

Aberdeen City and Shire Structure Plan

Information on the different possible options for development

The strategic options described on the following pages are possible options for the future development of the region. In total, eight different options are suggested and each can be thought of in different ways, by choosing to focus development at different locations within the pattern suggested. The descriptions are provided for your information, to allow you to consider them prior to the meeting.

The 8 possible options are:

Possible Option 1. Most of the development in Aberdeen City, significant development in edge of city settlements.

Possible Option 2. Most of the development in Aberdeen City, significant development in the existing transport corridor.

Possible Option 3. Most of the development in Aberdeen City, significant development in a new transport corridor.

Possible Option 4. Most of the development in Aberdeen City, significant development in growth poles across Aberdeenshire.

Possible Option 5. Most of the development in Aberdeen City, significant development in new settlements.

Possible Option 6. Most of the development in the existing transport corridor, significant development in Aberdeen City.

Possible Option 7. Most of the development in the existing transport corridor, significant development in growth poles across Aberdeenshire.

Possible Option 8. Most of the development in the existing transport corridor, significant development in a new transport corridor.

These options, as described over the following pages, were created after focused consultation with groups of stakeholders on a set of eight basic strategies.

It was thought unlikely that one of the eight basic strategies would satisfy all of the region's requirements for development. As such, it was thought that combinations of these strategies (involving any other additional strategies that might have been suggested during the initial, focused discussion) should be considered.

Given the large number of ways of combining the basic strategies, a way of filtering out the desirable combinations was used. This involved allowing small groups of stakeholders and Planning Officers to consider the basic strategies, using criteria developed from the National Planning Framework, other plans and strategies for the North East and a number of "common sense" planning issues. The results of these considerations were then used to identify synergy between the basic strategies. This enabled Officers to identify possible combinations. These combinations are the strategic options described on the following pages, for consideration at the meeting.

Each of the strategic options involves two different patterns or distributions of development. We would like to note that it would be possible to suggest a strategy that combined more than two different patterns and that this may be necessary if a technical evaluation shows that none of the options are feasible. In addition, it does not suggest that development will only happen in the locations identified – just that this is where the largest scale of development may occur. **We are open to suggestions on how the strategic options should be changed.**

Possible scales of development for the next structure plan

In order to give participants some idea of potential scales of development that will need to be accommodated in the next structure plan, three indicative scales of growth have been identified for the purpose of facilitating this consultation.

Low = Current forecasts (slower growth)

Medium = Current completions (continuity)

High = Current completions + 20% (faster growth)

As mentioned above, each of the strategic options involves two different patterns or distributions of development. One of these patterns shows where the majority of future development would occur, whilst the other shows where a lesser (but still a significant) amount would occur. Such patterns are known as the 'most' and the 'significant' components of the strategic options.

Possible amounts of development for over the next 25 years, in the form of the numbers of houses that could be built and the number of hectares of land that could be used for business purposes, are shown in the table overleaf:

Component of Strategic Option	Scale of development	Number of new homes	Number of hectares of employment land
"Most " Component	Low	15000	226
	Medium	27500	272
	High	33000	295
"Significant" component	Low	7500	113
	Medium	13750	136
	High	16500	147

We are looking to gauge opinions on these figures – for example, whether they are too high or too low to accommodate the changes the region may experience over the next 25 years.

It should be noted that no technical assessment of housing requirements has yet been made to inform the plan. This will be done over the coming months. These figures are merely being used to gauge opinion on possible scales of development.

Possible Option 1 – Most of the development in Aberdeen City, significant development in edge of city settlements

Focus

Development within Aberdeen could involve a major urban expansion or growth of the city communities. Development could **also** be concentrated around the main edge of city communities in Aberdeenshire.

Justification

Aberdeen is the largest settlement in the city region and provides the shops, services and employment opportunities for a wide area. Developing within the existing built-up area (brownfield re-development) will reduce the extent of development required on greenfield sites. Development in and around Aberdeen has the potential to reduce the need to travel and encourage the use of walking, cycling and public transport. It also supports service provision and the regional economy.

