety hazard for residents using the woodland amenity adjacent. Currently the Coylum Road community is a safe location with regards to road safety however the construction of a road to the east of Coylum Road would result in a massive increase in the hazards and risks associated with normal pedestrian and vehicular use of the roads, pathways and adjacent amenities. The planning consent that was given for the Coylum Road development stated: in Clause 17:- "Vehicular use of the existing access to Drumintoul Lodge shall cease over its south-western part when alternative access provision has been made off the proposed Drumintoul Drive. That part of the existing access shall be retained in pedestrian use thereafter."



Drumintoul Drive pathway access to the SSSI woodland

Further road safety issues will occur should a B grade road be utilised by wide bodied construction vehicles which are uncommon on the B970 presently. Walkers and cyclists use the B970 regularly and mixing these road users with construction traffic would be an unacceptable risk.

Non-Compliance with the National Parks (Scotland) Act 2000

The construction of a road to the east of Coylum Road would result in breaching the four aims of the National Park

1. To conserve and enhance the natural and cultural heritage of the area

The natural and cultural heritage of the area would be unnecessarily damaged by the removal of trees, removal of a local and well used footpath, loss of a local leisure and recreational facility and removal of the safe access to the woodland amenity adjacent.

2. To promote sustainable use of the natural resources of the area

Sustainable use of natural resources of the area would not be promoted as the unnecessary construction of a road to the east of Coylum Road that will be rendered redundant once the road from north of Inverdrue to the An Camas Mor development was constructed. The sustainable solution would be for the road north of Inverdrue to An Camas Mor to be constructed in advance of the development starting and no other road being constructed. The road north of Inverdrue would also dramatically decrease the carbon footprint for the traffic heading for An Camas Mor as the journey distance for each vehicle would be less than half of that proposed to pass through the Coylum Road community area thus a massive reduction in the use of fossil fuel could be realised.

3. To promote understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public

Understanding and enjoyment (including enjoyment in the form of recreation) of the special qualities of the area by the public will be seriously damaged in the event that a road is constructed as access to areas of enjoyment and recreation will be lost and access to other areas of enjoyment and recreation will be rendered hazardous.

4. To promote sustainable economic and social development of the area's communities

Sustainable economic and social development of the area's communities will be severely damaged by the unnecessary routing of vast quantities of traffic through the local communities of Inverdrue, Coylumbridge and Coylum Road.

Alternative Access to An Camus Mor

The original proposal with regards to vehicular access to An Camus Mor from the Rothiemurchus Estate in their proposal from 2004 states:-

"The first phase will involve the provision of a new public road connecting the Ski Road near the entrance to Inverdrue Fishery through Cambusmore linking with the existing B970 Nethybridge Road approximately 1.5km north of Coylumbridge. It will also involve foul water sewage, surface water drainage, and other services and the construction of the first houses on the site.

Although a reservation has been created for a realigned B970 to the east of the new housing development at Coylumbridge it is intended that a feasibility study will be commissioned to establish the alignment of a new section of the B970 through Cambusmore. The development of Cambusmore will allow the creation of an off-road path from Aviemore to Glenmore. The new realigned B970 through Cambusmore will provide a vehicular link directly to the A9 and Aviemore, so that Cambusmore traffic does not pass through other residential areas in Rothiemurchus."

To date no feasibility study has been published. The statement that traffic would not pass through other residential areas would be breached if the B970 was routed through Coylum Road, Coylumbridge and Inverdrue.

Local Plan 1997

The Local Plan is now twelve years old and the world and attitudes to sustainability, use of fossil fuels and conservation have changed dramatically since then. Also since 1997 the National park Authority has been created and the Human Rights Act brought into law. The Local plan does refer to a possible B970 re-routing but that was before there was a thriving community at Coylum Road. The Local Plan also identifies a road bridge from An Camus Mor crossing the river Spey to Aviemore beyond. This road bridge is not a current proposal for the An Camus Mor development. In the same plan the proposed Coylum Road development was described as being surrounded by trees

Coylum Road Development

The Coylum Road development has been very successful in generating a community feeling and spirit. The local residents have accepted responsibility for the environment in which they live and are keen to develop the local amenities for the beneficial enjoyment of residents and visitors. The construction of a road to the east of the

Coylum Road development would be a retrograde step on this journey to an enriched community.

Alternative \Solution

There is no logical need for the construction of the B970 adjacent to Coylum Road as it is unnecessary and inappropriate for construction traffic. The planned route from the B970 to the north of Inverdrue, that the developer claims will eventually become the main route from the An Camus Mor development to Aviemore and beyond, is the logical, sustainable, safest and least disruptive option available. The developer has never offered a reasoned explanation of why an additional road, increasing journey times and of a lower standard than that required for heavy construction traffic, is being planned for this development. There must be a concern that the developer (a Limited Liability Partnership) may never construct the high grade road, to the north of Inverdrue, into the development, as a means of saving costs or if the LLP simply runs out of money. Who would pay for the construction of the road to the North of Inverdrue if the LLP had insufficient funds to construct this roadway? Notwithstanding the previous stated reasons stated above it would be prudent for the Planning Authority to require the construction of the road north of Inverdrue as the first construction action of this project. The need for the road to the east of Coylum Road would then be negated.

I thank you for all your previous assistance in this matter and duly request that you give my objections consideration during your deliberations.

Yours Sincerely



Edward McCready

Don McKee

From: Pip Mackie on behalf of Planning
Sent: 27 May 2010 09:28
To: Don McKee
Subject: FW: 09/155/CP Planning Application An Camas Mor
Attachments: --static--liam_crowdsurfer_bottom.gif

From: M A Kilvington [mailto: [REDACTED]]
Sent: 26 May 2010 18:29
To: Planning
Co: [REDACTED]
Subject: 09/155/CP Planning Application An Camas Mor

Attn Don McKee

09/155/CP Planning Application An Camas Mor Coylum Road Visit 28th May

We are writing to you to thank you for updating us with the views of TEC services regarding the need to realign the junction of the B970 with the Ski Road. On the face of it this news merely delays the need for a diversion, reduces pressure on the LLP to create and use the original access to the site for their infrastructure work.

We would also wish that your **planning committee members note the following** points in **determining this controversial application:**

1 - The **infrastructure requirements for 200 residential units would still be substantial** and, if the LLP are serious about developing a 'town' rather than an enclave of large **private second houses / investment properties**, the impact on the narrow B970, in creating the road and other infrastructure for 1500 houses would be **huge and would in normal circumstances have to be completed and approved before any building takes place.**

Any accurate traffic impact assessment would show this clearly, the B970/ **National Cycle Route 7**, is not the route for this type of heavy construction traffic.

2 - The **original LLP proposal** to access the site through **their land off the Ski Road** nearer Aviemore remains the only practical and sensible access to and from the An Camas site. This use of this route from the very start of enabling work should be set out as **a condition of this application**, if it were to be approved.

3 - We can see no **planning gain** for the local **community** or any **use of brownfield sites in this application** and a remaining **risk** of public money being spent on an **unnecessary road diversion** round Coylum Road.

