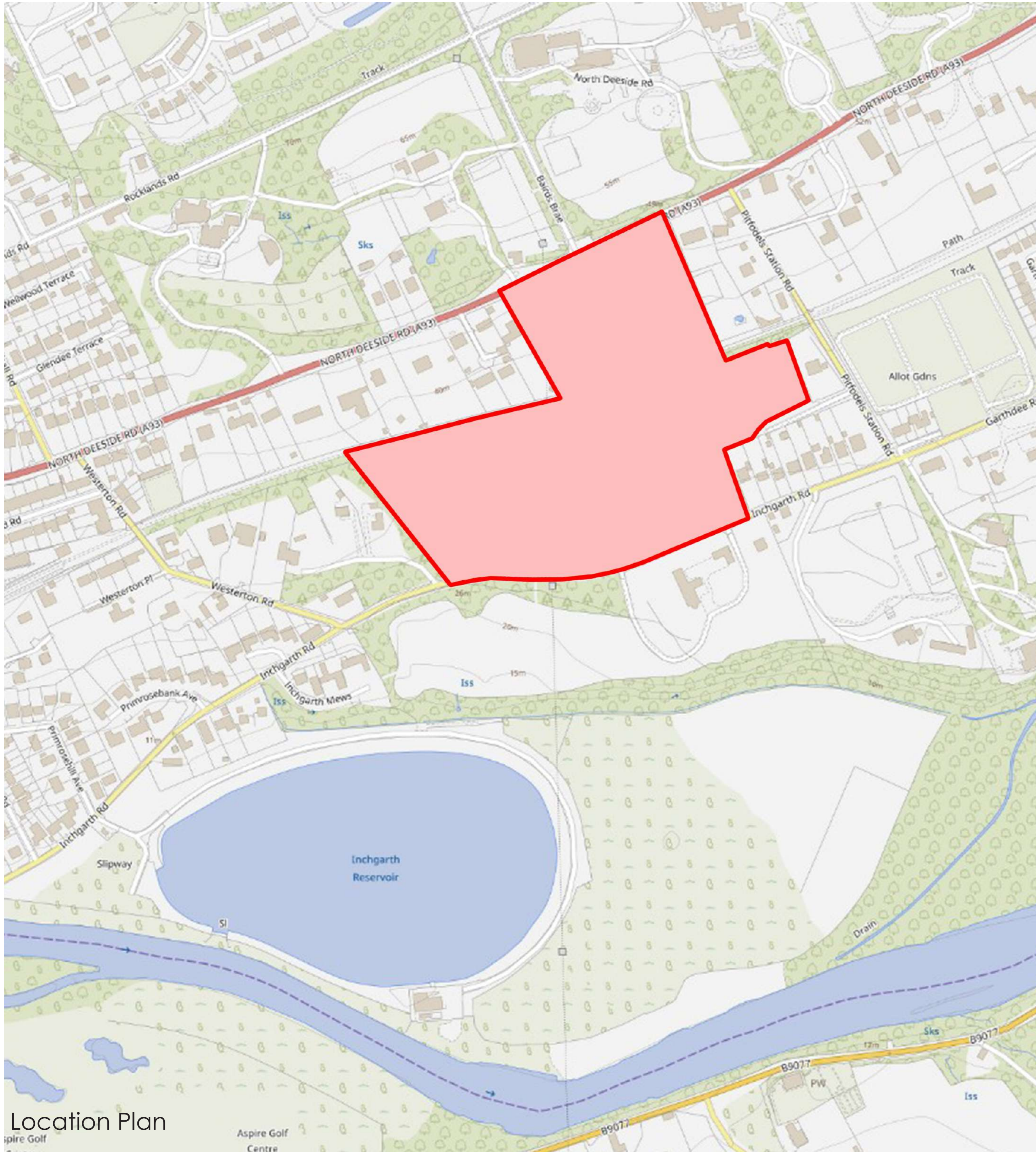


# CALA PITFODELS LAND AT INCHGARTH ROAD WELCOME



## INTRODUCTION AND BACKGROUND

This consultation is being carried out on behalf of Cala Homes for a proposal to provide new homes with associated works and supporting infrastructure at Pitfodels, including a new link road connecting Inchgarth Road and North Deeside Road.

Cala, established as the City of Aberdeen Land Association in 1875, has a long-standing history in shaping the growth of Aberdeen. From the company's foundational land management and leasing schemes in the Rubislaw, Fountainhall and Morningside estates, Cala has had a particular role in shaping the westward growth of the city and this has carried through to the present day with developments like 22 King's Gate, Oldfold Village in Milltimber and Friarsfield in Cults.

As Cala celebrate its 150th anniversary, the company hopes to continue its legacy in the west of Aberdeen with the delivery of new homes at Pitfodels, coupled with significant new infrastructure. The proposal demonstrates Cala's continued commitment to Aberdeen by creating a vibrant, sustainable neighbourhood with much needed new homes and important road improvements, while supporting more than 300 construction jobs.