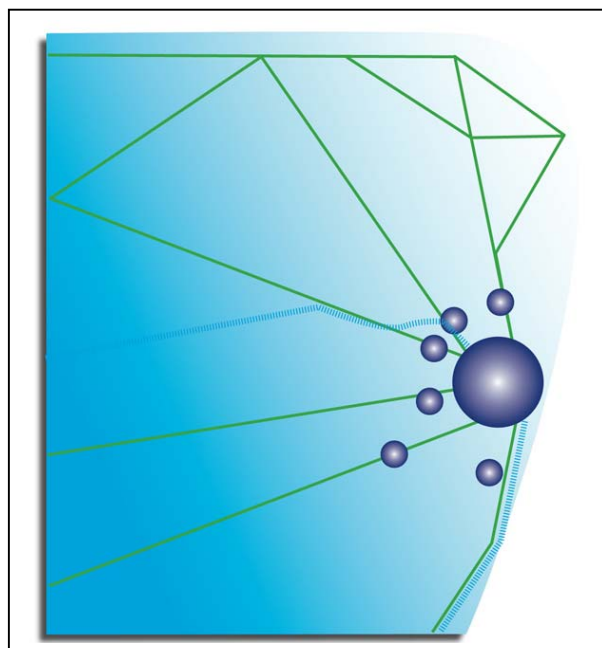
Possible strategies for accommodating the growth required could include a major urban expansion – historical examples include Cove and Bridge of Don – or through growth across the city. In any case a part of the land needed for development could be accommodated on previously developed land.

In addition, previous developments in Blackburn, Westhill, Portlethen, Potterton, Drumoak, Newmachar and Balmedie could be expanded with the aim of creating substantial “towns” close to Aberdeen. Employment land and community facilities could be developed in order to avoid a “dormitory” status for these communities and to reduce the need for long distance commuting to work.

Development around Portlethen, Westhill, Blackburn, Balmedie and Potterton could be desirable due to the settlements increased accessibility as a result of the proposed Aberdeen Western Peripheral Route. The Aberdeen Western Peripheral Route will improve the accessibility to Blackburn, Westhill and Portlethen.

Settlements

The areas likely to be identified for variable levels of growth include:



Most part of the Option: development in Aberdeen City	Significant part of the option: development in the edge of city settlements
Version 1	Version 1
Most of the development in a major single urban expansion of Aberdeen\new community	Blackburn Westhill Portlethen
Version 2	Version 2
Most of the development in growth across different parts of the City	Blackburn Westhill Portlethen Potterton Drumoak Newmachar Balmedie

Possible levels of growth

Most of the growth could occur in Aberdeen City (15,000-33,000 housing units and between 226 and 295 hectares of employment land hectares) while a significant amount of development could occur in the edge of city settlements within Aberdeenshire (between 7,500 and 16,500 housing units and between 113 and 147 hectares of employment land).

Possible Option 2 – Most of the development in Aberdeen City, significant development in the existing transport corridor

Focus

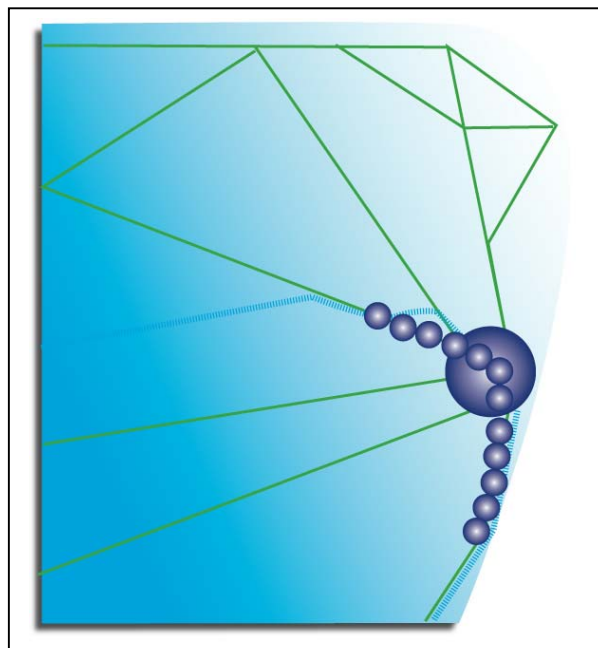
With this Strategic Option, development could involve a major urban expansion to Aberdeen city **or** the growth of city communities. Development could **also** occur close to existing or new stations along the current railway line, across Aberdeen and Aberdeenshire.

