

PP0881

PROPOSED ABERDEENSHIRE LOCAL DEVELOPMENT PLAN 2020 RESPONSE FORM

As part of the production of the Local Development Plan, a 'Main Issues Report' was published in January 2019. The responses from these consultations have helped to inform the content of the Proposed Local Development Plan ("the Proposed Plan").

The Aberdeenshire Local Development Plan will direct decision-making on land-use planning issues and planning applications in Aberdeenshire for the 10-year period from 2021 to 2031. The Proposed Plan was agreed by Aberdeenshire Council in March 2020 as the settled view of the Council. However, the Proposed Plan will be subjected to an independent examination and is now open for public comment.

This is your opportunity to tell us if anything should be changed in the Proposed Plan, and why.

When writing a response to the Proposed Plan it is important to specifically state the modification(s) that you would wish to see to the Plan.

This is the only remaining opportunity to comment on the Proposed Plan. The reasons for any requested changes will be analysed and reported to Scottish Ministers. They will then appoint a person known as a Reporter to conduct a public examination of the Proposed Plan, focusing particularly on any unresolved issues and the changes sought.

Ministers expect representations (or responses) to be concise (no more than 2000 words) and accompanied by limited supporting documents. It is important to ensure that all of the information that you wish to be considered is submitted during this consultation period as there is no further opportunity to provide information, unless specifically asked.

Please email comments to ldp@aberdeenshire.gov.uk or send this form to reach us by 31 July 2020*.

We recommend that you keep a copy of your representation for your own records.

**UPDATE 16 June 2020: Consultation period was extended from 17 July 2020 for a further two-week period.*



ACCESSIBILITY

If you need information from this document in an alternative language or in a Large Print, Easy Read, Braille or BSL, please telephone 01467 536230.

Jeigu pageidaujate šio dokumento kita kalba arba atspausdinto stambiu šriftu, supaprastinta kalba, parašyta Brailio raštu arba britų gestų kalba, prašome skambinti 01467 536230.

Dacă aveți nevoie de informații din acest document într-o altă limbă sau într-un format cu scrisul mare, ușor de citit, tipar pentru nevăzători sau în limbajul semnelor, vă rugăm să telefonați la 01467 536230.

Jeśli potrzebowali będą Państwo informacji z niniejszego dokumentu w innym języku, pisanych dużą czcionką, w wersji łatwej do czytania, w alfabecie Braille'a lub w brytyjskim języku migowym, proszę o telefoniczny kontakt na numer 01467 536230.

Ja jums nepieciešama šai dokumentā sniegtā informācija kādā citā valodā vai lielā drukā, viegli lasāmā tekstā, Braila rakstā vai BSL (britu zīmju valodā), lūdzu, zvaniet uz 01467 536230.

Aberdeenshire Local Development Plan
Woodhill House, Westburn Road, Aberdeen, AB16 5GB

