



Aberdeen Local Development Plan Review

Pre- Main Issues Report Questionnaire 2013

Aberdeen City Council is currently in the early stages of reviewing the Aberdeen Local Development Plan 2012 (ALDP). The 2013 Development Plan Scheme provides a timetable for the review of the ALDP and the opportunities to participate throughout the process.
It is available to view online at: www.aberdeencity.gov.uk/localdevelopmentplan

This questionnaire forms part of the pre-Main Issues Report consultation activities we are undertaking. It is designed to gather views on the main planning issues in Aberdeen to be considered by the next ALDP.

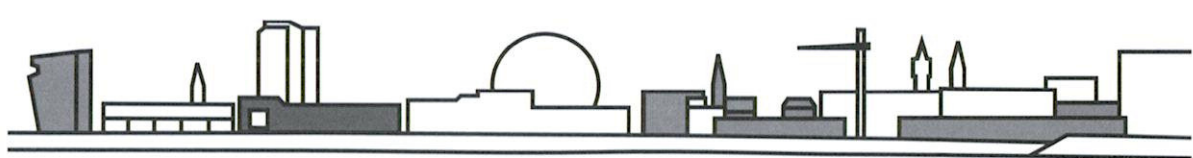
Using your Personal Information

Information you supply to Aberdeen City Council (ACC) in this questionnaire will be used to prepare the Local Development Plan. ACC will not share the personal information provided in this questionnaire with other parties or organisations. ACC will not disclose any information about you to any organisation or person unless it is authorised or required to do so by law.

The Local Development Plan team may use your contact details to contact you about the comments you have made. Your name and organisation may be published alongside your comments but contact details will not be made public. If you chose not to provide a name or contact details, your comments will still be valid but we will not be able to contact you in the future.

For further information on how your information is used, how ACC maintain the security of your information, and your rights to access information ACC holds about you, please contact Andrew Brownrigg, Team Leader, Local Development Plan Team, Enterprise Planning and Infrastructure, Aberdeen City Council, Business Hub 4 Marischal College, Broad Street, Aberdeen AB10 1AB.

A separate form for submitting development sites for consideration can be found on our website at: www.aberdeencity.gov.uk/localdevelopmentplan



1. YOUR DETAILS

1.1 Please let us know the capacity in which you are completing this questionnaire. Are you...

- A member of the public
 A community representative
e.g Community Council

If yes, which area do you represent?

-
 A developer/ their agent
 A landowner/ their agent
 From a Key Agency
 Other

1.2 Please provide your name and contact details:

Name and Organisation:

DEREK SELBIE

Address: [REDACTED]

Postcode: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

1.3 If you are acting as an agent or completing this on behalf of an organisation, group or landowner, please provide their details:

Organisation/group/landowner:

Address:

Postcode:

Telephone:

Email:

2. ABERDEEN'S MAIN PLANNING ISSUES

Feel free to continue on separate sheets if necessary and attach to the questionnaire. You do not have to answer every question.

Vision

2.1 What do you think are the most important things that make Aberdeen a good place to live, visit and/or work?

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2.2 What do you think should be the Council's top priorities for the next Aberdeen Local Development Plan?

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2.3 Do you have any particular aspirations for your community or Aberdeen as a whole that you think should be taken forward through the ALDP? For example, what are your views on recycling of waste, affordable housing, access to green space or ways to reduce CO₂ emissions?

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Policy Topic Areas

What do you think should be our main planning priorities for...

2.4 ...the City Centre? (For example, what should the role of Union Street be? Does the City Centre have all the uses we want, or should there be more uses there - and if so where could they go?)

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2.5 ...providing infrastructure? (For example, how should new infrastructure be provided and how might it be paid for?)

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2.6 ...transport and accessibility? (For example, how can we make it easier to travel in and around Aberdeen? Should we look at pedestrianisation in the City Centre?)

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2.7 ...ensuring we have high quality buildings and places? (For example, how can we better protect our built heritage and ensure high quality and sympathetic architecture and landscape design?)

