

Calngorms National
Park Authority

05 AUG 2009

RECEIVED

Calngorms National Park Authority

Planning Application No. 09/155/CP

REPRESENTATION

ACKNOWLEDGED 5.8.09

Rowan House,
10, Coylum Road,
Coylumbridge,
Aviemore.
Inverness-shire
PH22 1QG
3rd August 2009

Head of Planning,
C.N.P.A.,
Albert Memorial Hall,
Station Square,
Ballater.
AB35 5QB

Dear Sir

Regarding An Camas Mor planning application: 09/155/CP

I wish to lodge an objection to the proposed re-alignment of the B970 which is in the above planning application.

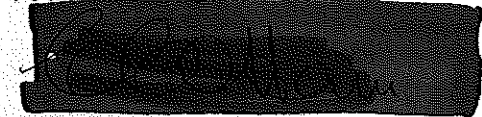
I have attended the Open Meetings relating to An Camas Mor and do not object to the development itself but rather to the contradictions the proposed re-alignment of the B970 raises.

At the various meetings I attended, Dave Sim from Gehl Architects addressed the meetings with proposed plans, slides and speech regarding the aspirations for An Camas Mor, stressing the importance of community living, environmentally sound living and tranquil, safe surroundings for its future residents.

In my eyes the proposed re-alignment of the B970 goes against all the aspirations David Sim put forward for An Camas Mor and would take away these very things from the residents of Coylum Road, Coylumbridge and the surrounding communities of Inverdrue, Street of Kincardine and Boat of Garten.

Gone would be the mature Scots Pines which would have to be felled to make way for the proposed re-alignment. Gone would be the deer with their young. Gone would be the pine martins and red squirrels which at present live here. Gone would be the beautiful, tranquil environment for the residents. Gone would be the safe environment that exists at present for adults and children alike. It seems ludicrous to me to propose such a detrimental plan of re-aligning the B970, which takes away quality of life for the residents of Coylum Road, Coylumbridge, and surrounding communities in order to give it to the residents of An Camas Mor. I propose that the Inverdrue sub-station route would be the least detrimental for all.

Yours faithfully,



Catherine Cottam.

woodlands
Investment
Aviemore
PH22 1QH

Cairngorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION
ACKNOWLEDGED 11/9/09

28th July 2009

Cairngorms National Park Authority

Albert Memorial Hall
Station Square
Ballater.

Cairngorms National
Park Authority
11 SEP 2009
RECEIVED JM

Dear Sir,

I am writing to protest against the proposed use of the Ski Road for access to the proposed development at An Carna's Mòr. The major interest in the amount of traffic on this road will be a significant hazard to the residents and visitors in this area. Already I feel there is an accident waiting to happen as the 60mph speed limit is

regularly ignored. The pull out from eas road to the Ski Road is not without danger at the minute.

In addition, I think that it is a very disappointing that since the inauguration of the Cairngorm National Park there has been a steep increase in development of the area. One welcomed the National Park states thinking that it would preserve the national beauty and serenity of the area. It seems that such confidence was ill founded. The destruction of these assets is something that can never be replaced.

Yours faithfully,



Cairngorms National Park Authority
Planning Application No 09/155/CP
REPRESENTATION
ADMITTED 27/7/09

"Carn Eilrig"
15 Coylum Road
Coylumbridge
Aviemore
Inverness-shire
PH22 1QG

24th July 2009

Mary Grier
CNPA Planning Dept
BALLATER
AB35 5QB

Cairngorms National
Park Authority
27 JUL 2009
RECEIVED JM

Dear Ms Grier

An Camas Mor and the proposed realignment of the B970 at Coylumbridge

We refer to planning application reference 09/0114/OUTBS

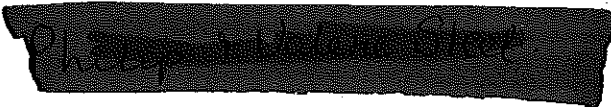
As permanent residents of Coylum Road we would like to register a holding objection to the proposed re-alignment of the B970 road at Coylumbridge as the access road to the development at An Camas Mor.

We have no objection to the principle of An Camas Mor but we are very concerned by the proposal to realign the B970 past the houses in Coylum Road and then to use the realigned road as the primary access for all traffic (including construction traffic and the bus service) into and out of An Camas Mor.

As the ultimate aim is to have access to An Camas Mor via Inverdrue a much shorter and more direct route, it would seem sensible for this access to be provided from the outset thus avoiding all the construction traffic passing through Inverdrue and very close to the houses at Coylumbridge.

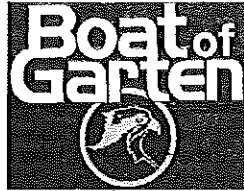
This solution would remove the need to realign the B970 at Coylumbridge.

Yours sincerely



Philip and Valerie Steel

BOAT OF GARTEN AND VICINITY COMMUNITY COUNCIL



Cairngorms National Park Authority
Planning Application No. 09/155/CP
DEVELOPMENT
21/7/09.

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@boatofgarten.org.uk

Cairngorms National Park Authority
Planning Team
Albert Memorial Hall
Station Square
Ballater

Cairngorms National
Park Authority
22 JUL 2009
RECEIVED

By fax to 01339 755334

21 July 2009

Dear Mr McKee

09/155/CP - An Camas Mor

We see from the press that the National Park Authority has called in this planning application; and by a phone call to your offices yesterday we learn that comments may still be received.

The Community Council met for ordinary business for the first time since 4 May on 20 July: our June meeting was unable to take place as a contested election for its membership was being held. The Application was discussed last night and a submission by myself and my wife as residents of the Street of Kincardine was considered (my interest having been duly declared). I am now authorised by the Community Council to respond in its name by way of comment and objection and believe that we are doing so by fax within the 14 day time-limit from the publication of the Call-In notice in the local press on Wednesday 8 July.

4. The B970

5. The B970 is a narrow, twisting 'B' road, currently officially signed (heading east to Coylumbridge near the Boat of Garten Spey Bridge) as 'Unsuitable for Wide Vehicles'.
6. It is designated as a part of the National Cycle Network, no. 7; the handbook *Scotland: the National Cycle Network* (page 105 - Glasgow to Inverness) states "The B970 is quiet and bonny with views through the forest to the Cairngorms; the River Spey runs close by."
7. When, some years ago, a quarry was proposed to be accessed via the B970, the development application was rejected in part because the B970 was thought unsuitable for the suggested size of operations. This decision set a relevant precedent.
8. The Traffic Assessments provided in the planning application, based on National Road Traffic Forecasts 1997, are now over ten years out of date and pre-date the growing use of in-car route finders. Such out of date national data cannot accurately be applied to such a

minor road, must understate existing use of the B970 and therefore understate the projected additional use, at approx. 35/41 vehicles at peak times. [Transport assessment table 1.9, page 19] Even such an increase is unacceptable.

9. Moreover the scheduling of the proposed development concentrates entirely (as far as road traffic is concerned) on its link to the existing B970 to the exclusion of a suggested new road (the substation route) until 2027. In our view the necessary road infrastructure for An Camas Mor should be built from the beginning, both for construction traffic and to allow new traffic flows to be established towards Aviemore and the A9, mitigating additional traffic to the north on the B970. We therefore object to the phasing of the road infrastructure for An Camas Mor (new B970 - new substation route).

10. Street of Kincardine - small settlement

11. Where the B970 comes through Street of Kincardine it is subject to a 40mph speed limit: house entries within 'the Street' are direct on to the road: there is no footpath of any sort.

12. Under the deposit Local Plan such small communities are allowed to grow at a rate still to be determined - but at any rate to grow - so new entries and further additional road traffic may be safely predicted within the time scale of the An Camas Mor development.

13. All that has been said about the B970 in general applies even more strongly to the Street of Kincardine as a small settlement - the likely increase of traffic, entirely unmitigated, is unacceptable. The road is simply unsuitable for what is proposed - the project is in this respect most detrimental environmentally.

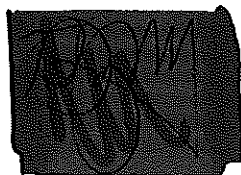
14. Boat of Garten village

15. The local economy of the village of Boat of Garten depends to a large extent on tourism: the Caravan Site, the Steam Railway, the Boat of Garten Hotel are major 'players'; there are a number of bed and breakfast establishments, holiday homes etc. The Speyside Way comes through the village as does part of the National Cycle Network. The ethos of the village, with its surrounding woods and central village green, is of a quiet highland village. To become a rat-race between the B970 and the A9 to the north of An Camas Mor or to the A95 to Elgin would be very detrimental to the economy of businesses and the safety of residents.

16. 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. [Transport Assessment 1.7.11 page 15 and Traffic Distribution Diagram page 17.]

Yours sincerely

F. D. Bardgett
Secretary



Tigh an Iasgair
Boat of Garten
Inverness-shire
PH24 3BY

Cairngorms National Park Authority	
Planning Application No.	09/155/CP
REPRESENTATION	
ACKNOWLEDGED	21/7/09.

Cairngorms National Park Authority
Planning Team
Albert Memorial Hall
Station Square
Ballater

by fax to [redacted]

1 July 2009

Dear Mr McKee

Cairngorms National Park Authority	
21 JUL 2009	
RECEIVED	JM

09/155/CP - An Camas Mor

As we see from the press that the National Park Authority has called in this planning application: and by a phone call to your offices yesterday we learn that comments may still be received.

Your comment concerns the impact of such a large development on the settlement in which we live. Street Kincardine, located on the B970 to the north of the site proposed for An Camas Mor.

The B970

The B970 is a narrow, twisting 'B' road, currently officially signed (heading east to Coylumbridge near the Boat of Garten Spey Bridge) as 'Unsuitable for Wide Vehicles'.

It is designated as a part of the National Cycle Network, no. 7; the handbook *Scotland: the National Cycle Network* (page 105 - Glasgow to Inverness) states "The B970 is quiet and bonny with views through the forest to the Cairngorms; the River Spey runs close by."

