

**The Aberdeen City and Shire Structure Plan**  
**The Preferred Strategic Option-**  
**Meeting the plan's vision.**

**1. Background**

- 1.1 Strategic options consist of choices on how much, where and when development should be promoted over the next 25 years. In addition to engagement with stakeholders and the assessment of the deliverability, impacts and constraints of the options, it is necessary to assess the extent to which the different options can deliver the vision for the plan.
- 1.2 This paper presents an analysis of the different strategic options against the main themes contained within the draft vision. These themes are taken to be:
- Sustainability
  - Economic wellbeing
  - Quality of life
  - Quality environment
  - Social inclusion

**2. Methodology**

- 2.1 In order to assist in the consistent analysis of the options, a set of prompts has been used to allow discussion of how well an option delivers on the themes. Analysis involves a professional subjective but professional assessment of the theme, using the prompts as a way of ensuring that an appropriate and consistent understanding of the theme is used throughout. The prompts developed from the themes are outlined in Appendix 1.
- 2.2 Through the option engagement exercise a clear preference for strategies that focussed on Aberdeen City as the locus of the majority of development was observed. Despite this the three options which considered the main road / rail transport corridor as the focus for the majority of development have also been considered for completeness.
- 2.3 A view expressed throughout the engagement exercise was that additional combinations of strategic options should be considered. However, while a large number (more than 40) of additional combinations could be considered, many of these are clearly sub-optimal, and only an additional two options were explicitly supported, one of which (option 9 in the following list) is effectively the strategy for the

existing structure plan. Accordingly the ten spatial options considered in this analysis are:

1. Most of the development in Aberdeen City, significant development in edge of city communities.
  2. Most of the development in Aberdeen City, significant development in the existing transport corridor.
  3. Most of the development in Aberdeen City, significant development in a new transport corridor.
  4. Most of the development in Aberdeen City, significant development in growth poles.
  5. Most of the development in Aberdeen City, significant development in new settlement(s).
  6. Most of the development in the existing transport corridor, significant development in Aberdeen City.
  7. Most of the development in the existing transport corridor, significant development in growth poles.
  8. Most of the development in the existing transport corridor, significant development in a new transport corridor.
  9. Most of the development in Aberdeen City, significant development in the existing transport corridor and growth poles.
  10. Most of the development in Aberdeen City, significant development in the existing transport corridor and the new transport corridor.
- 2.4 In a similar way the options engagement has identified that very few stakeholders think we should be focussing on a “low growth” scenario and so this is dismissed from further analysis. Thus only (a) medium and (b) high growth options are considered further.
- 2.5 Three phasing options are also considered. However, within the context of the outcomes of the stakeholder engagement these have been modified to (c) moderate front-loading, (d) sustained release of development land in the plan period and (e) moderate back-loading.
- 2.6 For each of the scale, spatial and phasing options an appraisal matrix has been prepared, identifying a score (on a scale of --- for ‘highly negative’, through 0 for ‘no net effect’, to +++ for ‘highly positive’) for each option’s perceived delivery of the strategy. These matrices are presented in Appendix 2.

### **3. Results**

- 3.1 Table 1 below presents a summary matrix of the results from the assessment, with more detail provided in Appendix 3. These represent a comparative score given to each theme based on how the option impacts

upon the prompts provided in Appendix 2. Not all prompts may be applicable to all assessments, particularly issues of scale and phasing.

- 3.2 From the analysis of each option Table 1 summarises the conclusions that can be drawn.

Table 1: Comparison of spatial options against vision themes

Option	Sustainability	Economic wellbeing	Quality environment	Quality of life	Social inclusion
(1) Most of the development in Aberdeen City, significant development in edge of city communities.	++	++	0	-	-
(2) Most of the development in Aberdeen City, significant development in the existing transport corridor.	++	+++	+	+	+
(3) Most of the development in Aberdeen City, significant development in a new transport corridor.	++	+	++	+	+
(4) Most of the development in Aberdeen City, significant development in growth poles.	0	-	++	+	+++
(5) Most of the development in Aberdeen City, significant development in new settlement(s).	+++	+	+	0	--
(6) Most of the development in the existing transport corridor, significant development in Aberdeen City	0	++	0	+	0
(7) Most of the development in the existing transport corridor, significant development in growth poles.	--	--	++	-	0
(8) Most of the development in the existing transport corridor, significant development in the new transport corridor	-	-	0	--	0
(9) Most of the development in Aberdeen City, significant development in the existing transport corridor and growth poles.	0	+	++	++	+++
(10) Most of the development in Aberdeen City, significant development in the existing transport corridor and the new transport corridor.	++	+++	++	++	++

