

OLDFOLD, MILLTIMBER

DEVELOPMENT FRAMEWORK AND MASTERPLAN



The Oldfold Milltimber Development Framework and Masterplan was first produced prior to the adoption of National Planning Framework 4 and the Aberdeen Local Development Plan 2023. However the document remains valid, and the guidance derived from this still informs the City Council's decisions on such development in Aberdeen.

Any queries concerning the text of the document should be directed to Planning (01224 053 746 or pi@aberdeencity.gov.uk) for clarification.



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STRUCTURE OF THE MASTERPLAN DOCUMENT

This document sets out a Development Framework and the Design Guidance for the Oldfold combining to form the Masterplan document. Its aim is to ensure that development of this site creates an attractive, well connected and vibrant new part of Milltimber.

The Masterplan document is set out in eight key Sections:

THE MASTERPLAN PROCESS

SITE ANALYSIS

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THE VISION

THE DEVELOPMENT FRAMEWORK

PHASING AND DELIVERY

DESIGN GUIDANCE

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DESCRIPTION OF MASTERPLAN DOCUMENT

THIS MASTERPLAN DOCUMENT SETS OUT A DEVELOPMENT FRAMEWORK AND DESIGN GUIDANCE FOR OLDFOLD. ITS AIM IS TO ENSURE THAT DEVELOPMENT OF THE OLDFOLD SITE CREATES AN ATTRACTIVE AND WELL INTEGRATED EXPANSION TO THE EXISTING SETTLEMENT OF MILLTIMBER. THE SITE AT OLDFOLD PROVIDES AN EXCELLENT OPPORTUNITY TO ALLOW THE EXISTING COMMUNITY AT MILLTIMBER TO HAVE A SAY IN HOW THEIR TOWN CAN GROW SUSTAINABLY IN A WELL PLANNED MANNER, ENSURING IT RESPECTS THE EXISTING SITE CONTEXT AND CREATES AN ATTRACTIVE PLACE TO LIVE.

THE DOCUMENT ILLUSTRATES HOW DEVELOPMENT OF THE SITE MUST RESPECT THE SENSITIVE LANDSCAPE SETTING OF THE DEESIDE CORRIDOR AND PROVIDE AN ATTRACTIVE EXPANSION TO THE EXISTING SETTLEMENT, CREATING A PLACE THAT IS IN KEEPING WITH THE DISTINCT CHARACTER ALONG THE NORTH DEESIDE ROAD. THE SITE OFFERS THE POTENTIAL TO BOTH CREATE A HIGHLY DESIRABLE PLACE TO LIVE WITHIN ABERDEEN AND ALSO PROVIDE A NUMBER OF VALUABLE BENEFITS TO THE EXISTING COMMUNITY OF MILLTIMBER.

THE DOCUMENT SHOWS HOW BEST PRACTICE IN PLANNING AND DESIGN CAN BE APPLIED IN A SITE SPECIFIC CONTEXT TO SEE WELL PLANNED EXPANSION OF MILLTIMBER AND ENSURE THE SOCIAL AND ENVIRONMENTAL BENEFITS OF SUCH AN OPPORTUNITY ARE REALISED.



fig. 01 Site Location on North Deeside Road.

Peterculter

Milltimber

Oldfold

Bieldside

Cults

Pitfodels

Aberdeen

1. THE MASTERPLANNING PROCESS

1.1 INTRODUCTION

The site is located approximately 7 miles to the west of Aberdeen city centre as indicated in the Figures 02 on the right. The site identified as Oldfold is approximately 48 hectares and lies to the east of the main settlement of Milltimber.

TEAM

This Masterplan document has been prepared on behalf of The Seven Incorporated Trades of Aberdeen Trades Widows' Fund & CALA Homes (East) ('the Promoters'). It outlines the proposals to develop a high quality and deliverable residential expansion to the east of Milltimber. The promoters have assembled a multi-disciplinary team to produce this Masterplan for Oldfold. The team consists of the following;

Masterplanners: **OPEN (Optimised Environments Ltd)**

Architecture: **Archial**

Planning Consultants: **Keppie Planning**

Transport Engineers: **Fairhurst**

Drainage Consultants: **Fairhurst**

Environmental Consultants: **ENVIRON**

The team members have worked together to provide a well considered and appropriate Masterplan response to the site, and have met with Aberdeen City Council at regular intervals through both the Local Development Plan process and development of the Masterplan, to discuss proposals. This team has been consistently involved with the site for over two years and have in-depth knowledge of its characteristics, the surrounding community and stakeholders.

PURPOSE OF THE DOCUMENT

This Masterplan document sets out a Development Framework and Design Guidance for Oldfold following Aberdeen City Council's 'The Aberdeen Masterplanning Process, A Guide for Developers'. The Development Framework sets out a basic two dimensional spatial framework for the way in which the site will be developed. The Masterplan section of the document then develops this into a more detailed three dimensional Masterplan, describing and illustrating the proposed urban form with detailed guidance on buildings, external spaces and other design matters.

The aim of the document is to form the basis of Supplementary Guidance to the Aberdeen Local Development Plan.



fig. 02: Site location in city context.

1.2 THE SITE AREA

The site is located to the north of the North Deeside Road and east of Binghill Road at Milltimber. It is located to the east of Milltimber, extending from the woodland around Murtle Den Road in the east and to Binghill Road, in the west. To the south the site boundary is formed by North Deeside Road and the Tor-na-Dee development. The site extends north to the woodland around Den of Murtle. The woodland around Murtle Den Road, the Den of Murtle and Beaconhill encloses the site area.

The character of the surrounding area is that of a residential suburb situated within the River Dee valley. There are no built or natural designations present on the site that would be affected by the proposed development. The woodland at Den of Murtle adjacent to the site is designated as a Local Nature Conservation Site. At present the land is used for agriculture, generally improved grazing and by a riding stables in a series of small fields defined by stone walls and farm tracks.

The site generally falls gently from around 95 metres AOD in the north-west to 55 metres AOD to the south. A subtle valley also runs broadly north to south close to the western edge of the site, dropping into the Murtle Den woodland area.

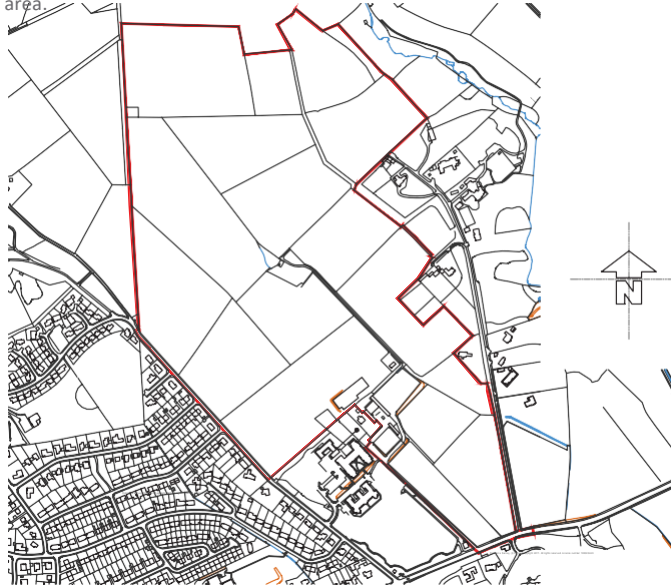


fig. 03: Planning Application Boundary plan.



fig. 04: Site boundary on aerial photo.



1.3 THE PLANNING CONTEXT

ABERDEEN CITY AND SHIRE STRATEGIC DEVELOPMENT PLAN

Scottish Planning Policy sets out the context for Development Planning and confirms that the Development Plan comprises a Local Development Plan supported by Supplementary Guidance and, in the case of Aberdeen, a Strategic Development Plan.

The Aberdeen City and Shire Strategic Development Plan was approved in 2014, and this formed the basis for the Aberdeen Local Development Plan requiring to release land for residential purposes, which, in Deeside, amounted to 802 units.

The Aberdeen Local Development Plan recommended Oldfold site OP48 be allocated to meet part of the Strategic Development Plan requirement.

ABERDEEN LOCAL DEVELOPMENT PLAN 2017

Oldfold, is identified within the Aberdeen Local Development Plan (LDP) for 550 house units and 5 hectares of employment land. The plan identifies the need for the site to be Masterplanned and lists the infrastructure required to support the development. The LDP envisages development in two phases, 2007-16 (400 units) and 2017-26 (150 units). The Council also requires a contribution of 25% of the units as affordable, in accordance with the City-wide policy. The site is also to include a replacement Milltimber Primary School.

The Principle of development has been established through the LDP process, and the Masterplan will now describe how the aims of the LDP can be met at Oldfold and how the proposals may best support the aspirations of the existing Milltimber community.

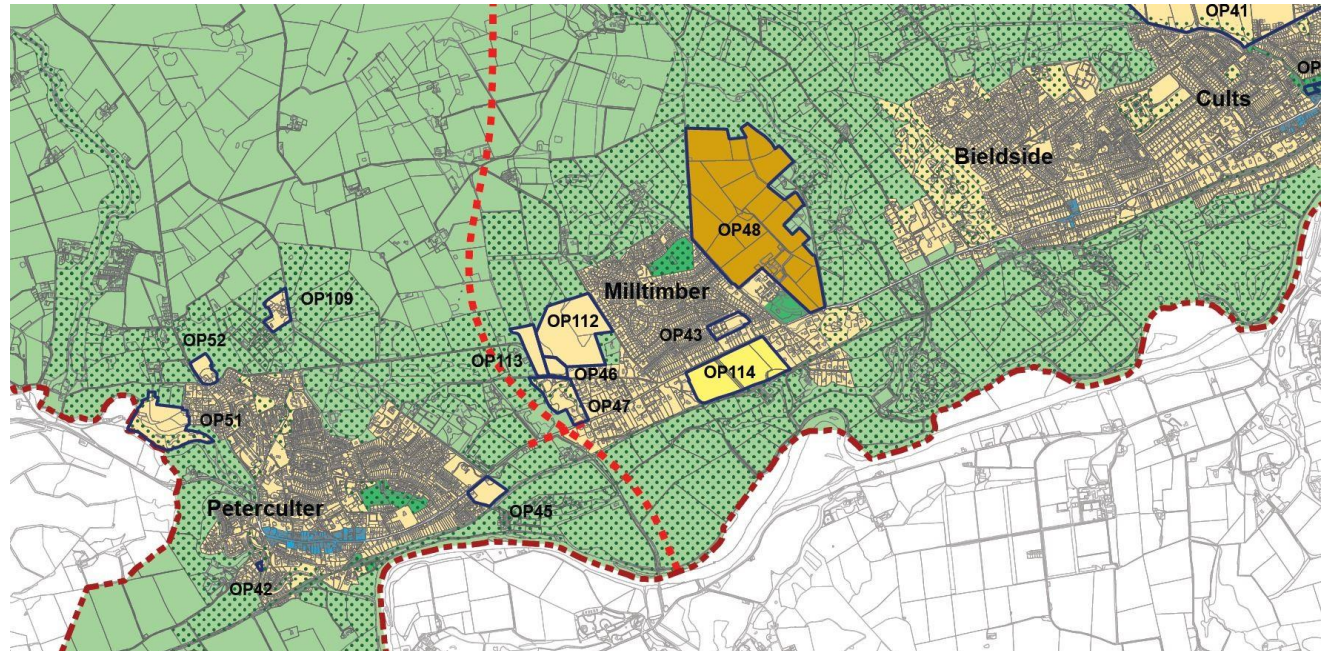


fig. 05: Extract from Aberdeen Local Development Plan.

NATIONAL POLICY GUIDANCE

In preparing the Masterplan for Oldfold regard has been made to Scottish Planning Policy and the need to consider and comply in particular with the guidance in;

- Policy documents 'Designing Places' and 'Designing Streets'.
- Planning Advice Note 81 - Community Engagement - Planning with People
- Planning Advice Note 83 - Masterplanning

Reference to these documents is considered in more detail in other parts of the Masterplan.

1.4 DEVELOPMENT PROCESS

CALA has been involved in promoting its interests at Oldfold over a number of years, through this process they have positively engaged with the local community, key stakeholders and the Council to ensure the proposals for Oldfold provide a number of benefits to the wider community.

The Planning Strategy has evolved through dialogue with Aberdeen City Council following the procedural guidance contained in the Aberdeen Local Development Plan. In the case of Oldfold, the required strategy involves the preparation of a Masterplan which, following consultation with stakeholders, the community and the Council, will be submitted for Approval, as Supplementary Guidance.

Following approval of the Masterplan, CALA Homes will submit an Application for Planning Permission in Principle for approval at around the same time as the Council Adopt the Local Development Plan (Spring 2012).

Due to the scale of the site a Traffic Impact Assessment (TIA) will be prepared and we would require to screen whether an EIA was required to accompany the Application for Planning Permission in Principle.

WORKING WITH ABERDEEN CITY COUNCIL

The Masterplan approach promoted by CALA, which has sought to involve the local community throughout the process, found favour with Council officers and resulted in Oldfold being identified as a preferred site for development in the Local Development Plan Main Issues Report. Throughout the production of this Development Framework and Masterplan, CALA (and initially The Seven Incorporated Trades of Aberdeen Trades Widows' Fund) has been in frequent dialogue with Aberdeen City Council to ensure robust and suitable proposals which help meet the development targets of the city.

The Seven Incorporated Trades of Aberdeen Trades Widows' Fund and CALA Homes (North) submitted separate proposals to the Council for their land interests at Milltimber to be included in the Main Issues Report as a sustainable expansion to Milltimber. Following the Council Officers' technical assessment of the development options submitted to them, the land to the east of Milltimber was identified as a preferred development option site, incorporating the land controlled by both parties.

PLANNING STRATEGY AND THE MASTERPLAN PROCESS – APPROACH TO DESIGN

Oldfold is identified in the Aberdeen Local Development Plan as a site that requires the preparation of a Masterplan. CALA believes that through the Masterplanning process they can arrive at a proposal that will meet the aims of both the Council, key stakeholders and the local community.

CALA recognises the quality and value associated with the North Deeside corridor and wishes to use the development at Oldfold to showcase the quality of their product.

The Masterplan for Oldfold is being prepared in accordance with the Council's most recent Masterplanning guidance and will help determine the layout and location of different land uses on site and set the parameters for residential development and areas of open space across the whole site. The site, whilst predominantly residential, will include a new primary school and locations for a mix of supporting uses and employment land integrated with the housing.

It is important, however, that the Masterplan layout allows for some flexibility with regard to the mix of uses proposed and is adaptable to changes in future economic circumstances. To ensure the potential is maximised, CALA has engaged a multi-disciplinary team to ingrain design quality from the very outset of the project. The Masterplanning approach being taken will help realise the wider opportunities to create an efficient and effective expansion to Milltimber. CALA believes the Oldfold site has the capability to deliver a successful residential led mixed-use scheme that will have positive social and economic impacts for the wider community at Milltimber.

SUPPLEMENTARY GUIDANCE

The Masterplan approach has, following detailed discussions, refined the mix, layout, context and phasing of elements of the required development output and reacted to comments made at earlier workshops and drop-in events. The Masterplan will be submitted for approval following a significant level of engagement and altered to take account of detailed comments made through the public consultation events.

Once Adopted as Supplementary Guidance (in effect) it will be Council Policy for the site. An application for Planning Permission in Principle will then be prepared following that approval.

APPLICATION FOR PLANNING PERMISSION IN PRINCIPLE

All planning applications for national or major development must comply with the Pre-application Consultation (PAC) process as set down in the Town and Country Planning (Development Management Procedure) (Scotland) Regulations, which came into effect in April 2009. To comply with this new procedure, applicants are required to submit a Proposal of Application Notice at least 12 weeks prior to the submission of a planning application. Aberdeen City Council's updated Masterplanning guidance seeks to avoid duplication and confusion for public consultation exercises and recommends, that as there is no upper limit for submission of a planning application following the commencement of the PAC process, the two processes are combined in terms of public engagement.

In June 2011, CALA Management and the Seven Incorporated Trades of Aberdeen Trades Widows' Fund, submitted a Proposal of Application Notice which outlined the details of the proposed application and the extents of public engagement proposed. Aberdeen City Council recommended additional consultees and approved the content of the Notice.

The Council further issued a list of the Main Issues for consideration in the Masterplan. These comments reflect an assessment of the Proposed Strategic Development Plan Report against the Aberdeen Masterplan process 2010 and the proposed ALDP.

Subject to approval of the Masterplan as Planning Advice by Aberdeen City Council and completion of the supporting studies (Transport Assessment, etc. prepared to be submitted with an application for Planning Permission in Principle) it is proposed that an application for Planning Permission in Principle for the site will be submitted by CALA in early 2012.

The Application for Planning Permission in Principle will comply with the guidance set down in the Final Masterplan and will include a report on all pre-application public consultation undertaken. The provision of necessary infrastructure to support development of the site will be dealt with by way of planning conditions and a Section 75 Legal Agreement.

FUTURE APPLICATIONS

Subject to the granting of Planning Permission in Principle for development at Oldfold, CALA will seek to address matters specified in conditions for parts of the site identified as the first phases of the development.



fig. 06: Photograph from June 2011 Public Exhibition.

1.5 COMMUNITY CONSULTATION AND ENGAGEMENT

Community consultation and engagement has been a key part of the Masterplan process to date. This section provides a short summary of the consultation carried out to date by CALA and describes how it has informed the Masterplan.

Section 8 of this document contains a full summary of the consultation process, including a detailed description of all the events carried out, a summary of responses and comments, and outlines the next stages in the process.

CONSULTATION PROCESS

An important part of preparing the Masterplan has been recognising that public consultation and gaining the support of stakeholders and consultees is essential for the successful delivery of proposals. The public consultation for both the Masterplan and an application for Planning Permission in Principle have been run in tandem to avoid duplication and confusion. Details of the public consultation undertaken is also set down in the Proposal of Application Notice.

Given the significance of the Oldfold proposals in the Deeside area and their importance in delivering much needed new housing for this part of Aberdeen, it was agreed at the outset to hold two consultation events to which the public would be invited. In addition, a number of meetings were also agreed to be held with Milltimber Community Council and other local groups.



fig. 07: Photograph from June 2011 Public Exhibition.

Throughout all stages of the design process, CALA has been committed to involving local people and stakeholders in the proposals. The project team believes the Masterplan has benefitted greatly from meaningful consultation and involvement with the local community and stakeholders. Consultation has been carried out following the best practice guidelines as set out in Planning Advice Note 81, Community Engagement and Aberdeen City Council's Guidelines for Community Engagement.

The community consultation and engagement approach adopted has been designed to:

- Ensure awareness of the Oldfold Masterplan aspirations, creating 'knowledgeable communities' which can then contribute purposefully at all stages of the development process.
- Ensure events are well publicised and easy to get to.
- Ensure engaging and inspiring consultation materials are produced which present information clearly and in an accessible format.
- Ensure that members of the design team are available at consultation events to answer questions and engage in dialogue.
- Provide opportunities to comment and become involved.
- Keep people informed of progress.
- Give confidence and assurance that comments are being heard and issues dealt with.

OLDFOLD CONSULTATION

Throughout the project the team has continuously worked with the local authority, statutory consultees and the local community as well as utilising in-house expertise in housing construction, renewable energy and regeneration to develop a robust approach to all aspects of sustainability, from the vision and framework stage through to eventual delivery.

Community engagement and a sense of governance and belonging have been essential to the long-term sustainability of the place. Over the past 4 years the proposals for the site have evolved considerably with continued input from key stakeholders and the community, which has shaped the proposals that are described in this document. The input from the existing Milltimber community has been fundamental in shaping the proposals ensuring that the aspirations for a Milltimber expansion that is well integrated are met.

Through the Masterplan process there have been a number of consultation events that have shaped the proposals. The consultation events to date are:

PRE APPLICATION CONSULTATION - JUNE 2011

Prior to submitting a Proposal of Application Notice, CALA had participated in earlier consultations on this site with Aberdeen City Council (ACC) and the local community, most notably through the Main Issues stage of the ALDP.

COMMUNITY EXHIBITION, JUNE 2011

A public exhibition was held in June 2011, and comprised two information boards, which provided information on (1) the context, and (2) the draft proposals.

STAKEHOLDER WORKSHOP, SEPTEMBER 2011

This event brought together a range of people who could offer different and sometimes differing opinions on the key topics which had been identified from the June 2011 public exhibition.

STAKEHOLDER WORKSHOP AND COMMUNITY EXHIBITION, NOVEMBER 2011

The suggestions and ideas that emerged from the first round of consultation events were considered by CALA's design team. These helped shape the emerging proposals and were presented and discussed at a second stakeholder workshop on the 24th of November and public exhibition on the same day.

As well as the consultation events listed above there have been a number of meetings with the Council, key stakeholders and various community groups. There is a note of all of these in Section 8 and a full record will be contained in the Consultation Report.

CONSULTATION ON THE DRAFT MASTERPLAN - JUNE AND SEPTEMBER 2011

The Stakeholder Workshop focused the discussion and debate on the five key areas of the Masterplan identified following the community exhibition, these were;

- Site and Context
- Access and Movement
- Housing
- Education
- Employment Land

The comments, concerns, suggestions and support that emerged from the initial community exhibition focusing on the Draft Masterplan have been considered by the developers' Design Team and have shaped the Masterplan presented in this document.



fig. 09: Draft Masterplan – Illustrative layout, June 2011.

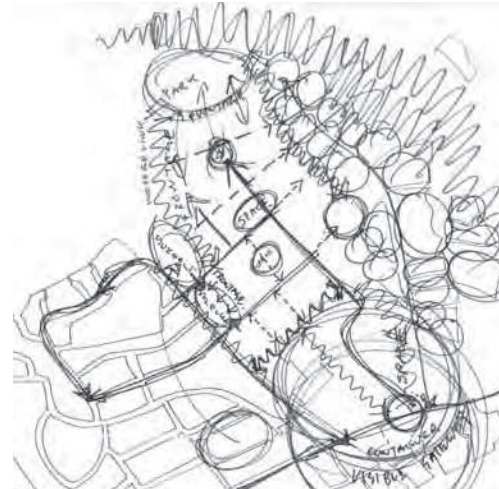


fig. 10: Design development, September 2011.



fig. 11: Masterplan, December 2011.

OPPOSITION OF DRAFT MASTERPLAN

Access	1
Access to green spaces	1
Access to public services	1
Access to shops	1
Access to schools	1
Access to employment	1
Access to leisure	1
Access to transport	1
Access to services	1
Access to facilities	1
Access to amenities	1
Access to recreation	1
Access to culture	1
Access to education	1
Access to health	1
Access to social services	1
Access to community services	1
Access to other services	1



n.b. the numerals which are used to create the chart represent the number of times that these topics were raised in the submissions.

fig. 08: Public exhibition, June 2011 – Consultation Responses.

SUPPORT OF DRAFT MASTERPLAN

Open green spaces	10
Commercial uses proposed	8
Primary school proposed	6
Leisure and quality of street	4
Number of houses / density	4
Employment	3
Public realm	3
Neighbourhood centre	2
School layout	2



MASTERPLAN RESPONSE - SEPTEMBER TO NOVEMBER 2011

The consultation process to date has informed both large scale changes to the layout and structure and small scale matters of detail within the project which will mean that Milltimber can successfully evolve and grow over time, never losing its sense of community and identity as a popular place to live.

The June consultation event and September stakeholder workshop generated a wide ranging and constructive response to the emerging proposals. The design team has taken on board where appropriate and practicable, many of the comments that were received. The client and design team made the decisions informed by consultation and also further technical work.

KEY CHANGES TO THE MASTERPLAN - DECEMBER 2011

The key changes that were made to the layout and structure of the proposals as a result of the initial consultation events were;

1. The location of the A93 Junction.
2. The alignment of the primary street.
3. The location of the primary school.
4. The location and scale of employment land.
5. The Interface with Binghill Road.
6. The Interface with Murtle Den.

The consultation process also informed how the Masterplan should approach a variety of other issues.

NEXT STAGES

Comments from the stakeholder workshop and community exhibition held in November have further informed the Masterplan. A summary of the November Workshop and Exhibition is contained within Section 8 of this document and will be included in more detail with all responses within the final Consultation Report which will be submitted to support the application for Planning Permission in Principle.

2. SITE ANALYSIS

2.1 CITY CONTEXT

To understand fully how the site could be developed it is important to look at the context in which it is to be developed. The following section looks at the site in the context of the wider north Deeside area before focusing on the relationship with Milltimber and more site specific issues.

ABERDEEN CITY

The Oldfold site located west of Aberdeen city centre. It is bounded by the North Deeside Road (A93) to the south, the existing settlement of Milltimber to the west and the residential area of Murtle Den to the east. To the north the site is bounded by the woodland of Den of Murtle Local Nature Conservation Site.

The A93 'North Deeside Road' runs from Aberdeen west out to Banchory and beyond to the Braemar along the route of the River Dee. Milltimber is one of a number of historical settlements along the North Deeside Road including Cults, Bielside and Peterculter which due to the close proximity to the city and the attractive environment of Deeside make them some of the most desirable places to live within the Aberdeen area.

DEVELOPMENT OPPORTUNITIES

Aberdeen City Council decided through the Main Issues Report consultation process that the capacity of the Deeside area to accommodate more development is limited. The favoured option on Deeside was at Oldfold which was felt to have a relatively low landscape and environmental impact, although it was noted that care should be taken to avoid disturbing the adjacent Den of Murtle Local Nature Conservation Site and a new primary school at Milltimber may have to be considered. Small sites with low impacts have been identified at Peterculter, west Milltimber and at North Garthdee Farm. It may also be possible to allow releases at North Friarsfield and Pitfodels without compromising landscape setting. It was considered that all other sites on Deeside are considered undesirable for a number of reasons, most commonly impacts on the landscape setting and Dee valley, loss of biodiversity, trees and woodlands, poor accessibility and remoteness.

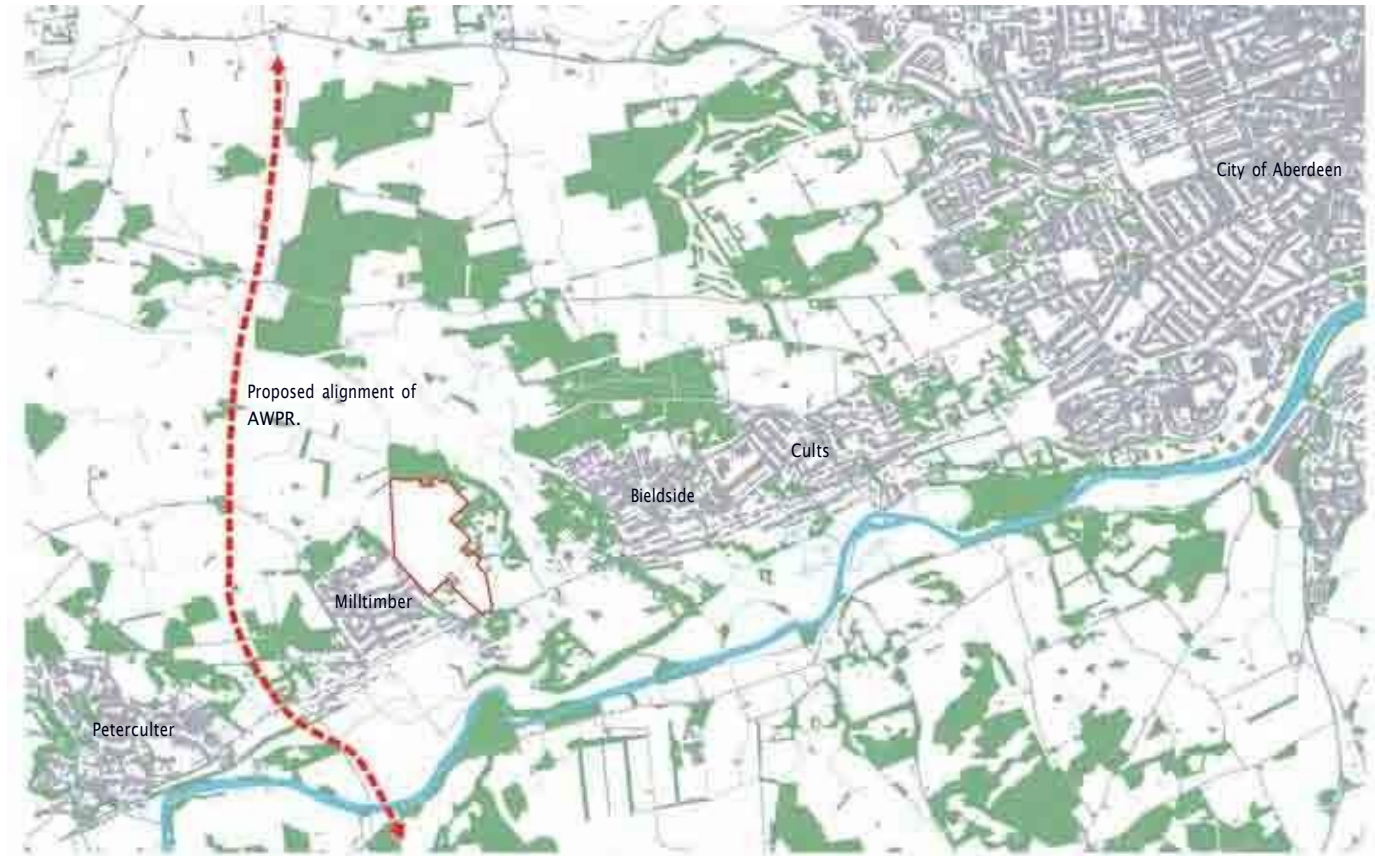


fig. 12: Site location in the context of Deeside and proposed alignment of AWPR.

THE AWPR

The Scottish Government announced its decision to proceed with the Aberdeen Western Peripheral Route (AWPR) in December 2009, following the Report on the Local Public Inquiry. The tendering process for the scheme is currently suspended pending the outcome of a legal challenge. The plan above indicates that the AWPR will pass between Milltimber and Peterculter, on an alignment from about 500 to 800m west of the Milltimber section of Contlaw Road.

The completion of the AWPR will have the benefit of reducing existing peak traffic flows on A93 North Deeside Road past the development access road towards Aberdeen city centre and provides significantly improved access to the strategic road network and to principal employment attractions in the Dyce, Altens/Tullos and Westhill areas without the need to travel through the city. The phased development of Oldfold is envisaged to coincide with the completion of the AWPR, with predicted modest traffic impacts during the early phases of development accommodated within existing available traffic capacity on the North Deeside corridor.

2.2 DEESIDE CONTEXT

The context of the site within North Deeside has been a very important consideration for the Masterplan due to the history, character and prestige associated with the area within Aberdeen and Aberdeenshire. This Section of the document will identify and describe some of the important aspects of the strategic context that have informed and shaped the Masterplan proposals.

TOPOGRAPHY

The Dee valley is an important landscape feature within Aberdeen and the wider area, defining the south west boundary of the city. The River and the topography of the area have defined the location and form of the settlements along the North Deeside Road. The historic cores of all the settlements are located on the A93 with the main body of each of the settlements located to the north of the road away from the river and its floodplain.

The settlements are located on the south facing slopes of the River valley where they benefit from the southerly aspect and views. The extent to which the settlements have extended north away from the historical core on the Deeside Road is also clearly defined by the topography with minimal development beyond 95m AOD (95m contour identified on the plan opposite). By keeping development below this elevation there is generally minimal impact upon the landscape context and no development along the skyline.

ENVIRONMENT

The Deeside area forms an important wildlife and recreation corridor (including two golf courses and the Deeside Railway footpath). There are numerous wildlife sites along the Dee valley including the Den of Murtle Local Nature Conservation Site, with other sites and woodlands scattered throughout the area. Significantly the River Dee is a Special Area of Conservation – the only designation of international importance in Aberdeen.

The woodland is a key defining feature of the area along the North Deeside Road containing views and defining the edges of the various settlements. Woodland belts and avenues are an important characteristic of the fields between the settlements.

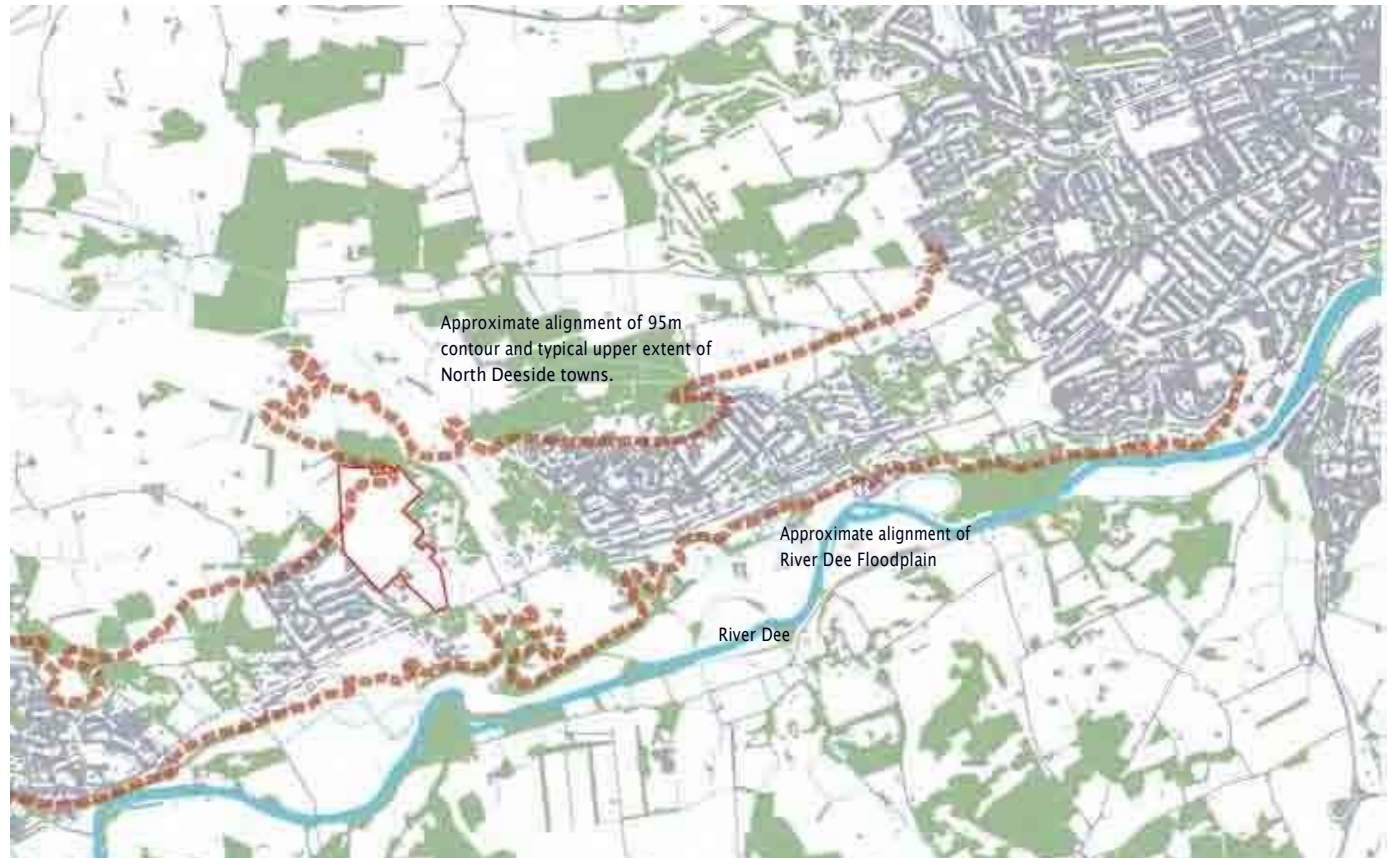


fig. 13: Site location in context of Deeside.

NORTH DEESIDE URBAN FORM

The Deeside area is primarily a residential area built up around the historical settlement of Pitfodells, Cults, Bielside, Milltimber and Peterculter all of which importantly retain their own individual identity as places. It is the identity of the various places as small 'villages' and general high quality of the built form and environment of the area that makes it such a desirable place to live within the city.

The plan opposite illustrates the location and form of each of the settlements along the North Deeside area. The 800m isochrones are set at the core of each settlement to illustrate how each has grown. The pattern of each of the settlements is that typically of a historical core on the North Deeside Road with the settlement typically expanding along the road and to the north up the hill.

Pitfodells, Cults and Bielside have grown together over time with no clear boundary between the settlements along the Deeside Road. Importantly Milltimber and Peterculter have not been absorbed into other urban areas and retain clear and well defined boundaries.

An important feature of the development pattern in the area is the way in which the settlements have addressed the North Deeside Road and have developed on the south facing hillside. Another notable characteristic of the area is the number of very large detached properties set within large, often wooded private gardens. The large and exclusive detached properties typically form part of the historical town structure on the Deeside Road or on the edge of the settlements, particularly Bielside and Milltimber.

Pitfodells, Cults, Bielside and Peterculter all have small mixed use centres of various sizes, containing a variety of local shops and services. Milltimber does not contain any local shops with the nearest shops located within Peterculter and Bielside. All of the individual settlements contain a primary school with a public secondary school in Cults. There are a number of private schools within the area as well.

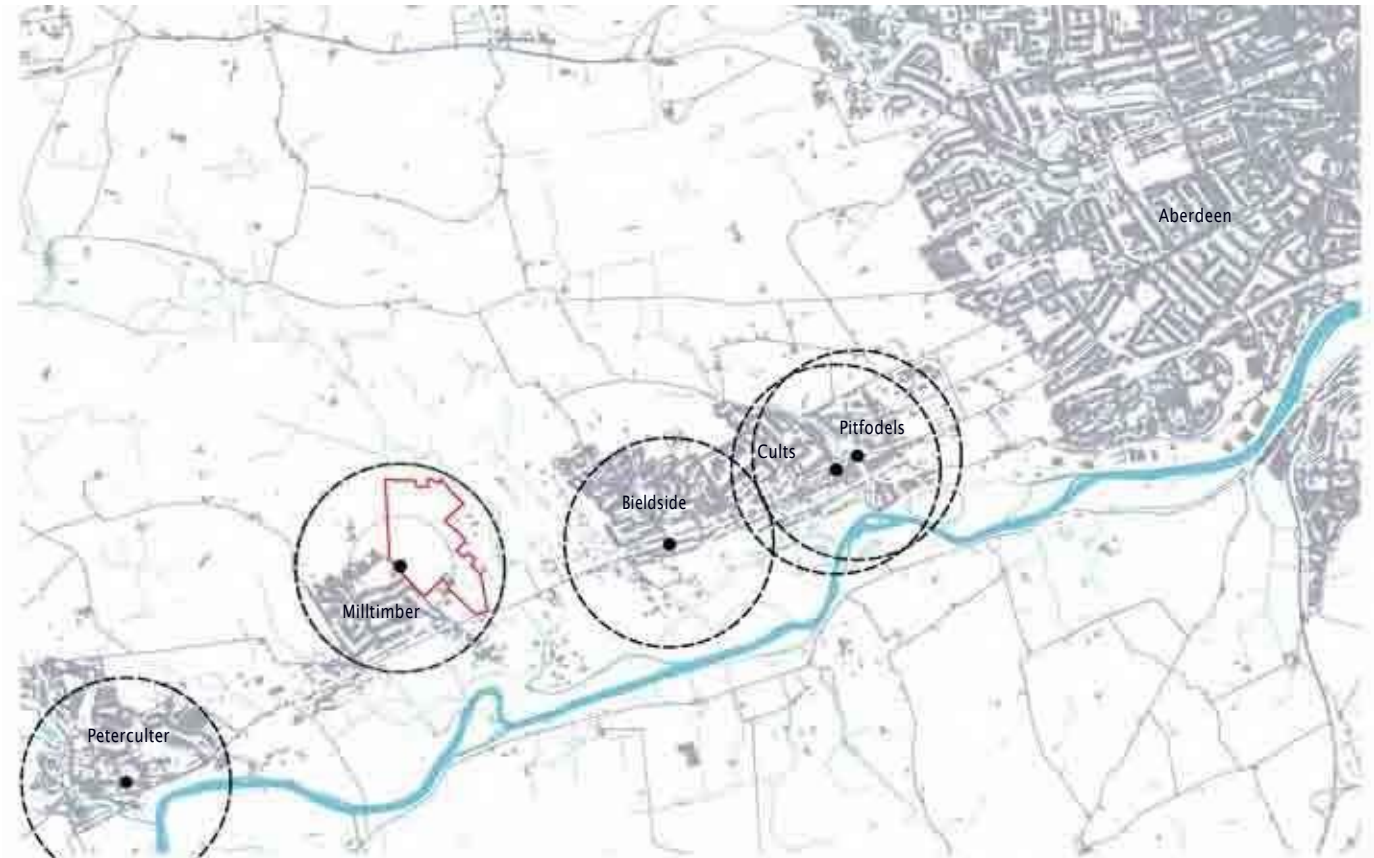


fig. 14: Urban Form along North Deeside.

