

Aberdeen City Core Paths Plan Final Draft

Results of Formal Consultation

November 2008

Planning and Infrastructure
Strategic Leadership
Aberdeen City Council
St Nicholas House
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Respondent Name Organisation	Does Plan As A Whole Cater Sufficiently for all User Types and Abilities?	Is The Coverage Well Balanced Across the Whole Area?	Comment	Objection
Mr John Fraser Ben Reid and Co. Ltd.	Yes	Yes		No
Mr John Crawford Director, Hayfield Riding School			<p>John Crawford from Hayfield Riding Centre here. Good to see the core path network becoming a reality and sorry that I have not been more active in the process. I can only comment for the area surrounding us but I feel that it is very important not only that we get it right but that there is room for expansion to avoid shared user conflict in future.</p> <p>It is a fact that Aberdeen has more horses per head of population than anywhere in the UK exception for Newmarket. There are upwards of 1,000 horses within two miles of Hayfield - Hayfield was established by Aberdeen City Council some 50 years ago when the park was being established as a leisure facility - Hayfield (along with the oil) has been the primary driver of equestrian development and was recognised by the lead body, The British Equestrian Federation, as having the best riding facilities in the UK (2006). The Hazlehead and Blacktop riding trails were an important part of their decision to choose us over all other centres in the UK.</p> <p>My point is simple: I understand that the core path network obliges Councils to link significant recreational areas for all users. Despite the existence of eight livery yards and 1,000 horses there seems to be no recognised safe access for riders between Hazlehead and Blacktop Forest, nor to the small forest between Cults and Blacktop. - BOTH ARE NEEDED NOW and future provision is sorely needed also.</p> <p>My observation is that tracks that are tarmaced become unsuitable to horse riders (an example is the Deeside Railway Line). The pedestrian barriers which were put up on that line to prevent motor bikes and cars also effectively have barred safe equestrian access. Years ago the country roads such as Countesswells road could be considered safe ways to access Blacktop or Countesswells but definitely not now - Now they are often raceways which a brave rider on a well mannered horse might risk but are totally unsafe for children or novice riders. There has already been one horse killed in a horrific accident at the entrance to the Blacktop Forest by Loanhead - the situation as it is presently can only get worse!</p> <p>My concern is not for me personally or my business. My concern is</p>	No

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			<p>that now we have an ideal opportunity to lay down some safe ways connecting Hazlehead with Blacktop and Countesswells woods which I cannot see on the maps. Milltimber I believe is linked to Blacktop through a right of way which I suppose is still operational.</p> <p>The tracks are there on the ground (muddy and overgrown as they are) what we need to do is have them recognised as in the core path plan and hopefully open up other possibilities.</p> <p>I would be happy to meet with you at any time to discuss what is needed because I think most of it is an easy fix.</p>	
Mr Morley Hutchinson			<p>I refer to path 11 on the Draft Core Paths Plan. You will be aware that the agreement regarding upgrade and maintenance of the portion of this path and the adjoining bank owned by the residents of Cottown has not been finalised by the City. This will clearly need to be completed, I am sure you will agree, before the Core Paths Plan is completed.</p>	No
Mrs Dorothy Semple			<p>I commend you for doing this - I'm not sure if it is comprehensive enough but it is a good start, please continue. I would like to see a cyclists (or walkers) path along the dangerous Countesswells Road. Cars go up to 80m.p.h. along this road and accidents are frequent. I even saw a disabled buggy going along at great risk. There is no bus service here and safety is essential for the many who use the road for transport and recreational purposes like riding, jogging etc and walking. The path should extend from the end of the houses at Seafield as far as Blacktop, at least where horses can go in the woods, and walkers.</p>	No
Mr Albert Donald Chief Superintendent Divisional Commander Grampian Police			<p>Thank you for your communication of 1 August 2008, inviting comments on the above proposals. While an integrated network of paths linking the various areas of Aberdeen and its satellite communities is to be welcomed, from a community safety perspective it would be important that a range of factors be taken into consideration at the planning stage.</p> <p>Inadequate lighting has been one of the main causes of problems in or around paths or children's play parks in the past as these areas can become the focus for large congregations of youths during the evenings. The illicit consumption of alcohol, vandalism and miscellaneous acts of anti-social behaviour are the all too frequent by-products of these gatherings. I therefore recommend that a good quality system of street lighting be incorporated into these proposals, which when combined with the appropriate use of plants and shrubs,</p>	No

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			<p>can enhance the natural surveillance of these areas from any properties that overlook them.</p> <p>In addition, you will doubtless be aware that the use of mini-motorcycles in pedestrian and recreational areas has increased in recent years. While I acknowledge your desire to construct a network as free as possible from any barriers, the sensitive and limited use of some form of access control should be considered.</p> <p>I also feel the provision of adequate receptacles for depositing litter or dog waste is another important environmental factor that should not be overlooked.</p> <p>In conclusion, I trust that these observations will be of use to you, but should you have any queries regarding these, please don't hesitate to contact me.</p>	
Mr Alan Stubenrauch Ferryhill Heritage Society			<p>Hello. This is not a formal objection, but looks to be the only place I can make a comment that might result in a small change to the Plan. I am happy to see that my comments sent in previously have, in general, been adopted. In particular, the linking up of the many isolated paths to make continuous loops. My focus is on the Ferryhill area, and I see one last path that remains isolated on the current plans, though there are pathways available to link it up. This is the Bon Accord Crescent Gardens Path (CP75). Would it not be possible to link it to the City Centre - Duthie Park Path (CP97) via the Oldmill Road? Thank you and best of luck with the Plan.</p>	No
Dr David Pearson	No	No		<p>There is no provision for a path from northern Milltimber to northern Bieldside, the lack is a great inconvenience requiring a very long detour, and in my recollection was proposed in Draft proposals of Dec. 2007 to Feb. 2008.</p>
Mr Ian Clark Coutts	Yes	Yes	<p>When will it start? Is there a date for completion?</p>	No
Mr Robert Forbes			<p>Please note the following comments: - I have previously commented informally to Rachel that it would be helpful to distinguish on the maps between the paths which already exist on the ground and those which do not, in order that people and planners can focus on what physical changes are intended on the ground. I am concerned this hasn't happened. Furthermore, there is no guarantee the proposed links will actually be built within the timeframe of the plan, particularly where dependant on the agreement of the landowner. I would question the</p>	No

