



Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4, Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

28 January 2014

Dear Mr Easton,

**Planning Application 130378: Oldfold Farm development**

I am writing on behalf of the Cults Bielside and Milltimber Community Council (CBMCC) to express our concerns regarding traffic management associated with the proposed development at Oldfold Farm. As noted in our letter dated 10<sup>th</sup> April 2013, we identified potential concerns over the assumption that Bingham Road would see reduced traffic and we see no reason to change those views. Residents of Milltimber are repeatedly telling us that any plans to remove traffic signals at the junction of Bingham Road, Beaconhill Road and North Deeside Road will lead to safety concerns and difficulties when entering and exiting Bingham Road and Beaconhill Road. Unfortunately it appears the Roads Projects Department are advocating such a removal and we would like to raise an objection to that proposal before it is firmly adopted (Ref. TR/IH/1/51/2 dated 19 Dec 2013 paragraph 2.10).

While we note that traffic modelling has been done and that the Roads Department believe that access to Beaconhill Road and Bingham Road from the North Deeside Road will not be a problem, the very fact that we require a set of traffic signals today to enable safe movement of vehicles at this junction suggests those beliefs are poorly founded. The Roads Projects Department's concerns over managing delays due the close proximity of a signal controlled junction at Bingham Road to a signal controlled junction at the entrance to the Oldfold development are more than outweighed by safety concerns over access to Beaconhill and Bingham Roads. We see other roads in Aberdeen which have multiple traffic signal controlled junctions and crossings in close proximity e.g. Garthdee Road, Union Street, so having two such junctions on the NDR around Oldfold should not be a concern. We suggest the Roads Department set their minds to establishing the best way to allow the two signal controlled junctions work together.

We also note the Roads Department views on the timing of construction of the new primary school at Milltimber to accommodate the increased number of pupils due to the Oldfold development (Ref. TR/IH/1/51/2 dated 19 Dec 2013 paragraph 2.12). Our view on the timing is that the school should be built and ready for when the demand in places is predicted to justify it. If that should be before the availability of the AWPR and the Roads Department are concerned about the amount of traffic in the area, phasing of Oldfold development should be adjusted to keep within allowed traffic levels, rather than allowing pupil demand to exceed Milltimber school capacity, until the AWPR is available. It is good to remember that planning is supposed to eliminate or reduce problems, not create them.

The Community Council would appreciate confirmation from Planning and Roads Projects that the proposal to remove traffic signals from the Beaconhill and Bingham Road junction with the North Deeside Road will not be pursued.

Yours sincerely,

*Peter Roberts*

Peter Roberts

Planning Liaison Officer

Copy to: Councillor Marie Boulton, Councillor Aileen Malone, Councillor Tauqeer Malik, Peter Evans – Woodlands Grove Residents Committee, Secretary CBMCC



290 North Deeside Road  
Cults, Aberdeen  
AB15 9SB

12<sup>th</sup> April 2013

Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4, Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

Dear Mr Easton,

**Re: Planning Application 130378 - Oldfold Farm, North Deeside Road, Milltimber, Aberdeen AB13 0HQ - Planning Permission In Principle – “Development including residential comprising approx. 550 house units, commercial, primary school, associated ancillary uses and infrastructure improvements including road junction formation on A93”**

I am writing on behalf of the Cults, Bieldside and Milltimber Community Council (CBMCC) to comment on the above proposal. CBMCC has no strong objection to the development in principle provided that Aberdeen City Council (ACC) addresses and agrees a solution to the following issues in discussions with the developer.

1. ACC is requested to ensure that the timing of completion of the proposed new primary school is in line with the current forecast of pupil demand and capacity limit at the existing Milltimber primary school – with the current forecast of capacity being reached/exceeded in 2018 (Ref. ACC website). This is earlier than the date proposed by Cala for delivery of a new school.
2. The developer recognises the need to provide community facilities as part of the development. The Milltimber community has expressed a strong desire that there be a single community centre for the whole of the Milltimber population. We recognise that there is no legal requirement for Cala to contribute to facilities out with the planned development area but in consultations held between Cala and the community, Cala have been sympathetic to the goal of a single community centre. Planning gain discussions should aim to reach a legal agreement with Cala that they will contribute to enhancing the current community facility, which can be used by the whole Milltimber community, current and future.
3. We note that the Transport Assessment conducted for the submission shows that the traffic saturation level is reached, and in some cases exceeded, at some junctions. We also note that the Assessment did not take into consideration the impact of extra traffic at the North  
Christine McKay, Planning Coordinator. 290 North Deeside Road, Cults, AB15 9SB

Deeside Road (NDR)/Abbotshall Road/Westerton Road junctions. This location was seen as a critical point in the Traffic Assessment for the Friarsfield development. We believe the Transport Assessment should be extended to take into account the impact of additional traffic from Oldfold on this junction.

4. As a general comment, Transport Assessments completed for both Friarsfield and Oldfold Farm indicate that the NDR and its main junctions are operating close to or above capacity until the AWPR is available. We look to ACC to ensure that any new development in the Lower Deeside Area is phased such that demands on transport infrastructure do not exceed the 85% junction saturation limits. Transport assessments should ensure they take into consideration all existing approved developments within the local area.

We remain unconvinced that the opening of the AWPR will lead to a reduction in traffic along NDR in the Cults, Bieldside, Milltimber area; it may even increase it due to traffic coming from the city centre to connect to the AWPR.

5. The planning proposal suggests that Binghill Road will not become a major use road in/out of the development, which seems unlikely, especially for eastbound traffic heading to the school and commercial/community heart, both of which are essentially situated on Binghill Road. We doubt that people will pass Binghill Road along NDR to get to the new junction and come back around the site to get to the facilities. We expect Binghill Road will have increased usage, and as such, improvements to it will need to be made; potholes and road surface in general are poor already.
6. The assessment states that new roads in the development will be suitable for buses on routes that could be extended into the existing road network. Experience has shown that existing Milltimber roads are not suitable for buses (narrow streets, parked cars and tight corners). Planning should not work with the assumption that buses running within the estate can form part of Milltimber's transport option.
7. We are concerned with the level of affordable housing that might be imposed on the development by planning regulations because this would not be in keeping with the current provision in Milltimber and surrounding areas. In discussions with Cala, they have suggested they would ensure the type of affordable housing built would be sympathetically designed e.g. housing for elderly and retired people. We support the concept referred to in Section 6.3 of the Design and Access statement regarding delivery of affordable housing where ACC can apply section 75, permitting a flexible delivery mechanism for affordable housing units e.g. commuted sums in lieu of on-site provision.
8. The public consultation meetings also raised concerns about drainage and sewerage plans; we look to ACC to ensure that the designs proposed by the developer are adequate.

We look forward to receiving acknowledgement of this letter and that the above comments will be taken into consideration when reviewing the Cala proposal.

Yours sincerely,

Christine McKay, Planning Coordinator. 290 North Deeside Road, Cults, AB15 9SB

Christine McKay  
CBMCC Planning Coordinator

cc. Councillors Boulton, Malik, Malone, Secretary CBMCC

**PI - Application reference 130378 : Oldfold Farm**

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**From:**  
**To:** "pi@aberdeencity.gov.uk" <pi@aberdeencity.gov.uk>  
**Date:** 11/04/2013 15:35  
**Subject:** Application reference 130378 : Oldfold Farm  
**CC:**  
**Attachments:** Application reference 130378 Camphill Communities.pdf

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Dear Sir or Madam,

Please find attached a submission with respect to planning application reference 130378 on behalf of the Camphill Communities.

Regards

Nick James

**Nick James BA(hons) MPhil MRTPI**  
Principal Environmental Planner

See our latest news [here](#)

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**Application reference 130378: Application for Planning Permission in Principle for Development including residential comprising approx. 550 house units, commercial, primary school, associated ancillary uses and infrastructure improvements including road junction formation on A93 at Oldfold Farm, North Deeside Road, Milltimber, Aberdeen AB13 0HQ**

Representation prepared on behalf of the Camphill Communities

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### **Introduction**

1. This written submission has been prepared on behalf of the Camphill Communities (Aberdeen City & Shire). It provides an overview of the work of the Camphill Communities within the Dee Valley and specifically on the Murtle Estate a short distance to the south of the proposed development site, which houses:
  - One of Camphill School Aberdeen's(CSA) campuses
  - Camphill Medical Practice NHS
  - Murtle Farm

It describes the Camphill Communities concerns with the current application and which lead to the Communities registering an objection to the scheme.

### **The Camphill Communities**

2. The Camphill Communities (Aberdeen City & Shire) have an historical relationship within the Dee Valley spanning some 70 years, serving a wide range of users of all ages (estimated in excess of 1800). Currently more than 700 people live and work within the communities.
3. Camphill is particularly valued as a resource for people with special needs<sup>1</sup>. The Camphill communities provide a range of services and facilities for vulnerable children, young people and adults with special needs across a number of sites including:
  - Murtle Estate, Bielside
  - Camphill Estate, Milltimber
  - Cairnlee Estate, Bielside,
  - Newton Dee Estate, Bielside
  - Beannachar Estate, Banchory-Devenick
  - Tigh a Chomainn, Peterculter.
4. Camphill communities are registered as appropriate with the Care Inspectorate, the independent regulator of social care and social work services across Scotland. Camphill School Aberdeen (CSA) is also inspected by Education Scotland.
5. Land is managed according to biodynamic principles and all farmland has organic status.
6. Camphill works to create communities in which vulnerable children and adults can live, learn and work with others in a healthy social environment based on mutual care and respect.
7. Camphill communities are valued for the quality and effectiveness of their distinctive provision<sup>2</sup>. Key contributing factors, based on the movement's philosophy, are:
  - its unique integrated programme of care, education/work and therapy;
  - its community based operational structure;
  - the quality of the environment, both built and natural, which supports these.

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<sup>1</sup> The term 'special needs' is used throughout to encompass individuals with learning disabilities, autistic spectrum disorder, mental health problems, social, emotional and behavioural needs, all of whom have additional support needs. Many are 'disabled' as defined by the Disability Discrimination Act 1995, amended 2005 where a disabled person is defined as someone who has 'a physical or mental impairment which has a substantial and long-term adverse effect on [their] ability to carry out day-to-day activities'

<sup>2</sup> The value and effectiveness of Camphill's approach has been validated by external authorities, for example the Camphill School's Education Scotland/Care Inspectorate Reports and the National Autistic Society Autism Accreditation Report -(see [www.camphillschools.org.uk](http://www.camphillschools.org.uk)).

8. Extensive use is made of the natural outdoor environment throughout the year, both on and offsite (e.g. estate grounds including agricultural land and garden areas, Deeside walkway), for educational, therapeutic and recreational activities. The Camphill communities' organic/biodynamic farms and market garden operations also produce food for consumption by the communities.
9. The Camphill approach has always fostered inclusion and the non-institutionalisation of special needs individuals, with staff and their families living alongside those with special needs in a home-like setting and sharing all aspects of life. This approach is supported by the lack of perimeter fencing, freedom of movement, encouragement of appropriate independence and integration with the wider community.
10. Underpinning and supporting these key principles is respect and care for the environment as a sustainable resource and an essential foundation for the implementation of Camphill's integrated approach. This is demonstrated in practice through biodynamic and organic agriculture on the Camphill estates, an emphasis on self-sufficiency, architectural design which is sympathetic to its setting and the minimal use of barriers to create a sense of space and freedom.
11. The aim is to foster a safe, tranquil and nurturing setting in line with the environmental quality of the wider area in which the communities are situated. This provides the context for successful implementation of the therapeutic principles and practices which Camphill has developed to enable each special needs individual to fulfil his/her potential.