The site benefits from an existing and live Planning Permission in Principle for a residential development including housing for over 55's, a care home, retail/ community space and the link road. This was approved on 24th March 2023 (ref: 181224/PPP). The existing permission generally gained widespread public support, however efforts to deliver the scheme as it stands were not viable given changes in care home requirements, availability of skilled care professionals and a lack of commercial demand amongst other changes in the local market. Cala are proposing an alternative, viable, residential development for market and affordable homes as a means to delivering important roads infrastructure that will help to ease pressure on the two historic bridges at Pitfodels Station Road and Westerton Road and also at Deevie Road South.

Your views are sought to influence the design of the proposed development as part of a forthcoming major planning application. Cala welcomes this opportunity to engage with the local community and encourages all feedback.



The site - view south from North Deeside Road

## KEY ISSUES TO BE CONSIDERED

- The scale and density of the proposed development in comparison with the existing permission;
- Integration with the surrounding area;
- How local services could accommodate the proposed development;
- The appropriate route for the proposed link road, including preferred junction points with Inchgarth Road and North Deeside Road, and design of the Deeside Way crossing;
- How the development would be accessed by means other than private cars such as integration with existing public transport and path links, including but not limited to the Deeside Way;
- Environmental and biodiversity enhancement considerations;
- The type of landscaping that should be provided in and around the site, including new usable open space, footpaths and amenity space within built-up areas to improve the local streetscape and help integrate the development into the wider landscape.

Scan the QR codes to learn more about the team



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Ryden



FAIRHURST



Pitfodels, Inchgarth Road



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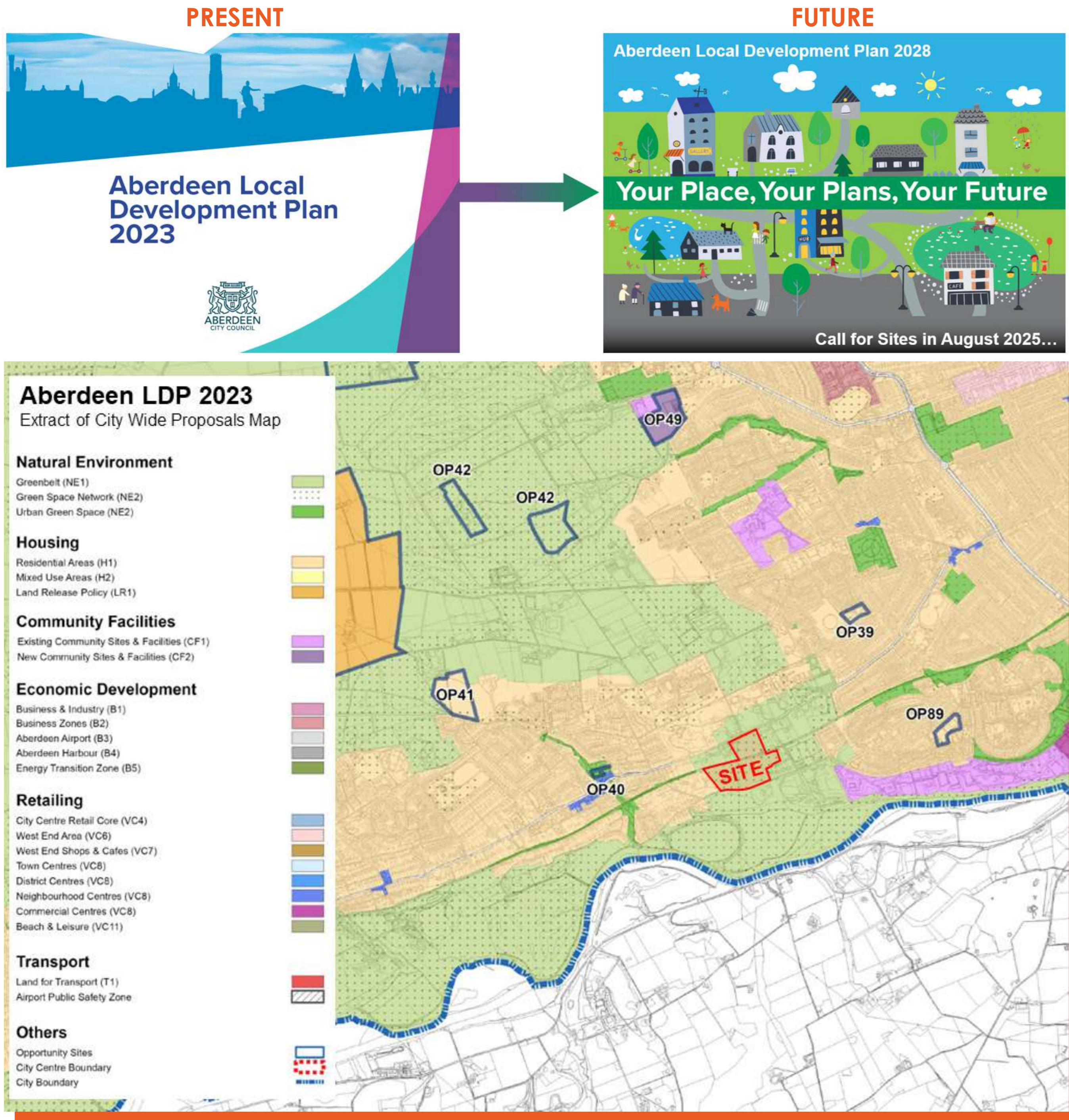


www.cala.co.uk/pitfodels



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# CALA PITFODELS LAND AT INCHGARTH ROAD PLANNING PROCESS & CONTEXT



LDP 2023 proposal map extract

## THE SITE

The site comprises an area of approximately 10.4ha set in Pitfodels, with Cults to the west and Garthdee to the east. North Deeside Road runs along the northern site boundary and Inchgarth Road runs along the southern boundary.

