

# APPENDIX

PAPER 9 - 09/048/CP

Community Council  
Comments

# KINGUSSIE AND VICINITY COMMUNITY COUNCIL

Cairngorms National  
Park Authority

16 JUL 2009

Mr Andrew Tait  
Planning Officer

Cairngorms National Park Authority

Albert Memorial Hall

Station Square

Baillater

Aberdeenshire

AB35 5QB

Address for correspondence:  
KVCC Secretary

Drumlins

Newtonmore Road

Kingussie

PH21 1HD

13 July 2009

Your Ref: 09/048/CP

## Objection to Outline Planning Permission for 300 houses in Kingussie

Dear Mr Tait

With reference to our previous letter of 15 April 2009, we feel that this letter may not have made it clear that Kingussie and Vicinity Community Council have serious objections regarding the proposal for a development of 300 houses in Kingussie. This is because we consider a development of this magnitude to be totally inappropriate for a town the size of Kingussie. A seriously scaled down development would be far more likely to receive support.

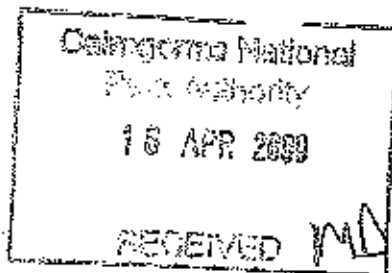
We should also like to raise the following points:

1. There is nothing in the plans to indicate any enhanced community infrastructure for education or health. The High School and Wade Centre are both in a poor state of repair, and the Medical Centre is already stretched, with long waiting times. In addition, the town has no NHS dental provision. At present there is only one ambulance, which already has to serve a huge area, from Kingussie to Dalwhinnie. We therefore feel that it is vital that these facilities are upgraded or built, before the commencement of any construction.
2. Any development should be carried out from a new, permanent, purpose built roadway, running from the A86/B9152, as we do not feel that Dunbarry Terrace is a suitable access route for construction traffic, due to its narrowness and the poor quality of the road surface. Dunbarry Road was officially considered to be running at or near capacity back in 2002, and this was prior to the construction of several new homes on Crofta View and Kerrow Drive. Construction traffic could also pose a potential danger, and cause unnecessary disruption to the existing residents of Dunbarry Terrace.
3. We should prefer any decisions to be made as per the new Cairngorms National Park Local Plan, as we feel that this will ensure a quality development for Kingussie.

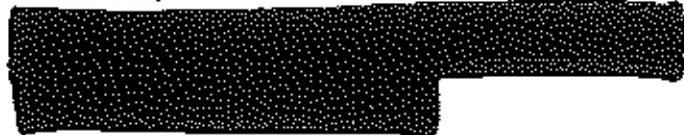
Yours sincerely,

Mr Alan W Davidson

Chairman of KVCC



Kingussie and Vicinity Community Council (K&VCC).  
C/O Kenneth Reid  
Kingussie High School  
Ruthven Road  
Kingussie  
Inverness-shire  
PH21 1ES



15/4/09

To:  
The Cairngorms National Park Planning Authority  
Albert Hall  
Station Square  
Ballater  
AB35 5QB

**Reference:**

**Submission to Cairngorms National Park Planning Authority on the proposed housing development in Kingussie by Davall Developments Ltd.**

A public meeting at Kingussie High School on Tuesday 24<sup>th</sup> March 09 highlighted many of the points raised below. In addition, discussions within and responses to the K&VCC have been used in formulating this submission.

The initial shock in the community regarding the proposed development was due to the scale and the density of the development – i.e. 300 houses.

While the K&VCC accepts that this is within the designation of the 'Local Plan', we would ask that the rate of development is not left to economic factors but based on an a fixed plan; ensuring a balance in the type and number of units which can be completed in any given year. The current economic situation may suggest this development would span 15 years or more but this could change relatively quickly. Community facilities, services and amenities could be overwhelmed by rapid development in any one year.