When, some years ago, a quarry was proposed to be accessed via the B970, the development application was rejected in part because the B970 was thought unsuitable for the suggested size of operations. This decision set a relevant precedent.

The Traffic Assessments provided in the planning application, based on National Road Traffic Forecasts 1997, are now over ten years out of date and pre-date the growing use of in-car route finders. Such out of date national data cannot accurately be applied to such a minor road, must understate existing use of the B970 and therefore understate the projected additional use, at approx. 35/41 vehicles at peak times. [Transport assessment table 1.9, page 19] Even such an increase is unacceptable.

Moreover the scheduling of the proposed development concentrates entirely (as far as road traffic is concerned) on its link to the existing B970 to the exclusion of a suggested new road (the substation route) until 2027. In our view the necessary road infrastructure for An Camas Mor should be built from the beginning, both for construction traffic and to allow new traffic flows to be established

[redacted]
Tel: 01479 831751
Email: info@bargedon.gov.com

towards Aviemore and the A9, mitigating additional traffic to the north on the B970. We therefore object to the phasing of the road infrastructure for An Camas Mor (new B970 - new substation route).

2. Street of Kincardine

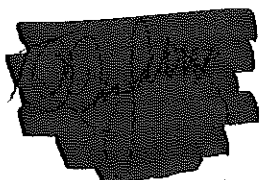
2.1. Where the B970 comes through Street of Kincardine it is subject to a 40mph speed limit: house entries within 'the Street' are direct on to the road: there is no footpath of any sort.

2.2. Under the deposit Local Plan such small communities are allowed to grow at a rate still to be determined - but at any rate to grow - so new entries and further additional road traffic may be safely predicted within the time scale of the An Camas Mor development.

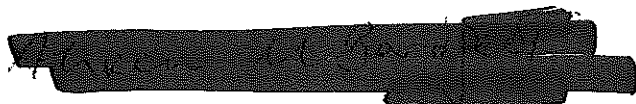
2.3. We object to the proposed plans for An Camas Mor in that they are inadequate to mitigate the knock-on detrimental impact to the B970 and existing settlements to the north wholly dependent on it, containing indeed no mitigation of any sort or any proposed traffic calming or any infrastructure improvements 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. [Transport Assessment 1.7.11 page 15 and Traffic Distribution Diagram page 17.]

Yours sincerely

Frank Bardgett



Alison M. Bardgett



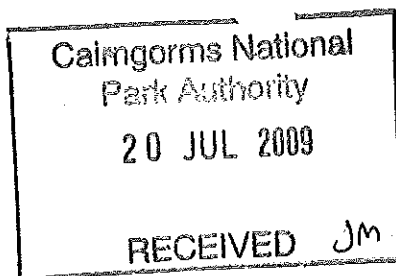
HALLIDAY FRASER MUNRO
PLANNING

P1431/SL/pd

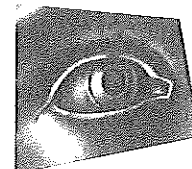
17 July 2009

Head of Planning & Development Management
Cairngorms National Park Authority
14 The Square
Grantown on Spey
PH26 3HG

Cairngorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION
ACKNOWLEDGED 20/7/09



8 VICTORIA STREET
ABERDEEN AB10 1XB



Dear Sir / Madam

AN CAMAS MOR, INVERDRUIE, AVIEMORE
09/155/CP - DEVELOPMENT OF NEW COMMUNITY - AN CAMAS MOR
LLP

OBJECTION TO RE-ROUTING OF B970 ADJACENT TO COYLUM ROAD,
COYLUMBRIDGE, AVIEMORE - COYLUM B970 ACTION GROUP

I refer to the above outline planning application by An Camas Mor LLP called in by the Cairngorms National Park Authority.

On behalf of my client, the Coylum B970 Action Group, I enclose two copies of a formal representation against certain aspects of the outline planning application.

I trust you will give the points raised due consideration. I reserve the right, on behalf of my client, to expand on these matters and submit further representations on the planning application in due course.

I would appreciate if you could acknowledge receipt of this representation. Please don't hesitate to contact me should you wish to discuss matters further.

Yours faithfully



Scott Leitch
Planning Consultant
Halliday Fraser Munro Planning

Encs.

cc. Client



CHARTERED
ARCHITECTS
CHARTERED PLANNING
CONSULTANTS
LAND USE
CONSULTANTS
URBAN DESIGNERS
SPACE PLANNERS
PROJECT MANAGERS

PARTNERS

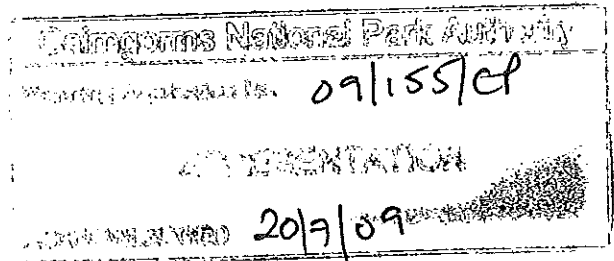
JOHN HALLIDAY
DIP ARCH (ABDN)
ARIBA ARIAS

IAN G FRASER
B ARCH (HONS)
RIBA FRIAS

HAMISH B MUNRO
DIP ARCH (ABDN)
RIBA ARIAS

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

REGIONAL
DIRECTOR
STEVE CRAWFORD
BSC (HONS) MRTPI



**AN CAMAS MOR
NEW COMMUNITY**

**REPRESENTATION
TO PROPOSED
B970 REALIGNMENT**

JULY 2009

On Behalf of
Coylum B970 Action Group



HALLIDAY | FRASER | MUNRO
PLANNING

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1 INTRODUCTION

This representation has been prepared by Halliday Fraser Munro Planning, Chartered Town Planners. It is submitted in response to the submission of an outline planning application for the formation of a new community of 1500 residential units, with associated business, community facilities and infrastructure at An Camas Mor, Rothiemurchus by An Camas Mor LLP.

The planning application was validated by The Highland Council on 20 May 2009, and subsequently called in for determination by the Cairngorms National Park Authority (CNPA) on 29 May 2009. The CNPA application reference is 09/155/CP.

Our client has no objection to the general principle of the new community proposed at An Camas Mor. They do however have serious concerns regarding the proposal to realign the B970 road from the south eastern edge of An Camas Mor, along the eastern boundary of the residential properties on Coylum Road to meet the 'Ski Road' east of Coylumbridge. Accordingly, this representation objects to the realignment of the B970 at Coylum Road and its use as the principle vehicular access serving An Camas Mor, possibly up to 2027, and potentially in perpetuity. The principle reasons for objecting to the proposed B970 realignment are set out in the following sections and summarised in the Conclusion on page 21.

2 BACKGROUND

The issue of the realignment of the B970 road to the east of the residential area of Coylum Road first became a cause for concern following a public exhibition run by the An Camas Mor Team in November 2008. It was at this point that a realigned B970 was promoted as the main vehicular access to serve An Camas Mor, at least until around 600 houses are completed.

The realignment of the B970 as suggested would have a severe detrimental impact on the residential area of Coylum Road and the wider area, including the adjacent SSSI and makes little sense in terms of the sustainability principles that An Camas Mor is promoted as being founded upon.

As an alternative, we would strongly suggest that the proposed road from the Inverdrue substation be constructed to serve the proposed community at An Camas Mor from the outset.

3 AN CAMAS MOR OUTLINE PLANNING APPLICATION SUPPORTING INFORMATION

The outline planning application for the proposed new community at An Camas Mor is supplemented by a range of supporting reports, under the general heading of the 'Environmental Statement.'

Chapter 1 of the Environmental Statement states at para 1.2.2 that the Associated Works will include:

Construction of a new section of B970 Nethy Bridge to Insh Road at Coylumbridge, the closure of the existing junction to vehicles and widening of the B970 from the new section to An Camas Mor.'

This refers to the B970 realignment works that would be adjacent to Coylum Road.

From the An Camas Mor Environmental Statement, of most relevance to the proposed B970 realignment are the Proposed Masterplan Report, Transport Assessment and the sections on the Effect on Ecology and Nature Conservation and Effect of Noise and Vibration. The relevant parts of these are discussed in the following section.

3.1 PROPOSED MASTERPLAN REPORT

The Proposed Masterplan Report (within Chapter 2 of the Environmental Statement) is a comprehensive document that outlines the proposed development and delivery of the new community at An Camas Mor.