The site is largely overgrown to form a mixed grassland and scrubland and is not in productive use. The Deeside Way cuts east-west across the middle of the site, occupying the route of the former railway line. There are also pylons running north-south in the western half of the site which have been factored into the layout through appropriate stand-offs.

The Deeside Way is a designated Nature Conservation Site, part of the Core Path Network and also National Cycle Route 195 and therefore forms a key opportunity for the proposed layout and active travel attributes of the site, with opportunities to link new paths and pavements to the Deeside Way. Careful consideration of existing site designations will be made in relation to assessing and mitigating potential environmental impacts.

The site presents a significant opportunity to deliver a link road connecting North Deeside Road and Inchgarth Road, acting as an alternative to the use of Westerton Road, Pitfodels Station Road and Deeview Road South, which rely on historic single track railway bridges to cross over the Deeside Way without footpath connections. The link road is a fundamental part of the existing planning permission for the site and Cala are committed to delivering its benefits, alleviating pressure on the existing road network and creating a new active travel and public transport connection.

The site lies within the Pitfodels Conservation Area with a number of listed buildings nearby, including Inchgarth House to the south and the former Pitfodels Station on the Deeside Way to the east of the site. Whilst the existing permission was not deemed to create any significant impacts on the character of the conservation area, careful consideration of the character of the conservation area and setting of nearby listed buildings will be taken into consideration, in addition to the general visual and amenity impact of development.

A key consideration will be how the current proposal compares, in terms of overall form and scale, with the previously approved proposal for the site.

## PLANNING CONTEXT AND HISTORY

The site is currently identified as Green Belt and Green Space Network within the adopted Aberdeen Local Development Plan 2023. Whilst the related policy implications of these designations will be considered as part of the assessment of a related planning application, the site also benefits from an existing planning permission for a residential-led retirement development, granted by Aberdeen City Council on 25th March 2023.

The existing permission was granted for a period of 5 years and therefore remains capable of implementation, however the associated over -55s legal restriction has presented implications for its delivery. This revised proposal by Cala therefore aims to progress with much needed family and affordable homes and deliver the associated link road.

Aberdeen City Council are also in the early stages of reviewing their Local Development Plan and have just recently launched their Call for Sites inviting landowners and developers to submit bids for sites to potentially be included in the next Plan due for adoption in 2028. Cala will be preparing a bid for the site in parallel with any forthcoming planning application.

## SUMMARY OF MAJOR APPLICATION PROCESS

As a major development, planning legislation requires public consultation is carried out in advance of any related planning application for the development. Cala are hosting two public events here at the Marcliffe and following all statutory consultation requirements.

A Proposal of Application Notice (PoAN) was submitted to Aberdeen City Council on 7th July, including details of the consultation strategy. Copies were sent to the local Community Councils and Ward Members. Prior to the consultation event, invitations were sent to approximately 200 neighbouring properties and key stakeholders. Posters and leaflets were also distributed to local businesses and public buildings as agreed with the Council's Planning Service.

This initial event will be used to gather your feedback and identify key issues to be considered by Cala and their design team as part of ongoing design process. Feedback forms are available and can be completed and returned today via the box provided. Alternatively, completed feedback forms and other comments can be emailed or posted to Ryden using the contact details provided at the bottom of this board.

Digital copies of the consultation materials and feedback form are also available to download on the consultation website - [www.cala.co.uk/pitfodels](http://www.cala.co.uk/pitfodels)

Feedback will be accepted until **Monday 25th August**.

A second drop-in exhibition will take place at the Marcliffe on **Monday 1st September 2025 3pm-7pm** where further details on the emerging design will be presented, as well a response to the feedback received to the initial consultation event.

