

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

General Comments	
1	The footprint of the AWPR must be safeguarded from new development
2	All development proposals must be designed and constructed in accordance with Aberdeenshire Councils Standards for Roads Construction Consent and Adoption
3	Development in excess of 50 dwellings would require an emergency or second point of access
4	Development in excess of 100 dwellings would require a minimum of two points of access
5	Car parking must be provided in accordance with Aberdeenshire Council's Car Parking Standards
6	Construction Consent will be granted only where proposals for the layout and construction of roads, structures, road drainage and lighting meet Aberdeenshire Councils standards
7	Vehicle, pedestrian and cycle connections must be provided through to future / existing neighbouring sites / facilities where required by Aberdeenshire Council
8	Consideration of additional development in Newmachar to deliver Western Bypass
9	Consideration of additional development in Laurencekirk to deliver required infrastructure

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
BANFF & BUCHAN	Aberchirder	BB2	BB41 BB53	Full Access (vehicle / ped / cycle) to be taken via existing development at Causeway End Crescent and linking through to Old Road.
			BB54	Full Access (vehicle / ped / cycle) to be taken from the B9023 linking through to the existing development at Walker Court. Pedestrian and cycle linkage through to existing network leading to Cleanhill Woods.
	Banff	BB3	BB52	No perceived issue with access subject to satisfying required standards.
			BB20 BB63 fh2 BB107	Full Access (vehicle / ped / cycle) required via new roundabout at junction with Tannery Street. 2 nd access required on Golden Knowles Road. 3 rd access required from Whinhill Road. Connectivity (vehicle / ped / cycle) must be provided through all development areas. Possible need for roundabout at Golden Knowles Road / A98 junction.
	Cairnbulg / Inverallochy	BB5	BB51	No perceived issue with access subject to satisfying required standards. Proposed point of access to be linked with road to adoptable standards.
			BB12	Full Access (vehicle / ped / cycle) to be taken via existing development to the North.
			BB25	Full Access (vehicle / ped / cycle) to be taken via Allochy Road. Further development in excess of 50 dwellings would require an emergency / second point of access via Allochy Road.
	Fordyce	BB6	BB14	Full Access (vehicle / ped / cycle) to be taken via School Road linking through to unclassified road to the West.

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BANFF & BUCHAN	Fraserburgh	BB7	BB36	Full Access (vehicle / ped / cycle) to be taken via new fifth arm of Strichen Rd / Boothby Rd roundabout. 2 further access points must be provided from Boothby Road. Pedestrian / cycle linkage must be provided to north side of Boothby Road.
			BB38	Full Access (vehicle / ped / cycle) to be taken via new roundabout on A98 to serve development to North and South, west of the proposed roundabout at Boothby Road junction. 2 nd point of access required via Roseharty Road to the North.
			BB37	Full Access (vehicle / ped / cycle) to be taken via access road from A98 / Boothby Road Roundabout and provision of second access onto Roseharty Road to the North.
			BB55	Full Access (vehicle / ped / cycle) to be taken via West Shore Road linking through to second point of access on to Roseharty Road at Western edge of site.
			BB56	No perceived issue with access subject to satisfying required standards.
			BB59	No perceived issue with access subject to satisfying required standards.
			BB35 BB60 BB61	No perceived issue with access subject to satisfying required standards.
	Macduff	BB9	BB62	Industrial standard access & loop road from U112L Old Gamrie Road through existing Emp.B. No direct access from A98. Depending on TA findings may require upgrading of Old Gamrie Road/A98 junction to roundabout including relocation of proposed gateway feature.
			BB114	Access to be taken from B9026 Duff St. No direct access from A947.

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BANFF & BUCHAN	New Aberdour	BB10	BB68	Access from B9031 Elphin St including upgrading of Gordon's Lane (Part)/St Drostan's Lane to adoption standard. Ped/Cycle link across Gordon's Lane through one of the existing private lanes to C136B High St.
	Portsoy	BB11	BB27	Access to be taken from Park Rd.
			BB80	Looped access from Burgh Rd. No direct access from A98.
	Sandend	BB12		
	Sandhaven / Pitullie	BB13	BB16	Access from St Magnus Rd linking through existing development area and including upgrading over frontage development to provide adequate carriageway width and footway.
	Whitehills	BB14	BB15	Access through existing development area onto Knock St. Ped/Cycle linkage onto Red Well Road to south of area to connect to National Route 1 at Loch St (B9038) and shoreline track to Banff Links (Alternative National Route 1).
		BB16	BB22	Access difficulties through existing residential streets and/or narrow street and private track at North St – (Not recommended for Emp development).
			BB49	Access from B9031 including speed limit extension and potentially gateway feature/roundabout if linkage through to BB18 is envisaged. Ped/Cycle linkage through to existing development area to north.
	Cornhill	BB17	BB84	Access from B9023. No direct access from A95.
	Crudie	BB17	BB82	Access from C15S with Ped/Cycle lns through existing development area to south to link with A98 and Crudie School.
	Inverboyndie	BB18	BB52	Access through existing infrastructure for Inverboyndie Industrial Estate.
	Kirkton of Alvah	BB19		