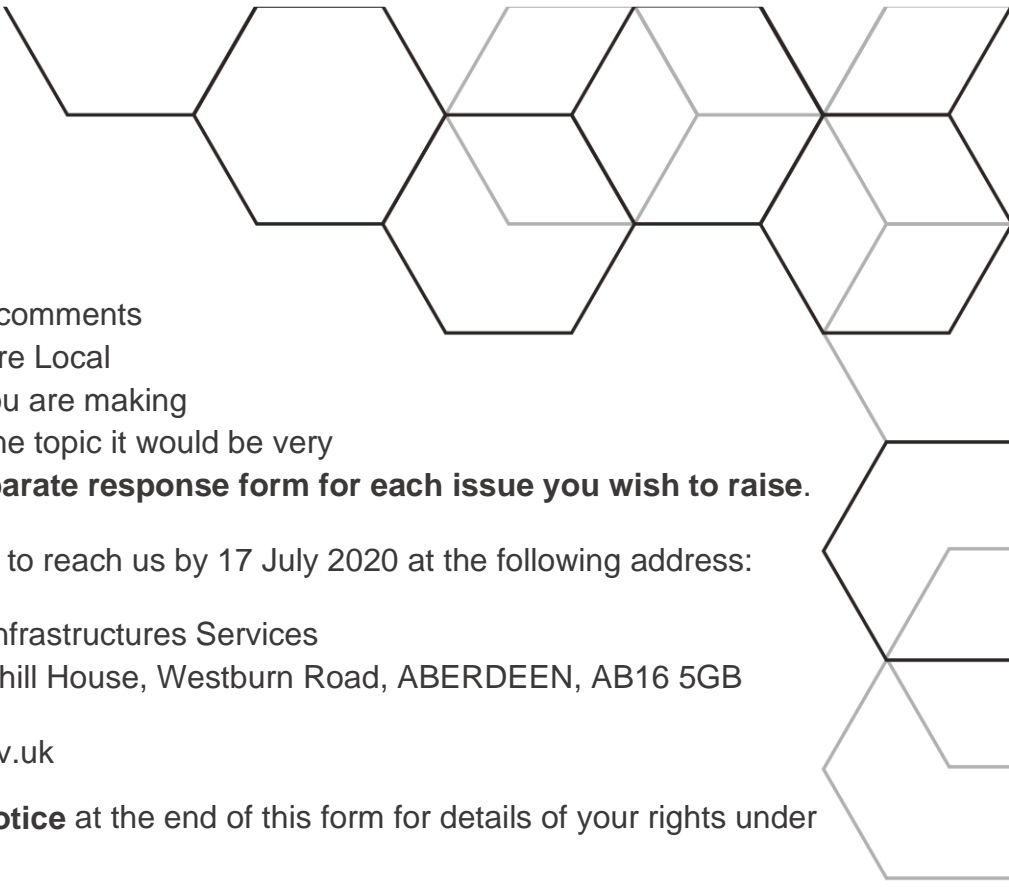
Tel: 01467 536230

Email: ldp@aberdeenshire.gov.uk

Web: www.aberdeenshire.gov.uk/ldp

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If you wish to contact one of the area planning offices, please call 01467 534333 and ask for the relevant planning office or email planning@aberdeenshire.gov.uk.



Please use this form to make comments on the Proposed Aberdeenshire Local Development Plan 2020. If you are making comments about more than one topic it would be very helpful if you could fill in a **separate response form for each issue you wish to raise**.

Please email or send the form to reach us by 31 July 2020 at the following address:

Post: Planning Policy Team, Infrastructures Services
Aberdeenshire Council, Woodhill House, Westburn Road, ABERDEEN, AB16 5GB

Email: ldp@aberdeenshire.gov.uk

Please refer to our **Privacy Notice** at the end of this form for details of your rights under the Data Protection Act.

YOUR DETAILS

Title:	n/a
First Name:	Meldrum Paths Group
Surname:	n/a
Date:	31 July 2020
Postal Address:	[REDACTED]
Postcode:	[REDACTED]
Telephone Number:	
Email:	[REDACTED]

Are you happy to receive future correspondence only by email? Yes

Are you responding on behalf of another person? Yes

If yes who are you representing?

Tick the box if you would like to subscribe to the Aberdeenshire LDP eNewsletter:

An acknowledgement will be sent to this address soon after the close of consultation.

YOUR COMMENTS

Please provide us with your comments below. We will summarise comments and in our analysis will consider every point that is made. Once we have done this we will write back to you with Aberdeenshire Council's views on the submissions made. We will publish your name as the author of the comment, but will not make your address public.

Modification that you wish to see (please make specific reference to the section of the Proposed Plan you wish to see modified if possible, for example Section 9, paragraph E1.1):

Review of Aberdeenshire LDP 2020 by Meldrum Paths Group

LDP accessed at <http://publications.aberdeenshire.gov.uk/dataset/f14a62da-30d1-488d-9338-7b09e82360cf/resource/82d8dd37-c834-44c0-809d-d495e3873cdb/download/proposed-local-development-plan-2020---introduction-and-policies.pdf>

The Meldrum Paths Group is a formally constituted community group that was formed in 2012 and seeks to co-ordinate and facilitate the creation and management of local path networks within the Oldmeldrum area. One of its key projects has been to seek to deliver an active travel route linking Oldmeldrum and Inverurie that has been a formally stated objective of both communities since 2003.

The Group note that the LDP main issues consultation in early 2019 – predates publication of NTS2¹ and the Covid-19 pandemic.

Whilst the LDP published in April 2020 represents the settled view of the Council at that moment in time, formulated through the original draft, main issues consultation and subsequent reporting, it will not reflect these two key drivers – one policy (NTS2) and one circumstantial (the pandemic), each one being of sufficient importance to merit greater importance and emphasis being given to the need to design active travel linkage into all development plans, and to generate active travel capacity that exceeds all previous estimates.

When these two key drivers are considered together, the combination of the NTS2 policy direction (reference the NTS2 sustainable transport hierarchy²) and the societal response to the pandemic along with the attendant economic impact and changes in human behaviour make adjustment of the LDP absolutely essential. The LDP needs to reflect the current and future demands for safe sustainable active travel routes in this post NTS2 and current pandemic environment. If these two key drivers are to be reflected, the LDP requires to give significantly greater priority to active travel as a primary means of access and interconnectivity within and between communities, employment and recreation land uses.