There was much concern over the access to any building site via Dunbarry Road. At the meeting on the 24<sup>th</sup> the developers gave assurance that all site traffic would use a temporary access road going up by Kerrow farm and across to the areas concerned.

Vehicular traffic remains a concern with regard to an increased level of road use once new houses are built. We would ask that the planners look very carefully at the road analysis carried out for this application and amend or improve the road plans as required.

Water flow and drainage are a major concern. Again; we would ask the planners to look closely at the provision for this in the application and demand the highest tolerances possible to prevent flooding in any part of the town.

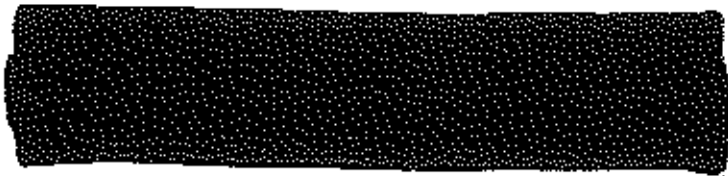
Much discussion ensued on the use, safety and effectiveness of 'Suds Pools' for drainage and water management. Again we would ask that your experts review all the evidence in regard to this particular detail of the proposed development.

Concern has been expressed over the type of house and in particular the height of the 'town house' design with three levels. It has been pointed out that applications up to now have been restricted in the number of levels to 1.5.

The K&VCC recognise the need for development in the town. An economic boost should help in the retention of shops etc in the High Street and possible addition to same. However, it has to be the right development, one of quality and not based on quantity. This returns to our point about ensuring a balance in the type and number of units built in a given time. We would ask that consideration be given to the planting of screening trees, ensuring large robust species are used and not predominately the smaller decorative types, so that in time the hillside is well screened and given a 'natural' look.

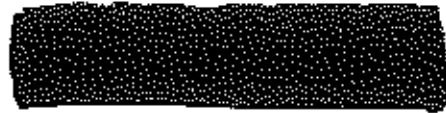
This response was unanimously backed at a K&VCC Meeting held on Tuesday, April 14<sup>th</sup> 2009.

Yours sincerely

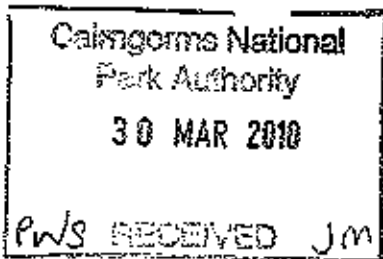
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Kenneth Reid (Acting Chairman – Kingussie & Vicinity Community Council)

Drumlins  
Newtonmore Road  
Kingussie PH21 1HD  
Inverness-shire



Mr A Tait  
Planning Department  
Cairngorms National Park Authority  
Albert Memorial Hall  
Station Square  
BALLATER AB35 5QB



26 March 2010

Dear Mr Tait,

**PLANNING APPLICATION BY DAVALL DEVELOPMENTS  
FOR MAJOR HOUSING DEVELOPMENT - N.E. KINGUSSIE**

Thank you for sending papers indicating 2010 revisions to the above planning application to my colleague, Kingussie Community Councilor, Ailsa Schofield.

Following my telephone conversation with you earlier this week, I promised to put my observations and comments on paper for you. Here they are.

**1. Revised Concept Master Plan and Draft Phasing Plan.**

I note from these plans that the developers appear to have ignored major concerns expressed at the public meeting and no doubt, separately by local residents, concerning potential traffic overload and hence road safety of **Dunbarry Road**.

I see the developers still propose to make two new connections to Kerrow Drive and one new connection to Dunbarry Terrace. These roads merge and join others lower down the hill and form Dunbarry Road, which then emerges onto the A86 between rows of terraced cottages on the High Street. All these residential roads are narrow and busy, serving existing fairly dense housing development. The increased use of Dunbarry Road was, and still is, a cause of major concern in Kingussie.