Justification

There could be an emphasis on urban intensification around existing and proposed stations. Aberdeen is the largest settlement in the city region and provides the shops, services and employment opportunities for a wide area. Developing within the existing built-up area (on brownfield land) will reduce the extent of development required on greenfield sites. Development in and around Aberdeen has the potential to reduce the need to travel and encourage the use of walking, cycling and public transport. It also supports service provision and the regional economy.

Possible strategies for accommodating the growth required could include a major urban expansion – historical examples include Cove and Bridge of Don – or through growth across the city. In any case, a part of the land needed for development would be accommodated on previously developed land.

Proposals to increase the frequency of trains between Inverurie and Stonehaven have been put forward by the draft Regional Transport Strategy and by the local transport strategies of the two councils. The ideal is to eventually provide a service of one train every 15 minutes, in each direction. Development in towns along the railway line could help to realise this proposal and allow for an increase in the use of public transport for work and leisure.



Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in Aberdeen City	Significant part of the Option: development in the existing transport corridor
Version 1	Huntly
Most of the development in a major single urban expansion of Aberdeen\new community	Insch Inverurie Kintore Blackburn Aberdeen (existing and proposed stations)
Version 2	
Most of the development in growth across different parts of the City	Portlethen Newtonhill Stonehaven Laurencekirk

Possible levels of growth

With this Option, Aberdeen would be the main focus for growth with between 15,000-33,000 homes and between 226-295 hectares of employment land, over a 25-year period. The existing railway line would be an additional focus for growth, with between 7,500-16,500 homes and between 113-147 hectares of employment land, over the same 25-year period.

Possible Option 3 – Most of the development in Aberdeen City, significant development in a new transport corridor

Focus

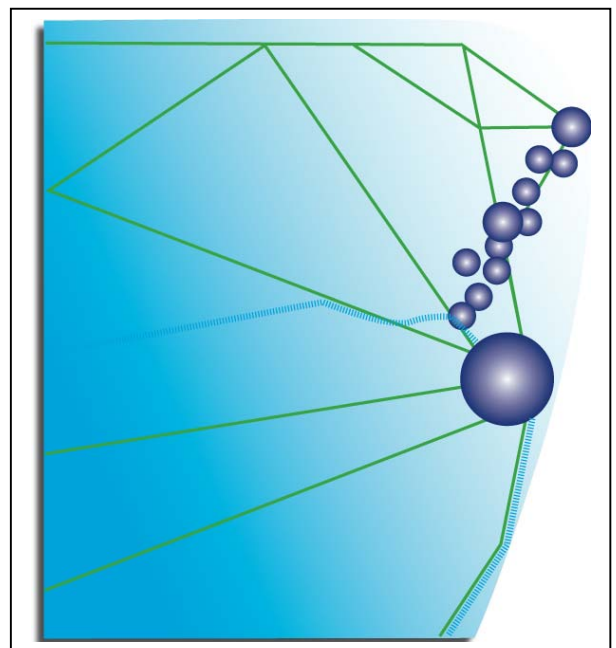
Development could involve a major urban expansion to Aberdeen city **or** the growth of city communities. Development could **also** occur in towns connected by a new public transport link. This might involve re-opening the railway line between Peterhead and Dyce (currently used as the Formartine and Buchan Way), **or** using the A90 between Bridge of Don and Peterhead as a focus for a new public transport link – for example, as a route for a guided bus or tram service.

Justification

Aberdeen is the largest settlement in the city region and provides the shops, services and employment opportunities for a wide area. Developing within the existing built-up area (on brownfield land) will reduce the extent of development required on greenfield sites. Development in and around Aberdeen has the potential to reduce the need to travel and encourage the use of walking, cycling and public transport. It also supports service provision and the regional economy.

