

Public Document Pack



To: Councillor Houghton, Convener; Councillor Laing, Vice Convener; and Councillors Grant, Boulton, Cooke, John, McLellan, Alex Nicoll and Yuill.

Town House,
ABERDEEN 18 August 2021

CITY GROWTH AND RESOURCES COMMITTEE

The Members of the **CITY GROWTH AND RESOURCES COMMITTEE** are requested to meet in **Council Chamber - Town House** on **WEDNESDAY, 25 AUGUST 2021 at 2.00 pm.**

FRASER BELL
CHIEF OFFICER - GOVERNANCE

B U S I N E S S

NOTIFICATION OF URGENT BUSINESS

1.1 Notification of Urgent Business

DETERMINATION OF EXEMPT BUSINESS

2.1 Determination of Exempt Business

DECLARATIONS OF INTEREST

3.1 Declarations of Interest (Pages 5 - 6)

DEPUTATIONS

4.1 Deputations

MINUTE OF PREVIOUS MEETING

- 5.1 Minute of Previous Meeting of 10 August 2021 - For Approval (Pages 7 - 10)

COMMITTEE PLANNER

- 6.1 Committee Planner (Pages 11 - 28)

NOTICES OF MOTION

- 7.1 Notice of Motion by Councillor Hutchison - Beach Masterplan (Pages 29 - 32)

That the Council:-

- (1) Notes the decision of the City Growth and Resources Committee on 11 May 2021 to formulate a Beach Masterplan and the scope of the area being considered (Area A in appendix 1 - map circulated within the agenda);
- (2) Instructs the Chief Officer - City Growth look at what medium and long-term strategic interventions could be made in the area that includes Queens Links Leisure Park (Area B), together with the area bounded by Wellington Street, York Place and Beach Esplanade (Areas C & D);
- (3) Instructs the Chief Officer - Corporate Landlord, supported by the Chief Officer - City Growth, to progress discussions with the existing owners/occupiers of the properties at Queens Links Leisure Park as to opportunities to improve accessibility to beach front access from existing and future properties; and
- (4) Instructs the Chief Officer - City Growth to consider funding options that may qualify to support strategic interventions that could supplement a Beach Masterplan and to bring back a report on this, incorporating the findings of (2) & (3) above, to the City, Growth and Resources Committee in due course.

REFERRALS FROM COUNCIL, COMMITTEE AND SUB COMMITTEES

- 8.1 Referrals from Council, Committees or Sub Committees

BUDGETS

- 9.1 Aberdeen City's Affordable Housing Delivery Programme - COM/21/169 (Pages 33 - 38)
- 9.2 Place Based Investment Programme - COM/21/176 (Pages 39 - 44)

Please note that an exempt appendix is contained within the Exempt/Confidential Business section of this agenda.

SERVICE DELIVERY

- 10.1 Performance Management Framework Report – City Growth and Resources Functions - CUS/21/172 (Pages 45 - 78)
- 10.2 Commemorative and Court Plaques Policy - COM/21/173 (Pages 79 - 110)

CITY GROWTH AND STRATEGIC PLACE PLANNING

- 11.1 External Transportation Links to Aberdeen South Harbour - Updated Strategic Business Case - COM/21/174 (Pages 111 - 226)
- 11.2 Bus Partnership Fund Bid - COM/21/178 (Pages 227 - 238)
- 11.3 Denis Law Projects Update - COM/21/175 (Pages 239 - 266)
- 11.4 Capacity Exemption Applications - Tour of Britain and Other Future Events - COM/21/188 (Pages 267 - 278)
- 11.5 City Centre Masterplan Review - RES/21/179 (Pages 279 - 380)
- 11.6 Beachfront Projects Feasibility Report - RES/21/200 (Pages 381 - 514)

PROPERTY AND ESTATES

- 12.1 Disposal of Eastside of Carnie - Lands of Skene House - RES/21/170 (Pages 515 - 518)

Please note that there is an exempt appendix contained within the Exempt/Confidential Business section of this agenda below.

EXEMPT / CONFIDENTIAL BUSINESS

- 13.1 Aberdeen International Market – August 2021 Update Report - RES/21/193 (Pages 519 - 526)
Please Note that an appendix relating to the report will follow.
- 13.2 Berryden Corridor Improvement Business Case Update - RES/21/184 (Pages 527 - 568)

- 13.3 Chapel Street Car Park - Lease Proposal - RES/21/185 (Pages 569 - 574)
- 13.4 Placed Based Investment Programme - Exempt Appendix (Pages 575 - 578)
- 13.5 Disposal of Eastside of Carnie - Lands of Skene House - Exempt Appendix (Pages 579 - 582)

EHRIA's related to reports on this agenda can be viewed at
[Equality and Human Rights Impact Assessments](#)

To access the Service Updates for this Committee please use the following link:
<https://committees.aberdeencity.gov.uk/ecCatDisplay.aspx?sch=doc&cat=13450&path=0>

Website Address: www.aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Mark Masson, email mmasson@aberdeencity.gov.uk, or telephone 01224 522989

DECLARATIONS OF INTEREST

You must consider at the earliest stage possible whether you have an interest to declare in relation to any matter which is to be considered. You should consider whether reports for meetings raise any issue of declaration of interest. Your declaration of interest must be made under the standing item on the agenda, however if you do identify the need for a declaration of interest only when a particular matter is being discussed then you must declare the interest as soon as you realise it is necessary. The following wording may be helpful for you in making your declaration.

I declare an interest in item (x) for the following reasons

For example, I know the applicant / I am a member of the Board of X / I am employed by... and I will therefore withdraw from the meeting room during any discussion and voting on that item.

OR

I have considered whether I require to declare an interest in item (x) for the following reasons however, having applied the objective test, I consider that my interest is so remote / insignificant that it does not require me to remove myself from consideration of the item.

OR

I declare an interest in item (x) for the following reasons however I consider that a specific exclusion applies as my interest is as a member of xxx, which is

- (a) a devolved public body as defined in Schedule 3 to the Act;
- (b) a public body established by enactment or in pursuance of statutory powers or by the authority of statute or a statutory scheme;
- (c) a body with whom there is in force an agreement which has been made in pursuance of Section 19 of the Enterprise and New Towns (Scotland) Act 1990 by Scottish Enterprise or Highlands and Islands Enterprise for the discharge by that body of any of the functions of Scottish Enterprise or, as the case may be, Highlands and Islands Enterprise; or
- (d) a body being a company:-
 - i. established wholly or mainly for the purpose of providing services to the Councillor's local authority; and
 - ii. which has entered into a contractual arrangement with that local authority for the supply of goods and/or services to that local authority.

OR

I declare an interest in item (x) for the following reasons.....and although the body is covered by a specific exclusion, the matter before the Committee is one that is quasi-judicial / regulatory in nature where the body I am a member of:

- is applying for a licence, a consent or an approval
- is making an objection or representation
- has a material interest concerning a licence consent or approval
- is the subject of a statutory order of a regulatory nature made or proposed to be made by the local authority.... and I will therefore withdraw from the meeting room during any discussion and voting on that item.

CITY GROWTH AND RESOURCES COMMITTEE

ABERDEEN, 10 August 2021. Minute of Meeting of the CITY GROWTH AND RESOURCES COMMITTEE. Present:- Councillor Houghton, Convener; and Councillors Cooke, Crockett, the Lord Provost (as substitute for Councillor Laing), Grant, John, Lumsden (as substitute for Councillor Boulton), McLellan, Alex Nicoll and Yuill.

The agenda and reports associated with this minute can be found [here](#).

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

DECLARATIONS OF INTEREST

1. There were no declarations of interest intimated.

MINUTE OF PREVIOUS MEETING OF 24 JUNE 2021 - FOR APPROVAL

2. The Committee had before it the minute of its previous meeting of 24 June 2021, for approval.

With reference to article 12 (Countesswells Development – Primary School), officers responded to questions (in private session) in relation to the payment of developer contributions across the Countesswells Development.

The Committee resolved:-

- (i) to note the update in relation to developer contributions regarding Countesswells School Development and instruct the Director of Commissioning to circulate an update to the Ward Members in this regard; and
- (ii) to otherwise approve the minute, subject to amending the date at article 3 to read 11 May 2021.

COMMITTEE PLANNER

3. The Committee had before it the Committee Business Planner prepared by the Chief Officer – Governance.

The Committee resolved:-

- (i) to remove item 13 (Procurement Workplan and Business Cases -Capital); item 19 (Review and Visioning Exercise on the Streetscape and Infrastructure Works for the whole length of Union Street); item 68 (Transient Visitor Levy - Engagement

CITY GROWTH AND RESOURCES COMMITTEE

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- and Options); and item 70 (Council Housing) from the planner for the reasons outlined therein;
- (ii) to note the reason for the reporting delay in relation to item 16 (Prosperity Fund); and
 - (iii) to otherwise note the content of the Committee Planner.

COUNCIL FINANCIAL PERFORMANCE, QUARTER 1, 2021/22 - RES/21/168

4. The Committee had before it a report by the Director of Resources which provided the financial position of the Council as at Quarter 1 (30 June 2021) and the full year forecast position for the financial year 2020/21, including:-

- General Fund and Housing Revenue Account (HRA) and capital accounts; and associated Balance Sheet; and
- Common Good revenue account and Balance Sheet.

The report recommended:-

that the Committee –

- (a) note the positive cash position that has been achieved for the General Fund and HRA to the end of Quarter 1 as detailed in Appendix 1;
- (b) note the Common Good financial performance to the end of Quarter 1 as detailed in Appendix 3;
- (c) note that the General Fund full year forecast position, as detailed in Appendix 2, is expected to show a balanced position for 2021/22 through the mitigations contained within the report;
- (d) note that the HRA full year forecast position, as detailed in Appendix 2, is on target to achieve the approved budget, making a contribution to HRA reserves for 2021/22;
- (e) note that the forecast for General Fund capital expenditure is that there will lower spend than has been profiled for 2021/22, and for Housing capital expenditure this will be on budget, as described in Appendix 2; and
- (f) agree the financial resilience framework that has been described in Appendix 5 and note that this will be developed further and incorporated into the refreshed Medium Term Financial Strategy, which will be presented to the Committee at its November meeting.

The Committee resolved:-

- (i) to approve the recommendations contained within the report;
- (ii) that by supporting the ongoing promotional campaigns to attract people back into the city centre, to instruct the Chief Officer - City Growth in consultation with the Convener of the City Growth and Resources Committee, to procure street banners to be installed on Union Street to promote arts, museums, exhibitions and events, up to a maximum of £40,000 to be met from the current year City Growth budgets;

CITY GROWTH AND RESOURCES COMMITTEE

10 August 2021

- (iii) to instruct the Chief Officer - Operations and Protective Services and the Chief Officer - Corporate Landlord to undertake increased cleaning, pavement washing, graffiti and fly posting removal and small maintenance works including repainting of railings on and around Union Street up to a maximum of £100,000 in 2021/22 to be met from Common Good cash balances, which have increased in Quarter 2; and
 - (iv) that in relation to (iii) above, to instruct the Chief Officer - Operations and Protective Services to consider light cleaning works of statues, where appropriate.
- **COUNCILLOR RYAN HOUGHTON, Convener**

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1	CITY GROWTH AND RESOURCES COMMITTEE BUSINESS PLANNER								
	The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3			25 August 2021						
4	Freeport/Greenport update	The CG&R on 11/5/21 agreed to instruct the Chief Officer - City Growth to report back to this Committee on the development and outcome of any proposals if they progress.		Jamie Coventry	City Growth	Commissioning		D	A note of interest for an Aberdeen City and Peterhead Freeport was submitted to the Scottish Government on 27 July 2021. The UK Government and Scottish Government are discussing the next stage and there is no update on when bids will be invited, and therefore a date for submission.
5	Performance Management Framework Report – City Growth and Resources Functions	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
6	Queen Street Redevelopment	Council on 6/3/18 agreed to instruct the Chief Officer – City Growth to bring forward an all options business case to the Capital Programme Committee in September 2018 on how best to proceed with Queens Square as part of the next phase of the masterplan. The CG&R Committee on 28/10/20 agreed to instruct the Director of Resources to procure a development partner to develop options for the redevelopment of the area and report the results back to this Committee.		Sandy Beattie	Finance	Resources		D	An update will be provided within the City Centre Masterplan report (Appendix A)

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2									
7	Bus Partnership Fund Bid	The CG&R Committee on 3/2/21 agreed to instruct the Chief Officer – Strategic Place Planning, to report back to this Committee on the success or otherwise of this bid, on any additional resource requirements to deliver a successful bid and, in consultation with the Chief Officer Governance and Chief Officer Finance, with recommendations for appropriate governance arrangements should the bid be successful, at its meeting on 10 August 2021		Joanna Murray	Strategic Place Planning	Commissioning	3.2		
8	Berryden Corridor Improvement Business Case Update	Council on 10/03/21 agreed (1) to instruct the Chief Officer - Capital to review the Berryden Corridor project and report back to the meeting of City Growth and Resources Committee on 10 August 2021 with updated costs and the implications for the Capital Programme; and (2) to note that by reviewing the Berryden Corridor project this supports the application to the Bus Partnership Fund for bus priority measures		Mike Matheson	Capital	Resources	1.1.3 & 1.1.7		
9	External Transportation Links to Aberdeen South Harbour – Updated Strategic Business Case	Agreement of a Business Case to be submitted to the UK and Scottish Governments to seek approval to progress to the design stage of the project.		Ken Neil	Strategic Place Planning	Commissioning	3.2		
10	Wellington Road Multimodal Corridor Study STAG Part 2	The CG&R Committee on 3/2/21 agreed to instruct the Chief Officer – Strategic Place Planning to continue with the Wellington Road Multimodal Corridor Study, ensuring that subsequent appraisal work reflects the decision of this Committee on a preferred option from the External Transportation Links to the Aberdeen South Harbour study, and to report the outcomes of the Wellington Road STAG Part 2 appraisal to this Committee in June 2021	Originally due at the meeting on 24/6/21, however the outcomes of the study are currently under consideration and additional time is required to review the study and develop an optimum solution for this corridor. Defer to 25 August 2021 meeting.	Will Hekelaar	Strategic Place Planning	Commissioning	3.2	D	Further work on the financial implications of the options is required and the report had been delayed.
11	Commemorative and Court Plaques Policy	Seeking Committee approval for a revised version of the Council's Commemorative and Court Plaques Policy, last revised in 2002.		Katy Kavanagh	City Growth	Commissioning	2.1.5		

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2									
12	Joint Integrated Mortuary Project	Council on 10/03/21 agreed to instruct the Director of Resources to report back to the City Growth and Resources Committee on 11 May 2021 on the negotiations that have taken place to secure a suitable funding package to enable the progression of the Joint Integrated Mortuary project	This was due at the 11/5/2021 meeting, however officers decided to withdraw the report and defer until August Committee meeting to enable sufficient time for a robust financial delivery solution to be developed.	Sandy Beattie	Finance	Resources	3.2 & 3.3		
13	City Centre Masterplan Review	The CG&R Committee on 11/5/21 agreed (1) to instruct the Director of Resources to carry out a review of the Aberdeen City Centre Master plan Objectives and their associated workstreams as contained within the 2015 approved Masterplan and to report back findings to the City Growth and Resources Committee on 10 August 2021 and also to report back on the Phase 1 and 2 projects contained within the city centre masterplan as approved in 2015; (2) instruct the Chief Officer - City Growth and the Communication and Marketing Manager to use the CCMP Review to integrate further "smart city thinking" into our medium-term plans to develop and undertake engagement exercise with the public, all appropriate partners and stakeholders to seek their views on the City Centre Review, what it would take to attract them back to the city centre in the short-term, how the changed travel patterns and reductions in travel experienced throughout the pandemic can be embedded and report the results to the City Growth & Resources Committee in August 2021, as part of the CCMP report detailing how best the city can be a leader in the digital economy		Sandy Beattie/ Richard Sweetnam/ David Ewen	Corporate Landlord	Resources	2.1.5, 3.2 & 3.3		
14	Beachfront Projects Feasibility Report	The CG&R Committee on 11/5/21 agreed to instruct the Director of Resources to report back an update on the output of the technical feasibility studies, public consultation and proposed Beach Masterplan to the City, Growth and Resources Committee on the 10th August 2021		Craig Innes	Head of Commercial and Procurement	Resources	2.1.5, 3.2 & 3.3		
15	Aberdeen City's Affordable Housing Delivery Programme	Provide an update on the Aberdeen City affordable housing delivery programme and approve allocation of funding.		Mel Booth	Strategic Place Planning	Commissioning	1.1.7		

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16	Denis Law Projects Update	The CG&R Committee on 11/5/21 agreed to defer all options as outlined in the report. Instruct the Chief Officer - City Growth to work with the Denis Law Legacy Trust and representatives of the St Joseph Church and community representatives to bring forward to the August committee meeting of the City Growth and Resources Committee a feasibility study outlining timescales and costs for the delivery of the murals as outlined in paragraph 3.5 of the report	Originally due at 24/6/21 meeting, however In order to fulfil the action expected, Officers will need to conduct a robust consultation with residents as well as undertake a survey of the buildings involved. Due to procurement timescales for a survey of the building walls and the process of designing, delivering and assessing the consultation, it would not be feasible to submit a report to the August meeting.	David Officer	City Growth	Commissioning	3.2		
17	Place Based Investment Programme	Require Committee Instruction to spend the allocated Place Based Investment Fund in Aberdeen.		Stuart Bews	City Growth	Commissioning	1.1.7		
18	Disposal of Eastside of Carnie – Lands of Skene House	To advise Committee of the outcome of the Closing Date set for the Disposal of the Eastside of Carnie Farmhouse.		Cate Armstrong	Corporate Landlord	Resources	4.1 & 4.4		
19	Aberdeen International Market – August 2021 Update Report	The CG&R Committee on 11/5/21 agreed the outline business case for the former site of the Aberdeen Market and former BHS retail unit and that this progress to Full Business Case, considering all options to deliver the development including delivery with a development partner and operator and to report the outcome of this to this committee at the earliest opportunity.	This will be an update report as this stage.	Sandy Beattie	Corporate Landlord	Resources	4.1		
20	Chapel Street Car Park – Lease Proposal	The CG&R Committee on 11/5/21 approved in principle the allocation of 400 spaces in the Chapel Street Car Park at the rental identified in the report (being index linked and excluding VAT) subject to a minimum 15-year lease with the proposed occupier of the building outlined in the report and report back to a future meeting of this Committee not later than November 2021 on progress		Stephen Booth	Corporate Landlord	Resources	4.1		

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21	Capacity Exemption Applications – Tour of Britain and Other Future Events	To approve a temporary delegation to the Chief Officer – City Growth to determine future capacity exemption applications, in consultation with the Chief Officer – Operations and Protective Services, and the Chief Officer – Governance.		Stephen O'Neil	City Growth	Commissioning	3.2		
22			03 November 2021						
23	Condition & Suitability 3 Year Programme	This report seeks approval of an updated 3-year Condition and Suitability (C&S) Programme.		Alastair Reid	Corporate Landlord	Resources	4.1		
24	Performance Management Framework Report – City Growth and Resources	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
25	Unrecoverable Debt	To advise numbers and values of Council Tax, Non-Domestic Rates, Housing Benefit Overpayments and Rent made unrecoverable during 2020/21 as required in terms of Financial Regulations and approve Non-Domestic Rates write offs in excess of £25,000		Wayne Connell	Chief Officer-Customer Experience	Customer	1.1		
26	Council Financial Performance, Quarter 2, 2021/22	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		

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31	Socio Economic Rescue Plan and ACC Business Charter	<p>The CG&R Committee on 11/5/21 agreed to note the successful delivery of this plan and agrees for a report to be submitted to the meeting on 3 November 2021 of this Committee, providing information on the recovery initiatives, including budget allocations, undertaken in 2021/22.</p> <p>The UBC on 30 June 2020 agreed to instruct the Chief Officer City Growth, following consultation with the Chief Officer Customer Services, to take all actions necessary in order to implement the ACC Business Charter working with the relevant Council services and business network representatives; instructs the relevant Chief Officers to monitor performance in delivering the charter; and report back to the Council's City Growth & Resources Committee.</p>		Jim Johnstone	City Growth	Commissioning			
32	Information Plaques Relating to Slavery and Slavery Products	The CG&R Committee on 3/2/21 agreed to instruct the Chief Officer - City Growth to report to the City Growth and Resources Committee on the practicalities and projected costs of identifying locations and street names in Aberdeen with links to slavery and slavery products and then erecting appropriate information plaques at each location.	Originally due at 24/6/21 meeting, however this is an extensive piece of work. Officers need to assess contents of city plaques (c.120) and Aberdeen street names (3197) for connections to slavery and slavery products to give an indication of costs associated with any new interpretation; plus clear understanding of process, resources and costs to seek and gain permission from property owners where such an interpretation plaque may be placed. For a holistic review considerable resources would need to be applied to this undertaking. Officers believe the report won't be available before summer.	Jenny Brown	City Growth	Commissioning			

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33	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
34	Prosperity Fund	Council on 10/03/21 agreed to note the UK shared Prosperity Fund set up by the UK Government, noting that the funding will be available to local authorities. Instruct the Chief Executive to bring forward a report to the next City Growth and Resources Committee on how best the Council should work with the UK Government to ensure the Council receives its fair share of funding.	Originally due at 11/05/2021 meeting, however, officers are still awaiting the publication of the UK Government's prospectus for the Prosperity Fund which was due to be published in summer. A report will be brought before Committee in November 2021 following the release of the UK Shared Prosperity Prospectus which will detail the criteria of the fund including the deadline for applications to be submitted which is anticipated to be around April 2022.	Stuart Bews	City Growth	Commissioning			
35			03 February 2022						

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2									
36	Local Authority Bus Services/Controlled Bus Companies	<p>The CG&R Committee on 26/09/19 agreed to instruct the Director of Resources to monitor the sale position of First Aberdeen Limited and report back to the City Growth and Resources Committee on 6 February 2020 with an update on the proposed sale and recommended next steps for the Council.</p> <p>The CG&R Committee on 28/10/20 agreed that given that First Bus has indicated it is no longer for sale, instruct the Chief Officer – Strategic Place Planning to report back to the City Growth and Resources Committee in February 2022 with the steps that would be necessary to establish the setting up by the Council of a municipal bus company as part of the Council's commitment to green energy and net zero and in order to fulfil any obligations under any low emission zone that the Council may wish to implement.</p>		Gale Beattie	Strategic Place Planning	Commissioning	1.1.8 & 3.2		
37	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
38	City Centre Multi Storey Blocks - Option Appraisal	Council on 10/03/21 agreed (1) to approve £250,000 from the Housing Capital Programme to undertake a full option appraisal on the city centre multi storey blocks to consider future development and investment opportunities; and (2) to instruct the Chief Officer - Corporate Landlord to report back the outcome from the option appraisal of (1) above to the City Growth and Resources Committee no later than March 2022		Stephen Booth	Corporate Landlord	Resources			

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39	Developer Obligations Asset Plans	<p>The CG&R Committee on 26/09/19 agreed to note that the Chief Officer – Strategic Place Planning would undertake the consultation on the draft Asset Plan template as outlined within this report and report the outcomes to a future meeting of this committee.</p> <p>The CG&R Committee on 11/05/2021 agreed that a Service Update be circulated.</p>	<p>Originally due on 11/5/21, however, due to instruction from Council on 10/03/21 "that given the significant impact on the development industry in the last 12 months, to instruct the Chief Officer - Strategic Place Planning to report to the City Growth and Resources Committee by the end of 2021 on the legally binding developer obligations that have been signed with the Council" combined with the ongoing impact of COVID and the work being undertaken looking at community benefit, it is proposed to report back to this committee after that report and any subsequent instructions from City Growth and Resources Committee, and in the interim look at what opportunities there are to combine the asset plans with existing or proposed community engagement to reduce the burden on communities.</p>	David Dunne/David Berry	Strategic Place Planning	Commissioning	3.2		

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40	Energy Transition Zone Training and Jobs Plan	Council on 3 March 2020 agreed to instruct the Chief Officer City Growth to evaluate the Energy Transition Zone Training and Jobs Plan and report back to the Council's City Growth and Resources Committee on 28 October 2020 on the extent to which local people are accessing training or job opportunities that are generated if any development occurs.	A key element of the overall business case for the ETZ, being led by Opportunity North East, is that Aberdeen Harbour is the location of choice for developers and suppliers to the ScotWind East Region Sites. In response, Skills Development Scotland, supported by NESCOL is leading a workstream that will focus on development of an energy transition skills programme, that will also involve the Council and the universities so that local people in the city are able to access new training and jobs opportunities in offshore wind, carbon capture, utilization and storage (CCUS) and Hydrogen. It is also intended to promote and stimulate broader 'green skills' that will also be in demand as the city responds to the net zero vision and the Council's own Route Map.	Angela Taylor	City Growth	Commissioning	3.2		
41	Performance Management Framework Report – City Growth and Resources	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		

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	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
42	Sustainable Drainage System (SUDS) Section 7	Maintenance of SuDS within the boundaries or curtilage of a private property, such as a residential driveway or a supermarket car park, is the responsibility of the land owner or occupier. The Scottish Environment Protection Agency's (SEPA's) preference is for SuDS constructed outside the boundaries or curtilage of a private property to be adopted by Scottish Water, the local authority or a public body, and as such SEPA seeks a guarantee for the long term maintenance and sustainability of any SuDS implemented.	This was originally due to be reported to the June 2019 meeting. Officers had consulted other LAs to determine how they came to the decision as to whether to sign up to the MOU with Scottish Water and have found that the interpretation of what Scottish Water consider to be below ground, and therefore their responsibility for maintenance, is key. We have asked for clarification from Scottish Water and are awaiting a response. Without this clarification we are not in a position to make a recommendation as to whether the MOU should be signed. A Service Update will be circulated. A Service Update was circulated on 21 January 2021.	Claire Royce	Operations and Protective Services	Operations	3.2 and 3.3		
43			21 June 2022						
44	Roads and Transport Related Budget Programme 2022 - 2023 (Annual Report)	This report is Business Critical to spend the allocated capital Budget approved at the Council Budget meeting and brings together the proposed roads and transportation programme from the approved Capital Budgets for 2022/2023. This is presented as a provisional programme and Members are asked to approve specific schemes where detailed and the budget headings for the remainder. In addition provisional programmes for 2023/24 and 2024/25 are also included where possible.	To be submitted at the first CG&R meeting following the Council Budget Meeting in March 2022	Doug Ritchie	Operations and Protective Services	Operations			

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
45	Performance Management Framework Report – City Growth and Resources	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
46	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
47	Flood Risk Management Strategies	The CG&R Committee on 3/2/21 agreed to instruct the Chief Officer – Operations and Protective Services to bring a report on the final Flood Risk Management Strategies and Plans to this Committee at the first possible meeting following the end of the consultation		Claire Royce	Operations and Protective Services	Operations	3.2 & 3.3		
48			4 August 2022 (Special)						
49	Council Financial Performance, Quarter 1 2022/23	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		
50			21 September 2022						

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
51	Review of School Estate	Council on 6/3/18 agreed to instruct the Chief Officer – Corporate Landlord to bring a review of the School Estate report within the next 9 months to the Education Operational Delivery Committee, thereafter to forward the report to the Capital Programme Committee.	Council on 3/3/21 agreed to instruct the Chief Officer - Corporate Landlord to present the finalised School Estate Plan to the Education Operational Delivery Committee in summer 2022. Officers will recommend that the report is thereafter forwarded to the City Growth and Resources Committee.	Stephen Booth / Andrew Jones	Corporate Landlord	Resources	4.1		
52	Performance Management Framework Report – City Growth and Resources	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
53	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
54			2 November 2022 (Special)						
55	Council Financial Performance, Quarter 2 2022/23	To present the Council's financial position for the quarter.		Lesley Fullerton	Finance	Resources	1.1		
56			07 December 2022						

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
57	Proposals for Investment for Works at Riverbank School to Accommodate the Relocation of St. Peter's School	Council on 3 March 2020 agreed to instruct the Chief Officer Corporate Landlord to take forward the proposals for investment for works at Riverbank School to accommodate the relocation of St. Peter's School once Riverbank School relocates to the City Growth and Resources Committee on 28 October 2020 with an indicative programme.	Given the Council decision on 10/03/21 (See Column B) a report will now be submitted in late 2022.	Andrew Jones/Maria Thies	Corporate Landlord	Resources	4.1		
58	Performance Management Framework Report – City Growth and Resources	To inform Members of service delivery performance, commitments and priorities relating to City Growth and Resources as reflected within the Council's commissioning intentions and the Council Delivery Plan.		Alex Paterson	Chief Officer – Data and Insights	Customer	2.1.4		
59	Procurement Workplan and Business Cases - Capital	The purpose of this report is to present procurement workplans for each Function to Committee for review and to seek approval of the total estimated capital expenditure for the proposed contracts as required by ACC Procurement Regulations 2021.	There may not be a need to present a report for each meeting, this would be dependant on submission of business cases required.	Mel Mackenzie	Head of Commercial and Procurement	Commissioning	1.1.6		
60			TBC						
61	Impact on Aberdeen of Scottish Government Funding	Council on 5/3/18 agreed as part of our commitment to Civic Leadership and Urban Governance instruct the Chief Executive to bring a report to the City Growth and Resources Committee working with partners to include our ALEOs, Aberdeen and Grampian Chamber of Commerce, Aberdeen Burgesses Federation of Small Businesses, Opportunity North East, and Scottish Enterprise to assess the impact on Aberdeen of Scottish Government funding in comparison to the funding received by other local authorities and identify how the council can encourage the Scottish Government to provide a better financial settlement for Aberdeen.		Richard Sweetnam	City Growth	Commissioning	1.1 & 3.2		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
65	Hydrogen Hub Programme	Council on 10/3/21 agreed to note that also included within the General Fund Capital Programme is £19million gross in relation to enhancing the Hydrogen refuelling infrastructure and bus programme within the city and authorise the Chief Officer - City Growth, in consultation with the Head of Commercial and Procurement, to undertake a procurement exercise for the appointment of a partner to deliver the Hydrogen Hub programme and to instruct the Chief Officer - City Growth to report back to the City Growth and Resources Committee on the outcome and progress		Emma Watt	City Growth	Commissioning			
66	Living Wall	The CG&R Committee on 3/2/2021 agreed to instruct the Chief Officer – City Growth, to investigate alternative ways to deliver a living wall in the city centre and to report back to the May meeting of the Committee. The CG&R Committee on 11/5/2021 agreed to retain this item on the planner for the timebeing.	A report will be brought back to Committee by officers if and when funding streams become available	Stuart Bews	City Growth	Commissioning			
67	Infrastructure Improvements to support increased numbers of Electric Vehicles within the council fleet	The CG&R Committee on 11/5/21 agreed to instruct Chief Officer - Corporate Landlord in consultation with Chief Officer - Operations and Protective Services and Chief Officer - Strategic Place Planning to report to a future meeting of this committee with a programme of infrastructure improvements to support increased numbers of electric vehicles within the council fleet		Stephen Booth	Corporate Landlord	Resources			

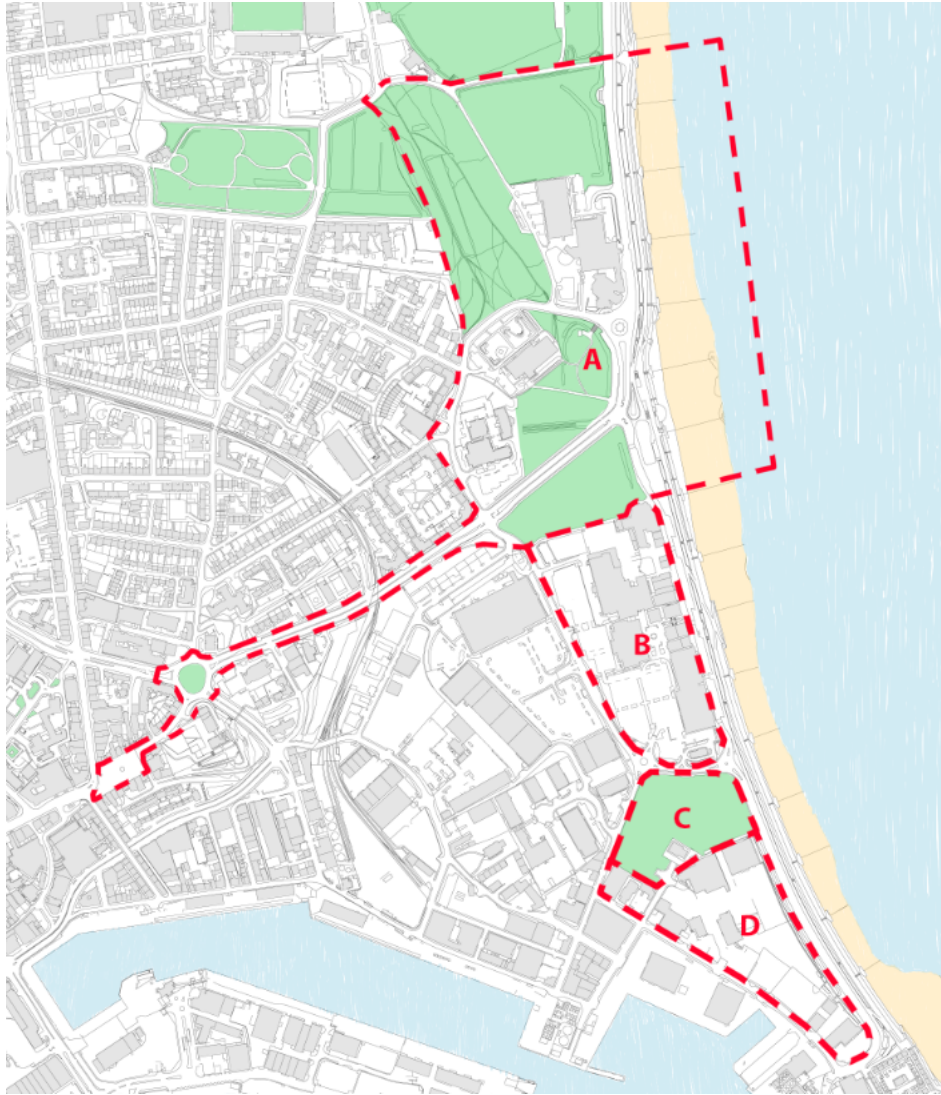
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Notice of Motion by Councillor Hutchison

That the Council:-

- (1) Notes the decision of the City Growth and Resources Committee on 11 May 2021 to formulate a Beach Masterplan and the scope of the area being considered (Area A in appendix 1 - map circulated within the agenda);
- (2) Instructs the Chief Officer - City Growth look at what medium and long-term strategic interventions could be made in the area that includes Queens Links Leisure Park (Area B), together with the area bounded by Wellington Street, York Place and Beach Esplanade (Areas C & D);
- (3) Instructs the Chief Officer - Corporate Landlord, supported by the Chief Officer - City Growth, to progress discussions with the existing owners/occupiers of the properties at Queens Links Leisure Park as to opportunities to improve accessibility to beach front access from existing and future properties; and
- (4) Instructs the Chief Officer - City Growth to consider funding options that may qualify to support strategic interventions that could supplement a Beach Masterplan and to bring back a report on this, incorporating the findings of (2) & (3) above, to the City, Growth and Resources Committee in due course.