4 - We also agree with many of the Reporters comments about the **need and justification** for this development, especially so on a site with such a high visual impact, and the dropping of the original central planks of road, cycle and walking links to Aviemore over the Spey and the integrated development of the public outdoor activity area.

Supporting this application would not address any of the issues affecting the every day problems of living in the area a few examples include the strain on the Ambulance patient transport service, inadequate secondary schools and an outdated rail service.

What is certain is that **there is an infinite 'money no object' demand for large new multi occupancy properties for investment and or second homes**, the planning committee members should note this fact in determining this development.

Regards

Malcolm & Angela Kilvington

6 Coylum Road
Aviemore
PH22 1QG

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Cairngorms National
Park Authority
27 MAY 2010
PW RECEIVED JM

DM

Coylum House
Coylumbridge
Aviemore
PH22 1RD

19th May 2010

Head of Planning
Cairngorm National Park Authority
Ballater AB35 5QB

Cairngorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION
ACKNOWLEDGED 27.05.10

Dear Mr McKee

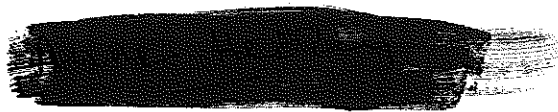
Thank you for your letter (Ref: 09/155/CP) of 20 May 2010 in which you ask for any comments before Monday 31st May.

I am most surprised to see that "TEC Services have concluded that the existing B970 junction, with some relatively minor improvements, is adequate to service up to an additional 200 residential houses".

In 1999 planning permission was refused by Highland Council for the development of a quarry at Street of Kincardine. The reasons given were that the B970 was unsuitable for lorry traffic because the alignment of the road is substandard and restricted in width. The B970 is also part of the National Cycle Route and much used by families on holiday.

You state that the existing B970 is "adequate to service up to an additional 200 residential units", but you say nothing about the construction of these houses which must involve a lot of heavy lorry traffic. This road is already dangerous when large lorries and tourist buses use the road and if used for the building of 200 houses it will create a real hazard. I would certainly wish to lodge my objection to such greatly increased use of the B970.

Yours sincerely



Miss Anne Hedley

Cairngorms National Park Authority
 26 MAY 2010
 PM
 Don MacKee 1557 JM

Head of Planning
 Cairngorms National Park.

Dear Mr. MacKee,

Thank you for your communication of 20th May.

At a meeting held last week I was pleased that the views of the Cairngorms National Park Authority were taken into account. I understand that the proposed residential development in a quiet unspoilt area of the Cairngorms National Park is a matter of great importance to the Cairngorms National Park Authority. It is with interest that I note the Cairngorms National Park Authority's views on the proposed development.

Worriedly
 Aislinne

PH 22 19K
 22nd May
 Yours etc 09/15/CP

of which Aislinne has more than enough.

It was agreed to present such development that the National Park Authority can use best. It is agreed in your favour to preserve the nature of the National Park Area.

Yours faithfully,



Cairngorms National Park Authority
 Planning Application No. 09/1557/CP
REPRESENTATION
 ACKNOWLEDGED 26/05/10

Reference

09/155/CP

21 Boylan Road
Boylumbidge, Western
Airemore.

Caingorms National
Park Authority
27 MAY 2010
PW RECEIVED JIM

Dear Sir,

Yes the B970 road at Rothiemura
Fisheries would be adequate for 200 houses
for a small village at the Cairns Mor for
as far as I can see 1500 houses are still
what John Grant wants over the years.
I object strongly to 1500 houses with a
road (with the main road) from the site
road down the back of Boylumbidge house
as this would be so close to the houses. A
bridge would be better over the Spey to bring
if 1500 houses are really being considered
in the future. I would like to go a
long way round to visit Airemore from

the proposed village of the Cairns Mor as
matters how many houses were built.

I would really like to know what the
PH 22.1 & actual number of houses is acceptable and
25th May 2010 need clarification of the actual plans
for the future of the Cairns Mor.

Yours faithfully


Caingorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION
ACKNOWLEDGED 27.05.10

From: [REDACTED]
Sent: 27 May 2010 12:46
To: Planning
Cc: arthur dolby; Fiona and Colin BT Smillie
Subject: Development of new community at An Camas Mor - Ref: 09/155/CP

Dear Mr McKee

I thank you for your letter 20th May to my wife and me telling us of the advice you have received from Highland Council TEC Services in respect of the capacity of the B970 at Coylumbridge to service traffic from a development at An Camas Mor. We thank you for the opportunity to comment further.

We are encouraged by your explanation of the circumstances under which the proposed road realignment and new junction at Coylum Road would not be required. However, we fervently hope that the CNPA Planning Committee will determine that such a realignment is inappropriate and should never be executed. Instead, a properly-sized new access route from Inverdrue to An Camas Mor should be constructed at the outset of the development project.

We hope that, after review of the many representations and after tomorrow's viewing of the situation on the ground, the Committee Members will agree that the proposed route of the realigned road is too narrow, is too close to the SSSI, is too close to the houses in Coylum Road and is also too close to some houses on the Nethy Road. The proposed route will convert Coylum Road into a traffic island and will result in traffic travelling further than it needs to. The potential huge loss of amenity to residents of Coylum Road and others in Coylumbridge must surely be apparent to your Committee Members.

The developers' planning application suggests that the realignment of the B970 at Coylumbridge must take place because it is included in the Highland Council Local Plan of 1997. The developers have just taken this as a "given" and have offered no other justification for realignment of the road. It will be apparent from the plans submitted by the Coylum B970 Action Group that Coylum Road has not been laid out as envisaged in the 1997 Local Plan. The whole development has been pushed towards the north east boundary thus leaving a too narrow strip of land as a possible route for a realigned B970. The original route as proposed in the 1997 Local Plan runs under at least two of the existing houses and across the gardens of many of them. The 1997 Local Plan showed a wide buffer zone of trees between the houses and the proposed route of the road - no such such buffer zone exists on the ground today. This is another reason why inclusion in the 1997 Local Plan is not now a valid reason for realignment of the B970 at Coylumbridge.

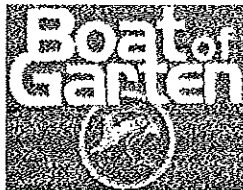
On the topic of the capacity of the B970 to service the first 200 dwellings at An Camas Mor, we can see that the cars of the residents of the 200 dwellings may not generate a huge increase in traffic on the B970. However, what concerns us greatly is that the B970 is unlikely to have the capacity to cope with the heavy traffic (lorries, earth moving plant and vans) resulting from construction of the 200 houses and their associated infrastructure. This construction traffic would cause great disturbance, danger and loss of amenity to the residents of Coylumbridge. This is another reason why a properly sized and constructed access route from Inverdrue to An Camas Mor should be constructed from the outset of the project.