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
BANFF & BUCHAN	Memsie	BB19	BB31	Access to B9032 via proposed access for existing development of 5 houses. Access is presently proposed to remain private but if both present and proposed BB31 developments are served by this access then road must be built to adoption standards.
	Gardenstown	BB20		
	New Byth	BB21	BB23	No perceived issue with access subject to satisfying required standards.
	Rathen	BB21		
	Tyrie	BB22		
	Gordonstown	BB23		
	King Edward	BB23		
	Craigston Castle	BB24		
	Bogton / Foreglen	BB24		
	Netherbrae	BB25		

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
BUCHAN	Auchnagatt	B1	B31	Main access point to be taken onto A948. Speed Limit extension required. Links to F&B Way. Cycle / pedestrian connection between two halves of B31. 2 nd vehicle access to southern part of B31 from C112B.
			B32	Upgrade unclassified road U174B to NE of Site. Cycle / pedestrian facilities required to link to school. Emergency access from Private Access at SW of site.
	Boddam	B2	B101	No perceived issue with access subject to satisfying required standards.
			B100	Ped, cycle and vehicle access from Buchan Braes development to North. Main point of access from Rocksley Drive.
			B18 & B26	No perceived issue with access subject to satisfying required
	Cruden Bay	B4	B67 B68	New Roundabout required on the A975 providing access to B67 and B68 North and South. Second access from C77B at NE of B67 linking through B67 to proposed new roundabout. Ped / cycle links to existing housing developments. Upgrade of C77B to A90, including junction improvements at A90.
	Hatton	B5	B60	Industrial Access likely to be a problem from Station Road due to the visibility constraints caused by adjacent properties. Preferred access from A90. Safe crossing points required for pedestrians / cyclists / vehicles if development located to South of A90.
			B70	No access problems from C72B, subject to achieving full visibility and localised widening.

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BUCHAN	Mintlaw	B6	B78	Roundabout on A952 / C5B junction at North of site. Speed limit extended to North side of proposed roundabout. 2 Additional access points then achievable from A952 south of proposed new roundabout into site. 2 access points required on C5B to access site. Ped / Cycle access on to F&B way and thereafter on to A950 and to Mintlaw Academy. No vehicle access from South of site on to A950. C5B to be upgraded (widening) between A950 and A952. Environmental Improvement Scheme required at A950 / A952 Mintlaw roundabout.
			B80	Upgrade of Netheraden Road (widening) including ped and cycle facilities.
			B82	Upgrade of Netheraden Road (widening) including ped and cycle facilities. Access required from Netheraden Road with full linkage (ped / cycle / vehicle) through to potential sites at B50 and current allocated site to the East.
			B50	Roundabout required on A952. Speed limit extended to South side of proposed roundabout. Additional access points required from Netheraden Road. Upgrade of Netheraden Road (widening) to Stuartfield / Old Deer Rd including ped and cycle facilities to town centre. Full linkage (ped / cycle / vehicle) required through to adjacent sites. Improvements required at Netheraden / A952 junction – potentially traffic signals.
			B81 B83	No vehicle access from Netheraden Road, but ped/cycle access required. 2 vehicle access points (including ped and cycle) required from Newlands Road though existing allocated site. Pedestrian / cycle links through to Aden Country Park.

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BUCHAN	New Deer	B8	B9	Access required from Stoneybank Gardens which will be required to be brought up to adoption standards. Ped / cycle links required to existing facilities.
			B49	Frontage access required on to A948 with turning area within each site.
			B57	No perceived issue with access subject to satisfying required standards. Traffic calming required on Fordyce Rd.
	Peterhead	B9	B41 B66 B30	New Roundabout junction required on A90 / A982 North Road. Access to be taken from this roundabout and extend through B41 to B66 through to A950. Roundabout required on A90 / Inverugie Road to provide access to B66 and existing development area to the East of A90. Inverugie Road to be fully upgraded. New access from A950 to B66 to North. New access from U49B West of B30 into B30. B30 to connect with B66. Full upgrade of U49B from A950 to B30 site. Ped / Cycle overbridge required for F&B way over A90. Full ped / cycle connections between all development sites and onto F&B way. Investigation required of road network within Inverugie area and identify improvements required.
			B40 B95 B86 B87 B88	Full Access (vehicle / ped / cycle) required from existing development area to the North and from the existing Dales Industrial Estate access road. Direct access required onto existing pedestrian / cycle networks.
			B11	Full upgrade of C64B to A90. Improvements required on C64B South to the C56B.
			B29	No perceived issue with access subject to satisfying required standards, however it is unlikely that new trunk road access would be granted.

