

KEMNAY COMMUNITY COUNCIL

Chair: Dr Sheila A Simpson FRCP

Sunnyvale
Kemnay
Inverurie
AB515PE

Cc: Garioch Area Committee

October 7th 2015

Mr Bruce Strachan
Planning Officer
Infrastructure Services
Planning & Building Standards
Gordon House
Blackhall Road
INVERURIE
AB51 3WA

Dear Mr Strachan

Planning Application APP/2015/1107

Erect 66 Houses at Bogbeth Road (Land East Of Greystone Road), Kemnay.

At our Council meeting on 24 September 2015, the above application was discussed further with particular regard to the additional document submitted by Fairhurst and entitled "Transportation Statement".

1. We generally welcome the revised proposals to provide a footpath along Bogbeth Road as shown in Drawing 82678 / 1010 B (Appendix C, page 31), see Appendix below, Fig. 1. However, we fail to comprehend the reason for providing the footpath on the west side of Bogbeth road instead of the east side? This revision necessitates crossing Bogbeth Road to use the footpath regardless of intended destination. If the footpath was on the east side of Bogbeth Road, Kemnay Academy pupils would not have to cross the road at all, but just continue along the footpath to join up with the existing footpath which presently terminates at the car park opposite the Skate Park.

The situation is however somewhat confusing when reading para. 4.2.3 on page 11, which states that "*there will be a 1.5 mtr. footway implemented along the west perimeter of the housing developments on the east side of Bogbeth Road which would merge with the existing provision further north*". This conflicts with Drawing 82678 / 1010 B which shows the footpath on the west side of Bogbeth Road, see Appendix below, Fig. 1. This situation requires urgent clarification but in the interests of safety, and creating unnecessary road crossings, we would like to see the footpath constructed on the east side of Bogbeth Road.

2. We welcome the concession in para. 4.4.1 on page 12 that Bogbeth Road will indeed be the "main access" to the development. We are however disappointed with the continued reluctance to upgrade Bogbeth Road from a single track road with passing places to a standard double carriageway up to the entrance to the proposed development. Regardless of appropriately named TRICS "suggested" low level traffic volumes, there are nevertheless good reasons for widening Bogbeth Road, some of which are:

a) There is an intention by Barratt to develop further south as indicated in the estate layout plan which shows two access roads identified as "Proposed future access". Future traffic flow from this future development has not been taken into account.

- b) The single track Bogbeth Road was widened along the eastern boundary of Bogbeth Park to accommodate development of the existing site to the north, which sets a precedent for the continuation of further road widening along Bogbeth Road to accommodate this new development.
- c) Fairhurst has now conceded that the “main access” to the development will be Bogbeth Road. It is surely not best planning practice - and is illogical - to have a double carriageway road as a secondary access, and a single track road with passing places as a main access.
- d) In future years it would be impractical to extend a bus route along Bogbeth Road if it was to remain as a single track road.
- e) There are “existing” parking problems along Bogbeth Road and we would again refer to the photograph, which we included in our original letter of objection and is also included in this representation as shown in Appendix below, Fig. 2.
- f) As a general observation, it seems absurd that in Highlands and Islands region, EU funding is sought for widening single track road networks and yet here in the acknowledged Oil Capital of Europe, a major housebuilder proposes to retain and utilise a single track road.
4. By way of correction, para. 3.3.2, page 10, describes Bogbeth Road as a single track road “primarily used as a route to Kintore adjoining the B994 via Cottown. The writer of the report has clearly not travelled along this route to discover that the tarred road ceases at Woodside of Horner and becomes an un-metalled, rutted farm track unsuitable for vehicles other than tractors and 4x4 vehicles, which then continues as such for approximately one mile before adjoining a tarred road at Whitestones Knackery at Cottown.
5. We would request that when reaching a decision on this application, the Garioch Area Committee consider, in the interests of safety, the imposition of a planning condition requiring the upgrading of Bogbeth Road to the standard eventually decided by the Committee, **prior to** the commencement of any development. This would also maintain traffic flow for existing residents at Leschangie, Horner and Kemnay residents who currently use Bogbeth Road for access and recreational walks to Leschangie Woods.

Yours sincerely,

Dr Sheila A Simpson FRCP
Chair, Kemnay Community Council

David Evans
Kemnay Community Council

Fig. 2

Photo shows Bogbeth Road adjacent to the existing housing development, taken during football event at Bogbeth Park in 2015.