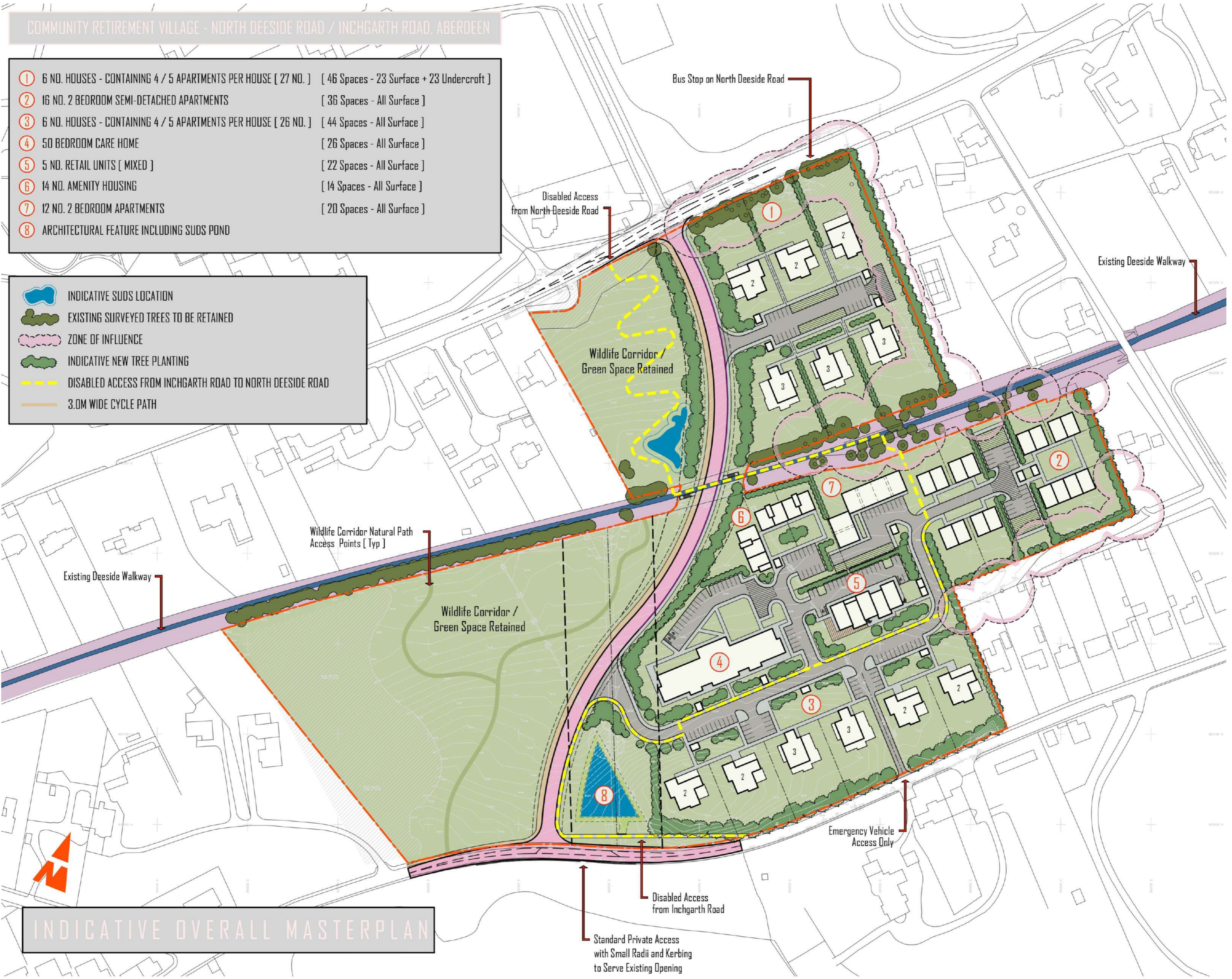
Please note that, at this stage, comments are being provided to the applicant (Cala) and not the planning authority (Aberdeen City Council). You will have the opportunity to submit formal representations to Aberdeen City Council for consideration following the submission of the subsequent planning application.



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# CALA PITFODELS LAND AT INCHGARTH ROAD PREVIOUSLY APPROVED DEVELOPMENT



Approved site masterplan

LVIA photomontages



## THE PREVIOUSLY APPROVED DEVELOPMENT

The approved indicative masterplan and visualisation for the existing permission are shown above. The existing permission and associated masterplan allows for around 95 homes; a 50-bedroom care home; 5 mixed retail units with 500sqm of floor space; and associated infrastructure including a link road between North Deeside Road and Inchgarth Road. Occupancy of residential properties under the current permission is restricted to over 55's.



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# CALA PITFODELS LAND AT INCHGARTH ROAD PROPOSED DEVELOPMENT



CGI image of proposed development



Indicative house types

## THE PROPOSED DEVELOPMENT

Cala has undertaken a review of the previous masterplan to inform an evolved viable proposal for the site. Building on the established principles and general identification of built form, plot layouts, landscaping and supporting infrastructure, a revised indicative masterplan is illustrated above. This allows for approximately 115 homes, of which 25% will be delivered as affordable, open space and provision of the link road.

Working with existing topography and established natural landscape features, a broadly similar approach has been carried forward in relation to the siting of the residential elements of the layout, taking cognisance of the distinctive characteristics of the northern and southern parts of the site, intersected by the Deeside way. Housing within the northern extent of the site closest to North Deeside Road is of a slightly lower density and occupies generous plots, with a slightly denser mix of housing identified within the plots to the southern part of the site toward Inchgarth Road.

The proposed layout will follow similar principles to those established through the existing permission and masterplan, with development focussed to the east of the proposed route of the new link road.

A large swathe of public open space is identified along the link road corridor and to the west of it, with provision for SUDs identified in this area.

Naturally, the removal of some elements of the previous masterplan including the care home, commercial area and apartment blocks, creates the opportunity for a more organic layout, respecting the established character and plot layouts within the immediate locale.

Cala welcomed your feedback on the proposals following the first public consultation and this closed on **Monday 25th August**.