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources Committee
DATE	25 August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen City's Affordable Housing Delivery Programme
REPORT NUMBER	COM/21/169
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Mel Booth
TERMS OF REFERENCE	1.1.7

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to provide an update on the Aberdeen City affordable housing delivery programme and approve allocation of funding.

2. RECOMMENDATION(S)

That the Committee:

- 2.1 Approve the allocation of the Section 75 and Council Tax monies detailed at section 3.4 of the report for the future delivery of affordable housing.

3. BACKGROUND

3.1 Affordable Housing Supply Programme

- 3.1.1 £20.658m was allocated to Aberdeen City Council in 2020/21. Additional funding of £33.991m was made available throughout the course of the year bringing the total allocation to £54.649m. The additional funding was made available through the close working relationships the Housing Strategy team has developed over many years with the Scottish Government and Registered Social Landlords. It allowed Aberdeen City Council to draw down funds which had not been utilised in other council areas and allowed the pace of affordable housing delivery to increase which released funds for future projects.

- 3.1.2 In 2020/21 there were 461 affordable housing completions which is the highest number of affordable homes delivered in Aberdeen through the affordable housing supply programme. As of 30 June 2021, 59 affordable housing completions have taken place across the city, with 806 units being projected for completion in 2021/22.

- 3.1.3 The table below shows the location, developer and type of affordable homes completed in 2020/21.

Location	Developer	Type	No. of units
Council Buy Backs	ACC	Social Rent	76
George Street	ACC	Social Rent	3
Wellheads, Dyce	ACC	Social Rent	67
NHT Froghall	Grampian	Social Rent	19
King Street	Grampian	Social Rent	28
Countesswells	Hillcrest	Social Rent	18
Abbotswell Road	Hillcrest	Social Rent	114
St Machar	Hillcrest	Social Rent	34
NHT Mugiemoos	Hillcrest	Social Rent	35
Cults	LAR Housing Trust	Mid-Market Rent	4
Rowett South	Places for People	Social Rent	19
Rowett South	Places for People	Mid-Market Rent	23
Rowett South	Places for People	Shared Equity	21
Total			461

3.2 Section 75 Agreements

3.2.1 Section 75 agreements are provided through Section 75 of the Town and Country Planning (Scotland) Act 1997 and are negotiated through the planning process. Housing developers may, on occasion, be required to make a financial contribution towards affordable housing rather than delivering affordable housing on the specific site to which the planning permission applies.

3.2.2 Such agreements to date have provided an income as detailed at section 3.2.3. Further agreements are in place which have provided an income of £70,642 so far this year. These payments are linked to completions on site therefore it is difficult to accurately predict the total to be collected during 2021/22.

3.2.3 Section 75 Funding

	£
Income received	13,138,229
Interest received	204,597
Total Received	13,342,826

Grants previously paid to RSLs	3,620,991
Grants paid to ACC new build	8,055,517
Committed to ACC new build	1,561,042
Set Aside (Advertising)	5,000
Uncommitted Available Balance (at 31.3.21)	100,276

3.2.4 The funding comes with a requirement to be spent within five - seven years of receipt and must be held in an interest-bearing account. Aberdeen City Council has utilised all funds received up until February 2020. There is therefore no likelihood that any money would have to be repaid to developers, allowing Aberdeen City Council to disburse further grant up until February 2025.

3.3 Council Tax Discount on Second Homes and Long-term Empty Properties

3.3.1 The Council used its powers to reduce the Council Tax discount for these properties from 2005/06. This income can be used by local authorities to support revenue and capital expenditure related to a range of affordable housing activity including:

- Providing new build affordable housing through Registered Social Landlords or council house new build projects.
- Bringing empty properties back into affordable housing use.
- Land acquisition for affordable housing development.
- Purchasing off-the-shelf houses from private developers for affordable housing use.

3.3.2 Income received and paid to date is shown below.

	£
Income received	22,808,176
Paid	8,098,861
Committed to ACC	12,209,769
Committed to RSLs	469,141
Empty Homes	98,757
Uncommitted Available Balance (at 31.3.21)	1,931,648

3.3.3 The Council Tax income on second homes and long-term empty properties provided an income of £1.973m in 2020/21. Based on current void rates in both the private and public sector, projected annual income is assumed to be around this figure, but shall be closely monitored every year and assumptions adjusted accordingly.

3.4 Allocation of Section 75 and Council Tax funds

3.4.1 There is £2,031,924 which is to be allocated for the delivery of affordable housing. It is proposed that the funding is allocated to the council house new build programme.

3.5 Empty Homes

3.5.1 In October 2020, Committee agreed to fund the Empty Homes Officer post on a permanent basis using Council Tax Second Homes funds. The Empty Homes Officer works with owners of empty residential properties to bring them back into use. As of 31 March 2021, 189 empty properties have been brought back into use with a further 20 as of 30 June 2021.

3.5.2 Some of the highlights include:

- Working with landlords and letting agents across the city to “match” people from our housing waiting lists with owners/letting agents of empty private rented sector properties through the council’s Matchmake to Rent Scheme.

- National recognition when the service won the Best Empty Homes Partnership award which recognises the team that has made an outstanding contribution to reducing the number of empty homes.
- Working with Aberdeen Cyrenians to bring empty homes back into use for people who may otherwise have been homeless through their Settled Homes for All project which is the establishment of a social lettings' agency.

4. FINANCIAL IMPLICATIONS

- 4.1 Failure to allocate developer obligations funds within the prescribed timescale may mean they need to be repaid to the developer. The Housing Strategy team closely monitors the contributions made through developer obligations to ensure the funds are fully disbursed for affordable housing.
- 4.2 The allocation of Section 75 funds and Council Tax Second Homes monies allows the council to increase the provision of affordable housing across the city.

5. LEGAL IMPLICATIONS

- 5.1 Failure to allocate funds appropriately will result in a breach in the terms of the corresponding S75 legal agreements.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Failure to deliver affordable housing.	L	Council has an ambitious new build programme and RSL partners work with us to deliver affordable housing across the city.
Compliance	Provision of affordable housing ensures compliance with the council's duty to house homeless households. Failure to deliver may result in there being insufficient housing to meet the demand.	H	Approval of the recommendations would prevent this from occurring
Operational	Provision of affordable housing is a priority for residents of Aberdeen City Council. Failure to deliver may result in	H	Approval of the recommendations would prevent this from occurring.

	housing need and demand levels not being met.		
Financial	Failure to allocate fund through developer obligations may result in funds being paid back.	H	Approval of the recommendations would prevent this from occurring.
Reputational	Failure to fully utilise funds may harm the council's reputation when affordable housing is much needed across the city.	H	Approval of the recommendations would prevent this from occurring.
Environment / Climate	Provision of new build affordable housing is built to current building regulations which has a reduced carbon footprint.	L	Approval of the recommendations would prevent this from occurring.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals within this report support the delivery of Policy Statement 10 – Build 2,000 new Council homes and work with partners to provide more affordable homes.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposal within this report supports the delivery of LOIP Stretch Outcome 1 – 10% increase in employment across priority and volume growth sectors by 2026. The paper seeks approval for the allocation of funds which will help to deliver the LOIP Improvement Project Aim ‘to increase the number of people employed in growth sectors by 5% by 2021. The affordable housing programme represents significant investment in the city which contributes to a prosperous economy and relates to 1.1 of the LOIP.
Prosperous People Stretch Outcomes	The proposal within this report supports the delivery Stretch Outcomes 11 - Healthy life expectancy (time lived in good health) is five years longer by 2026. The paper seeks approval for the allocation of funds which will help achieve the LOIP Improvement Project Aim “Supporting vulnerable and disadvantaged people, families and groups.”

Prosperous Place Stretch Outcomes	The proposals within this report support the delivery of LOIP Stretch Outcome 14 – Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate. The paper seeks approval for the allocation of funds which will help to contribute to the delivery of new build housing which is energy efficient.
Regional and City Strategies	The proposals within this report support the City Region Deal and the Local Development Plan through the delivery of affordable housing.
UK and Scottish Legislative and Policy Programmes	The report sets detail in relation to affordable housing which fulfils the requirements placed upon the Council by the Housing (Scotland) Act 1987.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

- 9.1 Previous committee reports in relation to this are detailed below:
CGR 18 September 2018
CGR 26 September 2019
CGR 28 October 2020

10. REPORT AUTHOR CONTACT DETAILS

Name	Mel Booth
Title	Senior Housing Strategy Officer
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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	25 th August 2021
EXEMPT	Appendix only. Estimated Expenditure on contracts as per paragraph 8
CONFIDENTIAL	No
REPORT TITLE	Place Based Investment Programme
REPORT NUMBER	COM/21/176
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Stuart Bews
TERMS OF REFERENCE	1.1.7

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to update Committee on the grant allocated to Aberdeen City Council from the Place Based Investment Programme Fund, and to seek instruction to allocate a proportion of the funds in line with the conditions accepted.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agrees to allocate up to £430,000 to the Union Terrace Gardens Play Park Proposal and delegates authority to the Chief Officer - Capital, following consultation with the Head of Commercial and Procurement Services, to consider and approve a procurement business case for the project for the purposes of Procurement Regulation 4.1.1.2; and thereafter to procure appropriate works and services, and enter into any contracts necessary for the project.
- 2.2 Instructs the Chief Officer – City Growth to bring a report to the next Committee with details of other projects that could draw down the remaining Place Based Investment Programme funding.

3. BACKGROUND

- 3.1 The 2020-21 Programme for Government announced the creation of a Place Based Investment Programme Fund with £275million of capital funding to support community led regeneration, town centre revitalisation, community wealth building and 20 minute neighbourhoods (neighbourhood location where people can access most of their basic needs within a 20-minute walk.) It is a multi-annual capital fund with the Scottish Government distributing £38 million this financial year to local government, of which £975,000 was allocated to Aberdeen City Council.

- 3.2 The main objectives of the Place Based Investment Programme Fund are:
- to link and align place-based initiatives and establish a coherent local framework to implement the Place Principle;
 - to support place policy ambitions such as town centre revitalisation, community led regeneration, 20 minute neighbourhoods and Community Wealth Building;
 - to ensure that all place-based investments are shaped by the needs and aspirations of local communities;
 - to accelerate ambitions for netzero, wellbeing and inclusive economic development, tackling inequality and disadvantage, community involvement and ownership.
- 3.3 The Place Based Investment Programme Fund has been launched following the closure of the Scottish Government Town Centre Fund, however the focus within this fund is targeted at the Place Principle. The Place Principle was adopted by Scottish Government and COSLA as a basis for collaborative working to ensure that future local investment is relevant to local communities and for the benefit of local people. Bringing relevant services, enterprise, and communities together to make our towns and neighbourhoods more viable. The Place Based Investment Programme, alongside the developing Place Framework, aim to embed the Place Principle.
- 3.4 Under the five year Programme Councils will receive an annual share of the fund of the following values: £38m in 2021/22, £33m in 2022/23, £23m in 2023/24, £23m in 2024/25 and £23m in 2025/26
- 3.5 This report also seeks the instruction of Committee to bring a future report on other projects that could be eligible for funding under the Programme. Officers will continue working with these projects to develop applications for the current and/ or future rounds.

4. FINANCIAL IMPLICATIONS

- 4.1 The Council has been allocated £975,000 in 2021/22. It is proposed that up to £430,000 be allocated for the Union Terrace Gardens Play Park Project and a report comes back to this Committee in November with options to allocate the remaining £545,000.
- 4.2 The full £975,000 must be committed by 31st March 2022 and this is considered to be a commitment of expenditure which can be evidenced by a fully awarded contract or commencement of works. The eligible costs for which the grant can be used are capital costs incurred by the local authority or third parties which are in line with the main objectives of the fund. These costs must be additional to that which is already or would otherwise be allocated to the 2021/22 budget. The Programme is therefore not a substitute for existing or committed spend.

4.3 It is essential that the projects comply with the set requirements to avoid issues around eligibility and repayment of grant to Scottish Government if conditions are not complied with.

4.4 Any funds which remain uncommitted at 31st March 2022 will be expected to be returned to the Scottish Government.

5. LEGAL IMPLICATIONS

5.1 There are no implications arising from this report.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Strategic risks will be monitored by the External Funding Team	L	
Compliance	Risks around compliance will be a monitored by the External Funding Team	L	
Operational	Operational risks will be a monitored by the External Funding Team	L	
Financial	As per the grant conditions the money must be committed by the end of Financial Year 2021/22 Any unspent, or unallocated funds will require to be returned to Scottish Government Covid – Any future lockdowns may cause delays to delivery. Failure to deliver within agreed timescales would result in non-compliance and loss of funds.	M	Projects benefiting from the fund will have undertaken measures which will take into account the delivery timescales of the project. Close project monitoring will take place throughout to ensure these timescales will be met.
Reputational	Risk of reputational damage if funds are not spent in accordance to the grant conditions	L	Officers will work with projects to ensure proposals and applications meet the conditions of grant
Environment / Climate	No risks identified		None

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposal to allocate funds to the play park at Union Terrace Gardens supports the policy statement to “increase city centre footfall through delivery of the City Centre masterplan, including the redesigned Union Terrace Gardens.”
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretches Outcomes	The report would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact.
Prosperous People Stretches Outcomes	The report would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact.
Prosperous Place Stretches Outcomes	The report would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact.
City Centre Masterplan	
Objective - A living city for everyone	The recommendation would enable delivery of an outdoor play park within Union Terrace Gardens. The objective highlights the importance of parks to creating a liveable environment.
Regional and City Strategies	The report would not have further contributed to the delivery of regional and city strategies; thus the recommendations have no negative impact on these.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	not required
Data Protection Impact Assessment	not required

9. BACKGROUND PAPERS

Not applicable.

10. APPENDICES

Union Terrace Garden - Play Park proposal.

11. REPORT AUTHOR CONTACT DETAILS

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	25 th August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Performance Management Framework Report – City Growth and Resources Functions
REPORT NUMBER	CUS/21/172
DIRECTOR	Andy MacDonald
CHIEF OFFICER	Martin Murchie
REPORT AUTHOR	Alex Paterson
TERMS OF REFERENCE	2.1.4

1. PURPOSE OF REPORT

- 1.1 To present Committee with the status of key performance measures relating to City Growth and Resources cluster activities

2. RECOMMENDATION(S)

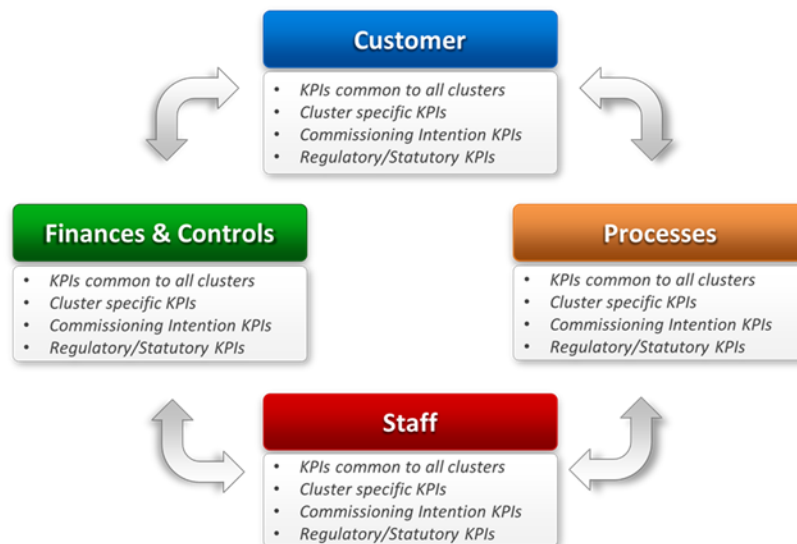
- 2.1 That the Committee note the report and provide comments and observations on the performance information contained in the report Appendix.

3. BACKGROUND

- 3.1 This report is to provide members with key performance measures in relation to City Growth and Resources cluster activity as expressed within the 2020/21 Council Delivery Plan (the Plan).
- 3.2 Introduced in 2019/20, the Performance Management Framework Reporting against in-house services directly contributing to, or enabling, delivery of the City’s Local Outcome Agreement Plan, has informed development and scrutiny of successive Council Delivery Plans, including the 2021/22 Plan that was agreed by Council on the 10th March 2021.
- 3.3 The ‘Performance Management’ section of the Plan explains how the commitments and deliverables will be supported and scrutinised through the Council’s Performance Management Framework, which establishes robust performance management of service delivery. This section also outlines the systematic approach that will be taken during 2021/22 to identify, plan and deliver improvement.
- 3.4 The Plan also reflects on the identification of Service Standards against each function/cluster, that builds on the original Framework which offers insight into

the effectiveness, and accessibility of core service provision to the Council's stakeholders and City communities.

- 3.5 Where appropriate, data capture against these Standards is now directly incorporated within the suite of metrics contained within Appendix A and will be reported against on either a quarterly or annual basis depending on judgements around the level of risk, criticality and influence on Council Delivery Plan outputs and Local Outcome Improvement Plan objectives.
- 3.6 Whilst regular reflection on the entire suite of Standards within Performance Management Framework reporting was considered prudent during the course of 2020/21, an assessment of performance consistency over this period suggests that, going forwards, the above approach better serves to inform Members of potential risks around under-performance, and to scrutinise the responses of Services as the City moves through the on-going challenges posed by the impacts of COVID-19 and associated legislative changes.
- 3.7 Appendix A captures 'first sight' of a number of provisional Annual Indicators which contribute towards the Council's Statutory Performance Reporting requirement, which will be captured and reported in full for the Services under this Committee's remit on conclusion of the internal audit process before calendar year end.
- 3.8 The Performance Management Framework provides for a consistent approach within which performance will be reported to Committees. This presents performance data and analysis within four core perspectives, as shown below, which provides for uniformity of performance reporting across Committees.







- 3.9 Where service performance continues to be clearly and directly influenced by the circumstances surrounding application of the Scottish Government's COVID-19 legislation, this is highlighted through text narrative in the Appendix, along with outlines of actions taken to mitigate against these impacts.

3.10 Appendix A provides a summary dashboard of current performance across City Growth and Resources cluster activity, with reference to recent trends and performance against target.

3.11 Within the summary dashboard the following symbols are used:

Performance Measures

Traffic Light Icon

-  On target or within 5% of target
-  Within 5% and 20% of target and being monitored
-  Below 20% of target and being actively pursued
-  Data only – target not appropriate

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising out of this report.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising out of this report.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	None	N/A	N/A
Compliance	No significant related legal risks.	L	Publication of service performance information in the public domain ensures that the Council is meeting its legal obligations in the context of Best value reporting.
Operational	No significant related employee risks.	L	Oversight by Elected Members of core employee health and safety data supports the Council's obligations as an employer

Financial	No significant related financial risks.	L	Overview data on specific limited aspects of the cluster's financial performance is provided within this report
Reputational	Lack of sufficient access to information for citizens	L	Placing of information in the public domain is contributed to by this report. Reporting of service performance serves to enhance the Council's reputation for transparency and accountability.
Environment / Climate	None		N/A

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<p>The provision of information on cluster performance supports scrutiny of progress against the delivery of the following Policy Statements:</p> <p>Increase city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens</p> <p>Support the implementation of Developing the Young Workforce, seek to gain the highest level of investors in young people accreditation and ensure there is a focus on supporting pupils excel in STEM subjects</p> <p>Maximise community benefit from major developments</p> <p>Completion of school estate review (P1) and development of estate strategy for next 5-10 years (P2)</p> <p>Campaign for the reform of local government finance, including business rates and the replacement of Council Tax.</p> <p>Build 2,000 new Council homes and work with partners to provide more affordable homes</p>

	<p>Refresh the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport</p> <p>Increase the business community's resilience awareness</p> <p>Development of locality plans across the city in conjunction with communities</p>
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Aberdeen City Local Outcome Improvement Plan

Prosperous Economy

- 1.No one will suffer due to poverty by 2026
- 2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026
- 3. 500 Aberdeen City residents upskilled/reskilled to enable them to move into, and within economic opportunities as they arise by 2026

The activities reflected within this report support the delivery of LOIP Stretch Outcomes 1 and 2 through the following Aims.

Outcome 1 Improvement Aims:

Reduce by 50% the number of homes with an EPC rating of F or G by 2026

Increase support for those who have been most disadvantaged through the pandemic by 2023

Outcome 2 Improvement Aims:

Supporting 50 people to start a business in Aberdeen, migrating from or reducing reliance on benefits by 2023 and 100 by 2026

Increase employer sign up to the Real Living Wage by 5% year on year to 2023 to achieve Real Living Wage City Status by 2026

Support 15 care experienced young people to progress to employment through public sector funded employability programmes by 2023.

Support 50 people into sustainable, good quality employment by 2023 and 100 by 2026 (priority neighbourhoods and over 50's)

Outcome 3 Improvement Aims

Improve the overall impact of partnership wide community benefits through raising the number of community co-designed activities from 0 to 5 by 2023.

	By December 2022, increase by 10% the number of people who have digital access, and are comfortable using digital tools
<p>Prosperous People</p> <p>4. 95% of children (0-5 years) will reach their expected development milestones by the time of their child health reviews by 2026</p> <p>6. As corporate parents we will ensure that 95% of care experienced children and young people will have the same levels of attainment in education, health and emotional wellbeing, and positive destinations as their peers by 2026</p> <p>7. 95% of children living in our priority neighbourhoods will sustain a positive destination on leaving school by 2026</p> <p>8. Child Friendly City where all decisions which impact on children are informed by them by 2026.</p>	<p>The detail within this report supports the delivery of each of the Children & Young People Stretch Outcomes 4,6,7 and 8 in the LOIP.</p> <p>This includes the following Improvement Aims:</p> <p>Outcome 4 Improvement Aim</p> <p>Reduce the number of children starting Primary 1 with an identified speech delay by 5% by 2023</p> <p>Outcome 6 Improvement Aim</p> <p>Increase the number of care experienced young people accessing a positive and sustained by 25% by 2022.</p> <p>Outcome 7 Improvement Aim</p> <p>Increase the number of accredited courses directly associated with growth areas by 7% by 2023.</p> <p>Outcome 8 Improvement Aims</p> <p>Achieve UNICEF badge status in Place as part of wider Child Friendly City attainment</p> <p>Increase by 50% the number of communications which are accessible to children and young people by 2023.</p> <p>Increase to 100% the proportion of staff, working directly or indirectly with children, who have received Child Friendly City training</p>
<p>Prosperous Place Stretch Outcomes</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p>	<p>The report reflects on activity which contributes to Stretch Outcomes 13,14 and 15:</p> <p>Outcome 13 Improvement Aims</p> <p>Reduce public sector carbon emissions by at least 7% by 2023.</p> <p>Reduce the generation of waste in Aberdeen by 8% by 2023.</p>

<p>15 Addressing the nature crisis by protecting/managing 26% of Aberdeen's area for nature by 2026.</p>	<p>Community led resilience plans in place for areas most vulnerable to flooding by 2023, leading to plans for all areas of Aberdeen by 2026.</p> <p>Outcome 14 Improvement Aims</p> <p>Increase % of people who walk as one mode of travel to 10% by 2023.</p> <p>Increase % of people who cycle as one mode of travel by 2% by 2023.</p> <p>Outcome 15 Improvement Aims</p> <p>Increase by a minimum of eight the number of community run green spaces that are self-managed for people and nature by 2023</p> <p>Number of organisations across Aberdeen pledging to manage at least 10% of their land for nature by 2023, and 26% by 2026</p>
<p>Regional and City Strategies</p>	<p>The report reflects outcomes aligned to the Regional Economic Strategy, Local and Regional Transport Strategies and Regional Skills Strategy, along with Local and Strategic Development Plans</p>
<p>UK and Scottish Legislative and Policy Programmes</p>	<p>The report reflects outcomes aligned to the National Performance Framework which mirrors current legislative and policy priorities in government at UK and Scottish level</p>

8. IMPACT ASSESSMENTS

Assessment	Outcome
<p>Impact Assessment</p>	<p>The recommendations arising from this report do not require that a full Integrated Impact Assessment be completed</p>
<p>Data Protection Impact Assessment</p>	<p>Not required</p>

9. BACKGROUND PAPERS

Council Delivery Plan 21/22 – COM/21/054, Council. 10th March 2021

10. APPENDICES

11. REPORT AUTHOR CONTACT DETAILS

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Appendix A - Performance Management Framework Report, 25th August 2021 – City Growth and Resources Clusters

CITY GROWTH CLUSTER

1. Customer

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend	2020/21 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – City Growth	2	2	0	0			
% of complaints resolved within timescale stage 1 and 2) – City Growth	100%	0%	N/A	N/A			75%
% of complaints with at least one point upheld (stage 1 and 2) – City Growth *	0%	0%	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – City Growth **	0	0	N/A	N/A			

Service Commentary

Complaints Handling

There were no complaints received in Quarter 1. Over the course of the rolling 12 months, the Service received 4 complaints, the same number as in the prior rolling year with 50% of these being responded to within timescale, a figure which is also unchanged.

2. Processes

Service Level Measures – 2020/21 Local Annual Indicators

Performance Indicator	2018/19	2019/20	2020/21
	Value	Value	Value
Number of visits/attendances at museums and galleries (in person/virtual/enquiries and outreach)	972,959	1,204,065	979,056
Number of virtual visits/attendances at museums and galleries	879,386	947,965	957,822

Service Commentary

Museums and Galleries

With significant periods of closure during 2020-21 year due to COVID-19 regulations, the outcome for this year shows a material decline in overall visits to/attendances at Museum and Galleries services. Whilst in person visits were enabled at Aberdeen Art Gallery at various points in the year, these amounted to just under 18,700 attendances in contrast to 143,350 in 2019/20.

With the remaining sites not being capable of COVID safe opening over the period, the overall reduction in in-person visits equates to over 232,000, with significant reductions in both enquiries and outreach activities.

Streaming of some events was enabled at various points which supported the Lunchbreak and Curator talks programme, with an increase in the number of Virtual Visits to its highest level in over 4 years, and is likely the highest number of visits to date if the impact of the now archived aberdeenquest website is removed from calculations.

National Strategic Indicators (Scottish Local Authority Economic Development Indicator)



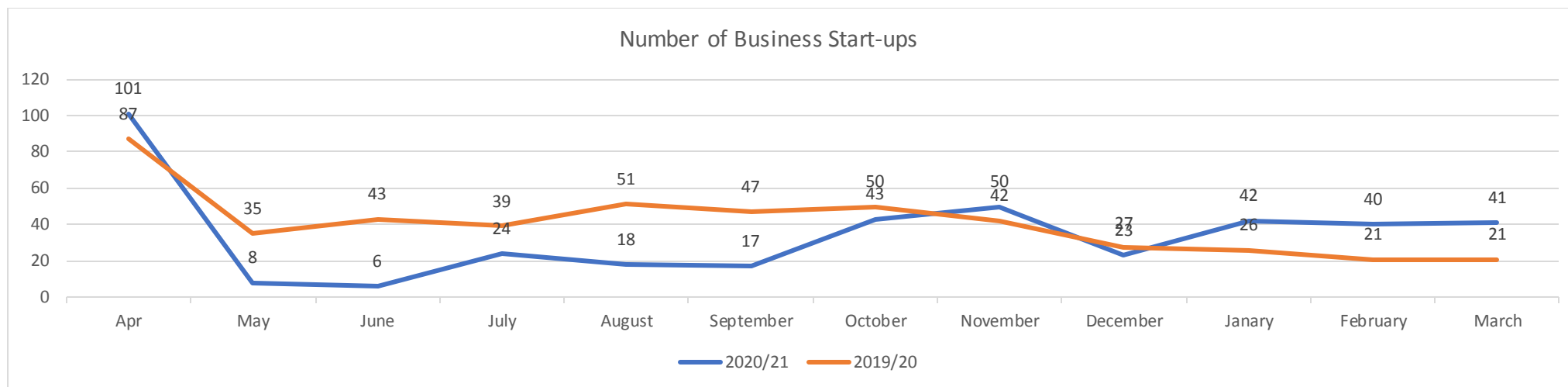
Performance Measure	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
Number of new Business Gateway start-ups	115	59	116	123		

Chart 1 Business Start-ups



Performance Measure	2018/19	2019/20	20120/21	Status	Long Trend - Annual	2020/21 National Figure
	Value	Value	Value			
Number of business gateway start-ups per 10,000 of population	23.03	21.21	18.07			11.91

Service Analysis

The strategic level data above represents sampling from COSLA COVID-19 datasets and links with Scottish Local Authority Economic Development (SLAED) Indicator reporting where the City Growth Service is a significant contributing partner, or materially supports delivery vehicles.

414 business start-ups were recorded across the most recent 12-month period (468 in 2019/20) being recorded. The outcomes in each month from October through to March 2021 exceeded the national average for this measure and, across the final quarter, the level of start-ups have been above the same period in 2019/20.

At the end of year monthly data point (March 2021) the City recorded 41 start-ups in comparison with a Scotland Average of 16 and the standardised National SLAED Indicator (start-ups per 10,000 of population) as of this date saw Aberdeen record a rate of 1.79 compared to a geography average of 1.04 and Scotland average of 1.29.

The annualised figure for this measure (provided as an estimate) indicates that the City has experienced an overall deterioration for this proportional measure. At the same time, with an outcome of 18,07 start-ups per 10,000, the City has recorded a smaller proportional and absolute decline than either the National or Urban Geography






benchmarks (11.38 in 2020/21) and is above both of these measures. Publication of the SLAED Report <http://www.slaed.org.uk/publications.html> towards the end of the year will validate this information.


This metric links to the City Growth Service Standard: 'We will provide business start-up advice and guidance to businesses through the Business Gateway start up service.'

Source: COSLA Local Government COVID-19 Dashboard Week 58

3. Staff

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – City Growth	0	0	0	0		
H&S Employee Non-Reportable by Cluster – City Growth	0	0	0	0		
Establishment actual FTE – City Growth	123.17	122.41	125.49	143.01		

Performance Measure	January	February	March	April	May	June	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – City Growth	6.8	6.5	5.9	5.5	4.8	3.9		4.72

4. Finance & Controls

Service Level Measures

Performance Measure	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – City Growth	24.6%							

STRATEGIC PLACE PLANNING CLUSTER

5. Customer



Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	2020/21 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Strategic Place Planning	6	6	3	5			
% of complaints resolved within timescale stage 1 and 2) – Strategic Place Planning	100%	50%	66.6%	80%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Strategic Place Planning	33.3%	50%	33.3%	0%			
Total No. of lessons learnt identified (stage 1 and 2) – Strategic Place Planning	0	0	0	1			



Service Level Measures – Service Standards

Performance Measure	2019/20 Average	Quarter 1 2020/21		Quarter 2 2020/21		Quarter 3 2020/21		Quarter 4 2020/21		2020/21 Average
	Value	Value	Status	Value	Status	Value	Status	Value	Status	Value
Percentage of first reports, (for building warrants and amendments) issued within 20 working days	98.6%	99.0%		96.0%		98.0%		98.0%		97.75%
Percentage of building warrant approvals responded to within 10 days	90.0%	96.0%		86.0%		83.0%		85.0%		87.5%

Service Level Measures – National Quarterly Planning Performance Framework*

Performance Measure	2019/20	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Status	Long Trend - Quarterly	National Quarter 4 2020/21 Figure
	Annual Baseline Value	Value	Value	Value	Value			
Percentage (and Number of decisions) of Application Processing Agreements agreed within timescale	99.1% (214)	98.1% (53)	98.1% (53)	96.0%(50)	100%(47)			73.4%

Service Level Measures – National Annual Planning Performance Framework*

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	National 2020/21 Figure
	Value	Value	Value			
Percentage (and Number of decisions) of Application Processing Agreements agreed within timescale	99.0%	99.1%	98.0% (203)			74.0%

Service Commentary







Building Warrant Reports and Approvals

The Scottish Government applies targets for these measures as part of the Planning Authority's Verifier Status which are set at 90% for the issuing of first reports and 80% for response times, respectively. These measures align with the Strategic Place Planning Service Standards around Building Standards processing although the internal targets are more ambitious.

Processing Agreement Administration









Although the % of Application Processing Agreements agreed within timescale showed a marginal annual reduction, with a quarterly fall-off towards the end of the calendar year as the number of Agreements entered into started to rise to normal levels, ACC's overall performance for this measure has been significantly ahead of the national picture throughout.


Service Level Measures – Service Standards (National Quarterly Planning Performance Framework*)

Performance Measure	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Status **	Long Trend- Quarterly	National Quarter 4 2020/21 Figure
	Value	Value	Value	Value			
Percentage of All Local Development applications determined within 2 months ** (Applications)	75.9%	82.6%	82.2%	69.6% (87)			66.5%
Percentage of local (non-householder) applications determined within 2 months ** (Applications)	71.2%	65.8%	73.8%	69.5% (41)			52.2%
Percentage of local (householder) applications determined within 2 months ** (Applications)	79.7%	95.8%	86.0%	69.7% (46)			76.7%







** excludes applications subject to a processing agreement and Status is defined by comparison with National figures. The Service Standard measure targets, set in advance of the COVID-19 pandemic, were 70% for non-householder applications and 80% for householder applications so generate similar Status traffic lights for these measures.

Service Level Measures- National Quarterly Planning Performance Framework*

Performance Measure	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Status	Long Trend- Quarterly	National Quarter 4 2020/21 Figure
	Value	Value	Value	Value			
Average Determination Times of Major Development Planning Applications in Weeks (Applications)	18.4	34.4	28.3	47.4 (2)			53.1
Average Determination Times of All Local Development Planning Applications in Weeks (Applications)	6.6	8.2	9.3	10.9 (125)			10.2
Average Determination Times of Non-Householder Local Development Planning Applications in Weeks (Applications)	8.4	8.8	12.7	12.1 (59)			12.9
Average Determination Times of Householder Planning Applications In Weeks (Applications)	8.1	7.7	7.8	9.8 (66)			8.3







Performance Measure	Quarter 1 2020/21	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Status	Long Trend-Quarterly	National Quarter 4 2020/21 Figure
	Value	Value	Value	Value			
Average Determination Times of Local Business and Industry Planning Applications in Weeks (No. of Applications)	27.1	N/A	N/A	N/A			10.5



Service Level Measures – Service Standards (National Annual Planning Performance Framework*)

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	National 2020/21 Figure
	Value	Value	Value			
Percentage of All Local Development applications determined within 2 months ** (Applications)	88.5%	88.4%	77.3% (357)			67.8%
Percentage of local (non-householder) applications determined within 2 months ** (Applications)	83.1%	79.7%	70.2% (134)			56.1%
Percentage of local (householder) applications determined within 2 months ** (Applications)	92.1%	94.3%	82.3% (223)			77.1%

** excludes applications subject to a processing agreement

Service Level Measures- National Annual Planning Performance Framework*

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	National 2020/21 Figure
	Value	Value	Value			
Average Determination Times of Major Development Planning Applications in Weeks (Applications)	19.9	28.1	31.4 (8)			41.3
Average Determination Times of All Local Development Planning Applications in Weeks (Applications)	8.9	7.6	9.3 (462)			10.0
Average Determination Times of Non-Householder Local Planning Applications in Weeks (Applications)	8.1	8.6	10.6 (191)			12.4

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	National 2020/21 Figure
	Value	Value	Value			
Average Determination Times of Householder Local Planning Applications in Weeks (Number of local Applications)	6.8	6.9	8.3 (271)			8.1

Service Commentary

Development Planning Determination Times

Although there has been variability in the quarterly outcomes for Development Planning Determinations, with some decline in particular measures towards the end of the year, meaning that meeting of local level targets has been under some pressure, the extent of variation in comparison with National figures place this in context.