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			<p>value and appropriateness of identification of adopted roadside footpaths within the urban area (e.g. the south side of Union St or through East Tullos industrial estate). Does this afford such routes any special protection? If not, why bother? If so, why only identify one side of such streets and why such a limited network? (e.g. If I was going from the city centre / Union St to Duthie Park I would use Polmuir Road rather than the dual carriageway of Great Southern Road or the Market Street route as the former is more direct / pleasant, less polluted by vehicle traffic and safer).</p> <p>I think there is an obvious need for a core path through "Loirston Country Park" / Tullos Hill linking onto the coastal path in the vicinity of Doonies Farm and Nigg Bay (at the railway bridge). Although there may be alleged unresolved issues with contamination associated with the historic use of part of this area as a landfill site, at the very least this should be an aspirational path. There are great views from the ridge and the area is of recreational / historic interest. Though somewhat degraded and in need of enhancement, it is still designated as a country park. There may be scope to include the path along the ridge line which leads to the archaeological cairns on the summit as presumably this is outwith the area of the historic landfill where contamination may be a risk. You may wish to speak to Daniel about this as he is involved with restoration proposals. On a related matter, I wonder whether the fencing proposals to exclude public access are overly draconian and unjustified and contrary to the Access Code. Incidentally, I'm not aware of planning permission having been granted for such works.</p>	
Mr Derek Williams Aberdeen Cycle Forum				<p>Following our discussion yesterday, the Cycle Forum would wish to re-iterate its wish to see the path across from Seaton through the underpass and onto the beach promenade to be designated as a core path. We believe there should be better walking and cycling links from Seaton to the beach recreation area, to encourage healthier lifestyles. This link would also enable the completion of a family cycling trail from the beach area, through Seaton park and Old</p>

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				Aberdeen and back to the beach, as well as opening up more opportunities for circular walks in the area. I look forward to hearing from you.
Mr Jack Paterson	No	No		No
Mr Neil Sutherland Senior Planning Manager PPCA Ltd.			<p>I write on behalf of my client Banchory and Leggart Estates in respect of the recently published core paths plan final draft. The Estate is very supportive of the core path concept and as you will be aware has already been involved in providing paths and facilities on the Estate. In general terms the Estate raises no objection to the proposed core path plan. The Estate would however wish to make the following comments: 1) Mention is made of the potential for a new pedestrian crossing over the Dee in sections CP70 and CP84 of the plan. The potential footbridge does not however appear on the core paths map. It is acknowledged that delivery of the footbridge will take some time and effort to deliver, however monies have been allocated to it by the Estate and Robert Gordon University and we would like to see the bridge shown as an aspirational path. This would be consistent with the approach taken for the aspirational path crossing the Don on Map 5 (Kingswells). As well as assisting in focusing the minds of the various bodies involved in delivering the footbridge it would assist in obtaining public views on the bridge and its detail. 2) The A90 currently forms a barrier to footpaths running east-west. The AWPR team have confirmed that the new Charleston Junction as proposed by them would incorporate pedestrian crossings to allow pedestrians to move over the A90. There is an opportunity here to consider a footpath between Loriston Loch and Blue Hill, two natural features that attract walkers already. The footpath could link into existing and proposed footpaths by each feature, helping create an overall network of desirable paths that straddles both authorities' areas. 3) It would be helpful if the core path plan could, as a general aspiration, support in principal projects which would bring further crossings of the A90. The Council, in their Access from the South study, raise the possibility of a Leggart Terrace bypass cutting uphill from the South Deeside Road to the A90. There would be an opportunity to link into this bypass a pedestrian crossing of the A90, particularly when the A90 is de-trunked north of the Charleston Junction following the opening of the AWPR. Other developments in the area may also bring opportunities to create additional pedestrian friendly junctions.</p>	No

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			<p>Because the Core Path Plan will be a material consideration in the determination of future planning applications by promoting such permeability in the core path plan developers would be required to work with such requirements in mind. I would be happy to discuss these points with you if you would find that helpful.</p>	
<p>Ms Ali Hibbert, Development Officer Paths for All Partnership</p>			<p>The Paths for All Partnership welcomes the opportunity to comment on the formal draft Core Paths Plan for Aberdeen City. Throughout the consultation phases our aim has been to assist access authority staff to produce, in the formal consultation phase, a draft plan that meets the requirements of the Land Reform (Scotland) Act 2003 and the associated guidance. Our goal has been the production of a clear and informative draft plan that will help the reader understand the core paths network in their area and the rationale for that network. In particular, our focus has been on the quality and sufficiency of the plan.</p> <p>This response is a follow-up to our previous comments on the consultative plan. However, it is important to recognise that this letter does not constitute a formal response to the draft plan. We hope that the following comments will be useful in informing future development of access in Aberdeen City and in future revisions the Core Paths Plan. The plan has improved substantially from the previous draft and the inclusion of new routes and linkages offers much more choice for users. The new links have made much more of the paths previously selected. One or two areas appear to still to be poorly served. For example, Denmore and Middleton Park both have very limited access to the surrounding countryside. Some parts of the city that lie near to the city boundary will be heavily reliant on the Core Paths proposed by Aberdeenshire Council, and the links that Aberdeen City makes to them, for access to the rural outdoors. The consultative draft for Aberdeenshire shows very few paths that approach the City boundary and clearly joint planning between both councils will be required to ensure “reasonable access to the outdoors” is achieved in these areas. This is particularly notable in Dyce which has limited access on Core Paths within the ACC area but what appear to be plenty of opportunities immediately beyond the council boundary and yet nothing is shown in the Aberdeenshire plan.</p> <p>The introductory text to the plan is also much improved and explaining the strategic context sets the plan in a wider frame of reference. Explanation about the plan development is simple, understandable and transparent particularly in relation to the issues</p>	<p>No</p>

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			<p>raised by consultation on the previous draft. The sections on development, management and monitoring (especially linking to Single Outcome Agreements) are particularly helpful. It is noted that Core Paths on water have not been selected. However, the introductory text highlights the need for access and egress points (and the paths to them) to be included in the plan and yet none are shown on the maps. The previous draft showed Core Paths alongside the wider network. Whilst it is not a statutory requirement to show the wider network on the plan it does enable people to comment more easily and in a more informed way on sufficiency. Without knowledge of the actual path resource that exists it is difficult to comment on which paths may or may not be better designated as Core Paths. It is clear that a great deal of effort has gone into producing the Core Paths Plan and it represents a good, well reasoned and solid start. We wish you well with the draft Core Paths Plan and look forward to continuing to work with you in the future and in the implementation of your approved plan.</p>	
Mr Eric Johnston	Yes	Yes	<p>I regret you have abandoned the original plan to have a path beside the burn which runs from Johnston Gardens to Anderson Drive. There was to be a pond at the low ground near Seafield Drive East. This area has been hidden from Aberdeen citizens for many years. It is waste land now. There would then be a path from Anderson Drive to Hazlehead - through Johnston Gardens. Is it too late to do this?</p>	No
Sarah Dickinson Civic Forum Development Officer Aberdeen Civic Forum			<p>A working group of the Aberdeen Civic Forum met recently to discuss the Draft Core Paths Plan. Members did not have any formal objections to the proposed network of paths. However, there are two points that the Civic Forum would like to make - i) In due course greater linkage between Dyce and the Bridge of Don through pathways to the north of the river would be welcome ii) An easy to carry pocket size booklet with all the Core Paths in it to enable users to be aware of and make the most of the linkages between paths would also be very welcome.</p>	No
Mr Fred Halder Camphill- Rudolph Steiner Schools Ltd.	Yes	?	<p>How does one educate the "General Public" in responsible behaviour in the countryside? This subject has not, but must be addressed. Appropriate reply would be welcome.</p>	<p>ID 82 Route 70(d) Your comment: Riverside route is not continuous...At some stage the path will go through grazings bordering the River Dee, on two enclosures this is not fenced. I object to this access on grounds of</p>

