

Foreword

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1 – Introduction

1.1 Aberdeen City and Shire is a region of global significance. As the energy capital of Europe it has the ambition, skills and resources to lead the move towards a more secure and sustainable supply of energy and lead Scotland forward on a path of economic recovery.

1.2 The area already has an enviable reputation as an attractive place to live and work, with a high-quality environment, above-average incomes, low unemployment and among the happiest people in the UK. However, there is no room for complacency. The effects of climate change, the need to use resources more efficiently, changes in North Sea oil and gas production and differences in wealth and opportunity between some of the region's communities will threaten everyone's wellbeing if we do not take action.

1.3 By 2035, Aberdeen City and Shire will need to have adapted to a very different world. We need to face up to the challenges ahead to be able to maintain and improve the attractiveness of the region as a place to live, visit and do business.

1.4 The purpose of this plan is to set a clear direction for the future development of the North East – recognising the importance of improving links and connections, adding to the already enviable quality of life and providing the opportunities for high-quality sustainable growth towards which the public and private sectors can work to deliver our vision.

1.5 This plan is the first strategic development plan to cover the area. It has been developed from the previous structure plan approved by Scottish Ministers in 2009 and reflects the widespread support that plan received.

1.6 The plan covers the whole of Aberdeen City and Aberdeenshire except that part within the Cairngorms National Park. It has been prepared by the Aberdeen City and Shire Strategic Development

Planning Authority on behalf of Aberdeen City and Aberdeenshire councils. It represents a shared vision for the future of the area and has been developed in a way which aims to include everyone in the process, including communities, public-sector organisations and businesses.

Layout and content of the plan

1.7 This plan focuses on what we want to change. It does not cover all planning issues but only those which are nationally or regionally important or can best be dealt with by Aberdeen City Council and Aberdeenshire Council working together. Both councils prepare local development plans which cover a wider range of issues in more detail.

1.8 A key part of this plan is our vision and spatial strategy, supported by a series of objectives and targets. Proposals are included where they are important to putting the plan into practice. We have tried to use as few technical terms as possible, but there is a glossary at the end of the plan which defines some words and phrases you may not be familiar with.

1.9 It is vital to recognise the links between the different parts of the plan. We have divided the plan into a number of themes rather than topic-based chapters because individual topics relate to some, if not all, of the themes. This emphasises that the plan should be read as a whole.

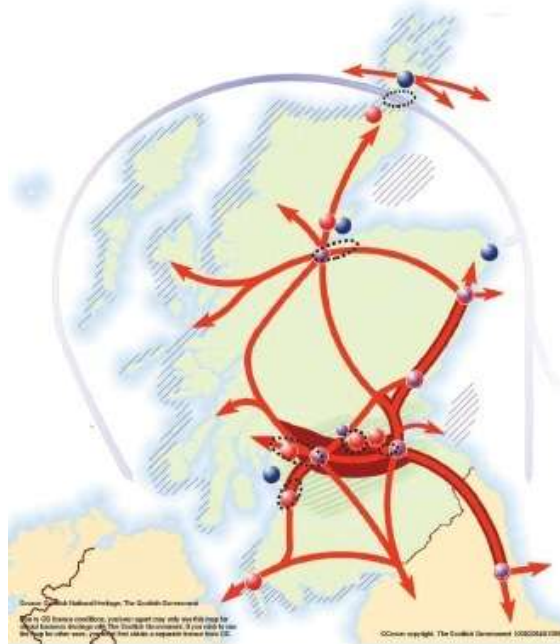
1.10 The plan is supported by a Proposed Action Programme which shows how we plan to put the plan into effect with our partners. Local development plans are one of the main ways of putting this plan into effect but there are others. Both councils will use this plan in appropriate cases to help decide whether a development proposal would take the area in the right direction. However, local development plans (and supplementary guidance) consistent with this plan will be the main plans we will use to assess applications for planning permission.

Influences on the plan

1.11 We have written this plan with a wide range of international, national and regional influences in mind.

1.12 At an international level, issues such as climate change, protecting the environment, securing energy supplies for the future and economic recovery all set an important context for this plan.

1.13 At the national level, National Planning Framework 2 was published by the Scottish Government in June 2009. The framework looks forward to 2030 with the main parts of the development strategy being shown in figure 2. The east coast corridor from Aberdeen to Newcastle is identified as a 'key economic corridor' offering opportunities to develop 'knowledge economy links' with the energy and offshore industries and the universities along the route. Peterhead is identified as a 'deep water opportunity' and Aberdeen as an international gateway.



The A90 and A96 are identified as strategic transport routes while Aberdeen is also shown as having 'strategic transport routes' beyond the strategic development plan area. A potential subsea energy network has been identified off the east coast, with a key onshore connection at Peterhead.

1.14 Along with the opportunities associated with the changing nature of the offshore oil and gas industry, the potential of the North East to build on its strengths is also recognised – growing and diversifying the economy. The National Planning Framework emphasises the opportunities offered by the deepest harbour in the North East at Peterhead, including a potential role in taking offshore equipment out of use. Three 'national developments' have been identified in the area – improvements (including access) to Aberdeen airport, the upgrading of Peterhead power station and reinforcing the electricity grid (East Coast transmission route).

1.15 Recent legislation and Scottish Government strategies, including the Climate Change (Scotland) Act 2009, Land Use Strategy, Zero Waste Plan, Economic Strategy, Regeneration Strategy and the Agenda for Cities, have been published since the previous structure plan. Forthcoming work includes marine planning at the national and regional level.

1.16 Over the last few years the Scottish Government has identified a range of improvements to the road and rail infrastructure in the area over the period of this plan. These include making the full length of the A96 a dual carriageway as well as reducing journey times and increasing the frequency of trains on the Aberdeen-Inverness railway line.

1.17 The regional strategies and plans which have an important influence on this plan include the North East Scotland Transport Partnership's (Nestrans) Regional Transport Strategy and Aberdeen City and Shire Economic Future's Economic Manifesto.



2 – The vision for the plan

2.1 We need to face up to the challenges and grasp the opportunities ahead to be able to maintain and improve the attractiveness of the region as a place to live, visit and do business. A vision for a successful and sustainable future is set out below.

Vision

“Aberdeen City and Shire will be an even more attractive, prosperous and sustainable European city region and an excellent place to live, visit and do business.

We will be recognised for:

- our enterprise and inventiveness, particularly in the knowledge economy and in high-value markets;
- the unique qualities of our environment; and
- our high quality of life.

We will have acted confidently and taken the courageous decisions necessary to further develop a robust and resilient economy and to lead the way towards development being sustainable, including dealing with climate change and creating a more inclusive society.”

2.2 To make this vision a reality, we have developed a series of aims. These provide a useful guide which both interprets the vision and focuses clearly on the role this plan will play in delivering it. This recognises that many different people and organisations will be involved in delivering this vision.

Aims

The main aims of the plan are to:

- provide a strong framework for investment decisions which help to grow and diversify the regional economy, supported by promoting the need to use resources more efficiently and effectively; and
- take on the urgent challenges of sustainable development and climate change.

To support these main aims, the plan also aims to:

- make sure the area has enough people, homes and jobs to support the level of services and facilities needed to maintain and improve the quality of life;
- protect and improve our valued assets and resources, including the built and natural environment and our cultural heritage;
- help create sustainable mixed communities, and the associated infrastructure, which meet the highest standards of urban and rural design and cater for the needs of the whole population; and
- make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices.

2.3 We are committed to all the aims as a whole. This is the only way we will be able to achieve our vision.

Policy

In assessing development proposals, we will balance the importance given to each aim in coming to a decision, taking into account the spatial strategy, objectives and targets of the plan.

3 – The spatial strategy

3.1 All parts of the North East are important for the future of the area. However, different areas will take different roles as a result of their current characteristics and future opportunities. This plan will set a clear direction and be specific where necessary, while giving local development plans the opportunity to respond to local circumstances.