Where declines in the annual or quarterly performance long trend are noted, these mirror the national picture and with Aberdeen City Council maintaining it's generally upper quartile performance against these core measures when compared to both other local authorities and the National outcomes.

*Information on the formal status of the above standards and measures is updated twice yearly on publication of data relating to the national Planning Performance Framework. The 2nd of these publications, covering 2020/21 quarterly and annual measures was published on 20th July 2021, [Planning Performance Statistics 2020/21](#)





Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend
	Value	Value	Value		
Number of Development Management Applications processed	1,984	1,642	1,473		
Number of Building Standards Applications processed	1,612	1,637	1,337		

Chart 2 Development Management Applications

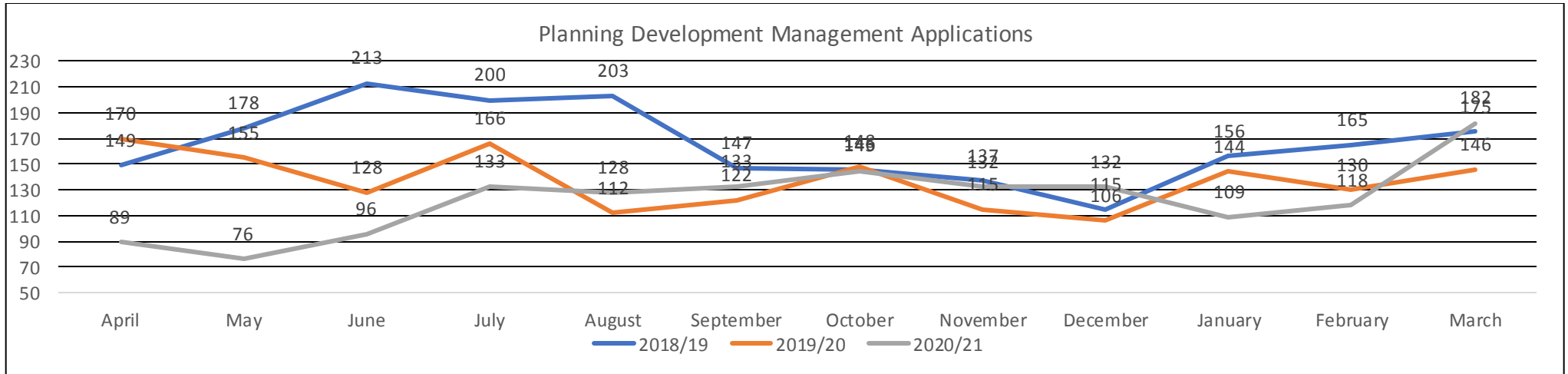
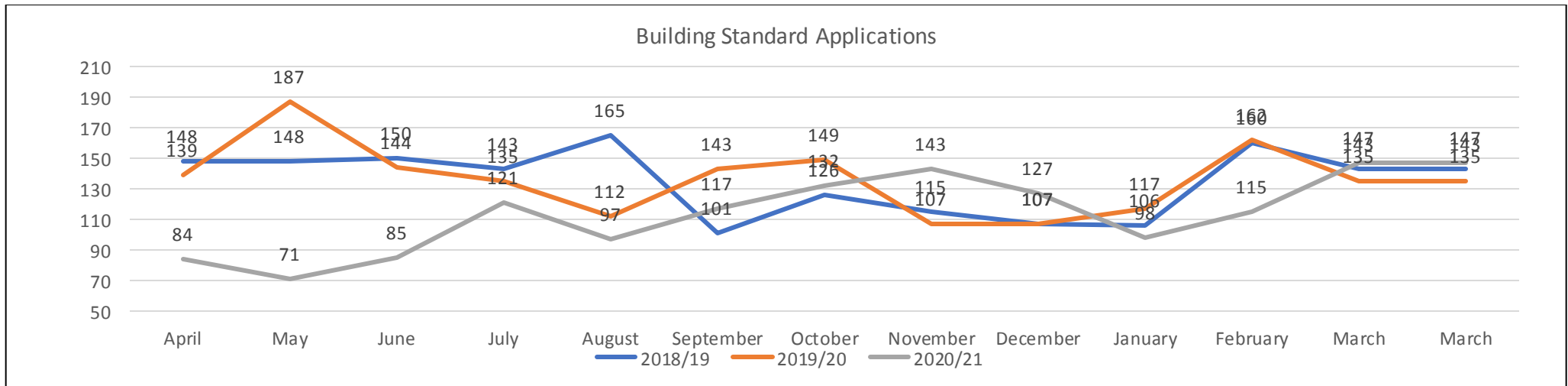


Chart 3 Building Standard Applications








Service Commentary


Planning and Building Standards Application Management

The number of Planning Applications received and processed in the course of 2020/21 has remained suppressed across the 12-month period but with the greatest impact being recorded in the first months of the COVID-19 pandemic. The easing of restrictions after the first lockdown period saw some recovery in numbers of applications and since March the numbers have increased, although the Quarter 1 2021/22 figures (402) are still lower than that in 2019/20 (453)

After a significant reduction in the cumulative number of Building Standards Applications submitted during the first 6 months of 202/21, the periods just before and after the calendar year-end showed recovery with the level of applications processed during the first quarter of 2021/22, (455) now being roughly comparable with 2019/20 levels (470)


7. Staff**Service Level Measures**



Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Strategic Place Planning	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Strategic Place Planning	0	0	0	0		
Establishment actual FTE – Strategic Place Planning	88.92	87.49	92.91	92.91		

Performance Measure	January	February	March	April	May	June	Status	Corporate Monthly Value
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Strategic Place Planning	3.0	3.2	3.3	3.0	2.7	2.3		4.72

8. Finance & Controls ^

Service Level Measures







Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2022/22		Quarter 4 2020/21	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – Spend to full year budget profile – Strategic Place Planning	23.5%							


Performance Measure	April 2021	May 2021	June 2021	Status
	Value	Value	Value	
YTD % of budgeted income received from Planning Application fees	10.4%	16.3%	39.9%	
YTD % of budgeted income received from Building Warrant fees	7.5%	20.1%	29.4%	

FINANCE CLUSTER

9. Customer

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Finance	13	2	4	2			
% of complaints resolved within timescale stage 1 and 2) – Finance	100%	50%	100%	50%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Finance	92.3%	50%	100%	50%			

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. of lessons learnt identified (stage 1 and 2) – Finance	1	0	1	1			







Service Commentary

Complaints Handling

Of the 2 complaints received in Quarter 1, one was responded to within timescale and one was partially or wholly upheld. The rolling total for Complaints received was 21, with 75% of these being responded to within timescale. These numbers respectively, are slightly higher and lower than at the same YTD quarter in 2020-21.

10. Processes

Corporate Level Measures – Annual 2020-21 Local Indicators

Performance Indicator	2018-19		2019-20		2020-21	
	Value	Status	Value	Status	Value	Status
Council-wide efficiencies as a percentage of revenue budget	5.28%		9.77%		6.34%	
Cost of overall accountancy function and corporate accountancy functions per £1,000 of net expenditure	£4.81		£4.16		£3.70	

Service Commentary

Council-wide Efficiencies

The Annual Indicator for cost efficiencies as a percentage of revenue budget was 9.38% in 2019/20 and has reduced to 6.34% in 2020/21.

The value of savings to be achieved was challenged by Covid-19 pandemic and alternative savings were found that included additional Scottish Government funding and use of specific grant flexibilities. The net revenue budget increased by 5.7% between 2019/20 and 2020/21 which has had the additional effect of reducing the efficiencies percentage as a proportion of overall budget.

Council savings of £37.9m for the 2020/21 budget were achieved by a combination of staff/vacancy management savings and service delivery changes, along with increased income targets. In year changes that had to be addressed due to Covid-19 were tackled early by the Council, with revisions to the budget on 30 June 2020.

The application of in-year efficiencies, in addition to receiving Scottish Government funding to support operations and income losses, ensured that the Council delivered a small budget surplus at year end. The Council continues to set balanced budgets annually and has modelled the financial challenges that lie ahead through the Medium-Term Financial Strategy.

Cost of Accountancy Function

The costs for accounting services had fallen from £4.16 in 2019/20 to £3.70 in 2020/21, with accountancy related expenditure decreasing from £1.884 million to £1.710 million, (- 9.23%) due to a further reduction in staff numbers in the accountancy function, and the dynamic effect of overall Council Operations revenue spend increasing by £9.454m.

11. Staff


Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Finance	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Finance	0	0	0	0		
Establishment actual FTE – Finance	80.09	79.62	83.53	86.71		

Performance Measure	January	February	March	April	May	June	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Finance	1.2	1.3	1.3	1.5	1.7	2.0		4.72

12. Finance & Controls








Service Level Measures

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Finance	22.7%							

PEOPLE AND ORGANISATION CLUSTER







Service Level Measures

13. Customer

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – People and Organisation	0	0	0	0			
% of complaints resolved within timescale stage 1 and 2) – People and Organisation	N/A	N/A	N/A	N/A			75%
% of complaints with at least one point upheld (stage 1 and 2) – People and Organisation	N/A	N/A	N/A	N/A			
Total No. of lessons learnt identified (stage 1 and 2) – People and Organisation	N/A	N/A	N/A	N/A			

14. Processes

Corporate Level Measures – 2020-21 Annual Indicators

Performance Measure	2018/19	2019/20	2020/21	Status *	Long Trend
	Value	Value	Value		
The average number of working days per employee lost through sickness absence for teachers	4.9	4.9	4.2		
The average number of working days per employee lost through sickness absence for other local government employees	11.9	11.3	10.3		
The gender pay gap	0.6	-5.6	-5.56		

Service Commentary

Absence Levels

The 2020/2021 figures have to be considered in the wider context of the COVID-19 pandemic. Whilst the overall absence rate has fallen across both the measures, the data shows that a drop in the rates over the lockdown period in particular was followed by rates beginning to climb again.

The Absence Improvement project, which is ongoing, will undertake a deep dive of the data to identify supports that can be put in place and those services of the Council which the data suggests are most in need of intervention. An emphasis over the past year has been on improving data reporting around absences to inform data led interventions, and this work continues to progress; recent improvements have included giving all line managers instant access to real time absence data for their teams through a report on the manager dashboard of CoreHR.

*In the context of the impact of COVID-19 on absence levels during the previous 12 months, interim status traffic lighting is applied using the Scotland level Local Government Benchmarking Framework (LGBF) baselines from 2019-20. Information from publication of the 2020/21 LGBF Report in early 2022 will offer an opportunity to review relative performance and apply robust status outcomes at a future point.

Gender Pay Gap






A key element of the gender pay gap in Aberdeen City Council is reflective of the teaching workforce, which is predominantly female; prior to the 2018-2020 multi-year pay award for teachers, the Council showed a small gender pay gap in favour of men, however the awards of 3%, 7% and 3% for main grade teachers over the 3 years of the pay award led to a reversal of this position, and to the current position.


Aberdeen City Council is committed to supporting the city economy through the Scottish Government Fair Work Action Plan; as such, an understanding of the gender pay gap within the organisation is crucial and ongoing monitoring will therefore take place. The current gender pay gap will continue to be monitored on an on-going basis. It is

considered to be reasonable if any gender pay gap is averaged at less than 3%, although national and local pay settlements (as noted above) and workforce profiles can heavily influence in-year outcomes.

15. Staff


Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – People and Organisation	0	0	0	0		
H&S Employee Non-Reportable by Cluster – People and Organisation	0	0	0	0		
Establishment actual FTE – People and Organisation	28.82	29.05	31.51	31.52		

Performance Measure	January	February	March	April	May	June	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – People and Organisation	0.3	0.3	0.3	0.3	0.3	0.2		4.72

16. Finance & Controls








Service Level Measures – Local Indicators

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2020/21		Quarter 4 2019/20	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – People and Organisation	19.0%							

CAPITAL CLUSTER

17. Customer *

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Capital	1	0	2	2			
% of complaints resolved within timescale stage 1 and 2) – Capital	0%	N/A	50%	50%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Capital	0%	N/A	100%	0%			
Total No. of lessons learnt identified (stage 1 and 2) – Capital	0	N/A	0	0			

Service Commentary

Complaints Handling

Quarter 1 saw 2 recorded complaints with one of these being responded to within timescale, and none being upheld, Over the previous 12 months, the Service had received 5 complaints, 2 more than at the same point in 2020-21 with insufficient numbers to make robust comparisons of the percentages responded to within timescale for YTD information.

18. Processes

Reflection against process related Annual Local Indicator performance will be presented at a future meeting as part of reporting of the Council's Statutory Performance Indicator suite on conclusion of the audit phase of these submissions

19. Staff

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Capital	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Capital	0	0	0	0		
Establishment actual FTE – Capital	57.44	60.48	59.58	57.04		

Performance Measure	January	February	March	April	May	April	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Capital	0.7	0.6	0.5	0.6	1.1	1.1		4.72

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20. Finance & Controls

Service Level Measures

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Capital	17.7%							

GOVERNANCE CLUSTER

21. Customer

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Quarterly Status	Long Trend - Quarterly	2021/22 Target
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Governance	4	5	0	3			
% of complaints resolved within timescale stage 1 and 2) – Governance	75%	60.0%	N/A	100%			75%
% of complaints with at least one point upheld (stage 1 and 2) – Governance	25%	80.0%	N/A	0.0%			
Total No. of lessons learnt identified (stage 1 and 2) – Governance	0	1	N/A	0			






22. Processes


Service Level Measures – Service Standards

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
% of School Placing and Exclusion Hearings held within 14 days	100%	100%	100%	100%		
% of Civic Licence Applications determined within 6 months of a valid application	100%	100%	100%	100%		
% of Hearings to determine a Premises Licence application or Variation application within 119 days of the last date for representations.	100%	100%	100%	100%		
% of Decision Letters for alcohol applications issued within 7 days of Board meeting	100%	100%	100%	100%		
% of Personal and Premises Licences issued within 28 days of date of grant	100%	100%	100%	100%		
% of Civic Licensing Complaints acknowledged within 24 hours/and investigated within 14 days	100%/>95%	100%/>95%	100%/>95%	100%/>95%		

23. Staff


Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Governance	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Governance	0	0	0	0		
Establishment actual FTE – Governance	60.74	59.87	59.87	60.58		

Performance Measure	January	February	March	April	May	June	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Governance	1.4	1.4	1.3	1.3	1.2	1.2		4.72

24. Finance & Controls








Service Level Measures

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Governance	25.7%							

CORPORATE LANDLORD CLUSTER

25. Customer

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	2021/22 Target	Status	Long Trend - Quarterly
	Value	Value	Value	Value			
Total No. complaints received (stage 1 and 2) – Corporate Landlord	5	8	14	8			
% of complaints resolved within timescale stage 1 and 2) – Corporate Landlord	60%	37.5%	28.6%	37.5%	75%		
% of complaints with at least one point upheld (stage 1 and 2) – Corporate Landlord	40%	50%	78.6%	50%			
Total No. of lessons learnt identified (stage 1 and 2) – Corporate Landlord	2	0	0	1			





Service Commentary



Complaints Handling

Of the 8 complaints received during Quarter 1, 3 were responded to within timescale and half were partially or wholly upheld. The 12 month rolling YTD figures noted a total of 35 complaints, significantly lower than the cumulative 65 recorded (part year data) as at Quarter 1 in 2020-21, with 41.0% being responded to within timescale, lower than the 50.2% of the same quarter in 2020-21.

26. Processes

Service Level Measures – Annual 2020-21 Local Measures

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	2020/21 Target
	Value	Value	Value			
Percentage of internal floor area of operational accommodation that is in a satisfactory condition.	96.02%	96.75%	96.38%			97.0%
Percentage of operational accommodation that is suitable for its current use.	75.35%	75.27%	75.09%			76.0%

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	2020/21 Target
	Value	Value	Value			
Percentage of council buildings in which all public areas are suitable for and accessible to disabled people	81.02%	81.62%	81.95%			82.0%

Service Commentary

Accessibility

This year's figure for accessibility for those with disabilities has improved slightly from 81.62% to 81.96%, which is in line with the target of 82%. The figure has remained static over the last 5 years, largely as a result of the remaining buildings that are not accessible being generally inherently difficult to improve without being significantly redeveloped, replaced, or closed. These premises will continue to negatively affect the figure, although the development of new buildings, which fully meet accessibility standards will off-set this impact.

Condition and Suitability

Covid-19 restrictions have significantly impacted on the delivery of the Condition & Suitability programme in recent months, which has affected the number of improvement projects that were able to be carried out. A shortage of raw materials has also impacted the number of projects undertaken and this may affect next year's totals. This year's Condition figure of 96.38% is a slight decline on last year's figure and falls short of the target of 97%. The overall floor area has reduced by 1,331m² with the overall number of assets reducing by 2 and the removal of 1,324m² of previously A or B rated floor space, which the major contributor to the fall in this measure.

This 2020/21 Suitability figure of 75.6% shows a similar small decline on last year's figure and only marginally misses the target of 76%. All three assets added this year are either A or B for suitability. Whilst these have had a positive impact, the overall improvement rate is offset by the removal of four suitable buildings. Planned works within the C&S programme next year on various assets include the reopening of provost Skene's House, which will result in an A suitability rating. Ongoing suitability works to schools will continue throughout the summer break, and the new nursery programme including Duthie Park Lodge will result in the creation of A rated assets.

Whilst improvements will continue to be made to the Council's asset estate through the Condition and Suitability programme, further decline in assets may be identified during the current survey programme. However, this is unlikely to result in any significant change in grades.

Service Level Measures

Performance Measure	Quarter 2 2020/21	Quarter 3 2020/21	Quarter 4 2020/21	Quarter 1 2021/22	Status	Long Trend - Quarterly
	Value	Value	Value	Value		
H&S Employee Reportable by Cluster – Corporate Landlord	0	0	0	0		
H&S Employee Non-Reportable by Cluster – Corporate Landlord	0	0	0	0		
Establishment actual FTE – Corporate Landlord	53.93	51.56	50.56	52.89		

Performance Measure	January	February	March	April	May	June	Status	Corporate Monthly Figure
	Value	Value	Value	Value	Value	Value		
Average number of total working days lost per FTE (12 month rolling figure) – Corporate Landlord	3.3	3.7	3.9	4.1	4.5	4.8		4.72

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28. Finance & Controls

Service Level Measures

Performance Indicator	Quarter 1 2021/22		Quarter 2 2021/22		Quarter 3 2021/22		Quarter 4 2021/22	
	Value	Status	Value	Status	Value	Status	Value	Status
Staff Expenditure – % spend to full year budget profile – Corporate Landlord	16.1%							

Performance Measure	2018/19	2019/20	2020/21	Status	Long Trend	2020/21 Target
	Value	Value	Value			
The required maintenance cost of operational assets per square metre	£90.72	£89.30	£90.74			£89.00

Service Commentary

Operational Assets Maintenance Cost

The cost figure has increased with last year's figure of £89.30 per sqm rising to £90.74 per sqm, against a target of £89 per sqm. The overall cost has increased slightly by £0.6m (+1.22%) with £48.9m becoming £49.5m. Additionally, the overall floor area has decreased slightly (-0.22%) due to the closure or transfer to the Housing Revenue Account of a number of smaller properties.

A significant number of Condition and Suitability Programme projects were delayed due to the impact of Covid-19 restrictions. As such a reduction in required maintenance costs against certain assets has not been achieved. Furthermore, the updating of condition surveys has seen some required maintenance requirements increase. These combined factors have led to an increase in the overall figure.












Appendix Notes

Complaint Handling:

The Scottish Public Services Ombudsman published a revised Model Complaints Handling Procedure, which came into effect from 1 April 2021. The procedure states that public services can now resolve a complaint by agreeing any action to be taken with the customer, without deciding on whether the complaint is upheld or not upheld. The revised range of complaint outcomes from this date, and data capture against these, now incorporates an outcome of 'complaint resolved' as a valid measure within the calculations above.

Staff Costs:

Staffing costs referred to throughout this Appendix exclude adjustments for the corporate vacancy factor.

PI Status		Long Term Trends		Short Term Trends	
	Alert – more than 20% out with target/national figure		Improving/Increasing		Improving/Increasing
	Warning – more than 5% out with target/national figure		No or Limited Change		No or Limited Change
	OK – within limits of target/national figure		Getting Worse/Decreasing		Getting Worse/Decreasing
	Unknown				
	Data Only				

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	25 th August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Commemorative and Court Plaques Policy
REPORT NUMBER	COM/21/173
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Katy Kavanagh
TERMS OF REFERENCE	2.1.5

1. PURPOSE OF REPORT

- 1.1 This report is seeking Committee approval for a revision of the Council's Plaques Policy, which guides the decisions of Council officers and Committees on whether a person, event or building should be recognised with a plaque by the City Council, and was last revised in 2002.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agree to the implementation of the Plaques Policy with effect from the date of the Committee meeting (25 August 2021); and
- 2.2 Agree to the proposed colour change for the People Plaques to blue and white.

3. BACKGROUND

- 3.1 From the 19th century, plaques have been erected in Aberdeen commemorating people and places which have shaped the city, Scotland or beyond – people who have made outstanding achievements in their field, or buildings or events of historic significance. The City Council have overseen the erection of these plaques since 1978.
- 3.2 In 2002 guidelines for the erection of commemorative plaques were adopted by the Education and Leisure Committee. This did not cover the “Court” plaques that mark significant buildings and events around the city.
- 3.3 Officers received 16 nominations between 2015 and 2020, 4 of which were rejected and 12 approved. The process from nomination to installation is complex and relies on the nominator undertaking considerable work: identifying an appropriate site for the plaque; demonstrating the nominee's historic significance; receiving planning permission and building owner permission, before an approved plaque can be installed. This can take many months to achieve and create frustration for unsuccessful applications. There is also a

significant amount of officer's time invested in the process, undertaking research to confirm the nominee's significance, and working with nominators to identify a suitable location.

- 3.4 In order to provide a more comprehensive guide for Council officers and those nominating subjects for a plaque, a new policy has been developed (see appendix 1). This incorporates the criteria nominations for People or Place Plaques must meet. It also outlines the responsibilities of nominators and the Council in respect to the installation of plaques. Where required, nominators will have to obtain the necessary planning consents in addition to this application process.
- 3.5 The Policy gives a clearer definition of how a person, event or building's significance will be assessed. Establishing these criteria will ensure decisions can be reached in fair, consistent manner and reduce the risk of customers being disappointed by an unsuccessful application.
- 3.6 The policy specifies that to be recognised with a plaque a person must have lived or worked in Aberdeen for at least five years; or been born in Aberdeen; or made their discovery or accomplishment in Aberdeen. This is to ensure only those with a significant connection to Aberdeen are recognised.
- 3.7 It also establishes time limits for nominating individuals and events: the previous guidance just specified that individuals must be deceased, this policy proposes adopting a 20 years after death/100 years after birth rule for people (in line with Historic Environment Scotland's guidance) and a 50 year rule for events. This is to ensure decisions are made with a sufficient degree of hindsight and reduce the risk of reputational damage to the Council.
- 3.8 Officers will review nominations against the criteria set out in the Policy and make a recommendation to the City Growth and Resources Committee for approval. Applications that do not meet the Council's criteria will be refused by the Chief Officer- City Growth after consultation with the Committee's Convener.
- 3.9 The policy also sets out a process for officers to follow where there has been a significant reappraisal of an individual's contribution after a plaque has been erected. This measure will again reduce the risk of reputational damage to the Council.
- 3.10 An appendix sets out the technical specifications for siting plaques and the style for text. The policy will be accompanied by application forms and additional guidance (see drafts in appendix 2 and 3), made available on the Council's website, and a communication strategy will be adopted to ensure the citizens of Aberdeen are aware of the changes.
- 3.11 A draft version of the policy was sent out for consultation to the Aberdeen Women's Alliance, the Head of Special Collections and Museums at the University of Aberdeen and the Aberdeen City Heritage Trust as organisations that have submitted plaque proposals or who have an interest in the historic environment of the city. We also consulted the Council's Equalities Team and

officers in Strategic Place Planning. After consultation we are also proposing that from this point forward the People Plaques colour scheme is changed to blue and white to make them more readable for those with visual impairments. The Place Plaques would retain their existing black/gold colouring.

- 3.12 Consultees raised concerns that the costs of the process could be a potential barrier to individuals and groups nominating an individual, event or building for recognition with a plaque. Therefore the guidance in appendix 2 includes suggestions of possible sources of funding.

4. FINANCIAL IMPLICATIONS

- 4.1 All applicants to the Commemorative Plaque scheme must agree to meet the manufacture and erection costs for proposed plaques, therefore there are no direct costs involved for the Council.
- 4.2 There has always been a staff resource cost associated with the Plaques Scheme in terms of vetting applications and preparing reports. It is anticipated that adoption of this policy will result in savings, by reducing staff time resource costs through time spent on unsuitable nominations.

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Inconsistent decision making on Council's Plaques Scheme	Low (L)	Adopting the criteria set out in the policy should reduce this risk, as will oversight of Committee
Compliance	None identified		
Operational	None identified		
Financial	Staff time if excessive applications received	Low (L)	Criteria set out in policy should reduce the number of unsuitable applications received.
Reputational	Plaque to unsuitable person, event or building erected or application for worthy subject declined.	Low (L)	Research carried out by staff as part of the vetting process should mitigate this risk. Any concerns should be raised for Committee to reach a decision.
Environment / Climate	None identified		

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals within this report will ensure that the Council's Plaques scheme can contribute to increasing footfall within the city as part of the City Centre Masterplan (Economy - Policy Statement 4).
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Plaques contribute to the city centre as a visitor destination linked to heritage tourism, specifically supporting the following areas of the Local Outcome Improvement Plan 2016-26 (pages 13 and 14): <ul style="list-style-type: none"> • "We will seek to develop a City of Learning approach that empowers people and communities to put lifelong learning at the heart of their civic and cultural identities." Key Driver 1.1 "Diversification of the economy into other growth sectors including wider energy related sectors; tourism; food and drink; life sciences; health and social care and construction." , contributing to Stretch Outcome 1: 10% increase in employment across priority and volume growth sectors by 2026.
Regional and City Strategies	Plaques can contribute to the Regional Economic Strategy 2018-2023 Action Plan's internationalization theme point vii): Delivery and marketing of cultural, heritage and tourism attractions. They can also play a role in the tours and maximise opportunities for the local market of the Socio-Economic Recovery plan (actions 3.4 and 3.1 of the Place Theme).

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Integrated Impact Assessment completed.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

Historic Environment Scotland's Commemorative Plaque Scheme guidance
<https://www.historicenvironment.scot/about-us/what-we-do/commemorative-plaque-scheme>

10. APPENDICES

Appendix 1 – Plaques Policy
Appendix 2 – Draft Public Guidance
Appendix 3 – Draft Application Forms

11. REPORT AUTHOR CONTACT DETAILS

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Plaques Policy

Approved by Committee on
TBC with an implementation date of TBC

Document Control

Approval Date	TBC
Implementation Date	September 2021
Policy Number	
Policy Author(s) and Owner	Author: Katy Kavanagh Owner: Richard Sweetnam, Chief Officer – City Growth
Approval Authority	City Growth and Resources Committee
Scheduled Review	August 2022
Changes	
May 2021	Policy replaces 2002 Guidance documentation for the Erection of Commemorative Plaques and reflects requirements of Corporate Policy Template.

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1 Purpose Statement

- 1.1 From the 19th century, plaques have been erected in Aberdeen commemorating people and places which have shaped the city, Scotland or beyond – people who have made outstanding achievements in their field, or buildings or events of historic significance. The City Council have overseen the erection of these plaques since 1978 when it first developed a scheme.
- 1.2 This policy sets out the criteria Aberdeen City Council will apply to applications from citizens, officers and elected members nominating an individual, building or event for commemoration on a plaque within Aberdeen under the Council's Plaques scheme. It will guide the decisions of Council officers and Committees on whether a person, event or building should be recognised with a plaque.
- 1.3 This policy will mitigate the reputational risk of unfair and inconsistent decision making about who or what should be recognised with a plaque. In addition it will mitigate the reputational risk of unsuitable plaques (such as those connected with discriminatory activity) being erected and associated with the interests of Aberdeen City Council.
- 1.4 This policy is in line with national guidance from [Historic Environment Scotland](#) and the Council's [Listed Building consent procedures](#).

2 Application and Scope Statement

- 2.1 This policy will guide the decisions of Council officers and Committees on whether a person, event or building should be recognised with a plaque.
- 2.2 The scheme encompasses yellow circular plaques commemorating individuals (which we will refer to as People Plaques) and their connection to a particular building; and black rectangular plaques (which we will refer to as Place Plaques) that mark historical sites and events.
- 2.3 Other commemorative plaque schemes exist at a local and national level. These include the University of Aberdeen's maroon plaques, Historic Environment Scotland and UK wide organisations such as the Institute of Physics. These plaques are not covered by this policy but we encourage information sharing and collaboration for the public benefit.

3 Responsibilities

- 3.1 The Chief Officer - City Growth is the owner of this policy and accountable for overseeing its application by Aberdeen Archives, Galleries and Museums (AAGM) staff.
- 3.2 The scheme is administered by officers in AAGM. They review nominations and make recommendations to the Chief Officer and relevant Committee (currently City Growth and Resources).

3.3 Decisions on whether to accept a nomination are subject to the approval of the relevant Committee.

3.4 Under delegated powers, the Chief Officer - City Growth can, following consultation with the Convener of the City Growth and Resources Committee, decline applications that do not meet the criteria set out in sections 5.1-5.2 of this policy.

3.5 Responsibilities of the Nominator

The nominating person or body is responsible for:

- Submitting a clear argument for recognising an individual, place or event.
- Proposing a location for the plaque to ACC to obtain confirmation that site is appropriate prior to approaching building's owner.
- Seeking written consent from the building owner to allow ACC to erect the plaque (this can be via email). The building owner is responsible for informing the residents of any planned installation of plaques in line with their tenancy agreements.
- If appropriate, gaining listed building consent for the plaque.
- Making payment to ACC for full cost of production and installation of the plaque (invoices can be provided).
- On approval of the proposal, the Nominator will re-confirm in writing, agreement with the building owner (and tenants if applicable) and pass confirmation to AAGM.

NOTE: the Council will determine the final location of the plaque, following consultation with building owners and following the completion of a Health & Safety risk assessment.

Joint nominations by several organisations working in collaboration are welcomed.

3.6 Responsibilities of Aberdeen City Council

- Submitted nominations will be reviewed by relevant AAGM Officers. Equality considerations will be taken into consideration during this review, and an Integrated Impact Assessment completed for each nomination.
- Recommendations to Committee will be based on assessment of relevance to Aberdeen, uniqueness and importance of the achievement and suitability of the proposed location for the proposed plaque.
- Decisions will be taken based on these recommendations and are subject to final approval by the appropriate Council Committee (at present City Growth and Resources).
- The Chief Officer – City Growth will refuse, following consultation with the Convener of the City Growth and Resources Committee, applications for plaques if they do not meet the Council's criteria and these will not ordinarily be presented to the City Growth and Resources Committee for determination.

On approval of the plaque application the AAGM officers will:

- work with the Nominator to agree final wording of the plaque.
- arrange for the production of the plaque.

- inform the Nominator when the plaque is ready to be installed, and indicate clearly where the plaque is to be sited on the proposed building.
- write to the owner of the building to confirm a date for installing the plaque.
- install the plaque.
- ensure that any opportunities for promotion and publicity are managed appropriately with the Nominator.
- update the online catalogue of Commemorative Plaques and send specific link to Nominator.
- Any damage to a plaque by ACC or by any other third party will be repaired by ACC as funds allow unless it is caused by the building's owner, in which case the building owner will be liable for any costs of replacement or repair, or if damage occurred due to criminal intent, in which case repair and replacements costs will be sought.

3.7 Feedback on this policy should be directed to plaques@aberdeencity.gov.uk.

3.8 A summary of this process is provided in appendix 1.

4 Supporting Procedures and Documentation

4.1 Documentation to support adherence to the policy and guide nominators is available on the City Council website at www.aberdeencity.gov.uk/aagm. This comprises:

- Application Form [link to be added once policy approved, documents attached]
- Guidance Notes for Applicants [link to be added once policy approved, documents attached]
- [Examples of existing plaques](#) in eMuseum

5 Policy Statements

5.1 People Plaques

Plaques commemorating an individual should meet the following criteria.

The person should have:

- died at least 20 years ago AND have been born more than 100 years ago. This is to ensure that the decision whether to erect a plaque is made with a sufficient degree of hindsight.
- contributed to the rich social, political and cultural heritage of Aberdeen or have been an Aberdonian who impacted the world through their achievements, words or deeds.
- made a major contribution to their field within a Scottish context as a minimum. (This could be as judged by their peers, such as an established award or prize; as judged by the public, where their achievements generate commercial success or popular acclaim; or based on informed assessment of the impact and legacy of their work to their field, by suitably qualified peers).

They must also have:

- lived or worked in Aberdeen for at least five years;

or

- been born in Aberdeen;

or

- made their discovery or achieved their accomplishment in Aberdeen.

Collective applications for groups of individuals will be considered against the same criteria.

5.2 Place Plaques

Plaques commemorating an event, site or building should meet the following criteria.

The event should:

- have occurred at least 50 years ago. This is to ensure that the decision whether to erect a plaque is made with a sufficient degree of hindsight.
- have impacted on a significant number of Aberdeen residents.
- reflect the rich social, political or cultural heritage of Aberdeen.
- be specifically associated with the location at which the plaque is to be erected.

The building or site should either:

- be of particular architectural importance.
- be historically important as a survival of a particular period.
- have a connection with a series of historic events; or
- have a connection with a significant business or industry.

5.3 Location

For People Plaques the location of the proposed plaque should be such that:

- the person was born or lived within the same building upon which the plaque will be fixed, or they worked there for a significant period (at least 5 years).

Or

- an existing and appropriate building on site of the former building (in point above).

Where buildings have been radically altered or demolished, we consider the relationship between person and building to have been broken. However the policy would allow “on this site” to be used in such a situation, if appropriate wording could be agreed, otherwise no plaque will be erected.

For Place Plaques the location should be such that the event or site is focussed near or at the vicinity of the proposed plaque (for existing examples please see <http://emuseum.aberdeencity.gov.uk/sites>)

Technical specifications as to the siting and style of plaques are detailed in appendix 2.

5.4 Cost

The cost of any applications for permissions, production and installation will be met by the nominator. Aberdeen City Council does not hold a budget for the creation of new plaques within the city. Council officers can suggest possible sources of funding to support applications for nominators who will struggle to meet these costs (for example the Council's Culture Grants Programme).