The economic impact of the pandemic and the resultant long-term forecasted low returns and therefore challenging environment for the oil and gas industry underline the importance of re-focussing the development plans for N E Scotland to reflect the post-March 2020 economic and societal environment. The LDP requires adjustment, to place

¹ National Transport Strategy 5 Feb 2020 <https://www.transport.gov.scot/media/47052/national-transport-strategy.pdf>

² National Transport Strategy 5 Feb 2020 p.43

greater emphasis on encouraging more locally sustained economic activity and an increase in green tourism serving local and national markets (rather than international markets). The LDP needs to address the paradigm shift in terms of how its citizens of Aberdeenshire will now live, learn, work and relax that has occurred in 2020.

The group consider that the proposed LDP has relied on a planning and policy framework that predates³, and as such does not reflect the current reality that all communities in Aberdeenshire are having to embrace. This needs to be addressed with recognition and recording of active travel routes, and protection of all potential active travel routes.

Finally the Group consider that the LDP policy framework should ensure that all citizens of Aberdeenshire, regardless of age, means and travel capabilities do not encounter obstacles to travel within and between our communities to access retail, education, health, services, employment and leisure facilities. We do not consider that the current proposed LDP adequately reflects this aspect of inclusivity and equality of access.

The group also makes the following submissions relative to specific elements of the LDP. For ease of reference, the sections in italics are extracts from the 2020 LDP. The group's corresponding submission is provided below each extract of the LDP.

Section 3 vision for the plan and its purpose

3.13 This Local Development Plan helps promote Aberdeenshire as:

- An area with a high quality of life and distinctive places, and where new developments are designed as effectively as possible to improve this and help deliver sustainable, low carbon places.*
- An area that promotes sustainable development that reduces the need to travel, reduces reliance on private cars and promotes safe and convenient active travel opportunities.*

The group do not consider that the proposed LDP sufficiently promotes safe and convenient active travel opportunities. To do this the plan needs to identify, protect and promote the development of potential routes.

Section 4 The purpose of the LDP and its outcomes

4.7 To make efficient use of the transport network, reduce the need to travel and promote walking, cycling, and public transport The commitment to having sustainable locations for development and promoting efficient use of transport, particularly public transport and active travel routes remains necessary, even with the forecast rise in alternative fuel vehicles. We promote the principles included in "Designing Streets - A Policy Statement for Scotland (2010)" for all new developments and have made land development opportunities available in places where we can encourage methods of travel other than using cars. Existing strategic transport infrastructure must be protected from local traffic. Sometimes the need for sustainable transport infrastructure requires that other Plan policies can be disregarded in the interests of a wider public benefit.

³ Nestrans Active Travel Plan 2014; the proposed Aberdeen city and Shire Strategic Development Plan (the most recent consultation closed 2018; Designing Streets - A Policy Statement for Scotland (2010)

Post NTS2 and Covid19 pandemic means that promoting active travel routes is not a commitment that 'remains necessary', but rather a top priority.

Designing Streets is a policy statement from 2010 that does not reflect NTS2 or the post Covid-19 circumstances. New developments need more than well designed streets; they need well designed active travel links within and between them.

5.8 High quality development within an attractive and safe environment will promote a high quality of life for residents. Expansion around existing settlements, which has been considered through the development plan, is essential to deliver a sustainable settlement pattern. Core criteria have been used to govern where development should be allowed, including future capacity of schools, capacity of unclassified roads and the need to ensure the capacity of the Aberdeen Western Peripheral Route is not negatively affected by development.

To reduce the reliance on the private car, the core criteria should include the opportunity for active travel.

Section 6 Shaping business Development

Policy B1 Town Centre Development

B1.1 We will allow retail and other frequently visited uses only in defined town centres unless a sequential assessment⁶ shows that another site is clearly more appropriate. Other uses include office developments, leisure uses, community and cultural facilities and, where appropriate, other public buildings such as libraries and education and healthcare facilities. In the case of office developments, where it can be shown that there is no suitable town centre location, they will normally be accommodated on identified employment and business land in accordance with Policy B2. Town centre sites must be conveniently accessible by modes other than the private car to the projected catchment of the facility

Item B2 requires to be reviewed to reflect the NTS2 sustainable transport hierarchy.

B1.2 Retail and commercial facilities must be appropriate to the scale and function of the settlement and support an appropriate mix of uses within the town centre. Any new development adjacent to the town centre, or adjacent to footpaths leading to the town centre, should be connected via a footpath.