3.2 Identifying where development will take place is a vital part of delivering the changes needed in the Aberdeen City and Shire area. Being clear about where we want new homes, businesses and other developments to be provides long-term certainty and confidence for communities, businesses and organisations that provide services. It allows us to make best use of the investment that we will need to maintain and improve the quality of life in the area over the coming decades of growth.

3.3 We have developed a spatial strategy which promotes development in places that meet the needs of business and, at the same time, are sustainable and take on the challenges of climate change. The strategy also recognises the need to maintain and improve the area's communities and the services they depend on.

3.4 All parts of the strategic development plan area are either within a strategic growth area or a local growth and diversification area. However, some areas are also identified as regeneration priority areas.

3.5 This strategy (see figure 3) focuses development in places where there are clear opportunities to encourage people to use public transport, which itself can be provided in an efficient way. The strategy plans for significant growth in a limited number of places, where there can be significant public and private investment in schools, community facilities and transport infrastructure without affecting people's quality of life. It also provides the flexibility to

meet the needs of local communities. The strategy also identifies those areas that need investment to tackle important regeneration needs.

3.6 All areas will need significant upgrades to the communications infrastructure to allow for superfast broadband early in the period covered by this plan.

Targets

- Over the period to 2035, at least 75% of all homes built, and employment land developed should be in the strategic growth areas.
- Over the period to 2035, at least 50% of all homes built should be in Aberdeen City.
- For all developments meeting more than local needs to be in strategic growth areas, unless another area can be justified.

How to meet the targets

- Local development plans (and, where appropriate, supplementary guidance) will use the spatial strategy to set policies and identify land for development.
- Planning applications will be assessed against the spatial strategy to decide whether the location, nature and scale of development is in line with the plan.

Monitoring

Patterns in house-building and land used for new employment uses will be monitored each year.

Strategic growth areas

3.7 This strategic development plan identifies four strategic growth areas which will be the main focus for development in the area up to 2035.

3.8 Although these areas will carry out different roles, together they can be expected to account for around 75% of the growth over the next 20 years or more. The strategic growth areas are centred on Aberdeen and the main public transport routes. They aim to make housing, employment and services highly accessible by public transport and they will be relatively narrow, up to around 5km wide. However, the Aberdeenshire Local Development Plan will decide which settlements and sites are within a strategic growth area.

3.9 Development in these areas will bring about a significant need for new and improved infrastructure. This will include new primary and secondary schools, open space, improvements to roads and railways as well as walking, cycling and bus networks, and new water and waste-water systems.

3.10 We should explore opportunities to put in place a strategic walking and cycle network which builds on the current networks being developed in Aberdeen and Aberdeenshire towns by linking these together. We should do this in a way which creates opportunities for improvements to the natural environment by linking habitats and species in green networks. New tree-planting could play an important role in delivering these networks.

3.11 This investment in infrastructure is essential if we are to create successful sustainable mixed communities, and the cost is likely to be several hundred million pounds. While the public sector is committed to investing in the area, a significant part of the cost will have to be paid for by developers and landowners who should take account of this when negotiating the price paid for land.



3.12 We also need investment in new waste-management infrastructure such as recycling, composting and energy from waste. Most of this should be located in the strategic growth areas close to Aberdeen or in Aberdeen itself.

3.13 All four strategic growth areas should focus on creating sustainable mixed communities with the services, facilities and infrastructure necessary for the 21st century.

3.14 We discuss each of the four areas in detail below.

Local growth and diversification areas

3.15 Most of Aberdeenshire is identified in this plan for local growth and diversification. These areas are important assets to the North East and Scotland as a whole, providing areas of rich agricultural land as well as high environmental quality for tourism and outdoor recreation. The towns and villages reflect the different roles they have played over time.

3.16 Fishing, farming and forestry are important sectors of the economy. However, there is a need for diversification and growth in the economy in this area to meet local needs, with tourist-related developments having a role to play. Encouraging employment growth in these areas is a central part of making them more sustainable and reducing the need to commute, with its economic, social and environmental consequences.

3.17 Increasing tree cover can bring significant environmental, economic, social and community benefits if new planting respects the different functions of the land concerned and its role in a wider green network. There is clear potential to increase the tree cover of this area while respecting the competing interests for land. This will contribute to a wider Scottish Government target of increasing tree cover and recognising the role of woodland in reducing the causes of climate change (known as mitigation).

3.18 We need to improve some of the road infrastructure in the area, particularly those links to and from northern coastal communities such as Fraserburgh and Banff. This will support vital economic growth and regeneration in this area. This area will also play a part in supporting new sustainable energy infrastructure, and harbours along the north coast may play a role in supplying services to offshore renewable energy facilities.

3.19 Levels of growth in individual settlements should relate to local needs, although the scale of this growth will vary from place to

place. While we should aim to provide a mix of housing opportunities for everyone, we need to focus on providing smaller homes to buy or rent, and a significant amount of affordable housing. We need to give priority to mixed-use developments which respect the character of the landscape and local identity.

3.20 Housing allowances for this area are set out below, while employment land should be made available to meet local needs.

	Housing allowances		
	Existing LDP allocations to 2016	2017-2026	2027-2035
Local growth (AHMA)	1,000	1,350	1,350
Local growth (RHMA)	4,200	4,000	4,000

3.21 In this area, there will continue to be pressure for housing in the countryside which is not connected to existing settlements. However, local development plans, in line with Scottish Planning Policy, should approach this by focusing new housing in, or as an extension to, existing settlements, particularly those which are well served by public transport. This will help to create and maintain successful places and be more sustainable.

3.22 In some cases, developments which aim to meet more than local needs may need to be based in this area, such as mineral extraction. In these cases, developers will need to justify this against the aims, strategy, objectives and targets of this plan. Meeting regeneration needs could be one part of this justification.

Regeneration priority areas

3.23 Regeneration is a vital part of the strategy of this plan. Inequality exists in some parts of the area and these areas will not meet their full potential unless we take positive steps. These actions are needed to support ongoing community efforts and will involve forming partnerships across the public, private and voluntary sectors, and will focus on achieving clear results. Work is already going on but needs to continue and increase.

3.24 The areas in need of regeneration are identified broadly in this plan but are focused on the needs of existing communities. They include some of the coastal communities of north and south Aberdeenshire (including the two largest towns of Fraserburgh and Peterhead), as well as parts of Aberdeen (the City Centre and a number of its communities). Improving the economy, environmental quality, accessibility, employment opportunities and the competitiveness of business should play a particular role in these areas.

3.25 The challenges and opportunities in these areas are wide-ranging and demand a response appropriate to the particular area. We must do everything we can and explore funding to bring about positive change in these communities. This change must bring lasting benefits and have positive effects on their vitality and viability.

3.26 Opportunities for redeveloping brownfield sites will vary from place to place and over time but need to be a clear priority. Such redevelopment should respect the character of the local area, improve the quality of the environment, use high-quality design and include a mix of uses.

3.27 Aberdeen City Council is currently developing a new framework for regeneration to replace its strategy of 2007. This will integrate social, economic and area-based initiatives in a number of

parts of the city. As well as redirecting existing spending, the strategy will look at access to new funding sources and the use of its own asset base to stimulate new investment.

3.28 Aberdeenshire Council developed a 'Framework for Regeneration' in 2010 and this is supported by a series of action plans. These are based on the needs and opportunities of particular communities and cover improvements to the built and natural environment, actions to improve town-centre vitality, and measures to improve opportunities for employment.

3.29 Improvements to transport are particularly important to the coastal communities of north and south Aberdeenshire. The Aberdeen Western Peripheral Route and dualling of the A90 between Balmedie and Tipperty are important projects to help tackle these issues. However, further improvements to the A90 north of Aberdeen and better links to the trunk road network (such as improvements to the A947 and A952 from Banff and Fraserburgh) will also help improve access to markets. Access to services and employment in south Aberdeenshire is being supported through action by communities.