NORTH DEESIDE ROAD

The North Deeside Road (A93) is one of the main arterial routes into Aberdeen and as such is an important transport route. The character of development along North Deeside Road has been an important aspect to consider for a new development opportunity at Milltimber as the site has a boundary to the road which must be considered in this context.

The form of development along North Deeside Road and specifically around Milltimber has a very rich and distinctive character, with large woodland areas, well defined stone wall and hedge plot boundaries in front of generally large detached south facing properties defining the route.

The photographs opposite illustrate some of the residential character of each of the main settlements, Pitfoldels, Cults, Bielside, Milltimber and Peterculter, along the route. The photos show how some common elements such as the plot boundaries and large properties are set back from the road, creating a strong and identifiable character.

The photos also show the more urban form of the mixed use centres within Cults, Bielside and part of Peterculter. These are typically the core of the historic linear settlements directly off the main road with residential accommodation above and parking on the street in front.



Cults



Cults



Cults



Bielside



Cults



Cults



Bielside



Milltimber



Milltimber



Milltimber



Milltimber



Peterculter



Peterculter

NORTH DEESIDE LANDSCAPE CONTEXT

The Oldfold site lies on the northern banks for the River Dee valley to the east of the settlement of Milltimber. The existing settlement forms the western boundary of the site with woodland to the north, east and south creating a strong rural landscape character between the site and the next settlement to the east, Bielside.

Located within the river valley the landform and surrounding vegetation ensure the site is well contained, visually and physically with a limited range of views to the site only available from the south. The River Dee corridor and associated vegetation and topography provide a vital asset in terms of setting and visual quality which development of the site should recognise and enhance. Long distance views back to the site from the south do not present an issue in terms of visibility due to the nature of the site location within the heavily wooded river valley so long as the development does not project too far up the valley slopes to the north or contain any buildings that are not in keeping with the residential context. Integration of development with the surrounding woodland is also a key aspect to consider to ensure the character is consistent with the surrounding areas where buildings are set within woodland and there are no hard development edges.

VIEW 1: FROM B979 KIRKTON OF MARYCULTER

The view from the B979 south of the River Dee towards Milltimber illustrates the site in relation to Milltimber. It shows how Milltimber stands on the south facing slope and is well contained within the existing woodland. Due to the topography and woodland the site itself is hard to define. Future development should be careful to integrate within the woodland and not to become prominent on the upper slopes.

VIEW 2: FROM B9077 SOUTH DEESIDE ROAD

The view from the B9077 on the southern bank of the Dee opposite Milltimber shows how the town has grown north from the road to avoid the lower lying fields to the south of the road next to the river susceptible to flooding. From this view the site is not visible due to the relatively shallow aspect of the slope and the surrounding woodland with only a few buildings fronting the A93 visible in Milltimber, the majority are contained within surrounding woodland.

VIEW 3: FROM KINCORTH

This long distance view from south east Aberdeen is intended to illustrate the Dee Valley context, the string of settlements set within woodland. It clearly shows how the settlements of Cults, Bielside and Milltimber are contained within a strong woodland context. The photograph also shows how the upper slopes of the site are more exposed and should as a result be kept free from development to ensure the rural setting to the north of the site is maintained.



View 1: From B979 Kirkton Of Maryculter.



View 2: From B9077 South Deeside Road.



View 3: From Kincorth.

DEESIDE CONTEXT

Further to the long distance views, the views of the site from Deeside Road and the existing settlement are an important consideration in how and where the site should be developed. The woodland around Murtle Den Road, the Den of Murtle and Beaconhill enclose the site, restricting views from the north, east and south. The north-eastern section of the site is particularly well enclosed by woodland.

VIEW 4: FROM A93 NORTH DEESDIE ROAD

This view from the A93 travelling west illustrates important area of open space between the settlements of Bielside and Milltimber and shows how the alignment of the Murtle Den driveway avenue is important in defining the eastern edge of the lower part of the site. The backdrop of the woodland around To-na-Dee is also significant in providing a setting and enclosure for development.

VIEW 5: FROM A93 NORTH DEESIDE ROAD

This view is the only direct view into the site from the A93. Beyond Murtle Den Road, the southern section of the site has a strong relationship with North Deeside Road, with the landform falling gently towards the road. The photo shows how the site rises from the A93 to a small ridge which Oldfold Farm sits upon and acts to restrict views further into the site. This ridge will be significant to the layout of the site as only the parts of the site to the south of it will be visible and need to carefully consider in addressing the road and informing the character of the area. The woodland on either side of the view is also an important feature controlling the development frontage.

VIEW 6: FROM BINGHILL ROAD, MILLTIMBER

This view from the top of Bingham Road on the western edge of the site, illustrates the relationship between the existing properties and the development site. Only properties along Bingham Road to the west of the site are likely to have views from upper floors above the road-side hedgerow and across into the site. It will be important to consider how development integrates with Bingham Road without negatively impacting upon the privacy and setting of the existing properties. How the existing hedgerow and vistas into key areas of the site are retained and enhanced as part of the development will be an important design consideration.



View 4: From A93 North Deesdie Road.



View 5: From A93 North Deeside Road.



View 6: From Bingham Road, Milltimber.

2.3 MILLTIMBER CONTEXT

The historic plans on the following pages illustrate how the settlement of Milltimber has grown over the years, as a result of a series of ever changing influences. The historic plans help to explain the structure of the existing settlement and establish the context for future growth.



fig. 15: Milltimber 1870.

MILLTIMBER 1870

At this time Milltimber does not exist as a formal settlement and the land is all retained as farmland with a series of small farm and larger estates identifiable along the North Deeside Road. The North Deeside Road is prominent as a route in to Aberdeen with limited development along the road.

The plan above illustrates how the woodland around the Den of Murtle has formed an important boundary to the study area for many years and explains why it is now designated as a Local Nature Conservation Site with the trees protected by a TPO.

The landscape pattern of a series of small fields across the site and neighbouring farm land is also evident. The area which is now the settlement of Milltimber is identifiable as farmland with the house at Binghill clear to the north.

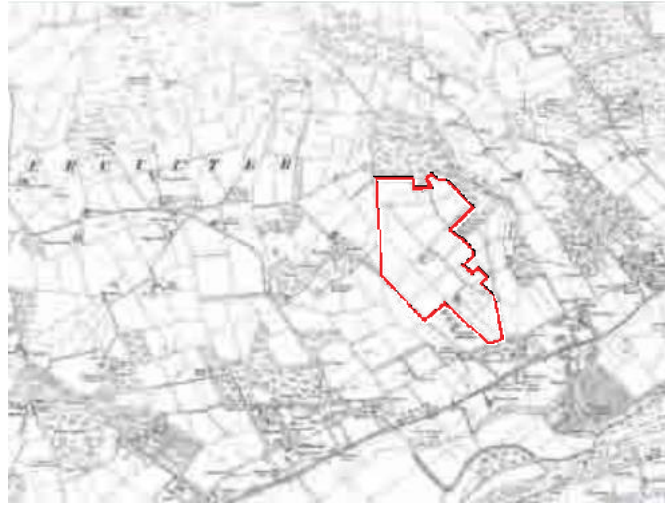


fig. 16: Milltimber 1901.

MILLTIMBER 1901

Growth of a settlement on the North Deeside Road at the junction with Contlaw Road and Milltimber station.

A new access road and property is evident within the Den of Murtle woodland area.

The land at Oldfold is retained as farmland with the hydropathic establishment at Tor-na-Dee also established in this period. There is also a reservoir within the site area, presumably for the hydropathic establishment.



fig. 17: Milltimber 1938 - 1950.

MILLTIMBER 1938 - 1950

There has been little change in the previous period to the Milltimber and Oldfold area. There appears to be more development east along the North Deeside Road at Bieldside.

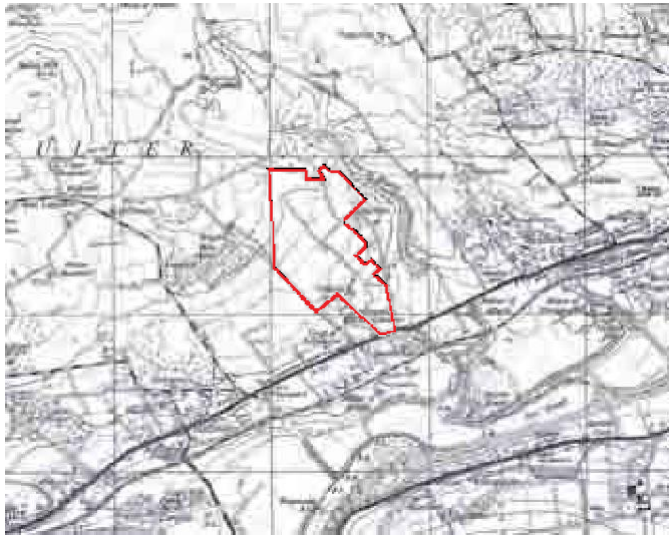


fig. 18: Milltimber 1947.

MILLTIMBER 1947

The first changes to the structure of Milltimber are evident as the settlement expands in a linear manner along the north side of North Deeside road.



fig. 19: Milltimber 1950.

MILLTIMBER 1950

During this relatively short period there appears to be some significant growth to the settlements at Peterculter and Cults.

The settlement at Milltimber has also grown further, growing north with streets parallel to the North Deeside Road.

Further individual properties have also appeared within the woodland area at Murtle Den.

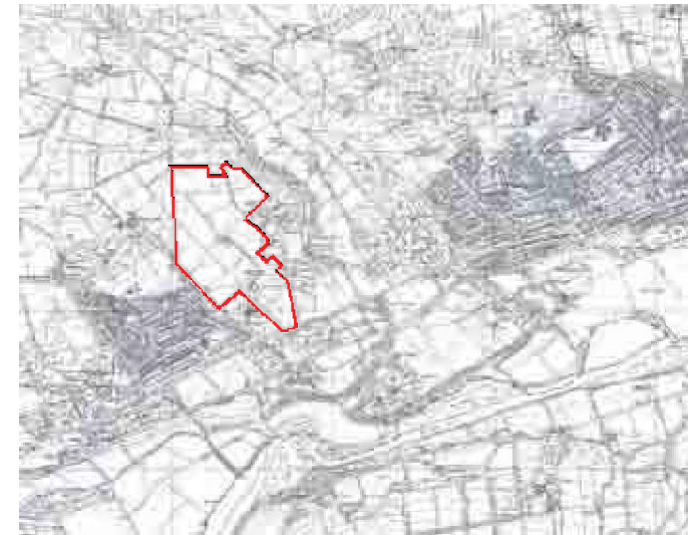


fig. 20: Milltimber 1988.

MILLTIMBER 1988

The decades between 1950 and 1988 have witnessed the largest change in the structure and size of the Milltimber settlement. During this period the settlement has grown rapidly from a small linear settlement along the A93 with some surrounding properties to a much larger dormitory town to Aberdeen. The popularity of the area as a suburb to Aberdeen is also evident in the growth of Cults.

The settlement has grown north of the A93 in the fields between Contlaw Road and Binghill Road. The suburban growth of the settlement can be identified in the land previously held for agriculture and now includes a primary school and a church. It is clear from the urban pattern that the town has grown in a number of phases north, following the existing roads and field pattern but with little cohesion and limited local facilities. There is no development south of the A93 due to topographical constraints.

In the surrounding area there is also a noticeable growth in the number of detached properties within the surrounding countryside such as within the Murtle Den Area.

MILLTIMBER NOW

The proximity of Milltimber to Aberdeen city centre, with easy access to the city by road has not only meant the rapid growth of the settlement in the previous two decades it also means that many of the town's residents commute to Aberdeen to work and make use of the city's other amenities. As a result of this function and ad-hoc growth there are limited community and no retail facilities within Milltimber itself.

The historic plans illustrate how Milltimber has developed from a small development focused around a former railway station, to a linear settlement along the A93 and now a much larger suburban development on the north side of the road avoiding the River Dee flood plain and steep slopes to the south. Growing northward toward Binghill rapidly over the past couple of decades. Milltimber benefits from a southerly aspect with a street pattern generally running east - west.

Whilst the benefits of close proximity to Aberdeen are many, it also causes problems. Inevitably, there is retail and recreational leakage to the city, the current identity as a dormitory town is also apparent.

Facilities in Milltimber are limited and include a primary school, a church and a community centre. The nearest local shopping centres are at Peterculter (about 2.5 km) and Cults (somewhat over 4 km).

The community facilities within the settlement are:

1. Church
2. Primary School
3. Community Centre
4. Open space/playing fields
5. Care Home (Tor-na-Dee Care Centre) and Woodland Grove Community

Milltimber is set within an attractive landscape area, with access to the River Dee valley, woodland areas and hilltop walks all connected by a network of formal and informal paths. There are also a number of strategic paths (core paths) in the area linking areas of interest, such as the path along the former railway linking the Deeside area to the city.

There are several bus services along the A93 to the city centre. The scheduled bus journey time from Milltimber to the city centre is about 25 minutes on a 15min frequency.



fig. 21: Milltimber.



fig. 22: Milltimber street structure.

MILLTIMBER - STREET STRUCTURE

The street structure of Milltimber generally follows an east-west pattern, offset from the A93, North Deeside Road. The road network generally connects Contlaw Road to the west to Binghill Road to the east. The majority of the streets are well connected with only a few culs-de-sac in the newer housing to the north.

FORMER RAILWAY PATH

To the south of the A93 is the Deeside Railway Path, The Deeside Way, a cycling and walking trail with the section linking Aberdeen and Banchory being completed in the Spring of 2006. The Deeside Way is suitable for cyclists of all abilities, and is especially suited to families. The route is mostly level as it is built on the bed of the old Deeside railway line.

The Deeside Way starts at Duthie Park in the centre of Aberdeen and continues for 16 miles close to the River Dee through the heart of rural Aberdeenshire to Banchory. It is well used for both recreation and commuting.

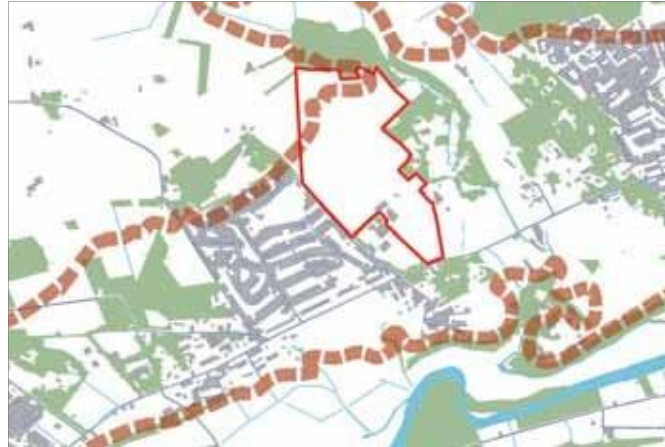


fig. 23: Milltimber urban structure.

MILLTIMBER - BUILT FORM

Milltimber is concentrated between the A93 to the south, Contlaw Road to the west and Binghill Road to the east. The town has grown north from the historic linear settlement on the A93, generally maintaining the east-west street structure that responds to the topography.

Away from the core of the town there are areas of much lower density housing, with large detached houses set in large plots. These large plots are typically set within woodland such as at Beaconhill and Murtle Den and form a good transition between the urban area and the surrounding rural areas.



fig. 24: Milltimber woodland and areas of open space.

MILLTIMBER - WOODLAND AND OPEN SPACE

Milltimber is well contained, with large areas of surrounding woodland forming boundaries to the north and west. These areas of woodland are often incorporated within private gardens yet still provide an important role in helping define the edges of the settlement. The surrounding woodland also provides valuable ecological and recreational amenities in the area.

Further to the immediate boundaries the woodland at Den of Murtle, Murtle Den and Beaconhill also provide an important role in maintaining a distinct setting from Bieldside to the east.

Within Milltimber there are limited areas of public open space. The principal area of open space is the 'Meadows' park area adjacent to the community centre with other areas at the primary school and a small amenity space to the west. The lack of public open space and poor quality of play facilities was an issue raised through the community and stakeholder consultation.

MILLTIMBER CHARACTER

The character and form of Milltimber is another important aspect to consider when looking at the adjacent development opportunities. Within Milltimber there are a number of different character areas, generally relating to the period in time which they were developed. The older more traditional buildings of the linear settlement front the A93 and up Contlaw Road with some larger housing within woodland at either side relating to the road and the original alignment of the railway. The housing thereafter is typically of a more suburban form, with detached and semi-detached buildings set within individual plots. The street pattern is generally well connected with streets running east to west following the landform with only a few cul-de-sacs on in the most recent housing areas.

Tor-na-Dee Care Home and private accommodation is distinct within the settlement, consisting primarily of apartments.



A93, North Deeside Road.



Binghill Road North.



Binghill Road West.



The Meadows.



Contlaw Road.



Tor-na-Dee/Woodland Grove.

EXISTING DENSITY STUDY

Given the desire to ensure that development is context-driven, the Masterplan has looked in more detail at the densities within the vicinity of the proposed site area. The diagrams below and opposite show estimates as to the net densities of some of the main housing areas within Milltimber and the photographs show the typical styles and character of development arising from these densities.

Net developable area excludes all roads, buffer zones, structural landscape, shops and schools. It is defined as including local access, parking, local open space including children's play and amenity space. The net average for the main settlement of Milltimber shown below is approximately 17 units per hectare.



fig. 25: Milltimber overall density analysis.

Total Area = 52ha

Net Area (shown in blue) = 37.8ha

Number of Houses = 651

Net Density = 17units/ha



NORTH DEESIDE ROAD

Area = 5.00ha
 Units = 55 units
 Net Density = 11units/ha



BRAEHEAD TERRACE

Area = 0.88ha
 Units = 22 units
 Net Density = 25units/ha

MURTLÉ DEN

Bounding the site to the east it has been important to look at the form and character of the Murtle Den area as well as the main settlement of Milltimber. The area contains a number of large detached properties off a main private drive set within mature woodland grounds. The majority of the properties are set within large plots separate from the development site, however, there are some properties that look on to the development site and it is these that will need to be carefully considered in relation to any development. As the area consists of series of individual plots the residents are concerned about retaining the high quality setting and privacy with no access through the private gardens or links to the existing driveway.



BINGHILL ROAD

Area = 2.98ha
 Units = 41 units
 Net Density = 14units/ha



North Deeside Road.



The Meadows.



Murtle Road.



House on the western edge of Murtle Den.



THE MEADOWS

Area = 2.55ha
 Units = 48 units
 Net Density = 19units/ha



Bingham Road.



Braehead Terrace.



House on the western edge of Murtle Den.



Murtle Den Road.

fig. 26: Milltimber density analysis of typical housing areas.

CONNECTIVITY

How the site is accessed and integrates with the existing urban area of Milltimber is critical to the success of the development as an expansion to the existing community. Good access to the site for pedestrians and vehicles is essential, ensuring it is well connected with direct and legible routes.

The proximity and location of the settlement expansion should be developed in such a way as to encourage positive integration between the existing and the new communities. To achieve positive integration, good footpath links should be provided and existing links retained and enhanced (including the Aspirational Path). A path network should be developed to link key areas of open space and community facilities, ensuring key facilities are all within walking distance.

Integration with the existing community should be achieved through good connections and proximity of development and facilities. The relationship of development with the existing properties on Binghill Road should be carefully considered.

PEDESTRIAN

Pedestrian connections to the site will be provided from existing footways along both the A93 and Binghill Road, both of which bound the site. The A93 has footways on either side providing access to Milltimber and other settlements beyond. Binghill Road has a footway on the western side of the road and provides connection in to Milltimber. Improved pedestrian connections to the site need to be considered as part of the site layout, including the Aspirational Path AP10.

To the south of Milltimber the Deeside Railway path provides a long distance footpath link for the community and provision should be made for footpath connections to it from the site area via Core Path 72. There is also an existing footpath connection north to Den of Murtle Local Nature Conservation Site. Den of Murtle is privately owned and access would need to be facilitated through discussions with others.

There are no existing footpath connections from the site to Murtle Den to the east.

CYCLING CONNECTIONS

The Deeside Railway path provides the alignment for National Cycle Route 195. Provision should be made for cycle connections to this route which provides a valuable commuting and recreational route.

ASPIRATIONAL PATH

A clear route for Aspirational Path AP10 to help connect the communities of Milltimber and Bielside will be provided as part of the Development Framework. The Aspiration Path will connect Binghill Road to Murtle Den Road within the site area. Any part of that route outwith the site would be require to be developed by others.

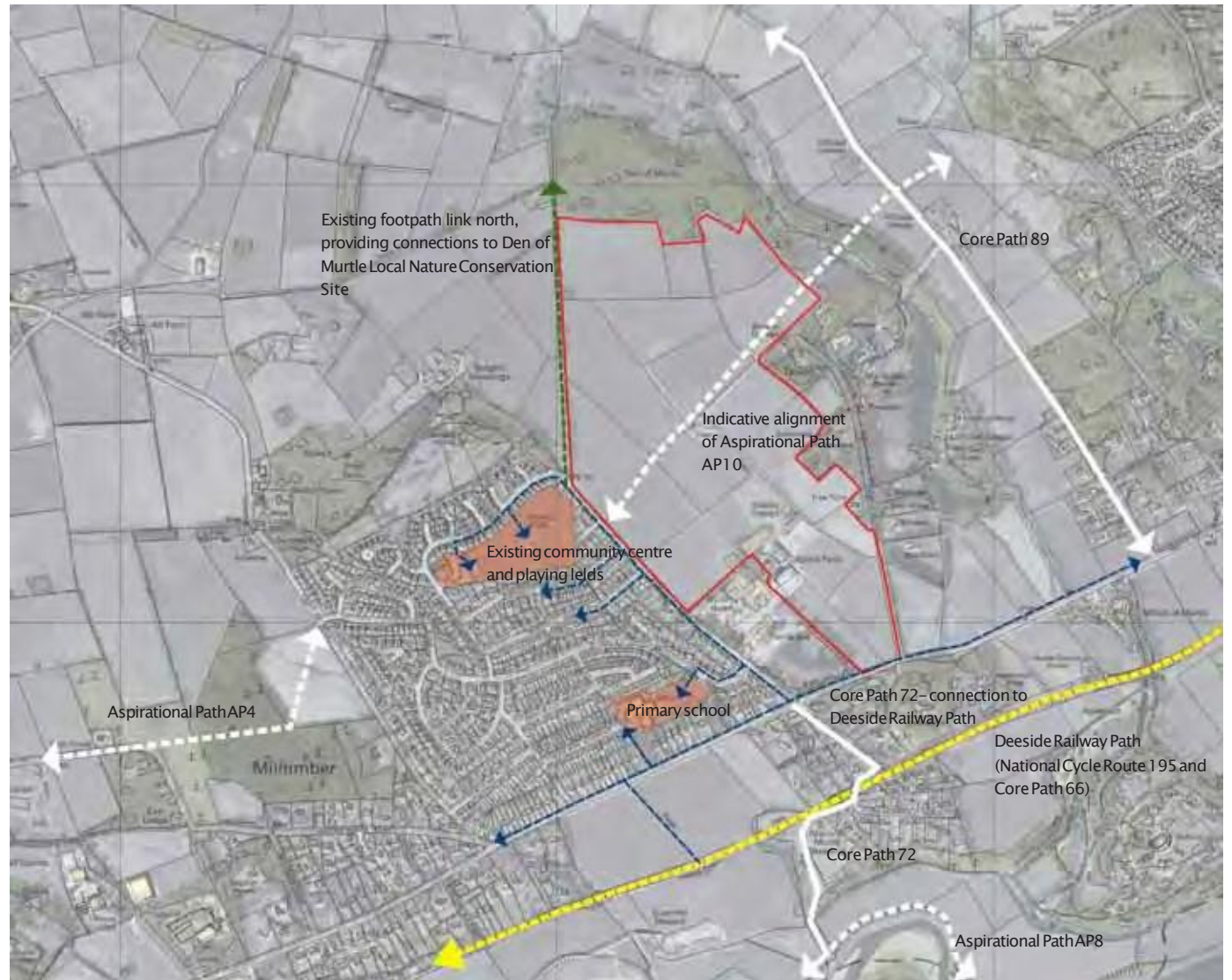


Fig. 27: Existing footpaths and potential connections.

EXISTING PUBLIC TRANSPORT

Existing bus services on the North Deeside corridor are focussed upon A93 North Deeside Road, with seven buses per hour to and from the city centre throughout the day. The majority of residents of Milltimber are within 400m of the existing bus stops on the A93.

The development access road should be provided to a standard suitable for use as a bus route to allow potential bus services to access the development. The majority of dwellings will be within an 800m walk distance of bus stops on A93 North Deeside Road, and the provision of a waiting shelter on the city bound side is proposed.

A school bus currently runs up Binghill Road and through Binghill Road West connecting back to the A93. The proposed layout should provide the opportunity for the school bus to travel through the development if desired and link back to the existing bus route.

THE ROAD NETWORK







The principal vehicular connection to the existing street network will be provided to A93 North Deeside Road with minor connections at a couple of points on Binghill Road to ensure free traffic movement and potential for bus loops within the site area. The new road network should integrate with the existing road layout so to further increase integration and potential for bus loops within the development.

The access junction design identifies a signalised priority junction with provision for a westbound right turning traffic lane to ensure that free flow of westbound traffic towards B979 Milltimber Brae and Peterculter is not impeded. Pedestrian crossing facilities on A93 North Deeside Road and the development access road are provided, with a pedestrian refuge on A93 to the west of the development access junction. Linking the development access junction signals with the existing signals at Binghill Road/Beaconhill Road allows the two junctions to work together and the traffic flows through the two junctions to be coordinated so that the queuing effects are minimised.

Local road connections to Binghill Road, which forms part of the western boundary of the site, are identified in the development Masterplan to be provided opposite existing priority junctions at Binghill Road North and Binghill Hedges. These are envisaged to be provided, following Designing Streets policy, as crossroads junctions in order to maximise the connectivity between the existing and proposed communities by ensuring that all road users can make the most direct journeys between the two. Road safety is recognised as an important consideration in the design of crossroads junctions and therefore the junction designs will incorporate various speed reducing measures designed to blend in with the streetscape.

Access to Murtle Den should remain from Murtle Den Road and separate from any proposed access to the Oldfold site.

KEY

-  Existing distributor roads
-  Existing residential streets
-  Murtle Den Road
-  Vehicle access point to Oldfold site
-  Existing bus stop on A93
-  400m isochrone from bus stop (approximate 5 minute walking distance)

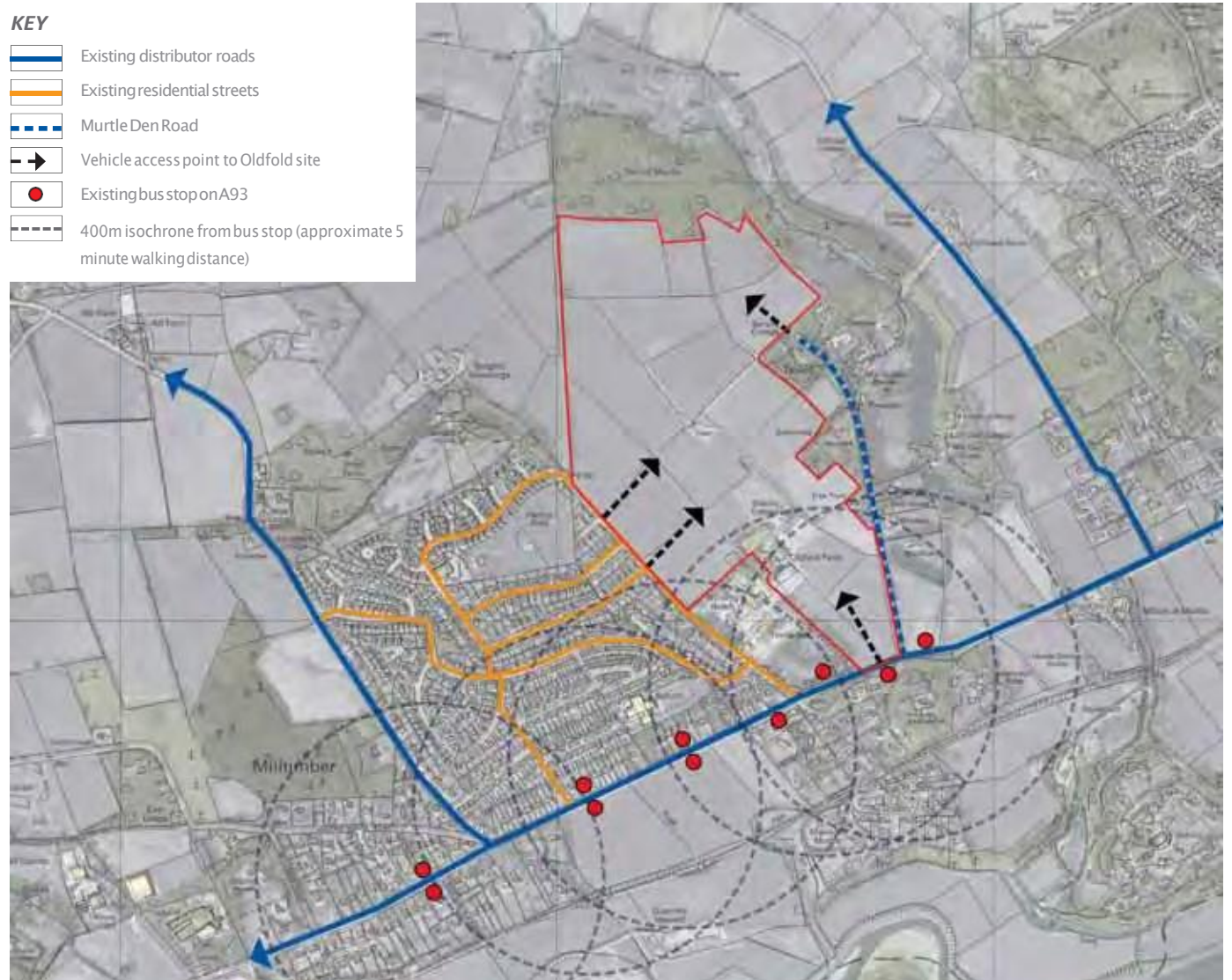


Fig. 28: Existing road and public transport connections.

2.4 SITE ANALYSIS

The site area is 48ha and at present is used for agriculture, generally improved grazing, arable land and by a riding stables. The site comprises a series of relatively small fields defined by stone dykes and farm tracks. There are no built or natural designations present on the site that would be affected by the proposed development. The woodland at Den of Murtle adjacent to the site is designated as a Local Nature Conservation Site.

Preliminary site analysis has identified the key site influences that will determine the location, shape and character of any development of the site area identified. These are:

- The topography;
- The site ecology;
- The hydrology;
- The surrounding woodland around Den of Murtle (Local Nature Conservation Site), Murtle Den and Tor-na-Dee.
- Views to and from the site are important in the setting of the new development,
- The landscape quality and pattern that makes the site distinctive and which landscape features should be considered as features to be retained. The field boundaries are intrinsic to the character of the area and should be incorporated into any development within the area; and
- The existing buildings, paths and tracks across the site.

Further to the aspects above that make the site unique, how the site relates to and integrates with its context through its boundaries is a very important to understand at Oldfold. Due to the contrasting nature of each of the boundaries, each needs to be considered and treated through the design of the site in a specific manner.

The elements described above must be understood and respected when considering development on this site. The elements not only direct the shape of any development in this area, if respected they will allow the site to be developed with a unique character and 'sense of place'.

The following section will identify these elements within the site and look at how they have informed the development proposals.



Fig. 29: Site Area (Local Development Plan OP62).

TOPOGRAPHY

Development at Oldfold must understand how best to employ the natural topography to shape the development areas and road layout to maximise the aspect and views. The topography of the site is a key asset in helping to define character areas and should be reflected in the layout. The site rises from the A93 north toward the woodland area at Den of Murtle with local undulations that would need to be reflected in the layout.

The site generally has a southerly aspect with good views out over Deeside. Development should be generally be orientated so to maximise the solar benefit of the south facing slopes and enjoy the views out.

The site falls on a gentle gradient which should ensure it should be suitable for a regular development layout and allow most buildings to benefit from the southerly aspect. There are some steeper slopes in localised areas which would need to be accommodated within areas of open space or woodland planting to minimise the need for any earthworks in development.

The setting of new development should take account of the existing urban area, following the contour levels and buildings heights so as to appear as a extension and not overly prominent.

The topography and woodland combine to create a relatively contained area to the north east of the study area which could offer some potential for sensitive development on the higher ground.



View from A93 to Oldfold Farm.



Localised steep slopes around Oldfold Farm.



South facing slope.

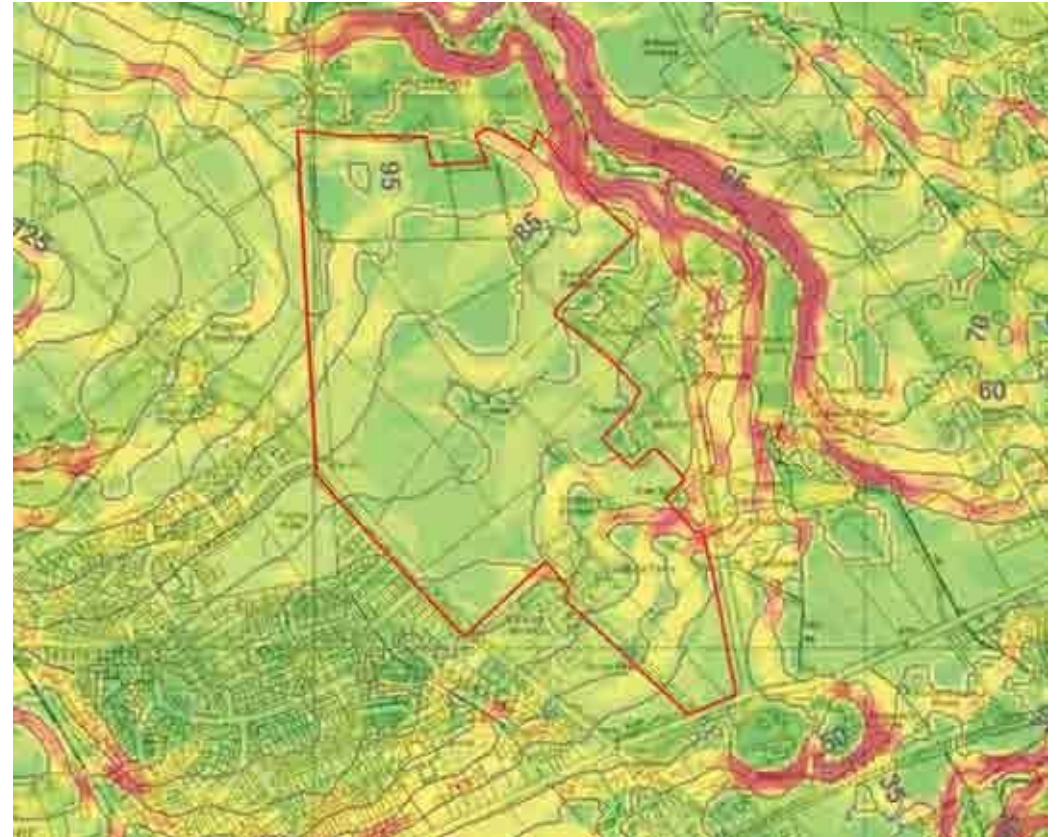


fig. 30: Gradients within the site area.

Slope - in Degrees





Ig. 31: Section locations.

TOPOGRAPHY

The following sections aim to illustrate the general topography of the site. They highlight the subtle slopes and some of the specific areas within the site that will need to be taken account of in any proposals for the area.

Note: Sections are approximate and for illustrative purposes only.

SECTION 01

This section shows how the site falls gradually from a high point of 95m at Den of Murtle to the A93 at a height of 50m. The sites falls at an almost constant gradient with localised steeper slopes around Oldfold Farm where the site has been artificially levelled creating a steep bank. The site is marginally steeper from Oldfold Farm south to the A93 but not so much as to restrict development.

The section also illustrates how as existing agricultural fields, the site has few other significant features defining the site area apart from at the boundaries at Den of Murtle and Beaconhill.

SECTION 02

This section across the site Binghill Road to Murtle Den shows how the site from east to west is relatively flat with subtle changes in level in some locations. Any changes in level are minimal across the site and should inform the street pattern.

The section also illustrates how as existing agricultural fields, the site has few other significant features defining the site area apart from at the boundaries at Binghill and Murtle Den.

SECTION 03

This section from Binghill to Den of Murtle shows how the site rises from south to north. It illustrates how the site levels off to the north around Den of Murtle. At the highest point this is an area in which the potential impact of development would need to be carefully considered.

Den of Murtle woodland



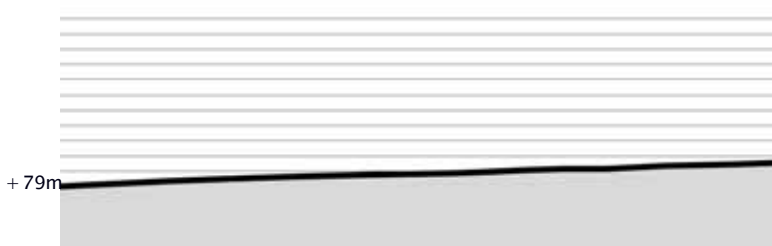
Ig. 32: Section 01.

Binghill Road, Milltimber

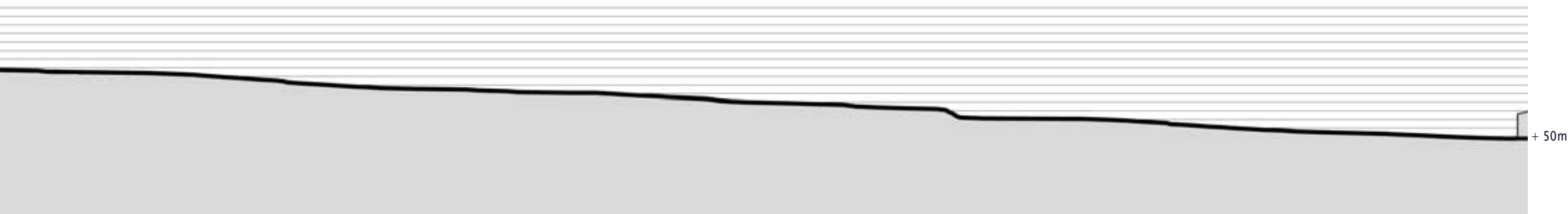


Ig. 33: Section 02

Milltimber



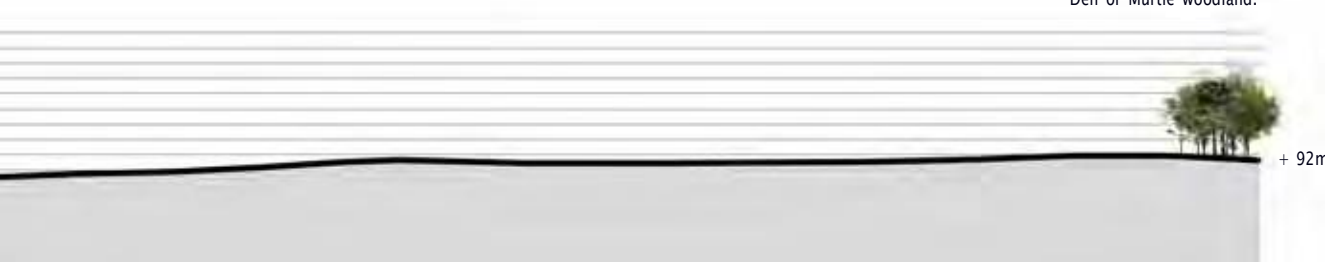
Ig. 34: Section 03



Murtle Den



Den of Murtle woodland.