As currently set out on the plans, I anticipate that residents in more than half of the proposed properties on the new development are likely to permanently access Kingussie High Street via Kerrow Drive or Dunbarry Terrace and thence Dunbarry Road, since this will be the shortest distance to the town. This will be unsatisfactory.

I have before me a copy of a minute, dated 15 Jan. 2002 from Mr I Wallace, Highland Council's Roads and Transport Manager to Mr R Cameron, Area Planning Manager objecting to a planning application for the development of only eight houses at Croifa View - at the top of Croifa Road, which lies off Hillside Avenue. In his considered opinion, Dunbarry Road was not suitable for the

additional traffic emanating from this small amount of new housing, in addition to traffic that would be generated from a small amount of additional housing on Kerrow Drive, which already had permission, but was not then built.

Nothing has been done to Dunbarry Road or any of the other roads since Mr Wallace's objection in 2002 to increase their traffic carrying capacity. If his advice was followed now, then they certainly will not be deemed suitable for handling vehicular traffic generated by the number of houses in the plans submitted by Davall Developments.

I note Davall Developments intend to phase the housing development so that 55 new properties will be required to use Dunbarry Road for a period of seven years in advance of the completion of the new link road to the A86: 32 in the first two years and another 23 in the subsequent five years. This is a major concern and seriously affects the road safety and the potential disturbance of the residents in this part of Kingussie for this long period of time. In my view the plan is unacceptable and constitutes a significant objection to the phasing as proposed.

Presumably Davall Developments also intends all the construction traffic to access the site via Dunbarry Road and the other adjacent roads to the site? The roads are neither wide enough, even without parked cars, nor probably constructed to the standard to cope with the amount of heavy traffic likely to be generated by the construction of 55 properties.

A small chicane on the hill near to the point where Hillside Avenue joins Dunbarry, installed after Mr Wallace's minute in 2002 and intended as a traffic calming measure has only minimal effect. Instead, it causes traffic build-up as cars have to stop on the hill to take turns to pass through the narrow section. Delivery vehicles already have difficulty coping with the narrow section. In the recent snows and icy roads, this narrow section caused real problems when vehicles had to stop and wait for other vehicles to pass and they could not get underway again on the steep hill; instead cars and vans slid about dangerously and had to be left where they came to rest! Existing problems will not be made any easier by additional traffic.

If the Davall Development's planning application gains permission in its present form, then I foresee major problems and likely traffic accidents. The Community Council is already concerned about the number of roads in Kingussie without pavements for pedestrians and yet are used daily by children walking on their way to school. One such road is the lower part of Dunbarry Road, near to the point where vehicles enter and leave and have to turn left or right onto the main A86. The residential area above the High Street has a major proportion of our school age population, most of whom actually walk to and from school! Increased vehicular traffic from the new development is not going to reduce the existing hazards!

## 2. **New road junction onto the A86 adjacent to Craig-an Darach.**

I understand an accommodation has been agreed with Transport Scotland to allow a new connection to the A86 trunk road at this point. This was another area of major concern expressed at the public meeting. I have some concerns about the addition of a junction only a short distance from the A9 bridge over the A86 to the north and also the slip road from the A9 onto the A86 to the south. The new junction will require realignment/widening of the existing road and tree felling to

ensure the new road can join the A86 safely, not on a slope and at an angle, and with good safe sight lines.

#### **Land drainage**

At the point where the new road junction will be made, this section of the A86 already suffers from significant flooding and icing problems - from water draining off the sloping permanent grass fields on the north side of the trunk road and water draining down through the soil embankments of the adjacent high level A9. It does not need heavy rain for this area to flood! Since the roadway is in shadow caused by the embankments, the wet road and standing water readily freeze over, increasing hazards here.

The amount of new build on these fields at the density planned by Davall will increase the hard standing significantly and hence speed of run-off unless very special drainage precautions are taken. The original hydrological surveys and drainage reports seemed not to take sufficient account of the flooding that already takes place. Do the revisions to the planning application include any such improvements?