The group consider 'footpath' to be an inadequate and outdated term that does not meet the requirement to have multi-use active travel routes/pathways available for citizens to travel safely. The LDP needs to be explicit that any new development must be linked by full specification active travel links that are separate from vehicular access and as such provide a safe means of travelling to and from the development by walking, wheeling and cycling.

Policy B3 Tourist Facilities

This policy is completely silent on the promotion or development of sustainable tourist initiatives. Encouraging the development of tourism ventures and the infrastructure that supports it to introduce and promote the establishment of green tourism activities to areas outside the Cairngorms National Park Area that have traditionally been more

reliant upon fishing, farming and the oil and gas industry for employment should be a key priority of the LDP. This is necessary to secure a more sustainable, diverse and therefore resilient economy that would support communities and their local retail, service, hospitality and leisure businesses across the whole of Aberdeenshire.

SECTION 7 SHAPING DEVELOPMENT IN THE COUNTRYSIDE

Organic Growth of Settlements

R2.13 No more than an additional 20% growth of the settlement, up to a maximum of 10 new homes, will be permitted during the Plan period. The development site must lie within 200m of the settlement boundary. It should represent a logical extension and not prejudice the character of the settlement. It is expected that footpath connections will be provided to the built-up edge of the settlement to link to the existing network and safe routes to schools.

Please refer to the Group's submission to policy item B1.2 above; 'footpath' connections are not adequately specified. Connections are required that provide safe routes for walking, wheeling and cycling between any new development and existing services (not just schools) must be provided.

SECTION 9 SHAPING PLACES

Policy P2 Open Space and Access in New Development

P2.6 Existing and potential public access routes (including core paths and other routes, such as public rights of way) should be protected and new developments must include appropriate opportunities for informal recreation and promote walking or cycling as a means of transport.

The Group consider that this policy requires greater definition. Existing public access routes will be core paths, rights of way and existing paths established through access agreements or simply the exercise of public access rights and habitual use. Given that the vast majority of rights of way are not recorded the group consider that the terms of P2.6 should be widened to reflect the above. Similarly the provision of appropriate opportunities to promote walking or cycling as a means of transport needs to be strengthened to reflect NTS2 and the necessity of providing the facilities for citizens to travel by walking, wheeling and cycling.

SECTION 12 PROTECTING RESOURCES

Policy PR2 Reserving and Protecting Important Development Sites

PR2.1 We will protect and not allow alternative development on sites that may reasonably be needed in the future for:

- *delivering improvements to transportation including projects identified in the Settlement Statements, the Local or Regional Transport Strategy, or the Strategic Transport Projects Review, routes recognised in the Core Paths Plan network, closed railways and their abutments, embankments and cuttings, existing airports and airfields and operational areas of ports and harbours;*

This is a vitally important element of the LDP and if possible should be strengthened in light of the recent removal of disused cuttings and embankments that had been planned

to be part of a community led proposed active travel route along the route of the former railway between Oldmeldrum and Inverurie. The delivery of the proposed active travel route that had the longstanding support of both community councils and Aberdeenshire Council and was the top priority for the communities identified in the Meldrum, Bourtie and Daviot Community Council future vision consultation (2017) has been set back. Many disused rail routes are not designated as core paths or currently in use but could provide excellent active travel routes between communities in NE Scotland. This infrastructure should be protected and removal of railway infrastructure should only be permitted once it has been established that removal of the section concerned would not hinder potential active travel route development.

SECTION 13 CLIMATE CHANGE

This section is silent on the important development consideration of reducing climate change emissions from travel by private cars usage to and from settlements and developments. The LDP should include policy elements that encourage developments that are located and designed to increase opportunities for active travel & low impact transport and reduce vehicular movements & high impact road transport.

SECTION 14 THE RESPONSIBILITIES OF DEVELOPERS

Transport

RD2.7 We need contributions to make transportation improvements as shown in Appendix 7 and in the Delivery Programme. These will include work on the trunk road network and in Aberdeen City. The Aberdeen City and Shire Strategic Development Plan has prepared a cumulative transport appraisal to inform their strategic transport advice. This could also include improvements to rail infrastructure.

Local Transportation Infrastructure

RD2.8 We will need contributions to fully address the effect of individual developments. We may also need contributions if more than one development affects transportation infrastructure. We provide details of this in Appendix 7. All new development within a settlement will contribute to any identified need.

The focus appears to be on road and rail networks and it is important that these policy elements equally focus on providing transport infrastructure that address the non-road and non-rail user, namely those that walk, wheel or cycle as a means of transport. The Group consider that this should be explicitly stated.