#### *Camphill School*

12. Camphill School Aberdeen (CSA) is a provider of individualised programmes of residential and non-residential education and care, therapeutic intervention services, early years work, emergency/respite care, family and home-school support and specialist training.
13. The school is spread over three campuses: Murtle Estate, Camphill Estate and Cairnlee Estate. Extensive year round use of the outdoor environment is a feature of the integrated individualised programmes for educational, therapeutic (including riding therapy) and recreational purposes.
14. The pupils attending CSA on the Murtle campus are a highly vulnerable sub-group within the special needs population. They are characterised by complex and multiple diagnoses and complex additional support needs. Many have Autism Spectrum Disorder (ASD), with its perceptual disturbances, notably sensory hypersensitivities. All have significant emotional and behavioural challenges and the majority have learning disabilities.
15. All present extreme and multiple challenges to a degree which has proven unmanageable by family, community and other educational settings. It is important to appreciate the vulnerability of these children, especially those with ASD, to changes in their environment, particularly sensory stimuli. Minor changes can have impacts which are unpredictable and disproportionate to the stimuli in question.

#### *Murtle farm*

16. Murtle Estate also houses an organic/biodynamic farm, primarily producing beef and lamb for Camphill School. The Murtle farm also provides a training and work facility for young adults with additional support needs. It has land on the River Dee flood plain through which the western sewer trunk runs.

#### *Camphill Medical Practice*

17. Camphill Medical Practice, situated on Murtle Estate, Bielside, offers the full range primary care medical services to the local community, Tor Na Dee nursing home and Craig Court (neuro-rehabilitation for acquired brain injury). It also provides the specialist care required by the special needs adults and children in the Camphill communities. The NHS contract under which Camphill Medical Practice operates recognises its innovative integrated approach<sup>3</sup>.
18. **Patients:** The practice has a patient list of approximately 1,400 people of all ages, which includes around 250 patients with moderate to severe complex learning disabilities and

<sup>3</sup> In 1999, the Camphill Medical Practice won the Innovative Practice Award from the Royal College of General Practitioners for this integrated and radical approach to Primary Care



with chronic mental health problems. In addition it provides an integrative therapeutic approach to approximately:

- 100 referred patients per year who have long-term, unresolved illness or disabilities, such as learning disabilities, mental illness, Multiple Sclerosis, asthma;
- 100 referred patients with cancer.

19 From this brief overview, it will be evident that the Camphill communities within the Dee Valley are particularly sensitive, both in terms of the characteristics of children and adults with special needs who live in or attend them and in terms of the environment within which the estates are located. The quality of this environment is critical to the work of Camphill, providing a context within which individuals with special needs can enjoy an improved quality of life. The following are the key features of the positive and nurturing environment of Camphill communities:

- Tranquil, calm and quiet
- Predictable and stable
- Low arousal: minimal disruptive sensory stimuli
- Sense of safety and security
- Extensive useable natural and beautiful outdoor environment
- Opportunities for integration, learning and experience

20 Changes which reduce the quality of the wider environment, or have a negative impact on any of the above key features, particularly where they introduce sources of noise, visual stimulation or general disturbance, are likely to undermine the Camphill approach and present potential problems for individual children or adults with special needs.

21. In addition, changes which have negative impacts on the ease of access to any of the Camphill communities' estates, particularly Murtle Estate with Camphill Medical Practice and CSA campus, or which have negative impacts on movement of children and adults with special needs between the Camphill communities' estates, could compromise the communities' service provisions.

#### **Planning application ref 130378**

22. The current application for Planning Permission in Principle proposes approximately 550 houses, commercial buildings, primary school and infrastructure works, including a new junction on the A93. The site is identified in the Aberdeen Local Development Plan as site OP62, capable of accommodating 550 homes and 5 hectares of employment land.

23. The development proposal raises a number of concerns for the Camphill Communities.

#### **Surface water flows:**

24. Section 5.11 of the Design and Access statement states that '*the attenuated surface water flow will discharge into the adjacent existing watercourse*' suggesting that the development will drain into drainage channels on the eastern boundary of the site. These run south east and then south, passing under North Deeside road and the Deeside walkway, across arable fields on Murtle estate and eventually converge with and discharge into the Mill Stream as it flows south through the Camphill Communities' Murtle Estate (see **Map 1**).

25. This burn already lacks sufficient capacity to accommodate peak flows, with flooding affecting the area where it passes under the Deeside walkway, and also areas within the Murtle Estate, including an access road to Murtle Farm, and organically farmed fields that are used for cropping, grazing and CSA's riding school.

26. There is a particular concern that development of the scale proposed at Oldfold Farm could result in peak flows increases along the drainage channels described above and

consequently the Mill Stream, exacerbating and increasing frequency of flooding problems within the Estate. This could also damage structures including bridges and require measures such as dredging to prevent further flooding of land, including the outdoor ménage of the riding school and of residential accommodation of the nearby Garden Cottage.

### Sewerage

27. It is understood that the Oldfold Farm development would be connected to the Deeside western trunk sewer which runs along the northern side of the River Dee (the CALA Design and Access statement at p58, section 5.11 indicates that the scheme would 'pump foul flows to south west along North Deeside road, where it will discharge into the existing sewer network'.)
28. It is not yet known whether the existing foul drainage network has the capacity to accommodate this increase from the Oldfold development. There are several indications within the submitted planning documents, including comments by Scottish Water, that an impact assessment will be required to assess the capacity of the existing western trunk to cope with the increase load. This should take into account the additional foul sewage which will be generated by other consented development in Aberdeen City and Aberdeenshire, including the Blairs development on the south side of the River Dee which includes 280 dwellings and a 150 bed hotel.
29. The existing north-south axis sewage pipe from Milltimber connects to the western trunk sewer on Murtle Estate river fields. This main west-east sewage trunk runs east through Murtle agricultural land, through land leased by the Camphill Communities (Ewe Haugh) and then through Newton Dee Camphill community arable fields (all with organic status). This carries the sewage for Milltimber, Bieldside and Cults (see **Map 1**).
30. Consideration should therefore be given to the potential impacts, direct or indirect on the Camphill Communities land and agriculture activities, particularly the land's biodynamic and organic status, as a result of any upgrading to the trunk sewer network.
31. Depending on the need for upgrading of the sewage system and the proposed plan for this, the proposed development could result in the temporary or permanent loss of farmland owned or leased by Camphill Communities. This land has been managed over many years and now enjoys biodynamic and organic status, providing a significant food source for the Camphill Communities and, equally importantly, providing opportunities for therapeutic work, training and outdoor activities, for young people and adults with special needs. Temporary and permanent losses of land will impact on the Communities' ability to derive these benefits.
32. Activities related to the sewage upgrade could also result in a number of impacts on the farmland's biodynamic and organic status. These could result from work where the north-south sewage axis enters the western trunk, upgrade to the west-east trunk at any point along the North Deeside on Camphill communities land, and through the movement of machinery and materials across land owned and farmed by Camphill Communities. These activities could reduce the extent of grazing land available to Camphill Communities (on its owned land and leased land) and could restrict daily movement of livestock and farm machinery. There would be an elevated risk of pollution during any works on the floodplain due to the risk of flooding. This could also affect the land's biodynamic and organic status.
33. For these reasons, the Camphill Communities would strongly object to disturbance of these fields for any upgrading of the sewer trunk due to the development.
34. Assessment of the drainage water and foul water disposals should consider the potential for impacts on other Camphill communities, including the nearby Newton Dee Estate. This should inform consideration of whether, and if so how, such impacts could be mitigated to avoid detrimentally affecting the special needs communities and their agricultural activities.

#### **Groundwater flows:**

35. The farm buildings on the Murtle Estate currently draw their water supplies from a spring, just to the south of former railway line. There is a concern that development on the Oldfold Farm could, as a result of soil sealing or other construction activity, affect either the quality or the quantity of groundwater supplying this spring.

#### **Traffic**

36. The proposed development raises concerns regarding the impact of increased traffic from the development on North Deeside Road. This could affect the ingress to and egress from Murtle Estate, which is already difficult during peak traffic times. In turn, this could have a detrimental impact on CSA service provision with regards to day pupil transport, staff access and pupil movement between the CSA campuses on Murtle Estate and Camphill Estate to the east. Patients accessing the Camphill Medical Practice could also experience negative impacts. Traffic generated by the Oldfold development could compound the traffic flow problems generated by the construction of the AWPR around Milltimber.

#### **Increased disturbance and access onto Camphill Communities estates and riverside farmland**

37. It is the intention of the Oldfold development to facilitate connectivity to the Deeside walkway (Core path 66) [see Planning Delivery Statement Appendix2:Infrastructure checklist] via provisions for a footpath to it from the Oldfold site by way of Core path 72 [see Design & Access Statement p21:Connectivity].
38. It should be noted that Core path 72 continues beyond the Deeside walkway and onto the side of the River Dee, to connect with Aspirational path AP8, which runs east along the Deeside and along the edge of Camphill Community farmland.
39. This implies that due to the Oldfold development there will be:
- Increase the total number of people walking in the area, especially accessing the Deeside walkway;
  - Increasing the proportion of people who are unfamiliar with local walking routes and more likely to use routes beyond established core paths, e.g. aspirational path AP8.
40. Camphill communities have concerns that this has the potential to lead to:
- increase in anti-social behaviour and intrusion within the Murtle Estate and on Murtle farm river fields, with significant disturbance to agricultural operations on Murtle Estate, due to increased recreational activity by the general public in and around its river fields. There have already been problems of vandalism, drunkenness, littering, fires, damage to trees and theft associated with people camping along the riverside. There is a real concern that improved access will exacerbate these kinds of problems;
  - compromising the safety, freedom of movement and outdoor therapeutic programmes of CSA pupils, as well the agricultural activities of the Murtle Estate farm.
  - present a significant management challenge for CSA since, under the terms of the Land Reform (Scotland) Act, access onto Murtle estate cannot be restricted, even though Murtle Estate include a number<sup>4</sup> of residential properties without their own defined curtilages, together with community buildings and areas used for outdoor therapeutic activities.

#### **Conclusions**

41. The Camphill Communities **object to the proposed development** for the following reasons:
- the potential impact on surface water flows and the risk that the development will exacerbate existing flooding problems on the Murtle Estate;
  - the potential impacts of any upgrade required to the sewerage network passing through land managed by the Camphill Communities, including implications for its