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				very excessive litter and camping every year on grazing land. A considerable danger to livestock and if walkers etc.do not know how to approach/avoid livestock then, indeed, livestock can be a danger to the public.
Mr Robin Kay			First, a little belatedly, I would like to congratulate you and your team on producing such a splendid Core Paths Plan. It really is wonderfully clear and detailed and helpful and forward-looking - a joy to examine and read. The introductory section and the attractively illustrated path descriptions are excellent. Well done! And the same can be said of On Track. Thank you. Second, one or two comments. 1) As I mentioned at our last AbOAF meeting, it would be good to split path 70 to go around Inchgarth Reservoir (top right, p33) to the north (Path and gate are there provided by the water people), as well as along the river bank, which is steep and rough and floods readily by the river. 2) Path 70 also needs a new stile and a bridge over the burn near its junction with path 72 (Page32). 3) And I do hope path 66 can cross the WPR by a bridge of its own at the WPR's expense, which maintains the possibility of a renewed railway track for the future. 4) I think some clear signage is needed to direct people westwards to where path 66 climbs back onto the old railway embankment west from its junction with path 70 in Culter. 5) On page 26 you show path 50. Between its junction with paths 55 and 90, following what is a well trampled up bridle path. For walkers and cyclists there is the much better track shown on your map, running parallel to path 50 and 100-200m south of it. This continues to a pleasant view point and seat at junction with path 48.	No
Mr Ian Inglis	No	No	As discussed when I called, (telecon. 7th Oct) and my similar remarks at the time of the earlier consultation, I was dismayed to see only a poor quantity of core paths proposed radiating in and out of Aberdeen city centre. It would seem there is such an array of factors that have to be taken into account when formulating a core path proposal there then becomes a risk that innovative and interesting initiatives become stifled. For example I had and still propose that a look is made at the maze of lanes paralleling a lot of the west end development in Aberdeen. To dismiss the use of these in a well developed plan with a "...there may be safety issues." or much more heinous ".a lot of car traffic uses	No

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			<p>these lanes.." is an admission to where the commitment to foot and cycle use really lies in my opinion.</p> <p>On a specific note, the dreadful, shameful and unforgivable Stewart Milne development at Kepplestone has managed to almost obliterate, but not quite, a walk or path that borders the burn at the southern end of this development. Before the recent Kepplestone development this was a much wider (and pleasanter) swathe of open ground and possibly a known route of common access. I urge you in the strongest terms to check this "greenway" before it is lost by the aforementioned development which has almost overwhelmed it and may allow it to be forgotten.</p>	
Rab Dickson Transport Strategy Manager North East Scotland Transport Partnership (Nestrans)			<p>Thank you for the opportunity to comment on the Final Draft of Aberdeen's Core Paths Plan.</p> <p>The Nestrans Board considered a report at its meeting on 27 August and approved the recommendations. I attach an extract from the report: -</p> <p>"Aberdeen City Council has produced a Final Draft Core Paths Plan for Formal Consultation.</p> <p>At its meeting on 20 February 2008, Nestrans Board noted production of a Core Paths Plan was a statutory duty in terms of the Land Reform (Scotland) Act 2003. It noted that Aberdeen City Council had produced a Consultative Draft which contained six aims and 21 objectives as well as forming a complete path network throughout the city. This accorded well with Nestrans' objectives and the plan recognised the need for cross boundary links into Aberdeenshire; the report noted that, although local authorities had a statutory function to promote core path plans, Nestrans may wish to be involved in joint initiatives where appropriate.</p> <p>The plan is supportive of the principle of promoting walking and cycling both as a healthy leisure activity and as a means of travel. The Plan also recognises the role of the Regional Transport Strategy and makes specific reference to Nestrans' Health & Transport Action Plan.</p> <p>The Plan makes due recognition to the need to ensure cross-boundary links into Aberdeenshire and Providing Connections is rightly recognised as the first criterion for path designation.</p> <p>There are a number of key long-distance strategic routes leading across the border between Aberdeen and Aberdeenshire. These (and possibly others which can demonstrate a strategic function, encouraging walking or cycling as a means of travel) would be prime</p>	No

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			<p>candidates for consideration for joint funding initiatives. Although local authorities have a statutory function to promote Core Path Plans and would therefore be the lead partner on enhancement schemes, Nestrans would wish to be involved in joint initiatives where appropriate."</p> <p>I hope you will take these comments into consideration in finalising the Core Paths Plan.</p> <p>If you require any further information or wish to discuss any of the above, please do not hesitate to contact me</p>	
Jill Kirkham Cults, Bielside and Milltimber Community Council			<p>We are pleased to submit our comments on the final draft of the core paths plan. 1) The Deeside Way is heavily used by walkers, cyclists and horse riders. Together with Aberdeen Outdoor Access Forum, whose views we support, we are very anxious that as the plans stand, the Deeside Way (CP66) will be bisected by the Aberdeen Western Peripheral Route (AWPR) in Milltimber. We would like the planners of the Core Path Network to support us in our wish, should the road be built, to have a new section of the path constructed which spans the new road plus the B979. This would be the only safe option for all path users. We realise that at the time of publication of this document the route of the AWPR had not been finalised but there was still some concern expressed at our meeting that the route is not indicated on the maps at all. We feel that it would be of great advantage if, when the core paths plan is published, the agreed route of the AWPR is shown. 2) We are disappointed that there is no progress in putting a path in place across the fields from Milltimber to Bielside. At present traffic is funnelled along the A93 North Deeside Road. An alternative for walkers or cyclists away from this busy road would be welcome. This would provide a safe walking or cycling route to Cults Academy for school pupils as well as walkers and cyclists at other times. There was an early discussion on this as a possible core path but it has not been chosen even as an aspirational route. It would be very good to see a route linking Milltimber and Bielside just as AP4 links Peterculter and Milltimber. 3) We would prefer to see more paths linking the main paths in the network. Also we would like to see more circular routes in our area, particularly short paths to encourage those not used to walking or taking exercise. 4) A particular concern is the state of the path at the edge of the River Dee. It would be much appreciated if this path could be made safe. This would certainly become a popular walk that would enhance the network in our area making possible many circular walks combining with the Deeside</p>	<p>No</p>