3.30 The quality of the environment varies from area to area, although it will be possible to further develop tourism in some coastal areas.

Aberdeen City

3.31 Aberdeen is Scotland's third-largest city and the regional centre for employment, retail, culture, health and higher education as well as being the region's transport hub – with road, rail, sea and air links.

3.32 Around half of all new development in the city region will be within Aberdeen City. While we prefer development to take place on brownfield sites, the scale of growth we expect will mean that more than half of the development will need to take place on greenfield sites. Reducing travel distances and making walking, cycling and public transport more attractive to people is vital. We will need to make sure that one or two secondary schools, associated primary schools and improvements to transport infrastructure are provided to serve new development in the city.

3.33 Housing and employment allowances for Aberdeen

	Housing allowances		
	Existing LDP allocations to 2016	2017-2026	2027-2035
Brownfield	4,500	3,000	3,000
Greenfield	12,000	5,000	4,000
	Employment land allowances (hectares)		
	105		70

3.34 We have planned a wide range of transport measures to either tackle existing problems or support the growth planned over the next 20 to 25 years. While congestion is a key factor, reducing the effect of transport on the environment (including improving air quality) is also important. Substantial public- sector funding will deliver the Aberdeen Western Peripheral Route and park-and-ride at its junction with the A96 as well as improvements to the Haudagain Roundabout and a new bridge over the River Don. Further proposals to support growth include:

- new bus services and action to give priority to buses and increase their frequency;
- junction improvements on the A96, A944, A956, A90, Kingswells North and Parkhill;
- safety improvements on the access road to the A93;
- improvements to the Parkway and Persley Bridge; and
- a link over the River Dee.

3.35 Communication and transport links are critical to the future prosperity of the city region, and Aberdeen Airport has a vital role to play in maintaining and improving these both domestically and internationally. Improvements at the airport are needed to improve customers' experience and increase the number of travellers it can support while keeping the effect on the environment to a minimum. Access to the airport also needs to be improved, including building the Aberdeen Western Peripheral Route and other related projects.

3.36 Aberdeen Harbour is a vital gateway for the regional economy and provides important passenger and freight links to the Northern Isles. The harbour has been identified as a key port in the National Renewables Infrastructure Plan. Work will be needed to set out in more detail the likely implications of this and the wider potential for growth it provides. Given its city-centre location, this work should take into account the wider city-centre regeneration as part of the current City Centre Development Framework and the competing demands for land.

3.37 Aberdeen City centre is an important asset for the region but its regeneration is vital for the economic future of the area and how potential investors and residents see it. Details on this are included in the City Centre Development Framework but we need to take determined action to create a city centre to be proud of and which reflects the global status and ambitions of the city and the wider region. The Business Improvement District (BID), set up in 2011, was a major initiative and showed that the private sector was willing to actively take part in this process. There needs to be a strong

focus on improving the quality of the city centre's shopping, leisure, commercial and residential environment – with partial pedestrianisation of Union Street having an important role.

3.38 Aberdeen has a number of communities which would benefit from regeneration. These are largely areas with a high percentage of social housing built in the 1960s which no longer provide satisfactory living conditions. There is more detail about this in the Regeneration Priority Area theme below.

3.39 Two possible locations are shown for a new Community Stadium to support the growing sporting infrastructure of the city.



Aberdeen to Huntly

3.40 This area is the key corridor linking Aberdeen and Inverness and contains several thriving Aberdeenshire communities.

Significant development will take place in the 31-mile road and rail corridor stretching from Huntly to Blackburn. Development at the southern end of the corridor will be mainly focused towards the end of the plan period, beyond 2027, while further north it will be spread throughout the period of the plan.

Housing and employment allowances for this area

	Housing allowances		
	Existing LDP allocations to 2016	2017-2026	2027-2035
Inverurie - Blackburn	1,000	1,500	4,000
Huntly - Pitcaple	300	500	200
	Employment land allowances (hectares)		
Huntly - Blackburn	42		28

3.41 South of Inverurie the corridor is served by a dual carriageway to Aberdeen, with the Scottish Government committed to completing the A96 dual carriageway between Inverurie and Inverness over the lifetime of this plan. However, short-term improvements will also be made (such as replacing the Inveramsay Bridge to allow two-way traffic) before the more comprehensive upgrade planned for later in the plan period. Significant improvements are also planned to the Aberdeen-Inverness railway line, with more services, shorter journey times and a new station at Kintore. We will also look at further improvements, in the form of a more local rail service to better serve commuters, shoppers, students and visitors. This will be supported by development in this corridor. Bus services on this corridor are already good, although we will need to make further improvements to make these services

an even more attractive choice. We will need to provide a secondary school and associated primary schools in this area. Several trunk road junctions will also need to be improved, including those at Inverurie, with opportunities considered for an eastern bypass for the town.

3.42 Development will be supported by new infrastructure within Aberdeen City such as the Aberdeen Western Peripheral Route, a new park-and-ride site at its junction with the A96 and other improvements on the A96 corridor.

Aberdeen to Laurencekirk

3.43 This area is the key corridor linking the region with central and southern Scotland as well as the rest of the UK by road and rail. Its main settlement is Stonehaven where the Highland Fault Line marks the boundary between Highland and Lowland Scotland, which can be seen in the geology and landscape of the area.

3.44 We are proposing significant new development in the northern part of this corridor early in the plan period. A significant new settlement is planned south of Portlethen at Chapelton of Elsick which has the potential to set the standard for future new development in Aberdeen City and Shire and beyond.

3.45 New housing and employment development is also proposed in the southern end of the corridor as well, but on a more limited scale. This will be supported by a new secondary school in Laurencekirk (Mearns Academy Community Campus) which will replace the existing school on a nearby site.

Housing and employment allowances for this area

	Housing allowances		
	Existing LDP allocations to 2016	2017-2026	2027-2035
Portlethen – Stonehaven	2,200	2,400	1,000
South of Drumlithie - Laurencekirk	500	400	100

	Employment land allowances (hectares)	
Portlethen - Laurencekirk	63	42

3.46 Improved junctions on the A90 will also be needed for development at Elsick and Laurencekirk (where existing safety issues also need to be taken into account) to go ahead.

3.47 The southern leg of the Aberdeen Western Peripheral Route passes through the northern part of this area and the Fastlink will significantly improve access from the south to the airport and northern Aberdeenshire. A park-and-ride will be built at Portlethen so that traffic heading for the city can use more sustainable travel for the last leg of the journey.

3.48 A new station opened at Laurencekirk in 2009 and has proved extremely popular, with twice the expected number of passengers already using it. We will look at the potential for developing a further station at Newtonhill alongside other possible locations within Aberdeen. Other rail improvements include improvements to journey times and electrification.

3.49 Development will be supported by new infrastructure within Aberdeen City such as a new link over the River Dee and improvements to the A956.

3.50 We will support proposals outwith the strategic development plan area which reduce journey times by road and rail south.

Aberdeen to Peterhead

3.51 This area has important strategic assets, high environmental quality and significant potential for development. Energetica is already helping to realise this potential and create a global hub for the energy sector in a first-class coastal location. This is being done through partnership between the public and private sectors.

3.52 Both employment and housing land will be needed over the period of the plan, with these allowances set out in figure sdf below. Current plans already identify land up to 2026, while land identified for the period beyond 2027 will need to be allocated in future local development plans.

Housing and employment allowances for this area

	Housing allowances		
	Existing LDP Allocations to 2016	2017-2026	2027-2035
Blackdog - Ellon	800	1,500	1,500
Hatton - Peterhead	800	800	600

Employment land allowances (hectares)		
Blackdog - Peterhead	45ha	43ha

3.53 The northern end of the Energetica corridor has a unique opportunity to play an important role in the energy future of Europe.