Possible strategies for accommodating the growth required could include a major urban expansion – historical examples include Cove and Bridge of Don – or through growth across the city. In any case, a part of the land needed for development would be accommodated on previously developed land.

A new transport link could improve access to Aberdeen (and to places further south) from areas that are not well connected to the city, by public transport. Development along a new transport link could also support the growth and diversification of the energy industry between Bridge of Don and Peterhead, or support the economic regeneration of Peterhead.



Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in Aberdeen City	Significant part of the Option: development in a new transport corridor
Version 1	Version 1
Most of the development in a major single urban expansion of Aberdeen\new community	Dyce Newmachar Ellon Maud Mintlaw Peterhead
Version 2	Version 2
Most of the development across different parts of the city	Bridge of Don Balmedie Ellon Hatton Peterhead

Possible levels of growth

With this Option, Aberdeen would be the main focus for growth with between 15,000-33,000 homes and between 226-295 hectares of employment land, over a 25-year period. The new transport link would be an additional focus for growth, with between 7,500-16,500 homes and between 113-147 hectares of employment land, over the same 25-year period.

Possible Option 4 – Most of the development in Aberdeen City, significant development in growth poles across Aberdeenshire

Focus

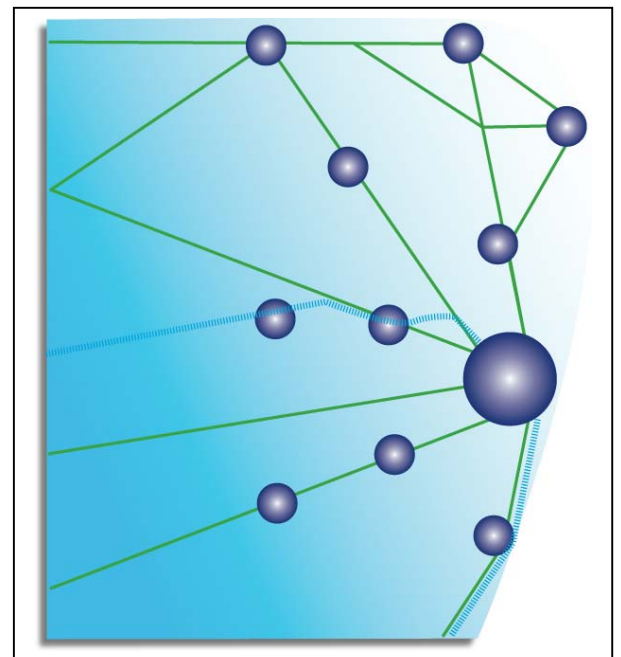
Development within Aberdeen City could involve a major urban expansion **or** growth of the city communities. Development could **also** be concentrated around the major towns in Aberdeenshire including those outwith the commuting distance from Aberdeen.

Justification

Aberdeen is the largest settlement in the city region and provides the shops, services and employment opportunities for a wide area. Developing within the existing built-up area (on brownfield land) will reduce the extent of development required on greenfield sites. Development in and around Aberdeen has the potential to reduce the need to travel and encourage the use of walking, cycling and public transport. It also supports service provision and the regional economy.

Possible strategies for accommodating the growth required could include major urban expansion – historical examples include Cove and Bridge of Don – or through growth across the city. In any case a part of the land needed for development could be accommodated on previously developed land.

Development around all of the major towns in Aberdeenshire will help achieve economic growth opportunities and provide increased opportunities for people to live near their work place and reduce the need to commute long distances. Development could also occur around the ports in response to predictions that coastal and short sea shipping will grow as an alternative to road and rail freight.



Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in Aberdeen City	Significant part of the option: development in growth poles across Aberdeenshire
Version 1	Banff and Macduff
Most of the development in a major single urban expansion of Aberdeen\new community	Fraserburgh Peterhead Ellon Banchory Oldmeldrum Mintlaw
Version 2	Turriff
Most of the development in growth across different parts of the City	Alford Aboyne

Possible levels of growth

Most of the growth could occur in Aberdeen City (15,000-33,000 housing units and between 226 and 295 hectares of employment land hectares) while a significant amount of development could occur in the settlements within Aberdeenshire (between 7,500 and 16,500housing units and between 113 and 147 hectares of employment land).