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BUCHAN	St Combs	B11	B46	Proposed access from C21B. Emergency Access required if more than 50 dwellings from Track South of B46. Track would require to be upgraded and include cycle / pedestrian facilities. If over 100 dwellings, full 2 nd point of access required from Tufted Duck hotel access road (NE of site) and brought up to adoption standards. No full vehicular second access point to be taken from Track South of B46.
			B65	Full Access (vehicle / ped / cycle) to be taken from Millburn Avenue to east with full vehicle connection through to existing allocated site to the south. Emergency Access required if more than 50 dwellings taken from the Old Railway track.
	Strichen	B12	B25	Access to be taken from Sleigh Crescent and linking through to existing identified development area to South. Ped / Cycle links to be provided linking through to existing facilities. Upgrade of road to existing identified development area to the North.
			B92	No perceived issue with access subject to satisfying required standards.
	Stuartfield	B13	B62	Short term access required from Knock View. Emergency Access required if more than 50 dwellings. Long term access to be taken from B42.
			B42	Access to be taken from C51B to South and from B9030 to the North. Connection between access points and through to B62 development site.
	Ardallie	B14		
	Bridge of Faichfield	B15		
	Crimond	B15	B51	New access from A90, creating a loop road potentially serving further developments to the South. Pedestrian / cycle facilities must be provided from loop road into the village.
			B52	New access from A90, creating a loop road potentially serving further developments to the South. Pedestrian / cycle facilities must be provided from loop road into the village.

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BUCHAN	Fetterangus	B16	B16 B54 B61	No perceived issue with access subject to satisfying required standards. Vehicle / pedestrian / cycle connectivity between all developments is required.
	Hillcrest	B17		
	Les Quarry	B17		
	Longhaven	B18	B19	Access road required from A90. Must be constructed to adoptable standards.
	Longside	B19	B43	Access to be taken from existing development to North and connected through to Inverquhomery Road. Roundabout required on Inverquhomery Road to access site B43 and existing development site to the South.
			B22	New access to adoptable standards required from Station Terrace. Visibility standards must be met. Further development in excess of 50 dwellings would require emergency / second point of access.
	Maud	B20	B84	No perceived issue with access subject to satisfying required standards. Visibility standards must be met at new access point and connectivity required with future developments. Further development in excess of 50 dwellings would require emergency / second point of access.
	Old Deer	B21		
	Rora	B21	B38	No perceived issue with access subject to satisfying required standards. Proposed point of access to be linked with road to adoptable standards.
	St Fergus	B22	B55 B56 B15	No perceived issue with access subject to satisfying required standards. Proposed point of access to be linked with road to adoptable standards. Further development in excess of 50 dwellings would require emergency / second point of access.

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

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FORMARTINE	Balmedie	F2	F166	No perceived issue with access subject to satisfying required standards
			F154	No perceived issue with access subject to satisfying required standards, however on street parking issues need to be addressed.
			F157	No perceived issue with access subject to satisfying required standards.
			F114 F155 F156	Full Access (vehicle / ped / cycle) to be taken from Eigie Road. Connectivity (vehicle / ped / cycle) must be provided through all development areas.
	Belhelvie	F3	F84 F30	No perceived issue with access subject to satisfying required standards.
	Blackdog	F5	F55 F54 F93 F56	The footprint of the AWPR must be safeguarded from new development. Connectivity (vehicle / ped / cycle) must be provided through all development areas. Main access from proposed access road between AWPR junction and Blackdog Village. 2 nd point of access from Hareburn Terrace to serve limited amount of development.
	Collieston	F6	F131	No perceived issue with access subject to satisfying required standards.
	Ellon	F7	All Sites	Contributions will be required for A90 / A948 roundabout improvements, additional road crossing of River Ythan linking with site F132 and Southern peripheral road linking the A920 and B9005.
			F133 F146	Full Access (vehicle / ped / cycle) to be taken from existing roundabout at P&R site. Access road to loop through F133 into F146 with additional access on to A948 south of site F146. Connectivity (vehicle / ped / cycle) must be provided through both development areas.