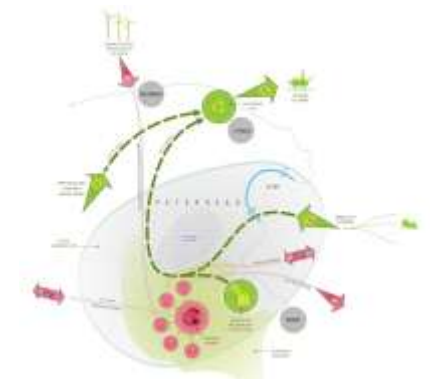
- We need to make the best use of the deepwater opportunities at Peterhead Port. It has been identified in the National Renewables Infrastructure Plan and we need to aid its diversification into oil and gas decommissioning as well as offshore renewables.
- The Peterhead and St Fergus area has been vital to the UK oil and gas industry over the last 40 years and will be well into the future. It now also has significant potential for capturing,

transporting and storing carbon dioxide under the North Sea (carbon capture and storage). This would make extensive use of existing infrastructure, help to deliver significant reductions in greenhouse gas emissions and provide a major competitive advantage in this emerging technology.

- Peterhead also has the potential to be an important hub in transmitting renewable energy both within the UK and more widely as part of a European network. Its coastal location and existing connections make it an attractive choice for subsea cables and their onshore infrastructure.

3.54 These nationally and internationally important developments need to be co-ordinated effectively (see figure sdf). To achieve this, a development framework will be needed for the southern gateway to Peterhead.

3.55 Further south, realising the economic potential of the Menie Estate golf resort will be important as well as delivering vital infrastructure projects in the first plan period to encourage growth. These include building the Aberdeen Western Peripheral Route, making the A90 between Balmedie and Tipperty a dual carriageway, improving the Haudagain Roundabout and delivering a new bridge over the River Don. Until this infrastructure is in place, development in the southern part of the corridor will be limited. The focus in the whole area needs to be on developing and diversifying the economy with a strong focus on the quality of development. We will also need to provide a new secondary school and associated primary school in this area.



4 – Objectives

Economic Growth

Objective

To provide opportunities which encourage economic development and create new employment in a range of areas that are both appropriate for and attractive to the needs of different industries, while at the same time improving the essential strategic infrastructure necessary to allow the economy to grow over the long term.

Issues

4.1 Aberdeen City and Shire has a healthy economy. While currently dominated by the oil and gas industries, it also has significant strengths in life sciences, food and drink and tourism. The oil and gas industry will continue to be very important into the future. Its changing focus over the next few decades (into supplying the export market and decommissioning) will mean that the area will need to sell itself more strongly to make sure growth happens here. Traditional industries, such as farming and fishing, must continue to be supported. To promote a diverse local economy we will have to build on our existing assets (particularly in the field of renewable energy) and put into practice new ideas, including those from our universities, research organisations and our skilled and innovative workforce, and improve our connections to the outside world through transport and high-speed digital communications networks.

4.2 A strong service sector is also important and in particular, retail and all forms of tourism, including business tourism, will have a role to play. It is very important that retail services throughout the region are promoted to guarantee the vitality and viability of our town centres, while creating opportunities for growth in the economy. It is particularly important that we continue to support the regeneration of Aberdeen city centre – making sure that this key regional asset

fulfils its potential by improving its shopping, leisure, commercial and residential environment as well as its visitor experience. Some of the building blocks are already in place (such as the City Centre Development Framework and the Business Improvement District) but there is still much to be done. In line with Scottish Planning Policy, a sequential approach will be taken when identifying sites for new retail development across the strategic development plan area.

4.3 Making sure that there is enough of the right type of land for business use, in the right places, will give Aberdeen City and Shire a competitive advantage, this includes mixed-use developments on appropriate sites. We expect that the Energetica initiative will help to deliver this in the Aberdeen to Peterhead strategic growth area, while we will encourage economic development in local growth and diversification areas at appropriate levels to meet local need. Aberdeen City and Shire already has a very well-developed role in the knowledge economy. Providing high-quality business space has an important role to play in building on this, as has support for high quality education and training opportunities from schools, colleges and universities.

4.4 The roll-out of high-speed broadband throughout the area is vital for the economy as well as bringing social and environmental benefits. World-leading internet access is essential in the strategic growth areas, while significantly improved speeds are also necessary in the rural growth and diversification areas. The public and private sectors will need to work together to deliver these improvements.

4.5 Connections, within Aberdeen City and Shire as well as to the rest of Scotland, the UK and the rest of the world are critical for the future health of the local economy. Aberdeen airport and the region's main ports are key gateways and have a vital role to play in accessing international markets as well as providing lifeline services to Orkney and Shetland. It is vital that these important

regional assets are supported in meeting their potential for the regional economy and that they reflect the aims of the area. Future development should not be allowed to limit the growth of the economy by making the region less attractive to business, particularly in relation to congestion and access to roads, ports, airports and rail facilities. This infrastructure needs to be protected and improved, including supporting freight being transported by rail and sea.

Targets

- To make sure there is at least 60 hectares of marketable land available to businesses at all times in a range of places within Aberdeen City.
- To make sure there is at least 60 hectares of marketable land available to businesses at all times in a range of places within strategic growth areas in Aberdeenshire.
- For at least 20 hectares of the above land available to businesses in the strategic growth areas to be of a standard which will attract high-quality businesses or be suitable for company headquarters.
- For Aberdeen to remain one of the top-20 retail areas in the UK.
- For all new development to have the use of modern, up-to-date high-speed telecommunications networks, such as fibre optics.

How to meet the targets

- Local development plans should, where possible, protect strategic reserve land from other uses (see figures 3 and 4).

Figure 3: Employment land allocations

	Established land 2011 (hectares)	Marketable land 2011 (hectares)	Minimum land available at all times (hectares)	LDP allocations to 2026 (hectares)	Strategic reserve land 2027-2035 (hectares)
Aberdeen City	210	87	60	105	70
Aberdeenshire					
Huntly to Laurencekirk	153	75	40	105	70
Blackdog to Peterhead	104	86	20	45	43
Total	467	248	120	255	183

- Identifying and maintaining an appropriate amount of business land in the local development plan for 'local growth and diversification' areas in Aberdeenshire.
- Put the City Centre Development Framework into practice and carry out a wider regeneration of the area.
- Work with partners to make significant improvements to provide world-class telecommunications networks.
- Working in partnership with universities, colleges and other research organisations to help them make as positive a contribution as possible to the area, including for example, the implementation of the Foresterhill Masterplan prepared by the University of Aberdeen and NHS Grampian.
- Using action programmes to identify and co-ordinate the actions needed to make land allocations available to business in line with the spatial strategy.

Monitoring

Monitoring will focus on the supply of employment land, the roll-out of high-speed telecommunications networks and retail rankings.

Sustainable development and climate change

Objective

To be a city region which takes the lead in reducing the amount of carbon dioxide released into the air, adapts to the effects of climate change and limits the amount of non-renewable resources it uses.

Issues

4.6 The challenges of sustainable development and climate change are some of the most serious we will face over the period covered by this plan. Reducing the causes of climate change (known as mitigation) is important. However, due to current and past actions, it is vital to put in place a number of measures to limit the consequences of climate change as well (known as adaptation).

4.7 To tackle climate change, energy efficiency will need to be improved in existing as well as new development. All new developments must be designed and built to use resources more efficiently and be located in places where they have as little an effect on the environment as possible. Focusing initially on using energy-efficiency measures is likely to be the best way of reducing the demand for energy as a step towards achieving carbon-neutral development, and this should be done as soon as practically possible. Joint supplementary guidance may be prepared to require new development to meet specific carbon-dioxide levels through the sustainability labelling mechanism. Developers will need to examine the scope for including combined heat and power schemes when preparing larger development proposals.

4.8 Significant changes will also be needed to reduce the effects of transport on climate change. As well as increasing energy efficiency, we will need to encourage the use of alternative fuels and take opportunities, such as providing electric-vehicle charging points, to encourage people to use them.