Pitfodels, Inchgarth Road

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# CALA PITFODELS LAND AT INCHGARTH ROAD INDICATIVE DESIGN



Indicative Site Plan



Examples of house types and finishes



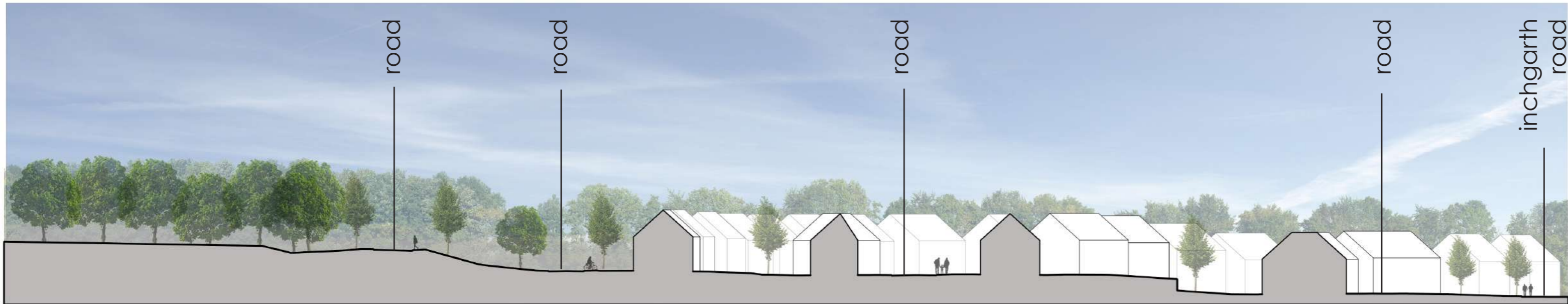
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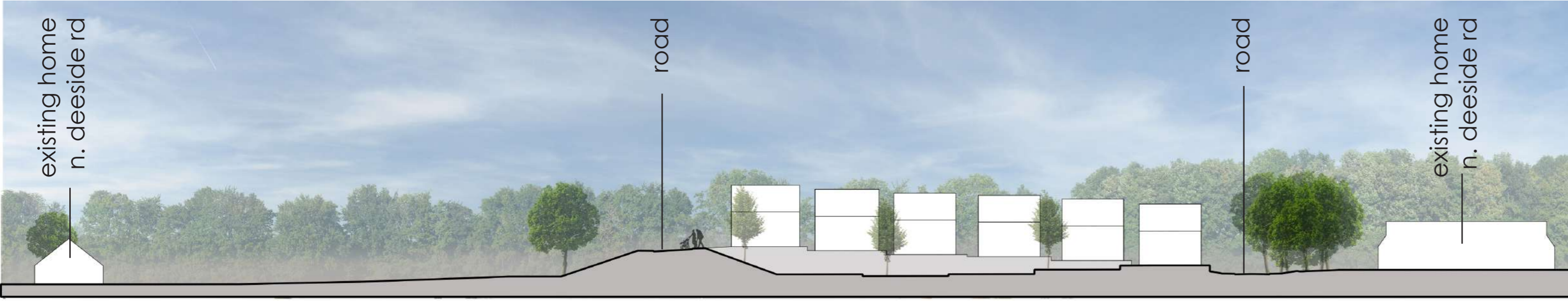
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# CALA PITFODELS LAND AT INCHGARTH ROAD INDICATIVE DESIGN