Option	Sustainability	Economic wellbeing	Quality environment	Quality of life	Social inclusion
(a) Medium growth	--	0	-	-	+
(b) High growth	---	++	-	-	++
(c) Front-loading	-	+	0	-	+
(d) Sustained release	0	0	0	0	+
(e) Back-loading	+	-	0	-	-

- 3.3 From this analysis it is clear that some options perform consistently well against the vision while others can be seen to be deficient or a mixture of better and worse elements. Option 2 (Most of the development in Aberdeen City, significant development in the existing transport corridor.) and Option 4 (Most of the development in Aberdeen City, significant development in growth poles) perform best. When considering combinations of options, the growth pole option is improved by its association with the transport corridor, but it still performs less well in terms of economic wellbeing. On the other hand, combining development in Aberdeen City, the existing transport corridor and a new transport corridor creates synergy and additionality, which increases performance on social inclusion, quality of life and environmental quality criteria, making this option very strong in delivering the vision.
- 3.4 From a similar appraisal, it is concluded that high growth has greater negative impacts on sustainability and quality of life than medium growth, while at the same time having greater economic wellbeing and social inclusion benefits. In effect the potential costs of this option are greater, but the possible benefits are also greater. With appropriate mitigation of some of the sustainability impacts of the high growth option a 'courageous' approach to the problems of the future could be identified. A high growth option may therefore deliver the vision more fully than a medium growth option due to its higher positive impacts on social inclusion and economic wellbeing.
- 3.5 In comparing the phasing options, there is a contrast between the economic benefits of early development, and the sustainability benefits of delaying development. As benefits from improvements in the sustainability of construction in the future (e.g. higher insulation standards and renewable energy technologies) as yet are unknown, a moderate front-loaded strategy may deliver the strategy more fully than a sustained, or back-loaded strategy, particularly if appropriate mitigation measures are adopted. This is a finely balanced judgement.

#### 4. Conclusions

- 4.1 From the analysis conducted it is concluded that a strategy which promotes high growth (with appropriate mitigation), moderately front-loaded (with appropriate mitigation), with the majority of development within Aberdeen City, but with significant development in both the existing transport corridor and a new transport corridor including Peterhead, constitutes the best implementation of the draft vision of the structure plan, providing positive benefits across all the themes assessed.



## Appendix 2: Themes and Prompts

Theme	Draft Vision Aim	Prompts Used
Sustainability	Sustainable development and climate change	Global footprint
	Sustainable development and climate change	Efficiency of resources and infrastructure use
	Sustainable development and climate change Transport	Impact on greenhouse gas emissions
	Sustainable development and climate change Environmental assets	Opportunities for brownfield development
	Transport Quality of life	Transport modal shift
Economic wellbeing	Economic growth & diversification	Ability to encourage diversity
	Economic growth & diversification	Attractiveness to business
	Economic growth & diversification	Flexibility
	Economic growth & diversification	Opportunity to exploit locational advantages
	Economic growth & diversification	Minimisation of business risk
	Economic growth & diversification	Promoting the knowledge economy
	Economic growth & diversification	Deliverability
	Economic growth & diversification Quality of life	Number of working aged people
	Economic growth & diversification Transport	National and global connections

Quality environment	Environmental assets	Impact on valued heritage
	Environmental assets	Impact on air quality
	Quality of life	Impact on settlement character
	Quality of life	Vitality of existing centres
	High quality mixed communities	Opportunity for high quality design
	Transport Quality of life	Ability to improve transport and waste infrastructure
Quality of life	Quality of life	Choice of lifestyle
	Quality of life	Avoidance of risk
	Quality of life	Sustain services and facilities
	Quality of life Transport	Accessibility to places of work and leisure destinations
	Quality of life Transport	Need to travel
	Quality of life Transport	Traffic congestion
Social inclusion	Economic growth and diversification	Provision of opportunity
	High quality mixed communities	Opportunity for regeneration
	High quality mixed communities	Supporting existing communities
	High quality mixed communities Quality of life Transport Economic growth and diversification	Accessibility to public services, eg education and health