4.9 We also need to tackle the supply of energy during the plan period. This will involve increasing the supply of energy from renewable sources and reducing emissions of climate-change gases from existing power stations. As well as some extra capacity for onshore wind there is still considerable potential in offshore wind, energy from waste, solar and biomass, as well as ground, water and air source heat pumps. A more balanced mix of renewable energy sources will be needed if we are to meet our renewables targets.

4.10 One of our significant potential roles will be to put in place infrastructure so that Scotland can meet its renewable energy and carbon-emissions targets.

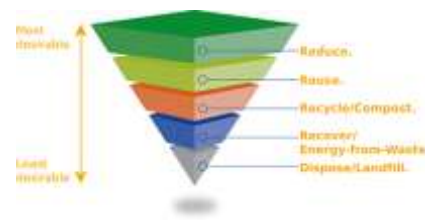
- The onshore electricity grid will need to be upgraded to allow new sources of renewable energy to be developed in the north of Scotland. This means upgrading the East Coast transmission route from 275kV to 400kV (identified as a 'national development' in the National Planning Framework) as well as the line from Rothienorman to Peterhead. However, the volumes of electricity likely to be generated mean that offshore transmission will also be necessary, with Peterhead acting as a main transmission hub with links to England as well as other European countries to balance renewable energy generation and overcome the intermittency challenges associated with the widespread use of wind energy.
- Carbon capture and storage has significant potential to reduce greenhouse gas emissions from conventional power stations and help the change to a low-carbon future. We are well placed to play a key role in this, building on our world-leading expertise, existing infrastructure and nearness to potential storage sites. The technology has huge global-market potential over the period of this plan and beyond. The power station at Peterhead offers an ideal opportunity to demonstrate the technology and

significant storage potential that lies in old oil and gas reservoirs under the North Sea, with St Fergus the established gateway to this potential. Using existing infrastructure will be the key to making the technology commercially viable, with existing high-pressure gas pipelines already in place between St Fergus and central Scotland. Peterhead also has the potential to act as a key import point, with carbon dioxide being shipped there from elsewhere in the UK or further afield before being transported in existing pipelines up to St Fergus and onwards for storage under the North Sea.

4.11 Areas of Aberdeen and Aberdeenshire are already at risk from flooding, but increased risk comes about through changing and more unpredictable weather patterns and rising sea levels. Avoiding flood risk is an important measure to adapt to climate change. We will need to take account of the scale of these changes when we consider what new developments should be built and where they should be located.

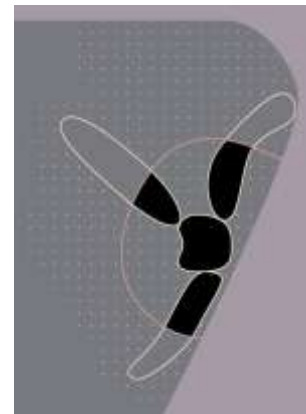
4.12 Scotland's Zero Waste Plan has set a target of recycling or composting 70% of all waste, and limiting waste sent to landfill sites to 5%, by 2025. Meeting these targets will represent a significant change from current practice and move the emphasis from providing enough landfill space to providing sites for other treatment processes (such as composting and energy from waste).

4.13 Our objective is to meet our waste-management needs locally as far as possible. This will make sure that the economic, social and environmental value from managing this important resource is kept in the local area and the environmental costs of transport are kept to a minimum.



4.14 While there is no overall need for new landfill space in the plan area, we are likely to need time extensions at some existing sites to make sure we maintain capacity, make the best use of sites and restore the sites to the highest standards. We should do this while taking into account the effect on communities and the legitimate concerns of residents close to such facilities.

4.15 Managing our waste responsibly and in line with the waste hierarchy, proximity principle and Zero Waste Plan will mean we will need a variety of significant extra waste-treatment facilities (with a capacity of over 300,000 tonnes) in a variety of locations. We



should develop these new facilities as close as possible to the source of the waste, with around 75% of them being in the strategic growth areas within or close to Aberdeen. Outwith this area, facilities should generally meet a more local need or need to be in a rural location. Possible locations include sites next to existing waste-management facilities or land which local development plans have identified for employment or mixed-use purposes where the new site would be compatible with nearby existing or

proposed uses.

4.16 When deciding whether a site is suitable, a range of factors will be important, including good access to the transport network and whether there is a realistic prospect of using any heat or electricity generated by the process. We must integrate how we manage waste into all development proposals and consider construction and demolition waste as well as waste generated during the lifetime of the development. Energy from waste facilities within wider development proposals which use surplus heat for homes, businesses and community facilities are likely to be very efficient and will require potential developers to speak to each other at an early stage.

4.17 The River Dee (see figure 6) is an important economic asset as well as being the region's main source of drinking water and a Special Area of Conservation. This resource is under pressure and as a result, managing the use of water and increasing water efficiency is vital. During and beyond the period of this plan the effects of climate change may affect the river and we may have to take appropriate adaptation measures.

Targets

- For all new buildings to be carbon neutral by 2020.
- For the city region's electricity needs to be met from renewable sources by 2020.
- To avoid having to increase the amount of water Scottish Water are licensed to take from the River Dee, as a result of the new developments proposed in the plan.
- For all new developments to use water-saving technology.
- To avoid developments on land which is at an unacceptable risk from coastal or river flooding (as defined by the 'Indicative River and Coastal Flood Map for Scotland' or through a detailed flood risk assessment), except in exceptional circumstances.
- To work towards an extra 300,000 tonnes of new waste-management infrastructure.

How to meet the targets

- Local development plans (and supplementary guidance) will promote a gradual move towards buildings which are carbon neutral.
- Local development plans (and supplementary guidance) will identify areas or technology which can contribute to the supply of renewable energy.
- Work with Scottish Natural Heritage, the Scottish Environment Protection Agency, Scottish Water and other stakeholders to better understand the likely medium to long-term effects of climate change

on the River Dee and any adaptation measures that may be needed.

- The two councils should work together to identify and put in place appropriate residual waste management solutions.
- Local development plans should not identify sites for new development which are at an unacceptable risk from flooding, except for brownfield sites which have appropriate flood prevention measures in place. Unacceptable risk will normally be more than a 1 in 200 (0.5%) chance of a flood happening in any year, although this will vary with the type of development being proposed.
- Use master planning (and supplementary guidance) to consider the possible scope of combined heat and power schemes to contribute towards using energy more efficiently and in reducing the amount of energy used overall.

Monitoring

Monitoring will focus on the quantity of water extracted from the River Dee, the amount of renewable energy produced in the area and the percentage of waste which is taken to landfill, recycled or composted.

Population growth

Objective

To increase the population of the city region and achieve a balanced age range to help maintain and improve people's quality of life.

Issues

4.18 Expectations of housing need and demand over the period to 2035 have been assessed in a Housing Need and Demand Assessment (2011).

4.19 The population of the city region has been growing for a number of years and was 465,000 in 2011. This is expected to grow to around 500,000 by 2035. However, as well as the total size of the population, the age range of the population also presents challenges in the years ahead. The over-65s age group is predicted to grow at the fastest rate – this will have a significant effect on the economy of the area and the way in which services are provided for an increasingly elderly population.

4.20 Planning for an increase in the population of 35,000 over 24 years will be a significant challenge for the North East. However, most of the need for almost 54,000 new homes (see figure 8) comes from the existing population of the area as the average number of people in each household falls. We will only achieve these challenging levels of growth if we work towards our aims and objectives with our partners.

4.21 If the population grows to the levels we are aiming for, we will need an increase in the number of homes which are built each year. This presents a significant challenge given the current access to finance for both developers and households.

4.22 The housing requirement is set out in figure 8 below.

Figure 8: Housing requirement

	2011-2016	2017-2026	2027-2035	Total
Aberdeen HMA	9,965	15,017	13,506	38,488
Rural HMA	4,237	6,411	4,836	15,484
Total	14,202	21,428	18,342	53,972

4.23 Schedule 1 (page 27) shows the housing allowances needed to help deliver this increase in new homes and allow development at the rates targeted in this plan.