Best wishes

Richard Green
3 Coylum Road
Aviemore PH22 1QG

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BOAT OF GARTEN AND VICINITY COMMUNITY COUNCIL



Cairngorms National Park Authority

Planning Application No. 09/155/CP

REPRESENTATION

ACKNOWLEDGED 26.05.10.

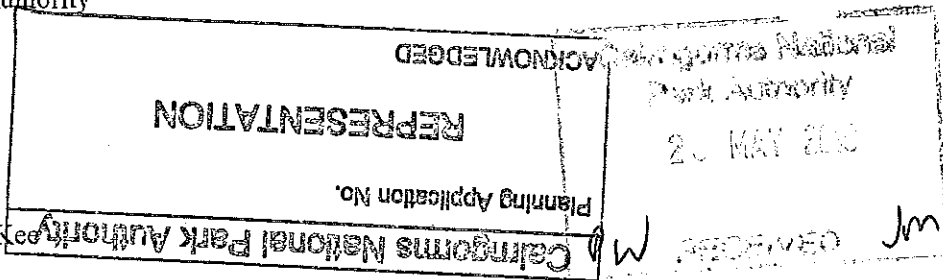
Please send letters by post to the Secretary, Tigh an Iasgair, Boat of Garten, Inverness-shire PH24 3BY.

Please send all e-mail correspondence to the Chair: mary@clarkboat.freeserve.co.uk

Cairngorms National Park Authority
 Albert Memorial Hall
 Station Square
 Ballater AB35 5QB

By fax to 013397 55334

For the attention of Don McKee



26 May 2010

Dear Mr McKee

09/155/CP - Planning application ... at An Camas Mor, Aviemore

I refer to your letters of 20 May 2010 in relation to the proposed site visit on 28 May and to a more general request for a reply by 31 May to a report by TEC Services, The Highland Council, on the B970 Junction with Coylum Road.

These letters were considered by a special meeting of the Community Council's Planning SubCommittee last night and this letter contains our considered response, having also taken in account the views of residents of our area expressed at the meeting.

Along with Cmdr. Jeremy Fletcher we consider the proposed failure of the site visit on 28 May to view the whole length of the B970 most regrettable. Our objection to the development, contained in our letter to you dated 21 July 2009, is related not to the particular junction but to the entire length of road. We consider that members of the Planning Committee cannot assess the true weight of our objection without a proper inspection of the route from the proposed site of An Camas Mor along the B970, through Street of Kincardine, across the Spey Bridge and through Boat of Garten itself; and I am instructed to write to ask that the plans for the visit be changed so that our objection may be taken seriously.

We reaffirm that the B970 is not in its current state an adequate route for any major increase of traffic; and now add to our previous submission: a) that following the last winter its sides are seriously crumbling for stretches within our area and b) its use is increasing for 'ride-outs' by packs of cyclists (it is a national cycle route) and by rallies of various types of car. The latest to pass, this last Saturday, was of several Second World War vintage lorries and troop carriers. In the winter the route is an important access to Cairngorm Mountain. We therefore submit that normal computer-based assessments of traffic flows do not take into account the particular usage of this road.

The B970 is already officially marked as 'Not suitable for wide vehicles' at its junction with the Spey Bridge at Boat of Garten, and its use as a quiet cycle route is important for what should be priorities for the Cairngorms National Park Authority. Similarly, additional heavy traffic would be very detrimental to Boat of Garten itself as a quiet village for children and tourists.

Chairman: Mrs Mary Clark

Secretary: Frank Bardgett

Treasurer: W.H.H. Cruickshank

BOAT OF GARTEN AND VICINITY COMMUNITY COUNCIL



Please send letters by post to the Secretary, Tigh an Iasgair, Boat of Garten, Inverness-shire PH24 3BY.

Please send all e-mail correspondence to the Chair: mary@clarkboat.freemove.co.uk

This Community Council has already entered an objection which concluded with the paragraph: *We object to the proposed plans for An Camas Mor in that they are inadequate to mitigate the knock-on detrimental impact to the B970 and existing settlements to the north wholly or partially dependent on it, containing indeed no mitigation of any sort or any proposed traffic calming or any infrastructure improvements for communities on this road, or for foot or cycle users of it, within zones identified by the plans themselves as likely to be impacted by the 40% of total new traffic predicted to be moving outwith the immediate area of Aviemore*

In relation to the Application we now submit the way in which the impact of the development, if it proceeds, should be mitigated.

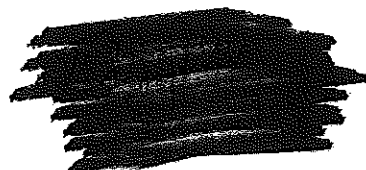
1. The main entrance to An Camas Mor from the beginning of construction should be by the Rothiemurchus Fisheries; and there should be no vehicular connection at all to the B970 - apart from a foot and cycle route, such as may be offered by bridge to Aviemore.
2. Developers should agree that the B970 will not be used by construction traffic coming from the north during the whole period of the development of the site.
3. As traffic builds up, it may eventually be necessary to extend the 40mph limit presently in place through Street of Kincardine to include the whole road to Coylumbridge.
4. As traffic builds up, it may be necessary to impose a 'one-way' system for coaches only, from Boat of Garten to Coylumbridge on the B970, such as is in existence at Drumnadrochit.
5. A footpath through Street of Kincardine may also be required.

Finally, following consideration of the report of the Local Inquiry, we question whether this development should go ahead on anything like the scale proposed. It appears that little justification has been established for the number of homes proposed; a development of this size at a time when the Park Authority has revised downwards its plans for future housing puts most of future housing in the area in 'one basket' to the detriment of the smaller communities; the new infrastructure investment that must follow the creation of such a new community will be similarly out of proportion and not justified in terms of the Highland Council's area as a whole.

We adhere to our objection as stated on 21 July 2009.

Yours sincerely

Frank Bardgett
Secretary



Chairman: Mrs Mary Clark

Secretary: Frank Bardgett

Treasurer: W.H.H. Cruickshank



Julie Millman

From: alastair borthwick
Sent: 28 May 2010 09:16
To: Planning
Subject: ATTN Don McKEE; REF 09/155/CP

Cairngorms National
Park Authority
28 MAY 2010
PW RECEIVED JM

B970/AN CAMAS MOR

Dear Mr McKee

I am writing as the owner of AVALON Coylumbridge in response to your letter of 20th May about the B970. Firstly can I say thank you for taking the time to consult more widely on this issue and indeed for making a site visit today which unfortunately I will not be able to attend. However I have several comments which I hope you will take into consideration, mainly relating to the existing B970 junction and route through Coylumbridge.

In terms of the existing junction it would be useful to know what minor improvements are being proposed. The main issue with the junction from a personal viewpoint is the speed of traffic on the main ski road when trying to exit the B970 in a car, on a bike or as a pedestrian. The situation is obviously worse for slower moving large vehicles such as tractors, buses etc. An obvious improvement would be to extend the 40 limit beyond the Coylum Road junction. Given the increased number of cyclists, particularly families with younger children, using the pavement on the south side of the bridge as a result of the Old Logging Way, a 40 limit would bring increased safety benefits here as well.