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2.8 ...meeting the needs of business and industry? (For example, what can be done to retain existing businesses and attract new employment opportunities to Aberdeen?)

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2.9 ...meeting Aberdeen's housing and community needs? (For example, how can we meet the needs of people who cannot afford mainstream housing?)

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2.10 ...supporting retail centres across Aberdeen?
(For example, should we be safeguarding existing centres, and what are your thoughts on new out-of-town retail parks?)

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2.11 ...protecting and enhancing the natural environment and preventing flooding?
(For example, what areas or features should we be safeguarding?)

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2.12 ...ensuring that resources and waste are managed sustainably?
(For example, can we make more innovative use of waste as a resource? Should we encourage renewable energy use? How could we do these things?)

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2.13 If you have any views on topics not covered above, please write them below.

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Thank you for taking the time to complete this questionnaire. Please return completed questionnaires to:

Local Development Plan Team
Enterprise, Planning and Infrastructure
Aberdeen City Council
Business Hub 4
Ground Floor North
Marischal College
Broad Street
Aberdeen
AB10 1AB

Twitter: **@AberdeenLDP**

You can also visit the Aberdeen Local Development Plan Facebook page.

COMPLETED QUESTIONNAIRES SHOULD BE WITH US BY NO LATER THAN 14 JUNE 2013.

If you wish to be added to the LDP E-Mailing list to be kept informed of our progress in producing the next Local Development Plan, please tick here.

If yes, please provide an email address



Aberdeen's Main Planning Issues

Vision 2.1

An important point is the setting of Aberdeen within its landward ring of hills counterpoised by a varied coastal environment to the east. At the moment there are still prominent green fingers, especially following the Dee and Don, penetrating the City from its rural hinterland. Many (suburban) parts of the City have an agricultural feel, with active farmland being close to the Centre. Similarly, wooded areas, especially during the summer months, successfully conceal urban sections of the City from view. This well connected green canopy in parts of the City can be seen to advantage from viewpoints such as the University of Aberdeen Library.

Vision 2.2

The City Centre is in need of some "tender loving care". A well looked after Centre can generate local civic pride and be attractive to both incoming business and visitors. The traffic situation needs a solution, but perhaps this will require a culture change by drivers and not decisions by the Council.

Vision 2.3

Access to green space is important for a City, not just to a particular community. Green space can provide, for example, attractive routes to employment opportunities, "outdoor classrooms" for schools and recreational opportunities. Recreation is not just routes for walkers, allotments, sports pitches and parks / play areas for younger people are all included. The cemetery of the "Mither Kirk" off Union Street is a green oasis in the City Centre.

Connectivity is required for both people and Nature, not isolated pockets of green here and there.

Policy Topic Area 2.4

Perhaps the days of Union Street being the principal retail thoroughfare of Aberdeen is in the past. The granite built environment, however, means that the area could have a lively, vibrant future. Hotels and homes, offices and cafes, boutiques and the Music Hall are just some of the uses for the Street. Improve what is already there.

Recognise the important Cultural Hub that the City Centre already has. Think Music Hall to Central Library and His Majesty's then on to the Art Gallery / Cowdray Hall complex. Close at hand are the Lemon Tree, Art Centre and the Tivoli. At times it is felt that this part of the night economy should receive a greater recognition than it presently does. The focus appears to be on the pub / club night sector.

Policy Topic Area 2.5

A personal observation: all new major infrastructure projects seen in the Central Belt appear to be entirely funded by the Public Purse.

Policy Topic Area 2.6

In places connectivity within the City Centre has been severed. For example, the Bon Accord Centre has separated George Street from Union Street and the remaining stub of St Nicholas Street. To revitalise the City Centre requires the revitalisation of City Centre connectivity for all.

If the Union Street (Bridge Street east to Castlegate) is pedestrianised, where will the traffic go? There is the likelihood that the traffic problems will be transferred elsewhere.