The Masterplan Report suggests that the development is to be flexibly phased into four periods of development, A – D. The B970 road is proposed to be realigned at Coylum Road as part of the first phase of development, period A, envisaged to run up to 2011. The realigned B970 would serve the initial development at An Camas Mor, comprising 100 houses, offices, a hotel and other employment opportunities. This is illustrated in figure 1 overleaf:

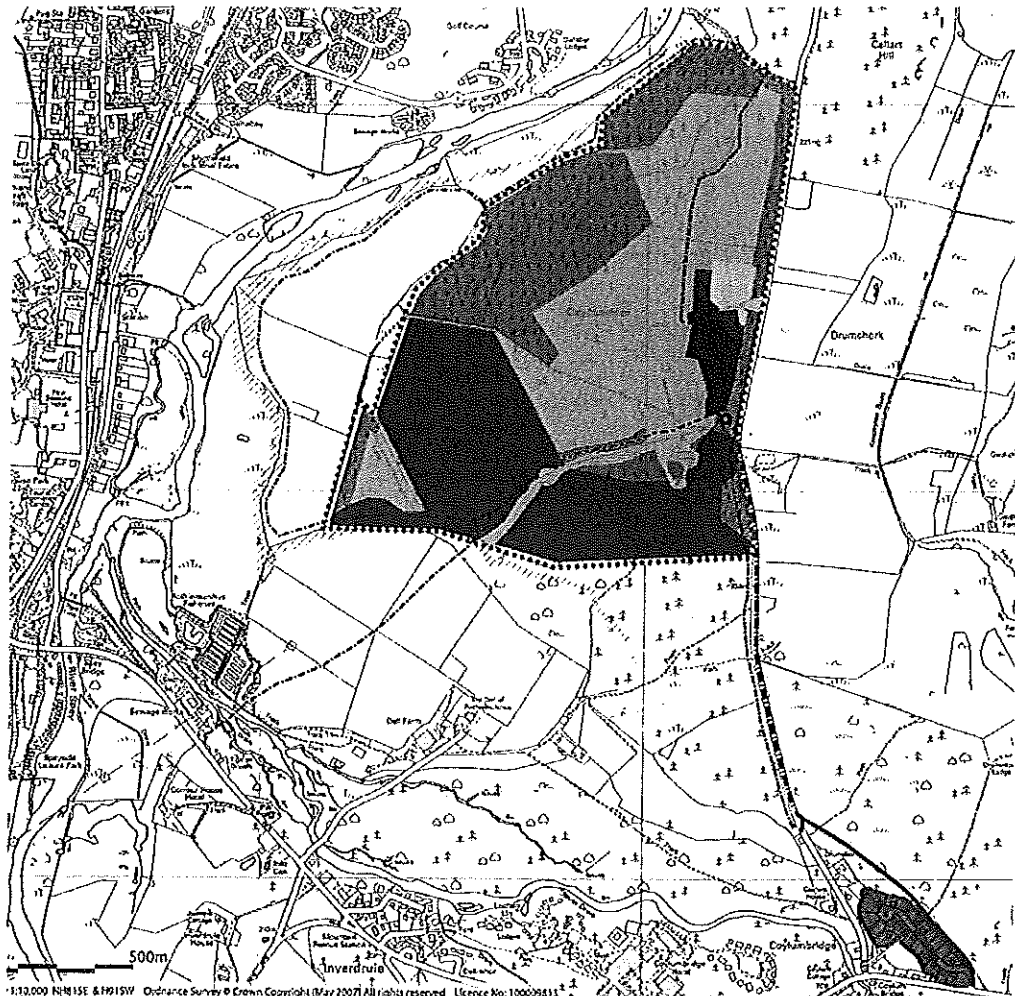


Figure 1: An Camas Mor – Period A. Note realigned B970 to SE. Existing houses at Coylum Road highlighted grey.

The realigned B970 is proposed as the principle vehicular access serving An Camas Mor until development period D, up to 2027. An alternative access route linking the B970 with the southern edge of An Camas Mor is to be developed from the electricity substation at Inverdrue. This is proposed to start off as an alternative route for construction traffic in period C, up to 2018, then would be developed into a formal access road by 2027. It is then suggested that the realigned B970 at Coylum Road would then be an alternative access for An Camas Mor, linking it to the Glenmore (Ski) road. This is shown in figure 2 overleaf:

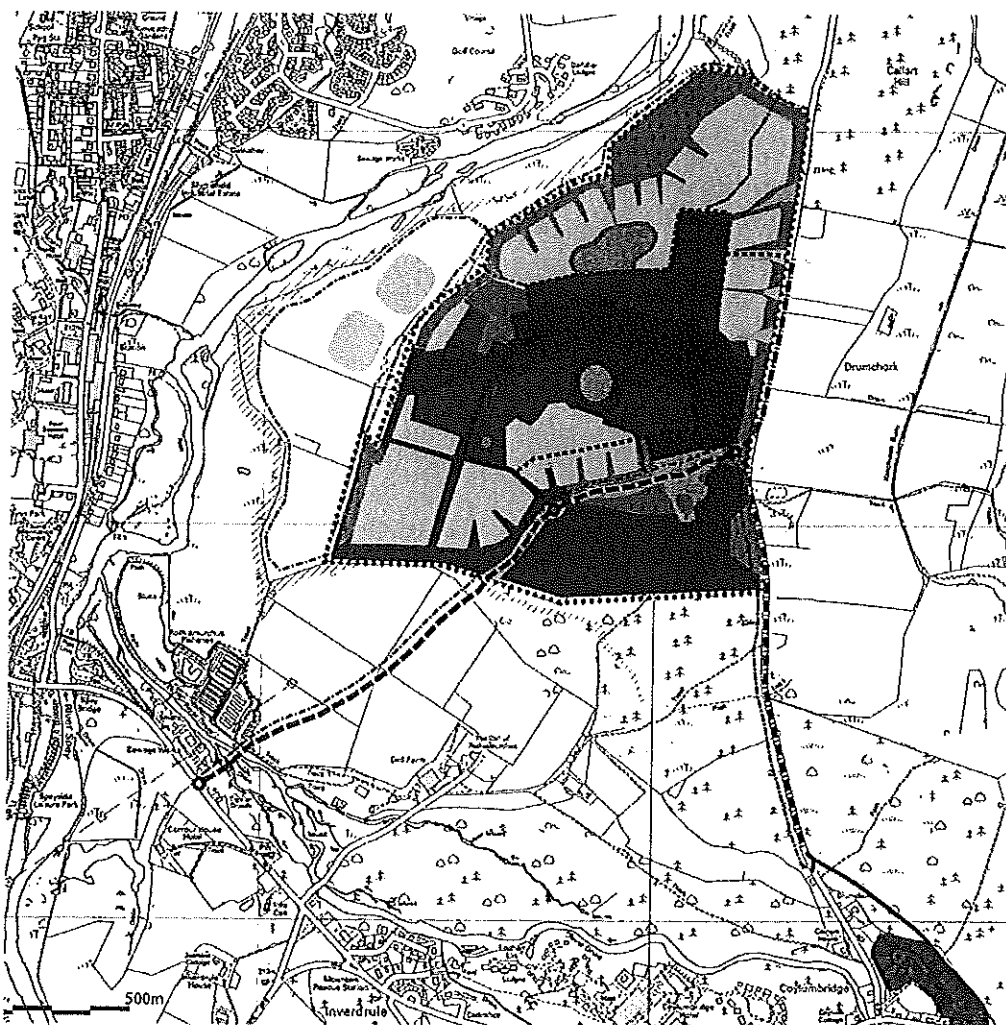


Figure 2: An Camas Mor – Period D. B970 Inverdrue substation route now shown as principle access.

We would suggest that the use of a 'temporary' access route at Coylum Road would result in unnecessary road construction works, cost, environmental impact and impact on residential amenity at Coylum Road that could easily be avoided through the provision of the road from Inverdrue at the outset. The proposed B970 realignment at Coylum Road would make the road appear as a main access route constructed to a high standard. Beyond the south east access of An Camas Mor however, the B970 continuing northwards to Boat of Garten and Nethybridge would remain the narrow, quiet road that it has always been, with many bends and blind spots and is unsuitable for large vehicles. The use of a 'temporary' access route at Coylumbridge is in conflict with the Masterplan Report that states:

'Traffic from the new community must have limited impact on the small settlements nearby at Inverdrue and Coylumbridge.'

(p114, An Camas Mor Proposed Masterplan Report)

Although being promoted as a stand alone new settlement and community, An Camas Mor will be reliant on Aviemore for many high level services, therefore sustainable transport links are vital. The commencement of development at the eastern edge of An Camas Mor is surprising, given that development on the western side would have a closer, more sustainable relationship with Aviemore.

3.2 TRANSPORT ASSESSMENT

The Transport Assessment (TA) (within Chapter 2 of the Environmental Statement) that supports the An Camas Mor outline planning application seeks to 'provide an indication of the likely travel and transport movements, by all modes, as the new settlement develops.' (para 1.1.2).

The TA contains little reference to the proposed realignment of the B970 at Coylum Road. No justification is provided for the use of this access proposal. No reference is made to the potential impact of construction traffic on the area. No justification is provided for not using the Inverdrueie substation route from the outset.

Although section 1.3 of the TA is entitled 'Existing Situation', it does contain reference to the roads network proposed to serve An Camas Mor. In terms of the access location it states:

One of the main connection points for the proposed distributor road and the main access point for the proposed development would be formed onto the B970 at a point close to the existing electricity sub station.'

(para 1.3.17, An Camas Mor Transport Assessment)

This refers to the eventual proposal to take access from the B970 at Inverdrueie to connect with the southern part of An Camas Mor. The TA then goes on to refer to how the proposed development will link to the B970 north of the Coylumbridge junction, providing a link to Boat of Garten and Nethybridge. This would be the access proposed at the south eastern corner of the area to be developed. The TA states:

The other two connecting points for the proposed distributor road would be to the B970 approximately one kilometre north of the 'all-ways' junction between the B970 and the Ski Road.'

(para 1.3.21, An Camas Mor Transport Assessment)

'This section of the B970 is a de-restricted single carriageway road. It does not have street lighting or footways and is subject to the national speed limit of 60 miles per hour. This section of the B970 is relatively narrow, having a variable carriageway width, generally of the order of 5.5 metres. As part of the development, this would be widened to 6.0 metres throughout this length and a footway could be added.'

(para 1.3.22, An Camas Mor Transport Assessment)

The above extract from the TA suggests that the proposed distributor road through An Camas Mor would connect with the existing B970 on its west side, around 1km north of the existing Coylumbridge B970 / Ski Road junction, and would comprise two connecting points for the respective north and south sections of road. This is accepted and accords with the Indicative Land Use Plan contained in the Proposed Masterplan Report.

It is however suggested in para 1.3.22 of the TA that the existing section of the B970 between the Coylumbridge junction and the proposed distributor road junction would simply be upgraded by widening and the possible addition of a footway. At this point, the TA contains **no reference** to the realignment of the B970 west of Coylum Road, directly contradicting the Proposed Masterplan Report in terms of accessing An Camas Mor from the B970.