5.5. Reappraisal

There may be rare cases where a significant reappraisal of an individual's contribution occurs after a plaque has been erected (for example, where a connection to criminal or inappropriate activity comes to light). Where this is the case, applications to review and revise the wording of plaques by AAGM officers will be submitted to the relevant Committee following consultation with the original nominator/sponsor if known and the building's owner(s).

In some instances, plaques will be retained but all reasonable efforts will be made to highlight new assessments of an individual or event through the Council's plaques database and website. Other opportunities may be explored if planning permission and/or funding allows.

Periodic review of existing plaques will be carried out by ACC to ensure our plaques database and website contains up to date research or new information.

6 Definitions

6.1 Nominator: The individual or group nominating an individual, event or building for recognition with a plaque.

6.2 People Plaques: commemorating the lives of outstanding individuals who have contributed to the development of the city, the history of the region or who are of international standing. Previously referred to as a Commemorative Plaques. For a full description of the style and location restrictions, please see Appendix 3.

6.3 Place Plaques: commemorate a significant historic event that took place in that building or site; or to highlight the part played by such a building or site in the history of the city. Previously known as Court Plaques. For a full description of the style and location restrictions, please see Appendix 3.

7 Risk

7.1 This policy and its supporting documentation will mitigate the following reputational risks to the council:

- risk the Council's decisions on plaques are inconsistent;
- risk that the plaques are erected for unsuitable candidates, which could create negative publicity and complaints for the Council by association;
- risk of customers being disappointed at an unsuccessful application.

The policy mitigates these risks by establishing clear criteria and ensuring a sufficient degree of hindsight is applied to the assessment of whether an individual or event's achievements or significance makes them worthy of marking with a plaque.

7.2 This risk will be monitored through application success rates: if the policy is successful it should mean that no applications are rejected because they do not meet the specified criteria.

8 Policy Performance

8.1 By providing clear criteria for applicants to meet, this Policy should reduce the number of unsuccessful applications for plaques, saving the time of both Council staff and nominators. It should also reduce the number of complaints from citizens or organisations about plaques and unsuccessful applications.

8.2 Nomination, approval and rejection rates will be monitored, along with feedback from service users, to measure the effectiveness of the policy.

8.3 Existing plaques will be reviewed periodically to ensure the website and plaques database includes up to date research or new information.

9 Design and Delivery

9.1 Plaques contribute to the city centre as a visitor destination linked to heritage tourism, specifically supporting the following areas of the Local Outcome Improvement Plan 2016-26 (pg 13 and 14):

- “We will seek to develop a City of Learning approach that empowers people and communities to put lifelong learning at the heart of their civic and cultural identities.”
- “1.1 Diversification of the economy into other growth sectors including wider energy related sectors; tourism; food and drink; life sciences; health and social care and construction.”

9.2 This Policy should increase the diversity of people recognised as contributing to the heritage of the City, supporting the Council’s Equality Outcomes 2 and 3 (an increased sense of safety and belonging in their neighbourhood and City for diverse communities, and representation of people with protected characteristics in civic participation).

9.3 This policy fits with the aspirations of the Council’s Operating Model to improve processes to reduce inefficiency, guided by people at the front line.

10 Housekeeping and Maintenance

10.1 This policy will be reviewed on an annual basis by officers in City Growth.

10.2 This policy replaces the guidance for the erection of commemorative plaques adopted by the Education and Leisure Committee in November 2002.

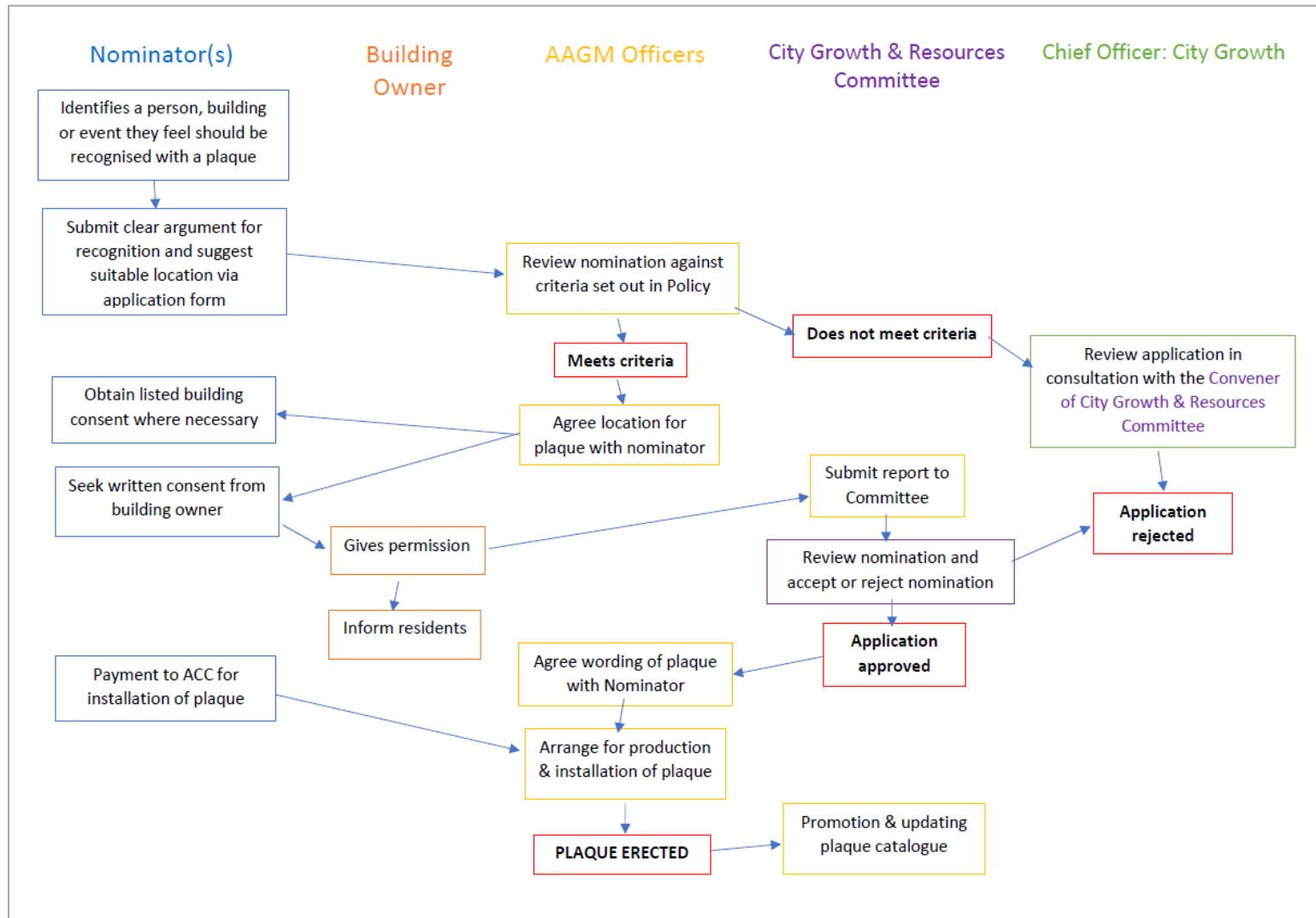
11 Communication and Distribution

- 11.1 The policy and supporting guidance will be made available on the Council's website and supplied to those interested in nominating an individual, building or event for a plaque.

12 Information Management

- 12.1 Information generated by the application of the policy will be managed in accordance with the Council's Corporate Information Policy and supporting Procedures.

Appendix 1: Process & Responsibilities



Appendix 2: Technical specifications for plaques

General specifications

The following specifications concerning location and style must be met for both People and Place Plaques.

Location

The location should be such that:

- members of the public will normally be able to view it from a public road or street without needing to enter upon private property.
- it is freely visible, in a distinct uncluttered location and is not in close proximity to obligatory Health and Safety notices and other signage.
- It is not always possible to place plaques at a height that is accessible to wheelchair users, but images and supplementary information will also be made available online to increase accessibility.

Where plaques are proposed to be attached to a listed building:

- It is the responsibility of the applicant to apply for Listed Building Consent.
- Listed building consent will be required unless all the following five criteria are met:
 1. It is only on a category B or category C listed building. Category A listed buildings will normally require consent;
 2. It does not exceed 500mm in diameter;
 3. It is located not below 1m from entrance level and not more than 3m above;
 4. It is the only plaque on the building;
 5. It is secured in place using non-ferrous fixings positioned into the mortar joints.
- To find out whether the building is listed or what category of listing it is, please see Historic Environment Scotland's website:
https://hesportal.maps.arcgis.com/apps/Viewer/index.html?appid=18d2608ac1284066ba3927312710d16d_d
- Please note that features such as boundary walls may be included in a listing, even if not explicitly mentioned in the list description – for clarification, please contact pi@aberdeencity.gov.uk.

Style

- The wording on the plaque should be in plain English (exceptions may include where book title is being indicated) and consider those with additional communication needs. Refer to existing examples for guidance. Content will be dependent on size and location of plaque.
- Plaques were formerly in block capitals but this is a barrier to those with visual impairments, so sentence case will now be used.
- The role or contribution should be kept brief to ensure the plaque is legible – AAGM officers will advise and help to reduce to a suitable length. Further detail can be added on the Plaques webpages.

- Content is subject to review by Aberdeen City Council (ACC).
- The plaque will conform to the normal dimensions of other plaques within Aberdeen City.
- No notice of sponsorship will occur on the plaque, nor will logos be included in the design (Notice of sponsorship can be included on the plaques webpages).

Applications that celebrate the contribution of Aberdeen's diverse communities to the City, particularly individuals with protected characteristics, will be welcomed.

People Plaques Specifications

Style

The Text should follow the convention of: Name, years of birth - death, significant role/contribution, was born here/lived here/worked here (with dates).

For consistency of style, the following guidance should be followed:

- Married status titles such as Mr/Ms/Miss/Mrs will not be used.
- Single given/earned titles such as Dr/Sir/Lady will be included.
- Honorifics and awards can be added at the end of names such as QC, OBE, VC – space allowing.
- Use first name and last name only; use familiar or abbreviated names or initials if that is how they were commonly known.

Appendix 3: People and Place Plaques

People Plaques

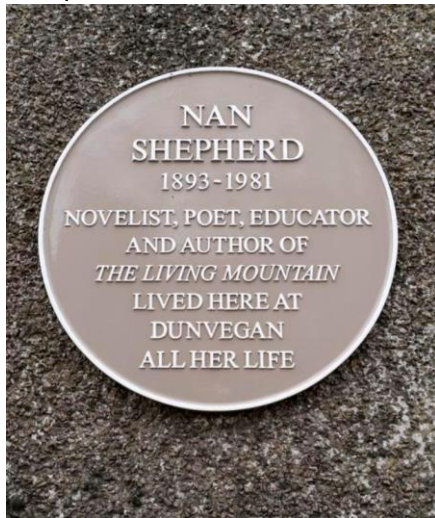
Size & shape: Circular; 20 inches or 500mm in diameter.

Material: Metal plaque; cast with raised lettering and detail.

Colour: Usually coloured in yellow/fawn tone, colour previously approved by the planning department to better reflect the city's granite backdrop.

Purpose: To commemorate the lives of outstanding individuals who have contributed to the development of the city, the history of the region or who are of international standing.

Location restrictions: Affixed to a building within the public realm (visible without entering private property); the building should be closely associated with the life of the individual, specifically that they were born there, or worked or lived there for a significant or important period of their life.



1 Close up of the Nan Shepherd People Plaque at Dunvegan, 503 Deeside Road, Cults



2 Wider view of Nan Shepherd plaque on wall of 503 Deeside Road, Cults

Place Plaques

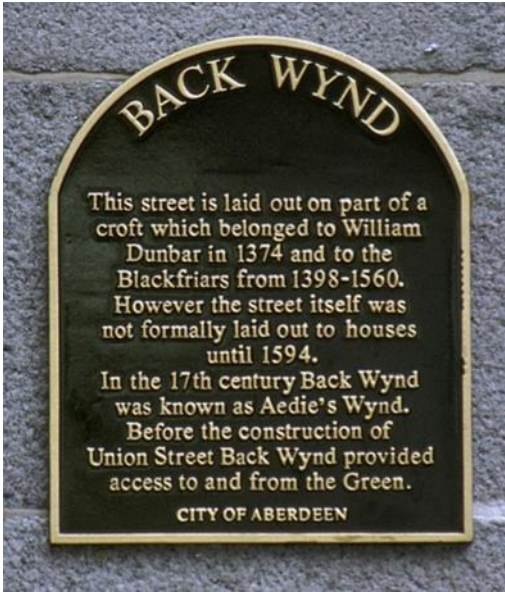
Size & shape: Rectangular or arched; varying sizes.

Material: Metal plaque; cast with raised lettering and detail.

Colour: Usually coloured in black, colour previously approved by the planning department to better reflect the city's granite backdrop.

Purpose: To commemorate a significant historic event that took place in that building or site; or to highlight the part played by such a building or site in the history of the city.

Location restrictions: Affixed to a building within the public realm (visible without entering private property); the building should be closely associated with the events commemorated.



3 Close up of Back Wynd Place Plaque, explaining the history of the street



4 Wide view showing position of Back Wynd plaque on granite wall of St Nicholas Kirkyard, at the corner of Back Wynd and Union Street

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Appendix 2 – Public Guidance

Celebrating People and Places

Aberdeen’s commemorative plaques celebrate people and places which have shaped the city, Scotland or beyond – people who have made outstanding achievements in their field, or buildings or events of historic significance.

Since 1978, Aberdeen City Council has overseen the erection of these plaques to ensure a consistent, recognisable scheme and make sure they are in line with relevant planning procedures. We publish further details about the people and places on our website and have regularly distributed a trail leaflet for those interested in exploring on foot.

Aberdeen City Council has two types of plaque:

- People Plaques – a blue circular plaque commemorating individuals and their connection to a particular building;
- Place Plaques - black rectangular plaques that mark historical sites and events.

Criteria

The criteria for the scheme were revised in 2021.

People Plaques

Plaques commemorating an individual should meet the following criteria.

The person should have:

- died at least 20 years ago AND have been born more than 100 years ago. This is to ensure that the decision whether to erect a plaque is made with a sufficient degree of hindsight.
- contributed to the rich social, political and cultural heritage of Aberdeen or have been an Aberdonian who impacted the world through their achievements, words or deeds.
- made a major contribution to their field within a Scottish context as a minimum. This could be as judged by their peers, such as an established award or prize; as judged by the public, where their achievements generate commercial success or popular acclaim; or based on informed assessment of the impact and legacy of their work to their field, by suitably qualified peers.

The site of the plaque must also be somewhere the individual(s):

- lived or worked for at least five years;
- or
- was born;
- or
- made their discovery or achieved their accomplishment.

Collective applications for groups of individuals will be considered against the same criteria.

Place Plaques

Plaques commemorating an event, site or building should meet the following criteria.

The event should:

- have occurred at least 50 years ago. This is to ensure that the decision whether to erect a plaque is made with a sufficient degree of hindsight.
- have impacted on a significant number of Aberdeen residents.
- reflect the rich social, political or cultural heritage of Aberdeen.
- be specifically associated with the location at which the plaque is to be erected.

The building or site should either:

- be of particular architectural importance.
- be historically important as a survival of a particular period.
- have a connection with a series of historic events; or
- have a connection with a significant business or industry.

The location should be such that the event or site is focussed near or at the vicinity of the proposed plaque

Applying for a plaque

1. If you are interested in erecting a new plaque, please get in touch with us as soon as possible. We can talk you through the process and can often share existing research on the person or place you are interested in. Contact us at plaques@aberdeencity.gov.uk or 01224 337719.
2. The costs of manufacturing and erecting the plaque will need to be covered by you or your organisation, so please consider how you will fund this. Recently this has been in the region of £500 but specific costs will be confirmed at the time. No notice of sponsorship will appear on the plaque itself but can be added to the website entry.
3. Doing the research is often the most interesting aspect of any plaque application, and there is plenty of help available across Aberdeen City Council if you want it. The teams across Aberdeen Archives, Gallery & Museums and Local Studies will be happy to guide you towards local resources and provide advice. You'll also find some useful links at the end of this guide.
4. Complete the application form, making sure to provide the following information:
 - a. Why you think the individual(s), place or event should be commemorated – explain how the individual(s), place or event meets the criteria above.
 - b. The street address of where you would like the plaque to go – again, explain how it meets the criteria above.
 - i. Please note you should not approach the building owner until we've checked your application, as the Council will determine the final location of the plaque.
 - ii. It's useful if you're able to take a photo and mark where you'd like the plaque to go but this is not essential.
 - c. Include copies of any research you've done, such as birth/death certificates, census records or other proof of address as separate pdf documents where possible.

What happens next?

1. We review your application to make sure it meets the scheme's criteria and then work with you to agree where the plaque would go.
2. It's then up to you to apply for any listed building consent required and get written permission from the building's owner(s), stating that they are happy for the plaque to be erected.
3. The application is then put before the Council's City Growth and Resources Committee for a formal decision.
4. Once the committee has approved the plaque, we agree final wording and costs with you before ordering and arranging for the plaque to be erected. You will be invoiced at this point.
 - a. We will confirm a date for erecting the plaque with the building owner and make every effort to let you know too.
 - b. We will work with you on any opportunities for promotion and publicity
5. All newly erected plaques are added to our database and website, crediting any sponsor(s), with images of the plaque in situ as soon as reasonably practical. We'll send you a specific link to the webpage.
6. We will retain your application details in line with data protection legislation.

What if my application is unsuccessful?

We will work with you to make sure your application is as strong as it can be. If we still feel the application does not meet the criteria, we pass the application details to the Chief Officer of City Growth for a decision, after consultation with the Convener of the City Growth and Resources Committee.

In practice, applications are most likely to fail because the building owner(s) either do not reply or do not consent to requests to erect plaques. In these cases, we will retain your application and research notes (although not your personal details) in case there is another opportunity in the future.

Funding sources

- [Aberdeen City Council Common Good Fund](#)
- [National Lottery Heritage Fund Community Grants](#)
- [Aberdeen City Council Creative Funding Awards](#)
- [Memorial Grants Scheme](#) administered by the UK Department for Culture, Media and Sports- currently has funding available until 31/03/22.
- [Gerry Holdsworth Special Forces Charitable Trust](#) - this fund is for plaques at historic sites and buildings associated with Special Operations Executive (SOE) and special forces, and contributions towards the cost of memorials relating to SOE and special forces.

Useful Research Resources

- [Aberdeen Art Gallery and Museums Collections](#)
- [Aberdeen City and Aberdeenshire Archives](#)

- [Aberdeen City Local Studies](#) and their [Silver City Vault](#)
- Historic Environment Scotland's [Canmore](#)
- National Library of Scotland's [Digitised Historic Post Office Directories](#)
- [British Newspaper Archive](#) (subscription service, free access at Aberdeen City Libraries)
- [Scotland's People](#) (census and birth, marriage and death records)
- [Oxford Dictionary of National Biography](#) (sign in with City Library card)
- [University of Aberdeen's Special Collections Centre](#)

Definitions

We: Aberdeen City Council, and more specifically staff working in the Archives, Gallery & Museums service. A single curator or archivist is assigned to each new enquiry or application, to help the nominator through the process and then make recommendations to the City Growth and Resources committee. We try to make sure you always talk to the same individual but may share work behind the scenes, or provide cover for staff absence.

Nominator: The individual or group nominating an individual, event or building for recognition with a plaque.

People Plaques: commemorating the lives of outstanding individuals who have contributed to the development of the city, the history of the region or who are of international standing. Previously referred to as a Commemorative Plaques.

Place Plaques: commemorate a significant historic event that took place in that building or site; or to highlight the part played by such a building or site in the history of the city. Previously known as Court Plaques.

Appendix 3: Draft Application Forms

People Plaque Application Form

Your Details	
Title:	
Name:	
Address:	
Telephone Number:	
E-Mail Address:	
Organisation (if representing one):	
Position in that organisation:	
Funding for plaques must come from an individual or group/ organisation. Please provide details of where we should send the invoice if your application is successful (if different from above).	
Name:	
Address:	
Telephone Number:	
E-Mail Address:	

Who are you nominating?	
Full Name:	
Date and place of Birth: (must be at least 100 years ago)	
Date of Death : (must be at least 20 years ago)	
Please provide details of when the individual(s) lived in Aberdeen. To meet the criteria they must have either lived in Aberdeen for five years, or been born here, or have achieved their accomplishment here.	
Why do they deserve a plaque? To meet the criteria they must have	

<ul style="list-style-type: none"> • contributed to the rich social, political and cultural heritage of Aberdeen <p>or</p> <ul style="list-style-type: none"> • have been an Aberdonian who impacted the world through their achievements, words or deeds. <p>or</p> <ul style="list-style-type: none"> • made a major contribution to their field within a Scottish context as a minimum. 	
<p>You are welcome to include references, links or articles here or as separate pdf documents with your application.</p>	
<p>What is your preferred location for a plaque?</p>	
<p>What is the link between this building and the individual(s)?</p> <p>To meet the criteria it should be somewhere the individual(s) was born, lived for 5 years or where they achieved the accomplishment we are celebrating.</p>	

Privacy Notice

How we will use your information

The personal information which you supply to us will be used to process your application for a People Plaque. This includes using your name or your organisation's name in the report to the City Growth and Resources Committee, which is publicly available. If your application is successful, your organisation's name will be publicly available on our database/website as the sponsor of the plaque. We may contact you about your application by mail, telephone and email. We may also need to get in touch if a reappraisal of the plaque is carried out.

How long do we keep your information?

If your application is not successful, we will keep this information until the application is formally determined. If your application is successful, we will your organisation's name on our database/website as the sponsor in perpetuity and keep your contact details in case a reappraisal of the plaque becomes necessary. In both cases, the information you supply about the nominated person or place will be retained in perpetuity.

Who do we share your information with?

Your name or your organisations name will be shared within the Council and made publicly available as part of the Committee approval process.

By submitting this form you are consenting to Aberdeen City Council using the information which you have supplied in the manner stated above.

Your rights

You have rights to your data, including the right to ask for a copy of it. [See more information about the rights you have](#), how they work in practice, and the contact details of our Data Protection Officer. You also have the right to make a complaint to the [Information Commissioner's Office](#). They are the body responsible for making sure organisations like the Council handle your data lawfully.

Our legal basis

Wherever the Council processes personal data, we need to make sure we have a legal basis for doing so in data protection law. The Council understands our legal basis for processing personal data in relation to you as follows:

What we do	What our legal basis is	Where we get our legal basis from
Processing your personal information is necessary for us to assess your application to erect a plaque and maintaining the plaque.	Article 6(1)(e)	

Place Plaque Application Form

Your Details	
Title:	
Name:	
Address:	
Telephone Number:	
E-Mail Address:	
Organisation (if representing one):	
Position in that organisation:	
Funding for plaques must come from an individual or group/ organisation. Please provide details of where we should send the invoice if your application is successful (if different from above).	
Name:	
Address:	
Telephone Number:	
E-Mail Address:	

What event, site or building are you nominating?	
Name or brief description	
Date of event: (must be at least 50 years ago)	
Proposed location for plaque	
For events only:	
Why does this historic event deserve a plaque? To meet the criteria an event must have <ul style="list-style-type: none"> • impacted on a significant number of Aberdeen residents; and • reflect the rich social, political or cultural heritage of Aberdeen. 	

<p>What is the specific association between the event and the location which you are proposing?</p>	
<p>For buildings/sites only:</p>	
<p>Why does this building or site deserve a plaque?</p> <p>A building or site must meet ONE of the following criteria:</p> <ul style="list-style-type: none"> • be of particular architectural importance. • be historically important as a survival of a particular period. • have a connection with a series of historic events. • have a connection with a significant business or industry. 	
<p>For all applications:</p>	
<p>You are welcome to include references, links or articles here or as separate pdf documents with your application.</p>	

[Privacy Notice](#)

[How we will use your information](#)

The personal information which you supply to us will be used to process your application for a Place Plaque. This includes using your name or your organisation's name in the report to the City Growth and Resources Committee, which is publicly available. If your application is successful, your organisation's name will be publicly available on our database/website as the sponsor of the plaque. We may contact you about your application by mail, telephone and email. We may also need to get in touch if a reappraisal of the plaque is carried out.

[How long do we keep your information?](#)

If your application is not successful, we will keep this information until the application is formally determined. If your application is successful, we will your organisation's name on our database/website as the sponsor in perpetuity and keep your contact details in case a reappraisal of the plaque becomes necessary. In both cases, the information you supply about the nominated person or place will be retained in perpetuity.

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You have rights to your data, including the right to ask for a copy of it. [See more information about the rights you have](#), **Error! Bookmark not defined.** how they work in practice, and the contact details of our Data Protection Officer. You also have the right to make a complaint to the [Information Commissioner's Office](#). They are the body responsible for making sure organisations like the Council handle your data lawfully.

Our legal basis

Wherever the Council processes personal data, we need to make sure we have a legal basis for doing so in data protection law. The Council understands our legal basis for processing personal data in relation to you as follows:

What we do	What our legal basis is	Where we get our legal basis from
Processing your personal information is necessary for us to assess your application to erect a plaque and maintaining the plaque.	Article 6(1)(e)	

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	25 August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	External Transportation Links to Aberdeen South Harbour – Updated Strategic Business Case
REPORT NUMBER	COM/21/174
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Ken Neil
TERMS OF REFERENCE	3.2

1. PURPOSE OF REPORT

- 1.1 To seek approval of an Updated Strategic Business Case for the External Transportation Links to the Aberdeen South Harbour project.

2. RECOMMENDATION(S)

That the Committee :-

- 2.1 Note and approve the Updated Strategic Business Case (USBC) for the External Transportation Links to the Aberdeen South Harbour project, as per Appendix 1;
- 2.2 Instruct the Chief Officer Growth in his remit as Chair of the Programming Board to submit the USBC to the UK and Scottish Governments to draw down £1.2m from the £25m allocated to this project from the Aberdeen City Region Deal;
- 2.3 Approve the £1.2m for project manager resource and the costs outlined to complete the design work;
- 2.4 Subject to approval by the UK and Scottish Governments, instruct the Chief Officer - Capital to progress the next stages of project delivery, including but not limited to, surveys and investigations, design development, obtaining all necessary approvals, permissions, licences, agreements and consents required to develop the design and an Outline Business Case for the project and to report back to this Committee and the City Region Deal Joint Committee upon completion in 2024, and to provide an update if not completed by that time.

3. BACKGROUND

External Transportation Links to Aberdeen South Harbour

- 3.1 The External Transportation Links to Aberdeen South Harbour project was originally commissioned in 2017 by Aberdeen City Council with the aim of examining transport connectivity to / from the new Aberdeen South Harbour at the Bay of Nigg, and to identify appropriate transport improvements which would then be taken forward for detailed appraisal of a preferred option. This is an Aberdeen City Region Deal (CRD) project, fully funded by the UK and Scottish Governments and has been undertaken in line with the Scottish Transport Appraisal Guidance (STAG). The CRD Agreement confirms commitment to investing up to an indicative £25 million in supporting state-aid compliant roads infrastructure to maximise the impact of the harbour project on the wider regional economy, subject to a satisfactory business case.
- 3.2 Reference is made to the report to the 'City Growth and Resources' Committee of 03 February 2021 on the 'Detailed Options Appraisal' carried out using (STAG). The STAG process informed the selection of a preferred option, focussing on coast road upgrade, replacement of road over rail bridge, public transport and active travel improvements. The Committee resolved:
- (i) to note the contents and outcomes of the Aberdeen South Harbour (ASH) Scottish Transport Appraisal Guidance (STAG) Part 2 study, as per Appendix 4 of the report;
 - (ii) to approve the progression of recommended Road (Option A4), Public Transport (Options B1 and B2) and Active Travel (Options C1 and C4) from the External Transportation Links to the Aberdeen South Harbour Scottish Transport Appraisal Guidance (STAG) STAG Part 2 Appraisal Report, as shown in Appendix 1 of the report;
 - (iii) that subject to approval of the of options in (ii), instruct the Chief Officer – Capital to develop a business case for these options and to report this to the City Region Deal Joint Committee upon completion; and
 - (iv) that subject to approval of the of options in (ii), instruct the Chief Officer – Strategic Place Planning to continue with the Wellington Road Multimodal Corridor Study, ensuring that subsequent appraisal work reflects the decision of this Committee on a preferred option from the External Transportation Links to the Aberdeen South Harbour study, and to report the outcomes of the Wellington Road STAG Part 2 appraisal to this Committee in June 2021.
- 3.3 The next substantive stage of work will be the design process, but prior to that an Updated Strategic Business Case (USBC) is required by the UK and Scottish Governments to authorise further CRD funding for the design process. The USBC will provide project assurance, to the CRD Board, UK and Scottish Governments regarding the arrangements for the design process. The USBC has therefore focused both on the case for the investment and preferred option, but importantly, provides a forward plan for the execution of the design process.

- 3.4 The next stage will also include the active travel improvements but will not include the public transport options at this stage, which includes extending existing bus services and creation of new services to support future cruise ships. This will be reviewed at a future date. However, the infrastructure to support this will be built into the design process.
- 3.5 Within the USBC, it is noted that “as part of the Aberdeen South Harbour development, a new bus turning circle is being provided adjacent to the main harbour access, allowing for the development of a bus stop off the carriageway”.
- 3.6 This USBC follows established HM Treasury guidance – five-case model. It focused on the strategic rationale for the project, the economic case for the preferred option, (both of these items drawing from the STAG appraisal), commercial case (focussing on resourcing of the design process), financial case (drawing on the planned activity schedule), and management case (project management plan).

4. FINANCIAL IMPLICATIONS

- 4.1 The project’s funding was approved as part of the Aberdeen City Region Deal by both Councils on 17th August 2016 and by the UK and Scottish Governments on 21st November 2016. Within the Aberdeen CRD, £25m has been allocated from the UK Government (£12.5m) and Scottish Government (£12.5m) for the transport infrastructure to support the harbour expansion.
- 4.2 Whole life costing for the transport infrastructure will be included as part of the design process.

5. LEGAL IMPLICATIONS

- 5.1 External consideration of resourcing would indicate that external support will be required for the development of the outline business case. This will be undertaken in accordance with the Council’s Scheme of Governance.
- 5.2 There will likely be land acquisition, Traffic Regulation Orders, planning and other approvals required and the detail of this will be developed as part of the design process.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Delivery of a transport link to the new harbour	M	Ensure work is evidence based, and that the development of the Updated

	<p>including active travel improvements supports a number of the Councils strategic objectives relating to economy and a sustainable transport network.</p> <p>Failure to deliver could undermine the Councils ability to meet these aspirations.</p>		<p>Strategic Business Case fully encompasses the outcomes of the appraisal process with particular emphasis on environment, safety, economy, integration, accessibility and social inclusion.</p>
Compliance	<p>Any option may be subject to objection at the various stages of design and procurement/ delivery. This may be a particular issue for land acquisition through the Compulsory Purchase process and any planning applications required.</p>	M	<p>Continue to work with the public and stakeholders to understand and mitigate potential issues.</p> <p>Management of the project in accordance with internal procedures, Scheme of Governance, and external City Region Deal governance requirements.</p>
Operational	<p>There may be risks around the continued operation of the existing route during the construction process but these are not defined at this stage.</p>	M	<p>Identify and monitor risks, and identify mitigations as the project moves from feasibility to design and delivery.</p>
Financial	<p>Achieving completion of the project within the allocated CRD budget and timeframe.</p>	M	<p>Regular reporting to the Aberdeen City Region Deal Transport Working Group to enable appropriate monitoring of budgets moving forward.</p> <p>This project will require subsequent approvals through future Business Cases so completion dates are being recorded and monitored as a risk. The Programme Team will look at accelerating work and managing grant funding</p>

			within the ACRD envelope in discussion with UK/SG
Reputational	There is a risk inherent in not progressing this key infrastructure improvement set out in the Aberdeen City Regional Deal which will deliver a range of benefits including improved access to a major new development facility in the south of Aberdeen. There is a reputational risk to the City if it does not invest in transport infrastructure that caters for the needs of a high performing international city economy by providing a transport network with capacity to cope with the demands of a major facility.	M	Continuing to progress the project and regularly communicating progress with partners will demonstrate the Council's commitment to tackling these issues and that action is being taken.
Environment / Climate	There are a number of environmental designations in the study area such as, a Site of Special Scientific Interest, Local Nature Conservation Sites and a community park. There are also several listed building and scheduled monuments within the study area. The site of the former Ness Landfill is located within the study area.	M	One of the key Transport Planning Objectives is to minimise the environmental impacts. This will form part of the detailed design process with the development of Environmental Impact Assessment, including any mitigations, for the approved option. This project also now takes into account the proposed Energy Transition Zone (ETZ), which contributes to the Council's Net Zero Carbon objectives.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	The project within this report supports the delivery of Economy - Policy Statement 5 Support the Aberdeen Harbour expansion and work collaboratively to maximise tourism opportunities, including attracting high value cruises. The report seeks to improve transport links to the new harbour thereby maximising the economic potential of the facility. Aberdeen Harbour Expansion is a City Region Deal Project.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The project within this report supports the delivery of the following Stretch Outcomes: 2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026 3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026. The implementation of transport infrastructure improvements for the Harbour Development at Bay of Nigg directly supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas. There will also be employment opportunities during construction.
Prosperous People Stretch Outcomes	The project within this report supports the delivery of the following Stretch Outcomes: 7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026. 8. Child friendly city where all decisions which impact on children and young people are informed by them by 2026. 11. Healthy life expectancy (time lived in good health) is five years longer by 2026. Active travel is known to improve a number of health conditions, potentially increasing life expectancy. The project include measures to support, encourage and increase active travel thereby also producing less greenhouse gas emissions. There will be further opportunities for engagement through the design process and there will be employment opportunities during construction.
Prosperous Place Stretch Outcomes	The project within this report supports the delivery of the following Stretch Outcomes:

	<p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> <p>The project aims to increase active travel which will contribute to reductions in carbon emissions, as well as supporting the ETZ, which is a significant project in itself facilitating the transition from fossil fuel to renewables.</p>
Regional and City Strategies	The proposals within this report support the Regional Transport Strategy, Strategic Development Plan, the Regional Economic Strategy, the City Region Deal and locally the Local Transport Strategy, Aberdeen Active Travel Action Plan, Sustainable Urban Mobility Plan, Aberdeen City Centre Masterplan, LOIP, Air Quality Action Plan, Local Development Plan and Aberdeen Net Zero Vision.
UK and Scottish Legislative and Policy Programmes	The proposals within this report support the aims of Aberdeen City Region Deal. Delivery of active travel and public transport measures contributes towards the delivery of the Scottish Government's National Transport Strategy (NTS2) and Cleaner Air for Scotland 2.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	The STAG process appraises impacts across a range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety and Integration). Further detailed assessments will be undertaken through the design process, as appropriate.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

- 9.1 [City Growth and Resources Committee Report – 03 February 2021 - External Transportation Links to Aberdeen South Harbour and Wellington Road Multimodal Corridor Study - STAG Part 2 – COM/21/01 - Item 11.2](#)

10. APPENDICES

10.1 Appendix 1 - Updated Strategic Business Case

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External Transportation Links to Aberdeen South Harbour

Updated Strategic Business Case

On behalf of **Aberdeen City Council**



Project Ref: 12345/001 | Rev: AA | Date: August 2021

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Project Name: External Transportation links to Aberdeen South Harbour

Project Ref: 3306 1010 37

Report Title: Updated Strategic Business Case

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Revision	Date	Description	Prepared	Reviewed	Approved
1	11/08/2021	Final Report	ES	SL	SL

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Executive Summary

This strategic business case (SBC) **sets out the case for supporting transport infrastructure interventions which can help maximise the wider economic benefits of the new Aberdeen South Harbour**. It would also benefit the proposed adjacent Energy Transition Zone development. The SBC has been developed for submission to both Scottish and UK Governments to enable progression to the detailed design of the project, principally DMRB Stages 2 and 3.