## Appendix 2: Appraisal matrices

1) **Most of the development in Aberdeen City, significant development in edge of city settlements.**

Theme	Discussion	Score for the theme
Sustainability	Following an assessment of ecological footprint of each option for the technical appraisal of the strategic options, this option has the lowest “ecological footprint” score of any of the options considered (see “Technical Evaluation of Strategic Options”). However, it is relatively inefficient in terms of resource use, requiring infrastructure improvements across a wide range of locations, except in the case of the “main edge of city settlements” flavour. It promotes development in locations that are proximal to Aberdeen, reduces the need to travel great distances, and consequently has a lower impact on carbon emissions.	++
Economic wellbeing	Development within the city and its immediate surrounds is likely to be very attractive to business, but does not encourage the exploitation of sectors not already well represented, and which may depend on different resources or assets. It is a flexible strategy but incurs risk in terms of being able to deliver infrastructure in all locations. Concentration of development around the city promotes an accessible labour market for businesses and provides good national and global connections for new development, given the proximity of the airport and the future AWPR.	++
Environmental quality	Concentrating development in and around Aberdeen City is likely to have impacts on green belt and the character of the edge of city settlements. The landscape setting and settlement character of other locations would be preserved. Opportunities for improving the vitality of key service centres would not be provided.	0
Quality of life	Choice is limited by this option. By concentrating development at a number of locations, congestion and other impacts are likely to be felt across a significant number of locations. Existing services in many edge of	--

	city communities are already stretched and would be put under further pressure. The need to travel long distances is reduced through proximity to city services.	
Social inclusion	This option does very little for communities other than those around Aberdeen City. Benefits of growth are not spread. Opportunity is relatively restricted.	--

**2) Most of the development in Aberdeen City, significant development in the existing transport corridor.**

<b>Theme</b>	<b>Discussion</b>	<b>Score</b>
Sustainability	The resource use implications of this strategy, and the likely impact on greenhouse gas emissions resulting from dispersing some of the development away from the core area suggest that there are negative implications for the sustainability of development, under this option. However, it does reduce the need to travel (through, in the case of certain flavours, focussing development in limited locations) and allows for real modal choices to be made. This option may also allow for an efficient use of infrastructure improvements associated with the Crossrail project.	++
Economic wellbeing	This option promotes development in areas with a longstanding track record of deliverability. It is clearly a strategy which would be attractive to business, although perhaps less so than the edge of city communities due to the greater distances involved. Choice is provided in business locations, encouraging flexibility and diversity. Concentration of development around the city promotes an accessible labour market for businesses.	+++
Environmental quality	Impacts on greenbelt would be more limited relative to other options and, outwith Aberdeen City, many of the settlements identified for growth are better able retain their character while accommodating growth (as they are already large). Opportunities for regeneration outwith Aberdeen City may be limited.	+
Quality of life	Particularly in the case of the "Huntly to Laurencekirk" flavour, this option provides considerable choice in location. By	+

	concentrating development within a corridor there is a risk of congestion. Any bottlenecks would be limited in location and it would be possible to implement management to mitigate them. The scale of development outwith Aberdeen City is such as to allow new investment in infrastructure and facilities in a limited number of places. The need to travel long distances is reduced through proximity and accessibility to services.	
Social inclusion	This option spreads opportunity into the rural area, and promotes greater accessibility in the future for rural communities to city services. It promotes the continued growth of some key Aberdeenshire service centres.	+

**3) Most of the development in Aberdeen City, significant development in a new transport corridor.**

<b>Theme</b>	<b>Discussion</b>	<b>Score</b>
Sustainability	The resource use implications of this strategy, and the likely impact on greenhouse gas emissions resulting from dispersing some of the development away from the core area suggest that there are negative implications for the sustainability of development, under this option. However, it does promote a pattern of development that would reduce the need to travel (through focussing development in limited locations) and allows for real modal choices to be made. With regard to other matters, the option provides opportunities for brownfield development in places such as Aberdeen and Peterhead. However, it may also promote a less efficient use of infrastructure than option b). The option requires the creation of a new transport link when, in accordance with the Regional Transport Strategy, major improvements are only programmed for the existing railway line.	++
Economic wellbeing	This option promotes development in areas with a longstanding track record of deliverability. This strategy would be attractive to certain business sectors, although perhaps less so than the edge of city communities, due to the greater distances involved. A degree of choice is provided in business locations, encouraging flexibility and diversity.	+