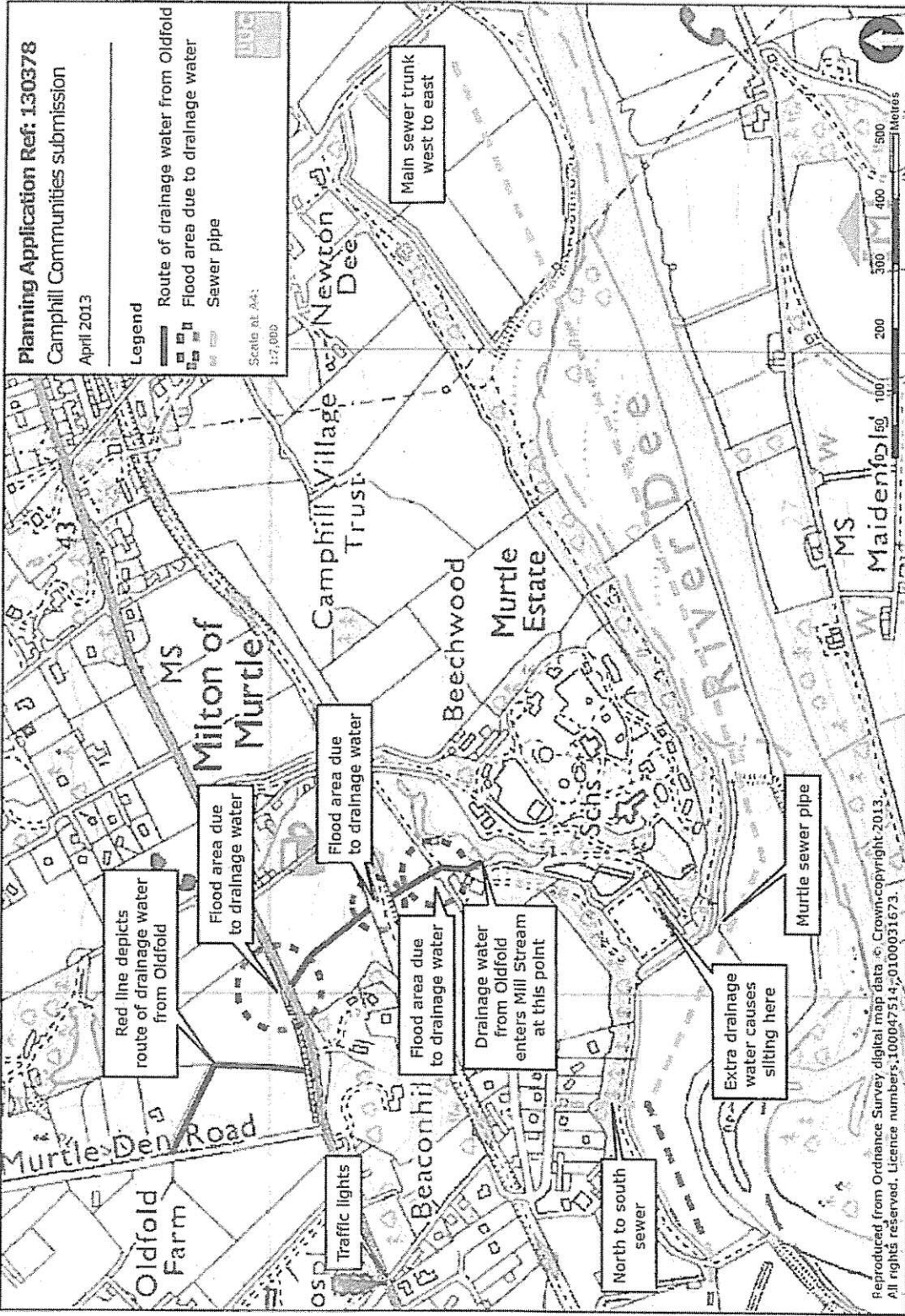
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<sup>4</sup> Murtle: 20 houses

organic and biodynamic status and its use for food production and therapeutic activities;

- the potential impacts on groundwater supplies serving springs which supply farm buildings on Camphill's Murtle Estate;
- the potential for traffic generated by the development to exacerbate congestion on North Deeside Road, affecting access to, from and between Camphill estates;
- the potential for the proposed development to increase unmanaged access pressures including anti-social behaviour on land owned or managed by the Camphill Communities, with implications for people with special needs living on the Murtle and Newton Dee Estates.

Map 1: Surface water drainage through the Murtle Estate and location of the Trunk Sewer and connections to it



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1 Bingil Road North  
Mill timber  
Aberdeen AB13 OJD

28<sup>th</sup> March, 2013

Application number: 130378

Dear Sir/Madam,

Please find below our concerns regarding application number 130378 originally sent 24<sup>th</sup> November 2009.

Thank you for your letter of 19<sup>th</sup> November containing the reply from Mr Lawson of Calla Homes and for your continued correspondence with us on this matter.

We did both meet with Mr Lawson at Mill timber Primary School on the 11<sup>th</sup> November and did discuss the proposed development with him. However his assertion that our primary concern was the loss of view is simply not true.

In reply to his e-mail we would like to make it clear that we were unaware of the public exhibitions facilitated by Aberdeen City Council in June of this year and that we are not solely protesting against the Calla development but the whole proposed development of 500 houses. When we asked Mr Lawson the time period for construction he told us that it would be over 5 years, which seems rather more than a temporary disturbance. The concerns we put to Mr Lawson were:

1. Bingil Road is currently at full capacity as is North Deeside Road. How could the traffic system deal with at least another 500 cars? I thought the Council's plan was to try and reduce commuting, not increase it.
2. The Utilise in Mill timber are at maximum capacity. We have regular power and water cuts, averaging four-six cuts per year.
3. Mill timber primary school is currently at maximum capacity.

At the meeting we received a copy of the Aberdeen Local Development Plan which we have now had time to consider. Highlighted in it, and I quote:

1. 'the capacity of Cults Academy is a particular issue'
2. 'a new primary school at Mill timber may have to be considered'
3. 'development options would require considerable transport improvements'
4. 'sewage system understood to be at capacity and will require upgrading'
5. 'cannot add lanes to North Deeside Road and a new link road would have to be considered'

Would it not make more sense to move the 500 houses proposed for Old fold into the Countess Wells site savings millions of pounds in addressing the problems listed above.

We are fully aware of the disruption that constructing these homes would bring, through the recent 18/24 month redevelopment of Tor-Na-Dee. The noise, pollution, dusts and dirt was at times unbearable.

In conclusion, yes we would be very upset if with lost the view and our close connection with the open fields next to us but that was the reason we moved here in the first place. However this is far from being the only reason and I think the other reasons that we have outlined here, if not fully addressed, would have a far more negative effect on the quality of life for everyone in Mill timber, including those living within the proposed new development. It would be far more than just the loss of a view.

Yours Sincerely

Duncan Wood, Marlene Arthur.

Milltimber Community Association  
Milltimber Community Hall  
The Meadows  
Milltimber  
Aberdeen

Email:

Matthew Easton  
Enterprise Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4, Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

11<sup>th</sup> April 2013

Dear Mr Easton,

**Planning Application 130378 - Planning Permission In Principle - Oldfold Farm**

I am writing on behalf of Milltimber Community Association (MCA) to comment on the application above.

The MCA does not object to the development so long as the following representations are addressed through legal agreements and/or planning conditions. These are explained in more detail below:

1. There should be planning gain of suitable finances from the developer to **extend the current community facilities** in Milltimber.
2. This should be calculated on the base in the council's **Supplementary Guidance: Infrastructure and Developer Contributions Manual** (May 2012), of the requirement for 0.69 m2 of community facilities per household.
3. The **timing** of this planning gain should be set out to ensure there is a suitable and proportionate contribution if the development is not completed. It should allow community facilities to be built in time to serve the growing community.
4. The **open space**, including the SUDS pond, should be **designed to a high standard** to benefit all the residents of Milltimber as well as biodiversity. Full details of the open space design, including play and/or sports facilities, should be submitted to and approved by the Council as part of the matters required by conditions.
5. All the open space in the Oldfold development (apart from gardens) **should be open to all residents of Milltimber** – there should be no areas that are exclusive to certain residents.
6. There should be discussion with the city council's access and planning gain officers on how the development can contribute to fulfilling the aspirational **core path that links Milltimber to Cults** through Bieldside



and other links to the green network.

### **Milltimber Community Association**

The MCA is a self-financing charity, whose objectives are to promote and provide for the leisure and recreation of Milltimber residents. The MCA is staffed entirely by volunteers. We own and run the Milltimber Community Hall and hold a number of community events every year.

### **Community Facilities**

The Council's Oldfold Development Framework and Masterplan states that "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" (page 61) and

"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, and there is a strong preference for the existing operation to be enhanced, extended as required and made available for the enlarged community." (page 91).

There is good reason for requiring a contribution to community facilities and for locating them outwith the Oldfold site, at the existing community hall:

- The current hall is successful and at capacity. It is busy every day throughout the week, used by groups such as a dance school, Scouts, Cubs, Beavers, Brownies, O'50s, gardening, scrabble and badminton clubs and a drama class. At weekends it is let for private parties and events. Many of the classes using the hall have waiting lists to join them and we have had to turn away requests from new groups. Any increase in the population at Milltimber will add to this pressure.
- The community hall is close by the location of the new school, linked to it by the Meadows Park. Together with the other facilities provided by the Oldfold development, there would be a single centre to Milltimber, resulting in an integrated community. In addition, it is the Council's policy to look for volunteers to run community facilities at new schools and it would not be practical to have volunteers running two separate centres, let alone in such close proximity.
- Increasing the size of the hall would allow us to have dedicated space for some groups, for example, Playgroup. They would no longer need to set up and take down their equipment every day and could have dedicated pegs for the children.
- The total footprint of the MCA building (including toilets and side stores) is 342 square metres. This footprint is not all working area as it includes the walls of the building. Based on the calculation in the Council's Supplementary Guidance on Developer Contributions, that is sufficient for 496 households. However, Milltimber already has around 1000 households and this development would increase it by 50%.
- The MCA arranged the building of the existing hall and has the expertise to manage its extension. It is financially capable of fitting out any extension. It is a measure of the MCA's success that we have not had to fund raise for 10 years.

- We believe extending the existing hall is in keeping with the government's guidance to help create a sustainable community with a sense of place.

### **Open Space**

It is important that the open space is designed and equipped well to provide for all the residents of Milltimber. The current play equipment is poor for a community of Milltimber's size.

The open space should be available to everyone in Milltimber. During the public consultation, Cala Homes suggested that part of it might be exclusive to houses sited close to Murtle Den. This does not comply with the Land Reform Act and would not provide for the whole of the community.

SUDS, such as ponds, can form an important part of green infrastructure. They can be designed to benefit not only wildlife but provide a relaxing environment for people. Scottish Water will adopt SUDS managed in this way so long as there is material to inform the residents eg householder pack/interpretation board. Also, so long as the management does not result in an increase in costs, which it should not, as wildlife friendly areas typically require less intensive management.

### **Core Path**

The Council's Core Path Plan marks an aspirational route between Cults and Milltimber. In addition to being a popular recreational route, this has potential to provide a safe route to school for children in Milltimber travelling to Cults Academy. Currently the only route is along the pavement of the North Deeside Road. This pavement is too narrow to be used safely, particularly by cyclists and the cycle lane on the road is not sufficiently safe. The alternative of the Deeside Line would require two crossings of the main road and is too much of a deviation from their route to be used by school children.

We would welcome the opportunity to meet with you and Cala Homes to discuss our comments if that would be helpful, or explain them to the Planning Gain officer.

Yours sincerely

Sue Smedley  
Chair of Milltimber Community Association

cc. Peter Roberts, Milltimber, Bieldside and Cults Community Council  
Councillors Boulton, Malik, Malone

CALA PLANNING APPLICATION Ref P130378

OLDFOLD FARM, MILLTIMBER

Response Submitted By: Robert, Fiona Taylor  
29 Bingham Road  
Milltimber  
Aberdeen

10 April 2013

**Overview:** There is concern that, since this is not detailed planning permission being applied for, then it is difficult to give comprehensive and detailed comment, however, given the available information, the following comments apply to the CALA submission:

### 1. General Response

In the main the quality (not the density) of housing proposed by CALA is felt to be in keeping with the standard of residential accommodation already in existence in Milltimber.

The plans for the continuation of the existing wall and hedge, the development of Bingham Park and the positioning of residential accommodation opposite existing houses in Bingham Road has been noted. It is very much appreciated that the developer has given consideration to minimising the impact of such a large development on existing residents.

A new primary school would be both essential and very welcome given that the current provision of school places is inadequate for the demographic of existing families resident in the area.

If the area is to lose the existing greenbelt then the proposal to introduce Bingham Park, Hilltop Park and other green areas into the development is most welcome.

At previous Planning Meetings there has been mention of Community and Commercial Facilities but it has proved difficult to establish what precisely is envisaged. That this proposal appears to limit the extent of this is appreciated since it is felt that Industrial units and a large area of shops would be inappropriate in what is a purely residential area.

## 2. Main Concerns

The current residential type and tenure of Milltimber Village is of a standard and quality to require an equal level of new build development if the Residential Amenity of the area is not to be down graded. Whilst a limited provision of Affordable Discounted Housing may be appropriate to allow first time buyers the opportunity to move into the housing market it is felt that Social Housing development would not.