THE SITE ECOLOGY

As part of the Masterplan to ensure a full understanding of the site area ENVIRON environmental consultants were appointed to complete the following ecological surveys at Oldfold Farm:

- Phase 1 Habitat Survey;
- Bat Survey;
- Badger Survey; and
- Bird Survey

A full copy of the above surveys will be contained as an Appendix to the Masterplan.

The site is dominated by grassland habitats used for livestock grazing. Areas of woodland and hedgerows are found along the site boundaries and associated with the track which passes through the site. Close to the western edge of the site are the buildings of Oldfold Farm.

The full range of habitats found on site can be seen on the Phase 1 Habitat Survey Plan, opposite.

DESIGNATED SITES

The only designated site in the vicinity of the site is Old Wood of Drum Site of Special Scientific Interest (SSSI) which lies approximately 6.5km west of the site. This SSSI is designated for its oak woodland.

The Den of Murtle Local Nature Conservation Site lies immediately to the north of the site and forms the northern boundary of the site. It is a broadleaved woodland site which also contains the largest area of wet woodland in the Aberdeen area. The wet woodland occurs due to the unique hydrology of the area where a number of ponds have silted up over time.

PHASE 1 HABITAT SURVEY.

This section will focus on understanding the site through the habitat survey with the other surveys contained within the full Ecological Survey.

An initial survey was undertaken on 20th July 2011 and augmented by a further visit on 21st September 2011. Both visits comprised systematic walk-overs of the site in order to map the habitats encountered on to an Ordnance Survey map (at 1:10,000 scale). Target notes were taken of key vegetation assemblages and features of ecological interest. The locations of these features were recorded with a Global Positioning System (GPS) unit to allow accurate mapping.

Records of other fauna such as common mammal species and notable invertebrates such as dragonflies and butterflies were made during the course of the habitat survey and these results are also presented.

As can be seen on Figure 35 opposite, the site is dominated by grassland habitats with areas of woodland and scrub found at the margins.

Information on the main habitat types recorded on site, including the dominant species recorded within each, is given below:

BROAD-LEAVED WOODLAND

The northern and north eastern boundary of the site is formed by dense broad-leaved woodland. Narrow bands of planted broad-leaved woodland occur along the southwestern boundary of the site. The semi-natural woodland in the north of the site contains beech (*Fagus sylvatica*), and silver birch (*Betula pendula*).

MIXED WOODLAND

The woodland on the eastern boundary is a mix of broad-leaved and coniferous species. Sitka spruce (*Picea sitchensis*) and other non-native conifers dominate the coniferous element of this woodland with sycamore (*Acer pseudoplatanus*) and beech trees.

SCATTERED TREES

There are a number of scattered trees around the site. The greatest concentration is just to the east of the farm where approximately 10 mature ash (*Fraxinus excelsior*) trees line the track. Scattered trees also line the western boundary of the site.

SCRUB

Patches of gorse (*Ilex europaeus*) dominated scrub occur within the site. These are concentrated along field boundaries and rarely consist of more than a few isolated bushes side by side. Occasional bramble (*Rubus fruticosus*) and raspberry (*Rubus idaeus*).

IMPROVED GRASSLAND

Perennial ryegrass (*Lolium perenne*) dominated improved grassland is the most abundant habitat on site with all but two of the fields of the farm containing this habitat type. Species diversity is very low. Other species recorded in the improved grassland fields include white clover (*Trifolium repens*), creeping buttercup (*Ranunculus repens*), daisy (*Bellis perennis*) and greater plantain (*Plantago major*). Stands of nettles (*Urtica dioica*), broad-leaved dock (*Rumex obtusifolius*) and ragwort (*Senecio jacobaea*) are indicative of improvement and enrichment of the soil by the horses grazing in the fields.

TALL RUDERAL HERB

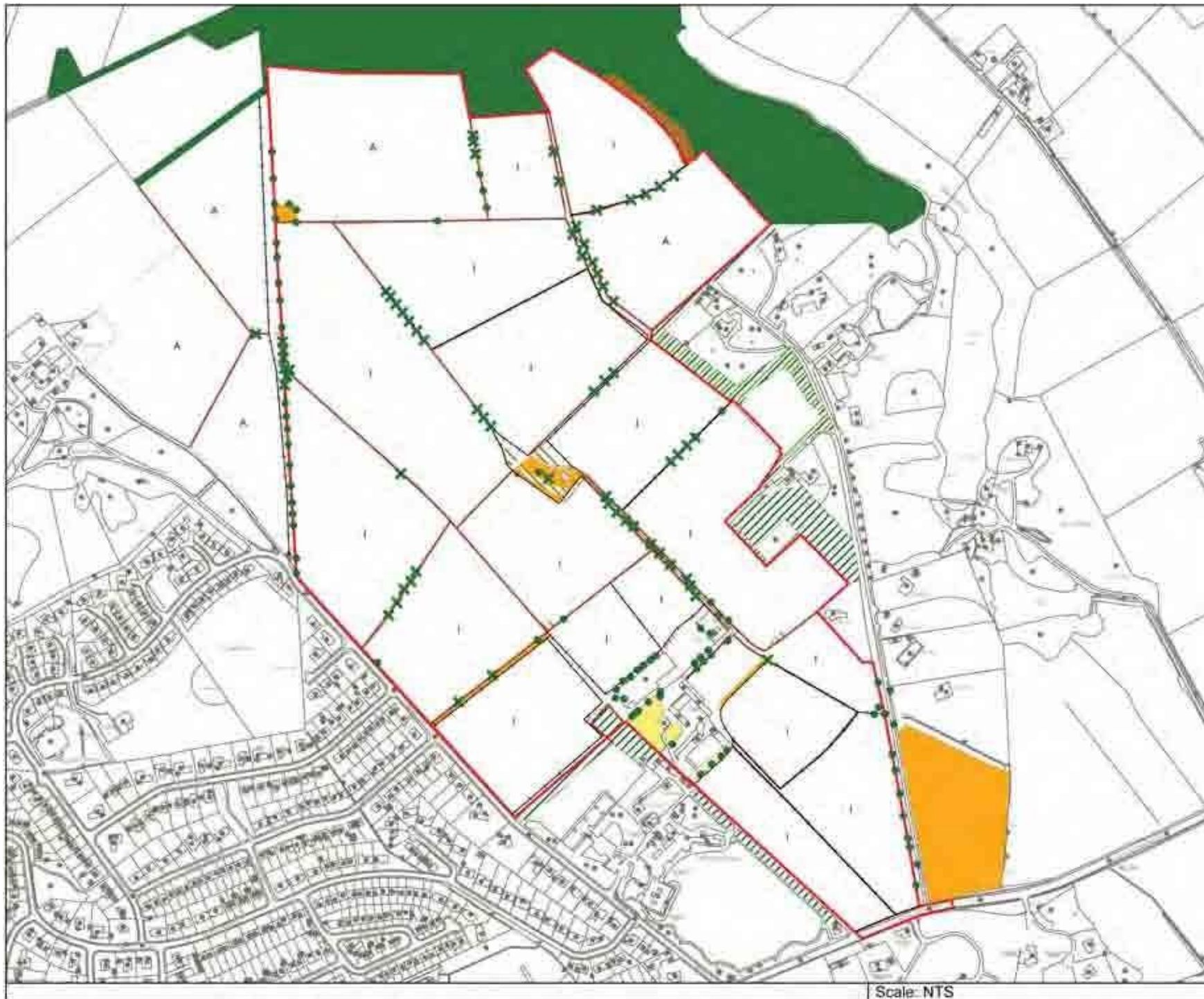
Stands of rosebay willowherb (*Chamerion angustifolium*) and nettle occur along the edge of the fields around the farm buildings and on the disturbed ground around the mobile telephone mast in the centre of the site.

SPECIES POOR HEDGE

A beech hedge lines most of the south-western boundary of the site. A conifer hedge of unidentified species lines the eastern edge of Murtle Den Road which follows the southeastern boundary of the site.

CONCLUSIONS AND RECOMMENDATIONS

Habitats on site are largely unremarkable with the grasslands having been improved and degraded through many years of grazing. The habitat of highest value in and around the site is the wet woodland of Den of Murtle Local Nature Conservation Site on the northern boundary of the site. The wet woodland is dependent on the water regime of that area which formed from ponds that silted up over time. The drainage scheme of the proposed development should be designed to ensure that runoff from the development will not alter the hydrology of the wet woodland and so that pollution pathways are not created into the wet woodland.



Legend

- Site Boundary
- Semi-natural Broad-leaved Woodland
- ▨ Plantation Broad-leaved Woodland
- ▧ Plantation Mixed Woodland
- Scattered Broad-leaved Trees
- ✕ Scrub
- Semi-improved Neutral Grassland
- ▨ Improved Grassland
- Amenity Grassland
- Bracken
- ▨ Tall Ruderal
- A Arable
- Fence
- Wall

**Figure 2: Phase 1
Habitat Survey Results**
 Site: Oldfold Farm,
 Milltimber
 Aberdeen

Client: CALA Homes
 (East) Ltd
 Project No: UK1216979
 Issue: 1
 Date: October 2011
 Drawn By: AF



Scale: NTS

HYDROLOGY

Although there are no significant watercourses within the site, analysis and the historic maps have revealed the importance that the site hydrology may have on any future proposals.

The historic maps show how the Tor-na-Dee care home was previously a hydropathic establishment and used water from natural springs within the site area as well as a reservoir on site and a number of man made dams within the Murtle Den area. The reservoir is no longer on site, however, due to the topography and natural watershed of the area there are a number of springs still evident in some areas that need to be considered.

Due to the topography of the surrounding landscape and some localised features within the site there are some areas where water naturally gathers and are permanently boggy. The natural watercourses and low lying areas where water gathers should be used to guide and inform the drainage strategy for the site. How the natural run-off from the site impacts upon surrounding areas will also need to be considered as part of the drainage strategy.

For all the drainage works a construction method statement will be submitted as part of a planning application to avoid run off/sediment impacting on the River Dee.



Historic Map showing Hydropathic Establishment at Tor-na-Dee and Mill Dam within the site.



Standing water adjacent to Murtle Den Road.



Localised areas of flooding within the site.



Wetland areas to the eastern Murtle Den boundary.



Localised areas of flooding within the site.



Historic dams and springs within the site area.

SURROUNDING WOODLAND



fig. 36: Surrounding woodland areas.

The study area is wrapped by mature mixed woodland along the north and eastern boundary, with further woodland planting around Binghill providing a backdrop for the existing settlement. The Tor-na-Dee care home is also set within mature woodland planting.

The trees at Den of Murtle, Murtle Den and around Tor-na-Dee care home (the TPO at Tor-na-Dee includes the trees around Oldfold Farmhouse) are all protected by separate existing Tree Preservation Orders (TPO) and should not only be protected but also be given a suitable set back from development.

There are a number of existing individual trees on the site, in varying condition and locations. These offer potential for creating character within the development area and should be retained and protected where possible as part of an integrated landscape framework.

Tree surveys will be required in order to inform the detailed design process to ensure adequate separation distances between retained trees and new buildings.

LOCAL NATURE CONSERVATION SITE



fig. 37: Den of Murtle Local Nature Conservation Site.

The woodland area around Den of Murtle is identified as a Local Nature Conservation Site and is protected accordingly along with a number of other surrounding areas.

Any development in this area should respect this environmental designation and valuable amenity, providing links to allow people to enjoy the area as part of a wider network.



Woodland surrounding Tor-na-Dee.



Woodland along eastern boundary of Murtle Den with housing set within.



Individual trees on field boundary at Binghill.



View to the woodland of Den of Murtle DWS.

VIEWS FROM SITE

The views from the site are a major asset and should influence the layout and form of new development.

New development should maximise the opportunity for views from the site (over the River Dee Valley) and ensure these are incorporated into the existing landform to provide accessible viewpoints for the new and existing community from public spaces. From the higher ground within the study area there are a number of long distance views south over the River Dee valley and north west to Milltimber Hill. These views from the higher ground should be retained and integrated within the layout and an area of public open space. Some of the key views from the site are described opposite.



Fig. 38: Location of views from the site area.



NOTABLE SITE FEATURES



fig. 39: Field boundaries within the site area.



Stone walls form an important feature across the site.



Existing access to Oldfold Farm.



Mature trees on the north western boundary.



Stone walls bounding an existing track.



Hedgerow along Binghill Road.



Existing tracks used for access and horse riding.



Existing tracks used for access and horse riding.



Oldfold Farm house.

The development should consider the landscape quality and pattern that makes the site distinctive and which landscape elements should be considered as features within any site layout. Natural features can give a place its essential character. It is important the local heritage of the area is identified and contributes towards the unique character of the site. Every effort should be made to incorporate these existing features of the landscape into the scheme, working around and protecting significant assets and areas of greatest landscape and environmental sensitivity. Reviving and respecting historic and cultural features, such as the stone walls, the agricultural morphology and the views from the site provide opportunity to enrich the development and its spaces, linking it with its context.

The site area is characterised by stone wall field boundaries, some of which include mature trees within the boundaries. These have both ecological and aesthetic value and where possible should be retained within any development in streets or spaces. Detailed landscape plans will show where these features could be retained as part of the detailed design process.

fig. 40: Site Boundaries.



The Northern Boundary,
Den of Murtle

The Eastern Boundary,
Murtle Den

The Western Boundary,
Binghill Road

The Southern
Boundary/A93

2.5 SITE BOUNDARIES

The location and shape of the site area means that the site boundaries have been a key factor in shaping the site form and character of the development. The site has four very different boundaries, each of which presents a number of different opportunities and potential issues to the proposed development. This section will identify and describe how the opportunities and potential issues of each of the four boundaries should inform the layout.

THE SOUTHERN BOUNDARY, A93

The southern boundary of the site is very important to development at Oldfold as it is the only part of the site with a direct link to the A93, North Deeside Road. As it is the only boundary with links to the strategic road network it is not only very important in transportation terms but also in relation to how the Oldfold site is perceived as part of Milltimber and as part of the North Deeside corridor.

The southern boundary provides an opportunity to connect to the A93 for both pedestrians and vehicles. The location of the junction on the A93 has been informed by the Transportation Study and by consultation. It is considered that the junction should be kept to the west of the southern boundary so not to impact upon the setting of Murtle Den Road and the existing junctions to the south of the road. From the junction it would be desirable for the access road then to move north and east keeping a buffer to the Tor-na-Dee care home and Woodland Grove.

How the southern boundary is treated must take careful consideration of the alignment and setting of the existing Murtle Den driveway. The driveway consists of an avenue of mature trees distinct on the approach to Milltimber from the east and as such should be respected with development kept a sufficient distance back to ensure the setting is retained as a feature on the North Deeside Road.

How the southern boundary is treated with regard to development frontage, junction location, land use and setting has been an important consideration through the design process as it will create the new eastern 'gateway' to Milltimber. The 'gateway' should be designed to announce the arrival into Milltimber whilst maintaining the high quality, low density character of the North Deeside Road.



Southern Boundary - The A93.



Western Boundary - Binghill Road.



Western Boundary - Binghill Road.



Southern Boundary - View from A93 into the site towards Oldfold Farm.



Western boundary - Binghill Road.

THE WESTERN BOUNDARY, BINGHILL ROAD

The western boundary of the site along Binghill Road and Tor-na-Dee is of particular importance as it offers the only opportunity for the site to integrate with the existing settlement. Opportunities should be made to maximise the pedestrian and vehicular connections between the existing and proposed communities whilst respecting the setting and privacy of the existing properties.

Along Binghill Road, the existing hedge should be retained to provide a buffer to the new development and provide a distinct character to the area. The hedgerow should only be broken at strategic locations to provide connections to the existing settlement, generally at the junctions of existing streets and paths. The intention should be to ensure that proposed development respects and integrates with the existing settlement, making Binghill Road a street within the development and not a boundary. New buildings should overlook the street corridor where possible and connections should be maximised, all the while respecting the setting of the existing properties.

The To-na-Dee Care Home and apartments should be carefully respected due to the specific and sensitive nature of the land use. The existing woodland structure wrapping the site provides a strong buffer to the development and should not only be retained but enhanced where possible. The land-uses adjacent to Tor-na-Dee should also be carefully considered with no connections promoted through what is a private site.

THE NORTHERN BOUNDARY, DEN OF MURTLE

The northern boundary of the site varies from both the southern and western boundary in that it is a predominantly rural edge, defined by existing field boundaries and open rural aspect to the north west and the woodland of Den of Murtle to the north and east.

The land rises up to the northern boundary and with a few localised undulations is the highest point within the site area. Due to the height and open aspect to the fields to the west with no surrounding woodland the area is visually prominent to long distance views from the south and east. As a result of the more exposed setting, parts of the northern area should be kept clear from development so as to avoid buildings becoming overly prominent on the ridge.

To the north east the boundary is enclosed by the surrounding woodland of Den of Murtle, combined with the topography gradually sloping down in to the 'Den' this acts to create a very well enclosed area. However, like the north-western boundary, development here will need to be sensitively sited due to the proximity to the Local Nature Conservation Site and private residences within the Murtle Den area.

A suitable buffer of woodland or open space should be provided to the existing woodland areas to the north, protecting the setting and providing opportunities for recreational and ecological enhancement of the Local Nature Conservation Site. A retained area of open space should allow a setting to the woodland and will ensure that built development does not encroach upon the higher land mitigating against any negative visual impact.



Northern Boundary - View to Den of Murtle.



Eastern Boundary - Woodland around Murtle Den.



Northern Boundary - View to Den of Murtle.



Eastern Boundary - Murtle Den.

THE EASTERN BOUNDARY, MURTLE DEN

The eastern site boundary is formed by the residential area of Murtle Den. This area comprises 11 large detached homes set within private areas of mature estate woodland. Through the consultation and design process the specific issues of the residents have been identified and discussed to ensure development within the Oldfold site does not negatively impact upon the setting of the existing properties.

The character of Murtle Den is very important as to how the development should address the eastern boundary. The area is different from the residential area to the west, it is very low density with the buildings set within the mature woodland, creating a very private and exclusive residential area. The setting of the area should be protected to retain the existing character, either through a landscape buffer formed by structural woodland planting or through the form of development. Controlling access to what is a private residential area is also an important consideration.

Areas of development adjacent to the Murtle Den edge should seek not only to respect the existing character but should 'borrow' from the form and character to create areas of high quality low density development.

An opportunity has been identified through consultation to provide a limited number of homes to the north accessed from the Murtle Den Road. This area should be developed in the same form as the existing properties, individual properties set within woodland and accessed via the existing Murtle Den Road.

One of the most important areas of the eastern boundary to consider is the setting of the driveway where it connects to the A93. An area of open space must be provided to the west of the driveway to ensure its setting and alignment is retained.

Low density areas of development combined with areas of woodland planting, areas of open space and wetland areas along the eastern boundary should be utilised to protect the setting and character of the Murtle Den area. This approach should allow the proposed development to benefit from the 'value' associated with such a residential area. It also offers the opportunity to extend the ecological and recreational networks through the development site.

2.6 THE APPROACH TO DEVELOPMENT

The work undertaken in understanding the site and its context has been important in informing the expansion of Milltimber, at the Oldfold site. The plan, shown at Figure 41, has evolved from an analysis and appreciation of the site and its strategic and local context. The approach to guide development at Oldfold has been driven by the site analysis and the desire to create an identifiable 'place' - a high quality expansion of Milltimber. Oldfold should be a place with character and a community, a place that respects the surrounding environment and a place that can allow Milltimber to grow and evolve.

The approach to development at Oldfold is based on four key aspects that any future plan should consider;

- *Respect the Setting* - Development at Oldfold must respect the strategic and local context. It must take cognisance of the landscape setting of North Deeside and the settlement pattern along the North Deeside Road. It should also respect the local setting, the variety and contrast in the site boundaries should inform the development layout and across the site area.
- *Part of Milltimber* - The new development must be built as an expansion of the existing settlement of Milltimber. It must be developed to integrate with the existing settlement and community and not become another bolt on estate. Development at Oldfold should not set itself apart from the surrounding community but should seek to integrate through shared amenities and facilities and good pedestrian and vehicle connections.
- *Creation of a Community* - The new development should establish a land use mix that encourages the creation of a vibrant sense of community. It is important to create a mixed use core with community facilities and public space which can become the focus for the expanded settlement. It is also important to ensure the development incorporates a range of types and tenures of housing to create a mixed and diverse community.
- *Protect and Integrate with the Surrounding Landscape* - Development at Oldfold should be based around integrating the existing landscape features and good public spaces. It should take advantage of the existing features that give the place its unique character as well as the elements that link these spaces.

The following sections will illustrate how analysis of the site and its context have informed the approach to the development of the site and the proposals for the expansion of Milltimber at Oldfold. The proposals will meet the needs of the Development Plan whilst respecting the site and its context.

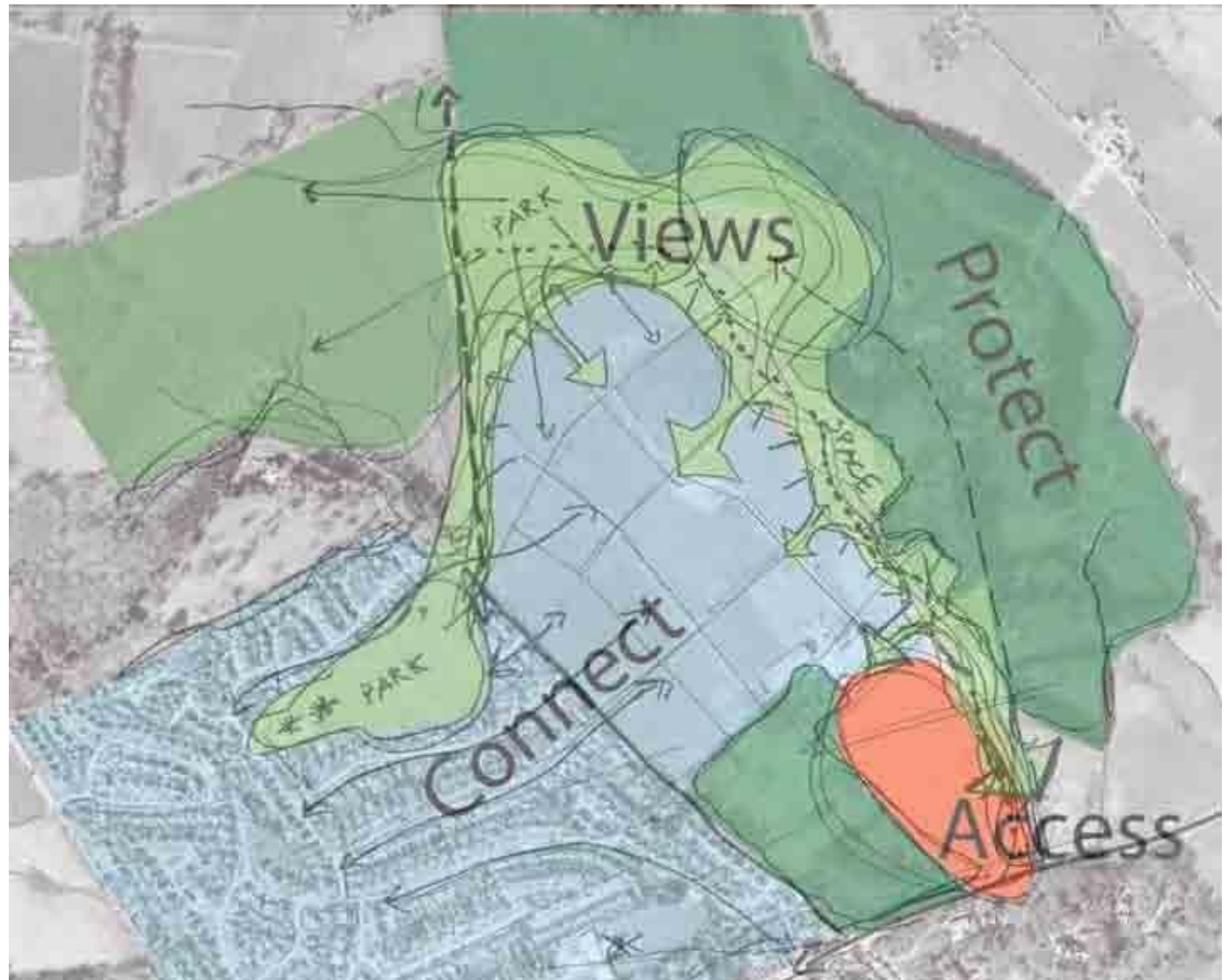


fig. 41: The approach to development.

3. TECHNICAL STUDIES

To support and guide the production of the Masterplan a number of technical studies and reports have been completed. Below is a brief summary of the key reports.

3.1 ECOLOGICAL

Consideration of the ecology of the site and its immediate context has been an integral part of the Development Framework to ensure the framework addresses the potential ecological impacts and opportunities for environmental enhancement at all phases of the development.

ENVIRON has completed survey work at the site with the following aims:

- To establish the current ecological baseline of the site by identifying the floral and faunal species present;
- To highlight any features or habitats of particular importance to wildlife on the site;
- To provide recommendations on the best approach to developing the site sympathetically to the wildlife identified on site and ensuring that the Masterplan will not impact on the species identified; and
- To make some general recommendations on how the site might be enhanced for wildlife.

SURVEY WORK UNDERTAKEN

ENVIRON has completed the following ecological surveys at Oldfold Farm:

- Phase 1 Habitat Survey;
- Bat Survey;
- Badger Survey; and
- Bird Survey

CONCLUSIONS AND RECOMMENDATIONS

The following conclusions summarise the ecological status of the site and the consideration that have been given to ecological resources at the site in arriving at the Development Framework:

- A number of protected species occur on or very near the site. The proposed development will need to consider them and appropriate mitigation will need to be designed to ensure that the species are not negatively impacted.
- A possible bat roost was identified on site within the main stable of Oldfold Farm. Should the proposed development involve the redevelopment of the farm buildings further surveys will be required in support of a Section 44 licence application to disturb the suspected bat roost. The woodland margins of the site are used by foraging bats but the wide open fields of the majority of the site provide poor habitat for bats. Measures to encourage bats such as strong tree-lines through the site, provision of bat roost boxes and consideration of the lighting regime should be considered.

- A badger clan or clans use the northern and eastern margins of the site for foraging. They reside just off site, but close enough that the proposed development has the potential to impact upon them. The proposed activities for the northern area which includes amenity parkland areas and housing set in new tree planting in the eastern area will provide continued opportunities for badgers.
- Bird species on site are found in the scrub and woodland at the margins and few true grassland species occur. Those species which depend on trees for cover, nesting and feeding will be provided with many opportunities in the landscaping of the proposed development. As for the bat species strong tree-lines through the development providing connectivity between all the areas of existing woodland would be beneficial.
- Habitats on site are largely unremarkable with the grasslands having been improved and degraded through many years of grazing. The habitat of highest value in and around the site is the wet woodland of Den of Murtle DWS on the northern boundary of the site. The wet woodland is dependent on the water regime of that area which formed from ponds that silted up over time. The drainage scheme of the proposed development should be designed to ensure that runoff from the development will not alter the hydrology of the wet woodland and so that pollution pathways are not created into the wet woodland.
- In addition to the tree lines already shown on the proposed development Masterplan, increased tree planting along the western boundary of the site along Bingham Road would be very beneficial as it would enhance that part of the site for bats and birds and create a wildlife corridor along that edge.

3.2 LANDFORM

A full topographical survey of the site area has been undertaken and analysed to allow an accurate understanding of the landform.

3.3 TRANSPORT ASSESSMENT

A Transport Assessment (TA) is currently being produced and will be submitted with the application for "Planning permission in Principle". The TA will be undertaken in accordance with the guidelines set out in the Scottish Executive publication 'Transport Assessment and Implementation: A guide' (August 2005) and take cognisance of relevant national and regional transport policy.

The aim of the TA is to provide sufficient information to Aberdeen City Council (ACC) to agree an "In Principle" decision to develop the allocated Oldfold site in accordance with the development proposals contained in the Masterplan.

3.4 SURFACE WATER MANAGEMENT STRATEGY

In accordance with the requirements of Scottish Planning Policy (SPP) and to meet the guidance of CIRA 697 - The SUDs Manual, a Surface Water Management Strategy has been undertaken.

4. THE VISION

4.1 THE OPPORTUNITY

In line with the Aberdeen City Council 'Masterplanning Process' the Masterplan describes CALA's vision for the expansion of Milltimber at Oldfold.

CALA is committed to delivering a unique and distinctive settlement expansion at Oldfold and this Section sets out the company's vision for the creation of a sustainable new part of Milltimber. CALA believes the vision for Oldfold will play an important role in Aberdeen by providing an increased housing choice within a high quality environment of north Deeside which will both retain and attract people and investment to the area.

CALA aims to develop an expansion to Milltimber at Oldfold in a manner that reflects the quality associated with the North Deeside area, both in the quality of homes provided but also in the quality of environment. Oldfold will provide more homes in one of the most desirable parts of the Aberdeen, a high quality place to live on the edge of the city.

CALA has high expectations for the site at Oldfold. To create a successful urban expansion at Milltimber the aspects that make the site unique and attractive must be brought to the fore, the distinct features and characteristics of the site, and must be articulated through the design to create a distinctive new community with a clear identity and sense of place.

Oldfold will be a place in which the houses, streets and outdoor spaces all combine to reflect the high standards and aspirations of not only CALA but also the Council and the existing residents of Milltimber.



Sustainable Development

CALA is committed to sustainable house design and has developed new house types which maximise energy efficiency, through modern insulation and glazing, and appliances; water use efficiency through modern fittings and appliances; and to sustainable construction practices, such as locally sourced materials and services, optimising the use of recycled materials and minimising construction wastes. Consideration will also be given to aspect and orientation, optimising the opportunities for south and west facing development areas and accommodation, maximising the potential for solar gain. Sustainable principles will be integrated and followed throughout the Masterplan and will help create a credible development that is attractive to future generations.

Housing

CALA aims to provide a high quality living environment that will meet housing need and demand, providing a mix of house types and community facilities. High quality design is a prerequisite, the proposals will promote positive aspects of the local vernacular and introduce contemporary design solutions, which will respond and respect the local character and reinforce its unique sense of place, setting it apart from anywhere else.

Across the expansion site the proposals recognise the need for variety within the urban structure, with the density and massing of buildings reflecting the landform, local environment, the desired vitality and character of the specific area. The proposal should create a mixed use and mixed tenure community where the mix of housing must suit a variety of needs - including the young, elderly and key workers and provide housing for sale on the open market and affordable homes.



The Existing Landscape

The existing landscape provides an attractive setting for the proposed development. It provides excellent opportunities for making use of the landscape and enhancing ecology through sensitive and responsive design. Development should take advantage of these opportunities, celebrating the woodlands and working with the existing landform, maximise SUDs and natural drainage, orientate development to utilise passive heat and light, and provide opportunities for self-sufficiency. Opportunities for enhancing the landscape through habitat creation will also be a priority.



A Sense of Place

The aim is to create a development that contains a distinct 'sense of place'. The Masterplan should retain and enhance a number of environmental, historical and cultural features both within and outwith the development area, so as to create a place that is distinct. Responding to, and respecting the local character and reinforcing the unique sense of place, setting it apart from anywhere else. The expansion will create a series of distinctive areas connected by an integrated network of routes and spaces.



Improved Community Facilities

Developing a mixed use local centre will provide a focus for the proposed new community, providing for day to day needs, allowing for facilities such as local shops, a cafe, nursery and a primary school. The proposed mixed use local centre is not intended to compete with the existing local facilities but to complement them whilst serving the wider community.



A Sustainable Expansion

Oldfold should create a place where there is opportunity for people to live and work without relying on private transport. A place where people want to be and they have everything they need within a walkable neighbourhood. For those things that cannot be provided by the site, the proximity to the wider urban area of Aberdeen will be supported by efficient public transport and cycle ways, allowing residents and workers to benefit from the economies of scale provided by the city. The development will also provide connections to the countryside including Den of Murtle and footpath links to Deeside.



Delivering Oldfold

To ensure longevity, the design, development and delivery of Oldfold will ingrain flexibility and the ability to adapt over time.

Community engagement will continue through the development and construction process providing the community with a sense of governance and belonging that will continue to be essential to the long-term success of the place.

5. THE DEVELOPMENT FRAMEWORK

5.1 INTRODUCTION AND PURPOSE

In order to guarantee that the Masterplan provides suitable guidance, certainty for both CALA and Aberdeen City Council and is importantly deliverable it has to be flexible and capable of responding to changes in people's lifestyles and environment as well as commercial and economic circumstances. This is relevant at Oldfold development will be planned and constructed over a number of years. CALA, in consultation with Aberdeen City Council will direct and manage the quality of design and development at Oldfold to ensure the vision presented in the Masterplan is delivered.

The purpose of this Section is to describe the concept for the site and how the main aims will be realised through site wide design principles and illustrated initially through a Development Framework.

The Framework has been supported by a number of studies, providing technical and environmental robustness. It creates a co-ordinating structure which sets a robust and viable vision for the estate from which more detailed design can follow.

5.2 DESIGN EVOLUTION

In line with the Vision the creation of a distinctive and successful place has been the aim of the Masterplanning process. In order to create a place at Oldfold that is distinct and responds to the needs of both the existing community and future residents, placemaking principles and character forming elements have been given consideration from the outset.

The Masterplan presented in this document has evolved over the course of the design process, started in 2008. The way in which the plan has changed has been as a direct result of increased technical understanding of the site, design input from the client and design team, consultation with Aberdeen City Council, statutory consultees and the community.

The plans and diagrams opposite reflect some of this process and how it has approached sustainable design in its widest sense. Good design at this stage, taking a holistic view of sustainability issues, allows the Framework to create a robust guide for sustainable development.

Throughout the project the team has continuously worked with the local authority, statutory consultees and the local community as well as utilising in-house expertise in housing construction, renewable energy and regeneration to develop a robust approach to all aspects of sustainability, from the vision and framework stage through to eventual delivery.

Community engagement and a sense of governance and belonging have been essential to the long-term sustainability of the place. Over the past 4 years the proposals for the site have evolved considerably with continued input from key stakeholders and the community, which has shaped the proposals that are described in this Section. The input from the existing Milltimber community has been more relevant in this project than in many others as it is the aspiration that development at Oldfold forms part of a well-integrated expansion to the existing settlement and not a stand-alone new suburb.

The consultation process to date has informed both large scale changes to the layout and structure and small scale matters of detail within the project which will mean that Milltimber can successfully evolve and grow over time, never losing its sense of community and identity as a popular place to live.



Initial zoning plan of Trades Widows' land - 2008.

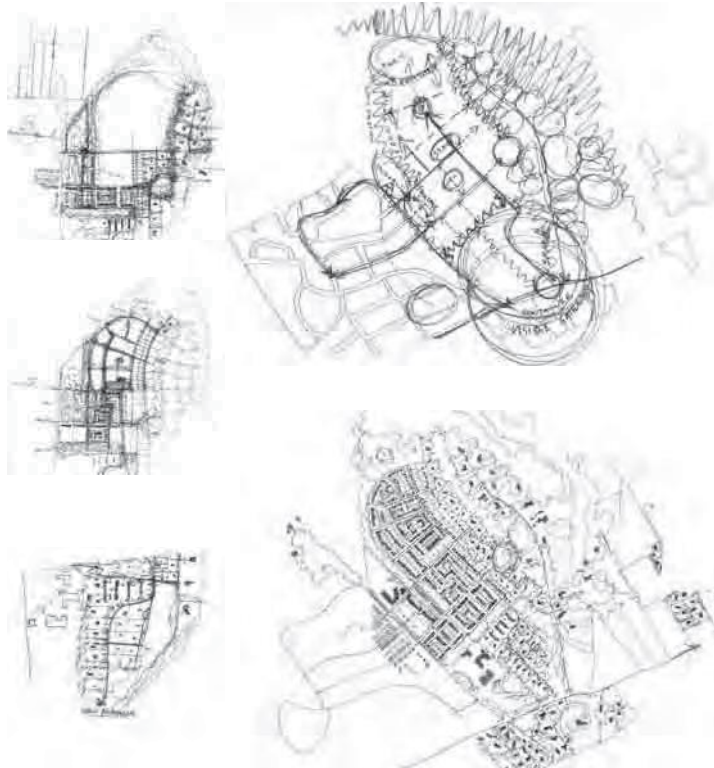


Initial concept for CALA land - 2008.

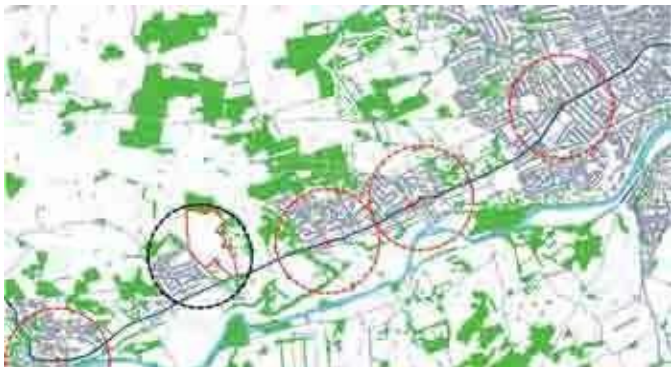
fig. 42: Evolution of the Masterplan proposals.



Draft illustrative layout (CALA and Trades Widows' land) - 2010.



Development of the Draft Masterplan - September 2011.



Strategic context consideration, Stakeholder workshop - September 2011.



Land use considerations, Stakeholder workshop - September 2011.



Land use considerations, Stakeholder workshop - November, 2011.

5.3 SITE CONCEPT

The concept has evolved from an analysis and appreciation of the site and its strategic and local context, including the consultation process and recognition of national guidance. The key aspects of the concept are illustrated opposite, identifying the main principles that underlie the Development Framework. These are:

- A mixed use local centre. The local centre should provide facilities such as local shops, a cafe, nursery, a community primary school and other local facilities to support the expanded community;
- A primary school. A location should be provided for a new primary school at the centre of the new community easily accessible by pedestrians and vehicles;
- A landscape framework that focuses on integrating existing and proposed features to create an accessible network of public spaces that will provide an attractive environment for development and through enhancement, strengthen the capacity of the area to contain development while supporting the ecology of the area. The Masterplan recognises that the existing landscape setting and features add value and character to the community, providing a valuable resource for both the proposed and existing communities;
- A gateway and approach to Milltimber from the A93. The development adjacent to the A93 should reflect the context of the North Deeside Road and announce the arrival to Milltimber.
- A network of paths and cycleways that connect nodes of existing and proposed activities;
- A network of streets that provide a permeable and accessible environment that focuses on the integration with Milltimber, making it part of the town, not an isolated housing development.
- An integration strategy that provides strong connections with neighbouring residential areas.