Possible Option 5 - Most of the development in Aberdeen City, significant development in new settlements

Focus

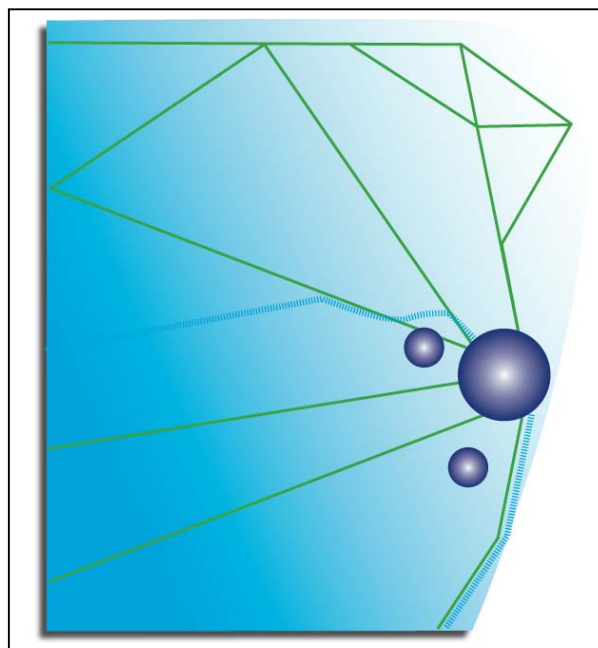
Development within Aberdeen city could involve a major urban expansion **or** growth of the city communities. Development could also be accommodated within one or more “new towns” of a scale comparable to Westhill. Such development could occur around Banchory -Devenick, Potterton and between Kintore and Blackburn. Other suggestions can be made.

Justification

Aberdeen is the largest settlement in the city region and provides the shops, services and employment opportunities for a wide area. Developing within the existing built-up area (on brownfield land) will reduce the extent of development required on greenfield sites. Development in and around Aberdeen has the potential to reduce the need to travel and encourage the use of walking, cycling and public transport. It also supports service provision and the regional economy.

Possible strategies for accommodating the growth required could include major urban expansion – historical examples include Cove and Bridge of Don – or through growth across the city. In any case a part of the land needed for development could be accommodated on previously developed land.

The development of new settlements in Aberdeenshire will help reduce development pressure on other settlements and ensure that the necessary infrastructure and community facilities will be delivered to meet the requirements of the new settlement.



Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in Aberdeen City	Significant part of the option: development in a new settlement
Version 1	Banchory - Devenick Potterton Kintore and Blackburn
Most of the development in a major single urban expansion of Aberdeen\new community	
Version 2	
Most of the development in growth across different parts of the City	

Possible levels of growth

Most of the growth could occur in Aberdeen (15,000-33,000 housing units and between 226 and 295 hectares of employment land hectares) while a significant amount of development could occur in the new settlements within Aberdeenshire (between 7,500 and 16,500 housing units and between 113 and 147 hectares of employment land).

Possible Option 6 – Most of the development in the existing transport corridor, significant development in Aberdeen City

Focus

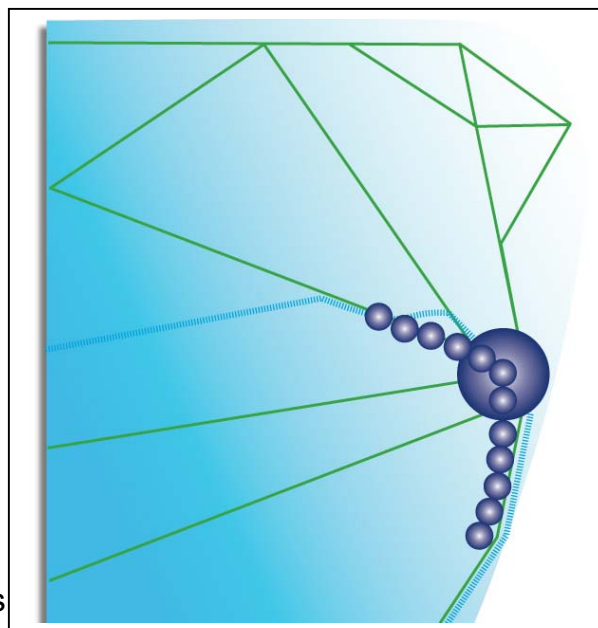
With this Strategic Option, development could occur close to existing or new stations along the current railway line. Development could **also** involve a major urban expansion to Aberdeen city **or** the growth of city communities.