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FORMARTINE	Ellon		F147 F140	Full Access (vehicle / ped / cycle) to be taken from Castle Road. Preferred junction arrangement is to upgrade existing junction at Tesco to roundabout / signalised junction with pedestrian facilities.
			F148	Subject to the level of development, improvements may be required to the Hospital Road / Station Road junction.
			F132	In addition to river crossing to the north, at least 2 further points of access will be required from the B9005.
	Fyvie	F10		
	Garmond	F11	F9	Frontage access required with turning area within each site. Extension of footway network to connect with existing facilities of Garmond.
	Newburgh	F12	F139	Full Access (vehicle / ped / cycle) to be taken from B9000 with road connecting through to A975. Connectivity (vehicle / ped / cycle) must be provided through to existing development to the NE of site.
	Oldmeldrum	F14	F107	Full Access (vehicle / ped / cycle) to be taken via existing Oldmeldrum Bypass. Contribution towards an additional extension of Oldmeldrum Bypass from the eastern boundary of the sites F50 & F150 to the A947.
			F149	Full Access (vehicle / ped / cycle) to be taken via existing Oldmeldrum Bypass. Contribution towards an additional extension of Oldmeldrum Bypass from the eastern boundary of the sites F50 & F150 to the A947.
			F50 F150	Minimum of 2 points of access required. Existing Oldmeldrum Bypass required to be extended into Sites F50 and F150 from the B9170. Contribution towards an additional extension of Oldmeldrum Bypass from the eastern boundary of the sites F50 & F150 to the A947.

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FORMARTINE	Pitmedden & Milldale	F15		
	Potterton	F16	F26	Eastern bypass linking with B999 around Potterton village through F26 with fully upgraded link to proposed A90 / AWPR junction at Blackdog. Connectivity (vehicle / ped / cycle) must be provided through to adjacent development sites.
			F47	No perceived issue with access subject to satisfying required standards.
			F65	Full Access (vehicle / ped / cycle) to be taken via existing road network, connecting with adjacent development. Connectivity (vehicle / ped / cycle) must be provided through to adjacent development sites.
			F144	No perceived issue with access subject to satisfying required standards.
			F145	No perceived issue with access subject to satisfying required standards.
			F32 F49	Part of F26
	St Katherines	F19		
	Tarves	F20	F22	2 points of access required from either the Northern or Eastern Public Road Network. Connectivity (vehicle / ped / cycle) must be provided through to existing allocated site North East of site. Extension of footway / cycleway network required. Junction improvement required at Brakelay crossroads.
			F128	Access to be taken from existing development to the North and contribution to junction improvement at Brakelay crossroads.

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FORMARTINE	Turriff	F21	F36 F153 F151	No access on to C5S east of sites. 2 points of access required from Meadowbank Road forming a loop road allowing access to all sites. One of the access junctions to be taken through South West corner of F153 on to Meadowbank Road.
			F16	Access to be taken from site F17. Contribution to eastern spine road scheme will be required.
			F17	Access to be taken from proposed eastern spine road through F129 & F152. Contribution to eastern spine road scheme will be required.
			F152	Access to be taken from proposed eastern spine road through F129. Contribution to eastern spine road scheme will be required.
			F129 F179	New eastern spine road required between A947 and C21S through sites F179, F129. Gateway features required on A947 and C21S, with spine road to northern part of site F129 continuing through site F152, and linking in with Broomhill Road / Markethill Road serving the existing employment area.
			F5	Access to be taken from proposed eastern spine road through F129 and F179. Contribution to eastern spine road scheme will be required.
			F85	No perceived issue with access subject to satisfying required standards. Contribution to eastern spine road scheme will be required.
			F111	No perceived issue with access subject to satisfying required standards. Contribution to eastern spine road scheme will be required.

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FORMARTINE	Udny Green	F23	F105	Access to be taken from existing development to the North
	Udny Station	F24	F44	Access to be taken from Public Road C2C. Ped / Cycle Connection required onto F&B Way.
	Barthol Chapel	F26		
	Berefold	F26		
	Birkenhills & Darra	F27		
	Craigdam	F28	F66	May be visibility problems at junction with public road C35C.
	Cultercullen	F28		
	Cuminestown	F29	F183	No perceived issue with access subject to satisfying required standards. Public road may require to be upgraded, including extension of existing footways. Ped/Cycle links required to the south.
	Daviot	F30		
	Fisherford	F30		
	Foveran	F31	F74	Widen public road C2C to North and 2 points of access required. Improvements required at junction to A90. Ped / Cycle connections to existing settlement of Foveran required.
			F92	Access to A90 unlikely at present.
	Hattoncrook	F32		
	Kingseat & Whitecairns	F33		
	Kirkton of Auchterless	F34	F142	Access to site could be a problem. Access required from B992 either through Site F14 (technically possible) or through existing school site if it were to be re-located.
	Methlick & Street of Monteach	F35	F31	No perceived issue with access subject to satisfying required standards.