The current proposal is to build 550 new homes, which is a doubling of the size of the village. This is felt to be totally inappropriate when viewed against the current housing density, swamping and changing the whole character and ethos of the village. It also puts pressure on infrastructure, utilities, police, health provision, secondary education, transport and roads etc. If the development is to go ahead it is felt that the density of housing should be reviewed and reduced.

Until the new Primary School is built (and it is understood that the lead time from decision to build to admission of pupils is one year - eighteen months) what provision will be made for the additional children during this time?

The proposed level of development is going to put an enormous strain on the established road network and transport provision. Each of these factors is already of major concern to current residents because of the inadequacy of the existing provision. **There is no alternative route to the North Deeside Road**, which already struggles to cope with existing traffic levels. It is recognized by Aberdeen City Council that the proposed Western Peripheral Route will exacerbate not alleviate this situation. How is this to be resolved?

The current plan directs existing residents and others accessing the school and community areas along Binghill Road. This will mean a dramatic increase in traffic on this existing residential road. Consideration should be given to limit the demand of through traffic on this thoroughfare if the proposals are not to result in severe detriment to the road itself and existing residents.

Consideration should be given to adequate provision of:

- Nursery and Secondary Education to serve the existing and proposed communities
- Health and Dental Services
- An appropriate Police Service within the greatly enlarged community to oversee the considerable increase in the village population and the impact of this on retail, community and grassed areas (refer provision of services as currently in demand in the comparable Westhill, Aberdeenshire area).

The introduction of SUD's to the development will serve to control the excess water over the new site but will not necessarily alleviate any current flooding problems experienced by existing residents and evident on the roads. Has full consideration been given to this? Will the new build add to the problem of flooding for existing residents? In addition has consideration been given to landscaping around the SUD's and introducing any necessary safety provisions if there is going to be open water lying?

During building there will be a high volume of works traffic and heavy vehicles requiring access to the site. This will cause noise, light and atmospheric pollution, damage the existing road surface, affect access and on road parking, and potentially introduce road safety issues for residents and children of Bingham Road. In addition displaced traffic may divert to other village roads eg Contlaw Brae causing similar demand problems there. What is proposed to avoid this?

As a final comment there remain major concerns about the drainage, sewerage and condition of the existing roads. Also to reiterate there will be a huge increase in the volume of cars to be accommodated.

CALA PLANNING APPLICATION Ref P130378

OLDFOLD FARM, MILLTIMBER

Response Submitted By: MR + MRS N K TAYLOR  
27 BINGHILL RD  
MILLTIMBER  
ABI 30JA

10 April 2013

**Overview:** There is concern that, since this is not detailed planning permission being applied for, then it is difficult to give comprehensive and detailed comment, however, given the available information, the following comments apply to the CALA submission:

### 1. General Response

In the main the quality (not the density) of housing proposed by CALA is felt to be in keeping with the standard of residential accommodation already in existence in Milltimber.

The plans for the continuation of the existing wall and hedge, the development of Bingham Park and the positioning of residential accommodation opposite existing houses in Bingham Road has been noted. It is very much appreciated that the developer has given consideration to minimising the impact of such a large development on existing residents.

A new primary school would be both essential and very welcome given that the current provision of school places is inadequate for the demographic of existing families resident in the area.

If the area is to lose the existing greenbelt then the proposal to introduce Bingham Park, Hilltop Park and other green areas into the development is most welcome.

At previous Planning Meetings there has been mention of Community and Commercial Facilities but it has proved difficult to establish what precisely is envisaged. That this proposal appears to limit the extent of this is appreciated since it is felt that Industrial units and a large area of shops would be inappropriate in what is a purely residential area.

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As a final comment there remain major concerns about the drainage, sewerage and condition of the existing roads. Also to reiterate there will be a huge increase in the volume of cars to be accommodated.



I wish to comment on the request for outline planning permission at Oldfold Farm, Milltimber in the following terms.

**1. MILLTIMBER PRIMARY SCHOOL**

During a conversation my wife and I held with a director of CALA at the Waterwheel Inn, Milltimber on or about 24<sup>th</sup> June 2011 we were given to believe that he believed that the viability of Milltimber Primary School would at some time be called into question during the construction of the additional housing and, as a consequence, CALA would pay for the construction of the new primary school shown on the development plans. There appears to be no mention of this quid pro quo in the request for outline planning permission. Additionally, the cost of a new primary school in Milltimber was highlighted in the local press recently as part of the Council capital budget. **Consequently, I call for the request for outline planning permission at Oldfold Farm, Milltimber to be denied if such a payment does not form part of the application.**

**2. TRAFFIC CONGESTION**

During the public consultation period I made an objection due to the proposals on the grounds of lack of consideration of the effects of the proposals on traffic congestion on the A93, North Deeside Road. I was advised that this would be addressed when the request for outline planning permission was made. I have studied the report and make the following comments.

- a. During my conversation on or about 24<sup>th</sup> June 2011 I made the point that a report commissioned by CALA could not be said to be independent when commissioned by a company which stands to benefit from its findings.
- b. Neither I, nor any other reasonably intelligent resident, can be expected to understand a technical report without an 'executive summary' by which I mean a summary helpful to layman to understand it, which is missing in this report.
- c. I note by the control sheet, 'Revision Record, Issue 2, Description' that, following Issue 1, an update was created to incorporate client comments. Surely an independent report should not include such comments.
- d. In reference to 'c' above, although I do not understand the technicalities of the report and have not been given an executive summary, I cannot believe that the addition of 550 houses in Milltimber, to say nothing of other similar proposed developments along the A93, will not add substantially to the growing congestion on the A93. Such beliefs are reinforced by many conversations I have had with local residents which, if extrapolated, would suggest a very high proportion of residents of Milltimber agree with them.
- e. Before outline planning permission is given the following figures should be published showing current measured maximum and minimum traffic flow rates from 6am to 6pm (both east/west and west/east) at each side of each of the main junctions on the A93 from the junction with Springfield Road (Mannofield) to the junction with Malcolm Road, Peterculter (B979). This data should form the basis of further measurements taken frequently during the years of construction including the construction of the AWPR. This would give members of the public confidence that the figures being provided were

reasonable (allowing for normal margins of error). Over estimating the use of bicycles or walking shows little regard for how things are or are likely to be, particularly in winter.

3. **SUMMARY**

I object to the application for outline planning in principle based on two of the objections I made during the organised public consultation.

- a. The application should be refused until such time as the cost of the primary school is agreed to be borne by CALA
- b. Traffic surveys are published and agreement is made to continue them all as described in 2e.

David Eunson  
28 Monearn Gardens  
Milltimber  
Aberdeen AB13 0EA

P&SD Letters of Representation		
Application Number: 130378		
RECEIVED 16 APR 2013		
Nor .	Sou	Map
Case Officer Initials: MEA		
Date Acknowledged: 19/04/13		

**Rob Knox**

Finnan Lodge, Old Inn Road, Findon, Aberdeen. AB12 3RT. Tel: ;  
Email: ;

Development Management  
Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

02/04/2013

Dear Sir/Madam

Application Reference: 130378

I can confirm I am one of the new owners of Tor Na Dee Lodge, 106, North Deeside Road, Milltimber, Aberdeen, AB13 0HW.  
On the 28th March 2013, we were invited by Peter Evans Chairperson of Woodland Grove Residents Committee to attend a meeting with CALA and the residents of Woodland Grove at Woodland Grove.

Our concern was why the boundary of our property and road access fronting the A93 North Deeside Road had only recently been outlined in red? I have enclosed Figure 52 from the CALA, Oldfold, Milltimber, Design and Access Statement showing this. My main concern was that the access to the CALA development could be taken closely to East Drive (the access road to Oldfold Farm), which lies adjacent to our property. This would affect the access we currently enjoy, and if permitted would devalue our property and therefore I would strongly object to this. It would also restrict further the already extremely poor and dangerous access to Oldfold Farm. We have been assured by CALA that Figure 51 from the CALA Design and Access Statement is only an indicative layout and that the access to their development will be centrally located between East Drive and Murtle Den Road.

CALA confirmed ground conditions and topography dictate this, and the "New Access" is shown on Figure 52 of the CALA Design and Access Statement. Furthermore we have been informed by CALA that East Drive will not be used for construction vehicles for the CALA development and will remain the access to Oldfold Farm. Whilst East Drive is adopted my understanding is that it would not meet with current adoption standards because it can not achieve the correct visibility splays to access the A93 North Deeside Road. East Drive is a single track road with limited passing spaces, leading to Oldfold Farm.

Continued

In general we are very happy with the proposed layout and design and look forward to seeing the development gaining planning consent and construction works starting.

Yours faithfully

Rob Knox

- Enclosures: Fig 51 & 52 from the CALA Design and Access Statement

Fig 51

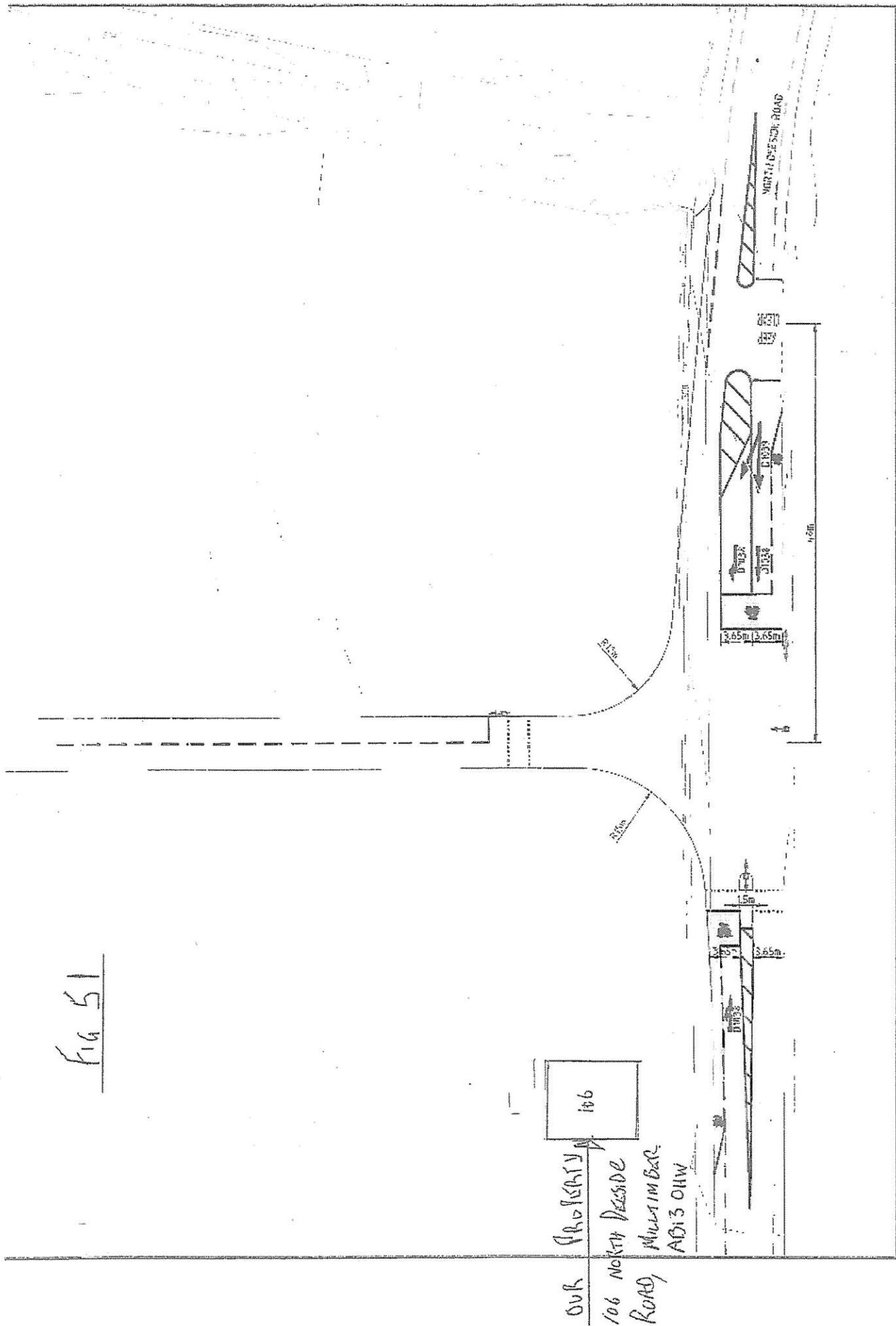


fig. 51: Indicative layout for junction with A93.