Introduction

The Aberdeen City Region Deal sets out an intention to *support the expansion of Aberdeen Harbour*¹. A construction consortium is currently taking the **new Aberdeen South Harbour (ASH)** scheme, at Nigg Bay, forward.

Both the UK Government and the Scottish Government committed to maximising the impact of the harbour expansion on the wider regional and national economy by contributing up to an indicative amount of £25 million (£12.5 million from UK Government and £12.5 million from Scottish Government) for supporting infrastructure, building upon the access arrangements being delivered as part of the ASH planning consents. Furthermore, in March 2021, the UK Government announced £27m funding towards the creation of an Aberdeen Energy Transition Zone (ETZ) to support the oil and gas sector in its transition and diversification to greener energy, helping Scotland meet its climate change targets. In June 2021, the Scottish Government announced £26m in further ETZ development funding.

Aberdeen City Council is the scheme promotor and the accountable body for the project, which is being developed within this wider context with funding provided by the Aberdeen City Region Deal project. This SBC draws heavily on completed Scottish Transport Appraisal Guidance (STAG) based work which provides the key inputs for the Strategic and Economic Cases. The Financial, Commercial and Management Cases have been established as part of this business case development.

While the STAG work considered all transport modes, recognising that bus-based options are largely driven by the market and therefore do not form part of the funding request, this SBC sets out a clear case for progressing road-based and active travel interventions.

Strategic Case

The development of ASH is being taken forward in response to capacity constraints at the existing Aberdeen Harbour and is an expansion of activities aimed at capitalising on new and emerging markets. The proposed ETZ development is part of a long-term plan to achieve net-zero emissions. The location identified for the proposed ETZ seeks to maximise development opportunities with the proximity of the harbour a key enabler in the development and success of the zone.

Together, ASH, the proposed ETZ, and the industrial areas located nearby at East Tullos and Altens, can act as a key driver in improving the region's attractiveness for international trade and investment, and can support businesses in the oil, gas, and renewable energy supply chain to internationalise in key global markets. This will help address the economic challenges facing the region and capitalise on new opportunities. **Ensuring efficient, effective and appropriate external transport infrastructure connecting the area to the strategic transport network and wider economy is key to underpinning the economic success of ASH, the proposed ETZ and the surrounding industrial area.**

Existing strategic transport network access to the ASH / proposed ETZ area for commercial vehicles is from Wellington Road (which provides a key strategic link to the trunk road network to the south) via Hareness Road (through Altens industrial estate) and Coast Road. A traffic signal controlled bridge crossing on Coast Road (over the railway line) has constrained horizontal geometry and is a constraint

¹ <https://www.gov.uk/government/publications/city-deal-aberdeen-city-region>

to the use of the route by larger / wider abnormal loads and the presence of signals also increases journey times to the area. Due to these constraints, abnormal loads accessing the ASH / proposed ETZ area of more than 25m in length will need to route via the residential area of Torry to the north of the sites. At present, there is also no direct link between East Tullos industrial estate and the Coast Road.

Once ASH and the proposed ETZ sites are fully operational, the additional traffic accessing the area (specifically heavy goods traffic), if constrained to the existing prescribed routes is likely to impact on the surrounding road network. Wellington Road is already congested and this is anticipated to worsen if no improvements are made (this is being considered through the *Wellington Road Multi-modal Corridor Study*). Traffic levels and congestion on Wellington Road have knock-on effects on many of the adjoining side arm roads. This may lead to inappropriate re-routing, safety issues and poor access resilience in the event of an incident on the existing road network.

Existing active travel access to the area is mainly through the on-road National Cycle Network (NCN) Route 1 which runs from Cove along the Coast Road and continuing on Greyhope Road to the north of the ASH site. As part of the ASH development, a section of off-road cycle path has been provided on the east side of the railway line running parallel with the section of Coast Road from just north of Hareness Road to the existing railway bridge. With no designated attractive and safe active travel routes between Aberdeen City Centre and the ASH and proposed ETZ sites, active travel by workers at both sites will be limited. This has the potential to increase vehicular access to the sites, increasing the potential risks noted above.

The key opportunity for this project is to support the maximisation of the wider economic benefits of both the new ASH and the proposed ETZ sites, including for the existing surrounding industrial areas at East Tullos and Altens. Acting as a catalyst to the development of the proposed ETZ will support the UK and Scottish Government's commitments to climate change while encouraging the growth of key sectors, including, decommissioning, renewables, subsea and cruise tourism through improved transport connectivity which provides business operational efficiencies and attracts appropriately skilled staff. Facilitating such opportunities also tightly aligns with national, regional and local policy.

With a clear project aim to improve transport connectivity in the area and thus maximise the impact of the harbour expansion and proposed ETZ on the wider economy, project objectives have been developed to reflect this ambition and are set out in the table below.

Project Objectives

No	Objective
1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH which is more efficient than alternative routes to: <ul style="list-style-type: none"> • minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge • help minimise inappropriate routing, and environmental and nuisance impacts
2a	Maximise connectivity between ASH / proposed ETZ and prospective workers at the site
2b	Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
3	Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
4	Improve the resilience of transport connections to and from ASH /proposed ETZ
5	Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

From these objectives, a range of options were developed to address the identified problems and realise the potential opportunities. A long list of road options was developed which varied in scale from minor junction improvements to new routes to connect the ASH / proposed ETZ sites to the wider strategic network. These options were appraised and sifted against the project objectives. Active travel

options (including those as part of the road schemes) and stand-alone options were also considered and subject to a similar initial sifting exercise.

Six road-based options and four active travel options were progressed for appraisal. The road options included new routes through East Tullos to connect Wellington Road with the Coast Road (requiring either a new underpass or over bridge of the railway line) as well as new connections between Souter Head and the Coast Road to the south of the area. An option to provide a new Coast Road bridge and remove the existing bridge was also progressed both as a standalone option, and in combination with other options. Four active travel options, including new route provision to connect the Coast Road with Wellington Road as well as the potential for a cycle hub at ASH were also progressed.

Key dependencies, constraints and risks were considered which included interface with the developing **ETZ masterplanning exercise**, risks with regards to the **Ness Landfill Site** (and the inherent uncertainty around project costs and deliverability should a route through the landfill be taken forward), and the provision of new railway crossings which would need to be undertaken in line with **Network Rail requirements** (including allowance for the future electrification).

During the development of the strategic case, engagement was undertaken with a range of stakeholders and the public.

Economic Case

A more in-depth appraisal against the project objectives and STAG criteria (environmental, safety, economy, integration, and social accessibility criteria) further sifted the options to be progressed down to four road options and two active travel options which were then further progressed. These remaining options were considered through a more detailed appraisal process considering their engineering and operational feasibility as well as further stakeholder and public engagement.

The more detailed economic appraisal of the road-based options used a microsimulation traffic model to provide an estimate of the quantitative impacts of the interventions. This enabled an economic assessment of the road-based interventions as well as feeding into other elements of the appraisal. Key points arising through the appraisal, and which form key elements in the rationale for further sifting the options include:

- The compounding of existing congestion issues on Wellington Road if the prescribed route between the external road network and the ASH / ETZ area were further north of Hareness Road (i.e., via Greenwells or Greenbank Road through East Tullos)
- The road gradient required from Coast Road to a new bridge across the railway (around 18%) to then link to East Tullos directly is far higher than that recommended for HGVs on a strategic route and would not be useable by abnormal loads. In addition, a new Scottish Water access road would be at a gradient of 20%.
- Underpass height clearance / alignment of any route linking the ETZ site directly with East Tullos would limit route use by some abnormal loads
- Very high levels of engineering, cost risk and uncertainty associated with any intrusion into Ness landfill site
- The interface with St Fitticks Park by any route through this area considering current and potential future uses
- The potential noise, vibration and severance impacts to Burnbanks residents of any new connection from Souter Head to the Coast Road

An exercise considering each road option's costs and monetised economic benefits highlighted the new standalone Coast Road bridge (Option A4) as the lowest cost option. During the design process, the full required extent of carriageway widening, or carriageway replacement due to the new bridge and potential Coast Road widening, will be considered in detail. Consideration during the design

process will also be given to the potential for Crawpeel Road, within Altens industrial estate, to be utilised as a prescribed route to join Wellington Road further south, reducing traffic impacts on Wellington Road between the Souter Head Road and Hareness Road junctions. An assessment of the Value for Money of the schemes, which included greenhouse gas emission benefits, accident benefits, Transport Economic Efficiency (TEE) benefits and indirect taxation benefits showed the new Coast Road bridge option (and a further option where the bridge was combined with a new link between the Coast Road and Souter Head Road) provided a benefit to cost ratio of greater than 1.

The appraisal process highlighted that Option A4 and a further option where Option A4 was combined with a new link between the Coast Road and Souter Head Road (Option A5) provide the greatest monetised economic benefits over the 60-year assessment period (benefit to cost ratio). Both options provide consistently reduced journey times to ASH / proposed ETZ area across all time periods and there would be no additional traffic on Wellington Road north of Hareness Road.

Both options also remove the current constraint caused by the signal controlled bridge over the railway on the Coast Road. Option A4 provides the lowest cost estimate and has the least risk attached to it. In the public consultation Option A4 was the only option where the overall feeling was net-agreement with the option as opposed to net-disagreement.

The technical feasibility for Option A4 from an environmental, topographical, ground and transport perspective would make construction of this option significantly less problematic when compared with other options. The appraisal suggests that if Option A4 is preferred, then in the longer term the extension to include a link through Souter Head Road within Option A5 would provide additional benefits. However, the significant additional cost and risk means that its provision is not supported in the shorter term.

At the Aberdeen City Council City Growth and Resources Committee on 3rd February 2021, it was therefore recommended, agreed and instructed that Option A4 (and the complementary active travel options, Option C1 and Option C4) be progressed within the context of the City Region Deal funding. The two progressed active travel options complement Option A4 in that they provide active travel provision from Aberdeen (South) to both the Aberdeen South Harbour area and a route through to the city centre.

Given the above, the focus of the Financial, Commercial and Management cases presented in the remaining sections of this report focus on the delivery of Option A4 (and the complementary active travel options, C1 and C4). These options are shown in the figures below. Option A4 does not preclude the future development of Option A5, or any future exploration of connections which impact on the Ness Landfill Site.



Financial Case

Initial capital cost estimates for the preferred Option A4 and Active Travel Options C1 and C4 are presented in the table below. As the proposals are at the feasibility design stage, only high-level construction cost estimates have been developed. The cost estimate has been prepared using approximate estimating rates extracted from 'SPON's *Civil Engineering and Highway Works Price Book 2019*'. It should also be noted that no formal assessment of risk has been undertaken in preparing the cost estimates due to the limited information available at present. As per HM Treasury Green Book Guidance (2020), Optimism Bias is not included in the Financial Case. The cost estimates also do not include allowances for:

- Costs associated with land / property acquisition
- Statutory approvals / consents
- Adjustments to existing public utility apparatus

- Surveys and investigations
- Design and works supervision fees
- Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established

Estimated Capital Costs (Excluding Land, Consents, Utilities, Surveys, Design/Supervision Fees, and Optimism Bias adjustment)

	Cost (£)
Route Corridor - Option A4	£4,665,425
Active Travel Option C1	£1,269,293
Active Travel Option C4	£595,826
TOTAL	£6,530,545

As noted above, the project's funding was approved as part of the Aberdeen City Region Deal by Aberdeen City Council and Aberdeenshire Council on 17th August 2016 and by the UK and Scottish Governments on 21st November 2016. Within the Aberdeen City Region Deal, £25m has been allocated for transport infrastructure to support the harbour expansion. The budget for this project will come from this funding stream. **At this stage in the project, it is important to note the costs presented in the table above are estimated at a high level and are subject to substantial uncertainty and risk. A more detailed assessment of the budgetary implications of the project will be undertaken during the next stages of the business case process and at this stage there is therefore a need to retain the £25m allocated funding for the scheme.**

The cost for DMRB Stages 2 & 3 design of Option A4, C1 and C4 has been estimated at **£1,200,000** inclusive of surveys and project management costs, based on the currently understood scope of works, initial capital cost estimates developed above, and allowances for the noted exclusions.

Key risks and uncertainties associated with the delivery and operation of Option A4 are detailed in the Risk Register (Appendix B) and can be summarised as delays to funding delivery or no funding at all, and additional costs resulting from unanticipated factors.

Commercial Case

An appraisal of transport connections for the new ASH commenced in 2017 with the aim of examining transport connectivity for the site and identifying appropriate transport infrastructure and connectivity upgrades. Opportunities were then taken forward for detailed appraisal in the context of the Aberdeen City Region Deal. The Commercial Case demonstrates that Option A4, selected through the options appraisal process and the subsequent Economic Case presented in this SBC, is commercially viable and deliverable. The Commercial Case takes account of the involvement of other parties, the procurement strategy and identifies the key challenges and risks. To ensure the project is delivered without conflict with other operations close consultation and programme coordination with key public and private stakeholders will be carried out. Key stakeholders with an interest in the infrastructure design, particularly Network Rail, Transport Scotland, Scottish Water, SEPA and utilities are being consulted in relation to their requirements.

The project will be procured by Aberdeen City Council who will be responsible for the operation and maintenance of the road and associated transport infrastructure and will be responsible for the proposed new road over-bridge. All procurement will be carried out in accordance with national procurement guidelines which set out key considerations in relation to a range of issues such as sustainability, community benefits and advertising through public contracting frameworks. The procurement strategy for the development will also align with the Aberdeen City Council, Aberdeenshire Council and the Highland Council Joint Procurement Strategy (2017 – 2022) Version 2.0. The approach to procurement will be consistent with the requirements of the main funding parties,

and hence, in line with capturing community benefits for local people and businesses as per the local and national strategic priorities where possible.

Part of active travel Option C1 falls within the area of land zoned in the Aberdeen Development Plan for the proposed ETZ. A master-planning process is being initiated for this area of land, and the active travel route will form part of the considerations, so as to integrate and complement other activities in this area. Accordingly, the immediate emphasis will be on Active Travel Option C4.

All identified commercial risks and uncertainties are considered in the Risk Register (Appendix B). The key risks and uncertainties identified are the necessary statutory approvals for the development not being gained or are delayed, programme slippage occurs resulting in additional project costs and difficulties encountered when trying to acquire third party land. Mitigations for these risks will be considered during the design development phase. A further key risk is that the project programme extends beyond the agreed funding window of the City Region Deal (2026). In such a case, funding would need to be secured beyond this date.

Management Case

All delivery aspects of the project will be managed by Aberdeen City Council, through their Roads Project Team. Wider project governance processes have been established for capital plan projects, through their Transportation Capital Plan Project Board. The focus will be on progression of the project to cost, programme and scope, dealing with key risk items.

The City Region Deal's Transport Working Group will continue to monitor the progression of the project and report on progress to the Programme Board. Regular updates will be provided to the CRD Joint Committee, with specific reports by exception. The focus will be on management of funding for the project, and the tracking of wider benefits.

The CRD Implementation Board is the key mechanism for interface between the Aberdeen City Region Deal at regional partner level, and the Scottish Government and UK Government. It is anticipated that Transport Scotland and Department for Transport will continue to provide advice to this group on transportation matters.

Aberdeen City Council, as local roads authority, is the most appropriate body to delivery this scheme. It has powers available to it to ensure the required land assembly and other consents. In some instances, the cooperation of other agencies will be required to apply their powers in the delivery of the project, where that is the case early engagement and consultation will be undertaken to ensure delivery of the project is not hindered by delays.

Aberdeen City Council will assume the ongoing liabilities for the proposed new railway crossing, and the maintenance of any new infrastructure including active travel routes.

A project programme and timeline for delivering the project is included in Appendix C. Currently, this proposes completion of DMRB Stage 3 within 2024. At this stage, up to 36 months would be considered an appropriate allocation for the remaining elements, ie Stage 4 (Final design and tender preparation), Stage 5 (Construction Procurement) and Stage 6 (Construction). Any PLI associated with land acquisition would have to be incorporated into this programme.

Aberdeen City Council will have responsibility for creation and implementation of a Benefits Realisation Strategy to ensure the delivery of the project outcomes for economic development and regeneration. This is being progressed within the context of the City Region Deal, with a focus on the Gross Value Added (GVA) impacts of the construction activity, alongside wider beneficial economic impacts arising from improved regional connection to the ASH and proposed ETZ sites.

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1 Introduction

1.1 Background

- 1.1.1 The Aberdeen City Region Deal sets out a clear intention to *support the expansion of Aberdeen Harbour*². A construction consortium is currently taking the new Aberdeen South Harbour (ASH) scheme, at Nigg Bay, forward.
- 1.1.2 Both the UK Government and the Scottish Government committed to maximising the impact of the harbour expansion on the wider regional and national economy by contributing up to an indicative amount of £25 million (£12.5 million from UK Government and £12.5 million from Scottish Government) for supporting infrastructure building on the access arrangements for the Harbour agreed as part of their planning consent. Aberdeen City Council and Aberdeenshire Council also committed to contributing up to £11 million.
- 1.1.3 This strategic business case (SBC) sets out the case for supporting transport infrastructure interventions which can help maximise the wider economic benefits of the harbour and proposed Energy Transition Zone development. The SBC has been developed for submission to both Scottish and UK Governments to progress the project to the next stage in development, namely DMRB Stage 2 and Stage 3 design stages.
- 1.1.4 Aberdeen City Council is the scheme promotor and the accountable body for the project, which is being developed within the wider context and funding provided by the Aberdeen City Region Deal.

1.2 The Project

- 1.2.1 The project has investigated a range of multi-modal supporting transport interventions which can help maximise the wider economic benefits of the new ASH at Nigg Bay, and taking account of a wide range of factors, is seeking to progress to detailed design of the most appropriate interventions.
- 1.2.2 The new harbour is located approximately 0.8km to the south-east of Aberdeen City Centre and the existing Aberdeen harbour. Once complete, the new harbour will provide:
- 1,400m of quay at water depths of up to 10.5m
 - a turning circle of 300 metres
 - a channel width of 165m
 - a laydown area of 125,000 m²
 - heavy lift capacity
- 1.2.3 An *External Transportation Links to Aberdeen South Harbour Study* was commissioned in 2017 by Aberdeen City Council with the aim of examining transport connectivity to / from the new harbour. The study identified and appraised a range of transport connectivity improvements. The study was an Aberdeen City Region Deal project, fully funded by the Scottish and UK Governments and undertaken in line with the Scottish Transport Appraisal Guidance (STAG).

² <https://www.gov.uk/government/publications/city-deal-aberdeen-city-region>

- 1.2.4 The ‘Initial Appraisal: Case for Change’ and ‘Preliminary Options Appraisal’ stages of the STAG work were completed in 2018, with the subsequent ‘Detailed Options Appraisal’ stage completed and reported on in March 2021.
- 1.2.5 The initial study focus was on connectivity to ASH. However, in June 2020, the Scottish Government announced £62m in funding (focussed on north-east Scotland) to support the oil and gas sector in the transition and diversification to greener energy, helping Scotland meet its ambitious targets on climate change. The funding will go towards several projects, including a proposed Aberdeen Energy Transition Zone (ETZ). In March 2021, the UK Government announced £27m funding towards the creation of the ETZ and, in June 2021, the Scottish Government announced £26m in further ETZ development funding.
- 1.2.6 The Aberdeen City Council Proposed 2020 Local Development Plan (‘Proposed Plan’) published in March 2020, set out the proposed ETZ land use changes, identifying two key sites for the proposed ETZ:
- OP56 – St. Fitticks Park: 18.2ha site
 - OP61 – Doonies Farm: 16.3ha site
- 1.2.7 Figure 1:1 shows the two sites for the proposed ETZ, OP56 and OP61, in relation to ASH (OP62). It is also important to note that the proposed ETZ is not just about the greenfield elements at St. Fitticks Park and Doonies Farm but covers the utilisation of facilities and industrial land already in place in the adjacent industrial zones, including within Altens and East Tullis industrial estates.

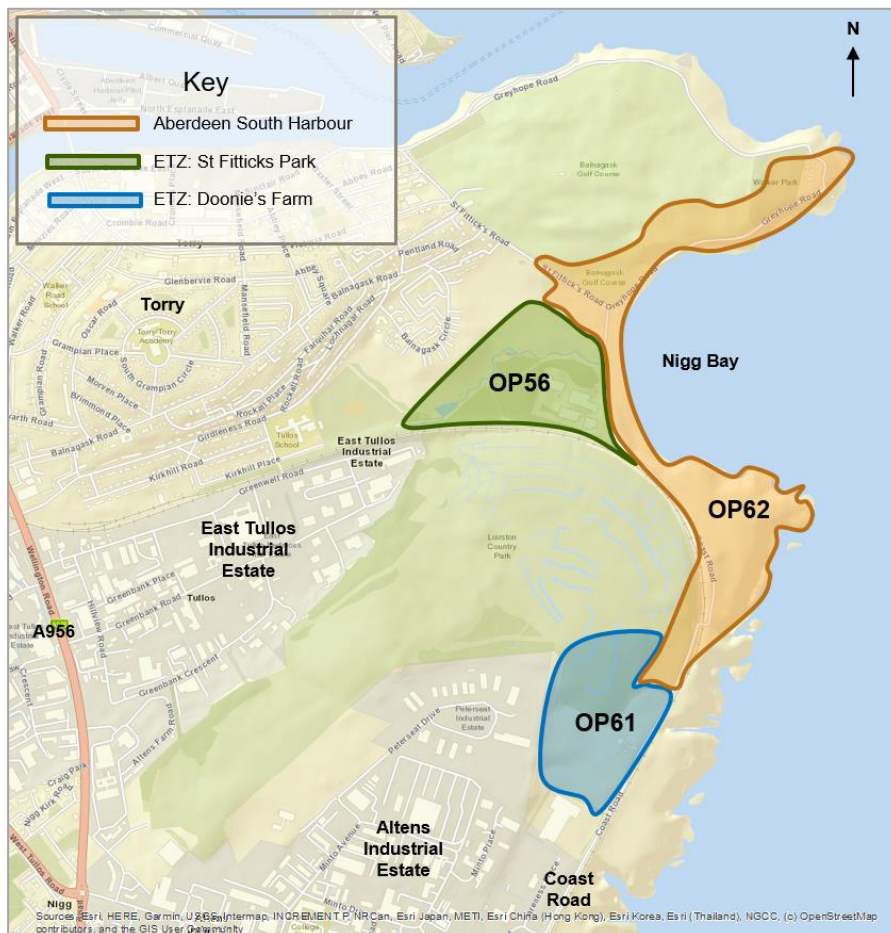


Figure 1:1: Energy Transition Zone and Aberdeen South Harbour Locations

- 1.2.8 Given the emergence of the proposed ETZ, with ASH and ETZ zone activities tightly connected, the STAG study focus broadened during the Detailed Options Appraisal stage. This broader focus considered interventions which maximised connectivity to both ASH and the ETZ sites, taking cognisance of the activities planned to be undertaken at both sites and the opportunities for the realisation of wider economic benefits due to both, including those within East Tullos and Altens industrial estates.
- 1.2.9 The STAG work considered new connectivity to the ASH and proposed ETZ sites across all transport modes and sifted a long list of options, based on an appraisal (i) against the study objectives, (ii) against environmental, safety, economic, integration, accessibility and social inclusion criteria, (iii) through consideration of the operational and engineering feasibility and public acceptability of interventions, (iv) through consideration of scheme cost to government and value for money, and (v) through an appreciation of project risk.
- 1.2.10 This SBC draws heavily on the completed STAG work which provides the key inputs for the Strategic and Economic Cases within this business case. The Financial, Commercial and Management Cases have been established as part of this business case development. The process for the development of this SBC, and how this aligns with the STAG process is shown in Figure 1:2.

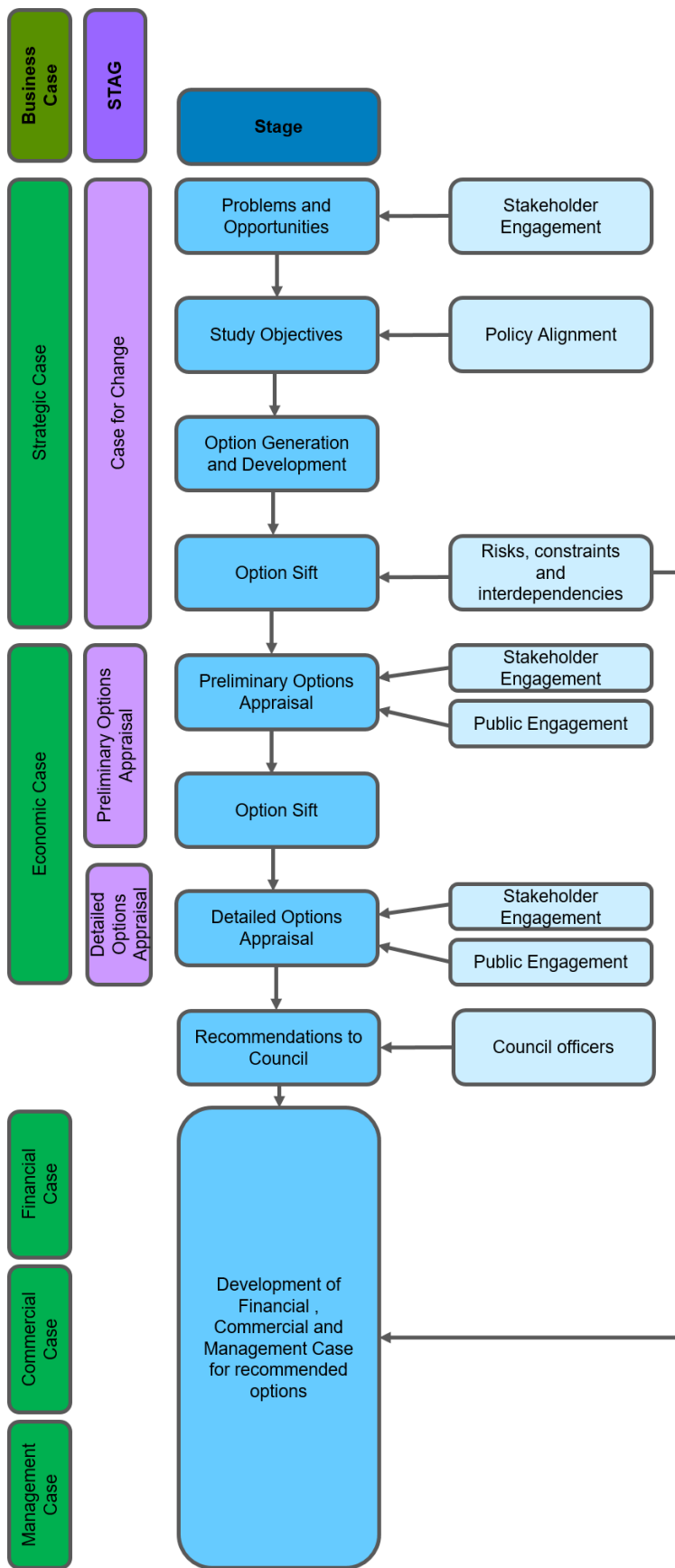


Figure 1:2: SBC development process

- 1.2.11 While the STAG work considered all transport modes, recognising that bus-based options are largely driven by the market and therefore do not form part of the funding request, this SBC sets out a clear case for progressing a road-based and active travel interventions.

1.3 Business Case Development

- 1.3.1 This report is structured into five distinct chapters reflecting the best practice five case model approach, namely:

- Chapter 2: Strategic Case
- Chapter 3: Economic Case
- Chapter 4: Financial Case
- Chapter 5: Commercial Case
- Chapter 6: Management Case

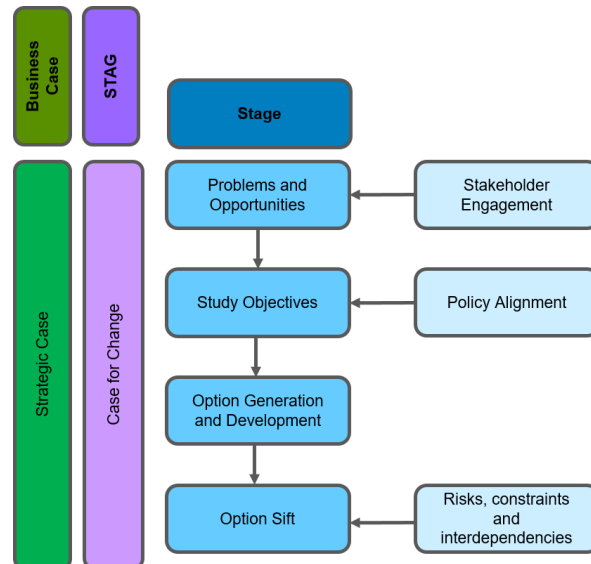
- 1.3.2 The Business Case has been developed taking cognisance of Transport Scotland's *Guidance on the Development of Business Cases* (March 2016) and the Department for Transport's the *Transport Business Cases* document (January 2013), and has been developed in line with UK Treasury's advice on evidence-based decision making as set out in the *Green Book* (2020).

2 Strategic Case

2.1 Introduction

2.1.1 The strategic case determines whether or not an investment is needed, either now or in the future. It demonstrates the case for change – that is, a clear rationale for making the investment and the strategic fit in terms of how investment will meet the intended aims and objectives of the project.

2.1.2 The flowchart opposite shows the main stages of the Strategic Case (or Case for Change) which are set out in sequence in this chapter.



2.2 Problems and Opportunities

2.2.1 The development of ASH is being taken forward in response to constraints at the existing Aberdeen Harbour and is an expansion of activities aimed at capitalising on new and emerging markets.

2.2.2 The proposed ETZ development is part of a long-term plan to achieve net-zero emissions and protect the climate from further damage. Changes to the oil and gas sector in recent years means the industry is having to adapt and evolve and consider the potential for new more sustainable and lower/zero carbon energy resources and the proposed ETZ site land is allocated within the Aberdeen Proposed 2020 Local Development Plan for the development of low or zero-carbon or renewable energy industries. It is expected to directly support 2,500 green jobs by 2030³, in addition to 10,000 transition related jobs. The proposed ETZ aims to transform the area into a hub for cleaner energy, with developments likely to include offshore wind, high value manufacturing and assembly, a floating offshore wind centre of excellence, offshore hydrogen production landing facilities and green hydrogen test and demonstration facilities. The proposed ETZ will contribute towards the Scottish Government’s *Just Transition* principals as set out by the Scottish Just Transition Commission in March 2021.

2.2.3 The location identified for the proposed ETZ, in close proximity of the harbour, is a key enabler in the development of the zone. Access to the harbour is key to encouraging and supporting the delivery of these low carbon energy and technologies and alternative fuel production at the site, all facilitating the transition from oil and gas to green energy production.

2.2.4 ASH, the proposed ETZ, and the industrial areas located nearby at East Tullos and Altens, can act as a key driver in improving the region’s attractiveness for international trade and investment, and can support businesses in the oil, gas, and renewable energy supply chain to internationalise in key global markets. This will help address the economic challenges facing the region and capitalise on new opportunities. **Ensuring efficient, effective and appropriate external transport infrastructure connecting the area to the strategic transport network and wider economy is key to underpinning the economic success of ASH, and wider economic opportunities.**

³ <https://www.energylivenews.com/2021/06/21/energy-transition-zone-in-aberdeen-gets-26m-funding-boost/>

Current Connectivity and Associated Problems

Vehicular Connectivity

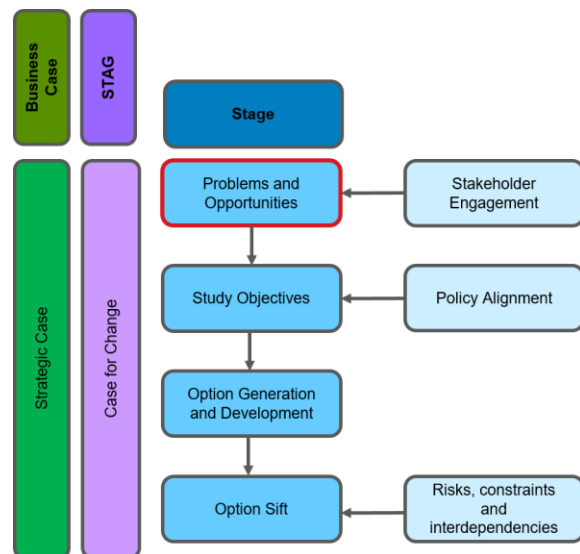
2.2.5 At present, access to ASH and the two proposed ETZ sites for commercial vehicles is via the Coast Road. Coast Road is a single carriageway road which runs along the eastern edge of both sites. The Coast Road provides a connection to St. Fitticks Road at its northern extent enabling access (for light vehicles only and abnormal loads unable to use the Coast Road bridge, if necessary) through the Torry residential area and onwards into Aberdeen centre via Victoria Bridge, as shown in **Error! Reference source not found.**

2.2.6 South of both the St. Fitticks and Doonies Farm proposed ETZ sites, Coast Road connects to Hareness Road (providing access through Altens Industrial Estate to Wellington Road) and to Langdykes Road (providing access through the northern part of the Cove residential area to join Wellington Road at Souter Head roundabout). There is a traffic signal controlled bridge crossing located on Coast Road between the two sites. Due to the alignment of the bridge and its approaches, the bridge operates on a shuttle basis using signals to control the flow of vehicles. The bridge has no identified weight restriction and Network Rail has stated that the bridge can accommodate 'Construction and Use Traffic' of up to 44 tonnes and may be able to accommodate heavier loads⁴.



2.2.7 Hareness Road is a wide single carriageway with a speed limit of 30mph. The link runs through Altens Industrial Estate connecting to Wellington Road and West Tullos Road via Hareness Roundabout. From Hareness Road, Crawpeel Road and Blackness Road run south to Souter Head Road, providing an alternative route to Wellington Road which bypasses Hareness Road Roundabout.

2.2.8 Wellington Road is a main corridor for access to Aberdeen City Centre from the south and provides a strategic link between



⁴ As noted in the Aberdeen Harbour Expansion Transport Assessment

Aberdeen City Centre and the trunk road network. The corridor is a key freight route into Aberdeen.