Section 1.7 of the TA contains information on the traffic likely to be generated by the proposed new community and how the road network might accommodate this. The anticipated percentage changes in traffic volumes for various parts of the road network are noted for various stages of the development. Of most interest to our client is the impact of traffic that will be travelling between the B970 from Aviemore to the south eastern access of An Camas Mor (and the opposite way), as this will be the traffic that would pass along the realigned B970, past Coylum Road. The following figures are taken from Tables 1.14 and 1.17 of the TA and demonstrate the expected traffic impact on the B970 between Aviemore and the south east access of An Camas Mor:

Anticipated Traffic Impact of Development on B970 link from Ski Road to south east An Camas Mor access (measured in vehicles per day)				
YEAR	2012	2016	2018	2028
BASE	400	400	400	450
DESIGN	650	2450	250	150
CHANGE	+71.8%	+508%	-37.7%	-67%

Table 1: Anticipated Traffic Impact on southern section of B970 (adapted from Tables 1.10, 1.14, 1.17 and 1.20 of the An Camas Mor TA).

The 'base' figure is the amount of traffic movements to be expected without the An Camas Mor development, the 'design' figure being with the relevant stage of development in place. These figures do not appear to include construction traffic. It can be seen from Table 1 that early stages of development, up to 2012 will result in an increase of over **70%** in the amount of traffic using this section of the B970. As development of the An Camas Mor community continues into period 'B', traffic levels are forecast to rise by **508%**, from **400** to **2450** vehicle movements per day. This would have a massive impact on residential amenity and the environment in the area, completely altering the present peaceful character.

The traffic movements using the B970 realignment at Coylum Road suggested in the TA would result in an extra 1.5 miles being travelled for every traffic movement between Aviemore and An Camas Mor, when compared with the Inverdrue substation route. Multiplying this distance by the 2050 extra movements expected each day gives a figure of 3,075 extra miles being covered every day. Over a year this could result in 1,122,375 miles being driven, every year until the substation route is opened. These figures would increase even further if the proposed public bus services to serve An Camas Mor were included. This is contrary to the sustainable aims of An Camas Mor, when an alternative access option exists from Inverdrue.

Table 1 also illustrates that traffic on this section of the B970 would fall below current levels by around 37%, in the later phases of development, decreasing further to 67% below current levels following development completion. This is understood to be a result of opening the access road from the B970 at Inverdrue sub station to provide a more direct access between Aviemore and the southern part of An Camas Mor, as suggested in para 1.8.11 of the TA. The figures suggest however that residents of An Camas Mor would not travel to Loch Morlich and the Cairngorms for recreational or other reasons. In practice is highly likely that this will be the case. In summary, although it is clear that the anticipated huge impact of traffic (in terms of percentage change) on the Coylumbridge area is not expected to be permanent (if, as suggested by the developers that the realigned road is only a temporary access), it could last for at least 7 years between 2011 and 2018, longer if the later phases of development are delayed, or in perpetuity if only part of An Camas Mor is developed. There are no guarantees that the realigned B970 at Coylum Road would not be the principal access to the An Camas Mor in the event of only part of it being developed.

The TA also contains a commentary on the various road infrastructure works anticipated with each phase of development. In para 1.8.3, it is stated that the

northern part of the B970 would be widened to the An Camas Mor access point. This would suggest that the B970 would simply be widened from its existing junction at Coylumbridge to the proposed south east access of the development. No mention is made of realigning the B970 east of Coylum Road. The TA's description of the 2012-2016 phase of development contains the only detailed reference to the B970 realignment at Coylum Road in para 1.8.8. It states:

It is currently envisaged that the Coylum Bridge junction re-alignment would also be constructed during this period. This follows an alignment that was provided by the Highland Council and required, by them, to be included in the layout of the new housing at Coylum Road. This improvement is included in the Local Plan.'

(para 1.8.8, An Camas Mor Transport Assessment)

This does not provide sufficient justification for **why** the B970 requires to be realigned. The timing of the realignment conflicts with the information contained in the Proposed Masterplan Report for An Camas Mor, which suggests, on pages 10 and 13, that the B970 would be realigned in the initial development stage, up to 2011.

The closing comments of the TA (para 1.9.5), intimate that **'there would be no significant adverse traffic impact on the general road network or junctions due to the proposed development.'** Given that the TA suggests that the B970 would not be realigned until around 2016, following the initial development phases, the comment at para 1.9.5 would suggest that the existing B970 / Ski Road junction at Coylumbridge is capable of accommodating the initial phases of development.

If this is the case, then the question is raised as to whether the realignment of the B970 at Coylum Road is at all necessary.

At para 1.9.6 of the TA, it is stated:

However, as a result of the proposed development, there would be increases in road traffic flows on the immediate approaches to the site. But, at a distance beyond four junctions from the development, these increases would be insignificant in total traffic terms.'

This confirms that there would be a significant increase in traffic on the realigned B970, impacting on Coylum Road and adjacent residential and commercial areas of Coylumbridge and Inverdrurie. Throughout the An Camas

Mor Environmental Statement, emphasis is placed on the importance of public transport services between the development and Aviemore. Regular bus services would of course also have a detrimental impact on residents in Coylum Road.

No mention of the required construction works to realign the B970 at Coylum Road is made in the TA. It is anticipated that major groundworks would be required due to the difference in levels between Coylum Road and the high point where the realigned road would join the existing B970 north of Coylumbridge. No mention is made of the fact that the existing B970 through Coylumbridge is part of the national cycle network and how this might be accommodated or diverted, given that such networks are typically found on quiet roads that present a relatively safe cycling environment. The Ski Road at the point where the realigned B970 would join it is a fast stretch of road where dangerous overtaking occurs. Increasing traffic flows at this point raises serious road safety concerns, also given that a school bus stop is present here. The TA makes no reference to these issues.

The TA contains a number of statements regarding the realignment of the B970 that directly conflict with the information contained in the Proposed Masterplan Report and other supporting documents. Its validity and accuracy is therefore open to question. It does however demonstrate that the proposed community at An Camas Mor would result in a massive increase in traffic that would detrimentally impact on Coylum Road should the B970 be realigned. The TA makes **no mention** of the expected impact of construction traffic on existing properties. The impact of construction traffic from a development the scale of An Camas Mor can be expected to be considerable. In addition, the TA only evaluates the impact of the proposed development on the roads network using one scenario – the possibilities of other access options that may reduce the amount of traffic generated has not been evaluated or even mentioned. This is contrary to the Scottish Transport Appraisal Guidance, (STAG), which states that transport appraisals should be based on ‘an objective-led process that seeks to avoid the traditional solution-led approach and requires transport planners to identify what it is they are trying to achieve **before** identifying the means of achieving it’. It is expected that if such an assessment had been undertaken it would demonstrate that the route from Inverdrue substation would be the best access option to serve An Camas Mor.

3.3 EFFECT ON ECOLOGY AND CONSERVATION

Chapter 7, Section 9 of the An Camas Mor Environmental Statement refers to the potential effects of development (during both construction and operation)

on ecology and nature conservation. Of relevance to the proposed realignment of the B970 at Coylum Road is the proximity of the North Rothiemurchus Site of Special Scientific Interest (SSSI). This SSSI borders the proposed north east boundary of the realigned road, illustrated in figure 3 below:

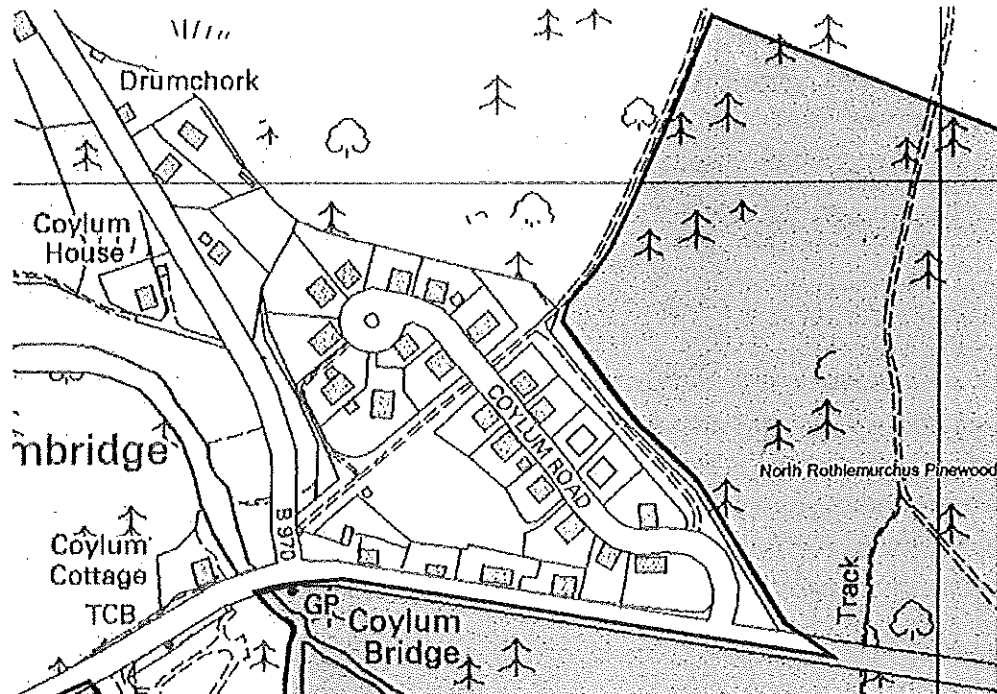


Figure 3: SSSI adjacent to proposed B970 alignment

It is stated in the para 7.6.19 of the Environmental Statement that:

'With mitigation taken into consideration the residual adverse effects for the temporary construction phase on ecological receptors were assessed as being adverse negligible and slight.'

No further details or references to potential impacts on the SSSI by the proposed B970 realignment are contained in Chapter 7 of the Environmental Statement. More information on the assessments undertaken are contained in Chapter 9 of the Environmental Statement, however these discuss the anticipated ecological impacts of development in broad terms and do not refer to specific aspects of the proposed development.