Fig 52

LEGEND

- Location of Junction to A69
- ▬ Primary Street connection
- ▬ Primary Streets
- ▬ Secondary Street
- ▬ Minor Street
- ▬ Minor Street (Single Sided)

OUR PROPERTY  
106 NORTHDESSIDE  
ROAD, MUMFORD.  
AB13 0HW

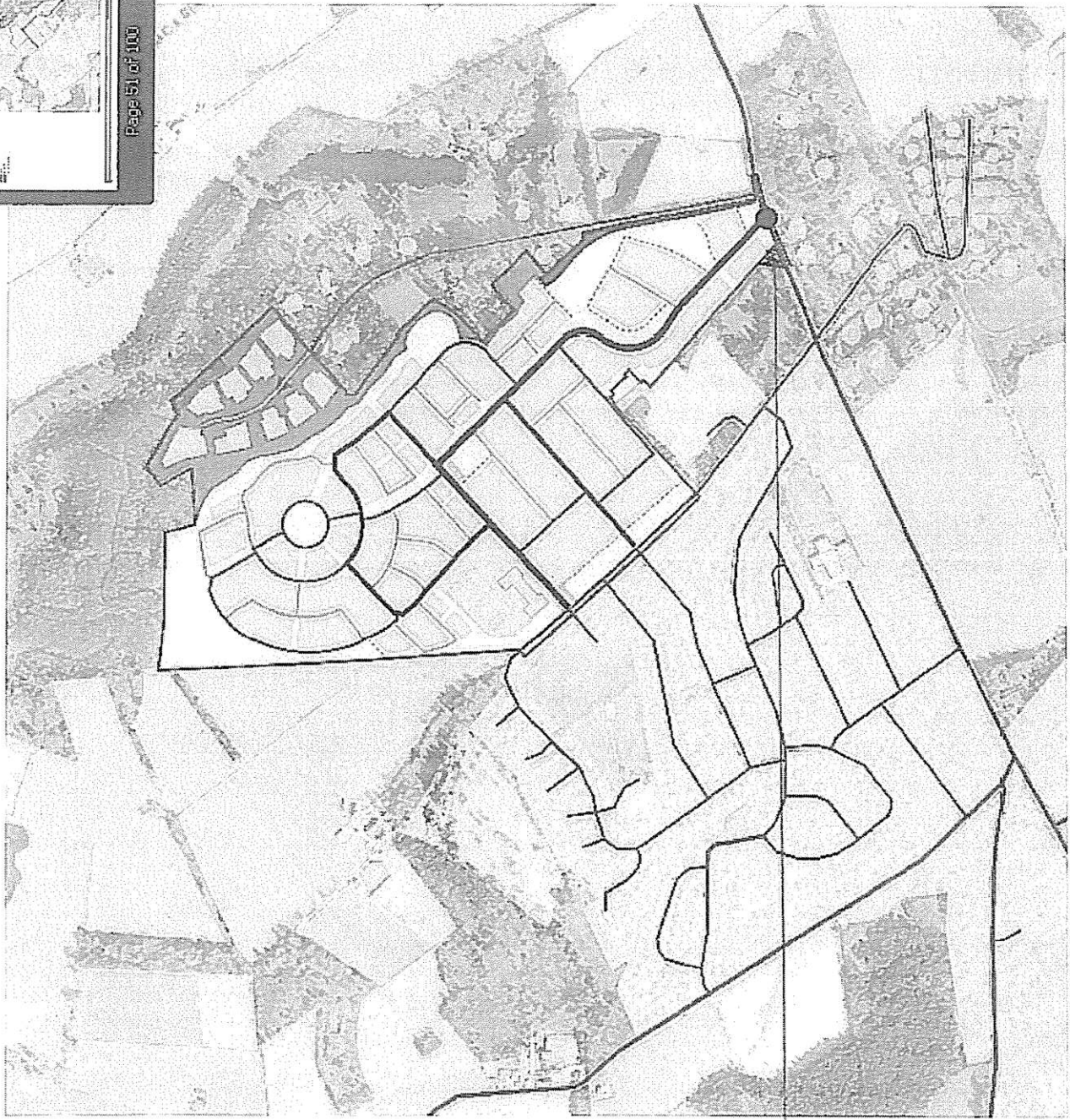


Fig. 52: Proposed street hierarchy.

**Mr & Mrs George W Knox**

Finnan Lodge, Old Inn Road, Findon, Aberdeen, AB12 3RT. Tel: t  
Email: t

Development Management  
Enterprise, Planning and Infrastructure  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

02/04/2013

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Continued

In general we are very happy with the proposed layout and design and look forward to seeing the development gaining planning consent and construction works starting.

Yours faithfully

 George W Knox

Shenac Knox

- Enclosures: Fig 51 & 52 from the CALA Design and Access Statement
- Also sent via email



Fig 51

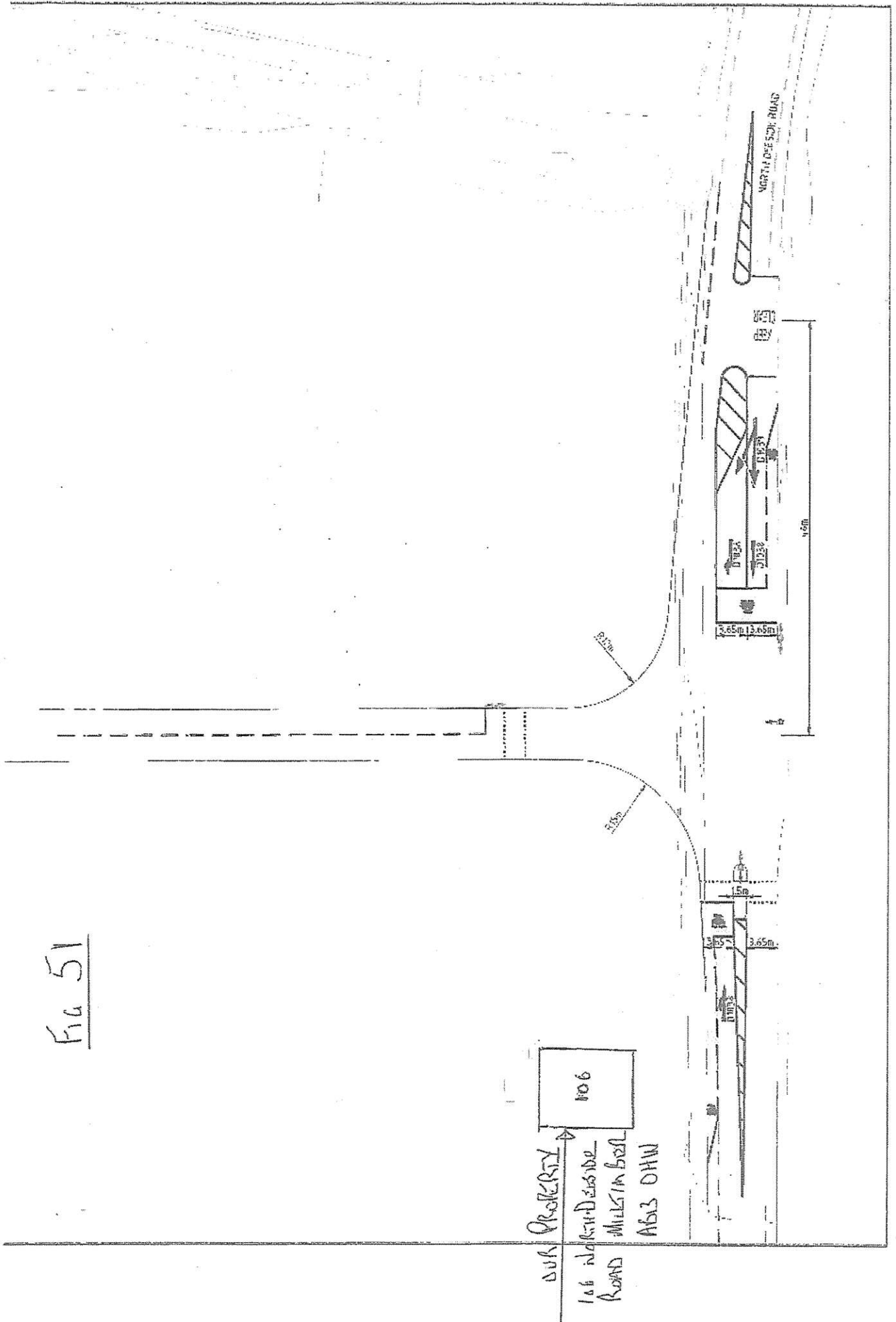


fig. 51: Indicative layout for junction with A93.

FIG 52

LEGEND

-  County of Orange
-  Property Subject to Easement
-  Easement
-  Property Line
-  Survey
-  Other
-  Unknown

OUR PROPERTY  
106 NORTH DASSIDE  
ROAD, MOUNTAIN VIEW,  
ADISON



**Bonally**  
**Murtle Den Road**  
**Milltimber**  
**AB13 0HS**  
Telephone (

Aberdeen City Council  
Planning Reception  
Planning & Sustainable Development  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

8 April, 2013

Dear Sirs,

**Planning Application Number 130378**

I have received the Neighbour Notification Notice dated 24 March and wish to comment on the application for planning permission in principle submitted by CALA Management Limited and The Seven Incorporated Trades of Aberdeen Trades Widows' Fund (the "Applicant"). I understand that the Council will take my comments into account before the application is determined.

At this point I should mention that:

- my home at Bonally is situated both to the south-east and to the north-west of the proposed development and will be very much affected by it - particularly by the houses which the Applicant wishes to build at the top of Murtle Den Road ("MDR") and
- my comments relate only to that part of the application relating to MDR and the nine houses which the Applicant wishes to build at the top of MDR. This I believe is referred to as development block U in the Masterplan prepared by the Applicant. I will refer to these houses as the "Development" from now on in.

My comments relate essentially to three matters. These are – in no particular order:

**MDR**

MDR is a private access road serving the 13 properties which currently exist with planning permission having recently been granted for two more – a total of 15

:15

properties. Each house has its own exclusive access to MDR. The metalled surface of the road is about 3m wide for most of its length although it does widen after it passes the front gates to Bonally (about three quarters of the way up the road). There are currently two passing places both on the east side of MDR – one at the junction with the North Deeside Road (“NDR”) and the other about half way up MDR. There are no pavements and there is no street lighting.

MDR is about half a mile long and with the existing properties spaced out over its entire length (not everyone going to or coming from the existing properties whether in vehicles, by bicycle or on foot needs to travel the whole length of MDR) it can cope with the current “load” although there can be spikes at peak times e.g. morning and evening rush hours and at lunch time.

I understand that the Applicant proposes that MDR remain a private access road but that a new access be created linking the Development to MDR and that the Development be connected to the ACC Aspiration Path API0.