4.24 In line with Scottish Planning Policy, these allowances provide a generous supply of land for new housing (Schedule 1) on top of the housing requirement (figure 8). As a result, we cannot expect all the new homes to be built within the relevant plan period. This makes sure the plan can cope with higher levels of demand than we currently expect.

Targets

- To increase the population of the city region to 500,000 by 2035.
- To move towards building at least 2,500 homes a year by 2016 through the development plan.
- To move towards building at least 3,000 homes a year by 2020 through the development plan.

How to meet the targets

4.25 Both planning authorities will need to make land available for homes through local development plans in line with the spatial strategy and schedule 1 of this plan. Phasing of land allocations for the period 2017-2026 may be put in place where appropriate. We will use action programmes, planning agreements and possibly

compulsory purchase powers to focus attention on delivering new housing, employment and commercial uses and providing the necessary infrastructure.

4.26 As well as these, there are also other actions we need to take to meet this objective. These actions are covered under other objectives which focus on the quality of development and will help to make the North East an even more attractive place to live, visit and do business. In this way, providing land for housing and increasing the population is one part of a strategy to increase the quality of life in the area. Providing new housing which does not meet the requirements of the spatial strategy or meet the standards set out under other objectives will not be supported by this plan.

4.27 Meeting these targets will also depend on factors which are not related to the development plan or under the control of the planning authorities. These factors include the health of the global and local economy, the price of oil, access to and the cost of development and mortgage finance, the response of the house-building industry and how the area is marketed to potential residents from the rest of Scotland or further afield.

Monitoring

Monitoring will assess trends in population growth and house-building in the area.

Quality of the environment

Objective

To make sure new development maintains and improves the region's important built, natural and cultural assets.

Issues

4.28 The built, natural and cultural environment is a valuable resource, but one which needs to be protected. The way in which sites are chosen, and high quality design, will make sure that development does not lead to the decline of the North East's built, natural and cultural assets.

4.29 Biodiversity, wildlife habitats and landscape can be vulnerable to the effects of new development. As a result, we need to focus on maintaining and improving them, especially where there are plans for development. In particular, we need to take care over the possible effects of development on Natura 2000 sites and the Cairngorms National Park.

4.30 Not all water bodies in the area meet the quality standards under the Water Framework Directive. River Basin Management Plans have been prepared in partnership to deal with these issues.

4.31 The green belt around Aberdeen will continue to play a vital role in protecting the character and landscape setting of the City. However, it will need to change to meet the growth this plan seeks to achieve. It must guide development to appropriate places while protecting the most important areas. Accessible green networks within and around Aberdeen and other major settlements will also be important to achieving a high quality environment.

4.32 Sites and areas valued for their contribution to the built and historic environment are just as sensitive and should be protected from the negative effects of development.

Targets

- To make sure that development improves and does not lead to the loss of, or damage to, built, natural or cultural heritage assets.
- To avoid new development preventing water bodies achieving 'good ecological status' under the Water Framework Directive.

How to meet the targets

- Local development plans (and supplementary guidance) will make sure the North East's natural environment and historic sites and buildings continue to be protected and improved.
- Both councils will take part in the River Basin Management Planning process, particularly as it relates to new development.
- Both councils will take account of biodiversity, wildlife habitats, landscape, green networks and other sensitive areas in identifying land for development, preparing masterplans and assessing development proposals.

Monitoring

- Measuring the percentage of water bodies that achieve 'good ecological status', carried out by the Scottish Environment Protection Agency.
- Assessing how development has directly or indirectly led to the loss of the built, natural and cultural assets, by carrying out reviews through local development plans.
- Assessing how much development has been granted planning permission against green belt policies, using appeal decisions and Scottish Minister notifications.

Sustainable mixed communities

Objective

To make sure that new development meets the needs of the whole community, both now and in the future, and makes the area a more attractive place for residents and businesses to move to.

Issues

4.33 Too often in the past, new development has not been sustainable, mixed or focused on meeting the needs of the community. We must not allow this to continue. If we are to achieve our vision, we must set the highest standards for urban and rural design, the mix of land uses, using land more efficiently and re-using previously developed land.

4.34 A focus on sustainable mixed communities means not dealing with different land uses in isolation. Retail, employment, education, health, leisure, open space and transport as well as housing are all vital for successful development. Such development creates a strong sense of place and a high-quality environment in which to live and work.

4.35 Our future communities must be mixed in terms of the type and size of homes, as well as their tenure and cost. We also need to make sure that new homes are designed to a high standard and that they respect and improve the existing qualities of the area. If we want to allow people to have a choice of where they want to live, developments must provide a wide range of options, from starter homes to large detached houses. Providing affordable housing is also critical to delivering sustainable mixed communities. However, currently there is more of a need for affordable housing (identified in the Housing Need and Demand Assessment as 38% of new homes) than there is funding available. Meeting the targets in this plan will need considerable effort and creativity on the part of both

public and private sectors working together. The two councils will prepare local housing strategies which will consider in more detail how to provide affordable housing. Having a variety of homes and residential environments will help to improve urban design in the city, towns and rural areas. New housing which does not meet the targets set out below will not be supported by this plan.

4.36 It is important that new development meets the needs of the whole community, including the specific needs of Gypsies / Travellers. With an ageing population and smaller households, new development will need to meet the changing needs of society over its whole life.

4.37 Land brought forward for development must be used efficiently and brownfield sites and regeneration areas should be given priority. Through this process, we should create opportunities for new development that will close the gap between the wealthy and most disadvantaged areas of the region.

4.38 New development needs to focus on communities. In the strategic growth areas, services and facilities for the community must be a part of the development. This plan will not support house-building that fails to provide these services and facilities which help make successful and sustainable communities.

4.39 In the same way, a focus on communities means that new housing and developments for employment and commercial use should be integrated (well related to each other and community facilities) to improve people's quality of life and opportunity. This should be a particular focus in masterplans prepared for larger development areas.

4.40 To create sustainable mixed communities, retail services must be one of the main considerations in preparing masterplans and development briefs for new development. We will take a sequential approach to new retail development. However, we will also support

existing retail centres to make sure that the needs of the community are met now as well as in the future.

4.41 This plan has a clear objective for population growth in the North East and increasing the level of house-building. However, this will only be acceptable if the development is of the highest quality.

Targets

- To increase the range and quality of housing and the residential environment in the 'regeneration priority areas'.
- For 40% of all new housing in Aberdeen City to be on brownfield sites.
- For all housing development of over one hectare in strategic growth areas to be in line with approved supplementary guidance and generally have no less than 30 dwellings per hectare.
- For the quality and design of new developments in the city region to be nationally recognised.
- For new housing to meet the needs of the whole community by providing appropriate levels of affordable housing (around 25%) and an appropriate mix of types and sizes of homes, in line with local development plans and approved supplementary guidance.
- For local development plans and all masterplans to fully consider the scope for a mix of uses on a site.

How to meet the targets

- Local development plans will take account of these targets when deciding how and where to identify land for development.
- Everyone involved in the process needs to show a commitment to quality and set the highest standards throughout the development process, settling for good practice, but aiming for excellence.
- Using supplementary guidance to provide more detail on the appropriate mix of properties, urban-design principles and community facilities.

- Maintain a design review process for masterplans and the most significant planning applications.

Monitoring

- Measuring how many properties there are in each hectare for sites of over one hectare which have been granted planning permission in strategic growth areas, carried out each year using the housing land audit.
- Measuring the percentage of new housing on brownfield sites in Aberdeen, carried out each year using the housing land audit.
- Report on regeneration activity and outcomes.
- Building up a detailed picture of new housing development, including the sizes, types and tenure of properties, carried out each year using the housing land audit.