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FORMARTINE	Millden	F36		
	Pettens Farm	F37		
	Rashierieve	F37	F102	No perceived issue with access subject to satisfying required standards.
			F67	No perceived issue with access subject to satisfying required standards.
	Rothienorman	F38		
	Tipperty	F39		
	Westfield	F39	F68	No perceived issue with access subject to satisfying required standards.
			F75	No perceived issue with access subject to satisfying required standards.
	Woodhead	F40	F78	Main access from B9005 with an Emergency Access from the U136S to the south.
	Ythanbank	F41	F37	No perceived issue with access subject to satisfying required standards.
	Ythsie	F42		
	Arnage West	F43		
	Auchingoul	F44		
	Barravale	F45		
	Brogie	F45		
	Greeness, Turriff	F46		
	Kinmunty & Wrae Farm	F47		
	Ythanbank North	F48		
	Whitemyre	F48		

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

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GARIOCH	Blackburn	G1	G157	Main Access from B973 (old A96). Secondary access from minor road on East side of site. Minor Road would require upgrading as appropriate.
			G158	No perceived issue with access subject to satisfying required
	Chapel of Garioch	G3	G28	No perceived issue with access subject to satisfying required standards, however if in excess of 50 dwellings, an additional emergency access would be required.
			G193	No perceived issue with access subject to satisfying required standards, however if in excess of 50 dwellings, an additional emergency access would be required.
	Clovenstone	G4		
	Echt	G5	G51	Access would be required from the existing fh1 allocation.
	Insch	G6	ALL SITES	Contributions will be required towards a town centre improvement scheme.
			G145 South	No perceived issue with access subject to satisfying required standards, however if in excess of 50 dwellings, an additional emergency access would be required.
			G145 North	Access to be taken from the existing industrial area creating a loop with additional point of access on the B992. Connectivity must be provided between adjacent development site.
	Inverurie / Port Elphinstone	G7	ALL SITES	Major roads infrastructure required. Contributions will be required from all developments. See Traffic Capacity Study for more details.
	Keithhall and Kinmuck	G9	G29	No perceived issue with access subject to satisfying required standards, however if in excess of 50 dwellings, an additional emergency access would be required.
			G7	Preferred means of access via public road to South through bid site

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
GARIOCH	Kemney	G10	G170	A full masterplan would be required. Significant upgrading of the public and private road network is likely to be required.
			G115	Access to be taken from existing allocated development site to east. Connectivity must be provided between all sites. If total development is in excess of 50 houses then a second access would be required.
			G153	Access to be taken from C115C to east in the form of a loop with two points of access on to the public road.
			G181	Access to be taken from U213C to the south with full connectivity into existing allocated development area to the North West. U213C will require to be upgraded as appropriate.
	Kintore	G12	ALL SITES	Major roads infrastructure required. Contributions will be required from all developments. See Traffic Capacity Study for more details.
	Newmachar	G13	ALL SITES	Contributions to a Western bypass of Newmachar required from A947 south of village to A947 north of village.
			G128	Direct ped / cycle access onto F&B Way. Access to be taken from the B979 which will require to be fully upgraded between the A947 and Hillbrae Way (also required for G138). Two points of access required with no direct vehicle access on to A947. Contribution required towards western bypass of Newmachar.
			G138	Direct ped / cycle access onto F&B Way. Access to be taken from the B979 which will require to be fully upgraded between the A947 and Hillbrae Way (also required for G128). Minimum of two points of access required on to the B979. Contribution required towards Western Bypass of Newmachar
			G8	2 points of access required from Corseduick Road. Corseduick Road requires to be upgraded. Contribution required towards Western Bypass of Newmachar, with the line of the bypass to be safeguarded within the site.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
GARIOCH	Old Rayne	G14	G80	Access to be taken from existing allocated land to South, however if total (including existing allocation) is in excess of 50 dwellings, an additional emergency access would be required.
	Sauchen and Cluny	G15	G121	Access to be taken from Public Road C108C which will require to be upgraded between Sauchen and Cluny with new footway / cycleway provision. If in excess of 50 dwellings, an additional emergency access would be required.
	Westhill	G16	ALL SITES	Major roads infrastructure required. Contributions will be required from all developments. See Traffic Capacity Study for more details.
	Whiteford	G18		
	Auchleven	G20		
	Colpy	G20		
	Comers and Midmar	G21		
	Dunecht and Lyne of Skene	G21	G55	No perceived issue with access subject to satisfying required standards, however if in excess of 50 dwellings, an additional emergency access would be required. Direct footway / cycleway connection required to School from western edge of site including
	Durno	G22		
	Dyce (north)	G23		
	Hatton of Fintray	G24	G70	No perceived issue with access subject to satisfying required standards. Footway connections required to school.
	Kirkton of Rayne	G24		
	Leslie	G25		
	Meikel Wartle	G25		
	Millbank	G26		
	Oyne	G26		
	Westblair	G27		
	Whiterashes	G27		