At para 4.3.19 it is however stated that SNH's Ancient Woodland Inventory includes the area immediately adjacent to the proposed B970 realignment at Coylum Road.

In summary, we would suggest that the assessment of the likely impact of the B970 realignment on the SSSI and ancient woodland is not adequately addressed or discussed by the Environmental Statement, and further details should be provided. Residents of Coylum Road advise that there are regular sightings of red squirrels, pine martens, roe deer and badgers where the realigned road is proposed and in the adjacent woodland. It is our view that the construction of the main access roads serving An Camas Mor and the associated tree felling would adversely impact on the SSSI and ancient woodland, particularly as the line of the road would result in the loss of many valuable mature trees between Coylum Road and Drumchork.

3.4 EFFECT OF NOISE AND VIBRATION

Chapter 7, Section 9 of the An Camas Mor Environmental Statement refers to the potential effects of noise and vibration on the area, from both construction and operational traffic emissions. The existing properties at Coylum Road were used as a measurement point for noise and vibration surveys. The surveys also considered the noise impacts of tree felling associated with the realignment of the B970. It is suggested that the activities of tree felling and road construction activities at Coylum Road would result in 'significant effects' on the adjacent houses.

'Tree felling and road construction would result in the highest received noise levels due to their respective proximity to receptors...Accordingly, the predicted local effects at Coylum Road would be of moderate, that is, **significant**, as a result of these factors.'

(Paras 7.9.31 and 7.9.32 An Camas Mor Environmental Statement)

The report continues, commenting on the predicted change in noise levels between 2012 and 2016 arising from the construction traffic noise associated with the proposed development. It states that the impact would be:

'negligible to minor significance for all existing roads, other than the B970 Ski Road where a major impact is predicted due to the projected increase in traffic.'

(Paras 7.9.36 An Camas Mor Environmental Statement)

The development will have a significant impact on the existing properties on Coylum Road in terms of noise. This would be related to three distinct elements. Firstly during the construction of the realigned B970 with the associated tree felling, secondly during the construction of the early stages of

the An Camas Mor community where the realigned road would be the principle access for construction traffic, up to around 2018, and thirdly due to the massive increase in the volume of operational traffic associated with the development. This would not cease until the Inverdrue substation access route is opened, which may not be until 2027.

In summary, the Environmental Statement's comments on noise accept that there will be a significant impact on Coylum Road. This can reasonably be expected to last from the commencement of development until around 2027, an unacceptable scenario for the residents of Coylum Road and contrary to the statement on p114 of the Proposed Masterplan Report that traffic should have limited impact on Inverdrue and Coylumbridge.

4 HIGHLAND COUNCIL

The realignment of the B970 to the east of Coylum Road was first mentioned in the Draft version of Highland Council's Badenoch & Strathspey Local Plan in the early 1990s. At the 1995 Public Inquiry into the Badenoch & Strathspey Local Plan, the allocation of land for residential development at Drumintoul (later to become Coylum Road) was being promoted by Rothiemurchus Estate. The Inquiry Reporter noted that 'the realignment of the B970 would reinforce the (residential) allocation's character as part of Coylumbridge'.

The realignment of the road was subsequently noted on the proposal maps of the 1997 Badenoch & Strathspey Local Plan, and referred to in the allocation of the land at 'Drumintoul. The plan states that 'Development should incorporate realignment of the B970'. This was also a condition on the planning permission. The 1997 Local Plan also refers to the 'development of a new community at Cambusmore', yet to be named An Camas Mor. The Plan states that:

The new community should be laid out and designed in accordance with an agreed master plan, which will include allocation for...

- Major reconstruction of the B970, including realignment of the ski road junction at Coylumbridge.'

The 1997 Local Plan therefore contains two references to the realignment of the B970, one relating to Coylum Road and the other to An Camas Mor. The original mention of the B970 realignment and route safeguarding purely related to the proposed residential development that is now Coylum Road.

Discussions with the Highland Council Planning Service suggest that the B970 realignment was not carried out as part of the Coylum Road development due to the cost of the road rendering the residential scheme unviable. A new road junction was however formed and an area safeguarded for the route of the B970 to the east of the houses on Coylum Road. It should be noted that the same principle of road infrastructure improvements impacting on the viability of development as has happened at Coylum Road could again occur at An Camas Mor. The B970 could be realigned, but the main access from Inverdrue may prove too expensive and not be carried out. This would leave the realigned B970 at Coylum Road as the permanent main access serving An Camas Mor.

In terms of the Coylum Road development, the Local Plan shows the development as two 'pockets' of housing surrounded by 'Amenity Woodland'. This woodland would provide a buffer between the majority of the Coylum Road housing and the safeguarded route for the realigned B970. The housing on the east side of Coylum Road has however not followed the layout pattern suggested in the Local Plan and has been built with some houses and private rear gardens on top of the safeguarded area. This is illustrated in figures 4 and 5 overleaf:

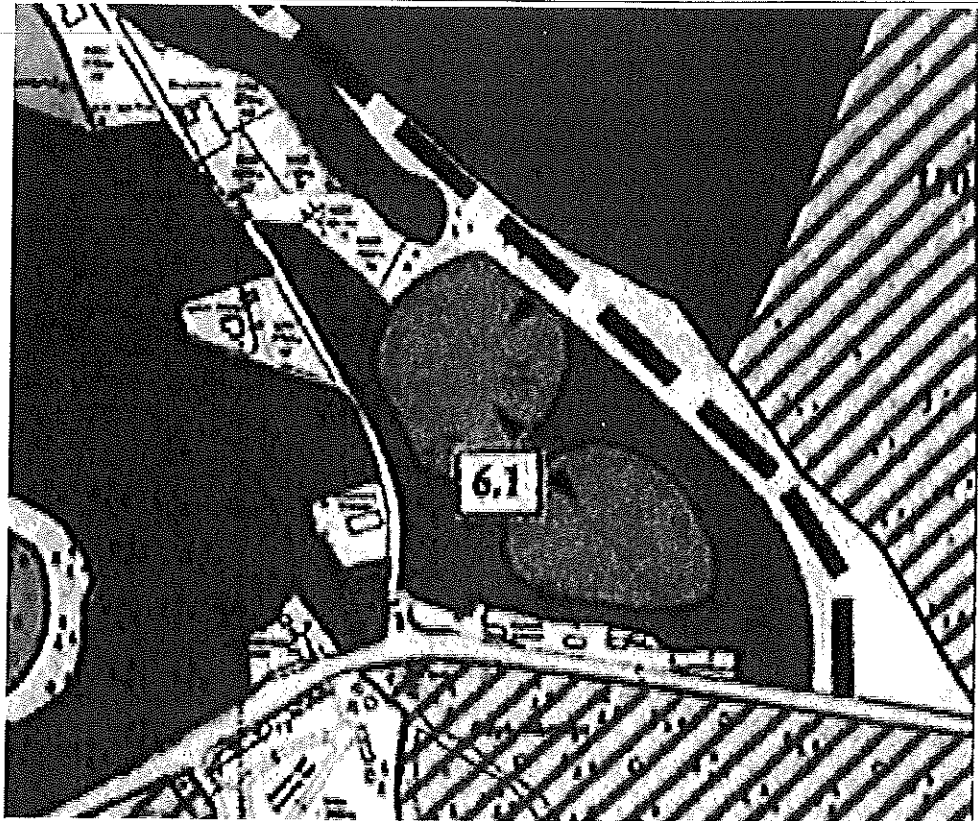


Figure 4: Extract from 1997 Badenoch and Strathspey Local Plan. Brown areas indicate housing land. Safeguarded route for realigned road shown as black hatched line.

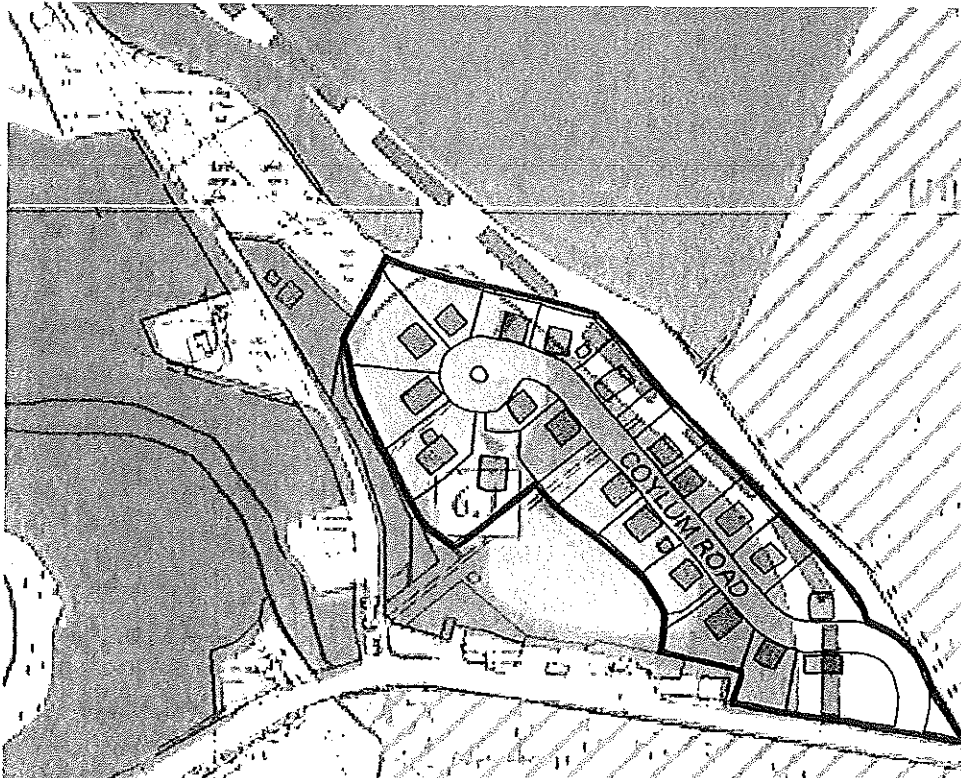


Figure 5: Local Plan extract as per Figure 4 with Coylum Road development as exists overlaid. Note contrast with proposed housing areas and woodland planting shown in Local Plan and existing development on safeguarded road route.