Section a - a



Section b - b



Key plan



CGI View 1



CGI View 2



CGI View 3



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# CALA PITFODELS LAND AT INCHGARTH ROAD CONSULTATION FEEDBACK

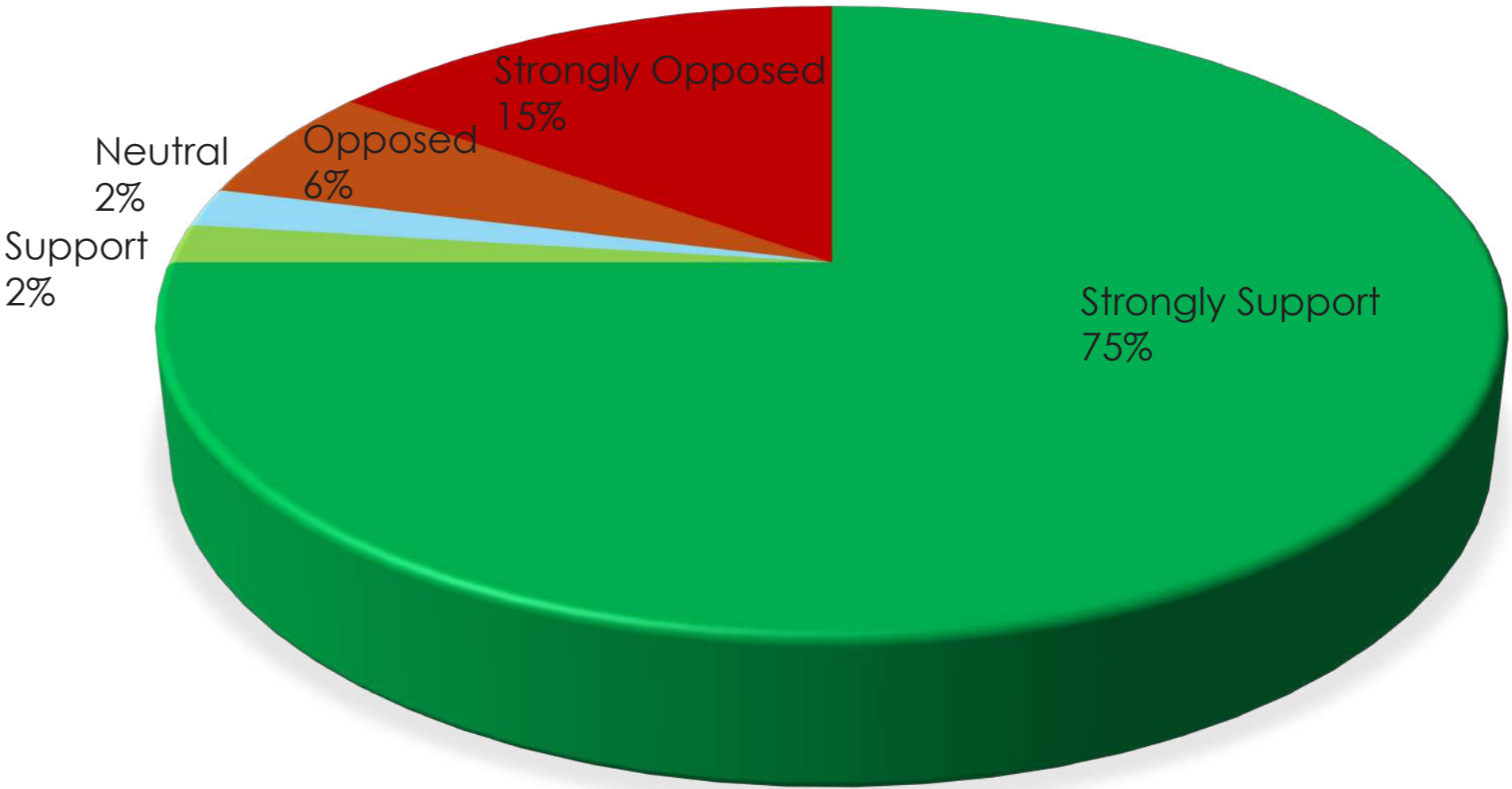


A public consultation event was held here on 5th August 2025. A total of 56 people signed the register.

Feedback forms were provided at the event and also on the consultation website.

Feedback provided via email and post was also accepted.

The deadline for all feedback was 25th August 2025 and we received a valuable response through the various channels available.



The tables below provide a summary of both the positive and negative feedback received according to key themes, with a response from the design team provided to each theme.

OPPOSING COMMENTS	DESIGN TEAM RESPONSE
Loss of open space and green belt	Whilst the site is not allocated in the Aberdeen Local Development Plan 2023 (the LDP), it has an existing planning permission for circa 95 houses, a care home, commercial area and link road, approved by Aberdeen City Council in March 2023. An indicative masterplan of that permission is provided on the boards. That permission is live and capable of being delivered, however it has not been progressed due to market constraints. As you will note from Cala's indicative masterplan, the current proposal broadly follows the established principles of the approved retirement village's layout, density and open space provision. Overall Cala's proposal is for less development than the existing permission.
Overdevelopment and housing not in-keeping with the local area	Cala also intends progressing a parallel development bid to the Council's ongoing call for sites, seeking inclusion of the site within the next LDP.  As noted above, the proposed development in this case is for a lesser overall quantity and scale of housing than was approved as part of the retirement village proposal.  Cala are adopting a design-led approach and will progress a high standard of design and finish in response to the characteristics of the site and established housing in the area.
Impact on protected species and ecology	Cala will undertake a full Environmental Impact Assessment (EIA) in support of the application for this site. This will give due consideration to the potential environmental impacts of the proposal and required mitigation. This will likely include matters concerning trees, woodland, ecology, habitat and biodiversity, as well as landscape, visual impact, and built and cultural heritage. The EIA will be subject to scrutiny by the Planning Service and relevant consultees.
Questioning the need for new housing development	In May 2024, the Scottish Government declared a housing emergency, subsequently followed in September 2024 by Aberdeen City Council declaring their own housing emergency. While these declarations rightly focus on a shortage of affordable and adequate homes, rising homelessness, and constrained public-sector delivery, private housing development also has a role to play in easing pressures.  Private housing development is essential in order to: <ul style="list-style-type: none"><li>• increase overall housing supply;</li><li>• enable the delivery of new affordable housing, since new developments are required to provide at least 25% affordable housing;</li><li>• continue housing chains, as those who buy new-build homes typically leave more affordable types of housing behind in order to do so;</li><li>• provide new infrastructure that can in turn support further, future housing development; and</li><li>• support the wider economy and the capacity of the region to continue building new homes, for example by sustaining the local construction industry and supply chains.</li></ul>
Impact on Deeside Way	The link road will be appropriately designed to minimise any negative impacts on the Deeside Way. This will be a bridge crossing, designed in accordance with the Council's standards. The development will also provide additional linkages to the Deeside Way. There would likely be a requirement for a temporary rerouting of the Deeside Way during the construction phase of the proposed link road. Further details of any temporary closure and associated rerouting will be provided in the planning application.
Drainage and potential flooding	A Flood Risk Assessment and Drainage Impact Assessment will consider flood risk and any required mitigation measures. This will include an assessment of both the drainage requirements of the proposed development and the prevention of flooding on site, as well as ensuring the development does not pose a risk of exacerbating flood risk elsewhere. These assessments will be provided with the planning application for the site.