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

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KINCARDINE & MEARNS	Auchenblae	KM2	K52	Extension of Castlehill Gardens max 50 houses before emergency access required.
			K29 K53	Access required from Glenfarquhar Rd / Hillview Rd.
	Downies	KM3		
	Drumlithie	KM4	K56	Access required from U74K or Station Road.
	Drumoak	KM5	K133 K126 K134	2 points of access required from Sunnyside Drive linking through to all sites. Connectivity (vehicle / ped / cycle) must be provided through all development areas. Sunnyside Drive to be upgraded in accordance with approved standards with provision / extension of footway & cycle network linking to existing development.
	Edzell Woods	KM6	K88	For development of 45 houses, access to be taken from the C2K with upgrading as required. For any large scale housing development, significant road infrastructure improvements to the C2K will be required. This is likely to also include significant upgrade of the C2K / A90 junction as required by Transport Scotland.
	Fettercairn	KM7	K86	Access via Gladstone Gardens and Garrol Place. Pedestrian link / emergency access to Garrol Place.
	Findon	KM8	K13	No perceived issue with access subject to satisfying required standards.
	Fourdoun	KM9	K117	Access to be taken from Station Road.
	Gourdon	KM11	K43	Access to be taken from Brae Road.
			K44	Extension of industrial estate access required.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
KINCARDINE & MEARNNS	Inverbervie	KM12	K60	Access off Townhead / link through to Church Street .
			K15	Access off A92 / link to West Park Avenue.
			K40	Access via new access off A92 (single point of access).
			K39	Access via new access off A92 (single point of access).
	Johnshaven	KM14		
	Kinneff	KM15	K84	Junction of U84K with A92 is steep and visibility to the north is approx 115m. This would require to be upgraded.
	Laurencekirk	KM15	K109	Significant upgrade of all junctions from / onto A90 required. Grade seperated junction to South and new distributor road around Laurencekirk required.
	Luthermuir	KM17	K31	No perceived issue with access subject to satisfying required standards, however footways will require to be extended to connect with exisiting provision.
			K33	Access onto Church Road, which will require to be upgraded to include footway provision.
	Marykirk	KM18	K80	Access onto A92 (visibility affected by crest to north) or access onto B974.
	Marywell	KM19	K45	Cainrobin development. Distributor road required linking through developments and connecting into adjacent developments.
			K135	Cainrobin development. Distributor road required linking through developments and connecting into adjacent developments.
	Muchalls	KM20	K59	Access to be taken from Nethermains Road. Emergency access required if more than 20 additional houses (30 existing).
		KM21	K71	No perceived issue with access subject to satisfying required standards.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
KINCARDINE & MEARNNS	Portlethen	KM22	K136	Major roads infrastructure required. Contributions will be required from all developments. See Traffic Capacity Studies for more details.
			K125	Major roads infrastructure required. Contributions will be required from all developments. See Traffic Capacity Studies for more details.
			K137	No perceived issue with access subject to satisfying required standards.
	Portlethen Village	KM23		
	St Cyrus / Lochside	KM24	K108	Access required from A92 and Lochside Road.
	Stonehaven	KM25	K141 K122	Access would be required from B979, however there is a significant level difference which needs to be taken into consideration of any design. There is possible conflict with the AWPR proposals at this location.
			K73	Large scale development, new infrastructure required including road and footbridge over River Cowie. Roundabout access junction on A957 to serve sites K67 K36 and K73.
			K67 K36	Large scale development, new infrastructure required on to A957 and B979. Roundabout access junction to serve sites K67 K36 and K73.
			K138	Access from Farburn Drive or School Road.
			K262	Upgrade of several junctions would be required and is dependent on the relocation of industrial estate.
		K144	No perceived issue with access as it is an extension of the existing cemetery.	
	Banchory leggart	KM28	K121	Large scale development requiring major new road infrastructure. Issues with Bridge of Dee and pedestrian access to garthdee campus due to gradients. Major Masterplanning required including traffic modelling.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
KINCARDINE & MEARNNS	Arbuthnott	KM29		
	Ardoe	KM29		
	Altries Wood	KM30		
	Benholm	KM30		
	Catterline	KM31		
	Cookney	KM31		
	Drum	KM32		
	Durris	KM32		
	Kirkton of Maryculter	KM33	K63	Widen road and form footway along site frontage.
	Haddo, near Laurencekirk	KM34		
	Lairhillock	KM34		
	Meikle Carewe	KM35		
	Mill of Uras	KM35		
	Netherley	KM36		
	Park	KM37	K62	Access would be required from the A93. No perceived issue with access subject to satisfying required standards.
	Stobhall	KM37		
	Wakefield	KM38		
West Cairnbeg	KM38			