Turning to the section of the B970 between the junction and the Coylumbridge sign, this section typifies the warning sign at the junction as being 'unsuitable for wide vehicles', but it's also unsuitable for fast vehicles - unfortunately the road experiences both wide vehicles and fast moving traffic on a regular basis. There are poor lines of sight and little room for passing. The recent construction of new houses (and potential further houses along this section) mean increased traffic exiting onto the road. These factors do not fit well with the road being part of the official Sustrans national cycle route, or for the increased number of local pedestrian users. Speed of traffic is also a problem for local wildlife with several red squirrels unfortunately being killed each year. Again an obvious improvement would be the introduction of a speed limit along this section, perhaps reinforced with traffic calming measures.

It would be useful to get clarification on your comments in para 3 'If the existing junction...'. Given all of the above issues, in particular the signage stating that the road is unsuitable for wide vehicles, it would be unacceptable for major construction traffic to use the existing, or improved, B970. I would urge you to make the completion of the new Fisheries road a prerequisite condition for major construction works at An Camas Mor.

Thank you again for consulting widely and I look forward to hearing your conclusions.

Yours sincerely

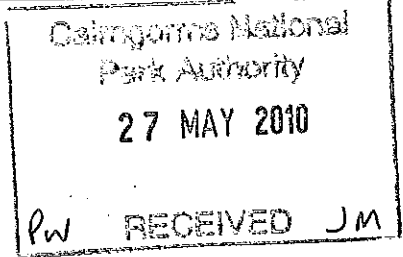
Alastair Borthwick

Cairngorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION

ORIGINAL SIGNED 28.05.10 by email.
Cairngorms National Park Authority The information contained in this e-mail is confidential and intended for the exclusive use of the individual(s) or organisation specified above. Any unauthorised dissemination or copying of this e-mail, or mis-use or wrongful disclosure of information contained in it, is strictly prohibited and may be illegal. Please notify the sender by return e-mail should you have received this e-mail in error. Virus Warning: Although this email and any attachments are believed to be free from viruses, it is the responsibility of the recipient to ensure that they are virus free. No responsibility is accepted by the

Julie Millman

From: David Hayes [mailto:mark@btconnect.com]
Sent: 27 May 2010 17:32
To: Planning
Subject: An Camas Mor



Dear Don

Thank you for your two letters sent to my home address at Muir of Knock, Pityoulish. I have been involved in the local tourism industry and lived beside the B970 for the last 40 years having previously worked for the United States National Park Service.

Over the last 10 years the use of the B970 between the Coylumbridge and the Boat of Garten junction by mountain bikers and road cyclists has increased substantially. I do not know whether the CNPA have any stats for this, but from personal observation I would thought that the number of cyclists has quadrupled over this period. This trend seems set to continue.

It would seem that in this stretch of road, an important link in various cycling circuits, and with relatively light vehicular traffic, the Park has a considerable recreational asset that should be preserved.

Our concern (nibysism apart) is that with the sole access to An Camas Mor being off the B970 there will be a huge increase in commercial traffic on this road during the construction phase, and that once the initial 200 houses are built domestic traffic will also increase substantially. The building of an additional 1,300 houses will further increase traffic.

It would be helpful if you could let me know what plans the CPNA have for ensuring that this section of the B970 maintains its recreational quality for cyclists should the proposed An Camas Mor development go ahead.

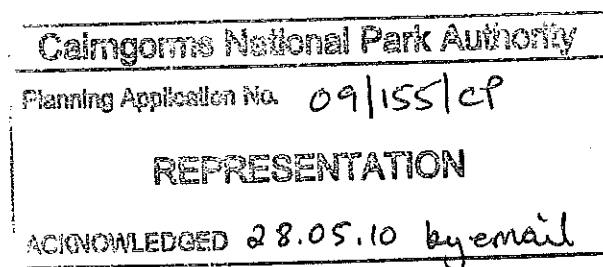
With thanks

Regards

David

David Hayes

Managing Director
Visitor Centres Ltd
Landmark
Carrbridge
Inverness-shire
PH23 3AJ



Email [REDACTED]

Cairngorms National Park Authority

Mary Grier

Subject: FW: Road realignment at Coylumbridge
Attachments: Don Mckee - CNP - Road3.pdf; Fergus Ewing - with original objection 6.pdf; CNP Main objection letter 5.pdf

From: mark munro [mailto:mark.munro@cairngorms.co.uk]
Sent: 31 May 2010 13:35
To: Don McKee
Subject: Road realignment at Coylumbridge

Don McKee
Head of Planning
Cairngorms National Park Authority

Dear Mr McKee,

Re: road realignment at Coylumbridge

Thank you so much for your recent letters and information about the process and state of deliberations. I attach a letter to yourself and letters to Mr Fergus Ewing MSP to ensure you understand that my concerns and objections are still current.

As email is not a guaranteed delivery mechanism would you please be kind enough to acknowledge receipt of this.

Faithfully
Mark Munro

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Monday, 31 May 2010

Mr. D. McKee
Cairngorms National Park Authority
14 The Square
Grantown on Spey
PH26 3HG

Re: Road access to An Camas Mor

Dear Mr. McKee,

Out of courtesy I write enclosing a copy of a letter to Mr Fergus Ewing MSP. I understand that you are coming to the end of the application process for An Camus Mor and I want to ensure that you appreciate my fundamental opposition and that my objections remain.

I very much appreciate your time.

Sincerely,

Mark Munro

5 COYLUM ROAD
COYLUMBRIDGE
AVIEMORE
PH22 1QG

Monday, 31 May 2010

Room T3.03
The Scottish Parliament
Holyrood
Edinburgh
EH99 1SP

Re: Road access to An Camas Mor

Dear Mr. Ewing,

I last wrote to you on the 13 August 2010 detailing my objections to the B970 road re-alignment at Coylumbridge to provide access to An Camus Mor.

After a site visit by the National Park Planning Authority and other interested parties, and my understanding that some important decisions are due to be made, I write to remind you of my opposition and that of my family. I include in my email a copy of my original objection written to Mr D. McKee, Head of Planning.

I would like to emphasise my absolute objection to this proposal, that it is flawed and that it doesn't take into account the concerns or opinions of the residents in this area. I contend that there the alternative access via the fish farm is the only option that takes into account the wishes of this large group of electors and should be the only access to An Camus Mor from the start.

In addition to my objection letter I would like to make an additional point about An Camus Mor. I have not yet heard of any resilient or believable job creation schemes. At this time I can only see employment opportunities for house builders. Presumably a significant proportion of these jobs will be for non-local people and will obviously be temporary.

Again I ask you for your support and urge you to ensure the realignment at Coylumbridge as currently proposed is blocked.

