

The following information is background information from individual services and will apply to all settlements;

Aberdeenshire Council Transportation (Local Transport Network)

The tables for each settlement provides Aberdeenshire Council's local roads staff comments on likely transportation infrastructure requirements relating to the local roads network. Issues relating to the strategic transport network are the responsibility of Transport Scotland and are detailed below.

All development proposals must be designed and constructed in accordance with Aberdeenshire Councils Standards for Roads Construction Consent. Proposals for the layout and construction of roads, structures, road drainage and lighting meet Aberdeenshire Councils standards Car parking must be provided in accordance with Aberdeenshire Council's Car Parking Standards.

Vehicle, pedestrian and cycle connections must be provided through to future / existing neighbouring sites / facilities where required. Development in excess of 50 dwellings would require an emergency or second point of access while development in excess of 100 dwellings would require a minimum of two points of access.

Transport Scotland (Strategic Transport Network)

Transport Scotland is a key stakeholder in the FIRS Group. It has been working closely with Aberdeenshire Council's Planning and Transportation officers to determine the potential individual and, where necessary, cumulative impacts of the preferred sites to determine infrastructure requirements on the strategic transport network. This has taken the form of testing the transport impacts of the sites through detailed modelling exercises. This process has yet to be completed and as such no site specific comments have been made by Transport Scotland. The main issues, however, with regard to infrastructure requirements will likely be at the following locations:

- the A96 at Inverurie and Kintore;
- the A90 at Peterhead;
- the A90 to the south from Aberdeen City boundary to Stonehaven and at Laurencekirk;
- and the A90 north of Aberdeen City boundary to Ellon,

It is likely that infrastructure upgrading will be necessary.

A further modelling exercise to determine the cumulative cross boundary effects of the Aberdeen City and Shire Main Issues Reports is also currently being undertaken in conjunction with NESTRANS and the results of this study may identify the need for further infrastructure enhancements to support the levels of development being proposed. With regard to the Aberdeen Western Peripheral Route (AWPR), the footprint of the proposed route must be safeguarded. In addition to the safeguarding of the footprint, as the preferred

options are further developed the potential impacts of all sites on the AWPR and its junctions will require to be determined.

Given that the modelling and assessment of impacts exercise has yet to be completed, and as a consequence discussions are currently ongoing with Aberdeenshire Council, Transport Scotland is not able to define the specific nature and scale of infrastructure required at this stage.

Waste Management

At present, proposed sites for large scale waste management facilities cannot be identified. The Council is part way through the procurement process to appoint a suitable contractor to deal with its residual waste and until that contract is awarded locations and types of facilities are unknown. Therefore, this document concentrates on the smaller scale facilities such as Household Waste and Recycling Centres and Recycling Points, as well as the development of depot facilities which are required to enable waste collection services."

Scottish Water

Scottish Water comments are, at this stage, approximate estimates as without modelling or further investigation there is a huge level of uncertainty. Some sites specifically mention that Drainage Impact Assessments or Water Impact Assessments etc. will be required; however this does not mean that the sites without these comments do not need the relevant assessments. The vast majority of the preferred sites are of a size or will have an impact that will require further investigation.

While the supply of sufficient potable water for the scale of development being considered is a concern to them Scottish Water are confident that there are solutions for this. Of greater concern is the cumulative impact of development on key water mains, and of the cumulative impact of development in Aberdeen City and Aberdeenshire. The implications of this will only be known when there are clear phasing options for development.

It is important to note that Scottish Water is unable to reserve capacity and connections to the water & wastewater networks can only be granted on a first come first served basis. For this reason we may have to review our ability to serve developments on receipt of an application to connect.

Technical approval for water & wastewater infrastructure must be sought from our technical design team. The relevant application forms are available on our website at www.scottishwater.co.uk.

It should be noted that several of our Strategic Assets serve both Aberdeen City and Aberdeenshire and the combined effects of their developments will need to be taken into account.

Landscaping, Open Space and Green Infrastructure

An open space strategy is currently being developed by Landscape Services and Planning and Environmental Service. The outcomes of this are likely to result in a policy requirement of 40% of a site area given over to public open space. Part of this strategy is to identify mandatory requirements for this 40% (pitches, parks and play areas) and a more flexible discretionary requirement from which the balance of the 40% can be made up. This includes community woodlands, "blue green" corridors and other informal spaces. Allotment provision will normally fall into the discretionary element, but where a specific need has been identified, this is recorded. The open space strategy is likely to be the subject of stakeholder consultation before the end of the year.

In certain locations it has been possible to identify key access linkages or regional open space facilities. While these are not required to enable the developments to take place developers are encouraged to consider these as a means of contributing to the overall open space requirements for a site. In all cases development will be required to support the Aberdeenshire Core Path Plan.

Civic space

The largest developments should give consideration to the need to identify land for civic uses such as neighbourhood shops, places of worship and community use. These elements make a significant contribution to the quality of life for residents.

As a rule of thumb it is suggested that any neighbourhood large enough to sustain a primary school (approx. 600 households) would also sustain 3 neighbourhood shops (typically newsagent/grocer, hairdresser and hot food takeaway), a community meeting place and a place for worship. Some of these may be provided for within schools. Provision of these in a neighbourhood centre will impact on the design, layout and availability of land for others uses.

Affordable Housing

The overall Aberdeenshire % for affordable housing is 30.66% which is based on the upper level of the Structure Plan which will be refined once we have the final output from the HNDA.

The reasoning for the phasing reflects the recent and current affordable housing completions within these settlements i.e. they have received an amount of affordable housing within the last five years.