How many cities have a thriving port in the City Centre? It is a port that has limited rail freight capacity. Though the sidings at Waterloo Quay have been up graded, connection to them is via a single line following an early 19th Century canal bed with a link, at Kittybrewster, to the main line, which is also single track. A key point will be finding a solution to heavy goods vehicles using the City Centre. The proposals for a Bay of Nigg harbour may be part of the answer.

Policy Topic Area 2.7

A major asset in Aberdeen is the granite built heritage. Marischal College is an excellent example of how an iconic building can be both fit for purpose in the 21st Century and act as a source of civic pride. It is also noted that this renovation was led by the Local Authority. The template for improving the built environment in Aberdeen is available.

Unfortunately, plans for the area opposite Marischal College suggest that the other iconic building in the area, Provost Skene's House, will once more be hidden from public gaze.

Policy Topic Area 2.10

Safeguard existing centres as they can supply retail (international, national and local), craft retail (local butchers or boutiques for example), cultural (galleries and concerts) and entertainment. Safeguard the existing City Centres as they can provide a wide variety of employment opportunities (from retail to cultural and entertainment). Both business (offices and local authority) and housing should not be forgotten.

The out-of-town retail park may be out-of-bounds to non drivers. Visitors from the City's hinterland may be attracted to the out-of-town retail parks and ignore the City Centre. These retail parks will likely adversely affect the ethos and viability of the City Centre.

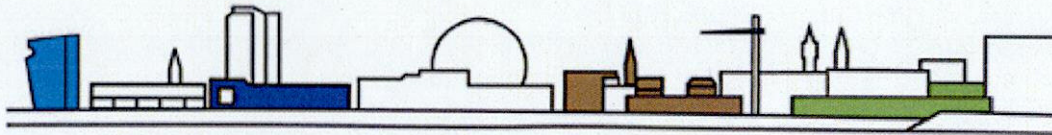
Policy Topic Area 2.11

New developments on former green space will increase the area of hard standing in the City. This will in turn increase run-off, whether from rain or snow melt, and thus the likelihood of flooding in local streams and burns. Riparian corridors, including those of tributaries to the tributaries of the Dee and Don, should be protected in plans for the future.

There are no responses to Policy Topic Areas 2.8, 2.9, 2.12 and 2.13.

Derek Selby

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aberdeen local development plan

Workshop 1: Your Local Area

1. What does 'your local area' make you think of? What does it feel / look like?
2. What do you like about your local area? What makes it a good place to live, work or visit?
3. What's not so good about living, working or visiting here? What problems are there?
4. Are there any opportunities for improvements?
5. What do you think is important when considering new development?
6. How can local communities be involved in new development areas?

please turn over....

Workshop 1: Your Local Area.

Q1: What does your local area "make you think of"?

- Rural
- Agriculture and agricultural research
- Forestry
- Moorland
- Quality paper making
- The granite heritage (quarrying and buildings).

Being formerly part of the County of Aberdeen, older residents still associate with Aberdeenshire, and think of Inverurie as a local shopping centre. (Inverurie Academy was the area comprehensive prior to the mid-1960s).

Q2: What do you like about your local area?

- The rural feel of the area
- There are both agricultural areas and low moorland hills available to see and walk in
- Woodland, cultural and commercial, also available
- A varied range of recreational walks using both formal and informal routes.
- Public transport to both Aberdeen and Inverurie.
- Local facilities including Library and swimming pool

Q3: What problems are there?

Traffic congestion:

- A96 (T) (Inverurie Road) morning congestion from Bucksburn to the "Airport Roundabout"
- "Rat-running" through SRUC at Craibstone
- "Rat-running", speeding and goods vehicles using the unclassified road from Chapel Croft – Newhills – Kingswells
- "Rat-running", speeding and goods vehicles using the unclassified road from Newhills to the Inverurie Road (Forrit Brae)
- "Rat-running" and speeding using Hopetoun Grange, a lane and residential area