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			<p>Way. CBMCC would welcome views from Aberdeen City Council about how members of the local community could get involved in signposting these paths and preserving them. We look forward to seeing progress in the construction of paths in the Plan.</p>	
<p>Douglas L. Stewart Culter Community Council</p>			<p>Thank you for the copy of the Final Draft Core Paths Plan. Culter Community Council has agreed the following response, based on your form, to supplement our previous comments. QUESTION - Does the system of proposed core paths as a whole cater sufficiently for all user types and abilities? RESPONSE - It is difficult to say if the proposed core path system is adequate, because there is no measure of demand for walking. An effective system would generate increased use of paths, which might then enable its adequacy to be determined. It seems likely that the escalating cost of fuel will transfer car users to public transport, which will increase walking because door to door transport will tend to become less feasible. Demand for core and other paths is therefore likely to increase. Also, increase in leisure time and in retired population should increase the use of paths. We consider, therefore, that it is important that the system of core paths be regularly monitored to enable it to be improved as necessary. QUESTION - Is the coverage well balanced across the whole area? RESPONSE - This also is difficult for us as a community council to determine. We feel, however, that if the proposed system is brought up to and maintained at a standard suitable for all users, this will be a major improvement in the present path system. COMMENTS WHICH ARE NOT FORMAL OBJECTIONS Our comments are based solely on core paths proposed within our local area. While we broadly agree with the selection of core paths, we suggest that some of the statements in the plan should be revised, as follows - Core Path CP51: Gairnhill Wood to Guttrie Hill says 'The route is thought to be suitable for wheelchairs'. The section west of Nether Beanshill is, however, unsuitable for any wheeled vehicle, due to outcropping rock. Core Path CP52: Bucklerburn Road to Easter Anguston says that it is '...travelling through woodland...' It would be more accurate to say "travelling through woodland and farmland". Core Path CP66: Deeside Way says "The sections at the western end, near Peterculter, could be enhanced." The section from St</p>	<p>Further to my email of 21 October, the community council agreed yesterday that Culter House Road should be a Core Path, as originally proposed, not an Aspirational one. Culter House Road is well used by walkers, and links several District Wildlife sites. Designation as a Core Path should help to safeguard these uses, particularly in view of the possible effect of the AWPR, and could also expedite provision of a footpath along the verge to avoid the need to walk on the carriageway.</p>

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			<p>Peter's Heritage Centre to Coalford road is far inferior to the rest of the Deeside Way from Aberdeen to Banchory. It includes unsatisfactory surface, width, gradient and signing, which severely limit use of the path. It therefore must be enhanced.</p> <p>Core Path CP70: River Dee Path (north bank) says 'All sections are well used....The less formal western sections of the path require some improvements, including installation of a bridge over a small burn...'. The 1 km section west from Maryculter Bridge to the junction with Path 76 is, however, unused and unusable, requiring major improvement. At the burn, a culvert would be much preferable to a bridge, both technically and economically.</p> <p>We do not wish to make a formal objection to the Final Draft Core Paths Plan, but we consider that if it is to become more than a paper exercise then our proposed improvements to CP66 and CP70 are essential.</p>	
Maureen Harper			<p>Would it be possible to unlock the gate to the Council's allotment gardens immediately to the east of Pitfodels Station Road to allow pedestrian and cycle access along the existing track that follows the west boundary of the allotment gardens from the Deeside Walkway to Garthdee Road? This would be particularly useful for students/staff using the Deeside Walkway to attend RGU Campus. At the moment, students/staff traveling by bus along North Deeside Road must walk down Pitfodels Station Road to get to Garthdee Road. This is particularly treacherous as there is no continuous footway and because of the camber of the road and bridge, motorists and pedestrians cannot see each other until they are very close up. My son who is a student at Gray's School of Art had a very narrow escape recently when he came up the steps from the Deeside Walkway onto the bridge from the west side and was almost run over. Many students traveling in from Deeside have to negotiate this dangerous road and bridge. It would be so much safer if the padlocked gate to the allotment gardens was unlocked to give pedestrians access from the bridge, down onto the railway line and through to Garthdee Road. It would also be beneficial for students like my son who would prefer to cycle to RGU along the Deeside Walkway. At present, the nearest access point to the Walkway is considerably further along onto Morrison Drive and is a much longer journey to RGU, particularly in bad weather.</p> <p>Thank you for this opportunity to voice my concerns. I hope that this small request can be granted for valid safety reasons but also to</p>	No

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			encourage more people to walk and cycle to RGU rather than take the car or two buses.	
Michele M^cPartlin Cove and Altens Community Council			Link path between Hareness Road, along eastern edge of existing Industrial Estate to link up to path at back of Burnbanks Village being pursued through planning. WIAT path through tree belt at back of Altens houses continues right to back of hotel. Dog-leg between 80 and 83 to link to Charleston Road at corner above "issues". Link from Woodside Cottage, Cove Road, along existing path behind Lochinch houses coming out opposite Lynden Villa to connect up in future to access Loch of Loriston (No footpath exists along Old Wellington Road.) New path under construction along dual – carriageway to proposed crossing at Lochhead House.	No
Malcolm Campbell Associate Knight Frank			I am writing to you on behalf of the Kilmartin Property Group in response to Aberdeen City Council's Core Paths Plan Consultation. Kilmartin, as you are already aware from the workshop held on 16 th June 2008, acquired some 90 acres of land and property at Stoneywood in March 2008, with the purpose of promoting a sustainable mixed-use development at the site. Kilmartin wish to pursue a comprehensive master plan approach to development of their site which will emphasise design quality, innovation and sustainability and working in partnership with the Council, the local community and other stakeholders. Kilmartin are currently in discussion with Sandy Beattie and other Council officers regarding taking forward the company's proposals for Stoneywood. Kilmartin are aware from previous discussions with you and from inspection of the Council's Final Draft Core Paths Plan that the Council have identified an aspirational path AP6 (River Don) to provide a major new continuous off-road route along the River Don. This will form the new National Cycle Network Route1 as well as a footpath and provide the section of the route that is currently missing from Core Path CP6 (Dyce to Bridge of Don). A large section of AP6 runs through Kilmartin's landholdings at Stoneywood. In this respect Kilmartin are willing to enter into discussions with the Council to explore how they might help to deliver the section of AP6, which runs through their site. Kilmartin have identified the core path network as integral to their aspirations for a sustainable mixed-use development at Stoneywood and believe that the preparation of a master plan for Stoneywood and the consultation on the Core Path Plan provide a timely opportunity for the Council and Kilmartin to work together and realise their objectives for Stoneywood and the wider area.	No