The development concept focuses on the elements of the plan that are most important in creating character and a unique sense of place at Oldfold. The key character forming elements outlined above are described further in Section 7.

The following Section describes how the concept for the expansion of Milltimber will be realised through a Development Framework.



fig. 43: Development Concept.

5.4 THE DEVELOPMENT FRAMEWORK





















The Development Framework has evolved from an analysis and appreciation of the site and its strategic and local context. It creates a co-ordinating structure which sets a strong vision for the expansion of Milltimber from which more detailed design can follow. The following section will provide a detailed breakdown of each constituent part of the framework.

In line with the Aberdeen City Council 'Masterplanning Process' the Development Framework sets out a vision and a spatial framework for the way in which the expansion of Milltimber will be developed at Oldfold. It aims to:

- Establish a clear and exciting future vision for Oldfold;
- Provide a clear and comprehensive spatial framework that describes how the site is intended to be developed;
- Describe and explain the integrated land-use, landscape and transport proposals;
- Set out a clear phasing strategy;

The following Section describes the location and purpose of the elements that make up the Development Framework. The design of the elements identified in the Development Framework must follow the design principles set out in Section 7 as well as planning advice and National Policy such as 'Designing Streets'.

LEGEND

	Development blocks
	Development plots within woodland
	Site for primary school
	Location for mixed use development
	Core areas of open space
	Core civic space
	Proposed woodland planting
	Location for play zone
	Location for SUDs facility
	Existing Deeside Railway Path (Core Path 66)
	Existing path network
	Proposed alignment of Aspirational Path AP10
	Path connection to North Deeside Road
	Paths on 'Green Links'
	Path network
	Location of junction to A93
	Primary Street
	Green Link
	Secondary Street
	Minor Street

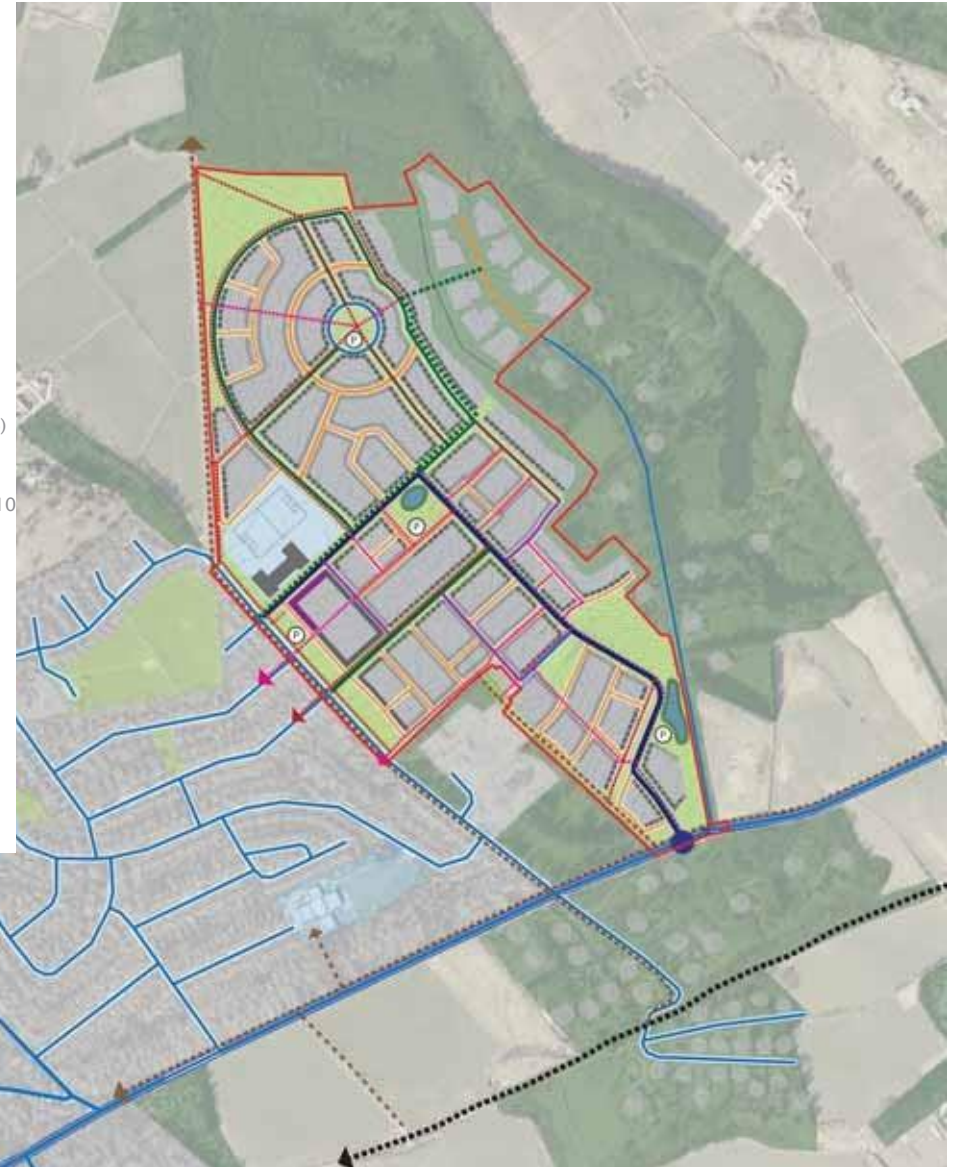


Fig. 44: The Development Framework.



5.5 PART OF MILLTIMBER

It is important that development at Oldfold is well designed and well connected; the aim is that it will be a part of Milltimber and not a separate entity.

Creating a sustainable urban expansion that fits within the overall town structure of Milltimber while reflecting the unique character of the site has been a key consideration in the concept for development at Oldfold.

The community facilities identified within the urban expansion must be both sufficient to serve the new community and fit within the hierarchy of the town. A key aim of the Framework is to create a local centre that will serve not only the proposed community but also provide a reference point within the existing town as an amenity and potential destination. The local centre should provide cohesion for the community, 'a meeting place', fulfilling normal daily community needs, notably the primary school and other low-order central functions such as local shops and community facilities.

The urban structure of Oldfold has been shaped around the aim for successful integration with the existing town, including locating the local centre and developing a new entrance and approach to the town. The existing landscape features, in particular the landform and the desire to promote an accessible and permeable development have determined the alignment of the roads, paths and location and form of development blocks and areas of open space. The urban structure has been carefully developed to take account of the major site influences while providing a legible and attractive framework for development. A new junction is located on the A93 will further ensure good links and integration with the existing town and wider network.

The Masterplan will go on to describe how through the careful design and enhancement of existing landscape areas a landscape framework has been developed that will promote easy access to attractive and interesting areas of open space. The landscape framework has been designed to encourage integration between the new and proposed communities through access to open space.

The diagrams and text on the facing page describe how the various parts of the Development Framework will combine to achieve the aims set out above integrating Oldfold as part of Milltimber.

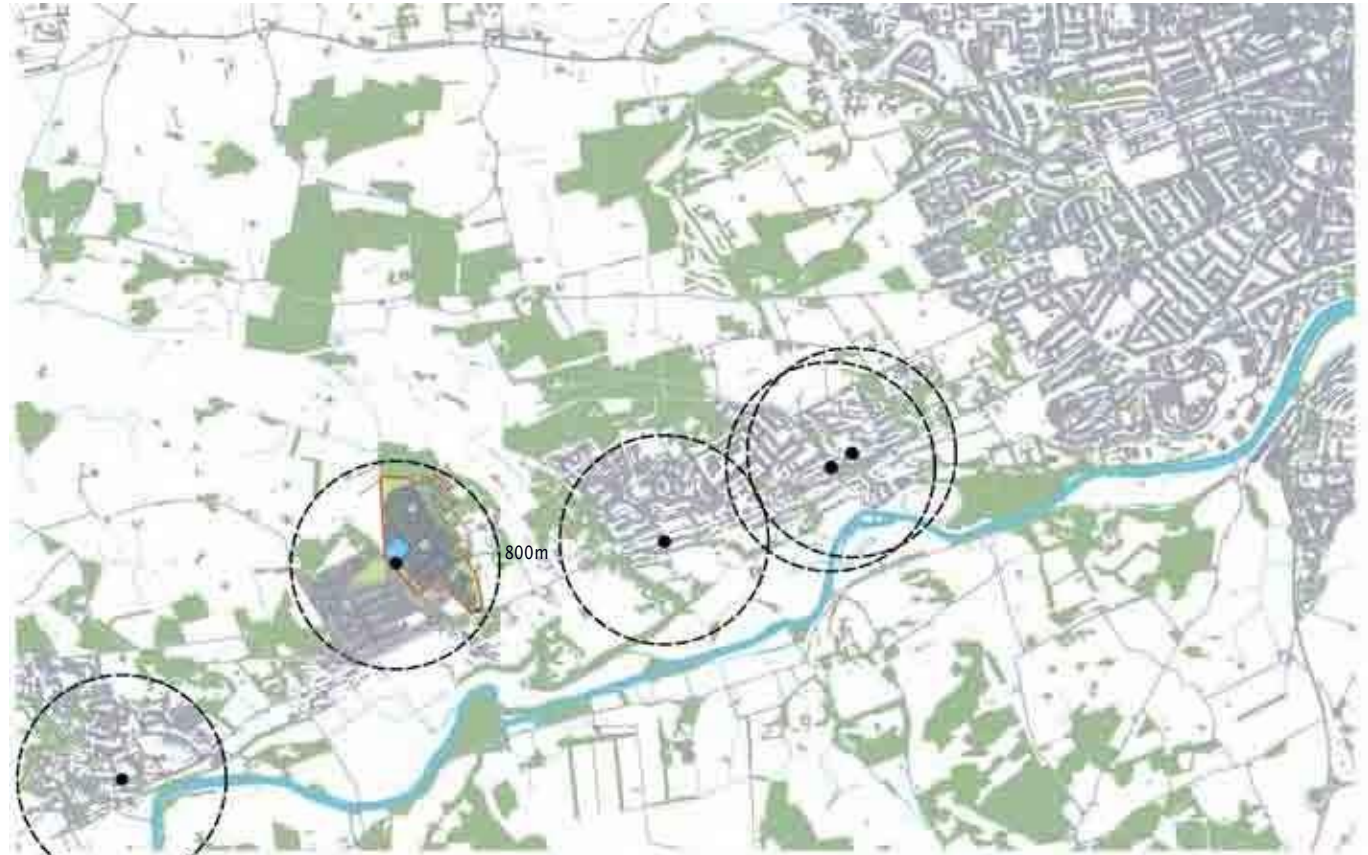


fig. 45: An expanded Milltimber.



fig. 46: Expansion of Milltimber - Street pattern.

MILLTIMBER - STREETS

Integration with the existing town is a key aim of the Development Framework and it has been designed in such a way as to develop strategic links for pedestrians, cyclists, public transport and other vehicles. The most important method of connecting the proposed development and the existing town is through the street structure. The Primary Street will be developed as a new urban approach to Milltimber. The design and character of the street, including the location of the local centre has been a key consideration of the Development Framework and has been developed to deliver an integrated land use and transport framework.

The street structure has been designed as a site specific response, connecting into the adjoining existing road and street network in a manner to ensure maximum pedestrian connectivity between the existing and proposed communities.

A 'primary street' through the site creates a new link accessed from a new high capacity junction on North Deeside Road, improving the overall accessibility of Milltimber. This street will be designed to allow for the potential provision of a new bus route through the site, improving bus accessibility throughout the community.

The street network connects directly to the existing streets where possible to ensure best integration. Where connections with the existing street network are not possible, (further north) the street network ensures there is a clear loop with a clear structure of well connected routes to further ensure Oldfold is easy and safe to move around.

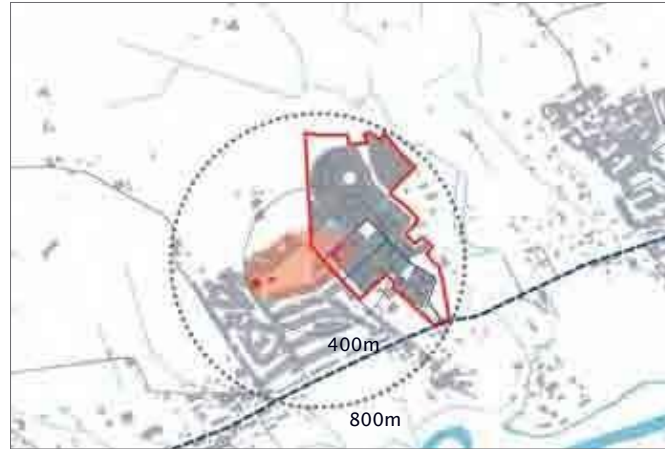


fig. 47: Expansion of Milltimber - Land use pattern.

MILLTIMBER - LAND USE

The expansion at Oldfold will be a residential led development, however, it will also plan to provide for the needs of the expanded community - providing a site for a new larger primary school and sites for community and commercial facilities. With the community and commercial facilities to be specifically determined through the development process, the Development Framework identifies a location that has been informed by the Masterplanning process. Located at the centre of the expanded settlement the primary school and mixed use local centre will be easily accessible for the wider community.

The location and siting of the local centre has been carefully considered to ensure it serves and feels like part of Milltimber. Combined with the primary street this an example of where the Development Framework aims to integrate the design of the land use and transport frameworks to produce a place that works within the structure of the town.

The mixed use local centre and primary school are located together at the centre of the existing and proposed communities, close to the existing Church and Community Centre. All the proposed homes and the majority of existing homes are within a 800m walk of these existing and proposed facilities. The plan above illustrates the location of the proposed primary school, the proposed local centre and the existing facilities at the heart of the expanded Milltimber. The isochrones show 400m and 800m radii from the centre representing approximate 5 minute and 10 minute walk distances.



fig. 48: Expansion of Milltimber - Landscape structure.

MILLTIMBER - WOODLAND AND OPEN SPACE

The aim in setting the development within a landscape structure is to respect the existing features that give the area a unique character whilst providing a strong and defensible setting for the expansion of Milltimber.

The expanded settlement is well contained within the existing woodland areas of Den of Murtle and Murtle Den. These areas of existing woodland will be supplemented with additional planting to enhance the existing woodland areas and provide a setting for future development.

The landscape framework will make use of the landscape as an asset, working with the areas of high quality that currently exist, particularly at Den of Murtle, the woodland around Murtle Den and the area adjacent to the A93. These spaces will provide the basis for a strong landscape structure which will look to embrace and enhance such features - providing them with specific functions within the settlement expansion.

These areas of open space will provide part of the open space provision required for the settlement, informing the design and layout of housing areas. A cohesive landscape structure will allow the open space provision to be met whilst providing safe and attractive spaces that contribute to the sense of place.

The overall strategy for the woodland and open space is to provide a framework structure that protects and enhances the 'existing green infrastructure' whilst providing a network of spaces and green links that will further link these features promoting the recreational, ecological and access value of the 'green space network' for the community.

5.6 ACCESS AND CONNECTIVITY - PATH NETWORK

The Development Framework sets a clear principle, that development at Oldfold needs to ensure good access and connectivity with the surrounding existing network of paths and roads, as well as promoting sustainable travel choices for those wishing to live within the new community. The Development Framework aims to provide these choices for moving in and around Milltimber in a sustainable manner, providing links to pedestrian and cycle routes, bus corridors as well as to the local and strategic road network. A clear street hierarchy and permeable pattern will allow for ease of access and movement and contribute to the vitality and character of the proposed development.

The access and connectivity strategy sets out an integrated and well-connected network of streets and paths, providing ease of movement for both pedestrians, cyclists and vehicles. The strategy presented has been considered and designed following 'Designing Streets, Policy Statement for Scotland'. Street design has been approached following the street design hierarchy addressing street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with the needs of pedestrian and cyclists considered before those of vehicles. This has considered the requirements of both the new development and existing users.

PEDESTRIAN

The pedestrian network (Figure 50) has been designed to actively encourage walking through the convenient location of the primary school and core community facilities. Pathways and pavements combine to create the pedestrian network which aims to provide direct and convenient links between destinations within the existing and expanded communities.

In order to maximise connectivity between the site and the existing Milltimber community, several walking routes must be provided connecting to Bingham Road at various locations.

It is anticipated that there will be further permeability through development blocks and areas of public open space that will be developed at the detailed design stage. Where paths pass through residential areas and areas of public open space they should be overlooked by adjacent houses to provide safe and attractive routes for pedestrians to use.

The Development Framework illustrates opportunities for path connections north to the woodland area at Den of Murtle via the existing path network. This is an aspirational outcome which would give increased access to the Den of Murtle Local Nature Conservation Site for the community and visitors alike.

The Development Framework will provide paths within the site area connecting to the existing path network to the west of the Hilltop Park and Den of Murtle woodland to the north. Access to the Local Nature Conservation Site outwith the site area can then be delivered by others at the relevant stage.

ASPIRATIONAL PATH AP10

The path network incorporates the Aspirational Path AP10 (Aberdeen City Council) as part of the wider path network within the layout, this is to ensure the existing community is well linked to the new development area and opportunities for the desired connections to Bieldside and Cults can be delivered in time. The Development Framework provides a clear route for the Aspirational Path to be delivered within the site area, connecting Bingham Road to the existing Murtle Den Road, through the site area including the proposed properties at Murtle Den.

The Development Framework provides path connections to the existing footways on the A93 and Bingham Road which will allow further links to the existing Deeside Railway path (Core Path 66 and National Cycle Route 195) connecting to Cults and other settlements along North Deeside and beyond. Core Path 72 at Beaconhill (south of Bingham Road junction) provides a direct link to the Deeside Way.

CYCLISTS

Cyclists generally will be accommodated on the street network following guidance from 'Designing Streets, Policy Statement for Scotland'. It is also anticipated that there will be further permeability through development blocks. Connections to the existing cycle network along the A93 and Deeside Railway path (National Cycle Route 195) are also provided.




ROUTES WITHIN DEVELOPMENT BLOCKS

Continuing the theme of encouraging walking and cycling and the use of paths for recreation, detail applications will be expected to provide appropriately sized and surfaced paths to create links to the strategic path network from residential areas. Within the development blocks themselves, routes should therefore also be provided as deemed appropriate through future detailed design.



fig. 49: Proposed Bus Route.

LEGEND

-  Potential route for local bus
-  Potential locations for bus stops
-  400m radii (approximate 5min walk distance)








PUBLIC TRANSPORT

The 'primary street' will be provided to a standard suitable for use as a local bus route to allow bus services to access the development if desired. The potential locations for bus stops are shown on the plan above, it is proposed these should be located within core public space if required. From these bus stops the majority of the proposed dwellings will be within a 400m walk distance of bus stops. The bus stops are also carefully located at points where paths cross the core roads to improve accessibility and ease of use.

The proposed street network provides the opportunity for the school bus to travel through the development and link back to the existing school bus route on Bingham Road and Bingham Road West if desired.

The majority of properties are also within a 800m walk distance of the bus stop located on A93, North Deeside Road where the existing bus services stops.

LEGEND

-  Existing Deeside Railway Path (Core Path 66)
-  Existing path network
-  Proposed alignment of Aspirational Path AP10
-  ACC Aspirational Path AP10
- Note: The exact alignment and future off site connections of ACC preferred route for Aspirational Path AP10 to be agreed as part of planning application.
-  Path connection to North Deeside Road and Core Path network
-  Paths on 'Green Links'
-  Path network

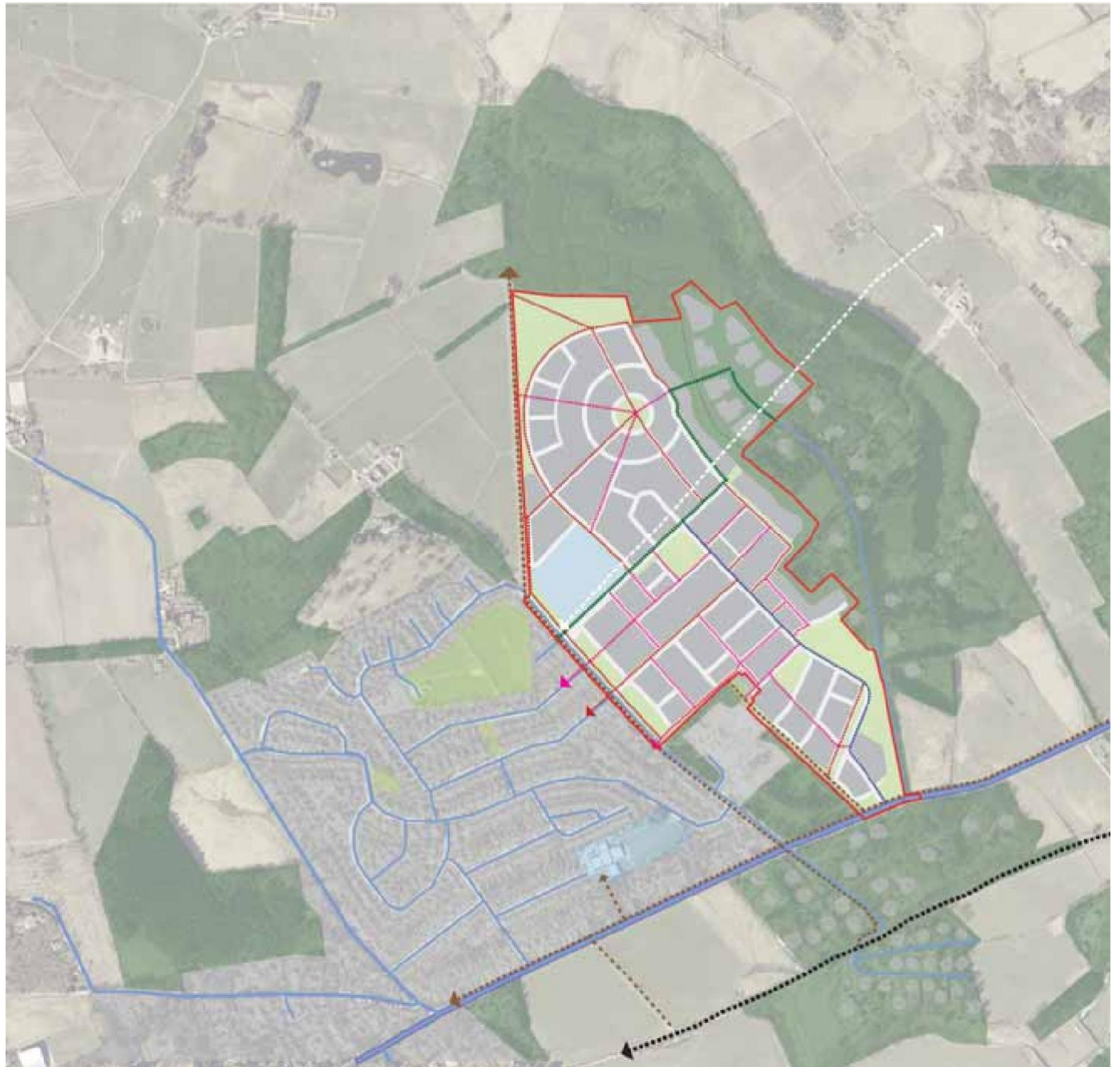


Fig. 50: Proposed pedestrian connections.



5.7 ACCESS AND CONNECTIVITY - STREET NETWORK

Street design has been approached following the street design hierarchy looking at street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with the needs of pedestrian, cyclists and public transport considered before those of other vehicles.

The street structure has been designed as a site specific response, connecting into the adjoining existing road and street network and ensuring maximum pedestrian connectivity between the existing and proposed communities.

A 'primary street' through the site creates a new link accessed from a new high capacity junction on North Deeside Road, improving the overall accessibility of Milltimber. This street will be designed to allow for the potential provision of a new bus route through the site, improving bus accessibility throughout the community (bus operators have been contacted as part of the masterplanning process and will be further consulted at the planning application stage, informed by the Transport Assessment). The Primary Street has been designed to give the site a sense of arrival and place, passing through a series of core spaces and key junctions including the mixed use local centre.

Further to the 'primary' street, a clear hierarchy of streets will help create a strong sense of place and aid legibility and navigation through the new development.

Street layout has been considered in tandem with landuse. The potential mixed use local centre has been located at a key nodal points within the layout and is well connected to both the existing and proposed communities.

Transport design aspects including those described above are being considered as part of a Transport Assessment which will inform the Masterplan and a future application for Planning Permission in Principle.

STRATEGIC TRANSPORT ISSUES

Oldfold is located within 2km to the east of the proposed Milltimber Brae junction of A93 North Deeside Road with the Aberdeen Western Peripheral Route (AWPR). The completion of the AWPR will have the benefit of reducing existing peak traffic flows on A93 North Deeside Road past the development access road towards Aberdeen city centre and provides significantly improved access to the strategic road network and to principal employment attractions in the Dyce, Altens/Tulloch and Westhill areas without the need to travel through the city. The phased development of Oldfold is envisaged to coincide with the completion of the AWPR, with predicted modest traffic impacts during the early phases of development accommodated within existing available traffic capacity on the North Deeside corridor.

CONNECTION WITH EXISTING STREET NETWORK

The principal vehicular connection to the existing street network will be provided to A93 North Deeside Road, see Figures 51 and 52 opposite.

Local road connections to Binghill Road, which forms part of the western boundary of the site, are identified in the Development Framework to be provided opposite existing priority junctions at Binghill Road North and Binghill Hedges. These are envisaged to be provided, following Designing Streets policy, as crossroads junctions in order to maximise the connectivity between the existing and proposed communities by ensuring that all road users can make the most direct journeys between the two. Road safety is recognised as an important consideration in the design of crossroads junctions and therefore the junction designs will incorporate various speed reducing measures designed to blend in with the streetscape such as a square. The detailed design of the crossroads will be a careful consideration and developed in consultation with ACC.

Connections to existing pedestrian footways, footpaths and cycle paths will be provided along desire lines within the development. The junctions should be designed with the considerations of the needs of pedestrians first.

MURTLE DEN ROAD

The properties to the north of Murtle Den will be accessed via the existing private road.

PARKING STANDARDS

Car parking provision will be provided in accordance with Aberdeen City Council guidance. This will be integrated into the design layout following guidance within Designing Streets to ensure that cars do not dominate the streetscape.

LOCATION AND DESIGN INTENT OF NORTH DEESIDE ROAD ACCESS JUNCTION

The principle of access to the site from the A93 via a new junction has been established in the Local Development Plan and through the masterplanning process the design team has been considering a number of options for the design of the junction, informed by the on-going Transport Assessment.

The design of the new junction has not been considered in isolation, it has been developed with regard to all the existing junctions in the area including the existing signalised junction at Binghill Road and Murtle Den Road. The final design of the junction will be dependent on the outcomes of the Transportation Assessment and will be developed along with the Council at the planning application stage.

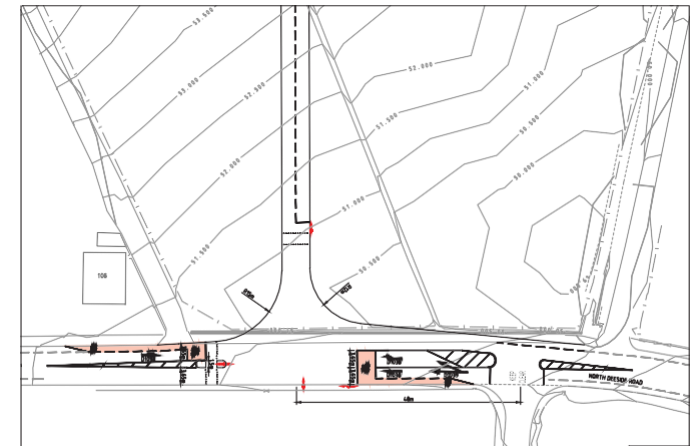





Fig. 51: Indicative layout for junction with A93.

The Development Framework proposes development access to be located approximately 200m east of the existing signalised crossroads of A93 North Deeside Road with Binghill Road and Beaconhill Road, a short distance to the east of the existing access to Aberdeen Riding Centre and approximately 60m to the west of Murtle Den Road.

The indicative access junction design, shown in Figure 51, identifies a signalised priority junction with provision for a westbound right turning traffic lane to ensure that the free flow of westbound traffic towards B979 Milltimber Brae and Peterculter is not impeded. Pedestrian crossing facilities on the A93 North Deeside Road and the development access road are provided, with a pedestrian refuge on A93 to the west of the development access junction. Linking the development access junction signals with the existing signals at Binghill Road/ Beaconhill Road allows the two junctions to work together and the traffic flows through the two junctions to be coordinated so that the queuing effects are minimised.

A requirement to relocate existing bus stops is identified. These are expected to continue to be provided as on-carriageway bus stops, as is the general principle on A93 North Deeside Road.

LEGEND

-  Location of junction to A93
-  Primary Street
-  Green Link
-  Secondary Street
-  Minor Street
-  Minor Street (Single Sided)

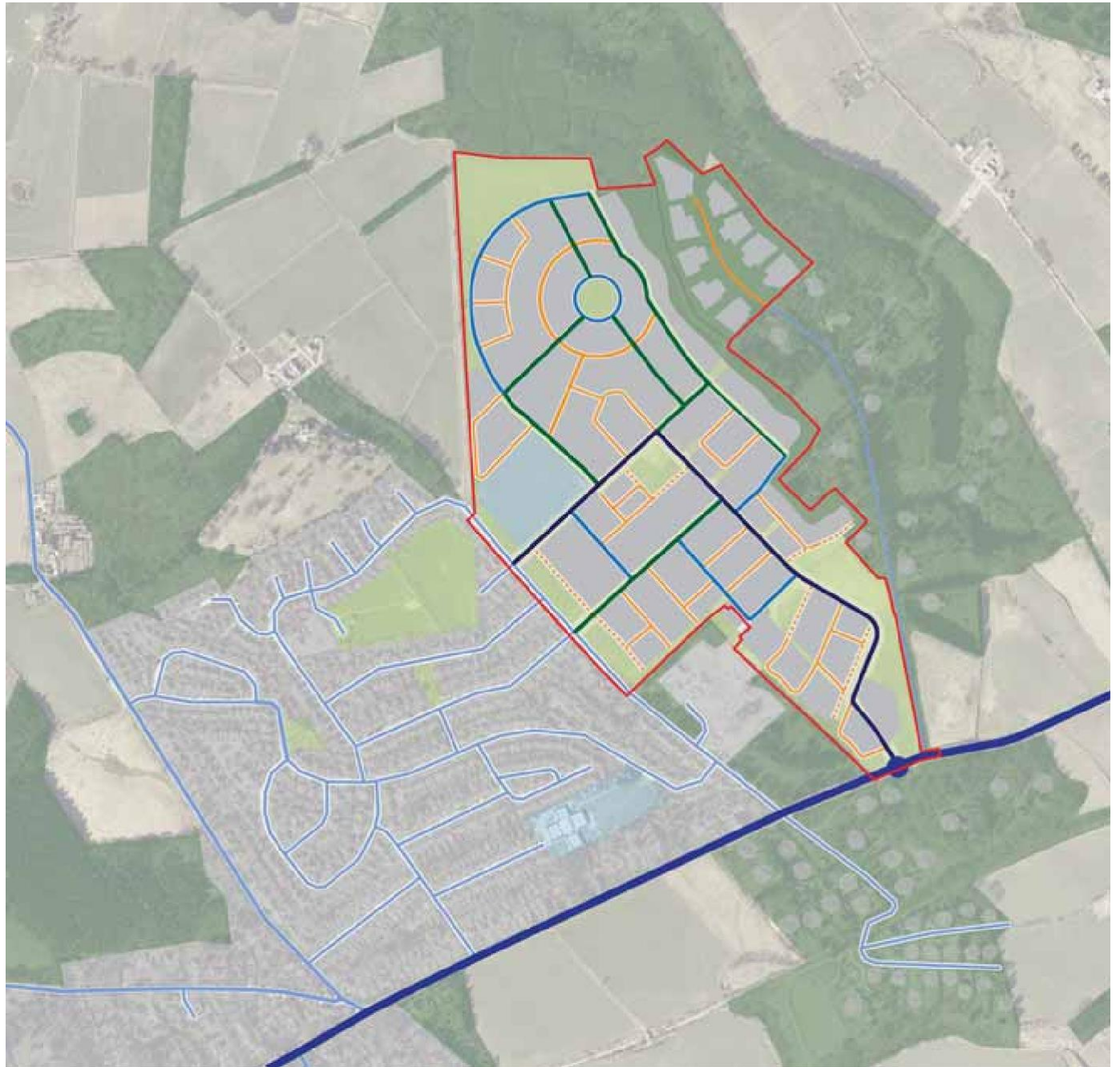


fig. 52: Proposed street hierarchy.



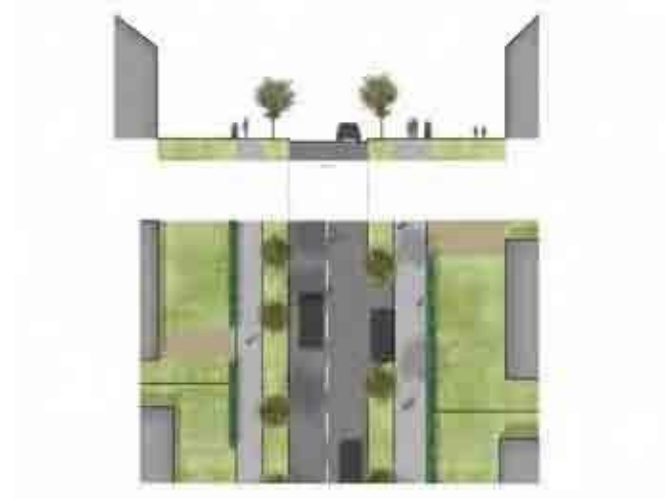
STREET HIERARCHY

A clear hierarchy of streets will help create a strong sense of place and aid legibility and navigation through the new development. The following titles and descriptions are indicative only and may be subject to change by Aberdeen City Council or through detail design development.

In addition to the core streets defined opposite there will be further streets, lanes and shared surfaces within Development Blocks which will be designed in accordance with 'Designing Streets' policy and appropriate standards/requirements of Aberdeen City Council.

It is important that street design incorporates provision for new street tree planting where appropriate to give character and reflect the street hierarchy. Intelligent and appropriate planting in street design is encouraged at Oldfold. Planting, particularly street trees, helps to soften the street scene while creating visual interest, improving microclimate and providing valuable habitats for wildlife. Whilst appropriate driver sight lines should be maintained, vegetation can be used to limit excessive forward visibility and thereby limit traffic speeds.

Careful consideration needs to be given to appropriate tree selection, their location and how they are planted. Detailed advice on this issue is contained in the Communities and Local Government document, *Tree Roots in the Built Environment*. The exact locations and species of street trees will be considered at the appropriate stage of detailed street design and subject to RCC requirements.



THE PRIMARY STREET

Description - The core street connecting the A93 to Bingham Road. Designed to allow potential public transport loop.

Carriageway Width - 6.0m with localised widening to ensure that two buses/ or refuse vehicles can pass each other.

Curve radii - No minimum curve radii but designed to ensure that two buses (all operational bus types), can pass each other and accommodate refuse and other heavy goods vehicle movements.

Junction radii:

Where joining external road network – 10.7m

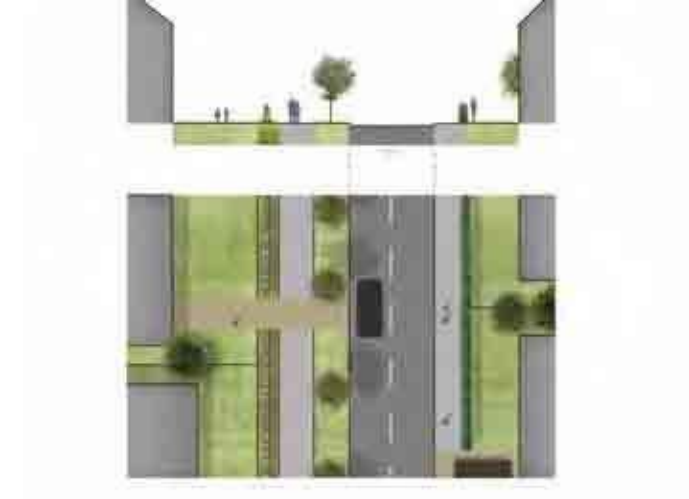
Where joined by minor roads – 3m

Forward visibility - Minimum 25m. To be restricted through the use of building positions and landscaping to promote slower vehicle speeds.

Footway - 2.5m wide minimum pavement provided on either side of the street except where development is to one or neither side of the street, in which event the requirement can be dropped to one side.

Parking - Limited on street parking allowed around mixed use centre, to be accommodated by subtle widening within street.

fig. 53: Indicative section of the Primary Street.



'GREEN LINKS'

Description - Significant streets connecting key loops and giving access to development blocks. Designed to incorporate existing walls, new street tree planting and additional landscape features.

Carriageway Width - Generally 5.5m.

Curve radii - No minimum curve radii but designed to ensure that a delivery vehicle/refuse vehicle can pass a car. On streets comprising longer lengths of curved alignment passing facilities may need to be allowed. To be confirmed by swept path analysis.

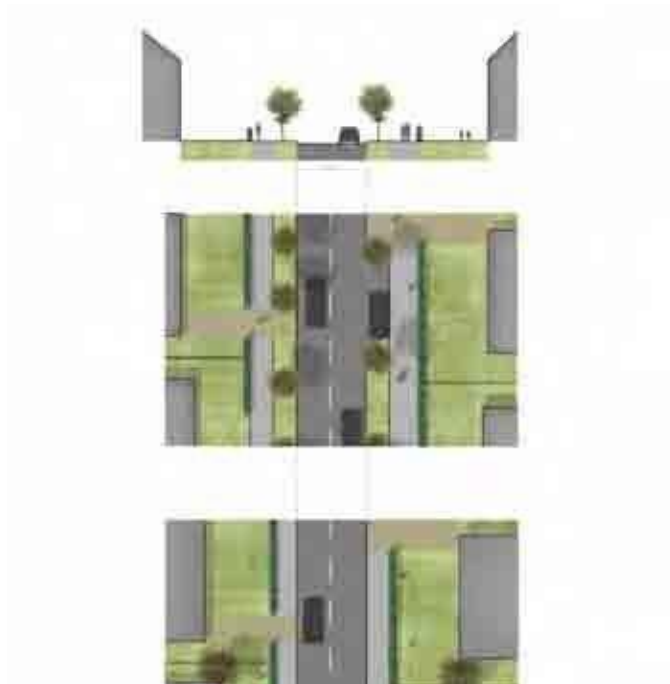
Junction radii - 3m

Forward visibility - Minimum 25m. To be restricted though by the use of buildings and landscaping to promote slower vehicle speeds.

Footway - Minimum 2m wide footway provided on either side of the street.

Parking - On street parking allowed, to be accommodated by subtle widening to create bays.

fig. 54: Indicative section of Green Link street.



TYPICAL SECONDARY STREET (OPTIONS)

Description - Secondary streets connecting loops and giving access to development blocks. Opportunities should be considered to incorporate a verge or street tree planting on either side in certain locations.

Carriageway Width - Generally 5.5m.

Curve radii - No minimum curve radii but designed to ensure that a delivery vehicle/refuse vehicle can pass a car. On streets comprising longer lengths of curved alignment passing facilities may need to be allowed. To be confirmed by swept path analysis.