	Concentration of development around the city promotes an accessible labour market for businesses, and development in the corridor may provide good national and global connections for new development, given the proximity of the airport and the port at Peterhead.	
Environmental quality	Impacts on greenbelt would be more limited and, outwith Aberdeen City, many of the settlements identified for growth are better able to retain their character while accommodating growth (as they are already large). Opportunities for regeneration outwith Aberdeen City may be limited, although there may be opportunities for brownfield development in Peterhead.	++
Quality of life	This option provides considerable choice in location. By concentrating development within a corridor there is a risk of congestion. Any bottlenecks would be limited in location and it would be possible to implement management to mitigate them. The scale of development outwith Aberdeen City is such as to allow new investment in infrastructure and facilities in a limited number of places. The need to travel long distances is reduced through proximity and accessibility to services.	+
Social inclusion	This option spreads opportunity into parts of the rural area of Aberdeenshire, and promotes improvements in access to city services for rural communities. It promotes the continued growth of some key Aberdeenshire service centres.	+

**4) Most of the development in Aberdeen City, significant development in growth poles.**

<b>Theme</b>	<b>Discussion</b>	<b>Score</b>
Sustainability	In comparison to other strategies this option promotes development distant from the economic core and has resultant impacts on greenhouse gas emissions, accessibility and resource use. This strategy has a worse ecological footprint than any other Aberdeen City based strategy (as identified by work undertaken to support the technical appraisal of the options). Opportunities to effect modal choice are poor. This option makes good use	0

	of brownfield land opportunities	
Economic wellbeing	While development in Aberdeen City and some of the growth poles would be attractive to business, there is very little demand in the outlying areas and attempts to manipulate land supply to achieve economic growth in these areas is likely to have an adverse impact on economic competitiveness. This option provides flexibility, insofar as alternative locations for economic development are identified, and would promote diversification of the economy, but it is a risky strategy and runs counter to market demand. The option does, however, provide opportunity for businesses to make use of Aberdeenshire ports, to address their future transportation needs.	-
Environmental quality	Impacts on environmental quality are likely to be reduced because, as a result of dispersal, the scale of development promoted in any one place is likely to be smaller, and it is likely to have less impact. Opportunities for regeneration, in locations such as Fraserburgh and Banff, may be increased and development may assist in protecting and enhancing the vitality of existing centres across the region.	++
Quality of life	This option provides considerable choice in location. This strategy would favour longer-distance commuting, as it is unlikely that the growth poles would provide a sufficient labour pool to be self sufficient. This in turn would lead to induced congestion on the main routes to the economic core. It provides substantial choice in lifestyle and helps to sustain services in peripheral areas. However, critical mass for the improvement of services may not be achievable.	+
Social inclusion	This option spreads opportunity into the rural area, but does not address issues of accessibility to key regional services such as higher education and hospitals. It sustains key Aberdeenshire service centres.	+++

**5) Most of the development in Aberdeen City, significant development in new settlements.**

Theme	Discussion	Score
-------	------------	-------

Sustainability	This option has the second best “ecological footprint” of all the options looked at. In addition to permitting redevelopment within the City, it allows the creation of a resource efficient development pattern, unhampered by the existing pattern of development. However, it does not provide opportunities to develop greater modal choice in other locations, and does not support the re-use of brownfield sites in Aberdeenshire settlements.	+++
Economic wellbeing	This option would be attractive to a diverse range of business interests and would explicitly exploit national and global connectivity, but does not offer flexibility, does not fully exploit regional assets (other than in the City itself). Deliverability of the new settlement element may be difficult and could delay the anticipated regional population increase.	+
Environmental quality	Impacts on heritage and settlement character would be minimised by concentrating development in only two locations. Design would have to provide diversity to be marketable. However, this option does not provide great opportunity for improvement of the existing transport infrastructure, nor contribute to the vitality of other centres or provide opportunity for regeneration.	+
Quality of life	Concentration of development could reduce choice of lifestyle and lead to issues of congestion. It would not sustain services and facilities outwith the city. Reductions in the need to travel and improvements in accessibility would occur for residents of the new settlements, but the option would have negligible effect on these factors for other Aberdeenshire towns.	0
Social inclusion	This option limits opportunity and, by limiting opportunity elsewhere does not sustain existing communities.	--