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Ewen Cameron Operations Manager Grampian Scottish Natural Heritage			<p>Thank you for you for inviting Scottish Natural Heritage (SNH), as a statutory consultee under section 18 of the Land Reform (Scotland) Act 2003, to provide representations or objections over the draft Core Paths Plan (CPP) for Aberdeen City. SNH welcomes the opportunity to comment on this plan, which has been drawn up according to the provisions of Section 17(1) of the Act.</p> <p>SNH understands that Aberdeen City Council is currently undertaking an appropriate assessment of the Core Path Plan in light of its potential to have an adverse impact on the integrity of the River Dee SAC. SNH would be happy to comment on the appropriate assessment once completed and the assessment should be completed before the Core Path Plan is adopted. Consideration should be given to potential impacts arising from access by water users, see below.</p> <p><u>SNH summary position</u></p> <p>The plan is generally well written and easy to follow and we are pleased to see that many of our earlier comments have been taken into account in this final draft. SNH has no objection to this plan, we do, however, make the following representations:</p> <ul style="list-style-type: none"> • The plan does not currently provide for water based users, which could be addressed by marking access/egress points on the maps as core paths. While we appreciate the potential problems of identifying such points, we also believe that omitting them will create their own problems. • Consideration could be given to providing greater access to the countryside and District Wildlife Sites. • A policy should be added to the CPP to demonstrate Aberdeen City Council's commitment to undertake the mitigation measures listed in the environmental report. <p>Further details on these representations and other general comments are provided in the Annex to this letter. Comments on environmental matters including the need to consider impacts on European Sites and protected species are contained in our response to the SEA Environmental Report which has been sent to your colleague, Aftab Majeed.</p> <p>If you need any further information or advice from SNH in relation to this plan, please contact Dr Sue Lawrence at this address. I should be grateful if you would let us know of your Council's decision in due course or of any further changes to the plan which</p>	<p>No</p>

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			<p>would be relevant to our interests.</p> <p><u>Annex</u> <u>The Consultation Process</u> The detailed information in the Study Report, and the summary in the Core Paths Plan itself, demonstrates that the consultation exercises have been wide-ranging and as inclusive as possible. The review of the issues highlighted by the informal consultation, and how Aberdeen City Council has responded to them, is a very helpful inclusion in the final draft of the Core Paths Plan.</p> <p><u>Sufficiency</u> <u>Coverage</u> The identification of more core paths in urban areas, including some safe routes to schools and in regeneration areas, has significantly improved the geographic coverage of core paths across the local authority area. This, together with the increase in the number of circular routes, has improved the overall connectivity of the network. SNH does, however consider that there remains greater potential to provide access to the countryside, including sites important for nature conservation. Such sites play an important role in the greenspace network in Aberdeen and provide an opportunity to build an awareness and appreciation of Aberdeen's natural heritage and biodiversity. Furthermore, SNH considers that there is greater potential to provide access to the countryside within Aberdeen, in particular, to some of the District Wildlife Sites. We appreciate the concerns about potential impacts of disturbance by increased visitor numbers to District Wildlife Sites, but we believe the solution to this lies in awareness raising rather than through "restrictions" on access. There is an apparent lack of routes linking the housing areas in the North East of the city, such as Denmore, Middleton and Danestone, with the wider countryside in Aberdeen and Aberdeenshire. We therefore welcome aspirational link 1 to the coast. Consideration could be given, for instance, to designating as core paths, routes to some of the nearby District Wildlife Sites (DWS) such as Clerkhill Wood, Stoneyhill Wood and Monument wood. Management plans for some of the privately owned DWS were produced for the former Aberdeen Countryside Project and copied to Aberdeen City Council and SNH. The management plan for Clerkhill wood (2001) states that "There are substantial recreational and amenity benefits to be derived from the site's various woodland habitats....A network of paths is already in place, leading the visitor in a circular walk through the</p>	

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			<p>site.....Of all 6 sites surveyed, Clerkhill Wood is most suitable for promotion as a District Wildlife Site. Not only is there the possibility of creating a more formalised walk for the public with the site's boundaries, there may also be potential to develop a more ambitious path network linking different sites through the Grandhome Estate area".</p> <p>We also recommend consideration be given to finding a route to link Bielside with core path 89, to its west and possibly to link this also to core path 55. Milltimber would benefit from paths in the north linking it to Gairnhill or Foggieton. At Peterculter consideration should be given to designating routes across Hill of Ardbeck as core paths. Greater links to the wider countryside could be provided, such as routes along the Culter burn, accessed by Easter Anguston.</p> <p>We welcome AP7 and suggest that future consideration could be given to a circular route to the west of Kingswells.</p> <p>The plan shows continuity of cross-border links with Aberdeenshire although there may be potential for further links.</p> <p>We appreciate that it may not be possible to take forward these suggestions in the current Core Paths Plan, but we hope that they might be considered as aspirational routes or logged for consideration at the first review of the plan.</p> <p><u>Users</u></p> <p>The ground assessment of each of the candidate core paths, and the resulting route descriptions in the Core Paths Plan, indicates that a reasonable proportion of the routes are multi-use and a number are suitable for all abilities. These descriptions also indicate the purposes cover recreational use, sustainable transport and active travel, and provide links to a range of facilities, services, workplaces, schools and some wildlife sites.</p> <p>Sufficiency for water users is rather unclear as, although key access and egress points are mentioned in the text, they are not demarcated as core paths on the maps. The plan text states that "Aberdeen's core paths network aims to provide opportunities for ... non-motorised watersports", but it is not clear how the plan achieves this if no core paths have been proposed on or facilitating access to the water.</p> <p>We understand that the Aberdeen Outdoors Access Forum was concerned that by marking access points on the map, it might be misunderstood by land managers and users that these were the only areas where access to the water could be taken. SNH advises that in</p>	

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			<p>order to facilitate access to the water by people who are not familiar with the area, the access/egress points should be marked on the map as core paths. We would suggest that awareness raising of both access users and land managers is a more appropriate method in addressing the concerns raised by the Access Forum.</p> <p><u>River Dee Special Area of Conservation</u> The River Dee is a Special Area of Conservation for the important populations of Atlantic salmon, freshwater pearl mussel and otter that it supports. The draft CPP includes a proposal to create a bridge over a small burn and works to address river erosion. Improvements to water access points may also be proposed. SNH understands that Aberdeen City Council is currently undertaking an appropriate assessment of the Core Path Plan in light of its potential to have an adverse impact on the integrity of the River Dee SAC. SNH would be happy to comment on the appropriate assessment once completed and the assessment should be completed before the Core Path Plan is adopted. Consideration should be given to potential impacts arising from access by water users, regarding our comment above on the desirability of identifying core paths that cater for water users. Our letter of 9 October 2008 contains further advice.</p> <p><u>Mitigation</u> The Environmental Report states that within the Final Draft CPP, consideration will be given to the inclusion of an over-arching policy outlining the Council's commitment to undertake the mitigation measures listed in that report. SNH is not aware of such a commitment within the CPP and recommends that a policy is added to the CPP to address this.</p> <p><u>Other general comments</u> It would be useful to indicate the length of each core path and the total for the core path network.</p> <p><u>Policies</u> It would also be helpful to explain the status of the policies included in the plan and where (and which policies) will be used in development control i.e. is this supplementary planning guidance?</p> <p><u>Maps</u> It would be opportune to re-number the core paths in the adopted plan so that they are in a logical order and any discrepancies are removed (e.g. numbers 15, 43, 53 and 106 seem to be missed out, there is a no. 11 on page 14 and also on page 23). The map providing an overall view of the core paths within the city is</p>	