I thank you for your time,

Sincerely,

Mark Munro

5 COYLUM ROAD
COYLUMBRIDGE
AVIEMORE
PH22 1QG

Friday, 14 August 2009

Mr D. McKee,
Head of Planning
The Cairngorms National Park Authority
Albert Memorial Hall
Station Square
Ballater
AB35 5QB

Re: Road access to An Camas Mor
An Camas Mor planning application 09/155/CP

Dear Sir,

I would like to elaborate on my objections to the proposed access route through Coylumbridge to An Camus Mor. This supplements letters I have written to the Highland Council, The National Park Authority, Mr Fergus Ewing MSP, Mr Danny Alexander MP and my local councillors.

Firstly I would like to thank you in anticipation of your time and your consideration of my objection. Whilst I appreciate it is extraordinarily difficult to make the right decision in planning applications, I urge you to appreciate this development will be your legacy and it will be remembered as such for many years.

The following are my main objections at this time but I reserve the right to supplement this list based on further information and other developments.

Traffic impact on me and my family

1. The Coylum Road development is currently a very healthy environment for the nine permanently resident young children to grow up in. The increased traffic, noise and pollution can only negatively affect this.
2. The application provides some sort of traffic analysis. I question the validity of the figures used, the simplistic modelling and the impossibility of accurately predicting traffic movements. There are just too many unknowns in how self sustainable the An Camus Mor development will be in 20 years time.
3. The routing through Coylumbridge will cause additional vehicular mileage over the alternative route through Inverdrue fish farm route. This additional mileage incurred will be significant for both the construction traffic and for future residents and visitors. This will produce significant and un-necessary

environmental pollution which will negatively affect the government's carbon and environmental targets.

4. The noise pollution footprint for the Spey Valley will spread from the A9 corridor to a much larger area up towards the prestigious and economically valuable tourist areas up the Ski Road. This will detrimentally affect not only the residents of Coylumbridge but also visitors to the area who are looking for peace and tranquillity. This superb area is beautifully quiet and unspoiled at this time.
5. The additional traffic will increase the danger to the significant number of young children living in Coylumbridge. They will have increased difficulty accessing the National Cycle path which provides safe access to Aviemore. They will also have their ease of access to the healthy activities at Loch Morlich and beyond, affected. Is it not true the government, Chief Medical Officer and electors in general are concerned about the obesity of children in part due to lack of exercise.
6. Many of the children at Coylumbridge use the school bus. Even if it is redirected to 'pick up' in Coylum Road there is increased danger from the increased traffic volumes even if significant traffic calming measure is taken to reduce the speed of the fast traffic on the Ski road.
7. Turning out of Coylum Road onto the ski road is risky for the residents and visitors. The risks will be exacerbated by additional car volumes due to traffic accelerating and overtaking on the Ski road heading east towards Cairngorm Mountain. This traffic is travelling at speed often close to the national speed limit of 60mph by the time it reaches the proposed new junction at Coylum Road.
8. Any increase in traffic within the bounds of the National Park affects the quality of this unique and special environment and whilst the remit of the Authority is to cater for all needs, the proposed Coylumbridge routing increases the vehicle miles unnecessarily.
9. The environment of Coylum Road is unique and special. The proposed traffic routing can do nothing but spoil this area and detrimentally affect it and the adjacent SSI.

Electoral Support

10. The realignment of the B970 at Coylumbridge can only be designed to maximise disaffection from this Coylumbridge community with the Planning Authority, the applicant and our elected representatives in government.
11. I can only think that residents at Boat of Garten and Street of Kincardine will also consider themselves detrimentally affected by this application, again a significant number of electors disillusioned with their representative governance.

General Points

12. When the original plans were accepted for the Coylum Road development, higher quality consideration should have been given to the placement of the houses if this route for access to An Camus Mor was needed. It should have been possible to provide a significant barrier of trees between the houses and the road.
13. If the applicant does achieve access through Coylumbridge, I contend it is probable that this significant investment in infrastructure will result in this 'temporary access' remaining as the primary route or at least a significant access route. Surely the financial pressures on governmental departments for many years to come will mean the pragmatic and easy decision of delaying development of the alternative Inverdrue route.
14. Whilst I have heard it argued by the applicant that An Camus Mor will be a self contained entity, no development in the 21st Century is an island to itself. Indeed I have seen it documented there should be close links with Aviemore and of course access to the Railway and the A9 trunk road. I do not believe the significant impact on the infrastructure is understood. History shows that any new development evolves and it is therefore extremely difficult to anticipate the future of An Camus Mor. It is very possible that the traffic will be worse than any current projections. If access via Coylumbridge is passed, additional un-necessary miles will be driven.

I do not understand why the planning application proposes such a poor solution for access to An Camus Mor. I can only conceive that it minimises the infrastructure cost to the developer who will gain significantly financially from this development. To me it clearly minimises the applicants initial cost of infrastructure development by proposing a sub optimal solution. I can only conceive the objective is to transfer as much cost to the taxpayer, local or national at a future date. I urge you to reject the B970 realignment at Coylumbridge and force the applicant to change the access route to An Camus Mor.

Would you please note my continuing objection and keep me informed of any developments. I would also appreciate any opportunity to further present my family's objections and that of my Mother residing at 8 Coylum Road.

Sincerely,

Mark Munro

5 COYLUM ROAD, COYLUMBRIDGE, AVIEMORE. PH22 1QG

Marie Duncan

Cairngorm National Park Authority

From: Adam Gordon
Sent: 31 May 2010 17:57
To: Planning
Subject: objection to planning application at Cambusmore

Planning Application No. 09/155/CP

REPRESENTATION

ACKNOWLEDGED 01.06.10

Dear Mr Mckee,

I write to object to the housing development at Cambusmore on the following grounds.

1. There can be no doubt that the development will cause a large increase in the amount of traffic using the B970.

This road is part of the Sustrans Glasgow to Inverness cycle route, and is heavily used by cyclists, both by touring cyclists heading to or from Inverness, and by cyclists doing local trips, either to and from work, or as part of various local circuits. The B970 forms a vital link in several off road routes as a return to Aviemore or Boat of Garten and Nethybridge.

Many of these cyclists are families, with children. Many others are on holiday in this area, wanting to escape exactly the conditons this development will cause on the road, of increased traffic danger, noise and disturbance.

2 Just over ten years ago a quarry development at Auchgourish was turned down for exactly these reasons. Nothing has changed since then, and the same arguments are just as valid now as they were then.

3. Much of this incresed traffic will come through Boat of Garten, en route to the A9 and the A 95. This will inevitably increase the danger and disturbance in a quiet village, one of whose attractions to its visitors is exactly the lack of speeding traffic. It's been noticeable how many folk now sit outside the Boat hotel, enjoying a drink, and the peace and quiet.

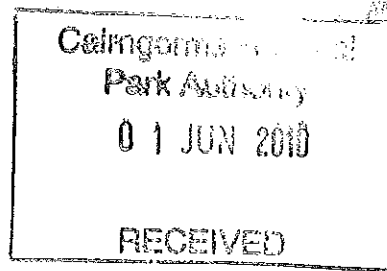
4 The traffic situation could be mitigated somewhat if the access to the development was to be onto the ski road at Rothiemurchus, as was originally planned. This would at least have taken much of the traffic onto roads that could cope. As it is, the development will cause widespread damage and disruption to neighbouring communities such as Boat of Garten and Nethybridge.