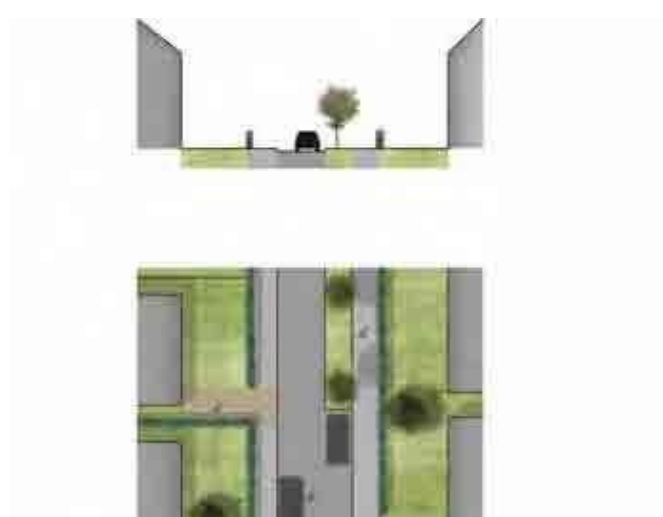
Junction radii - 3m

Forward visibility - Minimum 25m. To be restricted though by the use of buildings and landscaping to promote slower vehicle speeds.

Footway - Minimum 2m wide footway provided on either side of the street.

Parking - On street parking allowed, to be accommodated by subtle widening to create bays.

fig. 55: Typical Secondary Street sections.



TYPICAL MINOR STREET

Description - Local streets providing access to a limited area of development. These streets may either be of traditional carriageway and footway design or shared surface as appropriate.

Carriageway Width - Generally 5m with the potential to reduce to 3.5m in localised areas where shared surface principles are followed in which case appropriate vehicle tracking of routes should be undertaken.

Curve radii - No minimum curve radii but designed to ensure that a delivery vehicle/refuse vehicle can pass a car. On streets comprising longer lengths of curved alignment passing facilities may need to be allowed. To be confirmed by swept path analysis.

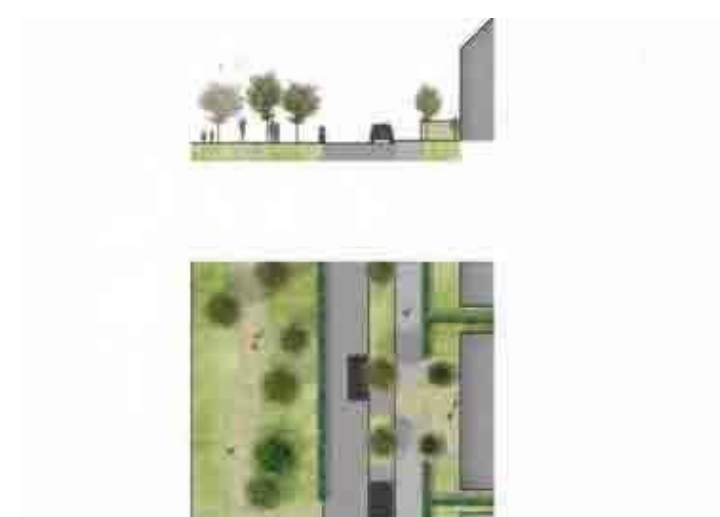
Junction radii - 3m.

Forward visibility - Minimum 25m. To be restricted through the use of building position and landscaping to promote slower vehicle speeds.

Footway - Minimum 2m wide footway provided on either side of the street except where shared surface principles are followed.

Parking - On street parking allowed, to be accommodated through subtle widening within street to create bays or by end on within areas of shared surface.

fig. 56: Typical Minor Street section.



TYPICAL MINOR STREET (SINGLE SIDED)

Description - Local streets providing access to an area of development defining the edge between development and open space.

Carriageway Width - Generally 5m with the potential to reduce to 3.5m in localised areas.

Curve radii - No minimum curve radii but designed to ensure that a delivery vehicle/refuse vehicle can pass a car. On streets comprising longer lengths of curved alignment passing facilities may need to be allowed. To be confirmed by swept path analysis.

Junction radii - 3m.

Forward visibility - Minimum 25m. To be restricted through the use of building position and landscaping to promote slower vehicle speeds.

Footway - Minimum 2m wide footway provided on development side of street. A remote footpath should be located within open space where required.

Parking - On street parking allowed, to be accommodated through subtle widening within street to create bays or by end on in small groups within open space edge as appropriate.

fig. 57: Typical Minor Street (single sided) section.

5.8 LANDSCAPE FRAMEWORK

Usable, well-designed, public space is recognised as creating opportunities for communities to interact, promoting a sense of place and helping to promote healthy active lifestyles. The plan opposite illustrates where the core spaces and the main civic space will be located providing a variety of public open spaces that will serve the Milltimber community.

In designing the Development Framework, the strategy is to create a linked sequence of green spaces that create a landscape framework, encompassing amenity and active space as well as significant woodland planting in order to promote environmental and quality of life benefits.

The philosophy behind the design of spaces has been to:

- Ensure all space is overlooked, hence maximising usage by enhancing security and maximising house values
- Create 'green links' and wildlife corridors to enhance biodiversity
- Use landscape design to promote identity and aid orientation through the site
- Create attractive routes that help promote sustainable transport and healthy living

Detailed plans will be required at the planning application stage for each of the proposed core public spaces and areas of tree planting.

CORE SPACES

To provide areas for play and social interaction, five core public spaces have been identified. These are briefly described in the table opposite and in further detail in Section 7.

The location, size and type of these spaces varies across the site to ensure appropriate levels of good quality and accessible open space provision for all members of the community. These spaces are also well integrated with the street and path networks.

Core spaces have been formed as a direct response to the site context and existing landscape at Oldfold, providing a large scale recreational resource. These spaces are predominantly soft and have been designed so that they are positively addressed by development, providing passive surveillance. Opportunities for formal play should be provided within some of these spaces and also good connections to the pedestrian network to provide opportunities for recreation and circular walks. These core spaces form important edges to the development and their design will be key to integration with the existing settlement, respecting the landscape context and importantly defining the character at Oldfold. A key aim of these spaces must also be ecological improvement and management.

The aim for all public spaces will be for them to be adopted by Aberdeen City Council.

Plan Reference	Reference Name	Size (Hectares)	Aberdeen City Council Standard		Purpose and Description * A full description of each of the spaces will be provided within section 7.
			Type of Space	Function of Space	
CORE SPACES					
1	Deeside Road Park	2.72	Local Open Space	Natural Greenspace and Green Corridors	A large area of open space to provide a 'gateway' space on entering the new development area and protect the setting of the existing Murtle Road. This space should incorporate informal footpath network, a formal equipped play area and SUDs.
2	Binghill Park	1.00	Local Open Space	Green Corridor/Play Zone	A linear space between the existing and proposed communities. To include a number of path connections and formal street crossing points to promote safe and easy movement between communities. This space should retain the existing hedge where possible and provide a formal equipped play area contributing to a large play zone near the school.
3	Oldfold Park	0.55	Local Open Space	Play Zone	An area of public open space to be accommodated at the heart of the new community adjacent to the 'primary street' to provide a landmark and variety within the urban form. This space should be formal in its design and accommodate SUDs facilities and a formal equipped play area.
4	Murtle Park	0.40	Local Open Space	Play Zone	An area of public open space to be accommodated on a localised area of high ground within the new community on the main link to the Hilltop Park to provide variety in the urban form. This space should be formal in its design and contain a formal equipped play area.
5	Den of Murtle Hilltop Park	2.60	Neighbourhood Open Space	Natural Greenspace and Green Corridors	This should be a large area of informal public open space accommodated on the hilltop adjacent to Den of Murtle woodland. It should incorporate the existing walls and provide links to the existing woodland where possible and include environmental improvements. Parking and seating areas should be provided for residents and visitors to enjoy the views.
CIVIC SPACES					
6	Binghill Civic Space	0.30	Local Open Space	Civic Space	A large civic square associated with the mixed use element of the development. A key landmark and place making element of the development.

BINGHILL CIVIC SPACE

A key civic space has been located as part of the local centre, a 'gateway' to the new community and an important mixed use focus including the primary school. The design of this space should be seen as an opportunity to reduce vehicle speeds to levels that are appropriate for the context and provide an important focal point for the Milltimber community.







Following 'Designing Streets' guidance, street design must consider place before movement. Following this philosophy it is intended that where the primary street passes through the civic space it should do so in a sensitive manner, adding to the sense of place and integrating with the space rather than cutting through it. These spaces should be seen as an opportunity to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the context.

The civic space should provide a high quality entrance to the primary school and street frontage to the any commercial development. This space should incorporate limited off street parking, bus stops, seating areas and street tree planting.

GREEN LINKS

The core areas of public open space at Oldfold should be connected by a series of strategic 'green links'. Green Links are avenue type streets where existing walls, street trees and large verges are utilised to create streets that have an identifiable character appropriate to the context and which will aid legibility, provide variety and further ecological benefit. The Green Links are not intended to provide formal open space but to aid the creation of character within the street network and connect the core spaces.

LEGEND

-  Core areas of open space
-  Core civic space
-  Proposed woodland planting
-  Green Link
-  Location for play zone
-  Location for SUDs facility

OPEN SPACE STANDARDS

The landscape framework at Oldfold has been developed to meet the aims and requirements of the Aberdeen City Council - Open Space Interim Supplementary Guidance. This guidance requires the provision of at least 2.8ha per 1000 people of meaningful and useful public open space in residential development.

The Development Framework proposes up to 550 residential units at Oldfold. Given an average occupancy of 2.9 people per household (4 bedroom) (Scottish Household Survey 2007/2008, based on Aberdeen sample) this would result in a population of approximately 1609 people. Following the Aberdeen City Council Standards for Open Space in Residential Development this equates to a requirement for approximately 4.7ha of public open space.

Following the Aberdeen City Council standards as a guide to the open space requirements in terms of size, accessibility and quality the table opposite illustrates how the Development Framework exceeds requirements.

The Development Framework includes 7.57ha of meaningful and useable public open space in a variety of locations.

This does not include private gardens, streets or courtyards or the woodland area around Murtle Den.

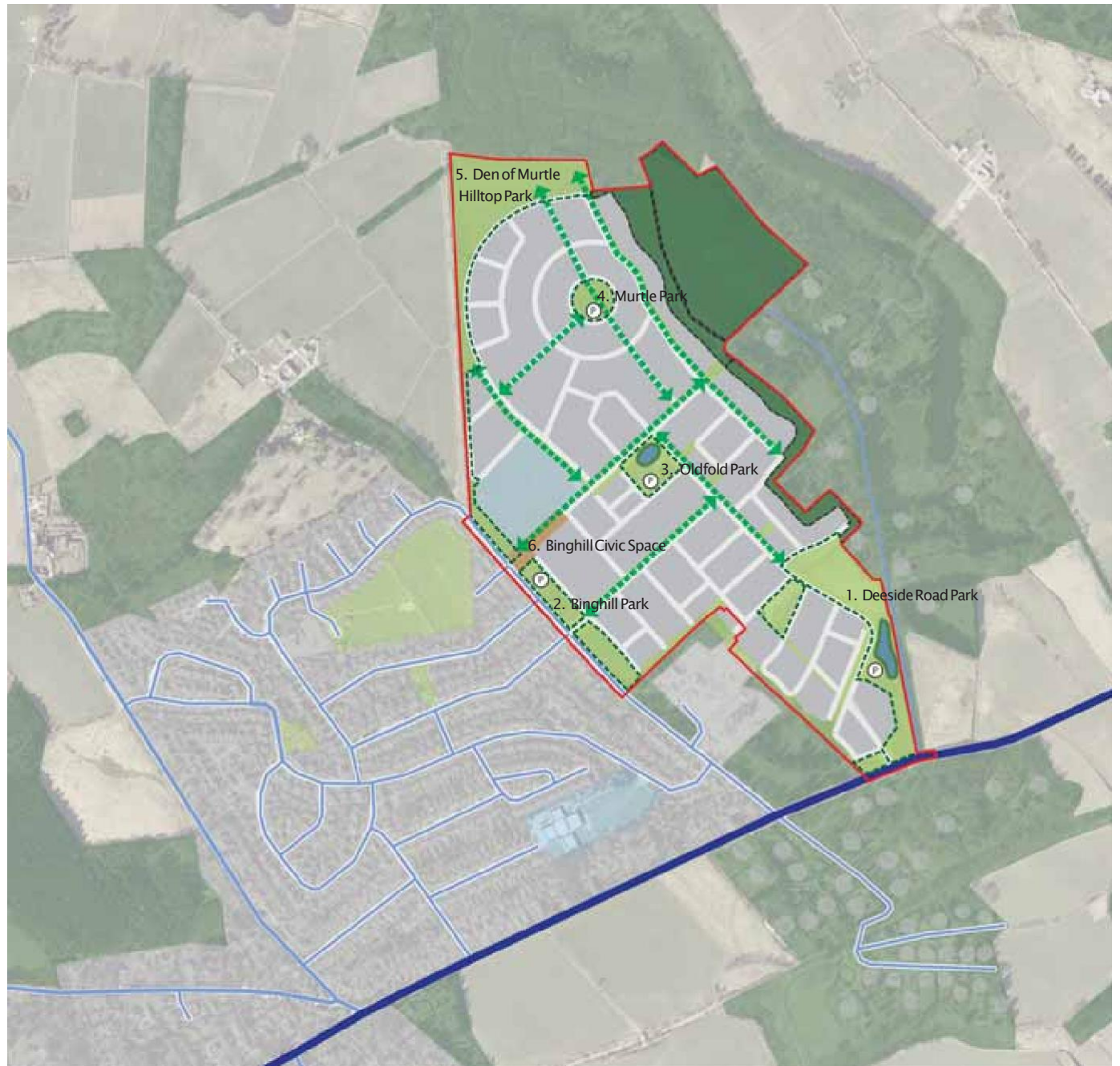


Fig. 58: Landscape Framework.



5.9 DEVELOPMENT BLOCKS

It is proposed that development at Oldfold will become a residential led development of approximately 550 residential units with opportunity for local level mixed use development including retail, commercial and community facilities. The expansion to Milltimber should comprise a mix of types and tenures and deliver a 25% affordable housing provision.

DENSITY

The densities presented in the table opposite provide a guide to the number of properties which could be delivered within each development block to achieve the total number of houses proposed for the site.

This Development Framework is context-driven, prepared through a rigorous process of analysis, appraisal, iteration and design, where existing features have been protected and enhanced, local character is reflected in the layout of streets and spaces, and densities reflect the average local net density which is approximately 17units per hectare. The average net density across the core Development Framework area (not including very low density at Murtle Den) is 19.7units per hectare.

The Development Framework illustrates that the total allocated numbers can be accommodated within the site at a density more appropriate to the Milltimber context and with respect to the existing landscape setting. It is appropriate therefore that a lower average density of development than set out within the Local Development Plan (30 units per hectare) should be considered at Oldfold.

APPROACH TO RESIDENTIAL MIX AND DENSITY

The density of residential areas varies across the site with higher densities concentrated around the local centre and the centre of the development next to Milltimber. Conversely the areas of lower density are located where there is need for sensitive and unique design responses in the layout to take account of the site context and environmental conditions such as the south facing slopes and areas of steep landform where standard layouts would not be feasible. In lower density areas where local context requires a more sensitive approach, it is important that the basic elements of good urbanism are still applied.

The site area is unique in that there are relatively few flat areas with several areas of steep slopes. The residential layouts will be developed to specifically 'fit' into the existing landscape, respecting landform, views and aspect and as a result the density of these residential areas will generally be lower than those on flatter parts of the site, in particular around the local centre where a relatively higher residential density will be concentrated.

DEVELOPMENT BLOCK REQUIREMENTS

Development Block	Block Area (Hectares)	Landuse	Proposed Density Range	Potential Residential Units
A	0.30	Residential only.	Medium	5
B	0.40	Residential only.	Medium	7
C	2.65	Residential only.	Medium	45
D	2.25	Residential only.	Higher	55
E	1.70	Residential only.	Higher	44
F	1.15	Residential only.	Medium	20
G	1.41	Residential with commercial/community uses in the location illustrated.	Higher	24
H	2.18	Residential only.	Higher	54
I	2.08	Residential only.	Medium	45
J	0.75	Residential only.	Medium	14
K	2.30	Primary School.	na	na
L	1.15	Residential only.	Medium	22
M	4.28	Residential only.	Medium	80
N	2.02	Residential only.	Medium	36
O	3.86	Residential only.	Medium	72
P	1.22	Residential only.	Low	18
Q	4.70	Residential only.	Low	9
<i>Total</i>	34.40			550







The final mix of housing types will be subject to detailed design and market demand, however, the range of density across the site ensures that the Development Framework will:

- Provide a choice by delivering a mix of house types and locations;
- Provide a range of house types that complements the housing that exists elsewhere in the Milltimber area, creating a residential area that appeals and is available to all, set within the distinctive landscape;
- Plan for growth in a manner that has a clear phasing strategy and is mlexible and adaptable enough to respond to changing market demands; and
- Commit to creating a mixed use and mixed tenure community where the mix of housing must suit a variety of needs—including the young, elderly and key workers and provide housing for sale on the open market and affordable homes.

The proposed range of residential densities across the Masterplan area is illustrated in Figure 59 and listed in the table above. The layout of residential densities reflects the principle of concentrating relatively higher densities around the local centre and providing a range across the rest of the development. The layout of all housing areas will generally be formed by streets that respond to existing topography, aspect, landscape features, access and circulation. As a result the density will also vary locally across each of the Development Blocks.

It is not anticipated that the densities presented are applied homogeneously within a development block but rather that there will be a mix of higher and lower densities within a block which in sum provide the desired number of units. These internal block densities must be informed by guidance on building typology and height, urban design principles and placemaking objectives defined in this document.

LEGEND

-  Location for mixed use development
-  Location for primary school site
-  Civic Space
-  Residential higher density
-  Residential medium density
-  Residential low density
- 1. Existing Community Centre
- 2. Deeside Christian Fellowship Church

DENSITY RANGE

- Low - Up to 15units/ha
- Medium - 15-19units/ha
- Higher - 20units/ha +

BUILDING TYPOLOGIES

The Development Framework will provide a mix of building typologies and tenures that creates a diverse and inclusive community structure. This will offer housing choice and opportunities for people at all stages of the housing lifecycle, with an emphasis on family housing. As a result the development will cover all market sectors and include:

- Terraced properties
- Semi-detached properties
- Detached properties

There will not be any flats within the development as these are not considered to be appropriate to the area and not in keeping with the context. The final mix will be developed as an appropriate response to the aims set out above, market demand and more detailed layout design aiming to create a strong sense of place following the design guidance within this document.

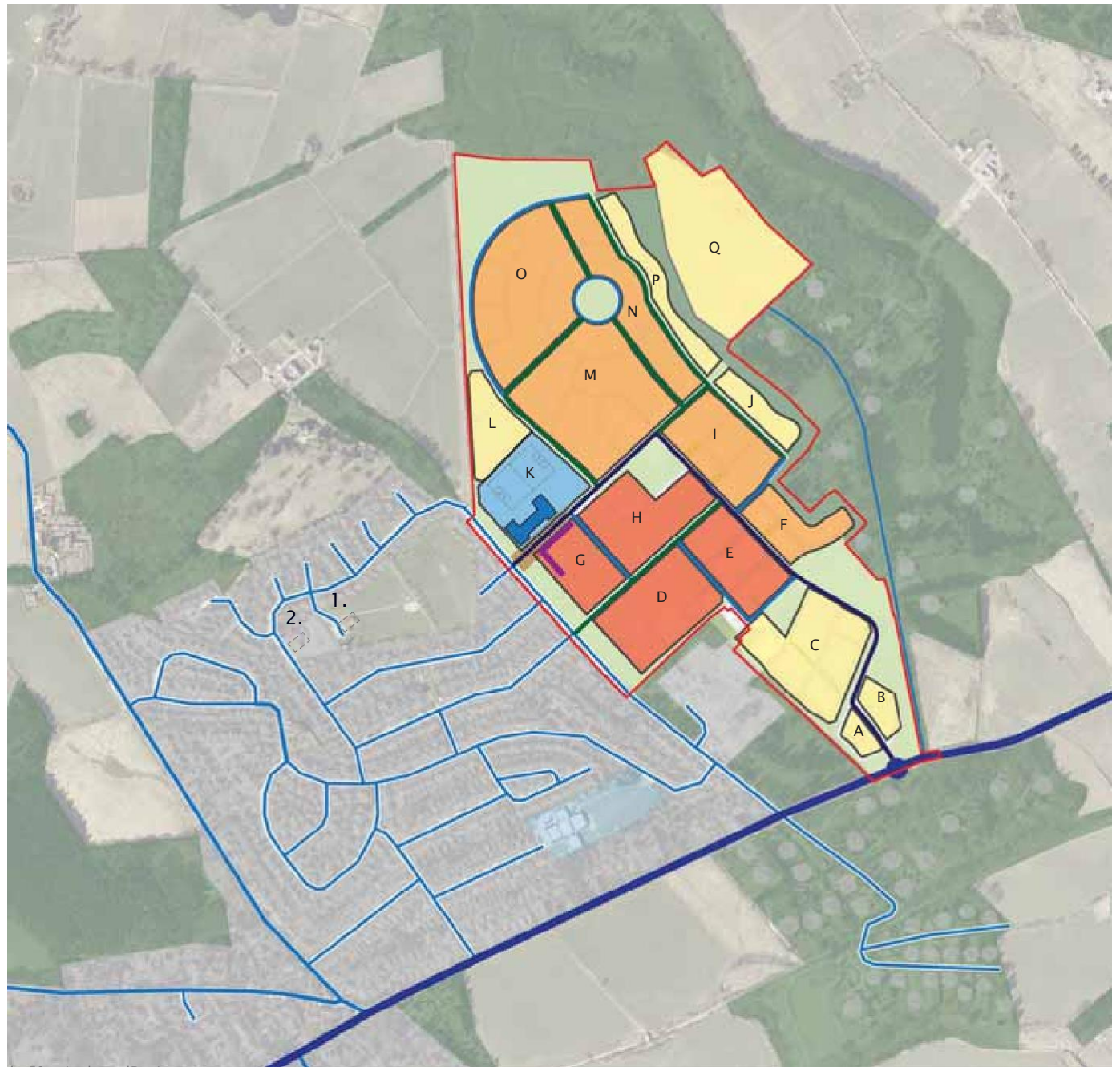


Fig. 59: Landuse and Density.



AFFORDABLE HOUSING

As part of the 550 homes provided at Oldfold, the Development Framework envisages a mix of house types and tenures within the proposals, with 25% of the total housing provision developed as affordable housing. The affordable housing should be integrated within the private development areas.

The exact type and location for affordable housing cannot be determined at this stage, and will be established at the planning application stage. However, there will be a mix of housing types and sizes, relating closely to the local housing market requirements to cater for a diverse community of all ages. It should be integrated as part of the overall layout, rather than into predetermined zones, prior to the detailed design stage. A key objective is to ensure that the external architectural appearance of affordable housing is in-keeping with the overall design of the wider development.

Affordable housing can only be controlled and provided in a flexible way and in cooperation and partnership with others. There has to be a recognition of phasing, the proof of local need and appropriateness along with funding opportunities, which often means a reliance upon Scottish Government funds. The Development Framework is therefore non-specific on tenure at this stage. Exact locations, and specific boundaries along a tenure split will be provided at a more appropriate stage. Self-build housing could add diversity and interest to the housing mix as part of the affordable housing requirement. This is an issue that will need to be negotiated with the developers through development process. The general areas for affordable housing can be progressed through the Masterplan application, with the precise detail of size and type being a matter for detailed applications. As part of the application process the community should also be involved in the discussions regarding the affordable housing provision.

NON RESIDENTIAL DEVELOPMENT

Although the majority part of this development is housing, there are several other uses which are important to the creation of a sustainable expansion to Milltimber. The primary school is vital to a community and the Development Framework proposes a new site which was supported by the majority of people who expressed a view at both the community exhibition and stakeholder workshop. With regard to the Local Development Plan requirement for up to 5ha of employment generating uses, future applications will respond to opportunities, demands and need for these facilities, in terms of location, design and timescale. For this reason the Development Framework is not specific with regard to exact uses and floorspace, rather it identifies a location where a mixed use local centre could be accommodated which in turn could accommodate a variety of appropriate local uses.

A MIXED USE LOCAL CENTRE

To provide support services for the expanded community the Development Framework identifies a location for potential 'commercial and community' development. This is located at a key nodal point adjacent to the primary school, on the primary street in the centre of the expanded community off Bingham Road. Through the design and consultation process it was considered that this location would best serve the wider community and could form positive links with the existing community facilities namely the Church and Community Centre helping create a cohesive and sustainable community. The location here would allow the buildings to address Bingham civic space along with the school entrance and the park. Adequate provision of cycle and car parking should be provided at this location along with a local bus stop if a service should be provided.

The following uses are considered suitable for the mixed use areas, though they are not exclusive of other appropriate uses that may come forward.

- Local Shops
- Café/Bistro
- Children's nursery/creche
- Local office space
- Community Facilities

A critical mass will be required to support the proposed services and ensure their viability. As such the indicative phasing strategy set out in Section 6 does not include these services until Phase 5. Importantly the local centre will provide facilities that are not currently available in Milltimber and will also provide opportunities for local employment.

As an alternative or in addition to the local centre, further employment land could be accommodated in a small scale commercial development such as local office space and workshops on the existing Oldfold Farm site. This could include conversion of existing steading and stable buildings.

PRIMARY SCHOOL

The Local Development Plan requires the provision of a new primary school as part of the development. The Development Framework identifies a site of an appropriate size for a new primary school as part of the local centre, it must be located within Block K of the Development Framework.

The proposed primary school will be a facility that is key to the daily community needs and as such should also be located as part of the local centre, concentrating uses to intensify the community benefits. The school building should form a local landmark, visible from the primary street and should be designed to feel like part of the adjacent civic space and Bingham Park. The primary school should be designed to include some facilities such as meeting rooms and an all-weather sports pitch that could be used by the community, outwith school hours.



fig. 60: The location of the mixed use centre and existing community facilities.

The location of the primary school, and associated community facilities has been selected to enable it to serve both the proposed and existing wider community of Milltimber. As well as forming a key resource within the local centre the location also offers a number of other benefits:

- The site for the school offers a high quality environment that is capable of offering a variety of outdoor spaces nearby that provide safe, attractive and stimulating places for activities or learning, such as the Den of Murtle Local Nature Conservation Site and Hilltop Park;
- The location of the school makes it easily accessible by foot, cycle, bus or car. Located near a bus stop and at the confluence of the main cycle and foot paths will allow safe and easy access;
- The location also allows easy access to part of existing Milltimber;
- The location allows for growth and expansion if necessary.

The new primary school will accommodate the additional pupils generated by the development as well as those from the existing community, subject to Aberdeen City Council education strategy.

A WALKABLE COMMUNITY

The mixed use local centre and primary school are located together at the centre of the existing and proposed communities, close to the existing Church and Community Centre. All the proposed homes and the majority of existing homes are within a 800m walk of these existing and proposed facilities (see Figure 60).

5.10 DRAINAGE STRATEGY

FOUL PROPOSALS

New foul sewers will be provided to serve the development and will be located within the new roads and areas of open ground where necessary. Sewers will be designed and installed in accordance with "Sewers for Scotland, Second Edition, November 2007", published by WRc plc.

A new foul pumping station and rising main will be required to drain part of the development. This will pump the foul flows to the south west, where it will discharge to the existing sewer network.

Each plot will discharge to the new sewer via a single disconnecting chamber located within its own curtilage.

SURFACE WATER PROPOSALS

Referring to Chapter 5 of The SUDs manual (CIRIA C697), all residential developments require 2 levels of treatment for surface water run-off from roads areas. Surface water run-off from residential roof/curtilage areas only requires a single level of treatment.

New surface water sewers will be provided to service the development and will be located within the new roads and areas of open ground where necessary. Sewers will be designed and installed in accordance with "Sewers for Scotland, Second Edition, November 2007", published by WRc plc.

Run-off from the proposed access roads will be drained direct to the new sewers via traditional trapped gullies. Car parking areas will be provided with at source SUDs treatment in accordance with SEPA Management Train. This will consist of permeable paving with stone filter trenches located beneath; these measures will then discharge into the new sewers.

Each plot will discharge directly into the new surface water sewer system via a single disconnecting chamber located within its own curtilage.

As the above measures do not provide all areas of the development with the required levels of treatment, site control measures will be used.

The new surface water sewers will discharge to grass conveyance swales; approximately 50.0m in length, these swales will in turn discharge to an extended detention basin. The combination of grass swale and extended detention basins provided the whole development area with the required 2 levels of treatment.

HYDRAULIC CONTROL

In accordance with the Drainage Assessment guide, the rate and volume of surface water run-off from the post development situation should not exceed the surface water run-off from the existing greenfield site.

Attenuation volume will be provided within the extended detention basins in order to contain the run-off volumes generated by the critical 10 and 30 year rainfall return events. The attenuated surface water flows will discharge to the adjacent existing watercourses. The total discharge rate from the whole development site during the critical 10 year rainfall return event will not exceed the greenfield run-off rate.

As part of the detailed drainage design, sensitivity tests to assess flood risk will be carried out for rainfall events up to and including the 200 year event and site levels will be set in order to prevent water entering the units or restricting access for emergency vehicles.

For all the drainage works a construction method statement will be submitted as part of a planning application to avoid run off/sediment impacting on the River Dee.

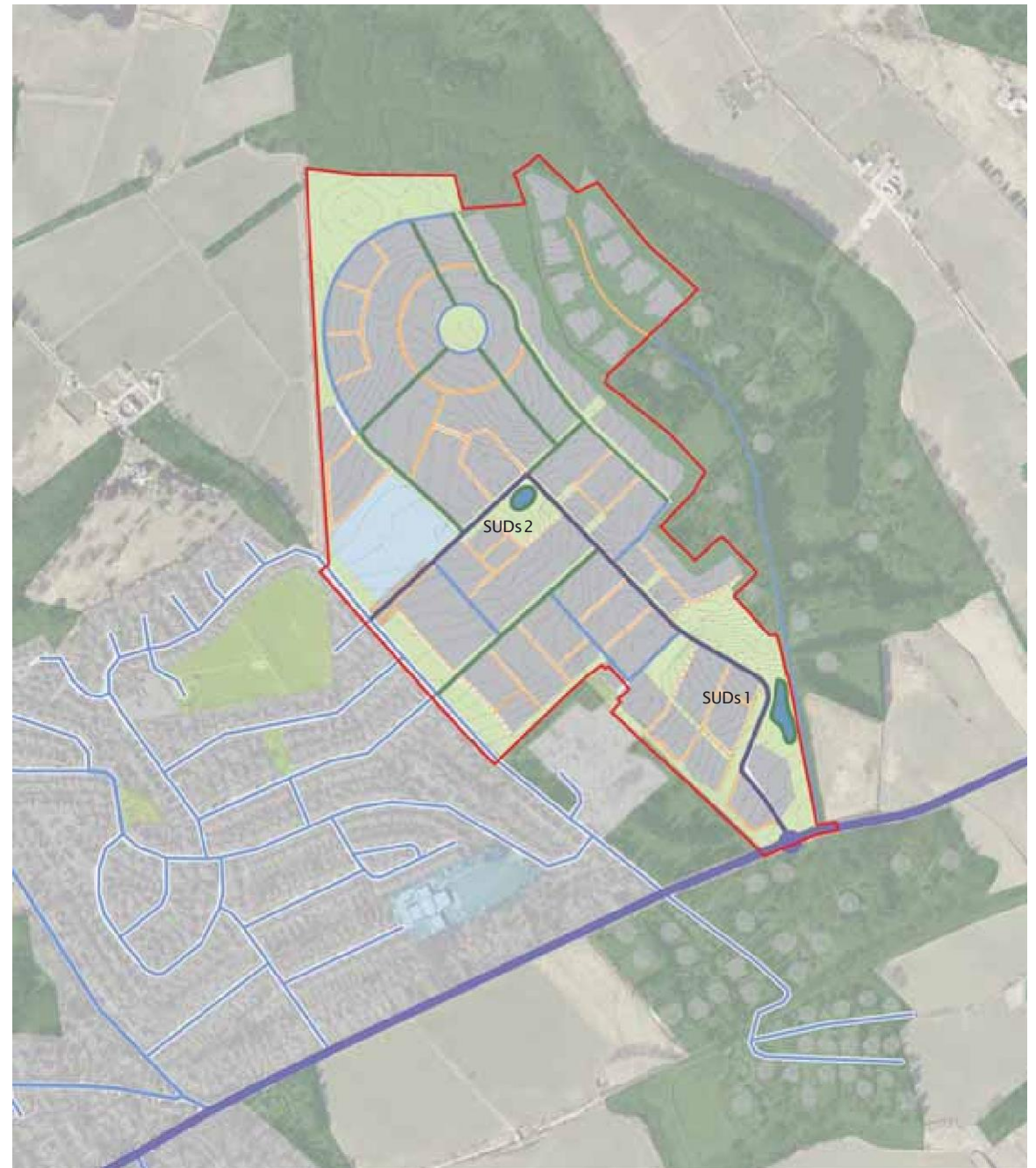


Fig. 61: Location of SUDs facilities.



6. PHASING AND DELIVERY

6.1 PHASING STRATEGY

The Development Framework has been planned to allow for growth over a number of years in line with the aims of the Local Development Plan. The LDP allocates Oldfold to deliver 400 homes up to 2016 and a further 150 homes between 2017 and 2026, subject to the Local Development Plan review.

The indicative phasing strategy presented in this Development Framework has been devised to ensure that build-up of a new community is achieved in a coherent and logical way, with the ability for each phase to function prior to future phases being developed. The overall approach to phasing is integrated; in each phase open space provision, streets, services and development are included as appropriate. On completion of the development all phases will combine, fulfilling the Masterplan aims to create a well-structured and cohesive, accessible place.

The shape of the new community and quality of development will depend on strong long-term leadership and management to ensure the overall vision and principles of the Development Framework established here are maintained and that ad-hoc and incongruous development is avoided. Therefore, an important and parallel strand of work will be to discuss and establish the best delivery mechanism. CALA will discuss the preferred delivery mechanism for the site with Aberdeen City Council, including discussions on delivering affordable housing, key elements of infrastructure and other aspects of planning gain. A realistic delivery strategy and programme will be drawn up for the development proposals and will be submitted with the application for Planning Permission in Principle.

The phasing of key pedestrian and cycle links is not shown on these diagrams however it is intended that throughout the phases, new routes and links will be constructed in association with development, ensuring that as origins and destinations are created they are adequately served with good connections to proposed and existing areas.

The Aspirational Path AP10 within the site will be provided in phases, relative to residential development at that particular section of the path. The path cannot be implemented in advance owing to H&S requirements of construction activity.

It is an aim of the Masterplan that community engagement will continue with both the existing and new communities as development proceeds, disseminating information and managing expectations through the construction phases.

CALA's aspiration is to start on site in early 2014 (subject to securing the necessary consents and permissions) with the first house being occupied in late 2014. The speed at which development progresses across the site will be dictated by the market.

6.2 KEY PRINCIPLES

The phasing strategy, sets out five broad phases which illustrate the key principles relating to the delivery of development and infrastructure. The broad strategy for phasing is to grow the site from the south off the A93, providing connections to Milltimber as early as possible.

The key principles are outlined below:

- An integrated approach which combines open space, roads, services as well as development proposals in each phase;
- Delivering an appropriate amount of core spaces and public realm proposals simultaneously with development, to help create a new setting and public amenity;
- Beginning construction where development can take advantage of existing infrastructure;
- Providing proposed bus stops where feasible and pedestrian links to the existing urban areas at an early stage in the development;
- Ensuring appropriate SUDs facilities are provided (these may require temporary measures) for each phase of development in line with the overall drainage strategy; and
- Minimising the disruption caused by construction activity to local residents and road users during the development programme.

Through each phase the aims and principles set out in this Development Framework should be followed. The timing and detail of each phase should be considered at the planning application stage, however, the principles established here should be used to guide the form and direction of growth ensuring the principles of the Development Framework are realised.

Note: Housing numbers shown against the phasing diagrams are indicative, reflecting 'Potential Residential Units' taken from the Density section of the Development Framework.



Fig. 62: Phase 1.

PHASE 1
BLOCKS A, B, C AND Q = 66
DEVELOPMENT TOTAL = 66

The first phase of development will focus on building off the A93, developing a front end 'gateway' to the expanded Milltimber. It will provide the new junction on the A93 and first phase of the primary street. Development within block Q at Murtle Den will also commence during this phase with structural woodland planting also implemented.

Key Aspects:

- New junction on the A93.
- Provision of a mix of low and medium density housing.
- Provision of low density housing at Murtle Den.
- Provision of the Deeside Park area including a play zone and SUDs facility for the first phase of development.
- Structural woodland planting adjacent to Murtle Den will be provided prior to further development.
- Path links within phase 1 and connecting to Milltimber including a new Bus Stop on the A93 will be provided.



Fig. 63: Phase 2.

PHASE 2
BLOCKS D, E AND F = 119
DEVELOPMENT TOTAL = 185

The second phase of development will provide a street link between the new junction on the A93 and Binghill Road. The new road link will allow development to commence adjacent to Milltimber including the first part of Binghill Park.

Key Aspects:

- Street connection between A93 and Binghill Road.
- Provision of medium and higher density housing.
- The first part of Binghill Park will be developed.



Fig. 64: Phase 3.

PHASE 3
BLOCKS H, I AND J = 113
DEVELOPMENT TOTAL = 298

The third phase of development will see the primary street completed, providing the key link to Milltimber. The primary street will allow for the potential local bus route to be provided (a temporary route could be provided within phase 2) through the site. Development will be focused around the primary street and a core area of public open space will be provided at Oldfold Park.

Key Aspects:

- Primary street connection to Binghill Road will be completed.
- Provision of medium and higher density housing.
- Oldfold Park will be completed as part of this phase including a formal equipped play area.
- SUDs will be provided within Oldfold Park.



Fig. 65: Phase 4.

PHASE 4
BLOCKS K, L AND M = 102
DEVELOPMENT TOTAL = 400

The fourth phase of development will see the provision of the primary school and development to the north of the primary street.

Key Aspects:

- The primary school.
- Medium density housing.

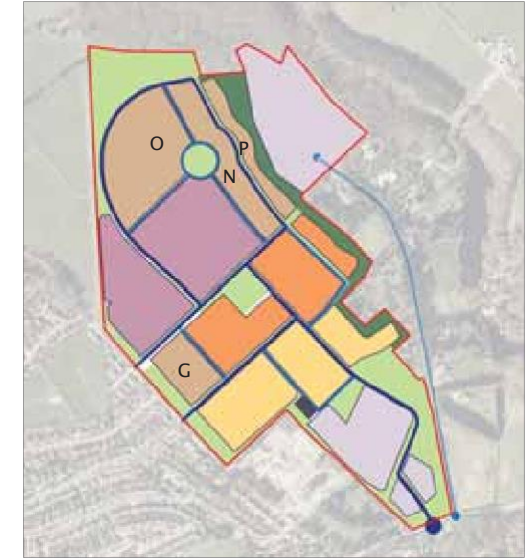


Fig. 66: Phase 5.

PHASE 5
BLOCKS G, N, O AND P = 150
DEVELOPMENT TOTAL = 550

The final phase of 150 homes proposed between 2017 and 2023 is subject to the Local Development Plan review.

The final phase of development will see the local mixed use centre completed, providing the opportunity for local commercial activity to develop. This phase will provide a variety of areas of public open space including, the completion of Binghill Park, Murtle Park and Den of Murtle Hilltop Park. In providing the local centre Binghill civic space will also be completed.

Key Aspects:

- Mixed use local centre.
- Completion of Binghill Civic Space.
- Provision of a mix of low and medium density housing.
- Completion of Binghill Park including provision of a formal equipped play area.
- Provision of Murtle Park.
- Provision of Den of Murtle Hilltop park including footpath link to the adjacent path network and woodland areas.