Justification

There are proposals in the draft Regional Transport Strategy (and in the local transport strategies of both councils) to increase the frequency of trains between Inverurie and Stonehaven. These proposals involve moving, in stages, towards one train every 15 minutes in each direction. There could be an emphasis on urban intensification around existing and proposed stations. Development in towns along the railway could help provide for new stations and allow for increases in the everyday use of public transport.

Aberdeen is the largest settlement in the city region and provides the shops, services and employment opportunities for a wide area. Developing within the existing built-up area (on brownfield land) will reduce the extent of development required on greenfield sites. Development in and around Aberdeen has the potential to reduce the need to travel and encourage the use of walking, cycling and public transport. It also supports service provision and the regional economy.

Possible strategies for accommodating the growth required could include a major urban expansion – historical examples include Cove and Bridge of Don – or through growth across the city. In any case, a part of the land needed for development would be accommodated on previously developed land.



Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in the existing transport corridor	Significant part of the Option: development in Aberdeen
Huntly Inch Inverurie Kintore Blackburn Aberdeen (existing and proposed stations) Portlethen Newtonhill Stonehaven Laurencekirk	Version 1
	Most of the development in a major single urban expansion of Aberdeen
	Version 2
	Most of the development in growth across different parts of the City

Possible levels of growth

With this Option, the existing railway line could be the main focus for growth with between 15,000-33,000 homes and between 226-295 hectares of employment land, over a 25-year period. Aberdeen would be an additional focus for growth, with between 7,500-16,500 homes and between 113-147 hectares of employment land, over the same 25-year period.

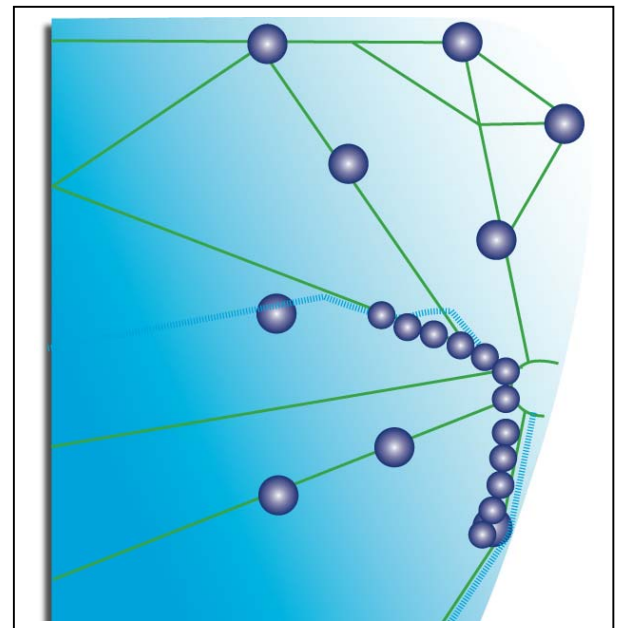
Possible Option 7 – Most of the development in the existing transport corridor, significant development in growth poles across Aberdeenshire

Focus

Development could be focused in locations that are served by the existing railway line and **also** around the major towns in Aberdeenshire including those out with the commuting distance from Aberdeen.

Justification

There could be an emphasis on urban intensification around existing and proposed stations. The draft Regional Transport Strategy and the Local Transport Strategies of both councils include proposals to increase the frequency of the trains between Inverurie and Stonehaven. The proposal is to move towards one train every 15 minutes in each direction on a phased basis. This route is also served by bus services and the Aberdeen Western Peripheral Route will further improve the road links that already exist and allow businesses and individuals to take advantage of reductions in traffic congestion (in particular, on the A90).