5. I have recently opened an outdoor equipment shop in Boat of Garten, where we do bike hire, sell bikes and bike accessories, and walking equipment. If this development goes ahead, especially with access to the B970 as planned, my new business will be adversely affected by cyclists' reluctance to use the B970 on bikes, with fewer cyclists starting from, or passing through Boat of Garten.

I hope that for these reasons this application will be turned down. If the Cairngorm National Park approves the application as it stands, it will make a mockery of its four guiding principles, where whole communities, businesses and outdoor activities should be made to suffer from a development which is being driven by one organisation, with a very small number of people benefiting, and where there is no need for that dewvelopment.

Yours Sincerely,

Adam Gordon
Cairngorm Bike & Hike
Railway Station
Boat of Garten

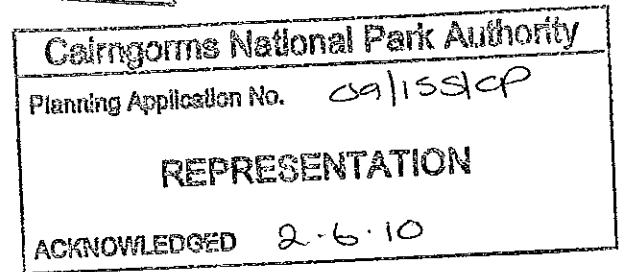


Don

Drumbeg
Coylumbridge
Aviemore
Inverness-shire
PH22 1QU

28th May 2010

Don McKee
Head of Planning
Cairngorm National Park Authority



Dear Mr McKee

Thank you very much for your letter of 25th May, and the information that under CNPA Standing Orders a representee may be given an opportunity to address the Planning Committee. I would accordingly submit my request to address the Planning Committee on the proposed use of the existing B970.

The main points which I wish to raise are:-

(1) The narrowness of the B970. Within the first 100 yards of the B970/Ski road junction there begin to be parts of the road with a width of about 4metres of tarmac. This is sufficient for cars to pass (given that the average saloon car width from wing mirror to wing mirror is about 2 metres) but obviously creates problems for caravans and vans, and major problems in passing lorries and buses. It will be appreciated that this is a hazardous situation for pedestrians as there is no grass verge for pedestrians to use, and many visitors from the hotel enjoy walking along our quiet country road.

(2) The B970 has for a long time had a notice that it is "Unsuitable for wide vehicles".

Further more the Highland Council in 1999 refused planning permission for a sand and gravel quarry south of Street of Kincardine on the grounds of the generally substandard alignment and restricted width of the B970 and that lorry traffic would be detrimental to the safety of other road users. I would assume that CNPA initially accepted the unsuitability of the present B970 when proposals for a bypass road were considered.

(3) The B970 was established as part of National Route 7 in the Sustrans national cycle network. My neighbour Sir Donald Miller was involved in this and could give you more information. National Route 7 between Inverness and Glasgow is described as "a stunningly beautiful route that passes through two National Parks. The Cairngorms National Park extends over the UK's largest mountain range, with heather clad moors and ancient pine forests."

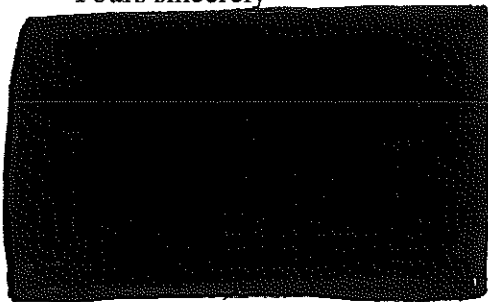
Consequently the section of the B970 north from Coylum Bridge is clearly marked on all the maps – for the benefit of long distance rides such as "Lochs and Glens" as well

as use by many local visitors who use for family cycle outings with their children. It is also shown on the Cycle Maps of Strathspey as part of the route from Glenmore, northwards along the old Sluggan road until it meets the B970 at Milton, and then south along the B970.

(4) There are many cycling and other events which make use of the B970 – not the least being the Cairngorm Classic on 12th June. This is the UK's highest cycling event from the heights of Cairngorm through Spey Valley and return, covering a distance of 100 miles. The B970 will be very busy all day with several hundred cyclists travelling out and then returning. I note that in the information relating to this event it adds "The event is held largely within the boundary of the Cairngorm National Park, an area of outstanding natural beauty. We are grateful to the Park Authority for their support and assistance."

I would submit that the use of the present B970 for the construction of 200 houses, with the associated heavy construction traffic, and the future servicing of the 200 houses with their car ownership together with the need of service vehicles, would completely destroy the character of what is currently a very pleasant rural road and negate the value to tourists and other visitors who are attracted to our area. It would seem to me that the alternative of the longterm access road from between the fish farm and Inverdrue for the An Camas Mor proposal, should be the means of access for all building, including the first 200 houses.

Yours sincerely



HALLIDAY FRASER MUNRO
PLANNING

CARDEN CHURCH
6 CARDEN PLACE
ABERDEEN AB10 1UR

TELEPHONE
(01224) 388700

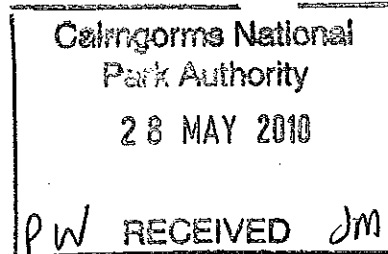
FACSIMILE
(01224) 388777

E-MAIL
PLANNING@hfm.co.uk

P1431/SC/pd

27 May 2010

Don McKee
Cairngorms National Park Authority
Albert Memorial Hall
Station Square
Ballater
Aberdeenshire
AB35 5QB



Dear Don

**DEVELOPMENT OF A NEW COMMUNITY
[UP TO 1500 HOUSES; ASSOCIATED BUSINESS, COMMUNITY FACILITIES
AND PROVISION OF INFRASTRUCTURE] AT AN CAMAS MOR, AVIEMORE**

OFFICES IN BELFAST,
DUNDEE, EDINBURGH
AND GLASGOW

Thank you for your letter in respect of the potential realignment of the B970 with the Cairngorm Mountain Ski Road. I am responding on behalf of our Clients – the Coylum B970 Action Group.

CHARTERED
ARCHITECTS
CHARTERED PLANNING
CONSULTANTS

LAND USE
CONSULTANTS
URBAN DESIGNERS
SPACE PLANNERS
PROJECT MANAGERS

It is good to note that the Highland Council TEC Services have concluded that the existing B970 junction, with some relatively minor improvements, is adequate to service up to 200 residential units. The implication of this is that a new road should be provided into An Camas Mor beside Rothiemurchus Fisheries before house number 201 can be built/occupied in order for the B970 realignment not to be required. Our Client appreciates the opportunity to make interim comments on this issue as set out below.