6.3 DELIVERY OF KEY INFRASTRUCTURE

The following infrastructure delivery explanation aims to set out how and when it is intended that the infrastructure requirements of the Local Development Plan will be delivered and the parties that will need to be involved to ensure successful delivery.

NEW DEVELOPMENTS TO BE SERVED BY COMPREHENSIVE PEDESTRIAN AND CYCLE NETWORK AND FREQUENT PUBLIC TRANSPORT SERVICES INCLUDING NEW AND EXTENDED SERVICES.

The primary street will be designed and delivered to allow bus access. The primary street will provide a complete link for buses to Milltimber within the 3rd phase of development. A smaller temporary bus loop could be provided within the 2nd phase if required. Bus stops will be delivered at appropriate locations meeting the principles of the Development Framework.

The path network will be delivered as per the Development Framework and in line with the phasing strategy.

The Development Framework will deliver the Aspirational Path AP10 through the site area (OP62). It will provide a route to allow for Aspirational Path to be incorporated as part of the proposed path network, connecting Binghill Road to the existing Murtle Den Road and will be provided as part of the development.

Outwith the Masterplan area, the developers will provide an appropriate financial contribution for the delivery of the Aspirational Path and other off-site path improvements in line with their build costs. Discussions on the delivery and procurement of the aspirational path will be held at the planning application stage.

OPEN SPACE

The Development Framework has been developed to meet the open space requirements of the Aberdeen City Council - Open Space Interim Supplementary Guidance. Following the ACC standards as a guide to the open space requirements in terms of size, accessibility and quality. Open space provision will follow the principles set out in the Landscape Framework section of the Development Framework and will be delivered in line with the phasing strategy.

NEW MAJOR JUNCTION CONNECTING OLDFOLD TO A93.

The road access strategy for Oldfold requires to consider direct access to A93, and interconnectivity to the existing community. A clear street hierarchy, with associated walking and cycling connections has been developed providing access to all parts of Oldfold.

The principal vehicular access shall be a new junction to the A93, located to the west of Murtle Den Road, and east of Tor-na-Dee. The detailed proposal is provided elsewhere, however the salient component includes a traffic light controlled T-junction, with pedestrian phase. Right-hand turn lane is provided on the westbound carriageway.

The new junction will be sequenced with the existing traffic light junction of Binghill Road, this will optimise junction capacity and efficiency of flows on the A93.

CALA envisages the access and main spine road leading from the junction, will be created within the 1st phase of development. This will ensure that the existing community is not inconvenienced by construction traffic, whilst ensuring the environment of the site and gateway to Oldfold being established as soon as possible.

Pedestrian linkage to Tor-na-Dee, and Binghill Road will be established at an early opportunity, to ensure 'Safer Routes to School', to the existing Milltimber Primary School. The Phasing Plan shows how the site is to be developed in a coherent and composite manner, concentrating upon completing key areas of the site.

ONE NEW PRIMARY SCHOOL WITHIN PROPOSED DEVELOPMENT.

Provision of education capacity is ultimately a matter for the Education Authority. The site at Oldfold will however generate an impact at Milltimber Primary School, to which mitigation will be required via Section 75 Agreement associated with the Planning Permission in Principle.

The Education Authority wishes to replace Milltimber Primary School, and in this regard it sought, through the Local Development Plan, provision within the site at Oldfold. The new Primary School site at Oldfold has been selected through the Masterplan consultation process, chosen relative to its position within the existing and expanded community.

The timing of delivery of the new Primary School will be dependent upon the roll and capacity of the current Primary School, and the timings of residential development at Oldfold and elsewhere in the catchment area. The precise timing and delivery will be confirmed through the PPP process, by which time further clarity will be available from the Council as they review of Primary Schools across the City.

The Masterplan currently envisages the Primary School being delivered within Phase 4. It is anticipated the existing Primary School will be able to accommodate an as yet unquantified level of pupils from Oldfold prior to completion of the replacement.

The location of the Primary School site, adjacent Binghill Road, affords a degree of flexibility to both CALA and the Council. In the event the Primary School is required earlier, the provision of services may be led from existing Binghill Road as opposed to waiting for the progression of the residential development.

CALA will only be responsible for meeting the costs of the additional capacity required of the development. The Council will need to consider how it will meet its share of the replacement Primary School.

INFRASTRUCTURE

CONTRIBUTIONS REQUIRED IN ORDER TO PROVIDE APPROPRIATE INFRASTRUCTURE FOR WATER SUPPLY AND WASTE WATER DISPOSAL. SCOTTISH WATER MAY EXPLORE THE POTENTIAL FOR ADDRESSING THE CUMULATIVE IMPACT OF DEVELOPMENT ON WATER RELATED INFRASTRUCTURE.

Provision of Water Supply and Foul Drainage connections to the development are regulated by Scottish Water. As part of the development process, CALA will seek to procure both Drainage Impact and Water Impact Assessments (DIA and WIA) respectively.

These models will consider capacity and impacts of the development on the existing network. A range of options will then be progressed through the 'optioneering' process, to which selection will be made under the remit of 'reasonable cost'.

Procurement of these consents is through direct agreement with Scottish Water and not the Planning Authority. Where possible, upgrades will be confined to the existing network, over which Scottish Water have rights of upgrade and improvement. Where upgrades are required on 3rd party land, CALA will liaise with Scottish Water to ensure procurement in accordance with Section 3a of the Sewerage (Scotland) Act of 1968.

HEALTH

EXTENSION TO PETERCULTER HEALTH CENTRE TO ACCOMMODATE ONE ADDITIONAL GP.

EXTENSION OF PETERCULTER HEALTH CENTRE TO ACCOMMODATE TWO ADDITIONAL DENTAL CHAIRS.

ONE NEW COMMUNITY PHARMACY.

The financial quantification and timing of contributions to GP and Dental facilities as well as the requirement for a new community pharmacy to be provided on site shall be confirmed through the PPP process. This shall be undertaken in liaison between CALA, NHS Grampian and ACC Planning Gain Officer, in accordance with established procedures.

The resultant agreement will be documented within the Section 75 Agreement, applicable to the grant of planning permission for PPP.

EXISTING COMMUNITY CENTRE

CALA understands that the existing Community Centre requires to be extended and if through discussion the impact of the new development is considered significant, appropriate contributions will be agreed through planning gain discussions.

AFFORDABLE HOUSING

HOUSING DEVELOPMENTS OF FIVE UNITS OR MORE ARE REQUIRED TO CONTRIBUTE NO LESS THAN 25% OF THE TOTAL NUMBER OF UNITS AS AFFORDABLE HOUSING. FURTHER GUIDANCE ON THE PROVISION OF AFFORDABLE HOUSING FROM NEW DEVELOPMENTS IS AVAILABLE IN SUPPLEMENTARY GUIDANCE ON AFFORDABLE HOUSING.

The Masterplan for Oldfold has been developed, irrespective of tenure. The delivery of affordable housing will be clarified through the Section 75 process of the PPP. It will provide for the making of land available at regular intervals at key triggers of the associated private residential development. Parameters will be set within the S75, providing for direct access from public road, services, and numbers of areas with respective units in each phase.

CALA in return will seek clarity from ACC on the development timing of the affordable areas, the key challenge being to create successful residential environments that are built and occupied in tandem and avoiding sterile gap sites which cast uncertainty for the existing and expanded Milltimber community.

The Section 75 may also contain provisions permitting a flexible delivery mechanism for the affordable housing units, through private funding mechanisms or commuted sums in lieu of on-site provision. To be clear, these alternatives will be viewed as an alternative to the first preference of on-site delivery, having first offered the land to ACC for on-site provision.

6.4 DELIVERING SUSTAINABLE DEVELOPMENT

In order to realise the vision for Oldfold and create a high quality and sustainable community CALA is committed to a design-led approach and the following sustainable actions:

THINK ABOUT THE WHOLE PLACE

For Oldfold to be successful, it must be a place of choice. This town, and the places within it, must have a sense of place. It should respect its setting and use the context and character to shape its identity. Development should “fit” into and respond to its landscape and environmental setting and “become” part of the place.

PUT PEOPLE AND COMMUNITIES FIRST

Successful communities include people of all ages and generations. The planning and design of Oldfold must consider how people will use, experience and enjoy it as a priority. In response to feedback from the local community and stakeholders, this Masterplan has been consciously designed to bring communities together around activity nodes and commits to providing community facilities as agreed between various parties and neighbourhoods as early as is practical.

RESPECT PEOPLE AND THEIR LOCAL ENVIRONMENT

The design of this Masterplan has benefited enormously from local people’s positive contributions about what they think is good and bad about their community as well as how they believe it should change in future. Involving the community, throughout the design process will continue to be encouraged. Keeping people informed and encouraging people to learn more about the growth of the settlement, potentially using the Community Council as mechanisms to widen the level of understanding.

PROMOTE BALANCED, COHESIVE AND SUSTAINABLE COMMUNITIES

This Masterplan aims to creating a mixed use local centre and mixed tenure community with a wide range of facilities connected by an extensive network of paths, public transport routes and roads. The local centre will be the area of greatest intensity including retail, commercial, community, residential and other uses. The mix of housing must also suit a variety of needs - including the young, elderly and key workers and provide housing for sale on the open market as well as affordable homes. The appropriate balance, density of development and phasing must ensure that communities grow at a sustainable pace to match the level of facilities to meet their needs.

CREATE HIGH QUALITY, MIXED-USE COMMUNITIES THAT HAVE THEIR OWN IDENTITY

High quality design is a prerequisite. Oldfold is its own place and should remain so. Local people have told the developer that the character of the existing settlement matters. The Masterplan recognises that local features are important to the success of Oldfold and promotes the use of positive aspects of the local vernacular while also introducing contemporary design solutions, respecting and responding to the local character, reinforcing its sense of place and setting it apart from anywhere else. The settlement extension will create a series of distinctive areas connected by an integrated network of routes and spaces.

MINIMISE ENVIRONMENTAL IMPACTS

A significant amount of work has been undertaken to identify the environmental constraints and issues early enough so that the Masterplan, through design, has mitigated many significant environmental effects. Wherever possible, future development must respect the existing landform, views, natural and cultural resources as well as the existing community and its facilities to strengthen the overall landscape quality and character.

GIVE PEOPLE TRANSPORT CHOICES

More sustainable travel patterns would mean fewer journeys by car, shortening the length of journeys made and minimising the environmental impact. For Oldfold to be successful there must be a choice of travel options that make walking, cycling and public transport as easy to use and as convenient as the car. To do this, Oldfold should link into existing routes, prioritise public transport, design safe and attractive streets and layouts to control vehicle flows and speeds.

PREPARE ROBUST, FLEXIBLE AND COMPREHENSIVE PLANS

A clear vision, a flexible Development Framework and a robust Masterplan are essential tools to turn the opportunity into reality. The plans must be comprehensive, contain sufficient guidance to allow innovative and sustainable design to flourish, environmental impacts to be minimised / mitigated and to be flexible enough to accommodate potential change in local and wider economic circumstances. As urban places are dynamic and never stop changing the Masterplan must plan for potential growth and intensification.

CONSERVE WATER RESOURCES AND ENHANCE BIO-DIVERSITY

Sustainable urban drainage features will form an integral part of the landscape framework and all developments should aim to maximise the site’s ecological and habitat value. In addition, all development and buildings must aim to minimise the use and disposal of water. Rainwater harvesting and grey water recycling will be encouraged where technically appropriate, particularly on large single use buildings like the school.

MINIMISE ENERGY IN CONSTRUCTION AND USE

Developers must be considerate during construction - materials and labour should be sourced locally where feasible and construction methods and haulage routes should be designed to minimise the impact on local communities. Where feasible, materials that minimise the use of natural resources and energy can be used. In the design and use of buildings, consideration must be given to reducing the amount of energy used and maximising renewable and alternative sources where feasible, particularly through passive solar gain and building orientation.

DESIGN FOR MINIMUM WASTE

Consideration must be given to introducing initiatives to encourage waste minimisation at project inception, design and procurement stages. Space and facilities for separating, storing and recycling materials must be considered at all scales - domestic, neighbourhood and town wide. During construction, waste must be kept to a minimum and opportunities to maximise the use of recycled materials must be explored through the adoption of Site Waste Management Plans.

7. DESIGN GUIDANCE

7.1 INTRODUCTION AND PURPOSE

Up to this Section, the Development Framework has described the design principles, providing a clear rationale for the proposed form, density and landuse through two dimensional explanatory diagrams. This will guide the expansion of Milltimber and the creation of a distinctive development.

Whilst useful for conveying principles, these diagrams do not always best convey the character and sense of place which the Framework will inform, foster and create and which has been a key consideration throughout the design evolution of the Framework. This Section of the document looks at how the key design principles that underpin the Development Framework will help character evolve, reflecting the combination of all the principles set out in this document to create an attractive new part of Milltimber. This guidance will therefore assist developers and their designers, in preparing future detailed applications at later stages in the development process. It will identify the core design principles and character defining elements for a number of character areas, buildings, spaces and routes that when combined will allow the development concept identified within the Development Framework to be realised.

The design guidance for Oldfold is described through four levels:

7.2, GENERAL DESIGN GUIDANCE

Principles of good urban design that should be followed as a matter of course in the development of Oldfold.

7.3, STRATEGIC DESIGN PRINCIPLES

Specific design principles that apply to the whole Development Framework area. This should be followed to help shape the urban expansion into a unique and desirable place to live.

7.4, LAYERS OF THE MASTERPLAN

This Section describes the aims and parameters of the proposals by breaking the Development Framework into its constituent parts. These layers illustrate key concepts of the Masterplan and how they respond to both the existing site and the Development Framework. Following the principles set out in these layers will ensure that the Oldfold integrates with both Milltimber and the existing landscape.

7.5 - 7.11, CREATING CHARACTER

In order to ensure that development at Oldfold has a rich and legible character, the Development Framework is then broken down into 6 key character areas. These are described in more detail through images, plans and sections, identifying the scale of space and design treatments that will differentiate the areas and create character.

The guidance for each area is written to focus on the key generators of character, which include key routes, buildings, edges, spaces, uses, and articulate the main design intent. This design guidance considers inter-relationships and connectivity of different areas in terms of design and visual appearance.

The design guidance described in this Section is not intended as a blueprint to be followed rigidly – it should be used as reference to stimulate discussion and control the quality of design by interpreting and applying the principles. This guidance should be considered when dealing with future detailed applications.

7.2 GENERAL DESIGN GUIDANCE

Development at Oldfold should respond directly to the site's landscape features, embracing the topography and aspect, respecting the landscape setting as well as the interface with the existing town, while integrating new features such as sustainable urban drainage and areas of open space. These principles should be used to inform future proposals for the site and be supported by further specific design guidance for each of the character areas.

The general principles are:









- Streets, spaces and parks must be overlooked to provide natural surveillance, excessive lengths of blank walls should not be promoted.
- The primary means of access into all buildings will be from the street or space which the building faces.
- Street elevations along the primary network and around the open spaces identified in the landscape framework will be predominantly continuous in nature and use building frontages, gable ends, garages and walls to maintain this discipline.
- All streets, spaces and parks will be well defined by appropriately scaled buildings to ensure a strong degree of containment and avoid ill-defined or unwanted spaces.

- Where buildings are set back from the street they should have sufficient presence to contribute to that street.
- Streets will encourage through movement.
- Street junctions should be designed as local nodes or spaces, rather than just traffic intersections.
- Courtyards should contain at least two dwellings with at least two entry/exit points to allow free movement and ensure natural surveillance.
- Development on the opposite side of must should be designed to read together, especially at the edge of construction phases.
- All residential areas and nodes of activity must be linked with a convenient network of paths/cycleways and public transport routes.
- Provide landmark buildings in key locations.
- There will be clear definition between private and public spaces.
- Where development faces the primary street network and the open spaces identified in the landscape framework, the boundaries must be clearly defined by strong and well defined plot boundaries of walls, hedges or railings.

THE DEVELOPMENT FRAMEWORK - URBAN DESIGN

The Development Framework illustrated opposite is aimed to set out the key design principles which are appropriate to this point in the design process. This has included the hierarchy of streets and spaces together and their key design parameters. This Section provides further guidance which is appropriate at this time and will help the creation of character, sense of place and legibility at Oldfold.

LEGEND

-  Key frontages
-  Key public buildings
-  Location for mixed use development
-  Individual plots within woodland
-  Primary street frontage
-  Secondary street fronts
-  Corner block
-  Gateways

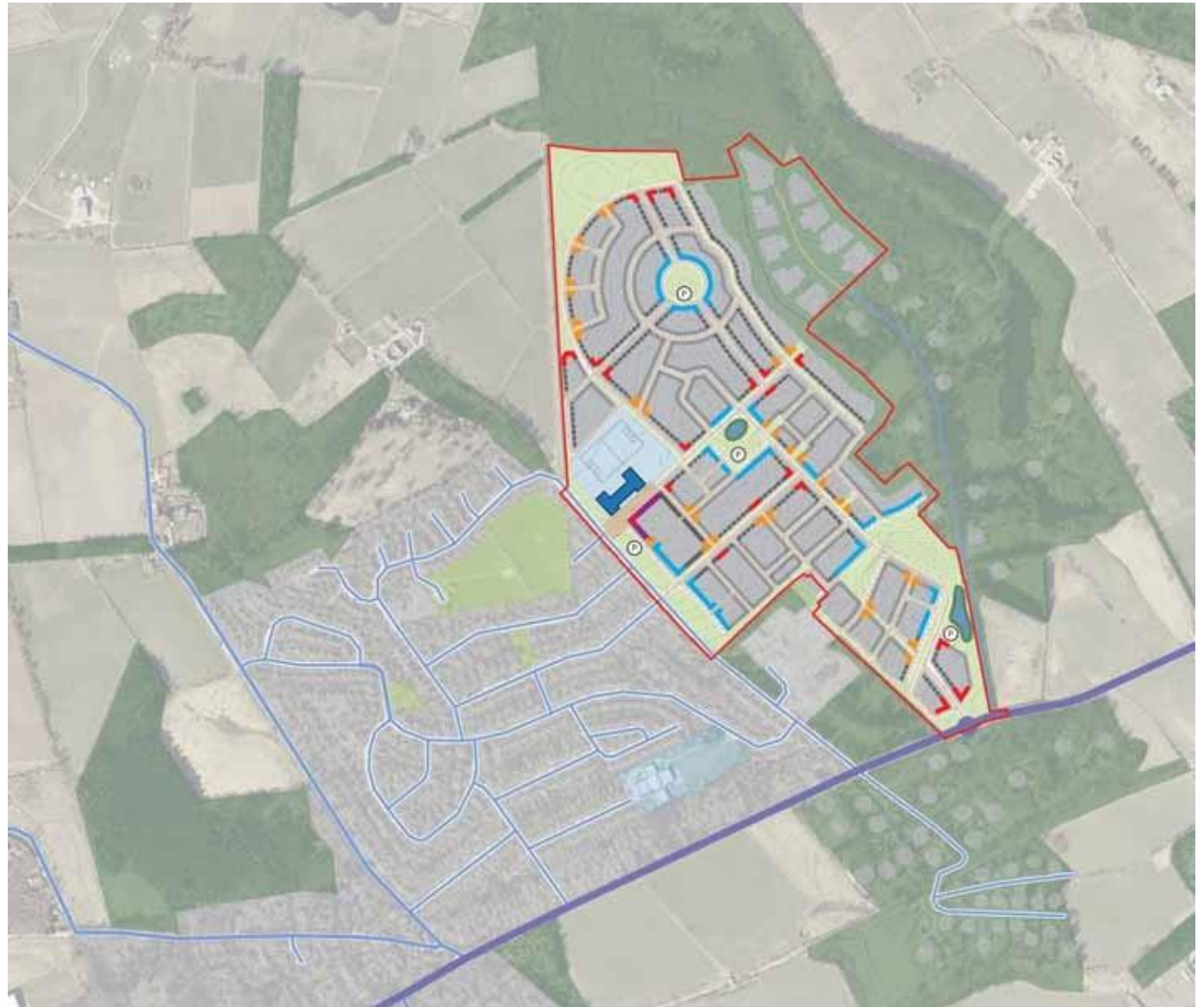


fig. 67: Urban Design Principles.



7.3 STRATEGIC DESIGN PRINCIPLES

This section covers general development block guidance which should be applied across Oldfold. The following sections will illustrate how these principles can be applied to the individual development blocks and also describe specific design principles for each. These aim to ensure that each block contributes to creating an urban form with a sense of place and is easy to navigate around.

STREETS

As described in the Development Framework, all the streets in Oldfold should be designed to accord with 'Designing Streets, Policy Statement for Scotland'. Street design has been approached following the street design hierarchy looking at street structure, then layout, followed by detail. At all times this has aimed to consider place before movement, with the needs of pedestrian, cyclists and public transport considered before those of other vehicles.

PARKING

Car parking provision will be in accordance with ACC guidance. This will be integrated into the design layout following guidance within Designing Streets to ensure that cars do not dominate the streetscape. Adequate access for service vehicles must be provided.



A shared surface street, Bathgate.

ARCHITECTURE

At Oldfold, CALA will provide a diverse range of house types, delivering high quality executive homes through to affordable homes. As described in the Development Framework the residential density will be in keeping with the adjacent residential areas of Milltimber and Murtle Den and sensitive to the landscape of the area. CALA supports the Council's principle of efficient and sustainable use of land. In this location, the undulating characteristics of the site and the sensitive landscape would mean some areas of lower residential densities appropriate to specific locations.

Architecture has an important role to play in creating and defining character at Oldfold. Well designed, high quality architecture with close attention paid to detail and material selection will be an essential part of creating an attractive and desirable place to live. Architecture should also strive towards the highest environmental standards, reducing energy consumption.

Whilst it is not appropriate to be too specific at this stage of the design process with regards to architectural form, style and materials the following provides some general guidance which aims to influence the general character of architecture across the site.

ARCHITECTURAL FORM

Initial guidance relating to density, indicative housing mix and urban design has been provided through the Development Framework. Generally development at Oldfold should provide a mix of predominantly family housing across the site in keeping with the character and style of Milltimber and other residential areas within the north Deeside area. The architecture at Oldfold will reflect the context, predominantly detached and semi detached properties. Some terraced properties should be considered in key locations such as around public spaces where the built form should respond to the hierarchy of streets and spaces within the site.

Due to the specific character of the existing area there are opportunities for large bespoke properties to be located within the Murtle Den area.

ARCHITECTURAL STYLE

Within a development of this size there should be a variety of architectural styles across the site which respond to the location, the context, the proposed hierarchy of streets and spaces, and other influences such as views and topography.

ARCHITECTURAL MATERIALS

The selection of architectural materials across the development should aim to convey a sense of quality, robustness and permanence. Materials should be appropriately chosen to reflect the context and location within the proposed site layout. This should result in areas of different character evolving. These character areas could for example, manifest themselves in material selection at the interface with Milltimber reflecting the properties on Binghill Road or those adjacent to North Deeside Road reflecting similar properties in Cults, Bielside or Milltimber itself for example.

Material should be high quality and palettes of materials should not be homogeneously applied across the site however care should be taken to ensure co-ordination.

ARCHITECTURAL VARIATION

Variation of adjacent building heights, styles and typologies can provide interest within the urban form, creating distinctive streets and attractive roofscapes. Applying homogenous building styles or heights across the site must be avoided.



Variation in architectural form, Haddington.

BOUNDARY TREATMENTS

Plot boundary treatments have a huge influence on the quality of streetscape and definition of space. These can also play a large part in the creation of character and help to reinforce the street hierarchy and legibility of the site. Front and side plot boundary treatments should be high quality walls, hedges or railings.

Design consideration should be given to how boundary treatments can be used to reduce the visual impact of refuse bins on the streetscape.

The existing field boundaries identified in the site analysis and Development Framework should be retained and enhanced as part of the urban structure where possible. Particular care should be given to retaining the existing mature trees and walls within the development layout as these will give the area an identifiable and unique character.

The hedge along Binghill Road on the western boundary should be managed and replanted along the length of the street where it does not currently exist. It should only be broken in locations identified for pedestrian or vehicular movement. The hedge should provide the edge to Binghill park and control movement across the street.



The existing hedge along Binghill Road should be retained and enhanced as part of the park.

SUDs

Within the Development Framework several areas of open space are required for Sustainable Urban Drainage systems (SUDs), these areas are identified in section 5.10.

The treatment of surface water run off generated as a result of the proposed development will be managed via the use of SUDs. In order to accommodate this system of water management, the landform dictates the development be divided into two catchment areas, which will drain into regional control facilities.

The SUDs facilities offer an important resource for biodiversity and sustainable treatment of surface water run-off. SUDs facilities should be integrated within the park areas and designed to feel part of the space. They may need to be fenced as part of the Scottish Water design requirements and if so should be done in a way in which they still contribute to the design of the park, incorporating the SUDs as 'natural' features within the layout. Development must overlook the SUDs facility and a paths should be located in close proximity, to provide natural surveillance and provide access for maintenance. They should be a landscape resource, with benches and footpaths around them, encouraging the inclusion of these spaces into the fabric of community life.



SUDs integrated into areas of public open space and overlooked by adjacent properties.

PLAY ZONES

The Landscape Framework, described in section 5.8, describes the different forms of public open space. The intended design and layout of these areas is further described in section 7. This section is intended to provide specific guidance on the design of play zone to be located within the core spaces.

Aberdeen City Council requires that equipped play areas be provided for all age groups throughout the development. There are clear guidelines on walking distances for different age groups. The Development Framework is designed to ensure all children are within 400m or approximately a 5 minute walk of a play area.

The strategy is to create high quality play areas that will be well-used and can form a focus for the community. They therefore aim to be:

- Well-located;
- Able to offer a wide range of play experience;
- Accessible by all children, disabled and non-disabled;
- Conducive for children of different ages to play together;
- Designed as being sustainable and maintainable; and
- Allowing for change and evolution.

A natural play approach should be developed, which is connected to the landscape and encourages exploration and challenge. The play areas should utilise the landform and existing landscape features where possible and the landscape framework should encourage links to areas such as Deeside and Den of Murtle.

All play space will be well-overlooked to encourage natural surveillance, hence a sense of security leading to a well-used facility.



Example of natural play.

7.4 LAYERS OF THE MASTERPLAN

This section describes the aims and parameters of the proposals by breaking the Development Framework into its constituent parts. These layers illustrate key concepts of the Masterplan and how they respond to both the existing site and the Development Framework. Following the principles set out in these layers will ensure that the Oldfold integrates with both Milltimber and the existing landscape. The layers describe the main design intent for Oldfold and illustrate what will be expected in future detailed design submissions for each area.



fig. 68: Core areas of open space and structural woodland planting.

Key

1. Den of Murtle Hilltop Park
2. Binghill Park
3. Deeside Road Park
4. Structural woodland planting at Murtle Den.

STRATEGIC LANDSCAPE STRUCTURE

A large part of the character of Oldfold will be informed and created through the response to the existing landscape setting and in particular the treatment of the site boundaries. The Development Framework has identified a series of strategic spaces and structural woodland planting where development will treat the existing landscape context sensitively. These spaces on the edges of the site are to provide an attractive setting, opportunities for recreation and also opportunity for environmental enhancement.

Den of Murtle Hilltop Park, Binghill Park and Deeside Road Park are spaces important to the setting of the development and the success of Oldfold as a place. Design principles ensure that properties address these spaces, fostering a positive relationship and sense of stewardship between the community and these landscape elements and the wider landscape context.

A linear strip of additional woodland planting is proposed adjacent to Murtle Den. This planting is intended to help maintain the setting and privacy of the existing private properties within the Murtle Den area. The woodland planting should be plantation mixed woodland in keeping with the existing woodland of the area. The woodland should be managed to encourage habitat creation and maximise ecological benefit through enhancement of the Green Space Network.

The structural woodland planting to the north of Murtle Den is intended to provide a setting for a limited number of new properties in keeping with the character of the existing Murtle Den area. The woodland planting should ensure the development has minimal impact upon the existing wildlife habitats and provides a character for development that is appropriate to the context.



fig. 69: Development block structure.

Key

1. Murtle Park
2. Oldfold Park

DEVELOPMENT BLOCKS

The Development Framework block structure is illustrated above. The block structure has been primarily shaped by the attitude to the site boundaries, the need for good integration with Milltimber, the topography and the need to provide a good movement network.

The Development plots at Murtle Den to the north east will be set within a woodland structure. The woodland should be planted in advance if possible to provide an established structure for development. The Murtle Den area has been designed to be unique and distinct from the wider development in keeping with the existing properties of the area. It will however be connected to the wider community via the Aspirational Path.

CORE SPACES AND GREEN LINKS

In addition to the strategic spaces identified on the edges of the development, two core spaces and a number of 'green links' have been identified within the structure. These spaces will provide a valuable community resource as well as variety and interest within the layout. These spaces are required to provide areas for accessible play and also SUDs. The core public spaces defined within the Development Framework are Murtle Park and Oldfold Park. The quality and character of these core open spaces will play a large part in influencing people's perception of the area's character as a whole and therefore need careful attention.

The 'green links' should connect the core spaces and strategic landscape areas through the street network. The Green Links should be avenue type streets where existing walls, street trees and large verges could be utilised to create streets that have an identifiable character appropriate to the context and which will aid legibility, provide variety and further ecological benefit. The Green Links are not intended to provide formal open space but to aid the creation of character within the street network and connect the core spaces.



Fig. 70: Street blockstructure.

STREET BLOCKS

Further to the development blocks structure identified in the Development Framework, this part of the Masterplan describes some key principles that must be considered at more detail stages. The street block structure should aim to create a permeable structure, easy for both pedestrians and vehicles alike to move around. Generally there should be a preference for east-west orientated streets allowing good linkages with Milltimber and allowing buildings to benefit from good orientation for solar gain. Vehicular movement from Milltimber should be restricted to two junctions on Binghill Road.

DESIGN PRINCIPLES - STREET BLOCKS

- The block structure must be organised and set out from the road structure identified in the Development Framework.
- The street blocks within the core of development should be generally orientated east-west. This will allow good pedestrian movement from Milltimber and allow a majority of buildings to benefit from good solar orientation.
- The street block structure to adjacent to the A93 and to north of the development should be informed by the landform and the requirement to address the core landscape areas, Hilltop Park and Deeside Road Park.
- The block structure must ensure that the outlook of the existing properties on Binghill Road is respected. The street blocks should be pulled back to provide an area of open space at Binghill Park.
- The structure must take account of the existing boundaries and landscape features, integrating them within the street form or within public spaces where possible.
- The Murtle Den development block to the north east should constitute a limited number of large individual properties set within woodland, in keeping with the character of the existing Murtle Den properties.



Fig. 71: Street blockstructure.

LANDUSE

The Development Framework identifies locations for both the primary school and mixed use development, this part of the Masterplan describes the key principles that must be considered at more detail stages. The school and mixed use development have been identified together and located at the centre of the settlement in order to be convenient and easily accessible to all residents. These areas also strategically located within close proximity of the existing community facilities, the Community Centre and the Church.

DESIGN PRINCIPLES - LANDUSE

- The school should be located within block K as identified in the Development Framework.
- The layout should be developed in such a way that the Primary School becomes a recognisable key public building in this area and a focus of the community.
- The school buildings should be located to the south west corner of the block to address the civic space and form a landmark to the north of Binghill Park. Play areas and parking should be located to the rear of the building.
- A location for mixed use development should be identified on the north west corner of block G.
- The civic spaces must be well defined by appropriately scaled buildings to ensure a strong degree of containment and must be overlooked by buildings. The space should offer the opportunity for commercial and community uses to use the outdoor space.
- The civic space should be designed to connect the entrance to the school and the mixed use buildings across the primary street.

Key

1. Site for primary school.
2. Location for mixed use development.
3. Binghill Civic Space.



Key

1. Alignment of Aspirational Path AP10.
2. Path link to A93.
3. Access from A93 to Binghill Road.
4. Links from primary street to Binghill Road North and Binghill Road South.
5. Path links to existing Den of Murtle access path.

fig. 72: Pedestrian movement.

PEDESTRIAN MOVEMENT

Good pedestrian and cycle links must be identified in the layout, these will be critical to the success of the new development, ensuring there are a number of choices in how people can move around, creating routes that are safe and clear. The development needs to be clearly linked to existing and proposed future routes. The more direct routes there are, the more successful the integration will be of new and old. The Development Framework identifies an extensive network of pedestrian routes both as part of the street network and separate path links, the final path network will be informed by the street block structure. The key links to be provided are described below.

DESIGN PRINCIPLES KEY PEDESTRIAN ROUTES

- All pedestrian and cycle routes are defined by the Development Framework. Pedestrian Routes should be 2–3m wide to allow easy and safe pedestrian movement.
- All pedestrian routes should be overlooked by adjacent buildings where possible and designed in a manner to be safe and welcoming.
- A route for Aspirational Path AP10 must be provided connecting Binghill Road to Murtle Den Road on the alignment illustrated in the Development Framework. The Aspirational Path will also provide pedestrian connection between the Murtle Den development plots and the wider community.
- A key pedestrian link should be provided alongside the primary street, connecting to the A93 and existing core path network.
- The access track to Oldfold Farm should be retained and provide a link around the boundary of Tor-na-Dee to Binghill Road.
- A direct pedestrian link should be provided from the primary street to Binghill Road North and Binghill Road South.
- Paths should be provided from Oldfold connecting to the existing path link to Den of Murtle. Connections within Den of Murtle Local Nature Conservation Site will need to be provided by others.



Key

1. Primary Street
2. Binghill Avenue
3. Murtle Park Avenue
4. Oldfold Avenue
5. Hilltop Park Edge
6. Murtle Den Road

fig. 73: Street Network

VEHICLE MOVEMENT

A number of key vehicle routes must be provided as part of the development, these routes will allow a local bus route to be provided whilst also providing a clear infrastructure for efficient movement of vehicles. The design of the minor streets should be planned as places and not roads, this will create a pedestrian friendly environment that is easy and safe to move around. The Development Framework identifies a network of key streets and an indicative layout of minor residential streets to illustrate how access could be gained to the street blocks. The final layout of the minor residential streets will be designed at the appropriate stage.

DESIGN PRINCIPLES - VEHICLE MOVEMENT

- The key vehicle routes of the development area are defined in the Development Framework.
- All streets should have direct frontage access to allow in curtilage parking and must be overlooked by adjacent buildings, defining the street or behind strong plot boundaries of walls or hedges.
- Primary Street connects the A93 to Binghill and should be designed to be clearly identifiable within the hierarchy of streets.
- Binghill Avenue. A key link that connects the Primary Street directly to Binghill Road South. The street should accommodate the existing stone wall field boundary where possible as a plot boundary.
- Murtle Park Avenue. This street should reflect the location of the street on the eastern boundary, next to Murtle Den and include street tree planting to create a leafy 'avenue' character.
- Oldfold Avenue. This street is the primary link for the majority of residential areas to the Hilltop Park and should be designed as an avenue to reflect its importance.
- Hilltop Park Edge. The street should be designed to allow residential development to front the Hilltop Park and must be aligned by well-defined plot boundaries
- Vehicle access to the Murtle Den development plots will be provided by an extension to the existing Murtle Den Road. The road should only provide access to a limited number of large plots and not the wider development.



LEGEND









-  Location for mixed use development
-  Location for primary school site
-  Higher density
-  Medium density
-  Low density
-  Individual plots within woodland
-  Primary street frontage
-  Secondary street fronts

fig. 74: Built form.

BUILT FORM AND SPATIAL DEFINITION

The aim of the Masterplan is that the development should provide a varied and attractive built form that will define spaces and streets, creating an interesting urban character. The buildings should provide a range of house types and tenures mixed through the development area, whilst creating a clear and legible structure for the area.

DESIGN PRINCIPLES - BUILT FORM

- Areas of higher density housing are concentrated within the site core, adjacent to local centre and next to areas of comparable density within Milltimber.
- Lower density areas should be located around the edges of the development where the layout will need to reflect the sensitive nature of the context.
- A mix of house types should be provided creating variety in the streetscape, a choice of living accommodation and a diverse community.
- Streets sections should be designed to reflect the relative importance of routes. Primary street fronts should have a continuous building line using the building frontages, gable ends, garages and walls to maintain this discipline.
- All streets, spaces and parks must be well defined by appropriately scaled buildings to ensure a strong degree of containment and avoid ill-defined or unwanted spaces. All streets and spaces must be overlooked by buildings.
- Building fronts – not backs must face streets and areas of open space. Public spaces must be edged by well-defined plot boundaries. Buildings defining street corners should have windows on both facades facing the street.
- Generally gardens should be arranged to be south facing where possible. This results in buildings on the south side of streets having minimal set back whilst buildings on the north sides of the streets have gardens with well-defined plot boundaries.
- Generally, plot boundaries along the core spaces and primary street fronts should be formed by walls to reflect the desired urban character. Elsewhere, plot boundaries may be formed by walls or hedges.
- The individual plots within woodland should comprise large detached dwellings. Murtle Den properties are typified by variety of form, scale and mass, there is scope therefore for creation of bespoke properties to meet the affluent/upper market serving the North East.



LEGEND





-  Key frontages
-  Key public buildings
-  Corner block
-  Gateways

fig. 75: Key buildings and frontages.

LANDMARKS AND KEY BUILDINGS

The location of specific buildings and frontages is important to the layout to create a distinct and legible urban form. Landmarks are buildings in prominent locations that act as urban “signposts”, sitting on or close to key views or vistas and contributing to the richness and variety of character of the settlement.

DESIGN PRINCIPLES - LANDMARK BUILDINGS

- The key frontages identified here will contribute greatly to the character of the overall settlement. These will be visually prominent and define key spaces, streets and routes. These frontages should all respond to their specific context and environmental settings.
- Key Public Building – The Primary School should be a recognisable key public building in this area and a focus of the community.
- Corner Blocks – Key corners within the Masterplan Area should form prominent landmarks, and generally be higher than surrounding buildings. These will help announce key junctions, aid wayfinding and urban structure.
- Gateways – These could form landmarks through a variety of ways either through the building height, form, materials or the space which they define between them. Gateways should be designed appropriately to reinforce the hierarchy of streets and spaces across the Masterplan Area and should clearly define the entrance to the street or space.

7.5 CREATING CHARACTER

Site analysis and design development has led to the identification of six distinct areas that have shaped and informed the scale, layout and character of the proposed development. The key design guidance for each character area will be described through this section of the Masterplan. The character areas are:

1. Binghill
2. North Deeside Road
3. Den of Murtle
4. Oldfold
5. Murtle Park
6. Murtle Den

These areas have been influenced by the intrinsic characteristics of the site, the landscape and its context, the future proposals, including densities and types of housing envisaged, and location of key routes and spaces. Existing landscape features should be enhanced and retained to inform and influence the character the development. While the guidance has been written and illustrated as different character areas, the settlement design has been considered holistically to ensure it relates as a whole and can integrate as part of Milltimber.

The guidance for each area is written to focus on the key generators of character, which include key spaces, buildings, edges, routes and use. They have been established to articulate the main design intent and explain what will be expected in the future detailed design submissions for each area.



fig. 76: Character Areas.

7.6 BINGHILL - DESIGN PRINCIPLES

The character of the Binghill area is of particular importance as it forms the interface between the existing and proposed communities and offers the only visual opportunity to integrate with the existing settlement. The form and layout of this character area has been directly informed through the consultation process, with local residents voicing concerns about the impact of proposed development on Binghill Road.

This character area will contain both the mixed use local centre (block G) and the primary school (block K) as well as mix of higher and medium density housing.

The local mixed use centre should be located to the south of the primary street where it is easily accessible. It should seek to provide for a mix of uses to support the local community, including for example local shops, office space, a nursery, community buildings and a café. This mix of uses, along with a bus stop and off street parking, should ensure the main Civic Space is active and well used.