Accessibility

Objective

To make sure that all new developments contribute towards reducing the need to travel and encourage people to walk, cycle or use public transport by making these attractive choices.

Issues

4.42 It is widely accepted that there are negative environmental, economic and social effects associated with road transport, including air and noise pollution and congestion.

4.43 This plan will help to promote the link between land use and transport to make sure that all new development is conveniently located and designed in such a way as to encourage walking, cycling and the use of public transport. Improving bus and train services will make sure that people will be encouraged to use more environmentally friendly forms of transport.

4.44 Walking and cycling are the most environmentally friendly forms of transport and should also be encouraged as this will help to achieve important health, social and environmental benefits.

4.45 Improving access to the North East is also essential to developing a strong economy and providing better links. The spatial strategy promotes opportunities at harbours and the airport as well as helping to promote accessibility by making sure that future development also allows for improvements in the rail and road networks. This will help to improve bus and train services and encourage people to use them.

Targets

- For all developments to meet the accessibility standards set out in the regional transport strategy.

- For major employment and service developments in strategic growth areas to show that they are easy to access by walking, cycling or using public transport. The travel plans produced for these developments should reduce the need for people to use cars.
- To reduce the percentage of journeys made by car.

How to meet the targets

- Local development plans will identify and protect land from development to make sure that transport proposals identified in the local and regional transport strategies can be developed. Transport proposals needed due to development promoted in the plan will be identified in supplementary guidance.
- Work with Nestrans to make sure that putting the strategic development plan into practice closely links with the regional transport strategy.
- The spatial strategy will direct development to areas that can be accessed by a greater choice of more environmentally friendly forms of transport.
- Both councils will prepare and keep under review core path plans taking account of where new developments will take place and issues which affect both council areas.
- The action programme will, at an early stage, identify the necessary requirements to make sure that developments can be accessed by walking, cycling and public transport.
- Approved supplementary guidance will include layouts and design for new developments which can be accessed easily by walking, cycling and public transport.

Monitoring

Monitoring will focus on the accessibility of developments and the percentage of journeys which are made by different methods.

5 - Putting this plan into practice

5.1 This plan provides a vision that aims to develop the economy, maintain and improve the quality of our environment and provide a high quality of life. The scale of the changes needed and the challenges set by the vision, especially in relation to sustainable development and climate change, should not be underestimated.

5.2 This plan sets the framework for other plans and strategies, and promotes targets to achieve our aims. Partnership working between the public and private sectors will be essential to put the plan into practice. One of the main ways we will put this plan into practice is through local development plans and supplementary guidance. These are prepared separately by Aberdeen City Council and Aberdeenshire Council and must be consistent with this plan.

5.3 However, local development plans will not have the long-term vision of the strategic development plan. There may be action that needs to be taken now to allow proposals to be included in future local development plans. We have developed an action programme to support this plan.

5.4 The programme identifies who is to take action, when this will need to happen and how it will be funded and delivered. This will give the people concerned the confidence to make decisions on investment. The action programme will be monitored regularly and reviewed at least every two years.

5.5 In truly exceptional circumstances, for example if it is essential to put the plan's strategy into practice, planning permission may need to be granted on sites identified in local development plans for the period 2027-2035 (shown in schedule 1). Any permission may have conditions which control the rate of development. We would need to highlight the need for this action through the Action Programme and both the strategic development planning authority and the relevant council would have to agree to it.

5.6 We have carried out a 'Habitats Regulations Appraisal' for this plan. However, we will have to carry out a more detailed assessment at a later stage for local development plans and certain developments to make sure they will not have a negative effect on any Natura 2000 site.

Providing infrastructure

5.7 To make changes on the scale proposed in this plan, we must invest in existing and new infrastructure in the strategic development plan area. This is important to maintain quality of life in communities. The existing roads, sewers and schools will not be able to cope with the demands extra development will bring. We will also need to invest in facilities and services for communities. These two needs have to be carefully considered very early in the land-development process, even before land is identified in local development plans.

5.8 Developers will have to accept the need for contributions towards necessary infrastructure, services and facilities within their own site. However, in cases where development has wider effects, we will have to secure contributions to deal with these as well.

5.9 We will prepare supplementary guidance in support of this plan. This will allow (through a 'Strategic Transport Fund') transport projects which are needed as a result of the combined effect of new development in the strategic growth areas within the Aberdeen Housing Market Area to be funded and delivered.

5.10 We expect that the increase in land value, as a result of granting planning permission, will fund a large percentage of the new infrastructure needed, although the public sector will also need to make an important contribution. We will need to secure a higher percentage of the increase in land values than we have in the past, to be able to create sustainable mixed communities.

5.11 The Aberdeen Western Peripheral Route, dualling of the A90 between Balmedie and Tipperty and of the A90 between Inverurie and the border with Moray are already Transport Scotland projects, along with a new station at Kintore and other service improvements on the Aberdeen-Inverness rail line. All other work affecting the trunk road, or rail network, will need Transport Scotland's permission.

Proposals

5.12 A range of projects have been proposed that will help us achieve our vision for the North-East. While some are well under way, others are at an early stage. These are set out at the front of the plan in the spatial strategy as well as being listed in Schedule 2. You can find more detail on each proposal in the [Proposed] Action Programme.

Monitoring and reviewing this plan

5.13 We recognise that things will change over time, both in response to the direction this plan promotes and events we were not able to predict. Monitoring must take place to assess our progress in meeting the plan's objectives and ultimately, the vision.

5.14 Each objective of this plan identifies ways of monitoring and we will produce a monitoring report to assess our progress in meeting the targets.

5.15 Significant changes in society, the economy, environment and population will only become clear over the longer term, but will also need to be monitored to make sure the plan's objectives are appropriate. Monitoring these will, in practice, be a continuous process. However, we will only report on them as part of the monitoring statement prepared for the next plan.

5.16 We will review this plan on the timescale set out in the legislation, with a revised plan going to Scottish Ministers within four years of this plan's approval.

Schedule 1: Housing allowances

	Effective Land Supply 2011	Constrained Land supply 2011	Existing LDP allowances to 2016	2017 to 2026	2027 to 2035	Total
Aberdeen City – Brownfield*	1,188	1,244	4,500	3,000	3,000	10,500
Aberdeen City – Greenfield*	1,207	506	12,000	5,000	4,000	21,000
Aberdeen City	2,530	1,750	16,500	8,000	7,000	31,500
Huntly – Pitcaple	191	207	300	500	200	1,000
Inverurie – Blackburn*	1,191	279	1,000	1,500	4,000	6,500
Portlethen – Stonehaven*	714	16	2,200	2,400	1,000	5,600
South of Drumlithie – Laurencekirk	253	10	500	400	100	1,000
Peterhead – Hatton	724	311	800	800	600	2,200
Ellon – Blackdog*	280	545	800	1,500	1,500	3,800
Local Growth (AHMA)*	1,283	185	1,000	1,350	1,350	3,700
Local Growth (RHMA)	1,584	1,434	4,200	4,000	4,000	12,200
Small Sites (AHMA)*	455					
Small Sites (RHMA)	745					
Aberdeenshire	7,285	2,987	10,800	12,450	12,750	36,000
AHMA (*)	6,318	2,775	21,500	14,750	14,850	51,100
RHMA	3,497	1,962	5,800	5,700	4,900	16,400
Aberdeen City and Shire	9,815	4,737	27,300	20,450	19,750	67,500

*Aberdeen Housing Market Area (AHMA)

Note: The 'Effective Land Supply 2011' includes the 5-year effective housing land supply as well as the effective supply programmed beyond year five. To avoid double-counting, we have not included any local development plan allocations in the effective or constrained land supply.

The Plain English Campaign's Crystal Mark does not apply to any table.