**6) Most of the development in the existing transport corridor, significant development in Aberdeen City**

Theme	Discussion	Score
Sustainability	The resource use implications of this strategy, and the likely impact on greenhouse gas emissions resulting from dispersing the majority of the development away from the core area suggest that there are negative implications for the sustainability of development, under this option. However, it does reduce the need to travel (through, in the case of certain flavours, focussing development in limited locations) and allows for real modal choices to be made. This option may also allow for an efficient use of infrastructure improvements associated with the Crossrail project.	0
Economic wellbeing	This option promotes development in areas with a longstanding track record of deliverability, but promotes development outwith the core economic areas. This is likely to be less attractive to business than a strategy which concentrates development on Aberdeen City. Choice is provided in business locations, encouraging flexibility and diversity. Concentration of development around the city promotes an accessible labour market for businesses.	++
Environmental quality	There would be little impact on greenbelt, but the scale of development required in some of the Aberdeenshire towns would be greater than they could accommodate without seriously impacting on their current character. Opportunities for regeneration outwith Aberdeen City may be limited.	0
Quality of life	Particularly in the case of the “Huntly to Laurencekirk” flavour, this option provides considerable choice in location. By concentrating the majority of development within a corridor there is considerable risk of congestion. While bottlenecks would be limited in location, it may not be possible to implement management to mitigate them, due to the scale of the traffic movements involved. The scale of development outwith Aberdeen City is such as to allow new investment in infrastructure and facilities in a limited number of places. The need to travel long distances is reduced through proximity and accessibility to services.	+

Social inclusion	This option spreads opportunity into the rural area, and promotes greater accessibility in the future for rural communities to city services. It promotes the continued growth of some key Aberdeenshire service centres.	0
------------------	---	---

**7) Most of the development in the existing transport corridor, significant development in growth poles.**

Theme	Discussion	Score
Sustainability	Dispersal of development from the core area increases the ecological footprint of this option. It does not make good use of the infrastructure of the city and promotes travel outwith the core economic areas, with a resultant impact on greenhouse gas emissions. Development opportunities on brownfield land are severely limited by omitting Aberdeen City. There is less opportunity to improve modal choice due to the dispersed element of the option.	--
Economic wellbeing	The attractiveness of this option to business would be quite limited as it seeks to promote economic development outwith the core economic area. For this reason it is a risky strategy. It does, however, promote connectivity, flexibility and promotes diversification of business away from the core of oil and gas located in Aberdeen City.	--
Environmental quality	The scale of development in the existing transport corridor would have very great impacts on the setting and character of the towns located upon it. It would promote vitality of rural service centres. The concentration of development would allow for improvements in transport and other infrastructure in the transport corridor, but dispersal of development may limit the ability to provide additional investment elsewhere.	++
Quality of life	Impacts on quality of life would be caused by the need for increased travel and increased levels of traffic to and from the core economic area. Regional services based in the City may not be sustained by this option, although it would sustain rural service centres.	+

Social inclusion	Opportunity is widespread, but accessibility to key services and facilities may be sub-optimal due to the travel distances involved. This option would sustain rural communities, but could have a negative impact on Aberdeen City itself.	0
------------------	---	---