I note the developers still intend to rely on SUDS ponds to cope with drainage, with a large one sited at the bottom of the proposed new road where it joins the A86, adjacent to Craig an Darach's land and where the existing land drainage must already be poor.

It is well known to residents in Kingussie that after the houses were built on Hillside, Croila and Dunbarry, etc., a series of large permanent ponds appeared at the Glebe on the side of the road almost opposite to Craig an Darach - whence they came nobody knows! Presumably as a result of the housing developments on the hillside interfering with the natural land drainage before that time. I doubt these ponds would cope with additional water draining off the new developments without overflowing and affecting the A86 and existing residential properties at this end of Kingussie. In my view proper land drains from the site will be needed and laid under the A9 embankments direct into the R. Spey; a SUDS pond is unlikely to cope with the likely rate and amount of run-off.

#### **SUDS Ponds elsewhere on the site.**

I note the plans include other SUDS ponds adjacent to boundaries and buildings of existing properties, e.g. above St Giles on Acres Road and near to housing in Campbell Terrace. What action has been included in the drainage plans to ensure these properties are not adversely affected by water seeping from these ponds onto their land and into their buildings, or from the presence of permanent standing water?

I note too, the inclusion of a SUDS pond in one corner of the "shinty pitch" open space. What safety precautions are included in the plans to ensure children playing on this open area are not at risk?

### **3. Draft Phasing Plan.**

I have already expressed my concerns about the plans to access phases 1B, 1C, 2D and 2E from the Dunbarry and Kerrow roads, and hence the prolonged disturbance to existing residents. This is likely to prove objectionable to the residents.

I consider designation of the parcel labelled 4B for the final phase is unsatisfactory. Existing residents will either face living adjacent to a building site for potentially 15 to 20 years from the start of the development, or be faced with fresh disturbance again after some years when parcel 4B development takes place and construction vehicles will no doubt use the Dunbarry and Kerrow roads system for access. What is the reasoning for this piece of phasing?

I estimate that only 100 of the proposed 297 properties will automatically choose to exit the development area via the new road to the A86 adjacent to Craig an Darach. The layout of the proposed roads accessing the other 193 properties on the main site is likely to result in the residents of these properties choosing to exit the site via the Dunbarry and Kerrow roads system as their shortest preferred route.

I note the revised plans reinstate plans to build four properties off the Ardbroilach Road, with all the attendant problems of a new vehicular road access from a sloping rocky site onto this narrow steep road that lacks any pavement for pedestrians. I recall, at the public meeting, the developers stated this part of the development would not be included in their plans.

I am still dismayed at the density of the housing, most of it 25-30/ha and even >30/ha. Such densities are more usually found in urban and city areas, and are not always appropriate there; they are certainly not appropriate for a small rural Highland town/village in an area of outstanding natural beauty in a National Park.

I note too, that 3-storey terraced blocks of dwellings are also still planned for visible sites on the hillside, when more recent applications that were granted in Kingussie, e.g. at Croila View, were restricted to 1.5 storey houses, no higher.

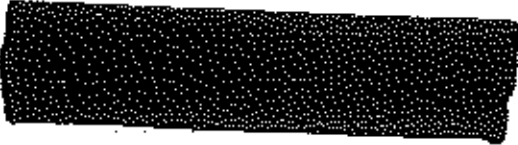
Finally I see the revised plans still do not include provision for public transport by the means of designated bus turning circles, parking bays, etc. Without such provision, inevitably nearly all the households will travel to and from their homes via a motor car, possibly several times each day!

In conclusion, I am sadly of the opinion that if the revised plans were put out for further public consultation they are unlikely to be received any more warmly by most Kingussie residents than the original plans that received so much criticism last spring.

I hope my observations and comments will help to inform the advice and guidance given to members of the National Park Board when they meet to make their decision on the application.

Best wishes,

Yours sincerely,



Valerie E Emmett