The Development is to consist of a concentrated cluster of houses at the top of MDR which if it goes ahead must substantially increase the “load” on MDR essentially along its whole length. I don’t think that there is any doubt that MDR in its present state could not cope with this increased “load”. It would have to be improved (a) to cope with the increased load - it would have to be widened to allow vehicles to pass each other without the need for passing places and (b) for road and personal safety reasons at least a pavement and possibly street lighting would have to be provided for the safety of pedestrians and cyclists using MDR. It seems from the Masterplan that the Applicant may be proposing to upgrade MDR with the existing road becoming a “Secondary Street” and the new extension into the Development being a “Minor Street” both as defined in the Masterplan. This proposal to differentiate between the existing MDR and the extension into the Development will in itself create difficulties particularly with large service/delivery vehicles. MDR is and will continue to be a cul-de-sac. However, if the Development proceeds it will now (presumably) terminate in the Development. Provision must be made within the Development to allow large (and indeed any) vehicles to turn on MDR without having to use private driveways or grass verges for the purpose. The provision for turning is inadequate at present and leads to frequent damage to the grass verges necessitating repeated repairs.

Additionally, in the Planning Committee discussions relating to the Planning Permission Decision referred to below much was made of the need to ensure that all properties on MDR had an exclusive access directly to/from MDR. This to protect the amenity and distinctive character of MDR. It seems to me that in this current application the Applicant proposes a “community” separate from the existing properties on MDR but connected to MDR by a single narrow access road. The differentiation of the street type - Minor rather than Secondary - supports this view. All of the houses within the Development will be connected to this new access and from there will all access MDR from this single point. The existing properties on MDR will have no legal right to use this new access. This scenario seems to me to be completely at odds with the principles discussed and agreed by the Council in the Planning Permission Decision mentioned above.

MS

In these circumstances I urge the Council (if planning permission is to be granted) to make it a condition of any grant of planning permission that the Applicant be required (a) to bring MDR (along its whole length – including the “extension” into the Development) up to at least a Secondary Street standard (including provision within the Development for vehicles (large and small) to turn without using private driveways and/or encroaching on verges) and which would enable the Roads Authority to adopt MDR (as extended) as a public road; (b) to require this to be done when the Development is completed and (c) (if and until MDR is adopted as a public road) to grant to the existing property owners on MDR legal rights to use the “extension” into the Development as if it were in fact part of MDR and to agree with the existing property owners a fair and equitable scheme or arrangement for the on-going repair and maintenance of MDR by all of those entitled to use it.

This brings me to a land ownership issue. Whilst I understand that this might not be regarded as strictly a material planning consideration I have noted from a recent Planning Permission Decision (ref: P120919 - see condition (13)) granted by the Council that “*satisfactory access to the plots*” must be provided and “*constructed and ready for use prior to commencement of the construction work on the foundations of the proposed dwellinghouses*”. I understand that this condition was inserted because of a disagreement between the applicant and an objector as to the ownership of the land required for the access in question. A similar situation may arise here if MDR is to be widened (as surely it must) as a condition of the grant of planning permission for the Development and hence on that assumption I assume that the Council will follow the precedent it set in this Planning Permission Decision in determining the current application. By way of explanation it is clear that the section of MDR where it abuts the property known as Inchyra is no more 3m or so wide. In the Masterplan a Secondary Street is defined as generally consisting of a carriageway of 5.5m wide with 2m wide footways on either side. Accepting that, it seems clear that without the agreement of the owners of Inchyra and/or the owners of the property opposite Inchyra (on the east side of MDR) MDR cannot be widened beyond the extent of the current metalled surface i.e. 3m or thereby. In an effort to be helpful I enclose a copy of a **plan** showing the boundaries of Inchyra simply for your reference. The Applicant has already been given a copy of the plan as also the opportunity to check its accuracy on the ground.

Again whilst perhaps not a material planning consideration it is of great concern to me (as someone who must share in the costs of maintaining MDR) to know how - if MDR is not to be adopted as a public road - are the costs of its on-going maintenance, repair and renewal to be apportioned and paid for? At present the “existing owners” pay for maintenance and repairs on a “frontage” basis. This liability does not extend to maintaining footways or street lighting none of which currently exist. It would be unfair for the individual owners within the Development who would have to travel along the whole of the existing road to have no liability at all for the maintenance of MDR save for the “extension” within the Development. Additionally, the connection of the Development to ACC Aspiration Path AP10 will undoubtedly create additional pedestrian traffic (and perhaps bicycles) along MDR as members of the public not resident in the Development use it for recreational and other purposes. It would not be a great stretch of the imagination to foresee MDR becoming in due course a public right of way. This “public access” doesn’t sit well with the plan to retain MDR as a private (and privately maintained) access road.

MS

### **The junction of MDR with the North Deeside Road ("NDR")**

At present the junction of MDR with the NDR is remote from the junction of other roads with the NDR. The nearest junction is the traffic light controlled junction with Binghill Road to the west. Even with the existing "load" on MDR it can be very difficult indeed to turn into or out of MDR from/to the NDR because of the relatively constant traffic flow on the NDR. This is particularly so at peak times in the morning, lunchtime and evening although it can be difficult at any time of the day particularly if you wish to turn right from MDR on to the NDR. Pedestrians or cyclists trying to cross the NDR to reach the bus stop on the south side or to cycle west take their lives in their hands.

It can also be difficult if not dangerous – given the curve and width of the NDR at that point – to turn right into MDR from the NDR. A badly positioned or large vehicle turning right into MDR can (and often does at present) effectively block the NDR. On more than one occasion a vehicle travelling west on the NDR has almost collided with a stationary vehicle waiting to turn into MDR. MDR is not visible to drivers travelling west on the NDR until they are almost upon it. I think that (given the proximity to the Binghill Road junction) "sleepy" drivers travelling west on the NDR don't expect a vehicle to be stationary opposite MDR.

Creating a new major junction (presumably also controlled by traffic lights) squeezed into the narrow corridor between MDR and the entrance to the Tor-na-Dee Lodge house funnelling (as it must) the residents of some 550 new homes and employees, visitors and others to and from these homes, the new school and commercial premises etc. can only substantially increase the current traffic flow on the NDR with the attendant knock on effect of greatly increasing the delay and danger to me and the other owners of properties on MDR and our visitors. If you couple that with the increase in vehicular and pedestrian traffic which must follow completion of the Development and the connection to the ACC Aspirational Path AP10 the risks must increase again.

It seems to me that if MDR is to remain a private access road as at present then for the reasons set out above either the Development should be accessed not from MDR but from the main site which the Applicant intends to develop and be linked to the new internal road layout the Applicant intends to construct (thus avoiding any increase in the current load on MDR) or alternatively MDR must be re-routed to connect to this new internal road layout and not be connected directly to the NDR. This latter suggestion is not likely to find favour with the current property owners on MDR and cannot be imposed upon them by the Applicant.

### **The destruction of the character of the existing MDR environment**

Much play has been made in the consultation process and in the Masterplan of retaining the distinctive character and environment of MDR and to be fair to the Applicant much has been proposed in relation to the natural barrier e.g. tree belts etc. separating the main development site from MDR which is particularly helpful to me (given the location of Bonally) and doubtless to my neighbours. However, this good work is undone by the Development. The Development would in my view completely

MS

destroy the existing character of MDR. At present there are 13 properties of various styles and ages spaced out over the half mile length of MDR (five on the west and eight on the east). Property owners and their visitors turn off MDR at points all along MDR with very few travelling the length of MDR – save for vehicles turning at the top. This keeps traffic speeds low and pedestrians, cyclists and animals safe. The environment is quiet and tranquil with no need for pavements and/or intrusive street lighting.

The Development envisages a “community” of nine new (in the sense of modern styles and doubtless very similar in appearance) houses in a concentrated cluster at the top of MDR with MDR “improved” to Secondary Street status with the “access” from MDR to the Development via a narrow single private access which the existing property owners on MDR can’t use. MDR is still to be a private access road. I can’t see how this plan preserves the existing character and environment of MDR in any way. It effectively creates two separate and distinct communities - the existing and the new – each completely at odds with the other. Further, everyone visiting the Development must travel the whole length of MDR which will almost certainly increase traffic speeds – why slow down when you know you have half a mile to travel before reaching the Development. If you couple this with the increased traffic flow which the Development must generate and the increased pedestrian traffic generated too (including non-resident traffic flowing from the connection to ACC Aspirational Path AP10) there can be nothing but a significant negative impact on the character and environment of MDR as it presently exists.

In my view the Development is an “over-development” if it is to be accessed from MDR. A maximum of three to five houses rather than nine would be more in keeping with the existing character of MDR with MDR being the same width etc. along its whole length including the extension into the Development. This would give the Development a “unity” with MDR which the current applicant doesn’t provide. Clearly, if the Development were to be accessed not from MDR but from the new road layout on the main site (which I consider would be much more appropriate for the reasons set out in this letter) with no access to MDR then nine houses would be more acceptable although not desirable.

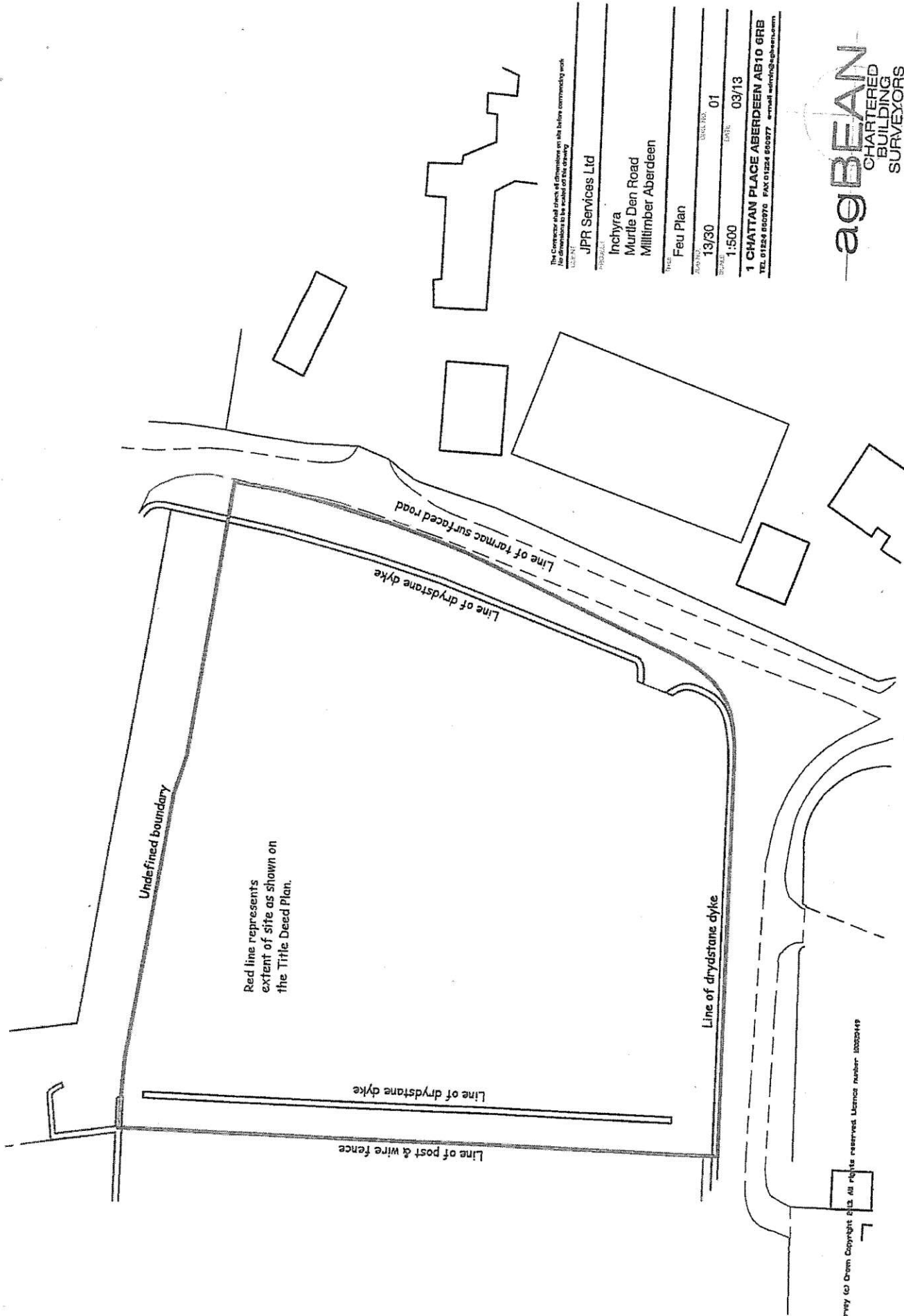
I hope that my comments are clear and understandable. If you have any queries or questions please don’t hesitate to call me. It would be helpful if you could acknowledge safe receipt.