OPPOSING COMMENTS	DESIGN TEAM RESPONSE
Traffic impact and congestion on Inchgarth Road	A Transport Assessment was previously prepared in support of the live planning permission for the site. This fully considered the traffic impacts of the consented development on both Inchgarth Road and North Deeside Road, whilst also assessing the impact of the proposed link road and agreeing road alignment and the form of junctions required at Inchgarth Road and North Deeside Road.  An updated Transport Assessment will be prepared in support of the current proposals. This will include an assessment in relation to specific NPF4 and LDP policies relating to Sustainable Transport, Local Living & 20 Minute Neighbourhoods and Infrastructure First. Traffic survey data used to inform the previous Transport Assessment will be updated with new 2025 base traffic data to ensure that the impact of the development on the local transport network is appropriately assessed and any mitigation required is identified.  The provision of the proposed link road was previously established as having a significant positive impact on the efficiency, operation and safety of surrounding substandard roads. It is envisaged that this is still the case for the current development proposals.
Questioning the need for the proposed link road	We appreciate that not everyone is in favour of the link road. However, this was a fundamental component of the previous and live planning permission for the site, and gained widespread public support as part of the previous application. In addition to serving as an access to the site, the link road between North Deeside Road and Inchgarth Road would provide much needed relief to pre-existing and substandard roads such as Westerton Road, Pitfodels Station Road and Deevie Road South, which are used by both local traffic in the area and as rat runs. Notably, it will also facilitate and improve pedestrian and cycling accessibility and safety.  The updated Transport Assessment that will be prepared in support of the Cala proposals will include a review of the previous justification based on updated traffic data, analysis, road safety and road design standards. This is currently being progressed by the appointed engineers at Fairhurst. The methodology, to be agreed in advance with Aberdeen City Council, will include obtaining new 2025 base traffic survey data for the local area to ensure that the assessment and analysis undertaken is based on the most recent traffic flows. Aberdeen City Council will need to be satisfied that the proposed link road remains justified before approving the planning application for this site.
Loss of the approved retirement village development	Since the previous retirement village application was approved in March 2023, efforts to deliver that scheme have not progressed. We understand this is due to viability constraints as a result of changes in care home requirements, availability of skilled care staff, lack of commercial demand and wider market influences. Cala are in an advanced position with the landowner and committed to delivering a high quality residential development as a viable alternative. Cala's proposal would provide a broader range of housing options without age restriction, including affordable homes, in addition to delivering a new link road.



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# CALA PITFODELS LAND AT INCHGARTH ROAD CONSULTATION FEEDBACK



The tables below provide a summary of both the positive and negative feedback received according to key themes, with a response from the design team provided to each theme.