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			<p>helpful, but the scale makes it difficult to get an understanding of how each path and area links up. Altering the scale and numbering the paths would be helpful. Also, showing links to likely core paths in Aberdeenshire would be helpful and that information has recently become available.</p> <p>The maps do not show the wider path network. The benefit of showing the wider network is it allows the reader to comment on the suitability of those paths selected as core paths and shows how the proposed core paths link to the wider path network. The lack of such information hinders the ability to comment on the sufficiency of the proposed core path network. However, we understand that the reason for this is that there are few other paths that are promoted within Aberdeen.</p> <p><u>Conclusion</u> Notwithstanding the representations we've raised in this letter, SNH's view is that the draft Core Paths Plan generally takes account of the key consultation findings and addresses the needs of most communities in and visitors to the area.</p>	
<p>Aftab Majeed Environmental Planner Aberdeen City Council</p>			<p>The Core Path Plan is generally supported and it is believed that environmental issues and impacts of the plan are considered in the Strategic Environmental Assessment in detail. However there are few concerns over the terminology used in the text which is conflicting. Following are my comments on the Plan.</p> <p><u>3.3.2 Aims and Objectives</u> There is a repetition under aims and objectives section. It is suggested to review the section and merge some of the common aims and objectives under one heading. For example Aim 2 and objective 1 under Aim 4 are more or less similar.</p> <p><u>Aim 5 Objective 1.</u> How the CPP will protect the environment? It is suggested to rephrase the aim to read “ enhancing and promoting the environment.” It is not always the case that the CPP will protect the environment. There are environmental risks associated with the CPP.</p> <p><u>3.4.</u> It is suggested that eight criteria could be merged. For example Health Safety and Quality of life could be one heading. Attractive surroundings have strong links with improving health not just that in promoting business. It is suggested to replace Environmental Protection with Environmental Promotion. Providing linkages to the areas of natural</p>	<p>No</p>

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			features creates environmental awareness but there are also environmental impacts associated with it. It is suggested to define the technical terms by adding a glossary section.	
NFU Scotland – Aberdeen Branch	Yes	Reasonably so	The Core Paths network covering the rural part of Aberdeen City District could cause problems for adjacent farmers and property owners which require steps to be taken to inform and educate the users of the Core Paths in order to minimise these potential problem areas. It is essential that the paths are well marked and display information for path users on how to conduct themselves to minimise disturbance to farm animals and horses and to avoid damage to crops and field fencing and drystone dykes. Dog walkers must ensure that their pets do not enter fields and chase farm animals. Dog owners put themselves at risk of injury if they walk into fields containing cows which have young calves at foot.	No
Mr Derek Stewart	Yes	Yes	Having commented on the past draft document and made suggestions I see these have been taken on board so I am pleased with the Final Draft. I am a community councillor with the Rosemount and MileEnd Community Council so my views are personal but in informal talks with other members most seem positive. I am unable at this time to meet with full council.	No
Colin Henderson, Bridge of Don Community Council	Yes	Yes	The Bridge of Don Community Council supports the Core Paths Plan as it applies to the Bridge of Don area. We have identified several additional pathways which could improve the network. These are indicated in section 3.	Section 3 – Proposals for expansion of the core path network in Bridge of Don area. A) Extend CP14 from southern end at Parkway to join path which crosses the northern edge of Westfield Park and links with CP13 near St Columba's churches. This would complete the link from Perwinnes Moss to Westfield Park. Paved paths and pedestrian crossings already exist. B) A long distance walk could be created by marking a path branching from CP13 at Bridge of Don Academy going south to Bodachra Road and then crossing Balgownie Road into the Aberdeen

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				<p>Science and Technology Park. The network of paths in the campus leads to Balgownie Drive which is crossed at Braes of Cairnfield. From here a path leads down to the mill lades and a foot bridge crosses over the water to join a riverside path leading to Grandholm Bridge and then join with CP6. This would give a route from Perwinnes Moss to Persley Den (4.5km)</p> <p>C) It is suggested that Middleton Park Community Centre could be linked to CP13 at Middleton Park Primary School by upgrading a path at the west side of Middleton Park School. The Community Centre is used as a playgroup base and a path improvement would encourage walking to school.</p> <p>D) It is also suggested that a new path is included which links with CP23 at the junction of Whitestripes Road and Whitestries Avenue running north west along the wood named as the West Belt then turning north to intersect with the Carrot Belt and ultimately reach the North Belt. This is already well used and has the potential to develop into a circular walking route linking with CP13 at its northern end.</p>
Colin Miller Outdoor Access Officer (North) Aberdeenshire Council			<p>Thank you for the consultation on the ACC Final Draft Core Paths Plan. I have been asked to respond on behalf of the officers preparing Aberdeenshire Council's Core Paths Plan.</p> <p>We note and support your Aim 1 (connecting City and Shire) and associated Objective 4 (supporting "wider path networks").</p> <p>The Shire's area of interest is of course the proposed cross-border routes linking City and Shire. We note the City's proposals in this</p>	<p>No</p>

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			<p>respect and confirm that the routes proposed do link with the Shire's. As you know, there are two cross-border routes which the Shire has listed as aspirational routes, i.e. unlikely to be deliverable within the delivery timescale of the current Plan. These are:</p> <ul style="list-style-type: none"> - Westhill – Brimmond, linking to the City's CP34. In responding to our informal consultation, SNH has suggested that the Shire gives further consideration to this link, i.e. within the current plan rather than as an aspirational route. While work on the Shire side of the border would be our responsibility, a short section within the City's jurisdiction would be needed to complete the link to your CP34. If the overall link goes ahead, it would be logical for the "new" section within the City to become a Core Path as well – although whether or not this would be achieved within our respective current Plans is impossible to say at present. Perhaps we could liaise further on this? - Coastal path between Findon and Cove: both Plans refer to this as aspirational. While an actual pathway along the coast is meantime impracticable, I should mention that SNH have responded to our own consultation with a suggestion that "on-road links" could be used as an interim method of filling-n gaps in the coastal path. The Findon-Cove gap would appear to be a possible candidate in this respect, using the public road via Blackhills of Cairnrobin, although a risk assessment would be necessary and significant traffic calming measures might need to be considered. It would be useful if we could jointly reach a view on the suitability and achievability of such a link within the scope of our respective current Core Paths Plans. <p>On a technical boundary point, some sections of the City's River Dee Path (path no. 70) are within those anomalous parts of the Shire situated north of the present course of the River Dee, e.g. at the Ewe Haugh. We have no problem with continuing the existing, over-arching protocol that for practical purposes paths within those areas are managed by the City.</p> <p>Finally, both the rivers Dee and Don cross the border between City and Shire. Like yourselves, we propose to designate access and egress points as part of the Core Paths Plan. At the same time, we are in full accord with yourselves that there is no need to designate the rivers themselves as core paths.</p> <p>In conclusion, we are happy to work jointly with the City on promotion of appropriate parts of the Core Paths Network.</p> <p>As you know, our own Final Draft CPP is still in preparation, with an</p>	