- “Rat-running”, speeding and goods vehicles using Kepplehills Road from Newhills to Bucksburn. This road passes Newhills Primary School, Bucksburn Academy, Bucksburn Library, Bucksburn Swimming Pool, Beacon Centre, a clinic and Doctors’ surgeries.
- Bankhead Avenue, a residential area, sees a regular flow of HGVs servicing the recycling centre plus, especially at weekends, a constant flow of private vehicles (cars, vans and “pick-ups”). This is compounded by goods vehicles (some HGVs) also accessing other commercial concerns
- A96 (T) (Auchmill Road) morning and evening congestion to and from the Haudigain Roundabout
- A947 (Oldmeldrum Road / Stoneywood Road) morning and evening congestion to and from Dyce
- Mugiemoos Road morning and evening congestion to and from the Persley Bridge.
- “Rat-running” along Station, Road Bucksburn between Mugiemoos Road and Oldmeldrum Road. This is a narrow road with a sharp hairpin bend at the Oldmeldrum Road end.

There is a lack of outdoor sports facilities, with local football teams still having to play home games at Inverurie and Westhill.

FC Stoneywood (North Region Juniors – Super League) will lose their ground at Polo Park, Stoneywood in the near future to housing development. They are hoping to move into a new facility at Market Street, Stoneywood.

The former Waterton Park, close to Bucksburn, is slated for housing development. There is no replacement being provided as it was deemed to be “derelict” – latterly there were no facilities available. It was home to both amateur and youth teams.

Bankhead Academy pitch, Greenburn Drive, was home to Bankhead in the Amateur Leagues. The former Academy, now being demolished, provided the facilities for these pitches and the team are now playing their home games at Inverurie.

The Beacon pitch was home to Beacon Rangers in the Amateur Leagues, and was also a popular neutral venue for various local Amateur Association cup finals. The

new pitches are now under the 3Rs umbrella, and I believe Beacon Rangers still have to play their home games outside the area.

Q4: Are there any opportunities for improvements?

Consolidate valued areas of local green space. These include the former Bankhead Academy playing fields, the Bucksburn Valley (Howes), Auchmill Golf Course and woods. Areas for young children to play safely / enjoy quality time with parents / grandparents. Verges beside roads can become useful green corridors. Protect the tributaries of the Don such as the Green Burn with its feeders the Sclattie and Gough Burns.

Q5: What do you think is important when considering new developments?

Key point is transport. With several new developments in the area, e.g. CALA at Craibstone (~1 000 homes), Dandara at Stoneywood (~450 homes) and the Mugiemoos (Davidson Mill) regeneration (~900 homes), there will be increased demands on local roads, even when the AWPR comes on stream. It may be assumed that many of the journeys originating in these proposed developments will be within the City and not require the AWPR. Congestion will likely still occur in the area.

It appears that link roads accessing the AWPR will radiate from the City Centre. Communities through which these roads pass will likely still experience high levels of traffic.

Connectivity for both people and green space is vital. Attractive walking and cycling routes need to be planned from the onset in new developments, not only for recreation but also to access employment opportunities. There is a concern that green corridors will be severed during development, resulting in a lack of connectivity, for both people and Nature. This would result in the formation of small, isolated unfeasible green compartments.

New developments will eat into the green space / farmland round and penetrating the City. In Land Capability for Agriculture most of the land in Aberdeen is classed as "3²". This states that the "...land is capable of average production but high yields of barley, oats and grass are often obtained. Other crops ...limited to potatoes..." Care should be taken that agricultural productivity is not seriously impaired.

Farmland also acts as a "reservoir" for both rain and melt water thus regulating runoff to burns and rivers. Replacing field by hard standing could increase the risk of flooding in both rivers and their tributaries.

Workshop 2: The City Centre

Q1: *What do you like about the City Centre?*

The City Centre is compact and "walkable" with hidden connections such as Correction Wynd and The Green allowing alternative routes through the Centre.

Note: Correction Wynd passes under Union Street via an Arch built in 1802. There is the quiet, green oasis surrounding the Mither Kirk. Unfortunately, the general connectivity within the City Centre has been lost. An example is the Bon Accord Centre severing a direct connection from Union Street / St Nicholas Street to George Street. The Harriet Street / Crooked Lane connection is not an attractive alternative at any time of the day and especially at night.