Aberdeenshire Council Local Development Plan 2009: Main Issues Report May 2009 - Sites Preferred for Development

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
MARR	Aboyne	M3	M85	Access from B9094 with connections through to existing / future housing development sites. Full connectivity (vehicle / pedestrian / cycle) between adjacent sites will be required. There may be a requirement to upgrade the A93 / B9094 junction depending on traffic volumes / available capacity.
	Alford	M4	M80 M104	Access to be taken onto Mart Rd. Mart Rd/A944 junction may require to be upgraded.
			M131	Access onto Greystone Rd is possible to achieve visibility, but access through Greystone to Alford is not recommended. M102 & M131 should be considered together in terms of an access strategy/solution along with the approved site on the north side of Greystone Rd.
			M102	Access onto Greystone Rd is possible to achieve visibility, but access through Greystone to Alford is not recommended. M102 & M131 should be considered together in terms of an access strategy/solution along with the approved site on the north side of Greystone Rd.
			M103	Access onto Parkhill Rd possible however Parkhill road itself has very poor alignment and restricted road width. Visibility onto A944 also poor. Difficult to improve these issues due to property boundaries.
	Banchory	M5	M45 M46 M82	New distributor road required between A980 Raemoir Road and A93 with full connectivity (pedestrian / cycle / vehicle) to existing / future developments at HOB East / HOB West. Masterplan for the area required which must also determine the impact on several junctions along the A93, including a possible upgrade of the traffic signals at the A93 Station Road / B974 Dee Street junction.
			M105	Upgrade of Crows Nest road would be required.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
MARR	Huntly	M7	M71	Roads through Battlehill are currently unsuitable for development traffic, and very difficult to upgrade due to property boundaries etc. Visibility onto old A96 currently sub-standard and also difficult to improve due to alignment and site boundaries. Masterplan of area required identifying where access is proposed. Major infrastructure (railway crossings) and significant road upgrading will be required.
			M16	Visibility for access onto Battlehill Road may require mature trees to be removed, based on 30mph limit.
			M17	No particular obstruction for visibility onto Battlehill Rd, but access onto inside of a curve. Junction position important i.e distance to A96 and housing access road.
			M34	Access onto existing industrial road appears possible, visibility could be achieved.
			M33	Access required onto A96 Trunk Road. Therefore Transport Scotland approval required.
	Lumsden	M9	M175	Access to this site would be difficult as lanes through Lumsden (Smithy Lane) are very narrow with no footpaths etc. New link road to south within 30mph may be possible or connection through to Main Street adjacent to property Archvilla, subject to appropriate land agreements.
	Rhynie	M10	M20	Possible access to this site via existing private road. This would require to be upgraded to adoptable standards. Junction onto A97 currently has poor visibility which may prove difficult to upgrade due to property boundaries etc. Preferred access from new link road (south) on to the A97.
			M127	No perceived issue with access subject to satisfying required
	Torphins	M11	M5	Could be served by new access(es) from the A980. Would need footpath extension on the south side of A980.
			M83	Eastern section of M83 could be accessed via existing development site to the north (Anneslay Grove). Western section would be difficult to access via existing road network without crossing Beltie Burn.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
MARR	Bogniebrae	M13		
	Braeburn Finzean	M13		
	Bridge of Alford	M14	M12	3no possible access options – 2 are onto existing private road, part of which would require to be upgraded, but visibility onto Montgarrie road would likely be difficult to achieve. A new access onto the Montgarrie road would be the preferred option.
	Bridge of Canny	M14		
	Bridgend of Gartly	M15	M190	Access onto A97 would be difficult to achieve due to horizontal & vertical alignment of road. Speeds 60mph from nth and 40/45 from sth.
	Cairnie	M15	M74	Most of the site is very steep (sloping away from the road) so road gradients may be an issue. Best option for access would likely be opposite the public hall. Access perhaps possible onto Ruthven road, but again steep slopes here and visibility may be difficult to achieve due to curve of Ruthven road.
		M16		
	Clatt	M16	M191	Access to be taken through adjacent site and onto Kennethmont Rd next to the public hall (within 30mph).
	Crathes	M17	M90	Access to be taken from A957. There maybe justification for reduction in speed limit when considering adjacent sites A and fh1. Connections required on to Deeside Way.
	Cairnie (Coachford)	M17		
	Craigwell, Aboyne	M18		
	Drumblade	M18		
	Drumdelgie	M19	M116	Access onto single track road with passing places. Speeds approx 40mph which will limit access point opportunities. Layout of site may be compromised by visi splays as site is narrow and on inside of bend.
	Finzean	M19	M9	Good access with B976 could be achieved. Speed limit could be extended. Footway links to west/shop/play park will require to be upgraded.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
MARR	Forgue	M20	M39	Access onto school road possible however improvement to visibility would be required at junction next to church (nth of site). Access to west of site would require new road and land acquisition to achieve
	Gartly	M20	M37	Site very steep therefore access gradient onto public road likely to be an issue. Speeds on public road approx 30/40, and visibility may be possible to achieve on that basis, but would depend on location.
	Glass	M21	M38	Site very steep therefore access gradient onto public road likely to be an issue. Speeds on public road approx 30/40, and visibility may be possible to achieve on that basis, but would depend on location/gradient.
	Gordonsburn	M21		
	Hirn	M22		
	Howtown, Huntly	M22		
	Inchmarlo	M23	M59	Possible access issues to A93 or upgrade of minor public road junction which is narrow with poor visibility.
			M97	Additional 60 units at Inchmarlo Continuing Care complex will increase use of junction on A93. Public Transport Infrastructure will be required.
	Keig	M24	M187	Access onto side road appears possible based on 30/40 speeds. Junction onto main road (Montgarrie-Insch road) – visi ok to the west but not to the east with approach speeds 40/45. Improvement would be needed to the west, but may require land acquisition.
	Kennethmont	M24	M40	No perceived issue with access subject to satisfying required
	Kennethmont Distillery	M25		
	Kincardine O'Neil	M26	M108	Would need new access to A93 as well as link to housing to east.
			M99b	On North side would need access to A93 or Pitmurchie Road both could probably be accommodated. On south side would share existing access to playing fields/sheds business/recycling centre.