OPPOSING COMMENTS	DESIGN TEAM RESPONSE	SUPPORTIVE AND NEUTRAL COMMENTS	DESIGN TEAM RESPONSE
Strain on public services, especially schools and GP surgeries	<p>The revised proposal for open market and affordable homes will generate pupils that will attend the local schools. This matter is currently being fully assessed by a specialist education consultant and initial findings indicate that there may be some short-term capacity issues with Cults Academy. However, the current school roll forecasts suggest pupil numbers will begin to fall again around 2028 and 2029. Where short term capacity issues are identified, there may be a requirement for developer contributions, that the Council can then use to alleviate the issues.</p> <p>Similarly, the impact of the proposal on healthcare facilities will be assessed as part of the planning application. If capacity issues are identified, then developer contributions will be sought to address this.</p>	<p>Proposed link road will improve the situation at Pitfodels Station Road and Westerton Road.</p>	<p>The link road is a fundamental component of Cala's proposal and will provide an important connection between North Deeside Road and Inchgarth Road. It is expected to significantly reduce the pressure on Pitfodels Station Road and Westerton Road, which are currently used as informal rat runs despite being substandard routes. This will improve safety, accessibility, and traffic flow for local residents while supporting wider connectivity across the area.</p>
Potential noise and disturbance	<p>A Noise Impact Assessment will be prepared in support of the application to identify any potential noise implications for neighbouring properties and related mitigation if necessary. Construction vehicles and general noise from the construction phase of the development will be the subject of a Construction Environment Management Plan to be submitted and agreed with the Council prior to any development commencing on site.</p>	<p>New affordable housing welcomed but it has been suggested that if this is social housing, it should be delivered off site towards the City Centre where there is greater need and better amenities</p>	<p>Cala also welcomes the opportunity to provide new affordable homes but understands that this often comes with concerns.</p>
Impact on the City Centre	<p>Due to the location and the type of development being proposed, it is unlikely that this proposal would have any noticeable adverse impact on the City Centre.</p>	<p>Modern, renewable energy technologies like solar panels and air/ground source heat pumps should be incorporated into the proposal.</p>	<p>Everyone needs a home and planning policy requires affordable housing to be provided on-site as part of new residential developments, unless there are specific and justified circumstances which suggest otherwise. Cala's proposal is to provide affordable homes within the development itself, ensuring that a balanced and inclusive community is created.</p>
Lack of proposed new growing spaces	<p>Given the proximity of the site to the Garthdee Allotments, Cala does not propose including new growing spaces within the development. However, it is assumed this matter will be considered as part of the planning application, when Aberdeen City Council assess the quality and adequacy of the proposed open space.</p>	<p>Enhanced opportunities for walking and cycling in the area welcomed, including new connections to the Deeside Way.</p>	<p>Cala is committed to sustainable development and energy-efficient design. National Planning Framework 4 and Aberdeen Local Development Plan 2023 policies strongly support low and zero-carbon technologies, and Cala's proposals will reflect this. Furthermore, the "New Build Heat Standard" in current building standards does not permit the use of direct-emission heating systems like oil and gas boilers. The design team is currently reviewing a range of measures, including enhanced insulation standards, energy-efficient heating systems, and renewable technologies such as solar panels and air/ground source heat pumps, to be proposed where feasible. In any case, the proposed homes will need to comply with Cala's own Sustainability Strategy and Targets, which in many ways exceed the requirements of both planning policy and building standards.</p>
Adverse landscape impact	<p>Although the content of the Environmental Impact Assessment is still being scoped with Aberdeen City Council, landscape impact will undoubtedly be within the scope. Therefore, a comprehensive Landscape and Visual Impact Assessment (LVIA) will be provided with the planning application.</p> <p>It should be noted that the LVIA undertaken for the approved retirement village development concluded there would be no significant adverse effect on the character of the landscape and no significant adverse effect on the wider visual amenity.</p>	<p>Land considered to be underused and unattractive in its current condition, whereas the proposed development would make the site look more attractive.</p>	<p>Cala shares this priority and is committed to strengthening active travel routes in and around the site. The proposed layout includes new path connections to the Deeside Way, as well as safe and attractive walking and cycling routes within the development itself. These will help encourage healthier lifestyles, reduce car dependency, and create stronger links between the proposed development and existing neighbourhoods.</p>
No mix of uses and limited mix of housetypes	<p>The site is set almost perfectly between three established neighbourhood retail and commercial centres – those at Cults, Garthdee and Mannofield/Airyhall. As future residents of the site would have ease of access to all of these locations, a new retail/commercial unit on this site would be extremely difficult to market to potential occupiers.</p> <p>Presently, CALA anticipate delivering a variety of house types, many examples of which are illustrated here within the Indicative Design section on boards 5 &amp; 6.</p> <p>As part of the design process and subsequent feedback from the public event, CALA will consider these types further. In addition, and in conjunction with an RSL, CALA will also develop the affordable house types that are shown on the proposal, of which there will be 25% provision. Based on the sites live planning permission for a retirement village and those aged 55+, CALA will consider house types that are adaptable to meet a variety of needs. This may include the potential for single storey dwellings subject to suitability relative to the design framework proposed.</p>	<p>Cala's proposal is noted to be similar in layout and scale to the approved retirement village proposal.</p> <p>Open space strategy welcomed, particularly the green space corridor in the west of the site.</p>	<p>Although Cala agrees the site is underused, the proposed development will need to strike a balance between providing a high-quality residential environment with necessary infrastructure, whilst preserving and enhancing the features of the site that are valued by the local community.</p> <p>The proposed development has been carefully designed to follow the established development principles of the previously approved retirement village. This includes respecting the approved density, layout, and open space provision. Cala's approach provides continuity with what has already been accepted by Aberdeen City Council, while also offering a broader mix of housing types and tenures to meet local needs.</p> <p>The green space corridor to the west is a key feature of the proposed site layout and will be designed to provide multiple benefits, including recreation, biodiversity enhancement, and improved connectivity. Cala's open space strategy aims to deliver high-quality landscaped areas throughout the development, with a particular focus on creating accessible green spaces that can serve both new and existing residents. The detailed design of these spaces will be informed by landscape and ecological assessments as part of the planning application and its associated Environmental Impact Assessment.</p>

## NEXT STEPS

Thank you for taking part in this consultation and for the feedback received. Please note that the period for feedback closed on 25th August 2025. However, questions can still be directed to Ryden using the contacted details provided at the bottom of this board.

Please note that feedback at this stage is being provided to the applicant (Cala) and their appointed design team, not the planning authority (Aberdeen City Council). Upon submission of the planning application, you will have the opportunity to submit formal representations to the Aberdeen City Council for consideration during assessment of the application.

We are aiming to submit a planning application to Aberdeen City Council in mid-late 2025. The exact timing will depend on the timescales involved in preparing an Environmental Impact Assessment (EIA), which is fairly comprehensive exercise that Aberdeen City Council has confirmed will be required. We are currently scoping the requirements of the EIA with the Council.

The application will also be accompanied by a Pre-Application Consultation Report which will summarise: the requirements and format of this consultation; how and when the consultation was conducted; a summary of participation, including the feedback received; and our response to the feedback. Additionally, a suite of reports and studies covering technical matters such as drainage, environmental / ecological constraints and transportation will be submitted and the appropriate regulatory bodies will need to be satisfied, if they are consulted on the application, before any planning permission is granted.

If planning permission is granted, Cala hopes to start construction in early-mid 2026.



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