- 2.2.9 The northern section of the Wellington Road corridor, from Balnagask Road to Victoria Bridge, is designated as an Air Quality Management Area due to high concentrations of nitrogen dioxide and particulates, both of which can be attributable to emissions from road traffic.
- 2.2.10 The Aberdeen Western Peripheral Route (AWPR) connects to Wellington Road at the A90(T) Charleston Junction.
- 2.2.11 At present, there is no direct link between East Tullos industrial estate and the Coast Road.
- 2.2.12 As part of the InterrglVB StratMos project, a freight route map⁵ for Aberdeen was developed. At present, heavy goods vehicles accessing the new ASH are required to use Hareness Road and the Coast Road (as shown in **Error! Reference source not found.**). If accessing the area from the north, heavy goods vehicles are therefore required to avoid the route though the Torry residential area.
- 2.2.13 If accessing the area from the west of Aberdeen, heavy goods vehicles are required to route via Riverside Drive and Great Southern Road to cross the River Dee and join West Tullos Road, due to a width restriction (<7'-0") on the Bridge of Dee (A92).
- 2.2.14 Due to the constraints at the railway bridge on Coast Road, abnormal loads accessing the proposed ETZ / new harbour area of more than 25m in length need, however, to route via Torry.
- 2.2.15 Once ASH and the proposed ETZ sites are fully operational, the additional traffic accessing the area (and specifically heavy goods traffic), if using the prescribed Hareness Road / Coast Road route, are likely to impact on the surrounding road network. Transport modelling was undertaken to consider a 'Do Minimum' situation. The Do Minimum position reflects a future situation with committed development and transport schemes in place, and where the ASH and proposed ETZ sites are operational but no further improvements are made to existing transport infrastructure. The transport modelling work highlighted that, under this Do Minimum scenario, the road network in the area was at capacity, and that existing infrastructure was unable to accommodate the future traffic levels without significant congestion. In particular, additional traffic on Wellington Road made it very difficult for side arm traffic to find sufficient gaps in the carriageway to join Wellington Road, with significant queues building up on many side roads, particularly on Girdleness Road, Greenwell Road and Craigshaw Road (mainly in the morning period). On Girdleness Road in particular, the presence of buses and the greater gap required by these larger vehicles to join the Wellington Road carriageway causes additional delay on the side arm. Queueing is also evident on Wellington Road itself on the northbound approach to Souter Head roundabout in the morning. In the evening period, the model shows queueing on Hareness Road and South Head Road on the approaches to the Wellington Road roundabouts, caused by the volume of traffic on heading south on Wellington Road limiting the gaps in the traffic flow for traffic to join the Wellington Road corridor from these side arms. As would be expected, the network is more congested, and queueing more significant in 2041 than 2026 due to the assumed higher background traffic growth by 2041.
- 2.2.16 If improvements to transport infrastructure are not made, this has the potential to create risk in terms of:
- Increased congestion on Wellington Road with subsequent knock-on effects on many of the adjoining side arm roads

⁵ <https://www.aberdeencity.gov.uk/sites/default/files/freightmapaberdeenlarge.pdf>

- Congestion on Hareness Road within the Altens Industrial estate impacting on ASH and proposed ETZ activities and business activities within the Altens estate
- Inappropriate routing and amenity impacts on Langdykes Road, impacting on Cove community residents
- Congestion and accidents at the railway bridge on Coast Road
- Impacting on the activities that can be undertaken at ASH and the ETZ sites given the constraint the existing rail bridge places on abnormal loads (loads greater than 25m in length)
- Safety and amenity concern due to a potential increase in general (non-HGV/coach) traffic travelling through the residential area of Torry
- Circuitous routes being taken between East Tullos Industrial Estate and ASH
- Circuitous routes being taken between Aberdeen City Centre and ASH for larger vehicles (HGVs and Coaches)
- A perception of poor-quality access, impacting on the take up of premises / activities within the proposed ETZ sites
- Poor access resilience in the event of an incident on the existing road network

Public Transport Connectivity

- 2.2.17 While improved bus connectivity to the area, as noted above, is not a focus of this Business Case, it is however worth noting that there are currently no bus routes serving the ASH harbour / proposed ETZ site area directly. The closest bus stops are located approximately 550m to the north west of the new harbour / St. Fitticks ETZ site on Balnagask Road and St. Fittick's Road.
- 2.2.18 As part of the Aberdeen South Harbour development, a new bus turning circle is being provided adjacent to the main harbour access, allowing for the development of a bus stop off the carriageway. This would enable public transport access directly with the new harbour and the proposed ETZ site at St. Fittick's Park.
- 2.2.19 Aberdeen Railway Station is the nearest station to the ASH and ETZ sites, located approximately 3km to the north-west.
- 2.2.20 The Aberdeen to Dundee Rail Line, as shown in **Error! Reference source not found.**, runs to the east of the Doonie's Farm ETZ site parallel to the Coast Road before heading west along the southern edge of the proposed St. Fitticks Park ETZ site. The Craiginches Rail Freight Terminal is located on Greenwell Road in East Tullos in close proximity to ASH and the proposed St. Fitticks ETZ site.



Figure 2.2: Existing Access Arrangements (Rail Network)

Active Travel Connectivity

- 2.2.21 The mainly on-road National Cycle Network (NCN) Route 1 routes through the area, running from Cove along the Coast Road and continuing on Greyhope Road to the north of the ASH development site. As part of the ASH development, a section of off-road cycle path has been provided on the east side of the railway line running parallel with the section of Coast Road from just north of Hareness Road to the existing railway bridge. There are several unsurfaced informal paths which route through St Fitticks Park between the south east of Torry and the Kelda Water site (located within the proposed St. Fitticks ETZ site).
- 2.2.22 A 2018 study by Aberdeen City Council concluded that St Fitticks Road, Victoria Road and Market Street provided the most appropriate walking routes between the new harbour and the city centre. However it was noted that high traffic volumes, speeds and gaps in provision impact the coherence, attractiveness and comfort of the route and there is potential for improvements. Parked cars, bus stops, heavily trafficked routes, cobbled surfaces and indirect existing routes were issued raised with regards to current cycle connections between the area and the city centre.
- 2.2.23 With no designated attractive and safe active travel routes between Aberdeen City Centre and the ASH and proposed ETZ sites, this will limit active travel by workers at both sites. This has the potential to increase vehicular access to the sites, increasing the potential risks noted above in relation to vehicular access.

Opportunities

- 2.2.24 Improving transport connectivity between the ASH and ETZ sites and the strategic transport network has clear benefits in:
- Supporting the UK and Scottish Government’s commitments to Climate Change, as clearly stated in the UK Prime Ministers Ten Point Plan for a Green Industrial Revolution (November 2020) and in the Scottish Government’s *Updated Climate Change Plan*

(December 2020). Off-shore wind and expanding hydrogen production and use are specifically noted. Ensuring connectivity to the ETZ and ASH area that facilitates the movement of abnormal loads will support the maximisation of the potential for such activities at the sites.

- Encouraging the growth of key sectors, including, decommissioning, renewables, subsea and cruise tourism through improved transport connectivity which provides business operational efficiencies and attracts appropriately skilled staff
- Aiding in the redevelopment of East Tullos and Altens Industrial Estates. A link directly connecting or strengthening the connections between East Tullos / Altens and the ASH / proposed ETZ area has the potential to support the regeneration of both estates and also ASH / proposed ETZ related activities. East Tullos industrial estate is a large area of land close to the harbour that has been specified for redevelopment as the building stock is ageing. Altens industrial estate is a large estate to the south of the harbour where there are a number of redevelopment opportunities. Improved connectivity between these industrial estates and the new harbour has the potential to support future harbour activities and the regeneration aspirations and redevelopment opportunities for the estates and unlock inward investment in the area.
- Capitalising on any outcomes emerging from the Aberdeen Roads Hierarchy, City Centre Masterplan and Sustainable Urban Mobility Plan (SUMP) refresh; and enhanced walking and cycling route provision as part of the ongoing Wellington Road Multi-modal Study (which is considering options along the corridor and side roads from A90(T) / A956 Charleston Interchange to the Queen Elizabeth Bridge)
- Opportunity to safeguard the potential for rail freight. There is a high level of policy support for the transport of freight by rail rather than road and the relative proximity of Craiginches Rail Freight Terminal to ASH and the proposed ETZ site may present an opportunity to safeguard the potential for multimodal freight transport.

2.3 Stakeholders

2.3.1 A range of stakeholder and public engagement activities were undertaken as part of the *External Transportation Links to Aberdeen South Harbour* STAG study, and these have informed this Business Case.

2.3.2 Engagement activities undertaken during the *Initial Appraisal: Case for Change* stage of the STAG study are noted in Table 2:1 below alongside the engagement method and key points raised. While further engagement was undertaken during the latter stages of the STAG study, the key points from these are noted the Economic Case chapter of this SBC as they relate to the appraisal of options. Also note that while various engagement activities were undertaken with the main bus operators in the region, these are not noted here given the focus on this business case.

Table 2:1: Summary of Engagement Activity (undertaken during *Initial Appraisal: Case for Change*)

Stakeholder	Engagement Method	Summary of Key Points
Aberdeen Harbour Board (AHB)	Formal face-to-face meeting	<ul style="list-style-type: none"> • The new harbour has been developed due to existing constraints at the existing harbour and is an expansion of activities aimed at capitalising on new and emerging markets • There will be no road freight movements between the existing Aberdeen Harbour and ASH as moving between the ports would require 'double handling' of freight which is inefficient and costly. Charges will be uniform across both sites to prevent 'competition' between the two locations

Stakeholder	Engagement Method	Summary of Key Points	
		<ul style="list-style-type: none"> AHB see there being significant potential to expand harbour activities and industry in the hinterland area surrounding the new harbour. Key locations identified include East Tullos, farmland to the east of the railway, and the former Ness Landfill site. The existing bridge across the railway on Coast Road is a significant constraint in terms of access to / from the harbour The railway itself presents a significant constraint for any new connection 	
Officers from Aberdeen City and Aberdeenshire Council	Several stakeholder workshops	<ul style="list-style-type: none"> The facilities at ASH are designed to be flexible and adaptable in order to accommodate a range of industry sectors There are several potential markets for the new harbour, including oil and gas, decommissioning, subsea activities, renewables, cruise tourism, and general and bulk cargo Traditional industries such as fishing and ship building are not target areas, with the former having seen a significant decline and the latter no longer competitive in Europe. In addition, marina uses will not be a focus of activity. Visit Aberdeenshire has produced a research report examining the opportunities associated with cruise tourism for Aberdeenshire⁶. This notes that logistical and economic concerns are decisive factors in cruise liners' decision regarding which ports to visit and therefore ensuring good transport to and from the harbour will be important to help maximise the opportunities presented by the sector. There is potential for a wave / tidal energy test centre to be constructed at Nigg Bay and that this is something being explored over the longer time frame (10-15 year period) AHB believe that both the existing harbour at Aberdeen and ASH will cater for small and medium size decommissioning work. However, it is not envisaged that topside decommissioning will be undertaken at either port. Given the constraints around vessel size at the existing Aberdeen harbour and the general trend for large vessels in subsea decommissioning, it is likely that this activity would be undertaken at ASH rather than the existing harbour Passenger levels have gone up on the West Coast as a consequence of the Road Equivalent Tariff (RET) fares scheme and there is potential that the introduction of RET on the North Sea routes will have a similar impact which could, in turn, lead to an increase in the number of sailings and/or larger vessels. Should the latter occur, it may be necessary to use ASH rather than Aberdeen Harbour due to the limitations in terms of vessel size at the existing harbour. The development of ASH is a significant opportunity for both Altens and East Tullos with the proximity to ASH likely to add to the appeal of both areas There is an opportunity to develop the food and drink sector as a consequence of the development of ASH 	
Key Industry Sectors (potential ASH / ETZ site users)	Face-to-face and telephone consultations	Oil & Gas	<ul style="list-style-type: none"> Recognised that the oil and gas industry in Aberdeen has passed its peak, it was stressed that oil and gas will remain the single largest industry in Aberdeen for some time to come Envisaged that there will be a decrease in the day-to-day need for shipping from

⁶ Cruise Ready Research and Business Opportunities Guide: Knowledge Resource Report, June 2017

Stakeholder	Engagement Method	Summary of Key Points	
			Aberdeen for the oil and gas sector in the medium to longer-term
		Decommissioning	<ul style="list-style-type: none"> Decommissioning is a growing industry and offers potential for development. The new harbour does not include the facilities required for large-scale decommissioning
		Subsea	<ul style="list-style-type: none"> The availability of deeper berths at ASH seen as an opportunity given the trend for larger subsea vessels To attract subsea work to ASH, a road network at the harbour which does not interfere with the laydown space would be required
		Renewables	<ul style="list-style-type: none"> Agreement that ASH would be well placed to support the renewable industry, particularly offshore wind energy
		General Bulk & Cargo	<ul style="list-style-type: none"> General cargo market is currently predominantly based on meeting the sea-based supply-chain needs of the oil and gas industry and has therefore seen a decline in the recent period The development of ASH and the availability of larger berths / deep water may provide an opportunity for Aberdeen to become the trans-shipment hub for such activity in future
		Cruise Tourism	<ul style="list-style-type: none"> Agreement that the development of ASH would lead to significant opportunities to grow and develop the cruise industry in Aberdeen Import to supply appropriate transport connections in order to deliver a quality customer experience and ensure both cruise liners and passengers return to the city in the future
		Rail Freight	<ul style="list-style-type: none"> Currently limited potential for rail freight in the North East Rail is more cost effective when transporting bulk commodities over long distances and, due to the relatively short distance between Aberdeen and the Central Belt, it is difficult for rail to compete with the road freight market Other issues include: limited availability of passing loops, difficulty getting backloads, height and gauge restrictions and lack of connections to Grangemouth and Eurocentral
		General Transport Problems	<ul style="list-style-type: none"> Poor quality access to / from the new harbour – there was a general perception that access to and from ASH was poor, with both Coast Road and Victoria Road viewed as unsuitable for large volumes of HGV and general traffic

Stakeholder	Engagement Method	Summary of Key Points
		<ul style="list-style-type: none"> • Traffic travelling through Torry – concerns raised about harbour traffic routing via the residential area of Torry and the potential amenity and safety impacts which may result • Poor road journey time reliability – journey time reliability, particularly with regard to cruise tourism, was identified as a potential issue. • Unsuitable routes – the designated route to and from ASH for HGVs and coaches which passes through the industrial area of Altens would not create a good first impression of Aberdeen amongst cruise tourists. This was felt to be particularly the case should there also be high levels of congestion and therefore longer journey times. • Congestion and longer journey times – the existing bridge over the railway on Coast Road is a significant constraint in the network and the additional traffic may lead to congestion at this location and a resultant increase in journey times for trips via Coast Road. • Poor access for abnormal loads – the railway bridge on Coast Road identified as an issue with respect to the transportation of abnormal loads. This was felt to be a particular issue for the renewables sector.
Aberdeen & Grampian Chamber of Commerce		<ul style="list-style-type: none"> • Since the downturn in oil, the new ASH is now about maximising the economic benefit in the future • To help make it a success, the new harbour will need good road connections to the city centre and AWPR, and good rail connections from the harbour
Network Rail	Telephone Discussion	<ul style="list-style-type: none"> • Focused on the organisation’s requirements with regard to the delivery of options involving new overbridges / under-bridges across the railway • Where options involve a new overbridge across the railway, the bridge would need to be constructed to facilitate future electrification of the railway • Disruptive Possession would likely be required to enable the construction of a new bridge • Should a new bridge be constructed, Aberdeen City Council would need to take ownership of the bridge • In comparison to constructing a new bridge, delivering a new underbridge is generally more challenging

2.3.3 It is clear from the discussions with stakeholders that in order to ensure the success of ASH (and the proposed ETZ site) and to enable the growth of existing industries and attract new industries to utilise the harbour area, there must be appropriate transport links which: provide quality access; reduce business operational impacts; enable the movement of abnormal loads; are resilient; and minimise the impact of commercial activities on local communities.

2.3.4 These key points have been taken into consideration when developing the objectives and subsequent range of potential interventions for the project.

2.4 Policy Alignment

2.4.1 A review of the relevant transport, planning and economic policies at local, regional and national level is presented in Table 2:2 to highlight the project's policy alignment and ensure alignment when developing the study objectives.

2.4.2 The review clearly demonstrates the alignment of the project with local, regional and national policy across a range of policy areas.

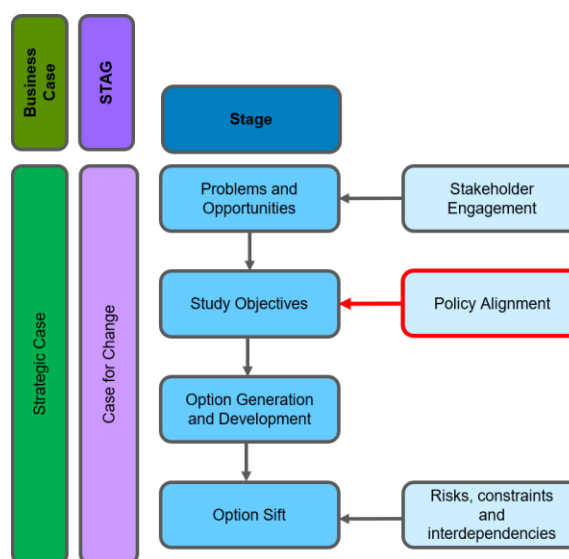


Table 2:2: Local, regional and national policy alignment

Policy	Key Point
National	
Scotland's Economic Strategy (SES) (2015)	Recognises the importance of the North Sea oil and gas industry to the Scottish economy and the need to strengthen links with the global economy and increase trade and investment. In terms of emerging industries, both decommissioning and renewables are identified as key opportunities. The development of ASH and the proposed ETZ further develop the potential to capitalise on these emerging markets and help strengthen trade and investment within the North-East.
National Planning Framework 3 (2014)	Specifically supports the development of ASH and, as with the SES, identifies a number of potential growth areas for the North-East, including the oil and gas reserves west of Shetland, decommissioning and renewables, the potential development of all of which will have a significant bearing on future activity in and around ASH
National Transport Strategy 2 (2020)	Includes a number of key priorities and outcomes, including a shift to sustainable modes of transport; supporting new technologies; and reducing emissions. The document also identifies a range of objectives to improve the efficiency of freight transport, including improving strategic hubs such as ports, enhancing road, rail and port infrastructure; promoting freight modal shift to rail and water; and improving the efficiency and sustainability of road transport.
Strategic Transport Projects Review 2 (2021)	Identifies the need to support active travel and sustainable transport modes; the decarbonisation of transport; and encourage the shift to rail freight. The document also includes objectives which aim to reduce carbon emissions; improving journey times; and shift to more sustainable freight modes. Initial options being considered include the development of 'Active Freeways' to enable more active travel; deliver mobility hubs; and encourage rail freight, with analysis being conducted on potential freight terminus in Aberdeen.
Update to the Climate Change Plan 2018-32 (2020)	Includes a number of key policies and proposals, including greater reliance on sustainable energy sources; decarbonised HGVs and rail services; and investment in hydrogen and carbon capture and storage. In terms of freight movement, there is focus on the development of green technologies and consolidation centres which can reduce carbon emissions. In the North East, the Energy Transition Fund will see the shift away from oil and gas, to a low carbon industry.
National Renewable Infrastructure Plan (2010)	Identifies the need for sites specialising in the construction and installation of wind energy equipment; the manufacture of wind energy equipment; and the maintenance and repair of wind energy equipment and identifies Aberdeen Harbour (without the extension into the Bay of Nigg) as holding the potential for both distributed manufacturing and operation and maintenance. With the development of ASH, the

Policy	Key Point
	potential for the development of the offshore wind industry at Aberdeen is likely to be greater due to the ability to accommodate larger vessels and the availability of more laydown space at the Bay of Nigg.
Regional	
Aberdeen City and Aberdeenshire Regional Economic Strategy (2015)	Identifies a number of potential growth industries in the oil and gas sector, including small pool development, well construction, asset integrity and decommissioning, and notes the potential of the renewable industry, including and hydrogen, energy from waste. The document supports the expansion of ASH and identifies the regeneration of East Tullos and ensuring the availability of land and infrastructure to support both decommissioning and carbon capture and storage as key actions
Regional Transport Strategy (RTS:2040) (2021)	Includes key priorities which focus on improving journey times; reducing carbon emission to support net-zero aim; and induce a modal shift away from the private car. From the actions, it is a priority to upgrade active travel infrastructure, with 'Active Travel Freeways' being considered in the Torry and South Harbour area. Road improvements, and the development of connections from Craiginches Rail Freight Terminal to ASH are both included within the actions. It is noted that there will be continued investment into the ports and harbours of the North East.
Nestrans Freight Action Plan 2 (2014)	Identifies the expansion of Aberdeen Harbour into Nigg Bay as a significant opportunity noting the following benefit for freight: the proximity to the existing Altens/East Tullos industrial estates and an expanded harbour into Nigg Bay; the avoidance of city centre traffic level increase and no loss in potential benefits provided by the AWPR; and the opportunity for integration with the nearby rail freight terminal at Craiginches. States support for ASH in the promotion of short sea, and international shipping opportunities. Seeks to identify and promote wider improvements for regional freight and logistics services and facilities which will support the north-east economy. A specific early focus will be with respect to multimodal freight transfer, and freight hub development. Notes the intention to further explore the potential to move freight by rail and seeks to harness opportunities that might emerge from new freight flows.
Nestrans Active Travel Action Plan (2014)	States objectives to: increase active travel mode share and work towards achieving 10% of all trips in Scotland by bike in line with the National vision for cycling by 2020; and Improve safety for pedestrians and cyclists by reducing the total number of pedestrian and cycle casualties, the percentage of total accidents and rate per 1000 population.
Local	
Aberdeen Local Development Plan (2020 Proposed Plan)	Includes the outlining of the Low Emissions Zone; the need for a modal shift away from cars; and further investment into active travel and rail stations. It also includes a focus on the ASH and the potential industrial services and low-carbon energy development and production which can evolve in this area. The transition to low-carbon / renewable energy it also noted as a priority to aid in the reduction of carbon emissions.
Aberdeen Local Transport Strategy (2016)	Notes the need to: <ul style="list-style-type: none"> • Ensure that Aberdeen Harbour remains a world class port and the main port of call in Scotland for the Northern Isles ferry services; (going on to make specific reference to ensuring appropriate access to Nigg Bay given its status as a National Development • Ensure the efficient movement of freight to, from and within the North East of Scotland • Supporting improvements to the trunk road network for the benefit of passengers and freight travelling to, from and within Aberdeen • Realise the benefits of the Aberdeen Western Peripheral Route noting a specific objective to improve key junctions on Wellington Road to allow easier manoeuvring of HGVs • Improve air quality across the City

Policy	Key Point
Aberdeen City Centre Masterplan (CCMP) (2015)	The Aberdeen CCMP aims to remove a substantial volume of general traffic from the city centre reducing private car use and encouraging more sustainable options such as walking, cycling and/or public transport. The implementation of the CCMP will have important implications for the potential routing options available to ASH and ETZ traffic and it has been important to take cognisance of this in both the development and appraisal of options for this project.
Aberdeen Routes Hierarchy Study (2019)	The new roads hierarchy forms the basis of identifying future network changes following the completion of the AWPR and provides a framework for the future development of transport in Aberdeen. As with the Aberdeen CCMP, the implementation of the roads hierarchy will have important implications for the potential routing options available to ASH and proposed ETZ traffic, with all traffic without a destination in Aberdeen City, including peripheral traffic (e.g. traffic destined for the Bridge of Don) directed to the AWPR rather than routing through the city.
Aberdeen Active Travel Action Plan (2017)	<p>Notes active travel infrastructure improvements including, of relevance,:</p> <ul style="list-style-type: none"> • A956 / A90 South (Aberdeen to Stonehaven) – there is currently very limited cycle provision south of Aberdeen along the A956 and A90, despite these being key strategic transport routes lining Aberdeen City and Aberdeenshire. A southbound cycle route, linking Aberdeen with Portlethen and Stonehaven is a key priority area over the life of the Action Plan • Access to Cove / Altens - as a significant employment area in the city, there is a significant number of movements to and from Cove / Altens on a daily basis from all around the region, however opportunities for active travel, particularly cycling to and within these sites is limited. Given the potential for achieving modal shift and the impacts this could have on both areas, improving access to these areas will be a priority of the Action Plan. <p>The AATAP identifies Wellington Road and NCN1 as priority areas for the next five-year period. Since the publication of the AATAP a number of improvements have been made to NCN1 as part of the ASH development and both the Craigshaw Drive and Marywell studies have been taken forward. In addition, an appraisal of transport connections on Wellington Road has been taken forward.</p>
Aberdeen Strategic Infrastructure Plan (2014)	Identifies key goals such as better transport and the general regeneration of some areas in Aberdeen. It is noted that reducing journey times, congestion, and improving cross-city connections are the main targets in terms of transport. Regeneration is to be achieved with a combination of new, mixed-use housing developments and improvement in active travel routes.
Aberdeen Air Quality Action Plan (2011)	<p>Outlines a series of measures to improve air quality. Those of particular relevance to this project include:</p> <ul style="list-style-type: none"> • Modal shift from road to rail • HGV priority measures • Development of a commercial vehicle delivery strategy (including the consideration of routing delivery restrictions and timing) • Consider shipping actions available at Aberdeen Harbour • Development of a freight consolidation centre <p>Wellington Road is designated as an AQMA due to the high concentration of nitrogen dioxide and particulates attributable to emissions from road traffic. As such emissions generated primarily by road traffic are continually monitored at this location and where they exceed relevant criteria an assessment will be completed to determine whether further detailed assessment is required. The designation of Wellington Road as an AQMA will therefore be particularly relevant to any proposals which may result in additional traffic within the area.</p>
Bay Of Nigg Development Framework	The Bay of Nigg Development Framework outlines a phased programme of transport investment designed to release potential development at both Altens and Tullos over the 20-year period following the opening of the harbour. The document identifies a range of potential transport infrastructure improvements, including enhancements to existing connections and several options involving the delivery of new road links both to the south and north of the study area. The options developed as part of the Bay of

Policy	Key Point
	Nigg Development Framework have formed an important input into the option generation process for this project.
Economic Impact of Aberdeen Harbour Nigg Bay Development (2013)	Notes that to maximise the efficiency of ASH it will be necessary to upgrade the roads infrastructure to enable enhanced access to the neighbouring industrial areas at Altens and East Tullos and therefore help make these areas more attractive to potential investors.

2.5 Vision And Objectives

2.5.1 The project aims to improve transport connectivity in the area and thus maximise the impact of the harbour expansion and Energy Transition Zone on the wider economy.

2.5.2 Several project transport objectives were defined based on the project aim, the problems and opportunities identified, and through stakeholder discussion. These transport objectives are presented in Table 2:3.

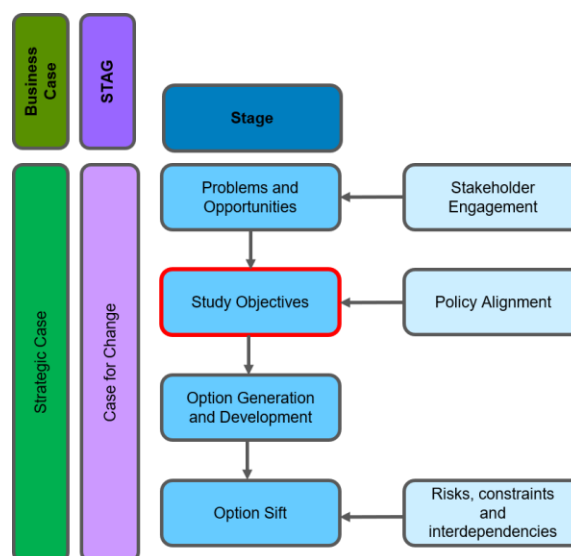


Table 2:3: Project Objectives

No	Objective
1	Provide a designated Heavy Goods Vehicle (HGV) route to/from ASH which is more efficient than alternative routes to: <ul style="list-style-type: none"> minimise journey times to Aberdeen Western Peripheral Route (AWPR) / Charleston junction and King George VI Bridge help minimise inappropriate routing, and environmental and nuisance impacts
2a	Maximise connectivity between ASH / proposed ETZ and prospective workers at the site
2b	Maximise connectivity between proposed ETZ and other energy-related businesses in the Aberdeen area (Business to Business)
3	Futureproof access to the proposed ETZ / ASH for the widest range of abnormal loads possible and minimise the impact of abnormal loads travelling from and to the proposed ETZ / ASH
4	Improve the resilience of transport connections to and from ASH /proposed ETZ
5	Maximise the intermodal opportunities between the proposed ETZ and the existing rail network

2.6 The Proposed Investment

2.6.1 A range of potential options were identified to meet the project objectives, alleviate the identified problems and realise the potential opportunities. An initial long list was developed and following a sifting and development process a shortened list of options was taken forward for assessment.

2.6.2 The long list of road-based options considered is presented in Table 2:4, alongside the key rationale for sifting out a number of these options at this initial stage. Options considered varied in scale from minor junction improvements to entirely new routes to connect the ASH / proposed ETZ sites to the wider strategic network. Any options providing a new route are assumed to incorporate active travel provision as part of the route design, to link into the wider existing active travel network. Active travel specific options are presented in Table 2:5.

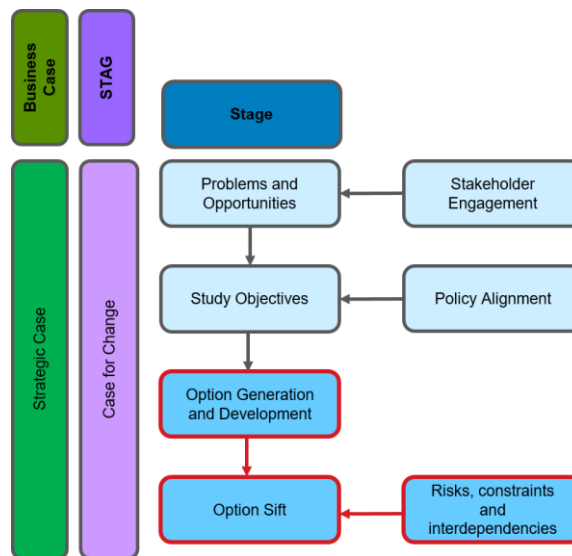


Table 2:4: Initial Long List of Interventions (Road)

Intervention Type	Option	Select or Reject	Key Reason for Select or Reject
Minor Improvements / Junction alterations	Minor Improvements to facilitate ease of movement at the Coast Road Bridge (moving stops lines / vehicle detector technology)	x	Option would provide only minimal benefits but could be combined with other options
	Roundabout improvements on Wellington Road (Harness / Souter Head)	x	Option is likely to provide minimal benefits in terms of access to ASH if taken forward in isolation but could be combined with other options
	Increased capacity on Wellington Road (between Souter Head and Hareness roundabouts)	x	Option is likely to provide minimal benefits in terms of access to ASH if taken forward in isolation but could be combined with other options
New Route Designation	New Designated Route: Wellington Road to Coast Road via Langdykes Road	x	Would involve directing traffic through a residential area (Cove or Torry)
	New Designated Route: Wellington Road to ASH / proposed ETZ area via roads to the north of ASH / ETZ area	x	
New Connections	New bridge over the Coast Road (removing the need for signals and awkward geometry limiting use by abnormal loads)	✓	Removes existing bridge constraint and would provide abnormal load access (currently required to access the ASH / proposed ETZ area via Victoria Road through the Torry residential area)
	Souter Head Road (east) to Coast Road including widening Coast Road (Hareness to Souter Head) and parking restrictions (Souter Head Road). Would include appropriate active travel provision to link to existing provision on Coast Road.	✓	Provide new access from the south reducing traffic impact on Wellington Road north of Souter Head Roundabout and reduces impact on Hareness Road.

Intervention Type	Option	Select or Reject	Key Reason for Select or Reject
			Could be combined with a new bridge over the Coast Road (as above) to enable improved access for abnormal loads
	Greenwell Road to Coast Road (via Ness landfill) connecting to Coast Road south of existing railway bridge , including signalising Greenwell Road / Wellington Road junction and parking restrictions (Greenwell Road). Would include appropriate active travel provision to link to existing provision on Coast Road.	✓	Provides more direct link between East Tullos industrial estate and ASH / proposed ETZ area
	Greenbank Road to Coast Road (via Ness landfill) connecting to Coast Road south of existing railway bridge , including improvement to signalised Greenbank Road / Wellington Road junction and parking restrictions (Greenbank Road). Would include appropriate active travel provision to link to existing provision on Coast Road.	✓	
	Greenwell Road to Coast Road (via underbridge of railway line to link East Tullos to St. Fitticks Park) connecting to Coast Road close to ASH access junction, including signalising Greenwell Road / Wellington Road junction and parking restrictions (Greenwell Road). Would include appropriate active travel provision to link to existing provision on Coast Road.	✓	Provides direct access between ASH / ETZ and East Tullos Industrial Estate and removes existing Coast Road constraint (subject to suitable underbridge design to cater or abnormal loads)
	Greenbank Road to Coast Road (via underbridge of railway line to link East Tullos to St. Fitticks Park) connecting to Coast Road close to ASH access junction, including improvement to signalised Greenbank Road / Wellington Road junction and parking restrictions (Greenbank Road). Would include appropriate active travel provision to link to existing provision on Coast Road.	✓	
	Greenwell Road to Coast Road (via new bridge to link East Tullos to Coast Road through Ness landfill) connecting to Coast Road north of existing Coast Road bridge but south of ASH access / Scottish Water access, including signalising Greenwell Road / Wellington Road junction and parking restrictions (Greenwell Road). Would include appropriate active travel provision to link to existing provision on Coast Road.	✓	Provides direct access between ASH / proposed ETZ and East Tullos Industrial Estate and removes existing Coast Road constraint (subject to suitable new railway design to cater or abnormal loads and ensure sufficient line clearance / route gradient)
	Greenbank Road to Coast Road (via new bridge to link East Tullos to Coast Road through Ness landfill) connecting to Coast Road north of existing Coast Road bridge but south of ASH access / Waste Water Treatment Works access, including improvement to signalised Greenbank Road / Wellington Road junction and parking restrictions (Greenbank Road). Would include	✓	

Intervention Type	Option	Select or Reject	Key Reason for Select or Reject
	appropriate active travel provision to link to existing provision on Coast Road.		
	Wellington Road to Coast Road (via Tullos Hill) with either an underbridge or bridge (as in options above) to connect to Coast Road either north of Waste Water Treatment Works (if underbridge) or south (if bridge)	x	Likely to provide limited benefit over existing Coast Road designated route
	Wellington Road to Coast Road on alignment south of Souter Head Road	✓	Provide new access from the south reducing traffic impact on Wellington Road north of Souter Head Roundabout and reduces impact on Hareness Road. Could be combined with a new bridge over the Coast Road (as above) to enable improved access for abnormal loads
	Wellington Road to Coast Road via Cove (route alignment south of Langdykes Road)	x	Impact on residential properties
	Wellington Road to Coast Road via Cove (route alignment of Core Path 83)	x	Impact on residential properties close to the Core Path

Table 2.5: Initial Long List of Interventions (Active Travel)

Intervention Type	Option	Select or Reject	Key Reason for Select or Reject
Enhancements / Formalisation	Formalise and enhance provision through St. Fitticks Park - linking the Coast Road with Torry / Wellington Road and onwards to the Deeside Way to enable access to ASH / proposed ETZ ETZ sites from the north and west	✓	Would enable active travel access for commuters from the Aberdeen urban area to the ASH and proposed ETZ ETZ sites
	Dedicated cycle route through Tullos Hill to the A956 and onward connections to the Deeside Way	✓	Provides a traffic free route to connect the ASH and ETZ sites to Wellington Road
New Provision	Dedicated cycle route provision on Hareness Road (linking with existing provision on the Coast Road and planned improvements on Wellington Road) to enable access to ASH / ETZ sites from the south	✓	Would enable active travel access for commuters from the to the ASH and proposed ETZ sites from south of the sites (i.e. from Cove etc.)
Facility	Cycle hub at ASH providing dedicated cycle information and a hire scheme at the harbour aimed at cruise tourists.	✓	Would provide sustainable transport option for cruise tourists wishing to explore the area

2.6.3 It is recognised that several of the road options would provide a link between Wellington Road (via East Tullos industrial estate) and the proposed ETZ and ASH sites, with the alignment of these road options passing through the proposed ETZ site at St. Fitticks Park. This clearly has

implications on the potential layout and useable land within the proposed ETZ. This is also the case for the active travel option which provides a more formalised and enhanced route through the park.