This would suggest that although a new junction has been formed, the housing has not been laid out in the manner envisaged by the Local Plan that would provide a woodland buffer between the housing and the road, helping protect the amenity of residents. This in turn questions the relevance of the allocation details in the 1997 Local Plan. It is also questionable whether the 2 way single carriageway road referred to in the Transport Assessment could physically be accommodated on the site, sitting hard up against the SSSI boundary and the rear gardens of Coylum Road properties, as indicated in the photographs below and overleaf:



Figure 6: Area between SSSI and eastern boundary of domestic plots on Coylum Road.



Figure 7: 21 Coylum Road. Note the proximity of house and domestic plot to SSSI and proposed route of B970.

The scant justification given in the TA states that the B970 requires to be realigned due to the 1997 Local Plan allocation. The original reason for realigning the road, the Coylum Road development, is no longer relevant, and neither therefore is the TA's suggestion that the B970 should be realigned as a 12 year old Local Plan requires it.

5 CAIRNGORMS NATIONAL PARK AUTHORITY LOCAL PLAN CONTEXT

The Cairngorms National Park Authority is the Planning Authority for the National Park area. Until the Local Plan Inquiry is completed and the CNPA Local Plan Adopted, the 1997 Badenoch & Strathspey Local Plan is the statutory local plan for the area. At the time of writing, the Local Plan Inquiry has recently concluded. It is anticipated that the CNPA Local Plan will be adopted by the end of 2009. Prior to this happening, the CNPA are required to commence preparation of a 'Local Development Plan' in line with new Scottish Government regulations. The Local Development Plan will eventually replace the CNPA Local Plan.

The Modified CNPA Plan allocates An Camas Mor as a settlement and contains some strategic references to its development. On transport and access it states that:

“Development of the site will require a detailed transport assessment and this should examine the various access issues facing the site, including the impact of the development on the trunk road and local road network, the impact on the nearby rail network, and the need for non motorised access across the Spey to link the community with Aviemore.”

The Modified Local Plan contains no indications of the preference for accessing An Camas Mor by road, it is only requested that a detailed transport assessment is prepared.

At a meeting of the CNPA Planning Committee on 12th December 2008, a report by the Head of Planning was presented to Committee on the ‘Principles for An Camas Mor.’ This report stated that ‘to date CNPA Board Members have endorsed An Camas Mor in terms of the Local Plan allocation and supporting text.’ The report asked Members to agree a set of principles they would expect to see reflected in a formal planning application. The following extracts from the report are relevant to the issue of access:

“Fundamental to its delivery is a new foot/cycle bridge across the River Spey with a path directly linking central Aviemore and An Camas Mor to ensure that the communities are true partners.”

“An Camas Mor will seek to actively discourage the use of private cars through detailed design, early provision of regular and affordable public transport links, and provision of a network of paths for walkers and cyclists giving effective links within the community and with the surrounding area. Roads within the development will give priority to walkers / cyclists and will seek to establish new standards for informal layout and design which the Highland Council will accept for adoption.”

The paper was agreed by the Committee with no discussion on access.

This highlights the CNPA’s requirement for the An Camas Mor planning application to include a footpath / cycle link across the Spey and address all access / transport issues in a Transport Assessment. The submitted TA does not however appear to address the requirements highlighted by the CNPA. There is no reference to how the existing roads network would be modified to provide vehicular access to An Camas Mor. The current planning application does not include a footpath / cycle link across the Spey. The application, site red line does not cross the Spey at any point. At the recent CNPA Local Plan Inquiry, when discussing An Camas Mor, The CNPA’s Head of Planning stated that a bridge across the Spey is ‘fundamental’ to the success of An Camas Mor.

6 FURTHER RELEVANT STUDIES

Two further studies are relevant in the proposed B970 realignment: the Cambusmore – Proposed New Community Feasibility Study (Final Draft) 2004 prepared on behalf of Rothiemurchus Estate, and the Cairngorms Landscape Capacity for Housing (Final Report) 2005, prepared on behalf of the CNPA. These are discussed below:

6.1 CAMBUSMORE - PROPOSED NEW COMMUNITY FEASIBILITY STUDY (FINAL DRAFT) 2004

The feasibility study was produced as background information to feed into the An Camas Mor planning application. In terms of the main access to An Camas Mor, the report states that:

*“It is considered that the principle vehicular access route to the new community, although not required by the Local Plan, could leave the existing B970 via a new junction at Inverdrue, and access Cambusmore directly from the south-west, so shortening the distance between Cambusmore and Aviemore. By designating this new Cambusmore distributor road as the B970 route to Nethybridge, this proposal would allow the required junction improvements at Coylumbridge to be achieved, by downgrading the Coylumbridge junction to a simple cul-de-sac servicing the 8 existing properties. Beyond the end of the cul-de-sac, the existing roadway could then be utilised as a footpath/cyclepath route linking to Cambusmore. **There are no issues which preclude the feasibility of this proposal.**”*

Although the feasibility study does not give exact details of the route of a main access road from the Ski Road at Inverdrue to An Camas Mor, the ‘Constraints and Opportunities Plan’, Fig 9.1 of the study shows an indicative road path. This indicates a roundabout being formed on the Ski Road and an access road connecting the B970 at Inverdrue to the south west corner of An Camas Mor, taking a route through the existing Fisheries. Fig 9.1 also indicates a requirement for a bridge across the Spey, west of Aviemore Police station.

Contrary to the feasibility study, Rothiemurchus Estate now advise, on the An Camas Mor webpage FAQ, that there is a requirement for two access routes to An Camas Mor. The realigned B970 would be the access for the first phases of development then a route for construction traffic would be formed at Inverdrue. The webpage states:

‘For many years there was a proposal that the road to An Camas Mòr should be via a turn off at the fishery. Discussions with The Highland Council Roads

department and others in 2008 have resulted in there being a requirement for two routes, starting with the Coylum Bridge realignment for the first phases, then by developing a construction route via the Inverdrue electricity substation and to be completed by building that route into a through road to join with the Nethy Road at the East end of the An Camas Mòr High Street."

Highland Council Transportation Service officials do not agree that this is the case. This is discussed in more detail in section 7.0 below.

6.2 CAIRNGORMS LANDSCAPE CAPACITY FOR HOUSING (FINAL REPORT) 2005

This study was commissioned by The Cairngorms National Park Authority in April 2005 to assess the potential effects of new development on the character of the landscape around a number of settlements within the Cairngorms National Park. The studies were managed by representatives of the National Park Authority and Scottish Natural Heritage.

The report states that:

"The main constraints to settlement expansion in this area relate to the detachment of the area from Aviemore and lack of relationship which development would have to the existing settlement form. Development within this area would change the settlement form from a linear settlement to a clustered settlement focussed around the River Spey. To achieve this, **a new crossing of the river would be required** to create a focal point close to existing infrastructure and ensure easy access between the old and new settlements."

This emphasises the requirement for a bridge, capable of supporting traffic to be effective, across the Spey, west of An Camas Mor.

The report continues, suggesting that the western side of An Camas Mor should be developed first, to emphasise the relationship with Aviemore. The river and undeveloped area around it would then form a shared focal point between the two developed areas.

We have previous experience of the CNPA using this document as a 'material consideration' in the determination of planning applications.

It does not appear that the latest proposals for An Camas Mor take account of the recommendations of the Landscape Capacity Report. The latest proposals contradict the recommendations on three accounts: taking the main access from a realigned B970 to the east; centring the initial stages of development at

the east end of the eventual An Camas Mor 'High Street' and downgrading the link across the River Spey with Aviemore to only being suitable for walking and cycling.

7 HIGHLAND COUNCIL TRANSPORTATION SERVICE

Various discussions have been undertaken with officers of the Highland Council's Transportation Service regarding the suggestion of realigning the B970.

These discussions indicate that Highland Council officers did not suggest to Rothiemurchus Estate that there was a requirement for two routes and that the realigned B970 should be one of these. It was suggested that it is the developers who are proposing to use the B970. Officers suggested that if the developers were to propose using the B970 to serve the development, then the impact would have to be assessed to determine whether the B970 required to be realigned. No such impact assessment would appear to be contained in the An Camas Mor Environmental Statement.

The Council has suggested that the B970 would only require to be realigned if it was proven that it was required to make the development work and could be funded by the developer. If so, the scheme would be delivered by the Highland Council.

Even if the B970 realignment was carried out, it is the understanding of the Council's Transportation Service that this would not be the main access into An Camas Mor. The main access would be from some point at Inverdrue to the south east corner of An Camas Mor. The Transportation Service is however only aware of the route through Dell Farm, not the route adjacent to the substation.

Reference has been made to the requirement to upgrade the existing 'substandard' B970 / Ski road junction. There appears to be little evidence to corroborate this.

The above would suggest that there has been little agreement between Highland Council's Transportation Service and the developer on how An Camas Mor is accessed.