PARTNERS

JOHN HALLIDAY
DIP ARCH (ABDN)
ARIBA ARIAS

IAN G FRASER
B ARCH (HONS)
RIBA ARIAS

HAMISH B MUNRO
DIP ARCH (ABDN)
RIBA ARIAS

The issue of a new road can be considered in respect of two sources of traffic. The most obvious is the traffic from the development when completed i.e. the traffic from the 200 additional homes in the first instance and, should it be accepted, from hundreds more in later phases. In that respect our Client welcomes the indication that the realignment shouldn't be required and supports that view. They remain concerned, however, that the residents of Nethy Road will have to suffer significantly increased traffic as a result of the proposed development at An Camas Mor.

DIRECTOR OF
PLANNING
BOB G REID
BA(HONS) MCD MRTPI

The second traffic issue is that of construction traffic. Your letter doesn't cover this particular issue but we suggest that the construction traffic will be considerable. If that, too, is intended to use the Nethy Road then the residents there, as well as those at Coylum Road, will be significantly and adversely affected by noise, vibration, dust and safety issues. It would be useful, therefore, to understand how the Highland Council consider this particular traffic issue being dealt with during the construction phase for the whole development?

REGIONAL
DIRECTOR
STEVE CRAWFORD
BSC (HONS) MRTPI

27 May 2010

Cairngorms National Park Authority

On both of these issues our Client supports a single solution and we have maintained from the outset that a new dedicated road servicing the proposed development should be constructed prior to any development proceeding. The suggested location for that road has been Inverdrue but the key justification for an independent new access road remains that:



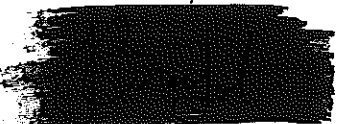
- It services the development and does not affect the amenity or safety of the existing communities;
- That it creates a shorter route to the development and is therefore more sustainable in terms of the CO2 emissions and use of fossil fuels in both construction activity and the use of the private car by those who might live in the completed development; and
- That the burden of the negative impacts of the development should fall as much as possible on the development site itself rather than third parties.

The best solution remains a road link to Aviemore by the most direct route. That would reduce the need to travel and draw the development into the established community and service provision in Aviemore. Failing that the next best option is a dedicated route as close to Aviemore as possible.

Quite clearly, therefore, the news that the realignment might not be required is welcomed. We are of the view, however, that the adjustment of the existing Nethy Road is also of some concern, especially if an alternative access route is possible that doesn't impact on the existing community.

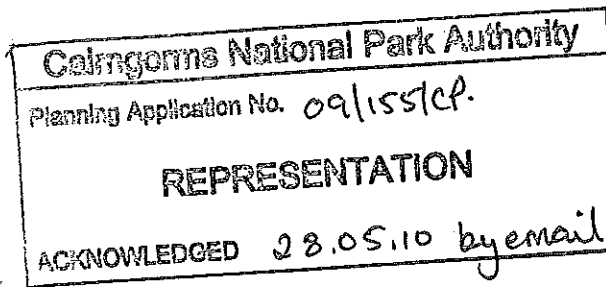
As you will understand, therefore, until such time as the Planning Committee make their decision our Client's objection remains. Thank you again for offering us the opportunity to comment and we look forward to the Committee's deliberations at the appropriate time.

Yours sincerely



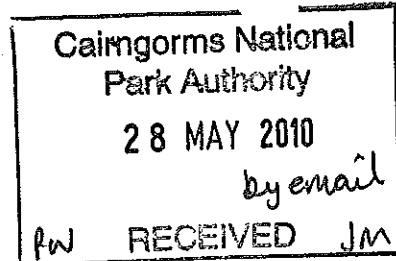
Steve Crawford BSc (Hons) MRTPI
Regional Director
Halliday Fraser Munro

cc Coylum B970 Action Group



Flowerfield,
Pityoulish,
Aviemore,
Inverness-shire PH22 1RD
27th May 2010.

Mr. D. McKee,
Head of Planning,
Cairngorm National Park Authority,
Albert Memorial Hall,
Station Square,
Ballater,
Aberdeenshire



Dear Mr McKee,

Your Ref: 09/155/CP Development of New Community at An Camas Mor,
Aviemore.

Further to your letter of the 20th May, I enclose a copy of my letter to CNPA dated 11th July 2009, and I reiterate my comments, particularly in the light of the report into the draft Local Plan. I draw attention specifically to my concerns for that part of the B970 between the Pityoulish/Rothiemurchus march and the Street of Kincardine, a **section of road increasingly used for recreational activities**. An up to date traffic survey of the B970 covering all road users, including walkers and cyclists, is urgently needed so that decisions affecting the traffic loading can be based on current information. Pending the outcome of such a survey, it is suggested that the following measures should be considered for early action:

- (1) An extension of the 40 mph speed limit in the Street of Kincardine south to the Pityoulish/Rothiemurchus march.
- (2) Coaches to use the road in one direction only, as has been done through Drumnadrochit; a total ban on coaches using the road would be better.
- (3) No construction traffic for the proposed development should be permitted to use the B970 between the intended site and Boat of Garten junction.

All these problems could be avoided, of course, if there was no vehicular access from the proposed development onto the B970, and the entrance to An Camus Mor from the beginning of construction was via Rothiemurchus Fisheries.

Yours sincerely,

J.B.Fletcher, Commander Royal Navy

Mr & Mrs J. Gordon
"Kintail"
Coylumbridge
Aviemore PH22 1QU

JM

21st May 2010.

Cairngorms National
Park Authority

24 MAY 2010

MR. McKee,

Dear Sir,

PW RECEIVED JM

Our thanks for keeping us always
fully informed regarding the planning
for Cambusmore and the bye Pass
at Coylum Bridge, As Duncan Bryden
will tell you my health isn't too good
so will be unable to attend the
planning meeting at Coylum Road, A
very wise decision will be the
use of the existing B970 and afterwards
a new Road system going in at
Rattleman's fishery, good luck
with the cambusmore development

Cairngorms National Park Authority

Planning Application No. 09/155/CP

REPRESENTATION

ACKNOWLEDGED 25.05.10.

20, Coylum Road,
Coylumbidge.

PH 22 1 Qu.

Cairngorms National Park Authority	
Planning Application No.	09/155/CP
REPRESENTATION	
ACKNOWLEDGED	25/5/10

Don McKee Esq.,
Head of Planning,
Cairngorms National Park Authority,
Ballater.

Cairngorms National Park Authority	
25 MAY 2010	
PW	RECEIVED JM

Dear Mr McKee,

Re Camas Mor Proposed Development.

Further to previous correspondence I would now confirm that we would be happy with the proposal that the existing junction be modified so that the road at Rattiemurchus Fisheries could be constructed if there was a requirement for more than 200 units.

This would seem to make environmental sense and would cause the minimum amount of disturbance to the flora and fauna of the National Park.

In our opinion this would be a fundamental requirement for planning permission to be granted.