- 2.6.4 ETZ Ltd is now leading on the development of the proposed ETZ, previously being developed by Opportunity North East with work having been undertaken on an Outline Business Case (OBC) for the proposed ETZ, including the development of an outline masterplan. While this business case and the work being undertaken to develop the proposed ETZ are being undertaken separately, this project is fully cognisant of the work being undertaken to develop the ETZ OBC. Clearly the proposed ETZ site at St. Fitticks has the potential to benefit from improved connections to East Tullos but the scale of the benefit will be dependent on the activities being undertaken at the proposed ETZ site – at this stage these are not fully established. These activities will, in turn, dictate the availability of land for any new road within the proposed ETZ site. There is an option to provide a link to East Tullos via a route through St Fitticks Park. However, this route would materially impact on the range and extent of development options at this proposed ETZ site, were this to be approved.
- 2.6.5 It is also worth noting that the Wellington Road Multimodal Corridor Part 1 Appraisal (undertaken on behalf of Aberdeen City Council) identified options to be taken forward for more detailed appraisal at the Part 2 Appraisal stage, which is ongoing. These include options to enhance HGV, public transport and active travel access on Wellington Road; to provide crossing facilities at Souter Head and Hareness Road Roundabouts / revised junction layouts; to improve capacity between Souter Head and Hareness Road Roundabouts; and to review right turn traffic signals on Wellington Road. Wellington Road is an important strategic route in and will form a key access to ASH / proposed ETZ area for vehicles travelling both north and south from the area. It has therefore been important to take cognisance of the options emerging from the Wellington Road Multi Modal Corridor Appraisal study and areas of overlap / mutual support have been considered.
- 2.6.6 Given the narrative above in relation to the various options, Figure 2:3 provides an overview of all the types of road options considered and these are described in Table 2:6 below. Road options which provided only minor improvements / junction alterations or new route designations *only* were sifted out of any further development at this stage (for the reasons as noted in Table 2:4 above).

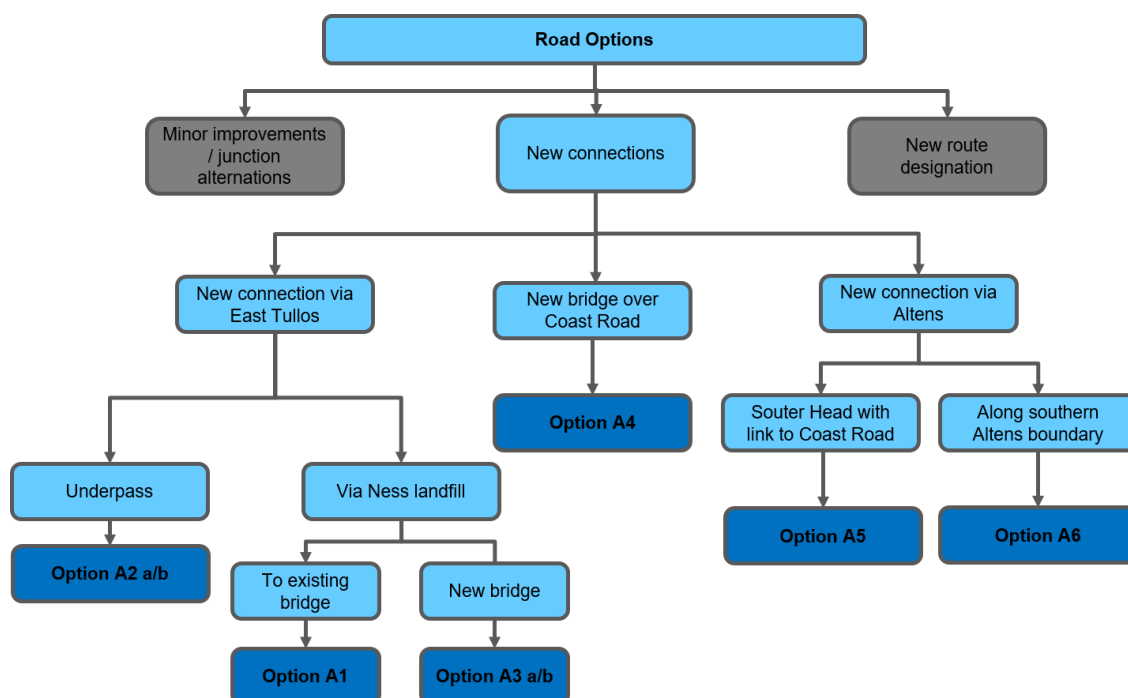


Figure 2:3: Road Option Sifting

2.7 Sifted List of Interventions for Appraisal

2.7.1 The following final set of six road- based interventions (as shown in Table 2:6 and presented diagrammatically in Figure 2:4), have been considered further as part of this business case. All these interventions incorporate appropriate active travel provision within any new road infrastructure, linking to existing active travel provision. Similarly, Table 2:7 and Figure 2:5 provide corresponding information for the specific active travel interventions.

Table 2:6: Road Interventions for Appraisal

Option No.	Option Description
A1	New road connection from Greenwell / Greenbank Road across the former Ness Landfill site to the existing railway bridge on Coast Road. Route would become designated route to the ASH / proposed ETZ area for HGV traffic.
A2	New road connection from Greenwell Road (2a) / Greenbank Road (2b) via St Fitticks Community Park to Coast Road with a new underbridge under the railway line. Route would become designated route to the ASH / proposed ETZ area for HGV traffic.
A3	New road connection from Greenwell Road (3a) / Greenbank Road (3b) via the former Ness Landfill site and a new bridge over the railway. Route would become designated route to the ASH / proposed ETZ area for HGV traffic. A further variant of this option to be explored which considers the link through the landfill to the existing bridge (removing the need for a new railway bridge)
A4	New bridge over the railway on Coast Road and Coast Road capacity improvements. Designated route to ASH / proposed ETZ area would remain via Hareness Road
A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road (as per Option A4). Route would become designated route to the ASH / proposed ETZ area for HGV traffic.
A6	New connection to the south of Souter Head Road, a new bridge over the railway on Coast Road (as per Option A4) and capacity improvements on Coast Road. Route would become designated route to the ASH / proposed ETZ area for HGV traffic.



Figure 2:4: Options for Appraisal

Table 2:7: Active Travel Interventions for Appraisal

Option No.	Option Description
C1	Formalise and enhance provision through St. Fitticks Park - linking the Coast Road with Torry / Wellington Road and onwards to the Deeside Way to enable access to ASH / ETZ sites from the north and west
C2	Cycle hub at ASH providing dedicated cycle information and a hire scheme at the harbour aimed at cruise tourists.
C3	Dedicated cycle route through Tullos Hill to the A956 and onward connections to the Deeside Way
C4	Dedicated cycle route provision on Hareness Road (linking with existing provision on the Coast Road and planned improvements on Wellington Road) to enable access to ASH / ETZ sites from the south



2.7.2 All the options noted above, with the exception of Option C2, would provide a range of benefits against the project objectives as noted in Table 2:8.

Table 2.8: Key Benefits of Intervention against Project Objectives

Option	Objectives						Key Points
	1	2a	2b	3	4	5	
	Provide a designated HGV route to/from ASH / ETZ area which is more efficient than alternative routes	Maximise connectivity by all modes between ASH / ETZ and prospective workers at the sites	Maximise connectivity between the ETZ and other energy-related businesses in the Aberdeen area	Futureproof access to ASH / ETZ for the widest range of abnormal loads and minimise impact of abnormal loads	Improve the resilience of transport connections to and from ASH / ETZ	Maximise the intermodal opportunities between ASH / ETZ and the existing rail network	
A1	-	✓	✓	-	✓✓	-	<ul style="list-style-type: none"> • Unlikely to provide quicker route to ASH / proposed ETZ harbour area from the strategic road network given circuitous route around Ness landfill • Provides direct link between ASH / ETZ area and East Tullos Industrial Estate maximising supporting activities in the industrial estate and realising the wider economic benefits of ASH and the proposed ETZ • Does not future proof access to the ASH / proposed ETZ area for abnormal loads due to the retention of the existing Coast Road bridge • Increases access resilience to ASH / proposed ETZ area through provision of additional route
A2	✓✓✓	✓	✓	✓	✓✓	✓	<ul style="list-style-type: none"> • New route likely to be quicker and more efficient than existing route to ASH / proposed ETZ harbour area from the strategic road network (south)– benefits for HGV and general (commuter) traffic access • Provides direct link between ASH / proposed ETZ area and East Tullos Industrial Estate maximising supporting activities in the industrial estate and realising the wider economic benefits of ASH and the proposed ETZ • Would future proof access to the ASH / proposed ETZ area for abnormal loads, subject to suitable engineering route design at the underbridge • Increases access resilience to ASH / proposed ETZ area through provision of additional route • Potential, at later date, to provide access from the link to the rail network at Craiginshes, increasing the potential for inter-modal opportunities
A3	✓✓✓	✓	✓	✓	✓✓	✓	<ul style="list-style-type: none"> • New route likely to be quicker and more efficient than existing / alternative routes – benefits for HGV and general (commuter) traffic access

Option	Objectives						Key Points
	1	2a	2b	3	4	5	
	Provide a designated HGV route to/from ASH / ETZ area which is more efficient than alternative routes	Maximise connectivity by all modes between ASH / ETZ and prospective workers at the sites	Maximise connectivity between the ETZ and other energy-related businesses in the Aberdeen area	Futureproof access to ASH / ETZ for the widest range of abnormal loads and minimise impact of abnormal loads	Improve the resilience of transport connections to and from ASH / ETZ	Maximise the intermodal opportunities between ASH / ETZ and the existing rail network	<ul style="list-style-type: none"> Provides direct link between ASH / proposed ETZ area and East Tullos Industrial Estate maximising supporting activities in the industrial estate and realising the wider economic benefits of ASH and the proposed ETZ Would future proof access to the ASH / proposed ETZ area for abnormal loads, subject to suitable engineering route design for the new railway bridge Increases access resilience to ASH / proposed ETZ area through provision of additional route
A4	✓✓	-	-	✓✓	✓	-	<ul style="list-style-type: none"> Likely to provide quicker route to ASH / proposed ETZ harbour area from the strategic road network (south) through removal of existing traffic lights on Coast Road bridge Does not provide any increased connectivity for business-to-business activities (although new bridge would provide improved movement for abnormal loads and minor journey time improvement due to removal of traffic lights at existing bridge) Would future proof access to the ASH / proposed ETZ area for abnormal loads, subject to suitable design of the new railway bridge No increased resilience to ASH / proposed ETZ area as no additional route provided
A5	✓✓	✓	✓	✓✓	✓✓	-	<ul style="list-style-type: none"> New route likely to be quicker and more efficient than existing route to ASH / proposed ETZ harbour area from the strategic road network (south) – benefits for HGV and general (commuter) traffic access Likely to provide some increased connectivity for business-to-business activities (with new bridge providing improved movement for abnormal
A6	✓✓	✓	✓	✓✓	✓✓	-	

Option	Objectives						Key Points
	1	2a	2b	3	4	5	
	Provide a designated HGV route to/from ASH / ETZ area which is more efficient than alternative routes	Maximise connectivity by all modes between ASH / ETZ and prospective workers at the sites	Maximise connectivity between the ETZ and other energy-related businesses in the Aberdeen area	Futureproof access to ASH / ETZ for the widest range of abnormal loads and minimise impact of abnormal loads	Improve the resilience of transport connections to and from ASH / ETZ	Maximise the intermodal opportunities between ASH / ETZ and the existing rail network	
							loads and journey time improvement due to removal of traffic lights at existing bridge) <ul style="list-style-type: none"> • Would future proof access to the ASH / proposed ETZ area for abnormal loads • Increases access resilience to ASH / proposed ETZ area through provision of additional route
C1	-	✓✓	-	-	✓	-	<ul style="list-style-type: none"> • Would enable safer active travel access to the ASH and proposed ETZ sites for those commuting from the Aberdeen urban area to the north and west
C2	-	-	-	-	-	-	<ul style="list-style-type: none"> • Would support cruise tourism at ASH and enable more sustainable movement of tourist into the city centre and enable other sustainable day trips to places of interest • Does not meet any of the study objectives
C3	-	✓	-	-	-	-	<ul style="list-style-type: none"> • Would enable more direct active travel access to the ASH and proposed ETZ sites for those commuting from the Kincorth and west area of Aberdeen.
C4	-	✓	-	-	-	-	<ul style="list-style-type: none"> • Would enable safer active travel access to the ASH and proposed ETZ sites for those commuting from the Kincorth and west area of Aberdeen. Would also benefit those commuting to work within Altens industrial estate.

2.8 Risks, Constraints, and Interdependencies

2.8.1 A risk register is included at Appendix B. There are a number of key risks and constraints relevant to various intervention. These include:

- The Edinburgh – Aberdeen **Railway Line** represents a constraint for road transport between ASH / proposed ETZ sites and the strategic road network, with only one road bridge across the railway. The presence of the railway to the east of Coast Road also impacts on the options available for the widening of this route. As noted in the various interventions, improving access to the area would therefore require alterations to either the existing railway bridge and / or the road network adjacent to the railway line, or the provision of new railway crossings.
- Any alterations to the road network or any interventions involving the provision of new railway line crossings would need to be undertaken in line with **Network Rail requirements** which would include allowance for the future electrification of the route
- There are a number of **environmental designations** which the intervention(s) may impact upon including: a Site of Special Scientific Interest; Local Nature Conservation Sites and a community park; several listed buildings and scheduled monuments
- The northern section of Wellington Road is an **Air Quality** Management Area and interventions which increase traffic on Wellington Road are likely to cause further air quality worsening
- National Cycle Route 1 routes along Coast Road and any intervention which impacts on this would need to be designed such that **active travel provision** was maintained and incorporated into the intervention
- Given the timeframes involved, any intervention would have to be constructed following the opening of ASH and it would be necessary to **maintain full levels of access to the harbour during the construction period.**
- The key **interdependency** affecting Options A2a/b and Option C1 is the ongoing masterplanning work for the proposed ETZ sites, planning considerations, and the outcomes of this. As noted above, at this stage it is difficult to establish if the proposed ETZ site's activities can accommodate a road connection (as proposed in Option A2a/b). A similar interdependency exists between Option A2a/b and C1 regardless of the proposed ETZ masterplanning, in that if Option A2a/b were to be progressed, then the road route through St. Fitticks would need to accommodate (where appropriate) and take account of the proposed Option C1 active travel route through the site.
- Any interventions which require a new route through / around the site of the former **Ness Landfill site**, located to the south-west of Nigg Bay adjacent to Coast Road, likely to incur very high investment cost. A significant investment has recently been made to appropriately cap the site. More detailed assessment and further research, potentially including intrusive investigation and testing at the landfill site would be required for those options impacting on the site (Options A2a/b and A3a/b), with key considerations being:
 - the potential for total and differential settlement
 - a significant cost of ground improvement
 - difficulty in creating stable slopes in the waste material
 - disruption to the control measures, which control and prevent migration of liquid and gaseous contamination.

- There is also an **interdependency** affecting Options A3a/b and Option C3 with both options crossing the landfill site, and if option A3a/b were to progress then the design would need to take account of option C3 if that were to progress also.

3 Economic Case

3.1 Introduction

- 3.1.1 The economic case assesses interventions to identify all their impacts, and the resulting value for money. The economic, environmental, social and distributional impacts of the inventions are examined in this Case, using qualitative, quantitative and monetised information, where available and appropriate.
- 3.1.2 The six road-based interventions (as described in Table 2:6) are examined here. An initial qualitative appraisal (discussed below) of these six interventions derived a short list of four interventions which have been the subject of a more detailed economic appraisal reported in Section 3.3.

3.2 Long-List (preliminary) Options Appraisal

- 3.2.1 The initial qualitative appraisal for the six road-based interventions (Table 2:6) and the four active travel based interventions (Table 2:7) considered the environmental, safety, economic, integration and accessibility and inclusion impacts of the options, as well as their deliverability and public acceptability.
- 3.2.2 The public acceptability element of this appraisal was informed by an engagement exercise which included:

- A series of telephone consultations with representatives from the Transport sector (Network Rail and bus operators Stagecoach and First)
- A meeting with Cove and Altens, Kincorth and Leggart, Nigg, and Torry Community Councils
- Two public drop-in events
- An online public survey and linked public survey (undertaken in September 2018 and to which 355 responses were received)

3.2.3 Key points raised through this engagement exercise are presented in Table 3:1.

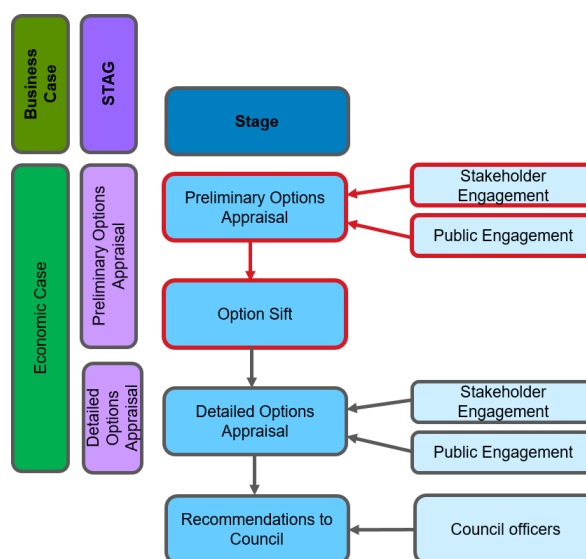


Table 3:1: Summary of Engagement Activity (undertaken during Preliminary Options Appraisal)

Stakeholder	Summary of Key Points
Network Rail	<ul style="list-style-type: none"> • Where options involve a new overbridge across the railway, the bridge would need to be constructed to facilitate future electrification of the railway • Disruptive Possession would likely be required to enable the construction of a new bridge - where the line is closed for, for example, a 24-hour period, to enable construction works. Generally, when constructing a new asset, overnight access is provided to avoid disrupting travel on the line / ensure safety. However, where this is not sufficient, disruptive possession of the railway is required. Network

Stakeholder	Summary of Key Points
	<p>Rail's Outside Parties Team would facilitate this process should the options involving a new bridge be progressed to this stage.</p> <ul style="list-style-type: none"> • Should a new bridge be constructed, Aberdeen City Council would need to take ownership of the bridge. Network Rail does not generally take ownership unless the bridge is built for railway purposes. • In comparison to constructing a new bridge, delivering a new underbridge is generally more challenging. This is because the underpass must support the track and therefore there are more restrictions in terms of delivery. There would also be different discussions regarding ownership, management and liability as Network Rail would have more of an interest given that the structure would be supporting the track. It would also be likely that the period of disruptive possession required would be longer than that required for a new overbridge
Stagecoach	<ul style="list-style-type: none"> • Stagecoach has two depots on Hillview Road and the company requires easy access and egress between these locations and the town centre. The proposals which involve links on Greenbank / Greenwell Road have the potential to increase HGV traffic within the vicinity of these depots. However, providing a route via Greenwell / Greenbank Road would improve access between the depots and the harbour which may bring some benefits. • Wellington Road is relatively congested and options which involve additional traffic on this route would add to congestion • Victoria Road will likely be the primary public transport access to / from the harbour and on street parking can be problematic in this area
First	<ul style="list-style-type: none"> • Nothing of specific relevance to the road-based or active travel based interventions
Community Councils	<ul style="list-style-type: none"> • Option A6 would have a significant impact on the local community as the route would pass through a number of community facilities, including allotments, a recreational football ground; and several informal footpaths, including a number of paths which link the residential area of Cove and the industrial area of Altens and which are used as travel to work routes. • Cables have very recently been laid along the route shown in Option A6 as part of the Kincardine Offshore Wind Farm Project and these may restrict the potential to develop a route at this location. • Wellington Road is heavily congested during peak times and the options in the north of the study area would add traffic to this key link and potentially increase congestion • Lochside Academy recently opened on the site of Calder Park, Redmoss Road and there are safety concerns regarding children from the residential areas of Cove and Torry crossing Wellington Road to access the school. Additional traffic on Wellington Road could have a detrimental impact in this regard. • It is noted that several of the options could lead to increases in traffic on Abbotswell Road which could have a detrimental impact.
Public (drop in events and online survey)	<p>The graph below shows the overall public agreement with each of the road-based interventions, based on the results of the public survey.</p>

Stakeholder	Summary of Key Points																																			
	<div data-bbox="502 347 1340 817" data-label="Figure"> <table border="1"> <caption>Percentage of Responses by Option</caption> <thead> <tr> <th>Option</th> <th>Agree</th> <th>Disagree</th> <th>Don't Know</th> <th>Not Answered</th> </tr> </thead> <tbody> <tr> <td>A1</td> <td>33%</td> <td>43%</td> <td>14%</td> <td>10%</td> </tr> <tr> <td>A2</td> <td>33%</td> <td>42%</td> <td>14%</td> <td>11%</td> </tr> <tr> <td>A3</td> <td>64%</td> <td>15%</td> <td>13%</td> <td>8%</td> </tr> <tr> <td>A4</td> <td>39%</td> <td>35%</td> <td>15%</td> <td>11%</td> </tr> <tr> <td>A5</td> <td>11%</td> <td>73%</td> <td>8%</td> <td>9%</td> </tr> <tr> <td>A6</td> <td>6%</td> <td>84%</td> <td>5%</td> <td>6%</td> </tr> </tbody> </table> </div> <p data-bbox="464 851 550 878">Overall:</p> <ul data-bbox="464 896 1372 2018" style="list-style-type: none"> • A large number of respondents noted that Option A5 and Option A6 should not be progressed because of the impact of these options on the local community, with several noting that Option A6 would impact the woodland, football ground and allotments • Several respondents noted that Option A2 would have a negative impact on St Fitticks Community Park • Several respondents raised concerns regarding safety, particularly with regard to children walking to school • The operator of the Waste Water Treatment Works raised concerns regarding Option A3 and the potential impact of the option on the Works. A separate email submission was received from both Kelda Water and Scottish Water regarding the option and it was noted that there are several high value assets to the north of the Treatment Works which it would not be possible to move. • The potential impact of Option A6 on several community facilities, including the recreational sports ground, allotments and several informal paths within the area. It was also noted that cables for the Kincardine Offshore Wind Farm Project have recently been laid along the route of Option A6 which may restrict the potential of delivering a route at this location. • The potential for Options A5 and A6 to lead to increased traffic on the southern section of Coast Road and associated amenity impacts. Concerns were raised, in particular, by residents of Burnbanks Village. • The potential for Options A5 and A6 to restrict walking and cycling access to key amenities in Cove for residents of Burnbanks Village • The suitability of Coast Road to act as the primary route to and from the harbour and whether it is feasible to widen the route given the location of Burnbanks Village and the railway • The presence of several informal paths to the west of Burnbanks Village (including Core Path 83) which would be impacted should Option A5 or A6 be taken forward. It was also noted that the car park to the south of Burnbanks Village is used by visitors accessing the coastal path and additional traffic on Coast Road would restrict access in this regard. • Several tracks across Tullos Hill have been widened and resurfaced and a new section was constructed. The improved routes are located close to the units immediately south of Greenbank Crescent rather than near Peterseat Drive and are less steep than the latter. • There is an existing outfall pipe from the United Fish Products Factory which crosses St Fitticks Community Park which would need to be considered in any options which route along this section. • There were general concerns about the planned energy from waste facility on Greenbank Road and the potential interaction with the facility and the harbour 	Option	Agree	Disagree	Don't Know	Not Answered	A1	33%	43%	14%	10%	A2	33%	42%	14%	11%	A3	64%	15%	13%	8%	A4	39%	35%	15%	11%	A5	11%	73%	8%	9%	A6	6%	84%	5%	6%
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A6	6%	84%	5%	6%																																

Stakeholder	Summary of Key Points
	<ul style="list-style-type: none"> A large number of respondents noted that efforts should be made to avoid traffic going through the residential areas of Cove and Torry <p>In terms of the active travel-based interventions, based on the results of the public survey, the following was noted:</p> <ul style="list-style-type: none"> Improvements in active travel much needed and beneficial While the route through Tullos would be scenic and traffic free, the gradient of Option C3 would be unappealing to potential users and the route is indirect in accessing the city centre / Deeside Way area Cycle hub at harbour is unlikely to be used

3.2.4 Table 3:2 shows the key points from this appraisal and whether each option was recommended for progression to further detailed appraisal as part of this business case. At this stage, Options A1 and A6 were not considered suitable for progressing to more detailed assessment. Greater detail on the appraisal of all six options at this stage can be found in *External Transport Links to Nigg Bay - Pre and Part 1 Appraisal Report, Stantec, 2018*.

Table 3:2: Preliminary Appraisal – Key Points

Option	Option Description	Select / Reject	Key Points
A1	New road connection from Greenwell / Greenbank Road across the former Ness Landfill site to the existing railway bridge on Coast Road. Route would become designated route to the ASH / ETZ area for HGV traffic.	Reject	The route between ASH / proposed ETZ sites and the AWPR Charleston junction via this route would be longer than all existing routes. While the intervention provides a route between ASH and George VI Bridge which is shorter than the existing designated HGV route via Hareness Road, the new route is relatively circuitous and is significantly longer than the other interventions assessed. There is therefore a risk that the intervention would not be utilised, particularly by traffic travelling between ASH / ETZ and the AWPR, which would likely continue to use Hareness Road and therefore add to congestion in this area. The intervention also relies on the existing railway bridge and therefore would not improve access for abnormal loads; would have a limited impact on the perception of poor access; and would not enhance transport resilience. In terms of public acceptability, 40% of respondents to the public survey disagreed with the intervention compared to 33% who agreed. Amongst those who disagreed with the route, several raised the issues outlined above, including the circuitous nature of the route and the reliance on the existing railway bridge.
A2 (a & b)	New road connection from Greenwell Road (2a) / Greenbank Road (2b) via St Fitticks Community Park to Coast Road with a new underbridge under the railway line. Route would become designated route to the ASH / ETZ area for HGV traffic.	Select	This intervention contributes positively to all of the TPOs. It provides a route to both the AWPR Charleston Junction and King George VI Bridge which is shorter than Hareness Road and which HGV traffic is therefore likely to use. The intervention also provides a connection between ASH / proposed ETZ sites and East Tullos, helping to maximise the landside opportunities associated with both sites, and provides positive impacts in terms of perception and resilience through the provision of a new means of crossing the railway. However, the intervention is likely to be high cost and there are several potential issues in terms of deliverability, including whether there is sufficient clearance under the railway line to deliver the route and the extent to which the route can avoid the Ness landfill site and any associated environmental impacts. The intervention also passes through St Fitticks Community Park which is a key facility, particularly for the local Torry community. In terms of

Option	Option Description	Select / Reject	Key Points
			<p>public acceptability, 40% of respondents to the public survey disagreed and 33% agreed with the intervention, with a large proportion of those disagreeing noting the potential negative impact on St Fitticks Community Park / recreational space. Other comments also included the potential for higher traffic in Torry and the high cost of the intervention compared to the other interventions. Overall, while it is recognised that there is potential for negative impacts, detailed work is required to understand possible alignments and potential mitigation strategies, and therefore the potential extent of these impacts. This work would also need to examine the potential deliverability of the new underbridge given the constraints around the landfill site and whether there is sufficient clearance beneath the railway.</p>
A3 (a & b)	<p>New road connection from Greenwell Road (3a) / Greenbank Road (3b) via the former Ness Landfill site and a new bridge over the railway. Route would become designated route to the ASH / ETZ area for HGV traffic. A further variant of this option to be explored which considers the link through the landfill to the existing bridge (removing the need for a new railway bridge)</p>	Select	<p>This intervention contributes positively to all of the TPOs and provides much of the same benefits as Option A2 as noted above. In contrast to Option A2, the route does not have the same constraints with regard to clearance above the railway and therefore may have more potential of providing a route for abnormal loads. In addition, unlike Option A2, A3 does not pass through St Fitticks Community Park and would therefore have less impact on the local community. However, Option A3 passes through a larger section of the former Ness Landfill Site which may impact the deliverability of the route and is likely to lead to additional costs due to the risks associated with building on the landfill. In terms of public acceptability, the intervention received the highest approval rating with 64% (n=228) of respondents stating that they agreed with this intervention compared to 15% (n=55) who disagreed. During the consultation, it was also commented that Option A3 could be extended to include an additional link from the western side of the new bridge around the perimeter of the landfill site to the existing bridge on Coast Road. However, this would involve passing through a larger section of the landfill site. Overall, detailed assessment of the potential to deliver Option A3 given the constraints of the landfill site is required. The potential of including the extension to the existing bridge and the benefits this would provide will also be explored as a variant of Option A3.</p>
A4	<p>New bridge over the railway on Coast Road and Coast Road capacity improvements. Designated route to ASH/ ETZ area would remain via Hareness Road</p>	Select	<p>This intervention contributes positively to the majority of the TPOs. The provision of a new bridge crossing on Coast Road combined with Coast Road widening would assist in improving journey times via Hareness Road. In addition, the new bridge crossing would enhance the perception of access to the ASH / proposed ETZ sites, improve transport resilience, and potentially enable the transport of abnormal loads. The intervention would not, however, improve access to East Tullos or between East Tullos and the ASH / proposed ETZ sites or minimise the impact of traffic in Altens and, as with Options A2 and A3, there are potential deliverability issues with regards to providing a new bridge on Coast Road. In terms of public acceptability, the proportion agreeing with the intervention (39%) was marginally higher than those who disagreed (35%), with those disagreeing raising concerns around traffic levels, the relative indirectness of the route to ASH / proposed ETZ (from the strategic road network), and the suitability of the route for cruise tourists. More detailed assessment is required to assess the potential benefits and dis-benefits of the intervention, particularly with regard to potential traffic impacts. As with</p>

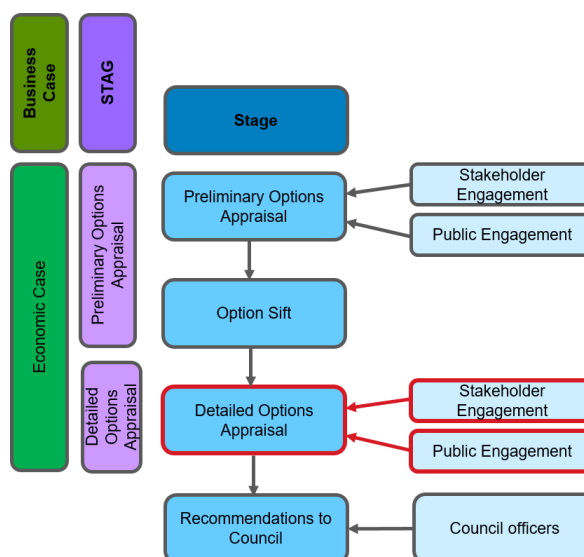
Option	Option Description	Select / Reject	Key Points
			Options A2 and A3, further more detailed assessment of the potential to deliver the route given the constraints around the landfill site(s) (both the Ness landfill and a much smaller historical landfill site – to the east of the proposed new bridge (Taylor’s landfill) is also required.
A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road (as per Option A4). Route would become designated route to the ASH / ETZ area for HGV traffic.	Select	This intervention contributes positively to the majority of the TPOs. The intervention would provide a shorter route to the AWPR Charleston junction (to which the majority of harbour traffic is assumed to be travelling) than the existing route via Hareness Road. In addition, through the provision of a new bridge over the railway there would be improvements in transport resilience and the perception of access. The intervention could also potentially provide a route for abnormal loads although this would be subject to achieving the required alignment. However, the route to King George VI Bridge via this route would be slower than Hareness Road. There is therefore a risk that traffic travelling between the harbour and King George VI Bridge would continue to use the existing route via Hareness Road. In addition, in contrast to Options A1, A2 and A3, Intervention A5 does not enhance access to East Tullos and therefore the intervention would not help maximise the landside opportunities associated with the ASH and proposed ETZ sites. The intervention would also result in a range of environmental impacts, including: potential visual amenity, noise and vibration, and severance impacts for local residents (particularly those of Burnbanks village) and impacts on local wildlife. The intervention did not score well in terms of public acceptability, with a high proportion (75%) of those responding to the public survey stating that they disagreed with the intervention and high numbers noting the potential impact on Burnbanks Village, recreational space / local wildlife and safety concerns. As with Option A4, the route would also require the delivery of a new bridge on Coast Road, the deliverability and environmental impact of which are uncertain given the constraints around the landfill site(s) as noted above. Overall, while it is recognised that there is potential for negative impacts, more detailed work is required to understand possible alignments and potential mitigation strategies which could be employed and therefore the potential extent of these impacts. This work also needs to examine the potential deliverability of the new bridge on Coast Road given the constraints around the landfill site(s).
A6	New connection to the south of Souter Head Road, a new bridge over the railway on Coast Road (as per Option A4) and capacity improvements on Coast Road. Route would become designated route to the ASH / ETZ area for HGV traffic.	Reject	This intervention would provide similar benefits and have similar impacts to Option A5. In addition to the wider impacts noted above for Option A5, the intervention would also affect residential properties towards the north of Cove; would result in the removal of the existing tree line between Altens and the residential area of Cove; would route near several community assets, including a recreational sports ground and nearby allotments; and may result in severance issues if the implementation of the intervention results in the removal of the north-south walking routes between Cove and the industrial estate. The intervention would also result in an increase in traffic on both the southern section of Coast Road and the new link between Cove and the industrial estate and could therefore result in visual amenity, noise and vibration, and severance impacts for residential properties across several locations. In terms of public acceptability, the route received the lowest overall approval rating, with 84% (n=297) of respondents to the public survey disagreeing with the intervention.