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			<p>anticipated completion date of Spring 2009. If you have any comments relating to this process, e.g. cross-border routes between City and Shire, we would be happy to take them into consideration. With reference to Aberdeenshire's first Informal Draft cpp, I note that on 17/09/08 you kindly responded by email to our consultation. Your specific route related comments are broadly addressed above, but we look forward to on-going joint-working on cross-border access.</p>	
Dr Shan Parfitt	No	No	<p>Core Path 66 desperately needs upgrading in places. It is also a great pity that it does not extend beyond Peterculter. Many people cycle the Deeside Way and would like to be able to do so all the way to Banchory. Core Path 70 is inadequate in places – it was barely passable at times 2 weekends ago east of Peterculter.</p>	<p>Core Path 65 makes too great a diversion (via the university). It would be much more likely to be used if it took a more direct route. When cycling to David Lloyds Sports Club I use Ramsay Crescent and Aboyne Road/ Craigievar Crescent, and am not likely to change using Core Path 65 whilst doing so adds significantly to the length of the journey.</p>
Marilyn Bell			<p>ACC's proposed Core Path Network excludes the road from Friarsfield Road to Craigton Road. This is a beautiful, tree-lined country track- it used to be a country road. It should not be enveloped by houses but should retain its current status and remain a public right of way, a core path. Why has ACC excluded this track from its proposed Core Path Network? This is the track that is used and has always been used by walkers to access Hazlehead from Cults.</p>	
Janet Clark and Peter Wood ScotWays			<p>As indicated in our response, in January 2008, to the Consultative Draft, we think this is a good comprehensive plan which provides a much wider network of paths for the public than the recorded rights of way network. However in the intervening months we have viewed a large number of these Plans from different Councils, and in the interests of national consistency and ease of use of the Plans, could make a few general comments, though not having seen a hard copy of the Plan, it is hard to be sure of the layout. We like the explanation of the scoring system, the summary of the paths, and the individual descriptions. But the summary needs a map number against each, and it would be better if the full descriptions could be printed opposite to the map showing them, to save turning the big pages back and forth.</p> <p>Water Sports enthusiasts (and a picture of one) are rightly</p>	No

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			<p>included in the initial list of Users. We are not sure of the logic of why the Rivers Dee and Don are not core paths. Several other Councils have made a point of including “Core Paths on Water” with their Access Points. Could this be reconsidered?</p> <ul style="list-style-type: none"> • Each map should be clearly numbered in the bottom right-hand corner, so that it can be easily seen when turning over the pages. On the CD, we couldn’t see any numbers on the maps at all. • The black numbered overlap arrows are very nice, only they should be map numbers rather than page numbers. • The OS Grid numbers should be shown on the Grid lines; this is essential for locating places from an OS map. • The two separate index maps are confusing: the Page Guide in the preliminary section with 22 maps and the Index maps in the map section, with 12 maps. • We like the idea of the “On Track” update newsletters and the separate Policy numbers which set out the “Action Points” for each aspect of the CPP. <p>In conjunction with our local members, we’d also like to make a few specific points:</p> <ul style="list-style-type: none"> • We like the AP5 for cycling to the new Bucksburn Academy: the new Cults Academy also needs an off-road path on the north side of the main road, between Cults and Bielside. • On Maps 11/12, the section of the River Dee Path, CP70, close to the river between Waterside and Cults is wet, muddy and often flooded. A better alternative would be the line of our route number GC35, cutting straight across this loop of the river instead of following it round. • We are aware of a problem in the method for the Deeside Way on the old railway line to cross the new western peripheral road. <p>We will look forward to the publication of the final plan.</p>	
Katharine Taylor NCN Development Manager Sustrans Scotland			<p>Just to say that I have looked at your final Draft Core Paths Plan and have no comments to make on the paths shown. My only observation is that it would have been useful to have more detailed maps, but as far as I can see, all off-road sections of the National Cycle Route are shown, so we are content.</p>	No
Anne-Marie Gauld Planner			<p>I've only had time to briefly look at your draft CPP. In general, it looks good. My comments are as follows: -</p>	No

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(Environmental Strategy) Aberdeen City Council			<p>FINAL DRAFT CORE PATHS PLAN TEXT</p> <p>1. I particularly like Aim 1 & objective 3, which is 'to promote and improve access to places of interest in Aberdeen (e.g. built attractions, natural features and heritage sites)'. I assume that this means access to areas of nature conservation value including designated sites.</p> <p>2. I also like Aim 5 'Promote environmental protection and foster the development of a more sustainable city' and the associated objectives (1-3).</p> <p>3. However, one last point on this report is the fact that it was decided that the paths along the Rivers Dee and Don would not be Core Paths. I'm not sure I totally agree with this as they are very popular routes and they fit with many of the aims and benefits of a Core Paths Plan.</p> <p>STUDY REPORT WITH APPENDICES</p> <p>1. I was a wee bit confused with the scoring under the Criterion 'Environmental Protection and Sustainability' in your sample of Core Paths (Study Report with Appendices).</p> <p>2. The question 'provides access to an area of natural interest...' and '...nature for school groups....etc' is asked, but the score is based on 'impact' instead of yes or no in various degrees. I also noted that CP96 under this criterion has 'little impact' with a score of '0', and I'm not sure what that means in the context of this question.</p> <p>3. I was unable to find the scoring sheets for all the suggested core paths, so it was hard to tell whether suggested new paths that involved going through areas of nature conservation value were rejected or not based on scoring? The hope is that this is not the case as we do want to improve access (as stated earlier in your aims) to these types of sites (in sensible way) so that they can be enjoyed and educate people. I note in your Environmental Statement that you will promote responsible behaviour and increase access to ...local biodiversity sites in a way that minimises impacts to environmentally sensitive sites.</p> <p>I hope this makes sense and helps to some degree.</p>	

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<p>Nicholas Bedding Aberdeen Earth Guard</p>			<p>Aberdeen Earth Guard has the following comments to make:</p> <p>*We approve of the concept of core paths throughout the city. This helps with sustainable transport, encourages healthier lifestyles, and promotes social interaction. It also helps with green network planning, and the better integration of wildlife within the city</p> <p>*Citizens who wish to walk into the City Centre (Union Street) from Cove do not appear to have a path marked along either West Tullos Road or Wellington Road. Walkers from Cove would take routes 81 – 79 (clip east end) - 85 - 69 - 70, or routes 81 - 79 (clip east end) - 85 - 97. With respect to the Wellington Road possibility, when the Queen Mother Bridge is repaired and ready for walkers, one could walk high up on the east bank of the River Dee immediately to the left of Wellington Road when walking northwards towards this bridge.</p> <p>* There are some very pleasant, natural and green paths on the north bank of the River Don which do not seem to be indicated, or linked up in any way (like the continuous path along the south bank of the River Don). There should ideally be a path on both sides of the river.</p> <p>*You seem to have worked out a good system of paths, which are particularly rich around the periphery of the city and in areas where there is existing green space. There is, however, a general lack of paths in the densest areas of the city where the highest concentration of residents reside. Some forward planning is needed in the future with respect to planning control and the development system to 'build in' paths as and when housing estates and industrial estates are built (see below).</p> <p>*Aberdeen Earth Guard is presently half-way through its survey of city streams. We are searching for burns which are good for residents, for wildlife and for flood control. Too many streams in the past have been piped underground. We will be requesting in future that all city streams are protected by forming greenways along them, ie pleasant green linear paths which are good for walkers as well as wildlife. Burns need to be kept open as wildlife corridors, and kept free flowing for purposes of flood control. They also need to be accessed to remove litter, debris and other matter which can build up and cause an obstruction which could lead to flooding. Therefore with this initiative each stream would have a path running along it. With out-of-town developments you would not have to worry about</p>	<p>No</p>

