

AGENDA ITEM 5

APPENDIX 2a

2016/0295/DET

REPRESENTATIONS
SUPPORT

Comments for Planning Application 2016/0295/DET

Application Summary

Application Number: 2016/0295/DET

Address: Cairngorm Mountain Glenmore Aviemore Highland PH22 1RB

Proposal: Retrospective planning application to retain a ski area access track

Case Officer: Katherine Donnachie

Customer Details

Name: Mr Iain Cornfoot

Address: 3 wester delfour Alvie Estate Kinncraig

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I support this planning application.

This track will aid access to the drive station of the ski lift and the surrounding area, in turn making it more efficient and safer for tow maintenance, erection and removal of fixed object protection and evacuation of injured persons during the ski season. These types of tracks are used extensively across the world in ski areas for summer maintenance and in most cases would be alongside a landscaped flat ski piste. Scottish ski resorts need to be as efficient as possible to continue to provide direct employment to the local communities, for which I, my friends and family rely on. A viable ski area will provide economic stability for the surrounding communities within the National park.

The reinstatement around the track looks to be taking hold and the general landscaping is a vast improvement from the previous Shieling tow track. The visual impact of the track itself is minimal, and when seen in the context of a working ski area, even less so.

It would seem that most objectors to this application have other agendas, some of their wacky ideas for their alternatives to this track have amused me greatly.

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Case Officer: Katherine Donnachie

Customer Details

Name: Mr Tim Davey

Address: Ski Norwest Aviemore

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The access track is much needed to support maintenance of the lift system and snow making facilities to this important lower level beginner to intermediate ski area.

We find that having this area available to offer snowsports to our customers very important if the upper hill is stormbound or simply that all other suitable teaching areas are occupied.

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Case Officer: Katherine Donnachie

Customer Details

Name: Mr Jonny Porteous

Address: 2 Croachy Cottages Inverness

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: It is a response to the planning application for the access track. I am in full support. The development of this area from the historic "gutter" that was once in place on the tow track back to a more natural landscape is great to see. Previous works had no suitable drainage or respect for the natural landscape.

The track provides essential access to the tow and associated tow huts. This tow and hut will (as everything always does in a mountainous environment) require maintenance and servicing, a track like the one in discussion is vital for transit of heavy lifting kit and equipment.

Without this track the surrounding vegetation and habitat would be under threat from multiple access routes to this area. With one clearly defined and maintained vehicle track there would be no issue with "easier" routes.

Last summer's weather was horrendous and conditions extremely difficult to landscape in. I think that the objectors should be mindful of this issue as many do not understand the difficulties of landscaping in such conditions. It is fantastic to see the latest photos in the ecology report and see how well the area has come on and that the track is being kept to the absolute minimum that is required for passage of a vehicle.

It should also be noted that the surrounding area has been planted with 1000's of trees which in time should provide a great habitat for birds and insects. The surrounding area has also been part of a peat regeneration scheme as well, so it is quite obvious that the area of interest is looked after and cared for in an adequate manner by the operator.

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Case Officer: Katherine Donnachie

Customer Details

Name: Mr Mark Blyth

Address: 21 Chalton Road Bridge of Allan

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: The access track is required for the hill to operate effectively. It is an important area for beginners when the upper mountain is closed due to poor weather.

The visual impact is minimal following reinstatement works/ reseeded.

From: jerry craig
Sent: 19 Sep 2016 17:40:19 +0100
To: Planning
Subject: Planning for tracks from middle of Cairngorm mountain and lower ski tows-Car
Park T-bar
Importance: Normal

To whom it may concern,

I am a partner in the company Free-Ski who deliver snowsports lessons
On Cairngorm mountain.

I would like to view and air my support for the access tracks in the lower
Half of Cairngorm Ski Area. They provide access for machinery and vehicles
Needed for essential maintenance and daily operation, without which would
Mean disruption to operation and would snowball on to us greatly affecting
Our daily operation. . We at Free-Ski Back these paths, tracks wholeheartedly.

Kind regards

Jerry craig
Free-Ski
enquiries@free-ski.co.uk

Sent from [Mail](#) for Windows 10

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Proposal: Retrospective planning application to retain a ski area access track

Case Officer: Katherine Donnachie

Customer Details

Name: Mr Sean Langmuir

Address: tigh an uillt nethybridge

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I would like to express my support to retain the track.

Basically this enhances the resort and makes skiing at Cairngorm safer and more enjoyable for the public.

For a busy ski resort Cairngorm is extremely sensitive to its surroundings and I feel they have a good balance of maintaining the natural beauty of the mountain and enabling people to see and ski the beautiful terrain.

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Case Officer: Katherine Donnachie

Customer Details

Name: Mr John Lowther

Address: IONA Morlich Place Aviemore

Comment Details

Commenter Type: Member of Public

Stance: Customer made comments in support of the Planning Application

Comment Reasons:

Comment: I have 20 years in the Cairngorms wearing many different hats, Hill walker, Climber, Mountaineer, Mountain Instructor, Ski Instructor & Father. Resulted I feel in a rounded, non bias but acute understanding of the significance of the Cairngorms to us and ultimately the effect we have on it. I have watched with Interest all historic developments:- Funicular and its Closed system, re-routing of the Coire Cas paths, Snechda and Lochain paths and ultimately works necessary withing the ski area to sustain operation. Environmental awareness has vastly improved.

Having spent considerable time on the hill passing said affected area, both through construction and redevelopment, landscaping and regeneration. I have been Impressed with the continued efforts to allow sustainable regeneration. Yesterday I noted red grouse and Meadow pipit within said affected location. A good sign surely of acceptance from natural species.

However reading comments regards the development of said unplanned 'track" I feel the CNPA must take into account the requirements to allow Improved sustainable development to take place within the the ski area.

Some points for consideration

1. The track and the new tow line have greatly Improved the safety in this location during busy, congested periods access through this location directly impacted with the waiting queue line and recent landscaping has alleviated this risk to customers (children).
2. Ground disturbance within the ski area location has through out the history of the resort been required. The re-generation of this recent development is going extremely well and retrospective removal if deemed necessary would put the location back and upset the species that have now moved into this location.
3. A common access route will in the future significantly reduce Impact elsewhere and allow NR to

manage both track use to reduce future erosion and also control regeneration against operational priority