There is a distinct cultural hub with the Central Library, His Majesty's, the Art Gallery / Cowdray Hall (and the Belmont Cinema) being in close proximity to each other. Added to this, the Music Hall, Provost Skene's House, the Lemon Tree, Art Centre, Tolbooth, Maritime Museum and a refurbished Tivoli are within easy walking distance of this central hub.

The granite cultural heritage is important. Buildings including Archibald Simpson's Infirmary (Woolmanhill) and the tenements on Rosemount Viaduct should be added to iconic buildings such as Marischal College and the Salvation Army Citadel (Castlegate). Provost Skene's House is of major historical importance to Aberdeen. It would be a pity if it is going to be concealed by glass again.

Q2: *What's not so good about the City Centre?*

A major problem is the volume of traffic, which includes heavy goods vehicles servicing the Harbour. Congestion in the Market Street / Guild Street area comes to mind. This negatively impacts on public transport, especially Stagecoach services trying to leave, or access, the Bus Station.

A preferred option contained within the Third National Planning Framework (Scottish Government; presently out to consultation) is to designate expansion of Aberdeen Harbour as a national development over the next five year span of the Framework. With oil and gas plus freight and passenger carriage to the Northern Isles being joined by the renewable energy sector, current limits to the harbour capacity need to be overcome. The Harbour Board suggest the Bay of Nigg for the new development and, presumably, new transport links to service this initiative will be required. Even

so, the City Centre will still experience heavy goods vehicles accessing the present harbour complex.

The promotion of a walking route from the City Centre to the train and bus stations via Correction Wynd, the Green and Carmelite Street, is much appreciated. ←

However, many drivers appear not recognise the shared use of Carmelite Street and, also, regularly ignore the crossing at the Trinity Street / Carmelite Street junction (behind the Tivoli). Disabled users of the City Centre find major access problems with the Bridge Street / Guild Street / Union Square area.

George Street is the "forgotten" retail thoroughfare in the City with added serious traffic congestion. This is compounded by inconsiderate parking (on double yellow lines, double parking blocking the carriageway and vehicles "abandoned") throughout its length. This has an adverse effect on the flow of public transport.

There appears to be a failure to recognise the various sub-sets of the night economy within the City Centre. Priority appears to be given to the club / pub scene with the cultural audience, who regularly support theatre, ballet or classical music in the City Centre, being ignored.

The concentration of shopping malls to the eastern end of Union Street has resulted in the retail decline of the western end of the City's premier thoroughfare. Heading towards Holburn Junction, Union Street with its vacant units and upper storey foliage appears neglected and "unloved".

The Green, within my memory, was a lively centre with the Friday outdoor market being noted. Even though the Merchant City improvements have helped, the area still feels overwhelmed by the out-of-character functional builds of the New Market and the Trinity Centre. Similarly, the Castlegate should be a focal point for both the east end of Union Street and the start of a journey / adventure to the Beach. Even though it is more open and exhibits well Aberdeen's Granite Heritage, the Castlegate still has a bleak, uninviting appearance. Perhaps relocating the International Market to one or both of these areas could be considered. This would avoid the weekend closures of Union Terrace. Should the necessity of an International Market be questioned?

Bridge Street also has a "derelict" appearance and it could be architecturally a very interesting thoroughfare. This area appears to have been sacrificed on the altar of the pub / lap dancing night economy.

A too broad definition of retail has resulted in a concentration of turf accountants, pawn brokers / pay-day loan companies and fast food outlets filling some shopping thoroughfares. Perhaps a new definition of retail is required here.

Q3: How do you think we should build on these strengths / address these problems?

The connectivity within a compact City Centre should be enhanced by promoting walking and cycling routes. Ideas for the partial pedestrianisation of Union Street east from Union Bridge may be counterproductive. The traffic displaced will just be funnelled to other streets and cause congestion elsewhere. Perhaps an alternative would be to develop a "Poundberry-style" concept by varying the carriageway width in places and increasing numbers of flower beds / shrubs along the length of Union Street.