LDP DELIVERY PROGRAMME

<http://publications.aberdeenshire.gov.uk/dataset/1e5bbfdb-5fa9-4614-8fdb-98aaa07909b3/resource/03a66a43-f8be-4d12-b324-4076dc2a0231/download/final-version-delivery-programme.pdf>

Relies upon Nestrans Active Travel Plan (2014) https://www.nestrans.org.uk/wp-content/uploads/2017/02/AcTrAP_FINAL.pdf that does not reflect the recent major changes in demand for active travel routes and a major shift from commuting to home working

The Infrastructure sectors do not include transport in the settlement summaries provided in the delivery programme. Ref p.101 Oldmeldrum. The group consider that transport infrastructure in terms of provision of infrastructure for vehicular traffic and non-vehicular traffic (walking, wheeling and cycling) should be included in the settlement summaries.

SETTLEMENT STATEMENTS

Appendix 7c Formatine <http://publications.aberdeenshire.gov.uk/dataset/f14a62da-30d1-488d-9338-7b09e82360cf/resource/98efd358-d474-4846-b723-ed2ce176aed4/download/appendix-7c-settlement-statements---formatine.pdf>

In contrast to the Oldmeldrum settlement statement, the Daviot settlement statement makes no reference to the Oldmeldrum and Daviot Future Vision Community Action Plan priority of safe active travel routes to link Daviot with Oldmeldrum and Inverurie. This needs to be reflected in the settlement statements for Daviot as well as Oldmeldrum.

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PRIVACY NOTICE

LOCAL DEVELOPMENT PLAN PUBLIC COMMENT

The Data Controller of the information being collected is Aberdeenshire Council.

The Data Protection Officer can be contacted at Town House, 34 Low Street, Banff, AB45 1AY.

Email: dataprotection@aberdeenshire.gov.uk

Your information is being collected to use for the following purposes:

- To provide public comment on the Aberdeenshire Local Development Plan. The data on the form will be used to inform Scottish Ministers and individual(s) appointed to examine the Proposed Local Development Plan 2020. It will inform the content of the Aberdeenshire Local Development Plan 2021.

Your information is:

Being collected by Aberdeenshire Council	X
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The Legal Basis for collecting the information is:

Personal Data	
Legal Obligations	X

Where the Legal Basis for processing is either Performance of a Contract or Legal Obligation, please note the following consequences of failure to provide the information:

It is a Statutory Obligation under Section 18 of the Town and Country (Scotland) Act 1997, as amended, for Aberdeenshire Council to prepare and publish a Proposed Local Development plan on which representations must be made to the planning authority within a prescribed period of time. Failure to provide details requested in the 'Your Details' section of this form will result in Aberdeenshire Council being unable to accept your representation.

Your information will be shared with the following recipients or categories of recipient:

Members of the public are being given this final opportunity to comment on the Proposed Aberdeenshire Local Development Plan. The reasons for any changes that the Council receives will be analysed and reported to Scottish Ministers. They will then appoint a person to conduct a public examination of the Proposed Plan, focusing particularly on the unresolved issues raised and the changes sought.

Your name and respondent identification number (provided to you by Aberdeenshire Council on receipt of your

submission) will be published alongside a copy of your completed response on the Proposed Local Development Plan website (contact details and information that is deemed commercially sensitive will not be made available to the public).

In accordance with Regulation 22 of the Town and Country (Development Planning) (Scotland) Regulations 2008 where the appointed person determines that further representations should be made or further information should be provided by any person in connection with the examination of the Proposed Plan the appointed person may by notice request that person to make such further representations or to provide such further information.

Your information will be transferred to or stored in the following countries and the following safeguards are in place:

Not applicable.

The retention period for the data is:

Aberdeenshire Council will only keep your personal data for as long as is needed. Aberdeenshire Council will retain your response and personal data for a retention period of 5 years from the date upon which it was collected. After 5 years Aberdeenshire Council will review whether it is necessary to continue to retain your information for a longer period. A redacted copy of your submission will be retained for 5 years beyond the life of the Local Development Plan 2021, possibly until 2037.

The following automated decision-making, including profiling, will be undertaken:

Not applicable.

Please note that you have the following rights:

- to withdraw consent at any time, where the Legal Basis specified above is Consent;
- to lodge a complaint with the Information Commissioner's Office (after raising the issue with the Data Protection Officer first);
- to request access to your personal data;
- to data portability, where the legal basis specified above is:
 - (i) Consent; or
 - (ii) Performance of a Contract;
- to request rectification or erasure of your personal data, as so far as the legislation permits.