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
MARR	Kirkton of Tough	M27	M72	Site very steep therefore access gradient onto public road likely to be an issue. Speeds on public road approx 40/50, and visibility may be possible to achieve on that basis, but would depend on location/gradient. Would seek to avoid possible creation of crossroads by creating a new access for this site.
	Kirkton Croft	M28		
	Largue	M28	M189	Access onto B9001 possible via existing private road, but visibility improvement would be required. Maybe land / property boundary issue on east side to achieve splays.
	Logie Coldstone	M29	M57	No perceived issue with access subject to satisfying required standards. Foot / cycle way connections to school required.
			M75	Access via narrow road, Sunnybrae and/or from A97 some distance outside village.
	Lumphanan	M30	M133 M100	Access to be taken via School Road with through connection from M100 to M133.
	Milton of Cushnie	M31		
	Montgarrie	M31	M56 M110	Access onto C123M would be difficult to achieve due to horizontal & vertical alignment of road, even with extending the 30mph limit. C123M would require to be upgraded in order to meet required standards.
	Monymusk	M32	M28	Access to site via St Andrews would require visibility improvement at junction with main road, which would require private land acquisition. Access onto main road north of the school appears possible, and would be within the existing 30mph limit. Expected volumes from the size of the site would require improvements to visibility at the junction with the B933 (Kemnay road).
	Muir of Fowlis	M33	M96	No perceived issue with access subject to satisfying required standards and extension of existing footways.
	Oldyleiper	M33		

Area	Settlement	Page No.	Bid Ref:	T&I Local Roads & Transportation Comments
MARR	Sandyknowe, Lumsden	M34		
	Sundayswells	M34		
	Strachan	M35	M68	No perceived issue with access subject to satisfying required standards and connecting to / extending existing footways.
	Belts of Collonach	M35	M73	This would significantly increase the number of properties served by a private road. The access with the B974 is relatively narrow but visibility has been improved as much as possible given restrictions of neighbouring land.
	Tarland	M36	M31	East side would take access via Coull road. West side would increase traffic at poor junction to south of bridge. A new access on B9119 to south of existing houses would give residents an alternative route to Aboyne.
			M29	No perceived issue with access subject to satisfying required
	Towie	M37	M36	Access to be taken to south of hall car park opposite school.
	Whitehill	M37		
	Woodend	M38		
	Ythanwells	M38		