

**Table 5.2 EIA Period, Residential Unit Numbers, Densities and Areas**

DATE	EIA ASSESSMENT PERIOD	NUMBER OF RESIDENTIAL UNITS		AREAS (Including local roads, open space requirement, LAP /LEAP / NEAP. Not including School, Hotel or Community Building which total 1.7ha)				LAP /LEAP /NEAP
		No for Period	Total No	Area Lower@ 13.5 units per ha	Area Medium @ 20.6 units per ha	Area Higher@ 39.7 units per ha	Total Area	Total Area
2006 - 2011	A	120	120	1.5ha	1.0ha	2.0ha	4.5ha	0.5ha
2011 - 2016	B	310	430	3.0ha	3.9ha	4.8ha	11.7 ha	1.2ha
2016 - 2018	C	200	630	1.5ha	2.9ha	3.1ha	7.5ha	0.8ha
2018 - 2027	D	870	1500	29.9ha	9.8ha	6.8ha	46.6 ha	3.4ha
				35.9ha	17.6ha	16.7ha	70.3 ha	5.8ha

### 5.3 Development Periods

**5.3.1** The four consecutive development periods which correspond to the Environmental Impact Assessment Periods (Periods A to D) would be undertaken with the site built out by 2027. Each development period would take between 3 to 10 years until completion. The first phase (Period A) would develop an area of approximately 4.5 hectares for residential living, allowing for each consecutive phase to extend the proposed development to a final capacity of 70.3 ha and a total of up to 1500 residential units. A breakdown of the proposed development activities per phase is provided in Annex Table 5.3.

**5.3.2** In order to meet the Local Plan requirement for reconstruction of the B970, including realignment of the ski road junction at Coylumbridge, the first phases of development would commence at the east. Development periods would move westward to provide a mix of densities, house types and community / commercial uses at each phase so that community balance is preserved throughout the proposed development period.

**5.3.3** Until 2018 road access would be via the up-graded B970 realigned to incorporate a new junction to the east of the Coylum Road houses. The existing Coylumbridge junction could be closed to vehicles. By the time 750 units have been completed (Phase 4/D 2018 – 2027) a new distributor road via a proposed new junction with the B970 and a new bridge over the River Druie in the area of the Inverdruie fishery, referred to as the Sub-Station Route would require to have been constructed. Figures 5.2 to 5.7 indicate footpath, cycleway and road links between An Camas Mòr and Aviemore.

- 5.3.4** At the start of the proposed development a new footpath / cycleway would be built via the Rothiemurchus fishery to link with core path network to Aviemore. This would require the construction of a new pedestrian/cycle bridge across the River Druie which would also carry the main services to An Camas Mòr. A more direct footpath / cycleway link to Aviemore with a new crossing of the river may be provided by the community with financial assistance from Rothiemurchus Estate and/or An Camas Mòr LLP as part of a separate community led initiative to use the land between An Camas Mòr and Aviemore as a Spey Park. The timing for this is not in the control of the Estate or An Camas Mòr LLP.
- 5.3.6** Affordable housing would be dispersed through the community. To realise the views expressed by the local community a balance of housing is proposed representing a range of age groups, household types and income levels.

## **5.4 Indicative Land Use Plan Strategies Summaries**

- 5.4.1** Indicative Land Use Plan Strategies have been developed through an iterative process starting with a scope for the Proposed Masterplan agreed with The Highland Council and Cairngorms National Park Authority (Volume 1, Chapter 2). These strategies while guiding the development of the Indicative Land Use Plans and the Proposed Masterplan Report have provided the level of detailed information required for the Environmental Impact Assessment.
- 5.4.2** The Strategies are set out in detail in the Supporting Document Indicative Land Use Plan Strategies and are summarised below.

### **(i) Landscape, Natural and Cultural Heritage Strategy**

The principle is to establish a new community in a woodland setting allowing residents close contact with the natural environment. The new community would not itself intrude into views from the surrounding landscape. Important habitat such as the ancient woodland on the fringe of the new community would be protected and advantage would be taken of kettle holes, natural hollows, water features and mature trees to provide a setting for the housing areas. The design would encourage micro climates taking advantage of natural light and protection from wind, and would reflect traditional building patterns and materials.

Inclusive of this is an examination of the cultural heritage of the site. The cultural heritage surveys have identified a number of key sites in the vicinity of An Camas Mòr. These sites which also form the Special Qualities of the National park include pre-historic remains; pre-improvement rural settlement; improvement era rural settlement; Victorian country houses and lodge; traditionally constructed buildings and scheduled monuments and listed buildings. The cultural heritage strategy aims to protect these sites and features where they are outwit the boundary of An Camas Mòr but might be affected by access routes and service corridors. Within the site there are no significant visual features of the cultural heritage. There is ample evidence of a small pre-improvement settlement in the northern part of the site which will be investigated prior to development.