**8) Most of the development in the existing transport corridor, significant development in a new transport corridor.**

Theme	Discussion	Score
Sustainability	Dispersal of development from the core area increases the ecological footprint of this option. It does not make good use of the infrastructure of the city and promotes travel outwith the core economic areas, with a resultant impact on greenhouse gas emissions. Development opportunities on brownfield land are severely limited by omitting Aberdeen City. There is opportunity to improve modal choice.	-
Economic wellbeing	The attractiveness of this option to business would be limited as it seeks to promote economic development outwith the core economic area. It seeks to extend the core economic areas and for this reason it is a risky strategy. It does, however, promote connectivity (particularly of less advantaged areas in the north), flexibility and promotes diversification of business away from the core of oil and gas located in Aberdeen City.	-
Environmental quality	The scale of development in the existing transport corridor would have very great impacts on the setting and character of the towns located upon it. The concentration of development would allow for improvements in transport and other infrastructure in the transport corridors. It promotes additional development in an area which has seen little of the scale of development seen in other parts of Aberdeenshire.	0
Quality of life	Impacts on quality of life would be caused by the need for increased travel and increased levels of traffic to and from the core economic area. Neither regional services based in the City, nor peripheral service centres would be sustained by this option.	--

Social inclusion	Opportunity is widespread, but accessibility to key services and facilities may be sub-optimal due to the travel distances involved. This option would sustain some rural communities, but could have a negative impact on Aberdeen City itself.	0
------------------	--	---

9) **Most of the development in Aberdeen City, significant development in the existing transport corridor and some of the development in growth poles.**

Theme	Discussion	Score
Sustainability	There are resource use implications of this strategy, and a likely impact on greenhouse gas emissions resulting from dispersing development away from the core area. While promoting a proportion of the development in well connected locations and providing real prospects for modal choice for a large proportion of the new development it promotes, some development would be distant from the economic core, with resultant impacts on greenhouse gas emissions, accessibility and resource use.	0
Economic wellbeing	This option promotes development in areas with a longstanding track record of deliverability, but also in areas where such development has historically not taken place. Elements of the strategy would be attractive to business, but there is real risk that a large proportion of the strategy would not be realised, as business is promoted in locations with very restricted labour markets. Choice is provided in business locations, encouraging flexibility and diversity.	+
Environmental quality	Impacts on greenbelt would be more limited and, outwith Aberdeen City, the settlements identified for growth are better able to retain their character while accommodating growth (as they are already large). Opportunities for regeneration are greater through the inclusion of the growth poles. Impacts on settlement character are likely to be widespread, but limited by virtue of the lesser scale of development promoted. Development within the existing transport corridor may act to protect or enhance the vitality of towns in these areas.	++

Quality of life	This option provides considerable choice in location, but encourages an element of longer distance travel for work and services. Concentration of development within the transport corridor increases the risk of congestion on major routes into the city. The scale of development outwith Aberdeen City is such as to allow new investment in infrastructure in only a limited number of places and it may be difficult to mitigate all of these impacts.	++
Social inclusion	This option spreads opportunity into parts of the rural area of Aberdeenshire, but is unlikely to be of such a scale as to promote improvements in access to city services for rural communities. It sustains some key Aberdeenshire service centres.	+++

**10) Most of the development in Aberdeen City, significant development in the existing transport corridor and some of the development in a new transport corridor.**

Theme	Discussion	Score
Sustainability	The resource use implications of this strategy and the likely impact on greenhouse gas emissions resulting from dispersing some of the development away from the core area suggest that there are negative implications for the sustainability of development, under this option. However, it does promote connectivity, reduce the need to travel (through focussing development in limited locations), and allows for real modal choices to be made on three of the five major corridors into the city. With regard to other matters, the option provides opportunities for brownfield development in places such as Aberdeen and Peterhead, and may also allow for an efficient use of infrastructure improvements associated with the Crossrail project.	++
Economic wellbeing	This option promotes development in areas with a longstanding track record of deliverability, but also (through encouraging some development in an area which is currently seen as unattractive) promotes risk. It is clearly a strategy which has elements which would be attractive to business, although perhaps less so than the edge of city	+++