The primary school must be provided to the north of the primary street and developed as an integral part of the local centre. The school building should be located adjacent to and designed to feel part of the Civic Space. The buildings should form a local landmark within Milltimber and have its principal entrance to the Civic Space.

KEY CHARACTER ASPECTS OF BINGHILL

- The existing Binghill Road with the hedgerow retained and replanted along its length.
- Binghill Park, a formal public open space directly to the east of Binghill Road containing a formal play area.
- A mixed use local centre located around Binghill Civic Space. The buildings should form a continuous frontage to the Civic Space and overlook the public park on the western edge. Parking should be provided off street.
- The new Primary School should form a local landmark within the area with the school building addressing the new Civic Space to the north of the park.
- The buildings to the east of the park should all front directly on to the park with strong plot boundaries of walls or hedges defining the space.
- Aspirational Path AP10 must connect Binghill Road through the Civic Space to the wider path network to Murtle Den Road.



Fig. 77: Binghill character area.

THE PROPOSED KEY FEATURES THAT MAKE THIS AREA DISTINCTIVE INCLUDE:

1. Binghill Road
2. Binghill Park
3. Binghill local centre
4. Binghill Civic Space
5. The primary school

These key features above area described in more detail through this section.

- Footpath through Binghill Park must connect to existing path network and links to Hilltop Park.
- Primary School Building should be located the south of the block with the principal entrance accessed via the Civic Space.
- Prominent mixed use buildings with zero setback from the Civic Space should define the corner of Block G.
- A direct footpath connection should be provided from Binghill Road North in to Binghill Park.
- Specific buildings should provide a local landmark and define the corners of the streets where they pass through the park.
- Where the proposed street network meets Binghill Road, cross roads junctions with clear, safe pedestrian crossings should be designed.
- Building frontages along the park edge should be predominantly continuous with uninterrupted plot boundaries.
- Footpath links should be provided between the park and Binghill Road.

LEGEND

- Location for mixed use development
- Primary continuous street frontage
- Primary street frontage
- Key buildings
- Proposed primary street
- Minor street
- Proposed alignment of core path
- Proposed path
- Existing path
- Proposed location for play zone

1. BINGHILL ROAD

Through the consultation process the form and layout of this area has changed significantly in response to discussions with the local community and specifically residents of Binghill Road.

The sections opposite illustrate how the Masterplan proposes that the interface with Milltimber is designed. The existing street should be retained as it is with a footway on one side, a separate footpath should be provided within the park to the east. The existing hedgerow that runs parallel to the street in parts should be managed and re-planted along the length of the street to further define the street and park. Street trees should be planted adjacent to the hedge to further define the park and inform the character of the space.

The buildings to the east of the park should overlook the space and be accessed from a minor street or shared surface with the principal entrance to the park side. To help define the park, the building frontages should be predominantly continuous with uninterrupted plot boundaries. Parking must be provided off street and within curtilage.

CROSS ROADS

Local road connections to Binghill Road, which forms part of the western boundary of the site, are identified in the Development Framework to be provided opposite existing priority junctions at Binghill Road North and Binghill Hedges. These are envisaged to be provided, following Designing Streets policy, as crossroad junctions in order to maximise the connectivity between the existing and proposed communities by ensuring that all road users can make the most direct journeys between the two.

Crossroads are convenient for pedestrians, as they minimise diversion from desire lines when crossing the street. They also make it easier to create permeable and legible street networks.

Road safety is recognised as an important consideration in the design of crossroads junctions and therefore the junction designs will incorporate various speed reducing measures designed to blend in with the streetscape such as a square within Binghill Park. The detailed design of the crossroads to be a careful consideration and developed in consultation with ACC. Junction design here should facilitate direct pedestrian desire lines, and this will mean using small corner radii. The use of swept path analysis will ensure that the junctions are negotiable by vehicles. However, consideration should be given to the robustness of the design and quality of construction to withstand any occasional vehicle overrun.

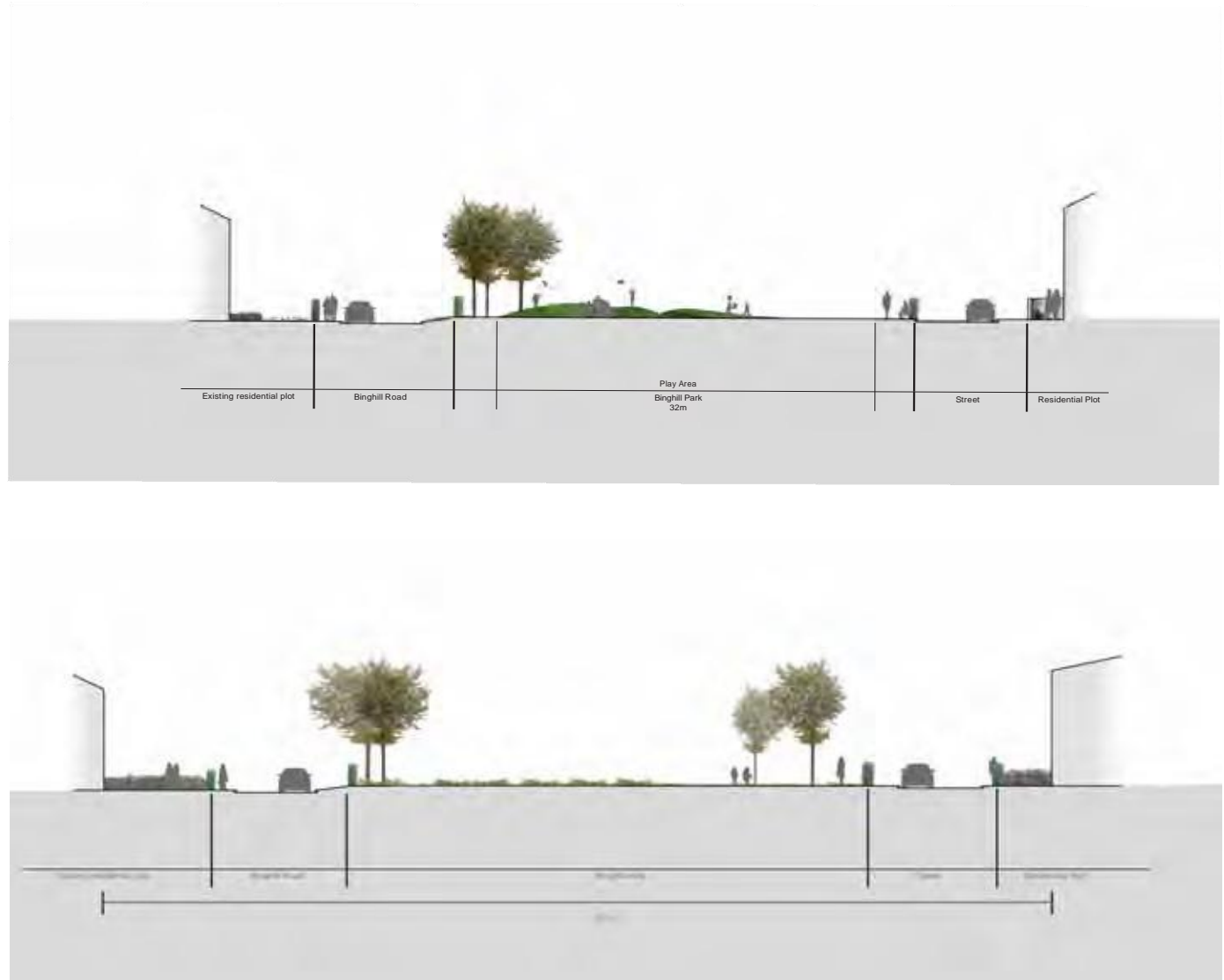


fig. 78: Sections through Binghill Road and Binghill Park.

2. BINGHILL PARK

Binghill Park should form a significant area of public open space at the heart of the expanded Milltimber, providing an accessible and meaningful park for the community. The park should be located between Binghill Road and the new development to the east, forming a key focus at the centre of the expanded community with the local centre and primary school both easily accessed from the park. The park should run parallel to the road and connect the area of woodland at Tor-na-Dee to the south, the Civic Space and the primary school to the north.

FUNCTION

- Encourage integration with surrounding communities.
- Provide a meeting place and focal point at the centre of the expanded community.
- Protect the setting and provide some privacy to the existing properties on Binghill Road.
- Provide an attractive setting for the commercial and community facilities within the local centre and also the residential properties within blocks D and G.
- Provide an area of open parkland space for informal play and amenity open space.
- Incorporate a large Equipped Children's Play Space.

DESIGN PRINCIPLES

- Properties on the edge of Binghill Park must address and overlook the space, providing an element of natural surveillance and policing.
- A continuous footpath with priority crossing points should connect the south of the park to the school and existing path links at the north.
- Good pedestrian links to between existing and proposed residential areas, the local centre and the primary school must be provided through the park.
- The park area must include an area of Equipped Children's Play Space in accordance with NPFA LEAP Standards. The play area should be located to the north of the park, adjacent to the local centre.
- Areas of open space should be provided for informal recreation and include seating areas.
- Areas of parking may be included on the street to the east of the park however should not dominate or limit access to the park.
- Where the 'Green Link' forms a cross road junction with Binghill Road West the junction should be designed as a small square within the park or similar. This spaces should be seen as an opportunity to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the context.



fig. 79: Illustration of concept for Binghill Park.

3. BINGHILL LOCAL CENTRE

On the primary street, a local mixed use centre must be provided. It should take the form of a number of suitable buildings for mixed use development set around a small civic space, providing for the day to day needs of the surrounding community. The opportunity should be provided for a local shop, café, childrens nursery, small office spaces or community facilities. The location would also allow the facilities to be developed as a destination within Milltimber due to the proximity and good links to the primary school, Binghill Park and adjacent play facilities.

The Local Centre should be located on the primary street and have a bus stop and car parking within the space adjacent to the road. Figure 80 opposite illustrates how the local centre could be designed, with buildings framing a small public space. Connected buildings should be used to define the space where possible and the active ground floor uses should 'spill' out on to the space.

The Aspirational Path AP10 should pass through the local centre on the northern side of the street, linking existing residential areas to the west and the new development.

4. BINGHILL CIVIC SPACE

A key Civic Space should be designed in conjunction with the mixed use local centre. The Civic Space should take the form of a shared surface space, encompassing the threshold space for both the mixed use facilities, the entrance to the school and the primary street. A simple public space is proposed, including seating, lighting and high quality paving. Designs will be further developed through the application process.

FUNCTION

- Create a strong civic environment at the centre of the community.
- Provide opportunities for passive recreation.
- Provide space associated with the school and possible retail, community uses.
- Provide a shared surface traffic calmed area where pedestrian will have priority, allowing a safe place to cross the primary street. The Civic Space should be defined through the surface material connecting both the school entrance and local centre across the street.
- Provide locations for local buses to stop.
- Provide car and cycle parking opportunities.
- Provide space for small urban events.

DESIGN PRINCIPLES

- It is intended that where the primary street passes through the civic space it should do so in a sensitive manner, adding to the sense of place and integrating with the space rather than cutting through it. These spaces should be seen as an opportunity to influence driver behaviour to reduce vehicle speed to levels that are appropriate for the context.
- Where mixed use buildings are located they should have zero set back from the civic space. Residential buildings should be defined by clear plot boundaries.
- Space design should be undertaken in association with design of Binghill Park.
- Opportunities for seating should be included.
- Opportunities for bus stops, cycle and off street car parking must be provided.
- Retail/commercial/community uses should address and activate the space.
- A simple palette of materials should be identified and agreed with Aberdeen City Council. Materials should be robust easy to maintain and replace.



Fig. 80: Illustration of concept for the local centre and Binghill Civic Space.

5. THE PRIMARY SCHOOL

Within Milltimber the primary school is a very important civic building and its location should reflect its importance within the community. The Framework proposes that the school be located in a site off Binghill Road, central within the expanded settlement and easily accessible by all residents. In this location the school is within an 800m walk distance of all properties. It is also located on the primary street, where it would also be accessible by bus or private car.

Safe routes to school have been considered as part of the proposed path network. The school is easily accessible by pedestrians from all parts of the proposed and existing development via proposed footpaths through parks or on footways as part of the street network. Aspirational Path AP10 should pass directly in front of the school, connecting the school to the wider area.

The school building should be located to the south side of the development block identified so as to form a landmark building on the street. The building should be designed so to address the Civic Space, with its principal entrance on to the space.

Car parking and drop-off should be located to the side and rear of the building, away from the main pedestrian access off the Civic Space. The car park/drop-off area should be of an appropriate size so in order to make parking safe and convenient and discourage on street drop-off and potential issues with neighbouring residents.

A sports pitch and play facilities should be located to the rear of the building.

The school has been located next to Binghill Park and with clear footpath links to Den of Murtle and the Hilltop Park so as to benefit from access to a variety of outdoor environments for active learning.



Fig. 81: Primary School Concept.

7.7 NORTH DEESIDE ROAD - DESIGN PRINCIPLES

The North Deeside Road area is important to the overall character of Oldfold as it is the only part of the site viewed from the A93 and forms an important 'gateway' to the extended Milltimber.

The density, layout and form of development should respect the type and form of development along the North Deeside Road. Development will be predominantly detached homes with large gardens and well-defined plot boundaries.

The new junction and primary street will provide a link to Oldfold and a new 'gateway' to Milltimber. The design of public open space, buildings and plot boundaries should combine to ensure the importance of this route is defined through the development form.

KEY CHARACTER ASPECTS OF NORTH DEESIDE ROAD

- Low density detached housing within a woodland setting with large gardens and well defined plot boundaries.
- The 'gateway' should be designed to announce the arrival into Milltimber whilst maintaining the high quality, low density character of the North Deeside Road.
- The avenue planting of the existing Murtle Drive should be protected and provided an appropriate setting.
- The woodland surrounding Tor-na-Dee care home and apartments should be protected from development with appropriate setting.
- The existing track access to Oldfold Farm Houses should be retained to provide a buffer between development and the Tor-na-Dee woodland.
- The topography of the area sloping north and restricting views further into the site area with steeper areas free from development and within the park.
- The new junction and 'primary street'. The street should in parts overlook the Deeside Road Park to the east and be overlooked by housing to the west.
- Deeside Road Park, an informal public space containing formal play and SUDs.



Fig. 82: Deeside Road character area.

THE PROPOSED KEY FEATURES THAT MAKE THIS AREA DISTINCTIVE INCLUDE:

1. The site topography (not labelled)
2. Deeside Road Park
3. Residential Character (not labelled)
4. Gateway to Milltimber

These key features above area described in more detail through this section.

Buildings at the top of the slope should overlook the space and bend from good views south.
Corner buildings should provide variety in the urban form and define the alignment of the primary street.

Very steep areas retained as informal areas of open space.

SUDs facility provided within the public open space.

Area of open space retained over existing aqueduct.











Development to overlook area of open space and primary street.

Footpath link to provide a direct route through the development block.

Existing track access to Oldfold Farm retained and incorporated into the path network.

Area of open space retained to the front of the area between the A93 and residential development.

LEGEND

-  Primary street frontage
-  Secondary street frontage
-  Key buildings
-  Proposed primary street
-  Secondary street
-  Minor street
-  Proposed alignment of core path
-  Proposed path
-  Existing path
-  Proposed location for play zone

1. TOPOGRAPHY OF THE NORTH DEESIDE ROAD AREA

The topography of the North Deeside Road area has been a key factor in shaping the layout and desired character for residential development in this area. The topography has defined the alignment of the primary street through the area and informed the location of the areas of open space.

Development in this area is generally low density and should work with the topography, avoiding the steepest areas and running streets parallel to the contours in other areas. Through working with the topography, the requirement for cut and fill can be reduced and some interesting and varied residential layouts can be developed.

Where the steepest areas have been retained as open space, these allow for adjacent buildings including an existing building within Murtle Den to benefit from the southerly aspect and views.

The SUDs facility is located in a natural low point within the park. The park is an area that is prone to standing water and should be designed accordingly.



Section location.

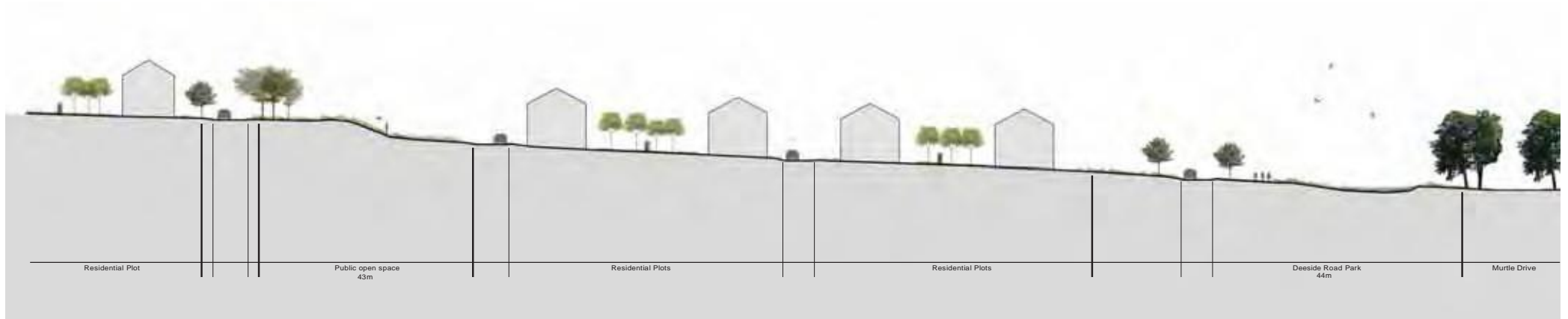


Fig. 83: Section through North Deeside Road area.

2. DEESIDE ROAD PARK

Deeside Road Park is a core area of open space within the Oldfold development, formed in response to the existing topography, the setting of Murtle Den Road. It will form a key gateway space into Milltimber.

FUNCTION

- Provide an entrance to Milltimber allowing buildings to address the main road without direct access.
- Protect the setting of Murtle Den Road.
- Respect the setting and outlook of neighbouring properties.
- Provide areas of open parkland space for informal play and amenity open space.
- Incorporate a Equipped Children's Play Space.
- Incorporate SUDs facilities as required.

DESIGN PRINCIPLES

- The core path link must be provided alongside the primary street with informal recreational routes passing through the park as required.
- Existing walls should be retained and reused where possible through the park and to delne plot boundaries adjacent to the park.
- The park must include an area of Equipped Children's Play Space in accordance with NPFA LEAP Standards.
- The space must be designed in association with the design of development blocks A, B and C. These must address and overlook the space providing natural surveillance, especially to areas of children's play and SUDs provision. Pathss should connect directly with routes through these development blocks.
- A SUDs facility must be located within the area of open space. The SUDs facility should be integrated within the park design and feel part of the space. It should not be fenced but must be overlooked by housing providing natural surveillance.
- The area of open space required over the existing aqueduct should be designed as part of the park.
- The areas of steeper land should be managed as areas of wildmower meadow increasing its ecological value with informal path access where appropriate
- Areas should be provided for informal recreation and include seating.



Housing should overlook the park.

The areas of steeper land should be managed as areas of wildmower meadow increasing its ecological value with informal path access where appropriate.

Footpaths and areas for seating should be incorporated within the design of the park.

Murtle Den Road

Avenue planting adjacent to the Primary Street should be contained within the park.

SUDs facility.

Area of open space retained over existing aqueduct should be designed as part of the park layout with path links and crossing points identified.

Equipped children's play space overlooked by adjacent residential development.

Buildings should overlook the park with well defined plot boundaries. No back fences should be allowed to address the park.

Open space to the front of the development maintained as wildmower meadow with limited tree planting to the front to maintain setting of buildings and Murtle Den Road.

Pedestrian crossing point provided at the new junction.

Existing stone wall retained and reshaped along the A93 and used to form an entrance feature at the new junction.

Ig. 84: Deeside Road Park.



fig. 85: Example of desired character, Bieldside.

3. RESIDENTIAL CHARACTER

The residential character of the North Deeside Road area should be distinct within the development at Oldfold. The residential form and layout should reflect the character of other low density housing areas along the North Deeside Road.

The typology should be predominantly detached properties set within large gardens with well-defined plot boundaries. Street trees and tree planting should be an integral part of the layout so that in time the area will have a similar character to the area at Bieldside illustrated above, with residential development set within a series of wooded streets and lanes.

The primary street should still be well defined through the layout with properties fronting it and gaining direct access from the street. All properties should be accessed via a connected network of streets.



fig. 86: Existing photo from A93 and Illustration of how the Gateway space could be articulated.

4. GATEWAY ENTRANCE FROM A93

The 'gateway' to Oldfold and the extended Milltimber will be the only part of the development visible from the A93. Development here should be of the highest quality of architecture and urban design.

The buildings should be set back from the A93 behind an area of informal open space designed as part of Deeside Road Park. The buildings should overlook the space and be designed to define the entrance to Milltimber. The buildings to the front, and specifically where the primary street passes between blocks A and B, should be significant within the development and provide a high quality 'front door' to the Oldfold development.

Low walls should be used to create an entrance space and align the primary street through the park area. All the buildings on the edge of the park space should overlook the space, with plot boundaries defined by a continuous wall.

7.8 DEN OF MURTLE - DESIGN PRINCIPLES

The Den of Murtle character area has been defined by the response of development to the landscape setting and the Den of Murtle Local Nature Conservation Site. The Hilltop Park ensures that development does not encroach on the higher more visually prominent land and is kept back an appropriate distance from the Den of Murtle Local Nature Conservation Site. This layout allows for the creation of the largest area of public open space within Milltimber. Residential development should overlook the park providing natural surveillance and allow the benefit from the rural aspect.

KEY CHARACTER ASPECTS OF THE DEN OF MURTLE

- The woodland of the Den of Murtle to the north.
- The open agricultural fields to the west delned by a stone dyke along the boundary.
- The Hilltop Park allows access to the existing path network and neighbouring Den of Murtle Local Nature Conservation Site. By keeping the area free from development long distance views out across the Dee valley can be retained from the park area.
- Existing walls within the Hilltop park should be retained.
- Houses should overlook and delne the edge of the park.
- A 'green' link street should connect the Den of Murtle area to the primary street network.
- Footpath links should be made to the existing path network and also through areas of open space to Binghill and the primary school.



Fig. 87: Den of Murtle character area.

THE PROPOSED KEY FEATURES THAT MAKE THIS AREA DISTINCTIVE INCLUDE:

1. The Hilltop Park
2. Den of Murtle Green Link
3. Frontage Development to Park

These key features above area described in more detail through this section.

Path links to existing path network and Den of Murtle.

Key buildings should announce the junctions where core streets meet.

Existing path link.

Path links to existing path network and Den of Murtle.

Key buildings should announce the junctions where core streets meet.

A path link within an area of open space should connect the Hilltop Park to Binghill Park and the primary school.

LEGEND

	Primary street frontage
	Secondary street frontage
	Key buildings
	Proposed primary street
	Secondary street
	Minor street
	Proposed alignment of core path
	Proposed path
	Existing path
	Proposed location for play zone

1. THE HILLTOP PARK

A key part of the wider landscape framework, the Den of Murtle Hilltop Park should be designed as a resource for the Milltimber community. The design of the park should be considered as part of the wider landscape network, integrating with structural woodland areas and adjacent residential areas. The design of the space should reflect the setting on the higher ground and be predominantly rough grassland, with walls delineating spaces and reflecting past uses.

FUNCTION

- To protect the setting of Milltimber, keeping the areas of higher ground free from development.
- To protect the immediate setting of the Den of Murtle Local Nature Conservation Site.
- Habitat enhancement of the land adjacent to Den of Murtle.
- To provide and promote access to the wider path network and Den of Murtle.
- To provide areas of open parkland space for informal play and amenity open space.
- To provide accessible areas of natural green space.

DESIGN PRINCIPLES.

- A variety of paths should connect into the existing routes and new residential areas, providing a greatly enhanced network of routes, through and beyond the park, integrating the park into its surroundings.
- Long range views and local vistas must again be taken into account when the park is designed in detail.
- The park should include areas for seating and picnic benches in appropriate locations.
- A limited number of parking spaces should be provided on the street adjacent to the park to promote access.
- The park should contain large areas of undisturbed habitat, increasing its ecological value in particular adjacent to the Den of Murtle boundary.



fig. 88: Illustration of concept for Den of Murtle Hilltop Park.



fig. 89: Den of Murtle Green Link.

2. DEN OF MURTLE GREEN LINK

The street that connects the Hilltop Park to the primary street network should be specifically designed to incorporate the existing wall and allow for a wider verge for street tree planting. The design of the street should reflect the character of the Den of Murtle area through consistent use of materials, the plot boundaries, architecture and use of street trees. Through retaining the existing wall where possible, the character of the street will be further enhanced.

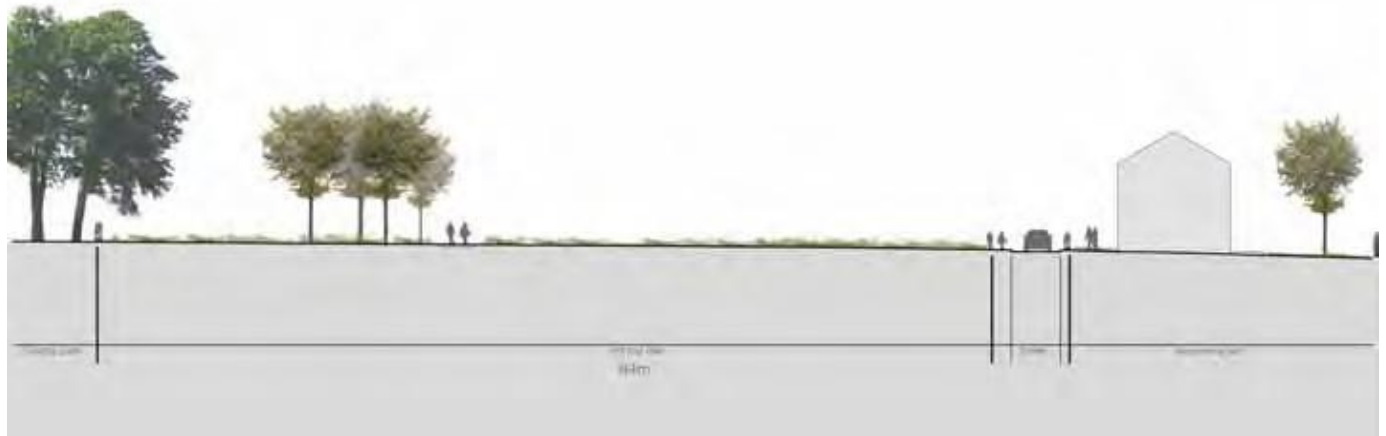


fig. 90: Section through the Hilltop Park.

3. FRONTAGE DEVELOPMENT TO PARK

A key factor in the quality of the Hilltop Park area will be how the adjacent residential development addresses the space. The buildings will be predominantly detached and should form a continuous building line located to the front of the plots overlooking the park with larger south facing back gardens. The treatment of plot boundaries will significantly influence the character of this area, generally, plot boundaries should be formed by walls to reflect the existing character and helping to unify the space. In this location parking should be provided off street and within curtilage behind plot boundaries. A limited number of visitor parking spaces should be provided parallel to the street.

A footway should be provided adjacent to the street where it will be lit to allow safe and easy movement through the area as paths within the park will not be lit.



Well defined building line and plot boundaries, Scottish Borders.

7.9 OLDFOLD- DESIGN PRINCIPLES

The Oldfold area is the largest character area of the development and will generally have a higher residential density than the character areas to the north, west and east which require sensitive integration into the surrounding landscape. It will contain a wide range of residential densities and property types. As a result the key character forming elements are streets and spaces within the area.

Although defined as one character area, further design should potentially consider two sub character types.

To the south of (and including Oldfold Park) the street block structure within the core of development should generally be orientated east-west following the alignment of the primary street and Binghill Avenue. This should be reflected in a formal street layout, defined by the opportunities to tie in with the Milltimber street network.

The street block structure to the north of the Oldfold area should be less formal and take more direction from the landform and the requirement to address the Hilltop Park.

KEY CHARACTER ASPECTS OF THE OLDFOLD AREA

- Streets will be designed to reflect the relative importance of routes, creating a hierarchy within the development.
- The 'Primary Street' should be clearly identifiable with a wider carriageway and roadside planting helping define the hierarchical importance of the street.
- There are a number of 'Green Links' within this area that should incorporate existing walls and street tree planting to announce other important routes, add variety and create a sense of place.
- Oldfold Park should provide a significant and recognisable area of public open space at the key junction of the 'Primary Street', well defined by overlooking neighbouring properties. This space should contain both an area for formal play and SUDs.
- As the street network is directed north up the slope, Murtle Park should provide a core area of open space along the route. It should act as a focal point for the area and provide an area for formal play.

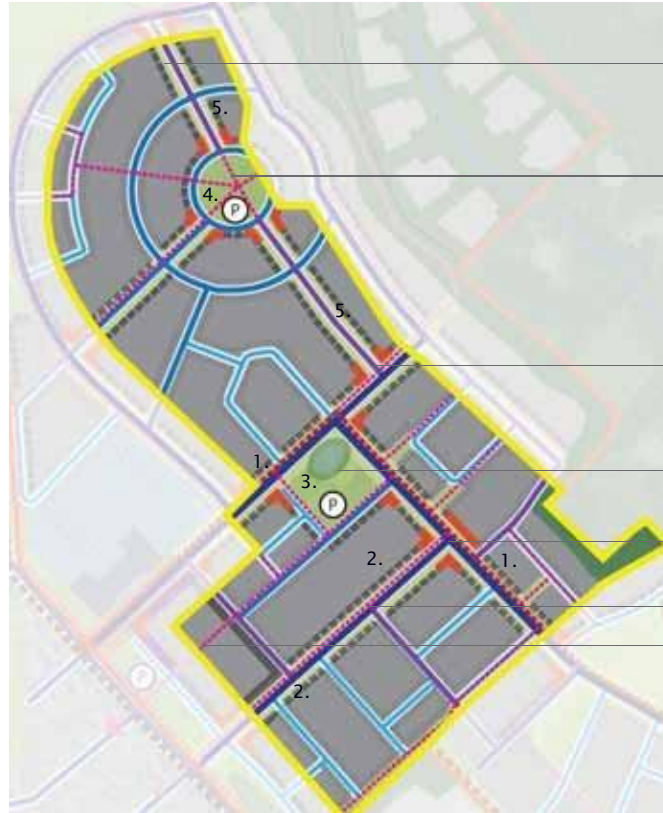


Fig. 91: Oldfold Character area.

THE PROPOSED KEY FEATURES THAT MAKE THIS AREA DISTINCTIVE INCLUDE:

1. The primary street
2. Binghill Avenue
3. Murtle Park
4. Oldfold Park

Oldfold Avenue should provide a clear street and path link to the Hilltop Park.

An area of public spaces should be provided within the northern Oldfold area. This space should be of useable size, located at the junction of the core streets within the layout and be defined by the surrounding buildings and plot boundaries.

Specific corner buildings should articulate the route of Oldfold Avenue linking to the Hilltop Park.

An area of public space should be provided at the junction of the primary street. It should be well defined by surrounding buildings and plot boundaries.

The junction where the Binghill 'Green Link' meets the primary street should be articulated as a key node on the route through Oldfold.

Binghill Avenue must provide a direct route to Milltimber.

A pedestrian link must be provided through Block G providing a direct route to Binghill Road North.

LEGEND

	Primary street frontage
	Secondary street frontage
	Key buildings
	Proposed primary street
	Secondary street
	Minor street
	Proposed alignment of core path
	Proposed path
	Existing path
	Proposed location for play zone

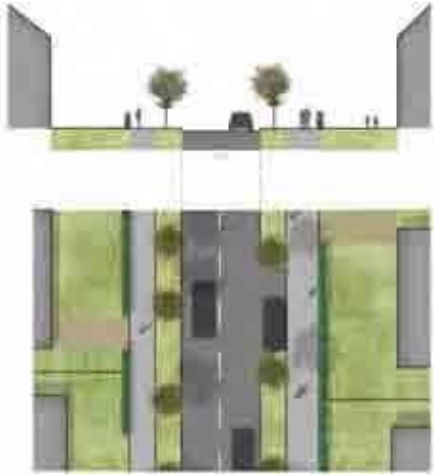


fig. 92: The primary street.

1. THE PRIMARY STREET

The primary street is the main route through the development and should be clearly identifiable along its length. A wider carriageway and street tree planting on either side help define the hierarchical importance of the street. Buildings should overlook the street and access it via direct frontage access. The plot boundaries along the street will significantly influence the legibility and character of the primary street. Generally plot boundaries along the primary street should be defined by walls or hedges.



fig. 93: Bingham 'Green Link'

2. BINGHAM AVENUE

Along with the primary street this is the only street that connects directly to Milltimber and its design should reflect this importance. It should be specifically designed to incorporate the existing wall and allow for a wider verge for street tree planting and footway. The design of the street should reflect the character of the Oldfold area through consistent use of materials, the plot boundaries, architecture and use of street trees. Through retaining the existing wall where possible, the character of the street will be further enhanced.



fig. 94: Illustration of housing overlooking open space, Haddington.

3. MURTLE PARK

Murtle Park should provide a local park for the residents in the northern part of the Oldfold area. This space should be of useable size, located at the junction of the core streets within the layout and be defined by the surrounding buildings and plot boundaries. It should be designed to enable development to respect local variations in the topography and allow views out to be realised. The space is intended to create local character within a residential area and should be defined by the built layout and not dominated by the streets.

FUNCTION

- Provide a recognisable local space within the northern part of the Oldfold area.
- Provide an area of open parkland space for informal play and amenity open space.
- Incorporate a Equipped Children's Play Space.

DESIGN PRINCIPLES

- The space should be designed to enable development to respect local variations in topography.
- The space should be designed to allow long distance views south.
- The park must include an area of Equipped Children's Play Space in accordance with NPFA LEAP Standards.
- Surrounding buildings must overlook the space to ensure passive surveillance

4. **OLDFOLD PARK**

Oldfold Park will be the core area of open space within the new community, located at the key junction where the primary street turns to connect to Milltimber. The space should be a focal point on the primary street within the Oldfold area. It should be designed to fit within the street block structure, adjacent to the junction and be overlooked by buildings on all sides. The park must be large enough to provide space for formal play, informal recreation and seating areas.

FUNCTION

- Provide a meeting place and focal point at the centre of the new community.
- Provide an area of open space for formal play and amenity open space.
- Incorporate a large Equipped Children's Play Space.
- A SUDs facility must be located within the area of open space. The SUDs facility should be integrated within the park design and feel part of the space.

DESIGN PRINCIPLES

- The space must be located on the junction of the primary street.
- The park should be designed to relate to the primary street where it bounds the space. It should incorporate pedestrian crossing points and bus stops into the design of the space.
- The space must be designed in association with the design of development blocks H, I and M. These must address and overlook the space providing natural surveillance, especially to areas of children's play and SUDs provision. Paths should connect directly with routes through these development blocks.
- The space should be formal in design to reflect its position within the core of the residential area.
- It should incorporate hard and soft landscape areas, providing for informal recreation and include areas for seating and be lit at night, .
- The park area must include an area of Equipped Children's Play Space in accordance with NPFA LEAP Standards.



fig. 95: Illustration of concept for Oldfold Park.



fig. 96: Murtle Park character area.

7.10 MURTLE PARK - DESIGN PRINCIPLES

The character of Murtle Park area is very important as to how the development should address the eastern boundary to the existing Murtle Den area.

This area will be defined by the avenue type street that runs almost the full length of the Murtle Den boundary. Development plots to the east should back on to the structural woodland acting to protect the setting and privacy of the Murtle Den properties. Access through this woodland area should be limited to the Aspirational Path AP10 as it forms the setting for the private properties and will be maintained as a green corridor with a focus on habitat creation and ecological enhancement. Access locations to the woodland will be confirmed at the detail stage, in order to respect and preserve established access and land use patterns in the area. The section below illustrates how the plots will back on to the area of structural woodland that provides the setting for the properties within Murtle Den.

The location and quality of housing within this area should make it distinct within the Oldfold area. Buildings on either side of the street should be low density, detached properties set back behind large front gardens with private driveways and well defined plot boundaries formed by walls or hedges.



fig. 97: Murtle Den character area.

7.11 MURTLE DEN - DESIGN PRINCIPLES

The character of the Murtle Den area should replicate the existing housing to the south, enclosed by woodland and distinct from the wider development area. Very large detached plots set within mixed woodland and accessed from an extension to the existing driveway. Development should be limited in this area to respect the existing character and environmental aspects. New woodland should be planted in advance of development where possible to provide the setting for future development.

Development in this character area should be accessed via an extension to the existing Murtle Den Road and be developed to be in keeping with the character of the existing properties. Aspirational Path AP10 will provide a footpath connection from Murtle Den Road to the wider community.

The section below illustrates how large detached homes should be located within large gardens and accessed via individual drives off Murtle Den Road. The plots should be defined by walls or hedges with the buildings set back from the road. Tree planting should align the road with further planting proposed within the gardens to maintain the character of the Murtle Den area.

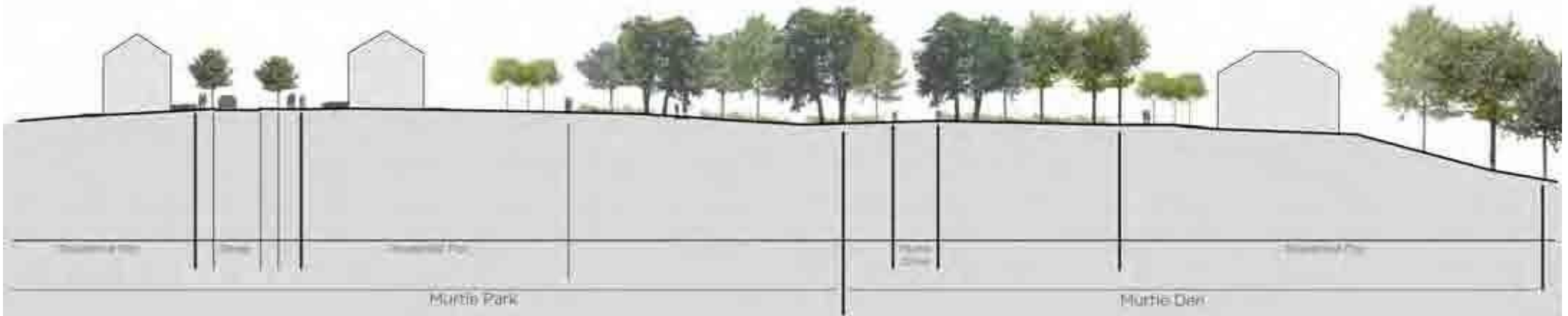


fig. 98: Section through Murtle Park and Murtle Den.

MURTLER PARK AVENUE

Murtle Park Avenue should be a distinct street within Milltimber. It should reflect the location adjacent to Murtle Den, with large detached properties overlooking an avenue type street. Broad verges with street trees and walls should define the character of the street and provide an attractive link for pedestrians and vehicles to the Hilltop Park.



fig. 99: Illustration of concept for Murtle Park Avenue.

8. CONSULTATION SUMMARY

8.1 COMMUNITY CONSULTATION AND ENGAGEMENT

BACKGROUND

Prior to submitting a Proposal of Application Notice, CALA had participated in earlier consultations on this site with Aberdeen City Council (ACC) and the local community, most notably through the Main Issues stage of the ALDP. The feedback received at that stage helped to inform CALA's Draft Masterplan, which was submitted to the Council in December 2009 and again in September 2010 in support of the ALDP.

Following the submission of the Proposal of Application Notice (PoAN), Aberdeen City Council confirmed that the proposed arrangements were satisfactory. It acknowledged that CALA were to combine the pre-Application Consultation with the public consultation requirement of the Masterplanning Process.