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			<p>path selection near burns, the stream itself could accommodate a natural greenway along it, if adequate space were left beside it for this purpose.</p> <p>* On the same subject, the Den Burn is Aberdeen's best example of an urbanised stream (certainly to the west). However, there seems to be a missing link between routes 27 and 28 along the Den Burn in the Woodend district of the city. There is a good walk along the burn at this location.</p> <p>*The 'Core Paths' philosophy should be built into the planning process, so your planners are aware of nearby existing core paths when they come to comment on big planning applications which have inadequate pedestrian design. You should therefore have a policy on 'Future Core Paths' to carry the initiative onwards!</p>	
Barrie Buchan Kingswells Community Council			<p>After studying the above document and maps, Kingswells Community Council (KCC) now wishes to make the following comments. We feel that this has been a well researched, clearly documented piece of work. The aims and initiatives are clearly beneficial to the people of Aberdeen encouraging recreation, education and healthy outdoor pursuits.</p> <p>Under this proposal, many of the original walks around Kingswells will be made circular in nature by the addition of a loop or a new connection to other paths. This will make them a much more pleasurable experience.</p> <p>Aspirational Path AP7 Although we realise that there would be some structural work involved to make AP7 safe for walkers and cyclists, KCC would like to promote this route for future consideration. It would make a very good circular route at the lower hillside of Brimmond Hill for the people of Kingswells who would not require a car to access it.</p> <p>Suggested Heritage Path KCC would like to recommend that the large Consumption Dyke to the west of the village is repaired. Presently, this large important historical monument is in poor condition and is unsafe for walkers trying to use the stone pathway along the top of the dyke. Once repaired, it would be fairly easy to provide a short path to the Quaker Burial Ground. This walk would be an interesting local heritage path with historical and educational value.</p> <p>Information on Paths We would also like to see much more informative leaflets being</p>	<p>Objection to Candidate Core Path (previously Numbered 43) now AP5 or “Kingswells Bucksburn Link”.</p> <p>Due to many factors, including the isolated nature of this area, Option 2 should be discounted as a safe route between the two communities. KCC strongly object to proposed path Option 2. We have responded in detail to this during the separate consultation process “Kingswells Bucksburn Path Link Public Consultation (01/09/08 - 10/10/08)”</p> <p>KCC has suggested a Kingswells Bucksburn Link Path alongside the Kingswells-Newhills-Bucksburn road (Option 1) has clear advantages over the proposed cross country route.</p> <p>At a meeting on the 13th October KCC were informed that Redmyres is under consideration as a proposed halting site for gypsy travellers. Option 2 will pass close</p>

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			<p>produced to encourage people to use the paths. Aberdeen Countryside Project has produced a leaflet called "Bucksburn Valley – A Guide to Walking and Cycling" and we think this is an excellent example of literature showing local walks, history, archaeology, wildlife and fauna.</p> <p>1) Concerns over maintenance and management.</p> <p>We would like to voice our concerns over the long term maintenance of any new paths. Around Kingswells we already have a plethora of wonderful paths which, over the last few years, have fallen into disrepair due to the following reasons.</p> <p>*Drainage problems. Many paths are used very frequently and become very muddy –especially in winter.</p> <p>*Aberdeen City Council has previously closed off access by putting up fencing. The paths become impassable very quickly due to overgrowth of vegetation. For example, fencing was put up across the path beside Webster Park (marked "42 A") which soon became overgrown with thistles and nettles.</p> <p>*Landowners do not always maintain paths and remove precarious fallen trees which have blown across paths.</p> <p>KCC would like assurances that a suitable budget is set aside yearly, for maintenance of any proposed new paths as well as the existing paths.</p> <p>We trust these comments will be considered for inclusion in the finalised plan and if any clarification of any of the above points is required, please contact the undersigned.</p>	<p>by Redmyres. Public consultation on these path options ended the week following this announcement. People based their considerations unaware of this information. KCC now demands that if Option 2 is not automatically removed from consideration by ACC, a further consultation should take place, with all information made available to the public.</p> <p>We trust these comments will be considered for inclusion in the finalised plan and if any clarification of any of the above points is required, please contact the undersigned.</p>
<p>Brenda C Hird Northfield Community Council</p>	<p>Yes</p>	<p>Yes</p>	<p>We, as a group, have had a look at the Final Draft Core Paths Plan and would reply as numbered on your form.</p> <p>We are a bit concerned about the Greenwhins Development of 836 units. The path for Auchmill may need to be reconsidered.</p> <p>In general people are more likely to use a route where there are people going about. Such routes may be though to be safer and we would encourage the Council to consider the safety aspects of routes and that people may prefer to follow main roads.</p> <p>These comments we would make in relation to the Manor Avenue to Eric Hendrie Park route and the Auchmill Golf Course route .Can you advise if any further changes are to be made to the Draft Core Paths Plan in light of any comments received by the Council. If further changes are to be made we would like to be advised of same.</p>	<p>No</p>
<p>Neil Finnie The Miller Group</p>			<p>I am writing with reference to the proposed Core Paths Plan which was issued in Final Draft towards the end of July. Miller</p>	<p>No</p>

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Limited			<p>Developments currently have an option over land in the Dyce area of the city (a plan is attached for reference which shows the original location of the core path and how this compares to the new proposal). Working alongside ACC and Scottish Enterprise Grampian we are close to agreeing common infrastructure works to allow the release of development land for a high class business park. My questions relate specifically to how it is proposed to implement the Core Paths Plan and therefore I would be grateful if you were able to confirm the following:</p> <ul style="list-style-type: none"> - Do Aberdeen City Council take ownership of the land affected by a core path? - Would any area which is effected by a core path become adopted by the Local Authority? - By what mechanism is the land confirmed to be used for a core path? (i.e. do the Council write to each land owner specifically and advise?) - What checks are under taken to confirm the identity of the current owners? - Who is responsible for the ongoing maintenance of the core path? - Is compensation payable for any land which is lost due to the creation of the core path? - Are the routes of the core paths able to be altered in the future to allow for development? If so what process must be followed? - What happens if a land owner objects to the proposed route? Can the Council use powers such as Compulsory purchase? <p>I appreciate that there are many questions but I would be grateful if you were able to advise. Obviously Miller Developments are very keen to work with the Council to ensure the provision of these Core Paths but I would like to understand the mechanisms which are involved.</p>	

For further information, please contact us:

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