

Proposed Aberdeen Local Development Plan 2015

Mr George Wood
Old Aberdeen Community Council
2 Harrow Road, ABERDEEN
AB241UN



The aims expressed in the Plan must be praised as being ideal aspirations, however, the means of delivery are not clear and succinct. Past experience has shown Aberdeen City Council to be lacking in the drive and ambition to deliver objectives which they have set themselves and, as a result, the City fails to meet the desires of those who live in it and want a more cohesive and planned environment in which to live, work, raise families and spend a meaningful retirement.

On this premise, we would endorse all the aims set out in the Section 1 headings and would wish to see them all delivered within the timescale of the plan.

It is recognised that Aberdeen is probably unique in Scotland in respect to local government recruitment, with a combination of high, well-paid, employment and rising property costs in both the ownership and letting market, acting against the recruitment of staff to drive forward the ambitions of Aberdeen's residents. At the same time, it has to be noted that there have been problems in the leadership displayed by the elected bodies within Aberdeen's governance, which have led to a situation where decisions have not perhaps been the ideal for Aberdeen's future.

It is to be hoped that this plan will act as a catalyst and produce positive results which will make our city a place we are all proud of and which will support existing endeavours and attract diversified employment, resulting in the area being attractive to those who will further enhance its appeal to all.

Many of the headings in this plan relate to traffic movements and a holistic plan for all traffic within the Aberdeen area is long overdue. As part of this plan, Aberdeen City Council and other bodies should undertake long-term traffic management planning for the whole area and design meaningful traffic routing to allow the development of co-ordinated traffic routes throughout the area.

Specifics – Non-exhaustive.

- 1.9 Define "Housing" units. Are these houses, flats, beds, etc?
- 2.1.1 How can the city centre be promoted as the "hub" when the major commercial and economic developments are peripheral to the city centre and essentials, such as transport transfer hubs and traffic circulation are not being fully addressed?
- 2.5 "*New developments will have to be to the best standard*". This is a highly desirable, if not essential, aspiration which has been sadly neglected in current developments.

All public developments should be subject to “design competition” to ensure that at least public buildings are of high design standard and show leadership which will encourage the commercial market to follow suit.

- 2.8 Many of the sites listed in Appendix 1, Table 1, are already the subject of approved planning and are being developed. These cannot be counted as available sites and the table should be updated to reflect the current status.
- 2.9 To reduce car travel, employment and housing must be co-located which will produce an undesirable interface with people’s freedom of choice. People will not generally choose residential location simply on its proximity to their place of work, especially in today’s mobility of employment. Effective alternatives to car travel must therefore be delivered in the form of public road transport, rail links and dedicated cycle routes.
- 2.20 Whilst the current road schemes quoted are essential to development, they are not the ultimate transport solution. Emphasis must be placed on the city’s links to these routes, but more importantly, to public transport, especially the development of better rail commuter opportunities.
- 3.0 Define “Placemaking”.

Policy D1 Quality Placemaking

Aberdeen City Council must lead this policy by example and not, as in the past, fall into the trap of pure commercialism dictating uninspired and uninspiring blocks.

It has been clearly demonstrated recently that large numbers of residents desire that important buildings of any age, together with conservation areas, listed buildings and the context of these buildings, must be preserved and enhanced.

Very few of the Supplementary Guidance “D” Policy headings have been supported by ACC’s planning in the past and greater support and enforcement must be put in place, maintained and enforced.

Policy T.4 Air Quality.

Aberdeen’s very poor record on traffic based air pollution has to be improved and this can only be achieved by the achieving the free flow of traffic, coupled with a reduction in traffic movements by internal combustion engine vehicles, especially single occupancy cars.

Policy H.6 Gypsy and Traveller Sites.

Site applications must be brought urgently forward and supported if the blight of illegal sites is to be mitigated. There is no evidence of this in past actions by ACC and under this LDP it must be made a priority.

Policy NE1 This requires full implementation in order to protect these vital resources for the enhancement of the quality of life for residents.

Attention must be paid to the development of additional ecosystems as well as protecting those already existing.

At this time we have not commented on the Supplementary Guidance which is a task requiring greater resources than are currently available to study and correct.