Still on Union Street, the west (Holburn Junction) end will not return to being a major retail nucleus in the City. People now appear to prefer being under cover in compact shopping malls. This section of Union Street could develop as an office / hotel / housing sector. Retail should not be forgotten. There could be the opportunity for the local craft / artisan retailer or cafe.

Being (just) old enough to remember trams, could they be reinstated on Union Street with a link down Justice Street and the Beach Boulevard to the Sea Beach, as the old destination boards used to state? A single line with passing loops plus sidings at the Beach may suffice. The Beach Boulevard is wide enough.

Aberdeen has some interesting civic squares such as Golden Square and Bon Accord Square. These could be valuable green spaces within the City and not just parking lots.

The refurbished McManus Gallery and Museum in Dundee has a pedestrian priority street / square outside its front entrance. Such a development would enhance the cultural hub of Aberdeen. An attractive walking link connecting the Music Hall (via Golden Square and Union Terrace) to the Central Library / His Majesty's and on to the Art Gallery / Cowdray Hall could be formed. Additional links could be promoted to the Lemon Tree / Art Centre and down to the Tivoli for example.

In the days of the Corporation Transport, bus services 9/10 did not go to Kincorth but to Garden City. It would be pleasing to see Aberdeen called the Garden City as well as the Granite City.

David J. Selbie

Green space

Nicol and colleagues (1996: figure 6), in a simplified land cover map, show that the Community Council area is primarily urban with agriculture and corridors of woodland. Newhills comes under Landscape Character Area #14 where the agriculture is classed as open farmland with drystone dykes / post-and-wire fences and shelter belts (Nicol *et al*, 1996: figure 11 and p61). Despite the proximity to the urban edge, the area still has a rural feel to it (Nicol *et al*, 1996: 62), with trees helping to ameliorate the urban edge.

This rural feel is further intensified by the visible rim of hills rising to above 150m, Brimmond to the west and Kirkhill to the north (Nicol *et al*, 1996: figure 8). East of the River Don, the rural views continue with the Braes of Don (Grandhome) rising to a 90m plateau, an agricultural landscape which includes distinctive landmark woodlands (e.g. Monument Wood) as seen from parts of the City (Nicol *et al*, 1996:41).

The built environment reveals that the core area of Bucksburn was developed c1900; with Bankhead from 1900-1945 and Newhills from 1945-1970 (Nicol *et al*, 1996: figure 9)

Much of the rural aspect of the Community Council area will be lost through proposed developments on the farmland of Greenferns Landward (OP31) and Rowett South (OP30). This will leave only woodland corridors such as the Bucksburn Valley, the Howes, plus the Auchmill woodland and odd pieces here and there e.g. Scattie Woodland and Dander Hill.

Within Planning Advice Note 65, important parts of a green space network include sports pitches. This area has lost, or is in the process of losing, valued football / sports pitches. These include the Mugiemooss football pitch, Bankhead Academy playing fields (still extant, but no facilities) and the Beacon pitches, home of Beacon Rangers. Bucksburn Academy has been built on the latter and the replacement facilities appear not to be (regularly) available to local teams who have to play their home games at Westhill or Inverurie.

Ironically, the Community Council area includes Auchmill Golf Course.

Not only are new, easily accessible, pitches a necessity in the area, but also a network of green space corridors. To promote these new areas, streams and dry

valleys which could be utilised to form a series of interlinking corridors. They need to be wide enough to produce useful habitats and to be attractive to residents.

Developers need to be discouraged from cutting across these sites, as this will sever both the habitat (making it non-continuous) and curtail public movement along and between them.

REFERENCE

NICOL, I, JOHNSTON, A and CAMPBELL, L (1996). *Landscape Character Assessment of Aberdeen*. SNH Review No 80

Local History Bucksburn / Newhills area

Some of the sites are just outside the Community Council boundary, but are mentioned as they are closely associated with the area.

Chapel of Stoneywood (St Mary's Chapel) and medicinal well (NJ 865 113): c1367 to 1654

Craibstone (Scotland's Rural University College): NJ 872 105 arboretum, NJ 874 107 cheese houses / stores, farm square (with granite buildings) at NJ875 109 and also lodges and drives associated with an estate.