In closing can you confirm that the application will be dealt with by the Planning Committee rather than under delegated powers and if so when and where the Planning Committee Meeting will take place. I understand that I will not be able to address the Planning Committee but I would like to attend the meeting to hear the Committee’s deliberations and decision in the matter.

Yours faithfully,

Mrs Moira Sinclair

MS



The Contractor shall check all dimensions on the before commencing work  
 and be responsible to the extent of the drawing.

JPR Services Ltd  
 PROJECT

Inchyra  
 Murtle Den Road  
 Milltimber Aberdeen

FILE: Feu Plan

DATE: 13/30

SCALE: 1:500

DATE: 03/13

1 CHATTAN PLACE ABERDEEN AB10 6RB  
 TEL 01224 600970 FAX 01224 600977 email [info@agbean.com](mailto:info@agbean.com)

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**Bonally**  
**Murtle Den Road**  
**Milltimber**  
**AB13 0HS**  
Telephone

Aberdeen City Council  
Planning Reception  
Planning & Sustainable Development  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB

8 April, 2013

Dear Sirs,

**Planning Application Number 130378**

I have received the Neighbour Notification Notice dated 24 March and wish to comment on the application for planning permission in principle submitted by CALA Management Limited and The Seven Incorporated Trades of Aberdeen Trades Widows' Fund (the "Applicant"). I understand that the Council will take my comments into account before the application is determined.

At this point I should mention that:

- my home at Bonally is situated both to the south-east and to the north-west of the proposed development and will be very much affected by it - particularly by the houses which the Applicant wishes to build at the top of Murtle Den Road ("MDR") and
- my comments relate only to that part of the application relating to MDR and the nine houses which the Applicant wishes to build at the top of MDR. This I believe is referred to as development block U in the Masterplan prepared by the Applicant. I will refer to these houses as the "Development" from now on in.

My comments relate essentially to three matters. These are – in no particular order:

**MDR**

MDR is a private access road serving the 13 properties which currently exist with planning permission having recently been granted for two more – a total of 15



properties. Each house has its own exclusive access to MDR. The metalled surface of the road is about 3m wide for most of its length although it does widen after it passes the front gates to Bonally (about three quarters of the way up the road). There are currently two passing places both on the east side of MDR – one at the junction with the North Deeside Road (“NDR”) and the other about half way up MDR. There are no pavements and there is no street lighting.

MDR is about half a mile long and with the existing properties spaced out over its entire length (not everyone going to or coming from the existing properties whether in vehicles, by bicycle or on foot needs to travel the whole length of MDR) it can cope with the current “load” although there can be spikes at peak times e.g. morning and evening rush hours and at lunch time.

I understand that the Applicant proposes that MDR remain a private access road but that a new access be created linking the Development to MDR and that the Development be connected to the ACC Aspiration Path AP10.

The Development is to consist of a concentrated cluster of houses at the top of MDR which if it goes ahead must substantially increase the “load” on MDR essentially along its whole length. I don’t think that there is any doubt that MDR in its present state could not cope with this increased “load”. It would have to be improved (a) to cope with the increased load - it would have to be widened to allow vehicles to pass each other without the need for passing places and (b) for road and personal safety reasons at least a pavement and possibly street lighting would have to be provided for the safety of pedestrians and cyclists using MDR. It seems from the Masterplan that the Applicant may be proposing to upgrade MDR with the existing road becoming a “Secondary Street” and the new extension into the Development being a “Minor Street” both as defined in the Masterplan. This proposal to differentiate between the existing MDR and the extension into the Development will in itself create difficulties particularly with large service/delivery vehicles. MDR is and will continue to be a cul-de-sac. However, if the Development proceeds it will now (presumably) terminate in the Development. Provision must be made within the Development to allow large (and indeed any) vehicles to turn on MDR without having to use private driveways or grass verges for the purpose. The provision for turning is inadequate at present and leads to frequent damage to the grass verges necessitating repeated repairs.

Additionally, in the Planning Committee discussions relating to the Planning Permission Decision referred to below much was made of the need to ensure that all properties on MDR had an exclusive access directly to/from MDR. This to protect the amenity and distinctive character of MDR. It seems to me that in this current application the Applicant proposes a “community” separate from the existing properties on MDR but connected to MDR by a single narrow access road. The differentiation of the street type - Minor rather than Secondary - supports this view. All of the houses within the Development will be connected to this new access and from there will all access MDR from this single point. The existing properties on MDR will have no legal right to use this new access. This scenario seems to me to be completely at odds with the principles discussed and agreed by the Council in the Planning Permission Decision mentioned above.

W

In these circumstances I urge the Council (if planning permission is to be granted) to make it a condition of any grant of planning permission that the Applicant be required (a) to bring MDR (along its whole length – including the “extension” into the Development) up to at least a Secondary Street standard (including provision within the Development for vehicles (large and small) to turn without using private driveways and/or encroaching on verges) and which would enable the Roads Authority to adopt MDR (as extended) as a public road; (b) to require this to be done when the Development is completed and (c) (if and until MDR is adopted as a public road) to grant to the existing property owners on MDR legal rights to use the “extension” into the Development as if it were in fact part of MDR and to agree with the existing property owners a fair and equitable scheme or arrangement for the on-going repair and maintenance of MDR by all of those entitled to use it.

This brings me to a land ownership issue. Whilst I understand that this might not be regarded as strictly a material planning consideration I have noted from a recent Planning Permission Decision (ref: P120919 - see condition (13)) granted by the Council that “*satisfactory access to the plots*” must be provided and “*constructed and ready for use prior to commencement of the construction work on the foundations of the proposed dwellinghouses*”. I understand that this condition was inserted because of a disagreement between the applicant and an objector as to the ownership of the land required for the access in question. A similar situation may arise here if MDR is to be widened (as surely it must) as a condition of the grant of planning permission for the Development and hence on that assumption I assume that the Council will follow the precedent it set in this Planning Permission Decision in determining the current application. By way of explanation it is clear that the section of MDR where it abuts the property known as Inchyra is no more 3m or so wide. In the Masterplan a Secondary Street is defined as generally consisting of a carriageway of 5.5m wide with 2m wide footways on either side. Accepting that, it seems clear that without the agreement of the owners of Inchyra and/or the owners of the property opposite Inchyra (on the east side of MDR) MDR cannot be widened beyond the extent of the current metalled surface i.e. 3m or thereby. In an effort to be helpful I enclose a copy of a **plan** showing the boundaries of Inchyra simply for your reference. The Applicant has already been given a copy of the plan as also the opportunity to check its accuracy on the ground.

Again whilst perhaps not a material planning consideration it is of great concern to me (as someone who must share in the costs of maintaining MDR) to know how - if MDR is not to be adopted as a public road - are the costs of its on-going maintenance, repair and renewal to be apportioned and paid for? At present the “existing owners” pay for maintenance and repairs on a “frontage” basis. This liability does not extend to maintaining footways or street lighting none of which currently exist. It would be unfair for the individual owners within the Development who would have to travel along the whole of the existing road to have no liability at all for the maintenance of MDR save for the “extension” within the Development. Additionally, the connection of the Development to ACC Aspiration Path AP10 will undoubtedly create additional pedestrian traffic (and perhaps bicycles) along MDR as members of the public not resident in the Development use it for recreational and other purposes. It would not be a great stretch of the imagination to foresee MDR becoming in due course a public right of way. This “public access” doesn’t sit well with the plan to retain MDR as a private (and privately maintained) access road.

*M*

### **The junction of MDR with the North Deeside Road ("NDR")**

At present the junction of MDR with the NDR is remote from the junction of other roads with the NDR. The nearest junction is the traffic light controlled junction with Binghill Road to the west. Even with the existing "load" on MDR it can be very difficult indeed to turn into or out of MDR from/to the NDR because of the relatively constant traffic flow on the NDR. This is particularly so at peak times in the morning, lunchtime and evening although it can be difficult at any time of the day particularly if you wish to turn right from MDR on to the NDR. Pedestrians or cyclists trying to cross the NDR to reach the bus stop on the south side or to cycle west take their lives in their hands.

It can also be difficult if not dangerous – given the curve and width of the NDR at that point – to turn right into MDR from the NDR. A badly positioned or large vehicle turning right into MDR can (and often does at present) effectively block the NDR. On more than one occasion a vehicle travelling west on the NDR has almost collided with a stationary vehicle waiting to turn into MDR. MDR is not visible to drivers travelling west on the NDR until they are almost upon it. I think that (given the proximity to the Binghill Road junction) "sleepy" drivers travelling west on the NDR don't expect a vehicle to be stationary opposite MDR.

Creating a new major junction (presumably also controlled by traffic lights) squeezed into the narrow corridor between MDR and the entrance to the Tor-na-Dee Lodge house funnelling (as it must) the residents of some 550 new homes and employees, visitors and others to and from these homes, the new school and commercial premises etc. can only substantially increase the current traffic flow on the NDR with the attendant knock on effect of greatly increasing the delay and danger to me and the other owners of properties on MDR and our visitors. If you couple that with the increase in vehicular and pedestrian traffic which must follow completion of the Development and the connection to the ACC Aspirational Path AP10 the risks must increase again.

It seems to me that if MDR is to remain a private access road as at present then for the reasons set out above either the Development should be accessed not from MDR but from the main site which the Applicant intends to develop and be linked to the new internal road layout the Applicant intends to construct (thus avoiding any increase in the current load on MDR) or alternatively MDR must be re-routed to connect to this new internal road layout and not be connected directly to the NDR. This latter suggestion is not likely to find favour with the current property owners on MDR and cannot be imposed upon them by the Applicant.

### **The destruction of the character of the existing MDR environment**

Much play has been made in the consultation process and in the Masterplan of retaining the distinctive character and environment of MDR and to be fair to the Applicant much has been proposed in relation to the natural barrier e.g. tree belts etc. separating the main development site from MDR which is particularly helpful to me (given the location of Bonally) and doubtless to my neighbours. However, this good work is undone by the Development. The Development would in my view completely

destroy the existing character of MDR. At present there are 13 properties of various styles and ages spaced out over the half mile length of MDR (five on the west and eight on the east). Property owners and their visitors turn off MDR at points all along MDR with very few travelling the length of MDR – save for vehicles turning at the top. This keeps traffic speeds low and pedestrians, cyclists and animals safe. The environment is quiet and tranquil with no need for pavements and/or intrusive street lighting.

The Development envisages a “community” of nine new (in the sense of modern styles and doubtless very similar in appearance) houses in a concentrated cluster at the top of MDR with MDR “improved” to Secondary Street status with the “access” from MDR to the Development via a narrow single private access which the existing property owners on MDR can’t use. MDR is still to be a private access road. I can’t see how this plan preserves the existing character and environment of MDR in any way. It effectively creates two separate and distinct communities - the existing and the new – each completely at odds with the other. Further, everyone visiting the Development must travel the whole length of MDR which will almost certainly increase traffic speeds – why slow down when you know you have half a mile to travel before reaching the Development. If you couple this with the increased traffic flow which the Development must generate and the increased pedestrian traffic generated too (including non-resident traffic flowing from the connection to ACC Aspirational Path AP10) there can be nothing but a significant negative impact on the character and environment of MDR as it presently exists.