PRE APPLICATION CONSULTATION - JUNE 2011

A public event was held within the Murtle function suite of The Waterwheel Inn, 203 North Deeside Road. This was held over a two day period, on Thursday 23 June 2011 from 14:00hrs until 20:00 and on Friday 24 June 2011, from 10:00 until 16:00.

The event took the format of an exhibition, and comprised two information boards, which provided (1) the context, and (2) the draft proposals. The exhibition was attended by various CALA staff and there was representation by CALA's consultants, Optimised Environments (OPEN), who in this context are acting as master planners and W A Fairhurst and Partners, transportation and engineering consultants. Representatives of the landowners also attended.

A total of 163 people (not counting accompanied children) attended over the two days; 67 on the Thursday and 96 on the Friday.



fig. 100: Photograph from June 2011 Public Exhibition.



fig. 101: Photograph from June 2011 Public Exhibition.

Representatives from Culter, Bielside and Milltimber Community Council attended. In addition, Culter Community took, and continue to take, an interest in the site development. Due to the influence which is believed will impact upon Murtle Den Road, attendance by a number of the residents there has resulted in the formation of the Murtle Den Road Residents' Association, one member of which has been co-opted into the CBMCC.

A hand-out brochure was available for attendees and this contained key information from the display boards, a little about the background, a copy of the main draft Masterplan layout and an indication of the next steps which would be taken following the workshop.

Attendees were invited to complete a Feedback Form, which could either be dropped into a 'ballot box' at the event or subsequently sent direct to CALA's Aberdeen office, no later than Monday 1st August 2011. As alternatives, individuals could write or e-mail direct to CALA.

In total, 79 responses were received. The majority of these were returned on the Feedback Forms, with some people choosing to write letters or send e-mails.



fig. 102: Photograph from June 2011 Public Exhibition.

THE RESPONSES

The 79 responses represented a total of 70 addresses as some were common to different family members and a very small number were duplicates. The vast majority (53) were from main Milltimber addresses and a further nine were from Murtle Den Road owners. Residents of adjacent communities of Cults, Bieldside and Peterculter sent in a further four comments and there were two more from Aberdeen addresses. Two respondents chose not to provide an identifying address.

Responses were also provided by Culter Community Council and the Milltimber Community Association. In view of the contact established with the CBMCC and the agreed intention to continue the dialogue, there was no formal response lodged by that group at this early stage. This should be regarded as a neutral position until more information was forthcoming.

The responses were analysed into common topic headings and these are shown below as both numeric listings and as charts for both 'Opposition' and 'Support' topics, shown in Figures 103 and 104.

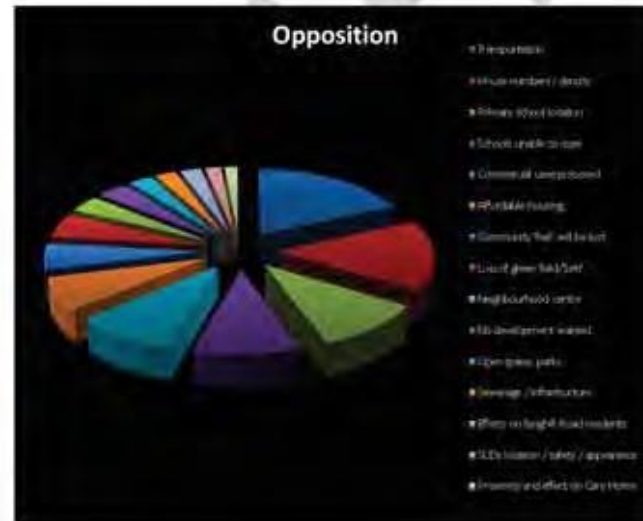
DRAFT MASTERPLAN, JUNE 2011 - SUMMARY OF KEY ISSUES OF OPPOSITION

The narrative in the forms or letters has been distilled into salient points as brief statements below. The submissions themselves are available as a separate file for corroboration purposes. Some of the key issues raised for the Masterplan to consider were as follows:

- It can be seen that by far the greatest topic of concern is that of transportation. This relates principally to the perception that North Deeside Road cannot cope with any more journeys being imposed upon it and that at certain critical times of the day, traffic can be at a standstill next to Milltimber. It could be seen a real challenge to creating a Development Framework and work up designs for a Planning in Principle application, concentrating on the site itself, when there is a strong local opinion that there are still many unanswered questions relating to off site transportation infrastructure and the effect of the Aberdeen Western Peripheral Route (AWPR).
- Some opinions voiced are strong enough to demand that no further development should be started within the NDR corridor until the AWPR has been operational for a period of six months, in order to monitor changed traffic levels. There is a strong level of doubt as to the accuracy of surveys carried out during the planning and engineering stages of this route and regrettably, a site such as Oldfold is targeted as being incompetent, or impossible to develop due to these outside influences.
- At the local level, there are concerns about the location of a new junction to the development site, central to its southern boundary.

OPPOSITION

Transportation	61
House numbers / density	52
Primary school location	46
Schools unable to cope	34
Commercial uses proposed	32
Affordable housing	24
Community feel will be lost	19
Loss of green field/belt	18
Neighbourhood centre	12
No development wanted	12
Open space, parks	9
Sewerage / infrastructure	8
Effects on Bingshill Road residents	8
SUDs location / safety / appearance	6
Proximity and effect on Care Home	3



n. b. the numerals which are used to create the chart represent the number of times that these topics were raised in the submissions.

Fig. 103: Public exhibition – Consultation Responses.

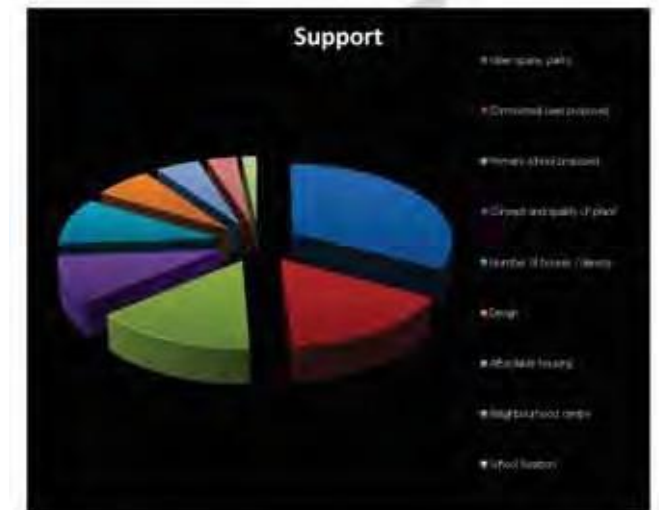
- Linked to the junction location was localised opposition to any intention for the existing, shared private drive of Murtle Den Road being diverted on to such a new road.
- The aspiration that a new bus service would be created on the local link road has attracted criticism and scepticism. While the new length of road could be designed and aligned to allow for such a service, to expect the existing road system in Milltimber to accept a service, even with a small vehicle, is not considered to be feasible.
- The number of houses indicated in the ALDP (550) and the density required to be achieved at a minimum of 30 units per Hectare was also a topic which was opposed strongly.
- There was little direct opposition to the concept of Oldfold being designated for housing, however the number and the perceived result of the density requirement is opposed strongly. Universally, what is regarded as the imposition of 400+150 houses is unacceptable, especially to this community and that a density calculation cannot be applied across the board, it must take account of the local characteristics and what is correct for that development in design terms.
- The subject of the primary school was contested; principally the suggested location in the draft plan but also the need for a new school. While it is accepted that a phased development would grow to a size that additional school places would be needed, there is strong opinion for retaining the school on its current site, despite some acknowledged shortcomings and finding ways of improving and extending it. This would avoid any split of the community and thereby creating a 'them and us' situation. The community is fiercely supportive of its identity and its integration and only if it should prove to be a logistical impossibility for the Milltimber PS to be extended or rebuilt on a different part of its site, should a new location be considered.
- A linked topic in education terms and one which is equal in the intensity of opinion, is the belief that at both primary and secondary levels, the existing schools are full and cannot cope with any new development. The Community Council holds a strong opinion on this matter and insists that all available information should be made open in order to prove the position one way or the other. This then relates to Structure Plan and indeed, ALDP considerations whereby it is alleged widely that future development proposals were not taken into account in calculating future school rolls. CALA also needs to have certainty in this matter and to be able to have confidence that children who will live in the development will have a right and opportunity to attend the local schools if they wish.

- CALA's draft plan showed a significant area of land given over to uses which would be employment generators, in order to meet the requirement for 5Ha of such land, although this all had to be fairly nebulous at this stage of the process, the assumption locally was that a shopping facility was being planned and this has been resisted widely.
- The opposition to a neighbourhood centre in the draft Masterplan was focused on the issues that Milltimber does not have nor does it need shop outlets, to the fact that shops and a primary school would not be appropriate neighbours and certainly not in a location which would have the potential of causing danger close to the NDR.
- Few people considered that 'employment' land should involve manufacturing processes and it was not even contemplated that CALA's draft proposals would propose that use class – if they did, there would be even more concern. It has been explained that the anticipated uses would fall within Use Classes 4 and 5 or perhaps Class 6.
- The requirement to provide 25% affordable housing on site, was opposed. There was support for the concept of creating smaller houses for sale which would help both elderly residents who might wish to 'downsize' (although it is acknowledged that the developments in the grounds of the former Tor-na-Dee Hospital cater for that, at a price) or particularly for younger people which wish to remain in the settlement but are prevented from so doing due to a lack of suitable smaller housing or prices which cannot be contemplated.
- There was a clear message, whether or not it is politically incorrect; that Milltimber does not wish to have a formulaic percentage of affordable social housing imposed upon it. That would not match the existing characteristics of the settlement, its tenure pattern or indeed, the expectations or needs of the potential tenants of such housing.
- Loss of community 'feel' was noted as a concern. This relates to the major topic of the imposition of such a number of houses on the settlement and the fact that such a level of change would not readily be possible and it would bring about an unacceptable alteration to how the community exists and operates as a pleasant semi-rural location which is not used to change.
- The loss of the greenfield land, or Green Belt as many people would regard it, is still opposed by a number of people.
- The proposed neighbourhood centre was opposed, for many of the same reasons that the primary school was found to be unacceptable.

- Milltimber Community Hall, is owned and operated by the community and is very highly regarded. There is not considered to be any need for a further facility, however that might be described and there is a strong preference for the existing operation to be enhanced, extended as required and made available for the enlarged community.
- Some respondents declared that no development was wanted in Milltimber.
- Somewhat strangely, open space and parks provision was criticised by a few people. This relates both to the loss of what currently is regarded as open space and also that some of the proposed new areas would be inconvenient or impractical to residents in proximity to them.
- Sewerage and other infrastructure provision was the subject of concern from a few respondents.
- A small number of respondents showed concern on the effect on Bingham Road residents. This relates to the proximity of development at some points where at present Bingham Road is a single-sided road with a rubble stone wall giving on to agricultural land, despite the proposed linear park shown on the draft plans. In addition, the potential for forming junctions with the existing carriageway has drawn concern over increased traffic and the detrimental effect of car headlights shining into house windows at such junctions.
- The concept of SUDs ponds; their location, safety and appearance, was raised by a few respondents. These comments centred on the nuisance and danger of proposing SUDs facilities anywhere near a primary school and the potential for overtopping any such structure leading to mooring of residential property.
- The proximity to and effect of development on the Care Home at Tor-na-Dee and elderly persons' apartments in the Woodland Grove Community. The main concerns relate to the lack of knowledge about any SP or ALDP land use allocation, the proximity of development, especially the primary school, close to the site's Eastern and Northern boundaries, the proposed road junction and distributor road relative to the site and the concern that the grounds of the development, still unfinished, would become established as a through-route and short cut from Bingham Road to the new development, in order to avoid negotiating lights-controlled junctions with corresponding queues on North Deeside Road.

SUPPORT

Open space, parks	20
Commercial uses proposed	10
Primary school proposed	9
Concept and quality of 'place'	8
Number of houses / density	6
Design	4
Affordable housing	3
Neighbourhood centre	2
School location	1



n.b. The numerals which are used to create the chart represent the number of times that these topics were raised in the submissions.

Fig. 104: Public exhibition – Consultation Responses.

DRAFT MASTERPLAN, JUNE 2011 - SUMMARY OF KEY ISSUES OF SUPPORT

Clearly, the number of supportive responses and the range of topics is smaller than the critical comments received; this is to be expected. However, it was pleasing to see that many people have taken the time to note the parts of the draft proposal which appealed to them.

- The greatest number of supportive responses was for the extent of open space and parks which was proposed. The elements which were liked included the hilltop park, with the ability for residents to access the countryside; the linear parks; and the intention to create a buffer with open space, extensive tree planting and SUDs features between the East side of the development and the properties on Murtle Den Road.
- Despite the strong opposition to the commercial uses there was also a measure of support for these. The reasoning here is that there would be an opportunity to provide some retail operations where none exist at present and also, for local residents to be able to work close to their homes, thus avoiding commuting.
- Again as a corollary to the opposition, the new primary school proposed was welcomed by some. This could also reflect some of the access and circulation difficulties from which the present school site suffers, with the prospect that a new site would remove these challenges. It is widely accepted, both within the community and we believe, the Council, that the present situation is unacceptable and without a doubt it is the case that some serious consideration and resolution by the Council is needed.
- The concept and quality of 'place' shown on the draft plan was supported by some. That cannot easily be analysed, however from verbal comments made at the exhibition, it could relate to the fact that thought had gone into the relationship between the residential layout and the open space, the perimeter planting and linear parks and the open space effect created by the SUDs. A few people did like the location of the community core and primary school away from the heart of the extended community, towards NDR.
- The number of houses and their density was supported by a few respondents. To some extent, this reflects the care which was taken at that early stage to create varying densities in locations across the site along with a 'designing streets' intention; however support principally was for the low density housing proposed for the North East corner. Indeed, a few people wished to see the entire site devoted to that scale and concept of development.
- The layout design also was supported by a few people. This is difficult to separate from support for the concept of 'place' as covered above; a few comments were made about the confidence which came from knowing that

CALA was going to develop the site.

- The proposal for affordable housing attracted several positive comments. However, these tended to relate to a wish to cater for either local young people who wished to purchase a house and stay in the settlement, or to allow older residents to 'downsize' as opposed to encouraging new social housing.

DRAFT MASTERPLAN, JUNE 2011 ALTERNATIVE SUGGESTIONS RECEIVED

One part of the Exhibition feedback sheet invited respondents to set out what else they would like to see considered or included within the proposals. There was also a further question, allowing any other comments to be made on any aspect of the proposals. Taking together these two questions, a wide range of topics emerged. In order of 'popularity', these were:

- Ensure larger, quality homes
- Ensure privacy for the residents of Murtle Den
- Move the proposed road access to a different point on North Deeside Road
- Support for 'starter' homes
- A wish for a new Doctors' surgery or health centre
- There should be a new dental practice
- A police station would be needed to cater for the larger population
- A new spine, East - West footpath should connect to Cults
- Create a central park
- There should be children's nursery facilities
- Housing for the elderly is necessary
- Ensure traffic calming
- Allow for good public transport links
- A new Church should be built in the community
- A full traffic study is needed
- Retail facilities - make it Marks & Spencer or Waitrose, not Tesco
- Tennis and basketball courts should be incorporated
- A Post Office is needed
- Construct a perimeter tall fence to the Care Home boundary
- Provide a sports centre / 'outside gym'
- Ensure better CALA communication
- Retain the existing Riding School in the area

A number of these suggestions involve or propose facilities which are the

responsibility of other agencies. Some are already predicted, such as the need to enhance medical/dental services; however this would be by way of consolidating or expanding existing outlets in neighbouring communities where appropriate and attributable to the development. Others are part of the whole Master planning process such as the generic requirements of traffic calming, or assessing the appropriateness of the suggested access on to the NDR.

MEETINGS WITH CULTS, BIELDSIDE AND MILLTIMBER COMMUNITY COUNCIL

A short, informal meeting was held with the Chairman and a second member of the Community Council (CC) on Tuesday 02 August 2011. This was to maintain direct contact after the summer holiday period and to explain the range of topics which had emerged from the feedback sheets. It was considered to be very helpful by all concerned as it allowed CALA to know how the CC proposed to take forward the scrutiny of the project. It was intended that a small 'core' group of three people should oversee the work effectively forming a sub-Committee structure.

It was also the opportunity for the CC to reinforce their strongly held view that clarity and certainty was needed by all concerned, on the topics of transportation, education and school roll analysis, affordable housing and programming of development.

On Thursday 25 August 2011, CALA representatives attended the regular monthly meeting of the Community Council, the first following the Summer recess. The meeting was held in Cults Academy and was attended by approximately 18 Community Councillors and members of the public. A short visual presentation was given on the feedback from the June exhibition and a detailed breakdown of the comments and suggestions received was noted by the meeting.

DRAFT MASTERPLAN PLANNING WORKSHOP - SEPTEMBER 2011

This workshop was held on the morning of Wednesday 07 September 2011, the venue again being The Waterwheel Inn.

The intention was to bring together a range of people who could offer a variety of opinions on the key topics which had been identified from the June 2011 exhibition. OPEN was to be the facilitator, with CALA team representatives being part of the 'audience' and free to contribute. ACC provided suggestions both for those Council officials who would like to attend and for the organisations, both statutory and non-statutory, with which the Council normally would consult on a planning application of this scale. In order to provide the essential balance and opportunity for debate, CALA identified those people and organisations within the community who would be able to represent local opinion for this event.

There was an excellent turnout for this event. The number of local attendees was strong, including the interest of the neighbouring Culter Community Council, which as an organisation continues to work closely with CBMCC to achieve shared aims and outcomes. Local people were vocal in their opposition to a number of the requirements of the LDP which CALA had incorporated in the draft Masterplan, with the core topics discussed with vigour.

Aberdeen City Council officials, 13 in total, were well represented across different departments.

From a sizeable list of potential external consultees, only two organisations, Forestry Commission Scotland, Grampian and Nestrans, attended. However, along with their apologies, some of these bodies have requested that they should be kept apprised of the proposal as it develops and have offered separate meetings at the planning application stage.

After a welcome and introduction to the day by Mike Naysmith of CALA, OPEN staff explained the proposed format and that a number of contentious topics deliberately had been selected for open discussion by the group of 31 people. Two of the three local Councillors were present for most of the workshop, but only as observers. Time management was a major factor in determining how this workshop would run and a decision had been made to attempt to limit discussion on the individual topics to around 20 minutes each. As it turned out, the level of interest and scope of discussion on certain of these made any attempt at limitation rather useless, but the discussion was all the better for that. Even so, there was a strong sense that insufficient time had been allowed for a full exploration of the subject matter and some people were frustrated by that. The open format appeared to work well although we had

some reservations as to how local people would react to the number of ACC officials and whether they would feel oppressed by that in an open forum. Indeed, some concern had been expressed by the CBMCC that CALA was consulting at all outwith the local community; however a rational explanation of the value of being able to voice opinion while ACC officials and other bodies were present, was accepted.

The other alternative had been explored, to split attendees into smaller groups and to conduct 'table workshops' but it was concluded that it was preferable for all opinions to be shared from the outset and therefore no viewpoint would be suppressed or lost in a smaller discussion.

The workshop was considered to be successful and gave an opportunity for all participants to realise that theirs was not the only opinion in the room and that planning is all about the resolution of sometimes conflicting viewpoints. Here, we had provided the opportunity for public bodies to be face to face with the local representatives and for views to be compared and, indeed in many cases, contrasted.

The Stakeholder Workshop focused the discussion and debate on the five key areas of the Masterplan identified following the community exhibition, these were;

1. Site and Context
2. Access and Movement
3. Housing
4. Education
5. Employment Land

The comments made at the workshop in relation to the six topic centres were noted in full and are recorded in the full consultation report. Attendees were also invited to complete a Feedback Form. 14 Feedback forms in total were completed and will be recorded in full in the consultation report.

MEETINGS WITH COMMUNITY INTERESTS IN MILLTIMBER

TOR-NA-DEE RESIDENTS

On the same day as the planning workshop, Wednesday 07 September 2011, CALA and OPEN addressed a well attended meeting of residents in a lounge of the Woodland Grove Community apartments. Due to the fact that their representative is also a member of the CC, it was offered to hold this meeting in order to explain directly, rather than their representative having to 'translate' what had been heard at other meetings. It had been made known to CALA that there was a growing concern and dissent from a number of the residents about what might be proposed on neighbouring land and this had to be addressed and to stop speculation and incorrect facts being relied upon.

A number of topics were covered, both in the meeting and a subsequent walk around and outwith the grounds. Setting aside the principle of any development occurring on the site, the main concerns which were expressed were;

1. There should be no direct route through the Woodlands Grove site which might be used as a 'rat run' by drivers who might attempt to avoid traffic light controlled junctions on the A93 NDR; and
2. That built development should be planned so as to be as far as possible from the North and East boundaries of the Woodland complex. Some wished that there should be a high and impenetrable fence erected around the grounds.

CALA explained that there was a wish to work together with the Woodland community and that matters such as the relocation of the proposed primary school from a site fairly close to the East of Woodland Grove would be carefully considered and indeed, had been the subject of some discussion earlier at the workshop. For some, this was an unacceptable location for a new school due to the noise associated with the school operation, which is a disappointing reaction to a facility which should be able to be absorbed easily into a community.

As for the road access and through-route, the walk over of the site and its edges showed that there was a sound planning reason for a connection for emergency vehicles having been required across the site but that the drop- or knock-down bollards had yet to be installed and it was this that was allowing the occasional driver to short cut through the grounds, leading to fears that this would become the norm with the Oldfold development.

It was demonstrated that a suitable buffer of landscape planting could be created between any development and the East boundary of the Tor-na-Dee site, in conjunction with retention of the existing adopted carriageway which gives access to Oldfold Cottage and the riding stables by way of a re-modelled junction on NDR.

COMMUNITY COUNCIL SUB-GROUP

The intended creation of a sub-group of the Community Council to oversee the development of the Masterplan and liaison with CALA, came about and indeed there was seen to be a need to split this into separate topic heads. For the first meeting, on Monday 10 October 2011 in Milltimber Community Hall, there were two topics; firstly the high level traffic assessment methodology and progress and secondly, to discuss local roads matters and the potential for bus routes into or through the settlement and the Community Hall.

These two meetings were attended by CALA and W A Fairhurst. A range of issues was explored and inevitably, the methodology and rationale for the AWPR was called to question again. It was however accepted that the CALA TA is a technical document which will be an essential component of the planning application for Oldfold; it is not a re-examination of the case for the AWPR. CALA had agreed already to allow the CC to have the opportunity to study the TA when it was available.

Transport and inter-connections within Milltimber are also critical to the community's interest in the expansion of its settlement. CALA explained that there had been a review of the initial access point from Oldfold on to the A93 as that had been a cause for considerable, widespread concern. There was technical justification for moving that further West so that it was created very close to, or on the location of the existing adopted road to Oldfold Cottage, subject to sight lines. While that was accepted in principle, the relationship of that enlarged junction to the traffic signal controlled junction of Bingham Road with the A93 was of concern and it was explained that coordinated phasing of two or more sets of signals was both possible and extremely effective in moving numbers of vehicles through junctions; it was a proven and widely used technology which could work well here.

Within the proposed development and, more critically, within the existing built up area of Milltimber, there was concern over the potential introduction of buses, either by way of diverting existing services or running smaller vehicles on a dedicated local service. The principle of sustainable transport being offered as an alternative to the car is supported however the practicality remains in doubt. Within the existing Milltimber, it is believed that the road configuration and tight turning circles would make an extended service impractical and unwanted. The layout of certain streets meant that even delivery vehicles and refuse collection vehicles had difficulty in negotiating junctions. Buses would make matters worse. There was agreement that there was sense in designing roads within the new development in order that they were able to accommodate buses, especially a school bus, but that extending that route to the West was not feasible.

The proposal for a new, separate community facility within Oldfold was known to be contentious as a result of the comments from the June exhibition and then, particularly, from the September planning workshop. A very useful explanation was provided of the constitutional basis of the community owning and running the Community Hall as a charitable organisation, its accommodation, the pressure on its very well used facilities and the wish both to expand its activities and to secure it as the only, central facility in Milltimber and not to have either a second location within Oldfold or to have all of the activities moved out to a Council-run operation in a new primary school. There was doubt that ACC would be prepared to operate this in any event, which was why there is so much fierce pride evident in the way in which its volunteer helpers run the current building and its activities.

MASTERPLAN RESPONSE TO CONSULTATION ISSUES

The previous consultation event and stakeholder workshop generated a wide ranging and constructive response to the emerging proposals. The design team has taken on board where appropriate and practicable, many of the comments that were received. The client and design team made the decisions informed by consultation and also further technical work.

The key changes that were made to the layout and structure of the proposals as a result of the initial consultation events were;

- The location of the A93 Junction.
- The alignment of the primary street.
- The location of the primary school.
- The location and scale of employment land.
- The Interface with Bingham Road.
- The Interface with Murtle Den.

The key changes that were made are described and illustrated opposite. The consultation process also informed how the Masterplan should approach a variety of other issues.



Draft Masterplan - Junction Location.



Revised Masterplan - Junction Location.

A93 Junction Location

- There were concerns about the location of a new junction on the southern boundary and opposition to any intention for the existing, shared private drive of Murtle Den Road being diverted on to such a new road.
- The proposed junction has been moved further west.
- Murtle Den Road is retained as existing.
- There are significant traffic and road safety advantages in the proposed location.



Draft Masterplan - Alignment of primary street.



Revised Masterplan - Alignment of primary street.

Alignment of the Primary Street

- The 'primary' street now enters the site at the new junction location further west than before.
- Once in the site, the alignment of the street is north eastward away from Bingham Grove and Tor-na-Dee care home and takes better account of the existing topography minimising the need for cut and fill and further mitigating the environmental impact



Draft Masterplan - Primary school location.



Revised Masterplan - Primary street location.

Location of the Primary School

- The subject of the primary school was contested; principally the suggested location in the south east in the draft plan but also the need for a new school.
- The Masterplan proposes that the school site be located towards the northern end of Binghill Road.
- This location was discussed at the stakeholder workshop and presents a central location easily accessible for both the proposed and existing community.



Draft Masterplan - location of employment land.



Revised Masterplan - location of employment land.

Employment Land

- There was considerable opposition to the principle of employment land at Oldfold.
- The quantity and location of the employment land in the draft Masterplan was questioned.
- The Masterplan proposes two options for the inclusion of local employment land;
- The development of a local mixed use centre to the east of Binghill Road, adjacent to the proposed primary school.
- Redevelopment of the farm steading to provide the opportunity for local commercial and office uses.

Interface with Binghill Road

- A small number of respondents showed concern on the effect of the draft proposals on Binghill Road residents.
- The concern relates to the proximity of development at some points where at present Binghill Road is a single-sided road with a hedgerow giving on to agricultural land.
- The Masterplan proposes an increased area of open space adjacent to Binghill Road with no development directly fronting the existing street.
- The location of the junctions has also been revised so to avoid privacy issues with existing properties.

Interface with Murtle Den

- The residents of Murtle Den were concerned over issues of setting and privacy along the eastern boundary of the site.
- The relocation of the proposed junction and realignment of the primary street will ensure the setting of Murtle Den Road is respected with an area of open space.
- Along the rest of the boundary, additional woodland planting with development plots backing on to it will ensure that the privacy and setting of the properties within Murtle Den are best respected and maintained.

MOVING FORWARD

The suggestions and ideas that emerged from the first round of consultation events were considered by CALA's design team. As illustrated, these helped shape the emerging proposals and were presented and discussed at a second stakeholder workshop on the 24th of November and public exhibition on the same day.

SECOND PLANNING WORKSHOP - NOVEMBER 2011

Following the success of the first Workshop on 07 September 2011, it had been agreed that there was value in holding a further event. This would be held at a later date in the year, once suitable time had been taken to analyse the responses both to that first Workshop and the public feedback from the exhibition and other meetings.

Thursday 24 November 2011 was chosen as that date and in order to maximise the value of the day to all participants, the second Workshop was held in the early afternoon with the second public Exhibition following after through the remainder of the afternoon and into the evening. The venue again was the Waterwheel Inn at Bieldside. Although acceptable to all concerned, it was our second choice as the Community Association Hall in Milltimber was simply too busy, both in the afternoon and the evening, to accommodate the events. It would have been unacceptable for the activities which had standing bookings there, to be evicted on that day.

CALA considered that there was value in inviting the same participants as for the September Workshop. There would be continuity; and a greater measure of interest and contribution would be likely to result from attendees seeing how earlier comments had been taken on board and addressed. In short, 38 people joined the event, 15 officials from ACC with two Local Members in an observer capacity; 10 from the local community; three representatives of consultee organisations; and eight members of the CALA and consultant team. On this occasion, we were delighted to see that there was greater representation from ACC, the communities of Milltimber and Peterculter and the consultees than at the September event. In particular, we were pleased to welcome the Head Teacher of Milltimber Primary School, who had been keen to be at the September event however curriculum activities had prevented that.

Apologies were given by five statutory and non-statutory consultee organisations (SNH Tayside and Grampian, Historic Scotland, Scottish Enterprise Grampian, Transport Scotland, NHS Grampian) and by the ACC Planning Gain Officer, who was disappointed not to be able to join us as the first event had been worthwhile.

The Workshop was held between 12:30 and 14:30. This shorter session was deliberate; there was no need to carry out a lengthy introduction to the site as had been required in September, the issues were consistent and we wished to home in on the acknowledged matters of concern and to address these with full explanations of our actions. There was a risk in this curtailed timing, however the introduction explained that there was a need for focus and with a slight drifting over the allotted time, that was pretty much achieved.

The format of an open forum was the same as before. CALA had considered carefully, a couple of suggestions that a better outcome in September could have resulted from a number of small, focused discussion sessions and that this might have allowed input from a greater number of people, giving less chance of some more reluctant participants being crowded out by a few vocal contributors. However, there was still the likelihood that not all arguments and viewpoints would be able to be heard by the whole audience. Also, in terms of timing this format would have impossible to achieve in a short period of time. We believe that this was the correct decision in the circumstances and it does not appear to have been resented.

As before, the session was led by staff from OPEN, who along with the other members of the CALA team, had considered carefully all of the feedback received and had re-written a large amount of the Masterplan report's existing text, moved on with the balance of the content and had created new graphical representations of the proposals.

The two panels for the public exhibition were on display for additional guidance as well as full explanations by way of a visual presentation and discussion, of how and why CALA had reached certain conclusions on changes to the proposed development layout. Nothing had changed by way of base assumptions; the intention was to continue to follow the requirements of the proposed LDP and to influence these by way of the feedback from public, Council and consultees.

In broad terms, there were five key changes. 1) The location of the A93 access road had been moved further West in order to improve the relationship to existing accesses on NDR and to allow a traffic signal controlled junction at that point to work in coordination with those at Bingham Road. 2) Changes to the relationship between the primary street through the site and the existing street pattern, particularly how the former meets and forms a junction with Bingham Road. 3) The relocation of the proposed Primary School site from the South East of the land, to a location close to Bingham Road, on the West boundary. 4) The inclusion of the 'employment' land close to that school site for the purpose of forming a core area adjacent to the boundary of Oldfold and the existing settlement. 5) Major changes to the layout arising from the application of 'Designing Streets' principles.

The debate was open and constructive and everyone who wished, had a chance to contribute. There appeared to be a positive response to CALA's acceptance of numerous comments and willingness to make changes to the layout. Helpfully, much of the discussion revolved around the key points although there were other topics such as density, affordable housing and wider transportation aspects such as the effect of the AWPR which were unable to be resolved as they were either led by other planning policies or were unable to be addressed as part of the Oldfold planning process. There will doubtless be a continuing sense of frustration locally, that these matters cannot be resolved immediately through this Masterplan process.

On this occasion, six participants chose to complete feedback forms (four ACC officials and two from the Community Council, one of these being linked to the Woodland Grove community).

SECOND COMMUNITY EXHIBITION - NOVEMBER 2011

This was held from 15:00 until 20:00 on Thursday 24 November 2011. This had been brought to the attention of the community by way of posters which had been circulated to key people in the week before the event itself, to be displayed in and around Milltimber. However, concern subsequently was expressed that insufficient effort had been made to draw this to people's attention, that the timing of the posters meant that there was insufficient notice and that local shops and the Library in Cults should have been targeted as places at which to display posters. This concerns CALA, as there are no shops in Milltimber and the relevance of using outlets and the Library in Cults is questionable and this was not raised as an issue or requirement in June 2011. It has always been helpful that the Community Council has been willing to be a form of conduit for this type of information and it had been thought that local interest would have been brought about to a great extent by word-of-mouth.

The open exhibition was attended by 49 people. A visitor record sheet was maintained however that was by invitation and not everybody chose to 'sign in' and leave their basic details. A running head count was used in addition, following the same format as the June event and as before, accompanied children were not included in the total.

Three visitors chose to leave comments on the record sheets and after the exhibition, CALA received a total of 33 items of feedback before the deadline date of 08 December 2011 and one more a few days after that date. With just a few exceptions, these were sent by e-mail to CALA's Aberdeen regional office. These were either scanned completed submissions of the form which was available at the exhibition, or in some cases, letters which were thought to provide a better ability to set out opinions and concern. For sake of confidentiality, the names and addresses have been withheld, however the full submissions are available from CALA.

Interestingly, 15 of the 33 submissions came from addresses in Murtle Den Road, or from parties supporting residents there. This was a completely different ratio from the feedback after the June 2011 event. For the purpose of setting out here the breadth of comments, all are combined. It is not feasible to cover in detail, some of the comments which either are made with no apparent knowledge of the earlier events or are a series of questions, the answers of which are available from all of the display material.

The number of topics causing concern reduced from June and there were no comments at all on certain matters such as sewerage and other infrastructure or the 'community feel'. New aspects emerged, such as the effect of construction traffic on existing amenity, no doubt prompted by the increased cohesion of the proposed development with the existing and therefore the reliance on Bingham Road as the interface between each.

Several people chose to pass comment, even to congratulate, on the changes which had been made to the earlier plans. However, for some, these changes, particularly relating to the new location for the primary school, were unwelcome and a few people have asked that the school and commercial land should be put back to the original positions due to the perceived effect upon their properties.

Transportation, the effect of increased traffic on NDR and detailed aspects of the roads again drew a number of critical comments. These range from a wish not to see development until full traffic assessments are carried out, through to concern over safety, both on NDR and on Bingham Road.

A particular aspect of transport design which now has taken a large amount of interest is the proposed junction on to the A93 NDR. While there are a few supporters of the westwards shift of its location (and generally, there is an unstated acceptance that this is a better point of access), the residents of Murtle Den Road believe that this traffic signal controlled junction should be moved even further West, in some cases suggesting that either Bingham Road should be used as the access or that the existing, adopted carriageway which leads to Oldfold Steading and the Riding Stables should be used or improved for that purpose. CALA's transportation engineering consultants have considered carefully the design and location of this junction, taking account the proximity of the junction with Bingham Road, Murtle Den Road and Beaconhill Road and the new location shown is recommended as the optimum to prevent interference with and permit free flow of traffic from these subsidiary junctions.

A very localised concern, the increase in the number of house plots to be served by a continuation of Murtle Den Road from seven to nine, has proved to be important to all of those Murtle Den Road residents who wrote to CALA. This is a matter for the Planning Permission in Principle application stage, however CALA remains certain that this number would guarantee a continuing high amenity for both new purchasers and for existing residents in that rather special environment. It is for that reason that an early decision had been taken to continue exactly that form of development of large, detached, high value houses in their own extensive grounds, rather than expanding the development from the West with a greater number of regular housing units abutting the Murtle Den environment and the boundary of the Local Nature Conservation Site. The number of seven plots, as opposed to nine, has no fixed status and the higher number would continue to offer distances between properties which are equal to, or better than, the separation of current properties in Murtle Den.

The effect on the environment of Murtle Den properties was strongly opposed by the majority of these residents and a few other correspondents who supported them. There is a wish to have consistently wide 'buffer strips' of planted woodland, earth bunds and open space on the entire West boundary of these properties. In some cases, that includes demands that all tree planting should be continued southwards to meet NDR, partitioning off the existing development. As a corollary, there is a strongly held view within the rest of the Milltimber community that there should be public access to whatever buffer is created at the East side of the Oldfold site, whether that be woodland or open space and that it should not be created as inaccessible, even private, land for the benefit of Murtle Den.

The effect of the revised proposals on Bingham Road has been shown to have its supporters and its detractors. On the one hand, there is wide acceptance of the beneficial changes to the layout, the primary street concept, the 'Designing Streets' approach and the network of footpaths which maximises permeability for pedestrians and cycling. On the other, there is some focused, local opposition to the consequential effects on Bingham Road. It is stated that the carriageway is narrow, in poor condition in terms of surfacing and drainage and that parked cars cause further narrowing which makes driving along this street hazardous at best and dangerous at worst.

The relocation of the primary school would put additional and unwelcome pressure on Bingham Road and this site should be returned to elsewhere in the development, according to some contributors. However, this is more than matched by those people who are pleased with the move, believing that it would be vastly better for wider community reasons. At the Workshop, there had been virtually no discussion on this topic, with universal support for that change having been made. There continues to be some doubt expressed that the education system can cope with the proposed LDP housing number allocation.

The location of and need for the employment land continues to be of concern to some. Again, there is limited local wish to ensure that any facility is moved back to the previous location to avoid traffic, noise and road hazard issues. Other comments continue to suggest that there is no need for such a use in Milltimber.

The density of housing remains a matter of concern to some, albeit in a much reduced form, which might suggest that the principles of the LDP have been accepted. In some cases, it has been suggested that the matter of securing a lower density simply has not been addressed at this stage, as it should have been.

Affordable housing is still opposed by a few contributors. Opinions range from a wish to see it provided outwith Milltimber, in locations where lower land prices could enhance its deliverability and extent, to a hope that whatever form it takes, it might supply the type of housing which would both benefit and be compatible with the environment in Milltimber. Whatever view is held, there appears to be a wish not to leave a decision to be taken at the planning application stage, which is where properly it should lie.

The Community Association reinforces its opinion that the facilities which it owns and runs in the Community Hall should be extended and enhanced rather than creating new, possibly competitive community facilities associated with the primary school. Generally however, there is strong support for the scope to create a linkage in physical terms between the existing Church, the Community Hall, the Meadows grassed 'playing fields' and eastwards to the proposed primary school, as the heart of the expanded community. In reality, this corridor currently does not exist as there is no ability to walk from the Church premises, East into the land on which the Community Hall stands.

Construction traffic nuisance is of some local concern and suggestions have been made that the new road layout should be in place at the start, to cater for that and avoid any impact on Binghill Road. In health and safety and commercial terms, this is not possible, however at the planning conditions stage, ACC will be requiring CALA to designate such routes according to the proposed phasing.

Other matters including the loss of agricultural land, the form of the proposed open space and parks and the lack of need for this development continue to be of concern to a few people.



fig. 105: Photograph from November 2011 Public Exhibition.



fig. 106: Photograph from November 2011 Public Exhibition.

DEDICATED WEB SITE AND LOCAL ACCESS TO PLANS

In response to requests to be able to continue to see the plans and other information which has been displayed within the community and to make life easier for people who were unable to attend the events, CALA has created a micro-site specifically for Oldfold with access through the CALA main web site. Its URL is <http://www.cala.co.uk/milltimber/Default.aspx>.

Amongst other explanatory content, this site provides links to all information which has been shown or used in the community consultation process, including the digital presentations given at the two Workshops.

In addition, paper copies of the main documents and plans have been provided for open public access at both the Community Hall and Milltimber Primary School. Posters were displayed at the time that this was done, in the middle of December 2011, in order to inform local people that this facility had been made available.