Schedule 2: Proposal

- The Aberdeen Western Peripheral Route and other associated measures to provide better access and connections to other places and to allow environmentally friendly methods of transport to be provided.
- Dualling between Balmedie and Tipperty and further improvements to the A90 (north) to provide better access and connections.
- Replace the Inveramsay Bridge and longer-term dualling of the A96 between Inverurie and the border with Moray.
- Improvements to the Haudagain roundabout, a third crossing of the River Don and other associated measures to deal with congestion and allow growth in and to the north of the city.
- Two new park-and-ride services around Aberdeen to improve accessibility, air quality and provide wider transport benefits.
- Road and rail improvements, including a new station at Kintore and improved local rail services, to make environmentally friendly methods of transport more attractive – including reducing journey times to Inverness and Edinburgh / Glasgow and beyond.
- Putting the Aberdeen airport masterplan into practice.
- Better links between Aberdeen and the communities on the north coast of Aberdeenshire.
- Initiatives by the universities, colleges and research organisations to strengthen our knowledge economy.
- The Energetica initiative being promoted by Aberdeen City and Shire Economic Future for the Aberdeen to Peterhead strategic growth area.
- Improving the port and associated facilities at Aberdeen and Peterhead to make the most of their opportunities and potential, particularly for the energy (including offshore wind) and fishing sectors.
- Proposals to regenerate Aberdeen city centre and some of the city region's most disadvantaged areas.
- Put in place the City Centre Development Framework, which includes proposals to make part of Union Street an area for pedestrians only.
- A new community stadium – a regionally important facility which will bring economic, social and cultural benefits (two possible locations are shown on map x).
- Upgrades to the onshore electricity grid and the development of offshore transmission from Peterhead.
- Upgrading of Peterhead power station and putting in place carbon capture and storage technology and infrastructure.
- A range of transport measures to deal with the combined effect of new development on the transport network in a number of locations including:
 - new bus services and action to give them priority and increase their frequency;
 - junction and capacity improvements on the A96, A944, A956, A90, Kingswells North and Parkhill;
 - safety improvements on the access road to the A93;
 - improvements to the Parkway and Persley Bridge; and
 - a link over the River Dee.

Glossary

Action programmes

Documents that set out what needs to be done to put the development plan into practice. They show important dates and who is responsible for each action.

Adaptation

Action to limit how exposed the environment and people are to the effects of climate change.

Affordable housing

Housing which is made available at a cost below full market value to meet an identified need. It includes homes rented from the council and housing associations and, in some cases, homes sold or rented from the private sector.

Allocations

Areas of land identified in a local development plan for development.

Biodiversity

The variety of life and richness of all living things in the natural world.

Brownfield sites

Land, normally in towns and villages, which has been built on or used in the past for some purpose. Brownfield land does not include private or public gardens, sports pitches, woodlands or open spaces used for leisure and recreation purposes. The grounds of institutions (such as schools or hospitals) that are no longer used are not considered as brownfield sites.

Carbon neutral

Development which limits the amount of energy used and creates as much renewable energy as it uses each year for heating and electrical appliances.

Compulsory purchase

This gives local authorities the power, by law, to buy land and buildings which are needed to deliver important projects.

Diversify

Increase the range of sectors of the economy to reduce the risk of relying too much on any one sector.

Dwellings per hectare

The number of homes that are built on a single hectare of land.

Effective housing land supply

The housing land available on which to build new homes.

Energetica

A development initiative between Aberdeen and Peterhead to create a world-class business and residential location within a high-quality environmental setting.

Energy from waste

The process of creating energy, in the form of electricity or heat (or both), from waste.

Flood prevention measures

Examples include walls, embankments, new channels and flood storage areas to try and prevent a site from flooding.

Green belt

An area of countryside where strict planning controls are in place to protect the landscape setting of the city, maintain the identity of places and provide land for recreation.

Greenfield sites

Land on which no building has taken place.

Grid reinforcement

Upgrading the electricity supply network, which includes overhead power lines and substations.

Habitats Regulations Appraisal

An assessment we must carry out under the European Habitats Directive to make sure the plan will have no negative effects on internationally designated environmental sites.

Hectare

An area of land equal to 10,000 square metres (100 x 100 metres) or 2.471 acres.

High-value markets

The goods and services across many different market sectors that are considered to be of higher value, for example, luxury ice cream, high-quality clothing, oil support or computing technology services.

Housing requirement

The total amount of new housing needed over the plan period.

Hub

An important point on a transport (or other) network which has a number of connections.

Infrastructure

The parts of cities, towns or villages that make them work. This includes water, drainage, electricity and phones, as well as roads, schools, community halls, healthcare facilities, libraries, open space and bus stops.

Knowledge economy

Sections of the economy that use knowledge rather than physical resources to create wealth. Examples include education, research, and product development.

Local development plan

These are prepared by every local authority. They contain detailed policies and sites that have been chosen for development in line with the approved strategic development plan and after a lot of consultation with local communities. The local development plan will be the main way for planning applications to be assessed.

Mitigation

Action to reduce carbon dioxide and other harmful substances released into the air as a way of reducing the level of climate change.

National development

A project in the National Planning Framework which the Scottish Government agrees is needed and wants to see built.

National Planning Framework

A document that sets out the Scottish Government's development priorities and identifies national developments.

Natura 2000

A European network of protected sites which represent areas of the highest value for natural habitats and species of plants and animals which are rare, endangered or vulnerable in the European Community. The areas are known as either 'Special Areas of Conservation (SAC)' or 'Special Protections Areas (SPA)'.

Non-renewable resources

Resources that will run out and cannot be replaced. Non-renewable energy sources include coal, gas and oil.

Planning gain

Money or infrastructure (see above) provided by developers and landowners to allow essential projects to be built that are directly linked to development proposals. Planning gain will normally be part of a legal agreement.

Renewable resources

Resources that do not run out. Renewable energy sources include energy from the sun, the ground, wind, waves, tides and wood.

Residual waste

The waste left over after items have been removed to be re-used or recycled.

Scottish Planning Policy

Statements of the Scottish Government's policies on national land use and other planning matters, such as housing, transport and green belts.

Sequential approach

A process for choosing sites for retail development. The approach first looks for sites in city and town centres, then sites on the edge of these centres, then other commercial centres identified in the development plan, and finally out-of-town sites which can be, or are, accessed by different forms of transport.

Strategic

Important issues which need both councils to work together.

Strategic development plan

These have replaced structure plans and are prepared by strategic development planning authorities. They set out a plan for their area and must concentrate on the main land use and development matters in that area. These, along with the local development plan (see above), will be the main way for planning applications to be assessed.

Strategic infrastructure

This is major investment in large-scale infrastructure (see above). This can include main roads, major junctions, water reservoirs, waste-water treatment works, pumping stations, secondary schools and hospitals.

Strategic reserve

Areas of land identified in a local development plan for possible future development.

Supplementary guidance or supplementary planning guidance

These documents support a plan by setting out details of how the policies or proposals should be put into practice. These can include masterplans, development briefs and design briefs. They may also include other policy statements on a wide range of issues.

Sustainability labelling

A system which recognises the most sustainable new development through the building standards system.

Sustainable

Something that will last because it has tackled its current and longer-term environmental, social and economic effects and does not rely on non-renewable resources.

Sustainable development

A widely used definition of this is 'development that meets the needs of the present without compromising the ability of future generations to meet their own needs'. It means that development should take full account of its implications on the local community and economy and on the environment both locally and worldwide.

Tenure

The legal right under which property is held. Housing tenures include owner-occupied homes, homes rented from private landlords, and homes rented from a council or housing association. Shared ownership is a tenure where a percentage of a property is owned and the rest is rented.

Vitality and viability

A measure of how lively and busy city and town centres are and their ability to attract ongoing investment for maintenance, improvement and to meet changing needs.

Waste hierarchy

A way of thinking about waste which focuses on reducing waste in the first place through re-using, recycling, and recovering energy. Waste disposal in landfill sites is at the bottom of the hierarchy.

Water bodies

Places where water is found such as rivers, burns, lochs, ponds, boggy wet land, water held under the ground and coastal waters.