Brimmond mountain indicator and War Memorial (NJ 856 092) opened 2 June 1917.
Brimmond: run-rig agricultural system (NJ 853 094)

Rifle Range (NJ 865 095): lower slopes of Brimmond remains of the butts still visible. The last resting place of Flying Officer Leonard of Broughty Ferry is in the area. A member of 612 (County of Aberdeen) Squadron, his Vampire fighter bomber crashed in Newhills in the early 1950s. Each year, during April, a floral memorial is left at the Newhills C-road crossroads (NJ 871 099)

Kepplehills School (NJ 872 092)

Newhills Church (and cemetery): founded 1663 (NJ 872 094)

Freedom Land March Stones:

- 38: at the point where the Gough Burn issues from Moss of Brimmond;
- 39 was 50m east of 38, on the opposite side of the road
- 38 and 39: both now missing
- 40: drystone dyke south of 1, Christie Grange
- 41 and 42: by Hopetoun Reservoir, 42 is 175m east, and on the opposite side of the road from stone 41
- 43: north end of lock-ups to the rear of 1-4 Nether Brae
- 44: west of the Bucks Burn (close to small bridge spanning the Burn) and on the line of the Chapman's Road
- (Note also the old mills and remains of dams / sluices on the Bucksburn at the Howes)
- (The line of the road leads down to the site of the Chapman's Ford on the Bucks Burn)
- 45: corner of the access road 35m from Newton of Auchmill
- 46: gable end of 104 Bonnyview Drive, Heatheryfold

Waterloo Quay – Port Elphinstone Canal

- Bottom dyke (of three) in the Bucksburn car park behind TSB (Scotland) may be the retaining wall of the canal
- Bridge over the Bucks Burn (behind the Staging Post) conceals another bridge below it. This earlier bridge may have carried the canal over the Bucks Burn. (The newer bridge was likely built to allow Mugiemooss Mill to access the railway goods yard).
- The bank in the grounds of the Scottish Episcopalian Church, Bucksburn, may be part of the canal groundworks.
- Canal milepost situated at the top of Mugiemooss Road. Also one at the entrance to the access road to Polo Park, Stoneywood.

Aberdeen Suburban Tramway: the site of the most northerly street tram maintenance depot in the British Isles is now occupied by the Bankhead Avenue Chinese Takeaway (NJ 103 893). Evidence is the tracks set in concrete behind the takeaway. (About 50 years ago, the tracks were still visible in the back shop of the then fish and chip establishment). Also visible on the wall of the former Stoneywood Church opposite the takeaway is a hook used the tension the overhead wiring for the trams.

(Great North of Scotland) Railway:

- The railway bridge spanning the Bucks Burn just north of the site of Bucksburn Station (NJ 899 099).
- The up platform at Bankhead Station is still extant (NJ 895 105). Originally called Stoneywood Platform, the stop was used by workers from Pirie's Paper Mill (now Arjo Wiggins Stoneywood Mill) from about 1865. From the 1 July 1887, the station was renamed Bankhead to coincide with the opening of the Aberdeen Suburban Railway ("The Subbies"). The station closed on 5 April 1937 on the cessation of the Suburban Railway service.

Built Environment:

- Strathcona House: residential block at the Rowett Research Institute
- Reid Library and the main building of the Rowett, which are both of granite.
- (Granite buildings of Gilbert Road and Malcolm Road, Bucksburn (core of former village).

- Former Northern Co-operative Society (granite) building in Oldmeldrum Road, Bucksburn. (Now TSB (Scotland) branch, undertakers and post office / florist).
- Tenements on Auchmill Road
- The now derelict site of the former Winstans Snooker Hall in Bucksburn. The old Shepherd's Hall, perhaps better known as the Argosy Ballroom, was also used as a cinema by the Glen Cinema Company (established 1936).

I thank you for allowing me the opportunity to respond to the
Aberdeen Local Development Plan Review

DEREK SELBIE