8 CONCLUSION

In conclusion, this representation has demonstrated that the proposal to realign the B970 at Coylum Road and use this as the principle access serving An Camas Mor is flawed and would result in a highly detrimental impact on the residential amenity of Coylum Road and surrounding environment, and requests that the access route from Inverdrue substation be pursued as the principle access for An Camas Mor from the outset. In summary:

- The submitted Transport Assessment provides no justification for the realignment of the B970 and contradicts the Proposed Masterplan Report;
- The Environmental Statement does not adequately assess the environmental impact of the B970 realignment;
- The Transport Assessment and Environmental Statement do not adequately assess the impact of construction traffic using the realigned B970;
- The Environmental Statement confirms that the noise impact on Coylum Road would be severe during the construction of the realigned B970;
- The Transport Assessment confirms that there would be a massive increase in traffic using the realigned B970;
- The traffic movements arising from the B970 realignment at Coylum Road suggested in the Transport Assessment would result in around 1.1 million extra miles (than the substation route) being driven every year (not counting the proposed public bus services) until the substation route is opened. This is contrary to the sustainable aims of An Camas Mor, when an alternative access exists;
- 1997 Local Plan requirements for realigned road are now out of date and of little weight;
- CNPA principles for An Camas Mor include the requirement for strong linkages with Aviemore;
- 2004 An Camas Mor Feasibility Study discounts any requirement for the B970 to be realigned, and states there are no technical constraints to the development of a route through Inverdrue;

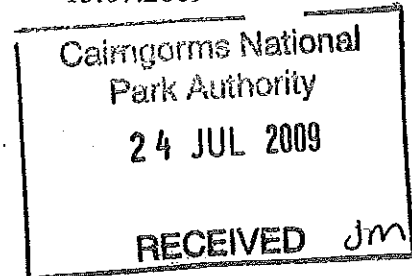
- The 2005 Landscape Capacity for Housing Report emphasises requirement for infrastructure linkage with Aviemore over River Spey and requirement for early development phases to be at west side of An Camas Mor site;
- Highland Council Transportation Service advise that it would have to be demonstrated that the B970 requires to be realigned as part of the An Camas Mor development before this would be pursued.

We trust that this representation will be given due consideration and reserve the right to expand on this submission as matters progress. We believe that the issues raised only represent a brief summary of the problems associated with the proposal to realign the B970 at Coylum Road.

Cairngorms National Park Authority	
Planning Application No.	09/155/CP
REPRESENTATION	
ACKNOWLEDGED	24/7/09

11 Allt Mor
AVIEMORE
PH22 1QQ

13.07.2009



Cairngorms National Park
Station Square
BALLATER
Aberdeenshire
AB15 5QB

Dear Cairngorm National Park

Re: Planning application for development at An Camas Mor, Rothiemurchus, Aviemore
Planning Ref: 09/155/CP

I hereby register my objection to the above planning application on the grounds that such large-scale housing development is surely in contradiction to the aims of the National Parks (Scotland) Act.

Yours faithfully


ANNE WEIR (Mrs)

Cairngorms
Park Authority
16 JUL 2009

James C.M. Dunbar MA, Dip Exp S M, MCIInstM, FTS

13.07.2009

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

Cairngorms National Park Authority	
Planning Application No.	09/155/CP
REPRESENTATION	
ACKNOWLEDGED	12.7.09.

Dear Sir,

09/155/CP (09/00114/OUTBS)

I am writing with reference to the above Application for the development at An Camus Mor and your letter dated 23 June 2009. As you will be aware I wrote in the latter part of May with a Holding Objection to the above development.

I would wish now to enlarge on this objection. I object to the development plan as it is currently presented largely as it indicates that a number of 3 storey buildings – resembling town houses - will be built along the B970 – a small rural road much prized for its scenic value. Whilst I am sure that some screening is planned I do not believe buildings of the height and breadth indicated can ever be adequately screened, particularly if they are as close to the road as the plans on the An Camus Mor website would indicate. Also architecturally I do not believe that the house designs complement what is essentially a sylvan setting and query whether they reflect the ethos of a National Park – particularly when they lie within sight of one of the primary reason for the establishment of that Park - the Cairngorms.

I also object to the idea that the B970 is intended to be used as the main access point. It is ingenuous to think that the new piece of road joining the one from Aviemore is going to reduce the amount of traffic coming in from the East i.e up the River Spey. Rather the reverse in fact – traffic will undoubtedly increase dramatically on a road which is simply not designed for it. I have yet also to see any sign of there being plans to upgrade this road to accommodate this extra traffic. In fact I would suggest that an upgrade of the entire B970 up to the Boat of Garten junction should be a pre-requisite of any development.

The above notwithstanding it is, however, debatable whether an upgrade would be beneficial as the road would undoubtedly lose a lot of its scenic value and also become more dangerous because improving sightlines, straightening bends, widening roadways etc leads to higher speeds. This, in turn would call into question the whole designation of the B970 as a National Cycle Route. Is this the sort of step that would reflect well on the ethos of the National Park?

Kincardine House
Boat of Garten, Inverness-shire PH24 3BY

MD

[Redacted]
eMail: [Redacted]

July 13, 2009
Page 2


In fact the only thing that would make me remove this part of my objection would be a firm agreement from the Developers to a Section 75 committing them to building the new access road through the SubStation from the very outset rather as currently planned during an uncertain Phase 2.

Thirdly I have to say that I am not convinced that the development is necessary. I fully appreciate that there is a need for affordable housing in Badenoch and Strathspey but the fact is that the building of the affordable housing is too dependent on the other parts of the development i.e the more expensive executive housing planned for the greater whole of the development (and therefore paying for the affordable housing). This latter housing is, I would suggest, superfluous.

Yours faithfully



James Dunbar

Cairngorms National Park Authority	
Planning Application No.	09/155/CP
REPRESENTATION	
ACKNOWLEDGED	15/7/09 

Flowerfield,
Pityoulish,
Aviemore,
Inverness-shire, PH22 1RD
11th July 2009

Cairngorms National Park Authority
15 JUL 2009
RECEIVED

The Cairngorms National Park Authority,
Albert Memorial Hall,
Ballater,
Aberdeenshire AB35 5QB.

Dear Sir,

Planning Application 09/155/CP (09/00114/OUTBS)

Further to my holding letter of 30th May 2009, acknowledged by you in your letter of 24th June 2009, having now studied the above mentioned application in greater detail I expand on my objections to the proposal.

1. The proposed development

(1) Over the last decade or so Aviemore and the surrounding villages have grown considerably in size with an influx of people retiring or buying holiday homes. The proposed development will add substantially to this overall growth. What studies have been done to quantify how much development the Park can absorb in this central area as a whole without suffering serious environmental damage? These studies need to be done against a range of different climate change scenarios, and the outcomes accepted by all Park stakeholders including the Scottish government before any decision on the current application should be made.

(2) The whole application for the development is at far too low a level and inward looking. It covers the aesthetics of the proposed development, as if it were just another small collection of houses, but does not attempt to deal with the implications of a new town on Aviemore itself and the surrounding area. Traditionally developments in the Highlands have been organic and grown slowly unless driven by political necessity; what real justification is there for departing from this?

(3) For the twelve years or so up to the autumn of 2007 the country as a whole had enjoyed a period of economic expansion and during this period Aviemore and the surrounding villages have all expanded mainly as a result of people retiring and moving north from the central belt or through the purchase of second holiday homes. However, this is not how the requirement for Cambusmore is justified; the aim appears to be to attract an entrepreneurial, wealth creating, slice of society to Cambusmore, thereby raising local income levels. Given that this has not happened over the period of economic growth what justification is there as to why it should happen in the future?

(4) Cambusmore and Aviemore are inseparable from each other. Aviemore has the transport links with the wider world and the retail outlets but is short of recreational facilities. A single long term town planning activity should look at integration and optimisation of facilities for greater Aviemore. For instance, to what extent have the plans, now approved for the new Tesco development in Aviemore, incorporated the likely effects of the Cambusmore development on the overall retail requirements? Given that there is only one petrol station in the Aviemore area which is frequently log jammed in summer, should the new Tesco include a petrol outlet? What additional car parking facilities at Aviemore station will be provided for commuters from Cambusmore? Highland Council will be called upon to make a large investment of tax payers' money in providing infrastructure for this new development, this investment must be transparently for the benefit of the area as a whole not just a single part of it.

(5) Two unspecified playing fields appear to be shown on the application but where are the changing rooms and shower facilities which will surely be needed in the future. What about tennis courts, a shinty pitch and curling rink? How is it envisaged that children from Aviemore wishing to enjoy these facilities will get there?

(6) The application makes a vague suggestion that there may be a new pedestrian bridge over the river Spey into Aviemore. Is this in any plan or is it a pipe dream? Where would the bridge terminate? Has the land been acquired? How is it proposed to cross the railway? A stepped bridge is not acceptable and tunnels usually invite trouble and are not favoured by women at night. This needs to be properly thought through and funded as it is a desirable and necessary adjunct to the proposed development.

(7) The application talks about a new primary school being built; has this suggestion been accepted by the Highland Education Authority and is it in their long term capital investment plans? Does the Highland Education Authority have the plans and funds in place for the assumed expansion of Kingussie High School?

(8) The recent additional information supplied by the developer, dated 24th June, says that studies are now being undertaken into the possibility of a community biomass heating plant. What thoughts have been given to waste and rubbish disposal when the Garnish site is exhausted? Would the additional waste from Cambusmore justify a waste disposal incinerator in the area? Would a waste disposal power station be a viable option. This is an important subject that might have major repercussions on the proposed development. This work needs to be completed before decisions are made.

(9) The application states that 375 dwellings will be built that are classified as "affordable". What definition of affordability is being used and given the current fairly low level of wages in Strathspey, who will set this level and the criterion for application for these dwellings? How is it envisaged that these dwellings will remain in the affordable category in the longer term once the first incumbents have left?

(10) The application appears to be strongly focused towards families with young children, given that, over recent years, most new permanent residents to the area have been people retiring there appears inadequate emphasis on facilities for the elderly.

Sheltered housing receives a brief mention but how many and when? The community centre, which is vital for community cohesion, is planned for an unspecified date in the future but will be needed to provide both for infant facilities and a day centre for the elderly from the outset.

2. The B970

The Application does not concern itself with the potential consequences to the B970 north of the proposed development site. My particular concern is on the portion of this road north of the Rothiemurchus – Pityoulish march and the Street of Kincardine.