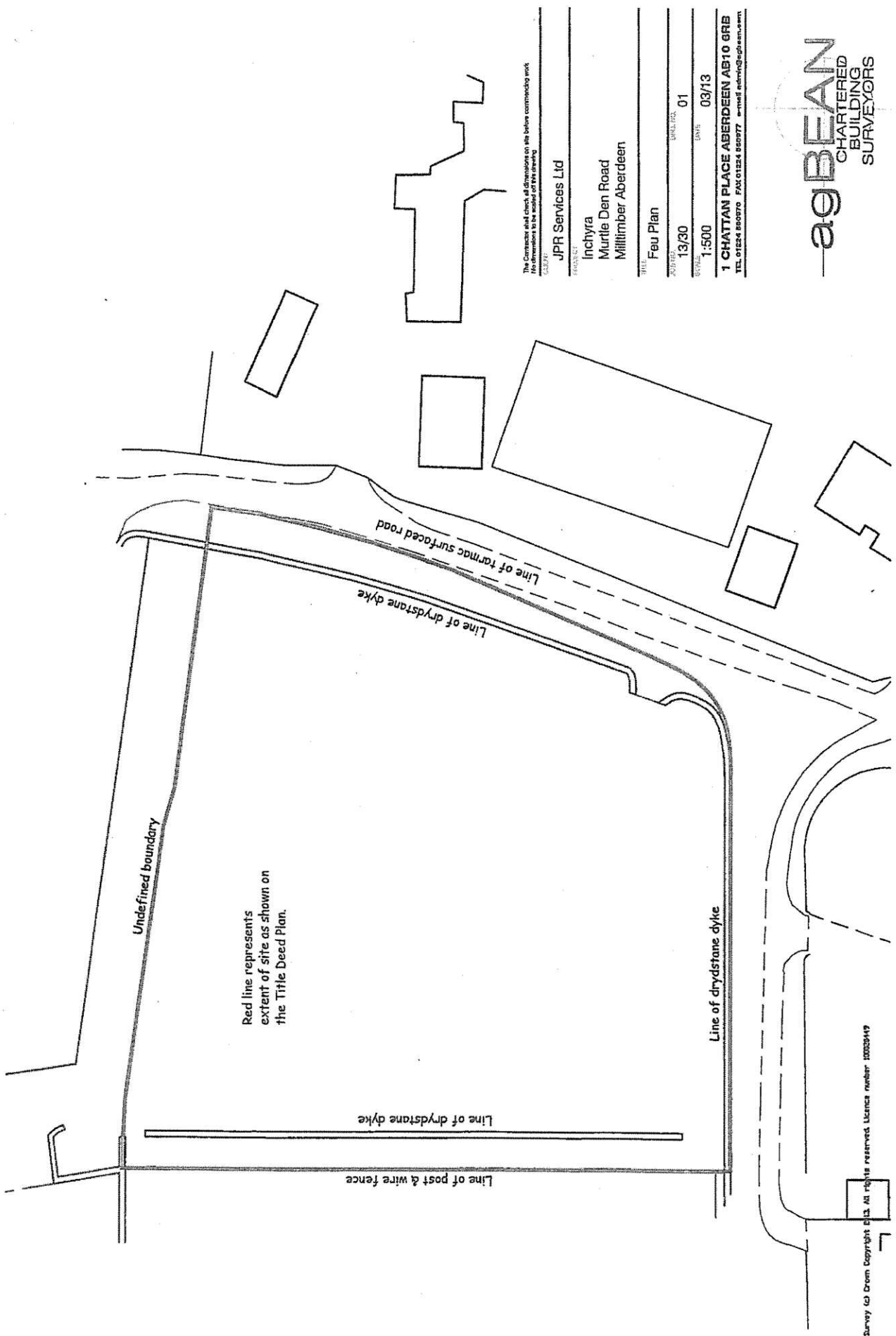
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I hope that my comments are clear and understandable. If you have any queries or questions please don’t hesitate to call me. It would be helpful if you could acknowledge safe receipt.

In closing can you confirm that the application will be dealt with by the Planning Committee rather than under delegated powers and if so when and where the Planning Committee Meeting will take place. I understand that I will not be able to address the Planning Committee but I would like to attend the meeting to hear the Committee’s deliberations and decision in the matter.

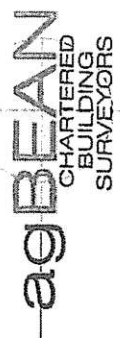
Yours faithfully

John W Sinclair



The Contractor shall check all dimensions on site before commencing work.  
 No dimensions to be scaled off this drawing.  
 03/2013

JPR Services Ltd	
PROJECT	
Inchyra	
Murtle Den Road	
Milltimber Aberdeen	
TITLE	
Feu Plan	
DATE	03/13
SCALE	1:500
DATE	13/30
SCALE	DATE
DATE	01
DATE	03/13
1 CHATTAN PLACE ABERDEEN AB10 6RB	
TEL 01224 800070 FAX 01224 800077 email <a href="mailto:enquiries@agbean.com">enquiries@agbean.com</a>	



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**From:** <webmaster@aberdeencity.gov.uk>  
**To:** <pi@aberdeencity.gov.uk>  
**Date:** 02/04/2013 14:06  
**Subject:** Planning Comment for 130378

Comment for Planning Application 130378

Name : George Knox  
Address : Finnan Lodge  
Old Inn Road  
Findon  
Aberdeen  
AB12 3RT

Telephone :  
Email :  
type :  
Comment : Dear Sir/Madam

I can confirm I am one of the new owners of Tor Na Dee Lodge, 106, North Deeside Road, Milltimber, Aberdeen, AB13 0HW.

On the 28th March 2013, we were invited by Peter Evans Chairperson of Woodland Grove Residents Committee to attend a meeting with CALA and the residents of Woodland Grove at Woodland Grove.

Our concern was why the boundary of our property and road access fronting the A93 North Deeside Road had only recently been outlined in red? Please see Figure 52 from the CALA, Oldfold, Milltimber, Design and Access Statement showing this. My main concern was that the access to the CALA development could be taken closely to East Drive (the access road to Oldfold Farm), which lies adjacent to our property. This would affect the access we currently enjoy, and if permitted would devalue our property and therefore I would strongly object to this. It would also restrict further the already extremely poor and dangerous access to Oldfold Farm. We have been assured by CALA that Figure 51 from the CALA Design and Access Statement is only an indicative layout and that the access to their development will be centrally located between East Drive and Murtle Den Road.

CALA confirmed ground conditions and topography dictate this, and the 'New Access' is shown on Figure 52 of the CALA Design and Access Statement.

Furthermore we have been informed by CALA that East Drive will not be used for construction vehicles for the CALA development and will remain the access to Oldfold Farm. Whilst East Drive is adopted my understanding is that it would not meet with current adoption standards because it can not achieve the correct visibility splays to access the A93 North Deeside Road. East Drive is a single track road with limited passing spaces, leading to Oldfold Farm.

In general we are very happy with the proposed layout and design, and look forward to seeing the development gaining planning consent and construction works starting.

Yours faithfully

George W Knox

**From:** <webmaster@aberdeencity.gov.uk>  
**To:** <pi@aberdeencity.gov.uk>  
**Date:** 07/04/2013 12:47  
**Subject:** Planning Comment for 130378

Comment for Planning Application 130378

Name : Peter Evans  
 Address : 90 Bingham Hill Grove  
 Milltimber  
 AB13 0HF

Telephone  
 Email  
 type :

Comment : In the Design & Access Statement there is reference to:  
 P34 Western Boundary

- Enhanced Woodland
  - No connections promoted across Tornadee Private Site
- There are no details of planting; or preventing connections?  
 It appears that the Oldfold Farm Lane; and cottage is outside of the proposed development.

P49 Re-location of Bus Stops on A93

- Which ones?
- To where?

P49 Traffic Signals, phased with existing,

- Will Pedestrian control be retained at Bingham Hill Road Junction?

P55/ P59 Blocks A, B, C Low Density 22, 7, 30 on Eastern Boundary

- These form part of Phase 1 with Block U
- If this sequence of development is adhered to it will help to form an important screen for the Eastern boundary of our development.

P56 Block G Mixed Use;

- Appears to have (Vehicle) access directly onto Bingham Hill Road, how will this impact on traffic volumes on the southern section of Bingham Hill Road?

P56 Block K Primary School

- The vehicle access is from inside the development?
- (P76 Safe Routes to School) Provides pedestrian access to the school from Bingham Hill Road, what about parking on Bingham Hill Road, or at Block G?
- Parents WILL park anywhere to drop off; witness the mayhem currently on Bingham Hill Road and Crescent at school times!

P81 Gateway to Milltimber' from A93

- Sounds idyllic, low walls, trees etc, is that going to be reality?
  - Will the Entrance; be completed at the start with Phase 1?
- Along with the other residents of Woodland Grove, I attended a presentation by CALA Homes recently and the overall impression is favourable, IF the safeguards to protect our site are adhered to.



39 Bingham Road

Milltimber

Aberdeen

AB13 0JH

29 March 2013

Dear Sirs,

App.130378 Oldfold

Contrary Issues not considered by this application have been previously stated. Important among these are

1. The already serious inadequacy of the road and transport system for commuters in and out of Aberdeen. The AWPR will do nothing to correct this.
2. The failure to consider the effect of a massive increase in resident numbers on basic facilities such as medical provision. In this particular respect the existing medical practices are already oversubscribed.
3. The greenbelt designation was made for good reason. Supposedly long term planning, which evidently changes as planners come and go, is valueless but expensive.

Yours sincerely

P E Brown (Owner)

Aberdeen City Council

Planning & Sustainable Development

Marischal College

**From:** <webmaster@aberdeencity.gov.uk>  
**To:** <pi@aberdeencity.gov.uk>  
**Date:** 26/03/2013 14:46  
**Subject:** Planning Comment for 130378

Comment for Planning Application 130378  
Name : Captain & Mrs A Woodward  
Address : 69, Bingham Grove,  
Milltimber,  
Aberdeen.  
AB13 0HF

Telephone :

Email :

type :

Comment : We object to this development on the following grounds:

1. No provision for any form of Medical facilities either Doctor or Dentist within the actual development. Provision of extra facility at Peterculter medical centre is grossly insufficient due to distance from the development site.
2. Massive increase in traffic and traffic disruption on North Deeside road. (It is not known what reduction of traffic will occur when AWPR is completed so any present traffic assessments/projections are useless.)
3. No apparent indication that steps will be taken by the Developers to ensure that the privacy of Woodland Grove grounds and amenities will be maintained as no measures taken to secure the boundary between the development site and Woodland Grove/Tor Na Dee complex.
4. Further housing development in the area is not required.

**From:** <webmaster@aberdeencity.gov.uk>  
**To:** <pi@aberdeencity.gov.uk>  
**Date:** 11/04/2013 21:48  
**Subject:** Planning Comment for 130378

Comment for Planning Application 130378

Name : John Wild  
Address : Owner of:  
The Cottage  
Murtle Den Road  
Milltimber  
AB13 0HS

Telephone :

Email :

type :

Comment : My property is the most affected by the application to build nine houses on an extension to Murtle Den Road (MDR). It is the former coach house and stables to Bonally and is situated immediately adjacent to MDR at the present cul-de-sac. The front of the building (including main access door and garage door) is 1 metre from the edge of the metalled pavement of MDR. A vehicle reversing onto MDR is at least 1 metre onto the carriageway before the driver has line of sight along the road. A person leaving the house would currently be stepping directly onto a the contiguous pavement of MDR at a natural passing point with significant risk of personal injury. The most effective way to prevent a serious accident would be to create a new dedicated access to the nine plots from the main part of the development, rather than as an extension to the road. Should the proposal to extend the road remain in the final plans it is imperative that steps are taken to direct the line of the road and traffic away from the front of my building. furthermore, as the road is relatively straight the design must include traffic calming measures and measures to prevent the area adjacent to my house becoming a natural passing point.