	communities or promoting development only in the existing transport corridor (in addition to within the City), due to the potentially greater distances involved. Greater choice is provided in business locations, encouraging flexibility and diversity. Concentration of development on three of five major transport corridors promotes an accessible labour market for businesses. This strategy makes very good use of national and global connections and exploits a number of key regional assets.	
Environmental quality	Outwith Aberdeen City, many of the settlements identified for growth would be much better able to retain their character while accommodating growth, as they are already large. Opportunities for regeneration outwith Aberdeen City are improved by the inclusion of Peterhead in this strategy.	++
Quality of life	This option provides considerable choice in location. With certain flavours of this option, there would be less risk of congestion, as development pressure could be spread over a wider area. The scale of development outwith Aberdeen City is such as to allow new investment in infrastructure and facilities in a limited number of places. Need to travel is reduced through proximity and accessibility to services.	++
Social inclusion	This option spreads opportunity into the rural area and to the north of Aberdeen, and promotes improvements in accessibility to city services for rural communities. It promotes the continued growth of a greater range of key Aberdeenshire service centres than either of the two constituent options.	++

a) **Low Growth:** rates of development based on the 2004 Strategic Forecasts

Theme	Discussion	Score
Sustainability		
Economic wellbeing		
Environmental quality		
Quality of life		
Social inclusion		

- b) **Medium Growth:** rates of development based on historical completion rates.

Theme	Discussion	Score
Sustainability	Growth has impacts on resource use and while these can be managed, and made more efficient, impacts on sustainability are likely to increase with greater levels of growth.	--
Economic wellbeing	Medium growth may constrain flexibility and attractiveness of the area to business. It would not promote diversity of economic activity through creating a climate for inward movement of businesses. However, it has a low risk and is deliverable.	0
Environmental quality	Medium growth could have adverse impacts on heritage, but provides opportunities for regeneration. These impacts would be localised and relatively small in scale.	-
Quality of life	Medium growth has risks associated with decreasing quality of life, in particular in relation to issues such as increasing congestion caused by the higher resident population. However, greater opportunities would be created to provide choice, reduce the need to travel, and to sustain services than a low or no growth option.	-
Social inclusion	Medium growth provides opportunity and would allow the development and growth of communities.	+

- c) **High growth:** rates of development in excess of historical completion rates.

Theme	Discussion	Score
Sustainability	Growth has impacts on resource use and while these can be managed and made more efficient, impacts on sustainability are likely to increase	---

	with greater levels of growth.	
Economic wellbeing	High growth does not constrain flexibility and attractiveness of the area to business. It would promote diversity of economic activity through creating a climate for the inward movement of businesses. However, there are risks that it may not be deliverable.	++
Environmental quality	High growth could have adverse impacts on heritage and issues such as air quality, but provides opportunities for regeneration and supports the vitality of existing centres. These impacts would be localised and relatively small in scale.	-
Quality of life	High growth has greater risks associated with decreasing quality of life, in particular in relation to issues such as congestion. However, greater opportunities would be created to provide choice, reduce the need to travel, and to sustain services.	-
Social inclusion	High growth provides the greatest opportunity and would allow the development and growth of communities.	++

*For the issue of phasing of development many of the themes and prompts are largely irrelevant. Consequently only a limited number of the prompts have been used in the following analysis.*

**d) Moderate front-loading**

<b>Theme</b>	<b>Discussion</b>	<b>Score</b>
Sustainability	Front loading does not allow for the development and implementation of more efficient or low carbon technologies in the future.	-
Economic wellbeing	Front loading provides clear opportunities for economic growth and diversification.	+
Environmental quality	No differential impacts.	0
Quality of life	Short-term impacts are likely to be greater. Earlier provision of facilities	-

	greater. Earlier provision of facilities will be achieved	
Social inclusion	Benefits of development are likely to accrue earlier, relative to other options.	+

**e) Sustained rate of release**

<b>Theme</b>	<b>Discussion</b>	<b>Score</b>
Sustainability	This strategy provides a small window of opportunity for the development and implementation of more efficient or low carbon technologies in the future.	0
Economic wellbeing	No differential impacts.	0
Environmental quality	No differential impacts.	0
Quality of life	Short-term impacts are likely to be greater.	0
Social inclusion	No differential impacts.	+

**f) Moderate back-loading**

<b>Theme</b>	<b>Discussion</b>	<b>Score</b>
Sustainability	This strategy provides opportunity for the development and implementation of more efficient or low carbon technologies in the future.	+
Economic wellbeing	Back-loading provides a comparative limit on economic growth and diversification.	-
Environmental quality	No differential impacts.	0
Quality of life	Benefits of development are likely to be later.	-
Social inclusion	Benefits are likely to come later, relative to other options.	-