

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:	Mr
First Name:	Colin
Surname:	Miller
Date:	30 July 2020
Postal Address:	██
Postcode:	██████████
Telephone Number:	██████████
Email:	██

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

Are you responding on behalf of another person? No

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):

Section 4 “The Purpose of the Local Development Plan and its Outcomes”, para. 4.6

Re the wording “The Local Development Plan will protect and promote green-blue networks where they have been created, or there is a firm plan for their establishment, *but is unable to promote anything other than aspiration.*” (my italics).

The above wording needs to be strengthened so that the Plan takes a lead by promoting aspirations. At present, the wording which I have placed in italics is not only unclear, but more importantly it shies away from grasping what should be a key element of spatial planning. See below for a way to tackle this issue.

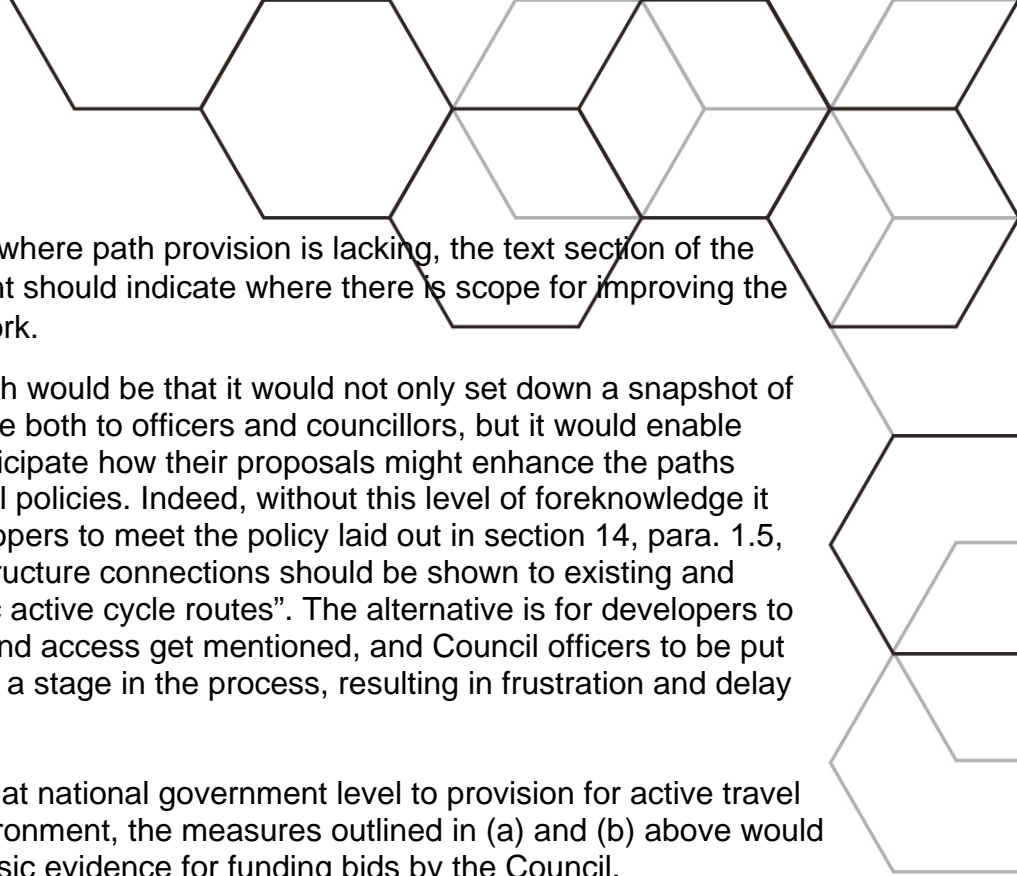
Reason for change:

ALDP is a spatial plan, so one would expect to see a greater level of commitment to paths both within and between settlements, with active travel as one of the key drivers for this. It should give more weight to the contribution to connectivity, place-making, public health and recreation that path networks can provide. Paths are now widely recognised as necessary infrastructure delivering the benefits listed above. They are important transport links, and they are also very often classified and processed as development. The Plan is a Development Plan, and it should therefore take the lead on path links as it already does on residential and commercial development.

The settlement statements do show core paths, but these are often fragmentary, with many settlements remaining unconnected and a need to enhance networks within settlements.

Whether aspirational path lines should be drawn on maps is debateable, but at the very least a balance could be struck at Settlement Statement level by

- (a) Including a small scale map showing all settlements for which statements are produced. Where settlements are already adequately connected, this can be indicated. Where no suitable connection exists, this can be flagged up by modifying the settlement symbol with a short arrow pointing in the appropriate direction. As this map would cover the whole of the Plan area, and must not be constrained by Council Area boundaries, or indeed by ALDP boundaries, it would need to be included in the main body of the Plan document, perhaps in Section 7.



(b) Within settlements, where path provision is lacking, the text section of the settlement statement should indicate where there is scope for improving the internal paths network.

The benefit of this approach would be that it would not only set down a snapshot of the existing situation, of use both to officers and councillors, but it would enable potential developers to anticipate how their proposals might enhance the paths network in line with Council policies. Indeed, without this level of foreknowledge it would be difficult for developers to meet the policy laid out in section 14, para. 1.5, namely, that “Cycle infrastructure connections should be shown to existing and planned local and strategic active cycle routes”. The alternative is for developers to be surprised when paths and access get mentioned, and Council officers to be put on the back foot at too late a stage in the process, resulting in frustration and delay for all.

Finally, given the attention at national government level to provision for active travel in the post COVID-19 environment, the measures outlined in (a) and (b) above would form a suitable piece of basic evidence for funding bids by the Council.