Development around all of the major towns in Aberdeenshire will help achieve economic growth opportunities and provide increased opportunities for people to live near their work place and reduce the need to commute long distances. Development could also occur around the ports in response to predictions that coastal and short sea shipping will grow as an alternative to road and rail freight.

Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in the existing transport corridor	Significant part of the Option: development in growth poles across Aberdeenshire
Insch Inverurie Kintore Aberdeen (existing and proposed stations) Portlethen Newtonhill Stonehaven Laurnecekirk	Banff and Macduff Fraserburgh Peterhead Ellon Banchory Oldmeldrum Mintlaw Turriff Alford Aboyne

Possible levels of growth

Most of the growth could occur along the existing transport corridor (15,000-33,000 housing units and between 226 and 295 hectares of employment land hectares) while a significant amount could occur in the settlements within Aberdeenshire (between 7,500 and 16,500 housing units and between 113 and 147 hectares of employment land).

Possible Option 8 – Most of the development in the existing transport corridor, significant development in a new transport corridor

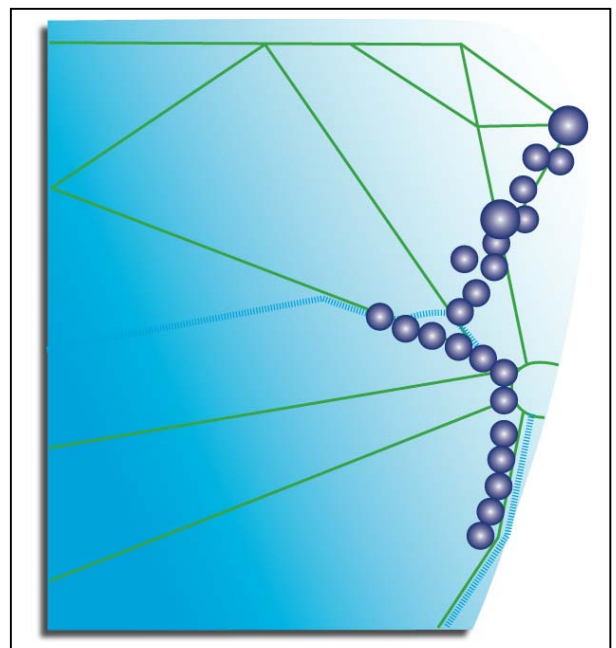
Focus

With this Strategic Option, development could occur close to existing or new stations along the current railway line **and** in towns connected by a new public transport link. This might involve re-opening the railway line between Peterhead and Dyce (currently used as the Formartine and Buchan Way), **or** using the A90 between Bridge of Don and Peterhead as a focus for a new public transport link – for example, as a route for a guided bus or tram service.

Justification

There could be an emphasis on urban intensification around existing and proposed stations. The draft Regional Transport Strategy and the local transport strategies of both councils include proposals to increase the frequency of trains between Inverurie and Stonehaven. The proposal is to move, in stages, towards one train every 15 minutes in each direction. Development in towns close to the railway could help to realise this proposal and allow for an increase in the use of public transport for work and leisure.

A new transport link could improve access by public transport to Aberdeen (and to places further south) from areas that do not lie on or near to the current railway line. Development along a new transport link could also support the growth and diversification of the energy industry between Bridge of Don and Peterhead.



Settlements

The areas likely to be identified for variable levels of growth include:

Most part of the Option: development in the existing transport corridor	Significant part of the Option: development in a new transport corridor
Huntly Insch Inverurie Kintore Blackburn Aberdeen (existing and proposed stations) Portlethen Newtonhill Stonehaven Laurencekirk	Version 1
	Dyce Newmachar Ellon Maud Mintlaw Peterhead
	Version 2
	Bridge of Don Balmedie Ellon Hatton Peterhead

Possible levels of growth

With this Option, the existing railway line could be the main focus for growth with between 15,000-33,000 homes and between 226-295 hectares of employment land, over a 25-year period. The new transport link would be an additional focus for growth, with between 7,500-16,500 homes and between 113-147 hectares of employment land, over the same 25-year period.