The whole of the B970 from Coylumbridge to Nethy Bridge and beyond is a picturesque road with fine views over the surrounding countryside. That part of the road from Coylumbridge to the Boat of Garten turning is part of national cycle route 7. The population living along the road between Coylumbridge and the Street of Kincardine is sparse and scattered, but north of Loch Pityoulish the road is used by heavy agricultural traffic.

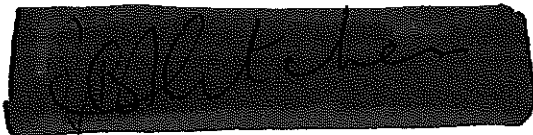
Between the Pityoulish march and the Street of Kincardine, and in some places further north, the road is narrow, and cars passing each other, when travelling in opposite directions, have to proceed with care. There is no room for overtaking. When agricultural traffic is met the smaller vehicle frequently has to back into the nearest gateway as the road has no designated passing places, and very few verges. In most places along the road field or moor edge fences immediately boarder the road within one or two feet of the edge of the tarmaced surface, frequently with a low, one foot, bank. During the late spring, summer and autumn months there is, understandably, a considerable amount of tourist traffic, consisting mostly of cars but with an increasing number of large coaches which drive down the centre of the road and pose a constant hazard on the many blind corners. The road is un-engineered with no kerbs or drainage. Cyclists pose particular problems along the narrow road. As a result of the road being designated an approved cycle route and many family groups with young children use the road during the summer months. These young persons, perhaps as young as 5, have little or no road sense and no knowledge of the Highway Code. Horrifying situations have been witnessed and it is much more by luck than judgement that no serious accident has occurred involving children.

The application for the development of Cambusmore with 1500 houses proposes that all traffic to and from the development until about 2028 is routed directly on to the B970 just north of Coylumbridge. For vehicles heading south, or to Aviemore and, most probably, for Inverness and the west and north west the route will be via Coylumbridge and Aviemore. However, for those heading for Grantown to go on to Forres or down the Spey to Aberlour and the north east coast, including Elgin, or to go east to Aberdeen via either Huntley or the Lecht, the quickest and most direct route is to head north, past Loch Pityoulish, through the Street of Kincardine up the B 970. A significant increase in traffic on the B970 is inevitable particularly during the peak summer holiday season. The road has not been built for the traffic levels it currently experiences. The grass edges are broken down by large vehicles which, in turn, lead to pot holes along the road edge forcing vehicles to the centre. The pot holes promote flooding which now occurs in many places in heavy rain. South of the Street of

Kincardine the road has low priority for the clearance of snow. There is no speed limit between Coylumbridge and the Street of Kincardine. The fact that construction traffic, coming through Boat of Garten perhaps, and approaching the site down the B970 from the north has not been considered at all.

Clearly inadequate thought has been given by the Applicants to the consequences of their proposal on the B 970. A major review of the B 970 between the Rothiemurchus - Pityoulish march and the Street of Kincardine is needed before any decisions on roads are made as the application has not considered part of the B970 at all. The application is vague about the exact timescale for the new road into the site via Inverdrurie but the only satisfactory approach is for this road to be built and used by all traffic from the outset of the project. In the longer term, 2050, it is suggested that a new bridge for vehicles over the river Spey at the northern end of Aviemore will be required, and appropriate studies should be carried out now as part of the development process.

Yours faithfully,

A black rectangular redaction box covers the signature of J.B. Fletcher. The signature itself is written in cursive and is mostly obscured by the redaction.

J.B. Fletcher Commander, Royal Navy

Cairngorms National
Park Authority

13 JUL 2009

JOHN DAVISON
LOCHEIL
DRUMUILLIE
BOAT OF GARTEN
INVERNESS-SHIRE PH24 3BX
01753 531022

To: Don McKee, Head of Planning CNPA.

RECEIVED

10 July, 09

Dear Mr McKee,

Re. Camas Mor planning application. It seems quite incredible to me that the Board should even be considering plonking a new town bang in the middle of a national park. Is your Park Board quite out of its mind? What other UK national park, either 1954-formed under the Town & Country Planning Act, or thereafter, would even be thinking of putting a huge urban settlement right in its midst?

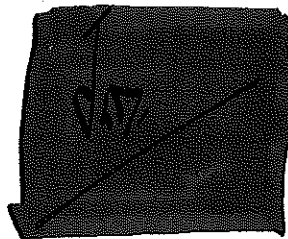
What is driving this insane idea? (1) Because people want to come and live here? Well of course people want to come and live here, and in every other national park, largely because it IS a national park. But lamely to give in to such pressure is suicidal to the very idea and attainment of a park.

(2) Because some greedy developers want to make a pile of money for themselves? Well, we've seen where greed and money get us in the present credit-crunch...

Are either of these drivers' satisfaction within the AIMS of the CNP, or are the four aims so weak & woolly-worded that anyone can drive a horse, cart & JCB right through their ambiguity. Any common understanding of the meaning of the word "park" surely stands for something different from non-park; otherwise what's the point of creating parks? The principles of a 'park' were laid down long ago in 1954, and they certainly do NOT include the placement of new towns within them. For a wider definition of 'parks' go and study the life of John Muir.

I think you should now walk the 25 CNP Board members right up the SNH's Nature Reserve footpath to the top of Craigellachie (Nat.Grid: NH 883-116) so that they can there all look down from the summit, like gods, onto the strath below and contemplate what a monster they have created and consider what further devastation would be made of the landscape by allowing the building of 1500 houses at Camas Mor.

Sincerely,



Cairngorms National Park Authority	
Planning Application No	09/155/CP
REPRESENTATION	
FORWARDED BY	13/7/09

Cairngorms National Park Authority

Planning Application No. 09/155/CP.

REPRESENTATION

ACKNOWLEDGED 6/7/09 *

*Kincardine House
Boat of Garten
Inverness-shire
PH24 3BY*

Cairngorms National
Park Authority

06 JUL 2009

RECEIVED

01/07/2009

The Planning and Building Standards Office
Highland Council
100 High Street
Kingussie
PH21 1HY

Highland Council
Badenoch and Strathspey
Planning and Building Standards

06 JUL 2009

Received

Dear Sirs

Re planning application reference 09/00114/OUTBS

I am so appalled and disappointed by the latest plans for An Camas Mor that I am writing to object to this development on three counts:

1. A development of 2.5 to 3.5 storey houses with a small screening belt of trees is not appropriate for the B970. There are no other structures of this size and height along this road and a development of this nature will change for ever the rural feel. To compare design here with houses in Edinburgh new town seems inappropriate in a National Park
2. Using the B970 as access for the early stages of the development will lead to increased traffic along the length of this road from Nethy Bridge and Boat of Garten. This road is a designated cycle route and is too narrow to accommodate an increase in traffic. Any 'improvements' to this road will also change its character and attractiveness to visitors
3. There is reason to doubt evidence that a new town is necessary. The Tulloch development at High Burnside is selling slowly, MacDonald plan n100 houses and there are several other smaller building sites all within walking distance of shops and amenities in Aviemore. Surely better use of these sites is all that is required to deliver both the affordable housing and any other holiday accommodation desired.

I trust that this application will be rejected outright.

Yours faithfully

Mrs P Dunbar

Cairngorms National Park Authority	
Planning Application No.	09/155/CP
REPRESENTATION	
ACKNOWLEDGED	1/7/09 *

Pineacre
West Terrace
Kingussie
Inverness-shire
PH21 1HA

Cairngorms National Park
Station Square
Ballater
Aberdeenshire
AB35 5QB

27/6/09

Cairngorms National Park Authority
01 JUL 2009
RECEIVED <i>jm</i>

Dear Sir

REF:-09/155/CP

**PLANNING APPLICATION FOR DEVELOPMENT AT AN CAMAS MOR
ROTHIEMURCHUS**

I am writing to object to the above planning application for the following reasons:-

- A housing development of this scale in this location is I believe contrary to all four aims of the National Parks (Scotland) Act.
- The public water source (from Loch Eanaich) struggles at present to cope with the existing demand and the proposals to pump water from boreholes below the Spey are untested, hugely demanding on energy and likely to have significant negative impacts on the local hydrology. In short, to provide a water supply to this scale of development is in the long term unsustainable.
- The scale of these proposals would have significant detrimental impacts on the landscape qualities of Strathspey.
- This proposed development has been compared with the building in Scotland of the planned towns and villages in the 18th century. This is quite erroneous. These settlements were created for sound economic reasons such as response to changes in agricultural practice and the early use of water to power the mills of the burgeoning textile industry. This development has no such basis. The fragility and weakness of the idea of borrowing to invest solely in housing developments has been shown on a global scale to be unsustainable.

Yours faithfully

D. W. Duncan





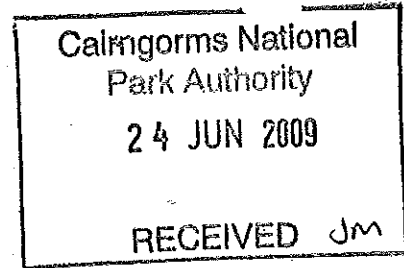
THE HOUSE OF
BRUAR
Established 1993

Cairngorms National Park Authority
Planning Application No. 09/155/CP
REPRESENTATION
24/6/09 *

Mr D McKee
Head of Planning
Cairngorms National Park Authority
Albert Memorial hall
Station Square
Ballater
ABERDEENSHIRE

23 June 2009

Dear Mr McKee



Housing Development at An Camas Mór
Planning Application No. 09/155/CP

As a resident living on the B970 I strongly oppose to the use of this road as the initial main access route into the above housing development.

I find it remarkable that the suggestion is to use this road for diverting traffic to An Camas Mór, when there is a perfectly simple alternative. With the increase in traffic and in particular construction traffic this makes the road unsafe. Using this road will also divert traffic away from Aviemore which, given the current recession, I am sure local business would not want.

I fully support the Coylum B970 Action group campaigning against the use of the B970 as the initial main access route

Yours sincerely

PATRICK BIRKBECK