Yours faithfully,



DM



Cairngorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION
ACKNOWLEDGED 25.05.10

Drumbeg
 Coylumbridge
 Aviemore
 Inverness-shire
 PH22 1QU

21st May 2010

Don McKee
 Head of Planning
 Cairngorms National Park Authority

Cairngorms National Park Authority
24 MAY 2010
PW RECEIVED Jm

Your Ref: 09/155/CP

Dear Don McKee

Thank you for your letter of 20 May 2010, which I received today, detailing the site visit by the Planning Committee on 28th May

I note that between Item 8 "Coylumbridge B970 Road Junction", and Item 9 "North End of Proposed B970 Realignment" the Committee will be observing this by "slow drive".


May I request that at this point they may be made aware of the "Refusal of Planning Permission" by The Highland Council dated 15th October 1999. The reasons for refusal are detailed as the substandard and restricted width of the B970; the fact that it is part of the national cycle route network; and heavy lorry traffic would be detrimental to the safety of other road users

I would maintain that these same factors still exist today and are sound reasons why the B970 is unsuitable for construction lorries in the proposed development of An Camus Mor.

It would also be worth reminding the Committee that they are observing the B970 in May and not mid-Winter. During three months last winter a snowplough kept the road open – but it was only a single track with almost no possibility of passing as the plough raised high banks of snow on each side of the road

For your convenience I am attaching copies of (1) The Highland Council "Refusal of Planning Permission" dated 15 October 1999; (2) Your letter to me dated 21 June 2006; (3) My letter to Area Roads Manager dated 20 September 2008

Yours sincerely


 Dr Johh S. Berkeley

REFUSAL OF PLANNING PERMISSION OR REFUSAL OF OUTLINE PLANNING PERMISSION OR REFUSAL OF RESERVED MATTERS	Grid Reference	Easting: 294447 Northing: 816641
	Reference No	99/00120/FULBS

**THE HIGHLAND COUNCIL
TOWN AND COUNTRY PLANNING (SCOTLAND) ACT 1997**

This refers to the B970 between Coylum Bridge and Boat of Garten

With reference to your application dated for Detail Planning Permission under the above-mentioned Act for the following development, viz:-

Formation of sand and gravel quarry

Land 1 Kilometre South Of Street Of Kincardine Boat Of Garten Inverness-Shire

The Highland Council in exercise of its powers under the above-mentioned Act hereby refuse Detail Planning Permission for the said development.

The reasons for the Council's decision are:-

1. The road network in the general vicinity of the application site, and which would be used to connect the quarry with the primary road network, is generally of sub standard alignment and restricted width; parts of it are of importance to the tourist industry as components of the designated national cycle route network and are comparatively well used by walkers and cyclists; the additional heavy lorry traffic which would be introduced to this network as a consequence of development of the application site as a sand and gravel quarry would be detrimental to the safety of these other road users; the applicant does not own or control sufficient land to overcome these deficiencies over a sufficiently wide area; the detrimental effects which such additional traffic would have on the road network in the area as a tourist resource would outweigh any community social or economic benefits arising from the proposed development; in light of existing consented sand and gravel quarries and the extent of untapped resources in reasonable proximity to the primary road network, it is not considered that there is a pressing need to set these considerations aside.

**100 HIGH STREET
KINGUSSIE
INVERNESS - SHIRE
PH21 1HY**

Dated 15th October 1999

.....
Area Planning & Building Control Manager

(see over)

Dr J Berkeley
Drumbeg
Coylumbridge
Aviemore
Inverness-shire
PH22 1QU

Our Ref:
Your Ref:
Ask For: Don McKee
Direct Dial: 013397 53608
Email: planning@cairngorms.co.uk
Website: www.cairngorms.co.uk

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planning@cairngorms.co.uk
www.cairngorms.co.uk

21 June 2006

Dear Dr Berkeley,

Thank you for your letter of 13th June 2006 addressed to my colleague Andrew Harper, who has passed it to me as it relates to planning matters.

The CNPA has the power to "Call-in" and determine planning applications which it considers raise issues of general significance with regard to the aims of the Park. In the case of the 3 house plots by the river at Coylumbridge, the CNPA dealt with the outline planning application for one of the plots. The outline permission for the other two plots and the detailed applications for the houses being developed on all the plots were dealt with by Highland Council and I would suggest that you contact Andrew McCracken, Acting Area Planning Manager, at the Highland Council Planning Office at High Street Kingussie if you wish to discuss the detail of the developments.

The CNPA is not a Highway Authority and the road to which you refer is the responsibility of Highland Council. Ian Wallace, the Area Highway Manager for Badenoch and Strathspey is based at the depot in Kingussie by the railway and should be able to advise you.

I hope this clarifies the situation for you but please do not hesitate to get in touch should you require any further information.

Yours faithfully



Don McKee
Head of Planning

20th September 2008

Mr D Iain Wallace
Area Roads & Community Works Manager
The Highland Council

Dear Mr Wallace

Traffic Matters – B970

I would refer back to your letter of 21st June 2006 in response to my original letter to the Director of the Department of Roads and Transport, Highland Regional Council.

As you may be aware the Planning Authority has given outline planning permission to erect two houses at Camusmore, Coylumbridge.

In your letter you indicated that the situation could be reviewed “particularly after the three new houses for which planning consent has been granted in Coylumbridge have been completed”. If the development application at Cambusmore is granted this would mean that 11 houses instead of the original 6 houses will be using the same few hundred yards of this narrow and winding length of the B970.

In spite of the notice that this road is unsuitable for wide vehicles we still have a regular stream of touring buses which create traffic problems. The B970 is also part of National Cycle Route 7. It is frequently used in the summer by families with small children and on occasion for cycling events. It is salutary to see that on two occasions recently such cycle events have clearly marked the road junction as “Cyclist beware” and “Accident area”. Visitors from the hotel frequently take a stroll along this road.

Now that we have a National Park the public surely expect the security of being able to walk or cycle and enjoy the peace of our beautiful countryside. May I request that consideration be given to some restrictions of speed and size of vehicle on this section of the B970 and reduce the hazards for pedestrians, cyclists and motorists.

Yours sincerely

Dr John Berkeley

Copy to: Planning Department, The Cairngorm National Park Authority

Mary Grier

From: Pip Mackie
Sent: 24 May 2010 13:58
To: Mary Grier
Subject: FW: Planning Application 09/155/CP Site Visit on 28 May.

Here's the second ACM rep

From: Don McKee
Sent: 24 May 2010 13:33
To: [REDACTED]
Cc: Pip Mackie
Subject: FW: Planning Application 09/155/CP Site Visit on 28 May.

Dear Commander Fletcher

Thank you for your e mail.

The programme for the site visit covers a wide range of aspects of the planning application, both within and out with the site, but this does not mean that other issues and locations have been ignored or are not important. All objections received will be reported to the Planning Committee when the application comes before it for determination and there will be officials from Highland Council as the Highway Authority present at that meeting.

Having said that I will see if it is possible within the time available to take Members further to the north on Friday.

Yours sincerely

Don McKee

Don McKee
Head of Planning
Cairngorms National Park Authority
Albert Memorial Hall
Station Square
Ballater
AB35 5QB

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