

# **AGENDA ITEM 5**

## **APPENDIX 5**

**2019/0120/DET**

**COMMUNITY COUNCIL  
COMMENTS**

Carrbridge & Vicinity Community Council have concerns about the proposed construction of 47 houses on site H1 on Carr Road, Carrbridge.

The community has consistently opposed the large scale development of this site, being of the opinion that even a total of 36 houses was probably still in excess of the actual requirement. The suggestion in the draft LDP 2020-25 that the number of units be reduced to 36, but on half the site has also been opposed by ourselves, believing that this opens up the possibility of an additional 36 being built subsequently on the other half of the site. We remain unconvinced of the requirement for this number of units, having never seen the methodology nor statistics to justify the figures. Whilst we accept that a single development incorporating the whole of H1 site is preferable, we would favour a lower number of units from what is proposed, say 24 – 30.

We are of the firm belief that Carr Road is not fit to accommodate the increase in traffic which will result during and subsequent to construction on this scale. Any traffic calming measures incorporated would have to take on board the physical characteristics of Carr Road and the wide mix of road users, from children en route to school to heavy and large agricultural equipment and animal floats. We would contend that a prerequisite of planning consent would be the enforced construction and maintenance of a well-lit and surfaced walkway from the development to the public car park and school. We would urge that if permission is ever granted, irrespective of the number of units, then consideration be given to enforcing a planning condition that ensures that construction traffic over 3 ton in weight arrive and depart from the construction site from the east.

Planning Officer

CNPA

Sirs

2019/0120/DET

Carrbridge & Vicinity Community Council wish to register their continued opposition to this project in its current scale. The recent release of additional information does nothing to reassure us that safety is not being eroded due to lack of sufficient and effective provision of a viable safe cycling route and a safe route to school. The road cannot support development on the proposed scale.

The data produced to support this development was acquired in February, probably the quietest month of this year in Carrbridge and did not even cover the exit times for pupils in the Carrbridge Primary School in the afternoon. Even with these constraints, the applicant acknowledges a significant increase (107%) in vehicular traffic, a figure way beyond the design limits and physical characteristics of Carr Road.

The planned number of houses is not compatible with the use of Carr Road as a safe corridor for all users, be they in vehicles, on cycles or on foot, with or without prams and pushchairs.

We would ask that much more detailed plans be provided to show the feasibility and route of the promised safe route to school. This application should not be approved on the basis that "something will be sorted out in the future" for the route to school.

Yours

G Dyer

Vice Chair

C&VCC

29/07/19