Option	Option Description	Select / Reject	Key Points
C1	Formalise and enhance provision through St. Fitticks Park - linking the Coast Road with Torry / Wellington Road and onwards to the Deeside Way to enable access to ASH / ETZ sites from the north and west	Select	The option avoids some of the heavier trafficked routes between the harbour and the urban Aberdeen area (for instance Victoria Road). However, it is relatively indirect for access to Aberdeen centre itself and may be less well used, particularly by experienced cyclists. The route would link into the existing Coast Road provision offering access to the proposed ETZ site at Doonies Farm and St. Fitticks.
C2	Cycle hub at ASH providing dedicated cycle information and a hire scheme at the harbour aimed at cruise tourists.	Reject	The option does not provide benefit against any of the project objectives. While delivering a cycle hub would enhance opportunities for leisure cycling, including amongst cruise tourists, it would likely have a more limited impact on improving access to the ASH and proposed ETZ sites. It is therefore recommended that this option not be progressed within the context of this study.
C3	Dedicated cycle route through Tullos Hill to the A956 and onward connections to the Deeside Way	Reject	Given the ability to link Option C1 to the Deeside Way, which would provide more direct access to the ASH and proposed ETZ sites from the west Aberdeen urban area, it is not recommended to progress Option C3 further. The option also routes through a remote area across Tullos Hill offering limited security for users.
C4	Dedicated cycle route provision on Hareness Road (linking with existing provision on the Coast Road and planned improvements on Wellington Road) to enable access to ASH / ETZ sites from the south	Select	Would enable safer active travel access to the ASH and ETZ sites for those commuting from the Kincorth and west area of Aberdeen. Would also benefit those commuting to work within Altens industrial estate. The route would link into the existing Coast Road provision offering access to the proposed ETZ site at Doonies Farm and St. Fitticks.

3.3 Economic Appraisal

3.3.1 As noted in the introduction to this case, the economic case assesses interventions to identify all their impacts, and the resulting value for money and the economic (both monetised benefits and wider economic impacts), environmental, social and distributional impacts of the inventions are examined, using qualitative, quantitative and monetised information, where available and appropriate. This appraisal has been aided by several key components, which are discussed below, and include:

- Option Feasibility assessment
- Traffic Modelling
- Further Engagement






Option Feasibility


3.3.2 The feasibility of each intervention was considered in greater detail, taking account of engineering and environmental constraints. Table 3:3 sets out the key findings from the feasibility investigations. Greater detail on the findings is presented in *45816_2001_R_001 - External Transportation Links to ASH Feasibility Study_DRAFT - Rev 1.pdf*, (Stantec, March 2020).

Table 3:3: Key Feasibility Findings

Option	Summary of Key Points
A2a/b	<ul style="list-style-type: none"> • For Option A2b, capacity upgrades at Greenbank Road/Wellington Road junction are unlikely to be possible due to the proximity to residential properties. • Traffic Road Order (TRO) needed to control parking on one side of the Greenwell/Greenbank Road carriageway for the options. • For both Option A2a and A2b, new road construction would necessitate private land acquisition at the eastern end of Greenwell Road, and car parking would be lost at the associated premises. • Based on the available data, Option A2a/b encroaches (with encroachment greater for Option A2a) into a portion of the Ness Landfill site where asbestos containing materials (ACMs) are likely to be present. ACMs would be a health and safety consideration and introduce additional costs for excavation and disposal. The diagram below provides an indication of the land take required by the earthworks (shown in green) for both Options A2a and A2b. As can be seen, as the road is on a hill and needs to go under the railway line (assumed 7.5m clearance to provide headroom and structure) the earthworks footprint will be significant. The earthworks will be unusable space as they are on a 1 in 3 slope. The earthworks may be reduced by increasing the slope to 1 in 2 (if geotechnics allow) or a structural solution (e.g. retaining walls) could reduce the footprint.

Option	Summary of Key Points
	 <p data-bbox="456 801 1190 835"><i>Option A2a – Approximate land-take requirements (from Infracore)</i></p>  <p data-bbox="456 1444 1190 1478"><i>Option A2b – Approximate land-take requirements (from Infracore)</i></p> <ul data-bbox="392 1496 1380 1852" style="list-style-type: none"> <li data-bbox="392 1496 1380 1852">• An underpass would be formed underneath the railway line, on a skewed alignment to reduce encroachment into the landfill (slightly different skew proposed between Options A2a and A2b). However, the passage of the road beneath the railway line and specific alignment would require agreement with Network Rail. The underpass construction would be a complex and expensive operation and require extensive consultation. Initial discussions with Network Rail indicated that underpasses are not their preference and if taken forward they may insist on taking responsibility for the design and construction to maintain control and limit the risk to the railway. Network Rail has concerns over the tightness of the route alignment geometry on approach and would potentially insist on widening of the structure to minimise the risk of bridge strikes. Network Rail also confirmed that disruptive weekday possessions may be required to construct the underpass, but as a minimum it is anticipated that a weekend possession would be required.

Option	Summary of Key Points
A3 a/b	<ul style="list-style-type: none"> TRO needed to control parking on one side of the Greenwell/Greenbank Road carriageway for Option A3a/b. Under both Option A3a and A3b, new road construction would necessitate private land acquisition at the eastern end of Greenwell Road, and car parking would be lost at the associated premises. Routes A3a and A3b would both encroach upon the Ness Landfill and be constructed along the line of the existing perimeter access track. This would require excavation of landfill material over an extended length, adding complexity, risk and cost to the scheme to manage the excavation and disposal of potentially hazardous materials. Similarly to Option A2a and A2b, the diagram below provides an indication of the land take required by the earthworks (shown in green) for both Options A3a and A3b.  <p><i>Option A3a/b – Approximate land-take requirements (from Infraworks)</i></p> <ul style="list-style-type: none"> A new overbridge would be constructed across the railway line under both A3a and A3b, and Network Rail has indicated that a minimum headroom of 6.3m would be required. This creates a significant constraint on the coast side of the railway where there is only a short distance between the crossing point and Coast Road. This would require a carriageway gradient of 18% - approximately three times the recommended gradient for a strategic traffic route – which would be unsuitable for regular use by HGVs and buses. The increased elevation of the carriageway on both sides would also introduce the need for extensive retaining walls of significant height to mitigate encroachment on the railway and into the Scottish Water Wastewater Treatment Works site. Additional engineering feasible work was undertaken to consider a variant of both Option A3a and A3b to overcome the geometric constraints noted above. This variant removes the need for the new railway bridge and continues the new road through the landfill site to join Coast Road south of the existing bridge. There are significant deliverability issues with the reconfiguration of the landfill site that would be required. Given its circuitous alignment, such a link would not provide a meaningful connection between the strategic road network and ASH, but the potential benefits of a direct East Tullos to ASH link for the regeneration of East Tullos and in support of ASH related operations are noted. A new access to the Scottish Water site from the new road would also be required in close proximity to the junction with Coast Road under both Options A3a and A3b. The new access would feature a 20% gradient and may be unacceptable to the road authority on account of tight junction spacing.

Option	Summary of Key Points
A4	<ul style="list-style-type: none"> • A traffic regulation order would be required to control parking on Hareness Road. • Hareness Road meets Coast Road at a priority junction. While this junction was expected to be sufficient to accommodate ASH traffic, further modelling may be necessary to ensure it can also accommodate proposed ETZ traffic and identify whether signalisation is required. Consideration could also be given to reconfiguring the junction priority. • Third party land take may be required to accommodate the widening of Coast Road but this could potentially be avoided if the Road Authority were to accept narrow verges in constrained sections. • A new railway overbridge would replace the existing structure and be constructed in such a way that continuity of access is maintained; however, this crossing would require realignment of Coast Road and the Coastal Path and construction of a new access to the Ness Landfill site. • An historical registered landfill site (Taylor’s Industrial Landfill) is situated immediately east of the railway line adjacent to the proposed railway crossing point. Therefore, the option may encroach upon this feature after crossing the railway line. This would require excavation of landfill material adding complexity, risk and cost to the scheme to manage the excavation and disposal of potentially hazardous materials. • As with Options A2a/b and Option A3a/b, the new bridge over the railway line and specific alignment would require agreement with Network Rail who may wish to take ownership of the design process.
A5	<ul style="list-style-type: none"> • A traffic regulation order would be required to control parking on Souter Head Road. • A new road link would be constructed between Souter Head Road and Coast Road via existing industrial premises. This will require the demolition of one building and may compromise access to another. • Beyond the industrial yard the new carriageway would have a gradient of 5% (max recommended for an industrial road). A section of the existing Coast Road would be realigned to tie into the new road to maintain Burnbanks Village’s connection to the road network. This may be a steep connection due to the profile of the new road coming down from Souter Head Road but would be of less concern as it is a residential access road. In addition, a second junction onto the new road would be required to reconnect the eastern end of Langdykes Road to the network. The potential network changes are shown below.  <ul style="list-style-type: none"> • Third party land take may be required to accommodate widening of Coast Road to the north, but this could potentially be avoided if the Road Authority were to accept narrow verges in constrained sections. • A new railway overbridge would replace the existing structure and be constructed in such a way that continuity of access is maintained; however, this crossing would

Option	Summary of Key Points
	<p>require realignment of Coast Road and the Coastal Path, and construction of a new access to the Ness Landfill site.</p> <ul style="list-style-type: none"> An historical registered landfill site (Taylor's Industrial Landfill) is situated immediately east of the railway line adjacent to the proposed railway crossing point in Option A5. Therefore, the option may encroach upon this feature after crossing the railway line. This would require excavation of landfill material adding complexity, risk and cost to the scheme to manage the excavation and disposal of potentially hazardous materials. As with the other road options, the new bridge over the railway line and specific alignment would require agreement with Network Rail who may wish to take ownership of the design process.
C1	<p>The proposed route would provide a new shared use path linking through St. Fitticks Park from Kirkhill Place to the Coast Road. The route should be considered and included in any proposed ETZ Masterplanning for the site. Within the park, the route splits into two sections, providing a link through the park to the new harbour entrance, and also south of the Waste Water treatment works, providing linkage through to the existing Coast Road off-road shared use path. This then provides onward connectivity to the proposed ETZ site at Doonies Farm.</p> <p>If Option A2a/b were implemented, it is assumed that the route would connect with the new road link with associated active travel crossings and provision through the proposed ETZ site.</p> <p>There is currently a network of informal tracks across the park which would be formalised and upgraded to provide an active travel route suitable for commuting. The route would require appropriate lighting to improve user security through the parkland and a new widened bridge over the Burn would be required.</p> <p>There are no major technical challenges to provision but there are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored at the detailed design stage.</p>
C4	<p>Two proposed route variations have been considered and costed.</p> <p>The first assumes no major change to Hareness Road other than on-road cycle way marking to delineate space for cyclists in both directions. The second requires more significant works to provide a tiered cycleway alongside a segregated footway. This second option would require realignment of existing drainage and would present a greater degree of technical challenge. However, the option would be technically feasible.</p>

Traffic Modelling

- 3.3.3 The more detailed economic appraisal of the road-based options (A2 (a/b), A3 (a/b), A4 and A5) used a microsimulation traffic model to inform the appraisal and provide an appreciation of the potential quantitative impacts of the interventions. This enabled an economic assessment of the road-based interventions as well as feeding into other elements of the appraisal including: the safety appraisal (accident impacts), the environmental appraisal (carbon impacts) and the accessibility appraisal (through informing the development of 'Hansen' accessibility indicators).
- 3.3.4 The 2019 'Base model' simulates the behaviour of individual vehicles within the modelled road network and formed the base platform for predicting the traffic patterns resulting from changes to traffic volumes and changes to the road network. The model covers an AM period (07:00 – 09:00), Inter-peak period (09:00 – 16:00) and PM period (16:00 – 18:00).
- 3.3.5 Future year traffic demands were generated for 2026 (the assumed opening year of any road option) and 2041 (15-years post opening). 'Do Minimum' models were developed to provide a representation of the future in 2026 and 2041 in the absence of any changes to the network.

These, and each of the equivalent future models with the interventions in place, included additional traffic demand over and above the 2019 Base model. This additional demand represents underlying background growth, local committed developments and the traffic estimated for the new harbour and proposed ETZ sites.

3.3.6 Four future year scenarios were developed for the 2026 and 2041 future years. These scenarios include:

- Core scenario (core ASH traffic and core proposed ETZ traffic) with low background growth (2.5% by 2041)
- Core scenario (core ASH traffic and core proposed ETZ traffic) with high background growth (10% by 2041)
- High scenario (high ASH traffic and high proposed ETZ traffic (+25% for each)) with low background growth (2.5% by 2041)
- High scenario (high ASH traffic and high proposed ETZ traffic (+25% for each)) with high background growth (10% by 2041)

3.3.7 Traffic generation estimates for **ASH** were derived by:

- estimating annual cargo tonnage based on the relationship between quay length and cargo tonnage seen at comparator UK ports; and
- estimating annual trip generation – influenced by the anticipated cargo to be handled by the port – with an understanding of this derived through discussion with the Aberdeen Harbour Board and consideration of broad freight types at the comparator ports; and profiling trips across an average day, based on the 2015 Transport Assessment⁷.

3.3.8 In the absence of definitive information on the exact nature of development at the **proposed ETZ**, the Siemens Green Port Hull (SGPH) at Alexandra Dock in Hull was used as a ‘model’ of the type of activity which could emerge at the site. SGPH comprises a wind turbine manufacturing facility, offices, warehousing, and a marine installation/commissioning base. Information from the Traffic and Transportation Chapter of the Environmental Statement for the Hull site was used to inform estimates of trip generation at the proposed ETZ. The ETZ site has a greater propensity for commuter traffic to the site (compared to ASH which is predominantly heavy goods traffic) and as such the traffic distribution from the site reflect a greater proportion of traffic originating from Aberdeen city itself (as opposed to from the strategic road network).

3.3.9 Outputs from the transport model (journey times, journey distance and demand) have been input to the Department for Transport’s TUBA software to generate Benefit to Cost ratios for the interventions (discussed below). TUBA software undertakes the economic appraisal of transport schemes in accordance with the Department for Transport’s cost-benefit analysis guidance (TAG Unit A1). More detailed information on the traffic modelling approach can be found in *External Links to Aberdeen South Harbour - STAG Detailed Appraisal Report_FINAL (with ASTs and OSTs)*, Stantec, March 2021.

3.3.10 As well as providing traffic demand, trip distance and journey time data to feed into the assessment of the interventions, the traffic model provided visual representations of the operational performance of the options, with the key points in relation to each intervention summarised in Table 3:4.

⁷ Transport Assessment for the ASH completed in 2015 as part of the consents process

Table 3:4: Key Operational Findings

Option	Summary of Key Points
<p>A2a/b</p>	<p>Options A2a/b provide a new link to the harbour / proposed ETZ area and direct traffic to / from the south further north on Wellington Road to either Greenwell Road (Option A2a) or Greenbank Road (Option A2b). As such, a greater volume of traffic is predicted to route on Wellington Road (between Hareness roundabout and Greenwell Road / Greenbank Road junctions). This has an impact on network performance in this area.</p> <p>Option A2a includes an additional set of signals on Wellington Road along an already busy stretch of carriageway with several existing signals. The cycle time for the new signals has been set to optimise the signals and balance the traffic flow on both Wellington Road and Greenwell Road. It should be noted that the inclusion of these signals creates queuing back on Wellington Road and causes difficulties and delays to traffic trying to join Wellington Road from the side arms further south (Abbotswell Road, Craigshaw Drive etc.) which are blocked by mainline traffic. In addition, queuing on Greenwell Road can delay vehicles in East Tullos industrial estate from exiting the area.</p> <p>The signals on Greenwell Road do however, overall, provide a significant benefit to harbour / proposed ETZ development traffic by allowing vehicles out onto Wellington Road (with a queue reduction of around 400m compared to the Do Minimum situation (where the congestion on Wellington Road significantly reduces capacity on Greenwell Road as it is a priority junction). In the scenarios with higher growth, (the 10% background growth and high development traffic scenarios) the options provide the greatest benefits to harbour / proposed ETZ traffic by enabling egress onto Wellington Road.</p> <p>There are significant impacts on through traffic journey times on Wellington Road due to the new set of signals and additionally some further network wide impacts as a result of the extra vehicles released from Greenwell Road (which results in additional traffic on Wellington Road). This has a knock-on effect on any give way minor arms along Wellington Road with traffic then struggling to find gaps in the mainline traffic (the impact reduces as the distance from Greenwell Road increases and vehicles disperse within the model).</p> <p>Unlike Option A2a, Option A2b does not involve any additional traffic signals on Wellington Road and as such does not impact as greatly on existing traffic within the Wellington Road corridor.</p> <p>Traffic volumes within the modelled network show an increase in traffic on Wellington Road (between Hareness Road and Greenwell Rd / Greenbank Road) and also a minor increase in traffic on Souter Head Road (westbound in the AM and eastbound in the IP and PM periods) and Langdykes Road south / westbound – highlighting that some traffic (light goods vehicles only) are seeking alternative routes to avoid congestion on Wellington Road. Naturally, there is a large increase in traffic on Greenwell Road in Option A2a and on Greenbank Road in Option A2b. St. Fitticks Road also sees a decrease in traffic southbound in the AM and IP periods and northbound in the PM period in both Options A2a and A2b.</p> <p>Overall, the journey time benefits to harbour / proposed ETZ traffic come with a significant disbenefit to existing traffic.</p> <p>Option A2a/b requires an underpass under the railway line which may present height clearance issues for abnormally high loads wishing to access the harbour / proposed ETZ area. In addition, the alignment of the underpass may present HGV ‘swept path’ clearance issues for abnormally long loads, although there will be a similar issue at the junction of Greenbank Rd / Greenwells Road for traffic routeing to the harbour / proposed ETZ area from further afield due to the tight geometry at the junctions.</p>

Option	Summary of Key Points
<p>A3 a/b</p>	<p>Options A3a/b provide a new link to the harbour / proposed ETZ area and directs traffic further north on Wellington Road to either Greenwell Road (Option A3a) or Greenbank Road (Option A3b). As such, a greater volume of traffic is predicted to route on Wellington Road (between Hareness roundabout and Greenwell Road / Greenbank Road junctions). This has an impact on network performance in this area.</p> <p>Similar to Option A2a, Option A3a includes an additional set of signals on Wellington Road and causes the same traffic operational issues as noted above for Option A2a. Unlike Option A3a, Option A3b (similar to Option A2b) does not introduce any additional traffic signals on Wellington Road and as such does not impact as much on existing traffic within the Wellington Road corridor.</p> <p>Traffic volumes within the modelled network in the AM, IP and PM periods show similar traffic patterns and changes to that seen for Options A2a/b as noted above.</p> <p>Like Options A2a/b, overall, the journey time benefits to harbour / proposed ETZ traffic come with a significant disbenefit to existing traffic.</p>
<p>A4</p>	<p>Option A4 does not make any change from the Do Minimum in terms of the designated route to the harbour / proposed ETZ area, which remains as Hareness Road. This results in no major operational impact on existing traffic volumes or patterns on the road network. Coast Road traffic experiences a benefit due to the removal of the signals with a new bridge over the railway line, creating a straighter road alignment.</p> <p>Traffic volumes within the modelled network in the AM, IP and PM periods show, as expected given the smaller scale of the option compared to others, no significant changes in traffic flow, journey times or congestion on any of the routes in all three modelled periods.</p>
<p>A5</p>	<p>Option A5 routes harbour / proposed ETZ bound traffic from Wellington Road further south (at Souter Head roundabout) as opposed to at the Hareness Road junction as in the Do Minimum. This benefits Wellington Road traffic.</p> <p>There is some disbenefit to northbound traffic at Souter Head Roundabout (more pronounced in the AM period) as there is now a greater volume of traffic turning right at the roundabout onto Souter Head Road – which requires larger gaps to be found in the circulating traffic. Similarly, in the PM period, there are issues on Wellington Road Southbound and Souter Head Road. These arms oppose each other at the Souter Head roundabout. Adjusting the signals to help minimise any additional queueing only serves to move the congestion between the roundabout arms. The queueing on Wellington Road doesn't impact any other junctions so doesn't cause further network issues upstream. The Souter Head Road queue reaches the roundabout with Crawpeel Road and traffic can be seen to queue up Crawpeel Road (reaching Hareness Road in the highest demand scenario). Note though that queueing back from the Souter Head roundabout to the Souter Head Road / Crawpeel Road roundabout is noted in the observed traffic counts i.e. the option does not result in a significantly worse situation than the existing.</p> <p>Traffic volumes within the modelled network in the AM, IP and PM periods show, as expected given the new Souter Head Road to Coast Road link, major reductions in traffic on both Hareness Road and Langdykes Road and a significant increase in traffic on Souter Head Road.</p>

Further Engagement

3.3.11 Four further key elements of engagement were undertaken at the more detailed appraisal stage to further inform the assessment. These included:

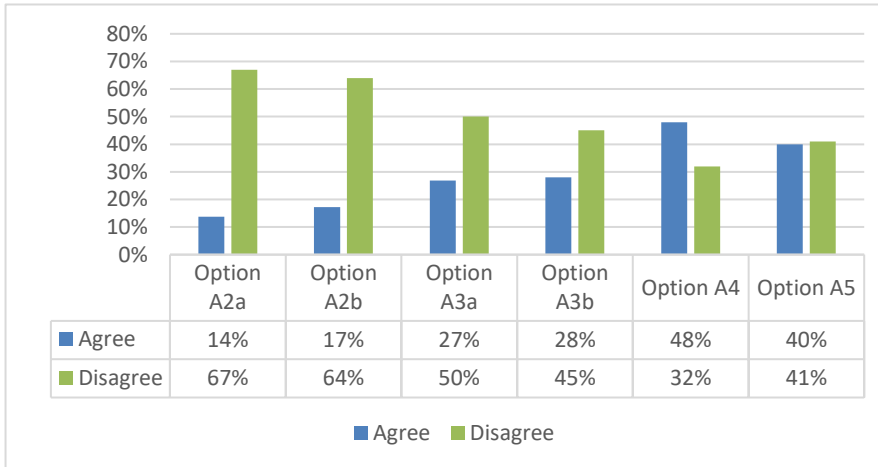
- A workshop with the Energy Transition Zone Working Group
- Further face-to-face (Teams) discussion with Aberdeen Harbour Board
- Contact (via post) with all potentially impacted businesses

- A Public Engagement exercise (undertaken from mid-November to mid-December 2020)
- Statutory Environmental Consultees

3.3.12 The key points raised through this additional engagement is presented in Table 3:5.

Table 3:5: Summary of Engagement Activity (undertaken during *Detailed Options Appraisal*)

Stakeholder	Summary of Key Points
Energy Transition Zone Working Group	<ul style="list-style-type: none"> • A ‘critical success factor’ identified by the group was that the proposed ETZ must “be integrated with the Aberdeen City Region to attract employment, provide societal benefits, generate jobs and provide wider economic benefits to Scotland and the UK”. Providing appropriate transport connectivity support this success factor. • Clear confirmation around the importance of not touching St Fitticks Park (reinforced also by the proposed ETZ utilities plan) • Concern around the future constraints that would be imposed by an underbridge from St Fitticks to East Tullos constraining future access, if this was to be a principal ASH access • The difficulties of the landfill site and the geometry/topography (including cuttings/embankments etc) were also recognised, despite the prize of opening up East Tullos • Challenge around quantifying the large / exceptional load capabilities of the routes which are emerging • The prospect of a later stage “private link” underbridge between St Fittick’s Park and East Tullos was raised • Potential of hydrogen for rail, road and longer-term marine was highlighted • Longer term “multi-modal” distribution hub, including rail freight highlighted • Future proofing and agility also recognised, due to the expectation that the ETZ project will require to be able to respond to market opportunities
Aberdeen Harbour Board (AHB)	<ul style="list-style-type: none"> • AHB maintain an interest in the provision of a constraint free direct link between ASH, and the East Tullos industrial estate, alongside the improvement in strategic connectivity of ASH • ASH stressed the significant economic benefit of directly linking ASH with East Tullos • A variant of Option A3a/b suggested by AHB (following the Ness landfill to the new bridge proposed in Option A4) overcomes these geometric constraints, and may work as a future add-on to Option A4, provided deliverability issues with the reconfiguration of the land-fill site could be overcome • AHB recognised the profile of deliverability risks/constraints associated with options A2 a/b and A3 a/b
Impacted Businesses	<p>A local business noted regeneration of the road network is much needed for the area as they feel it is in decline and disrepair.</p> <p>The occupier of the site at the east end of Southerhead Road whose premises would be significantly impacted by this option noted that since 2014, the company has made significant investment at the site in refurbishing and constructing buildings, as well as upgrading facilities. In addition, on-going investment decisions are being made in relation to the site and the outcomes of this study could significantly impact on these. Therefore, there is a need to keep the occupier fully up to date on the progression of the options and the project.</p> <p>The company holds a SEPA PPC permit for a blast and paint facility at the site and a SEPA permit is also in place for the non-destructive testing and hydro testing facility. Such facilities are far more difficult to relocate compared to other buildings on the site. Another suitable site would need to be found where permits associated with them could be re-applied for. The blast and paint facility, in particular, was highlighted as the most difficult to relocate and ideally would remain at the current site. Given this, it was noted that it may be possible for future acquisition of some of</p>

Stakeholder	Summary of Key Points																					
	the site, due to the way that the potential road option would interact with the facility i.e. it might not be necessary for the whole business to be acquired and relocated																					
Public Survey	<p data-bbox="480 396 1361 479">Responses were received from 126 members of the public and 19 organisations. A high-level overview of agreement / disagreement towards the road-based options is shown in the graph below.</p> <p data-bbox="480 506 1302 589">Overall, Option A4 is the only option where there was net-agreement with the option as opposed to net disagreement. There is particularly negative feeling towards Options A2a and A2b.</p> <div data-bbox="480 613 1361 1077">  <table border="1" data-bbox="528 869 1345 1010"> <thead> <tr> <th></th> <th>Option A2a</th> <th>Option A2b</th> <th>Option A3a</th> <th>Option A3b</th> <th>Option A4</th> <th>Option A5</th> </tr> </thead> <tbody> <tr> <td>Agree</td> <td>14%</td> <td>17%</td> <td>27%</td> <td>28%</td> <td>48%</td> <td>40%</td> </tr> <tr> <td>Disagree</td> <td>67%</td> <td>64%</td> <td>50%</td> <td>45%</td> <td>32%</td> <td>41%</td> </tr> </tbody> </table> </div> <p data-bbox="480 1111 759 1137">Key points raised include:</p> <ul data-bbox="480 1167 1374 2018" style="list-style-type: none"> • Torry residents and environmental organisations articulated very strong feelings around the proposed impacts to St Fitticks Park (Options A2) and the neighbouring East Tullos Burn Project (which has been heavily invested in). This may also be a factor with the proposed ETZ development on the park site. The loss of this green space for the health and wellbeing of the local community was strongly noted by many alongside the negative impacts of increased noise and air pollution in the area – with Options A2a/b and A3a/b routeing close to Tullos Primary School • The associated likely increase of traffic on Wellington Road (Options A2a/b and A3a/b) was another key concern given the already highly congested nature of the route • The constraint of the proposed underpass to cater for large / abnormal HGVs and other vehicles (Option A2a/b) • The gradient issue in Option A3a/b was noted by many respondents who had concerns that large vehicles would reroute via residential streets • Serious concerns were raised about construction through the Ness landfill site with potentially adverse environmental and health impacts and the negative impact of Option A3a/b on Tullos Hill was noted with the destruction of habitats and loss of biodiversity. The cost risk and uncertainty with landfill excavation was also a concern. • Option A4 was preferred by many with the proposal not impacting on green space and larger vehicles being kept away from residential areas however, there was concern that the scenic route along Coast Road would be impacted by high traffic volumes and the route would need to accommodate safe active travel movements. • Strong opposition to Option A5 from residents of Burnbanks village in particular highlighted that there would be a substantial impact to the Burnbanks community if this option went ahead, with the community isolated from Cove Bay where the local primary school, doctors and shops are located. Noise, vibration and air pollution generated from the close proximity of houses to HGVs traffic on the road was a key concern raised. 		Option A2a	Option A2b	Option A3a	Option A3b	Option A4	Option A5	Agree	14%	17%	27%	28%	48%	40%	Disagree	67%	64%	50%	45%	32%	41%
	Option A2a	Option A2b	Option A3a	Option A3b	Option A4	Option A5																
Agree	14%	17%	27%	28%	48%	40%																
Disagree	67%	64%	50%	45%	32%	41%																

Stakeholder	Summary of Key Points
	<ul style="list-style-type: none"> • It was noted that Options A4 and A5 do not provide any increased opportunity for rail freight <p>In term of the active travel options:</p> <ul style="list-style-type: none"> • The need to shift to active travel was recognised by many • Both Aberdeen Cycle Forum and Sustrans noted it would be more effective to connect ASH to the city via Torry (rather than through St. Fitticks) and that shared paths are not appropriate for cyclists and there should be full segregation between modes • Sustrans noted that the safety of active travel should inform design • There was concern raised about any reduction in carriageway space for motorists and heavy good vehicles (Option C4) and also the need to separate cyclist from routes with a high volume of heavy goods traffic • The need to link new routes into existing provision to ensure a connected network was noted
Environmental Consultees	<ul style="list-style-type: none"> • NatureScot, RSPB Scotland and The North East Scotland Biodiversity Partnership organisations (as well as Sustrans) emphasised their concerns around the potential loss and impact on the East Tullos Burn Project and the environment of St Fitticks Park if Option A2/b were implemented. The project is award-winning and provides a wetland habitat for fauna and flora, as well as a natural solution to pollution. This view is also supported by Cove and Altens Community Council • Historic Environment Scotland (along with members of the public) raised concern over the potential impacts to St. Fitticks Kirk, a historical site in St. Fitticks Park if Option A2/b were implemented. • Option A4 was considered amongst the consultees to be the most environmentally friendly due to the avoidance of developing in existing green space

3.4 Economic Costs

3.4.1 Economic appraisal was undertaken as part of the STAG assessment based on the following methodology.

3.4.2 As the proposed road and active travel interventions are at the feasibility design stage, only high-level construction cost estimates can be provided. The cost estimates were prepared using approximate estimating rates extracted from 'SPON's *Civil Engineering and Highway Works Price Book 2019*'.

3.4.3 No formal assessment of risk has been undertaken in preparing the cost estimates due to the limited information available at present. As the project is at the feasibility stage, an estimate including 'Optimism Bias' of 44%, as per *Table 13.4 - Stage 1: Programme Entry, 'The Scottish Transport Appraisal Guidance (STAG) Technical Database, 2014'*, has been provided to reflect the uncertainties. The cost estimates do not include allowances for:

- Costs associated with land / property acquisition
- Statutory approvals / consents
- Adjustments to existing public utility apparatus
- Surveys and investigation
- Design and works supervision fees

- Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established

3.4.4 The outline construction cost estimates for the route alignments for the six road options, and two active travel options are shown in Table 3:6.

Table 3:6 Construction Cost Estimates (2019 SPON's) – Excluding Land, Consents, Utilities, Surveys, Design, VAT

Option	Costs	
	Excluding Optimism Bias	Including Optimism Bias @ 44%
A2a*	£7.7m	£11.2m
A2b*	£6.2m	£8.9m
A3a*	£10.5m	£15.1m
A3b*	£9.7m	£13.9m
A4	£4.5m	£6.5m
A5	£5.4m	£7.7m
C1	£1.3m (assuming 5m segregated path) £1.0m (assuming 3m shared-use path)	£1.8m (assuming 5m segregated path) £1.4m (assuming 3m shared-use path)
C4	£0.04m (assuming cycleway through on road markings) £0.5m (assuming tiered segregated cycleway)	£0.05m (assuming cycleway through on road markings) £0.8m (assuming tiered segregated cycleway)

**while the cost estimate includes some allowance for the cost of required earthworks (excavation, transport and disposal), a high degree of uncertainty surrounds the costs associated with landfill site excavation given the potential for hazardous material to be present. Such material would also present significant environmental risks that would need to be managed and mitigation measures employed. Such elements would likely significantly increase overall option costs above that presented here.*

- 3.4.5 It should be noted that costs could increase or decrease once more information becomes available and the design process advances. Consequently, the estimates provided should only be used as a broad indication of construction costs for the proposed works.
- 3.4.6 Option A2a costs are greater than Option A2b, owing to the greater potential land take required by the earthworks. As the road is on a hill and needs to go under the railway line (assumed 7.5m clearance to provide headroom and structure) the earthworks footprint will be significant. Similarly, Option A3a costs are greater than Option A3b, owing to the greater potential land take required by the earthworks. The construction costs for Option A3a/b are greater than that for Option A2a/b owing to the excavation work required to remove a greater volume of material from the landfill site and reseal the site. Option A4 is the lowest cost option of all the road options, requiring the new bridge section on the Coast Road and some widening of Coast Road, with the full required extent of carriageway widening, or carriageway replacement due to the new bridge to be considered in detail during the design process.

3.5 Value For Money

- 3.5.1 Table 3:7 presents the Net Present Value (NPV) of all quantitative benefits derived for the road options including greenhouse gas emission benefits, accident benefits, Transport Economic Efficiency (TEE) benefits and indirect taxation benefits as estimated for each scheme from the TUBA software. These benefits are then compared against the scheme costs as presented in Table 3:6, to derive a Benefit to Cost Ratio (BCR) for each option and understand the value for money of each scheme.

3.5.2 It should be noted that the BCR figures presented are an estimate and would be subject to more detailed refinement with:

- a more detailed option costing exercise
- a revision of the development scenarios and associated traffic for both the ASH and proposed ETZ sites (as the developments progress); in combination with any options taken forward with regards to the Wellington Road Corridor Multi-modal study
- a larger traffic modelling exercise able to capture all wider strategic routing changes which may occur with each option.

3.5.3 As such, the figures below provide an *indication* of the likely economic ‘success’ of the scheme but should not be taken as definitive.

3.5.4 A *negative* BCR indicates where a scheme generates a disbenefit i.e., the scheme has a cost to implement, and overall, the traffic network experiences negative impacts (i.e., longer journey times). A BCR of less than one, but greater than zero, indicates that a scheme provides transport benefits, but that these benefits do not offset the cost of the scheme. A BCR of greater than one indicates that a scheme provides transport benefits that are greater than the cost of the scheme.

3.5.5 Table 3:7 shows that:

- Only Option A4 and A5 consistently provide a BCR greater than 1 across all modelled scenarios
- Option A2a generates a negative BCR in two of the four scenarios indicating overall negative benefits of the scheme
- BCRs of less than 1 for almost all Option A2a/b and Option A3a/b scenarios, indicating that these schemes would not be considered ‘value for money’ based on purely monetised grounds alone

Table 3:7: All Road Options – Monetised Economic Summary (includes TEE, carbon and accident benefits)

Benefit / Cost	Option	Core	High	Core + 10%	High + 10%
Present Value of TEE Benefits	Option A2a	-£2,210,000	£1,622,000	-£319,000	£2,373,000
	Option A2b	£3,810,000	£4,657,000	£4,185,000	£5,678,000
	Option A3a	-£188,000	£902,000	£388,000	£1,123,000
	Option A3b	£2,379,000	£2,543,000	£3,407,000	£6,095,000
	Option A4	£5,985,000	£7,288,000	£5,598,000	£8,286,000
	Option A5	£7,190,000	£10,814,000	£9,244,000	£9,728,000
Present Value of Accident Benefits	Option A2a	£78,200	£73,700	£107,700	£122,100
	Option A2b	£102,000	£89,400	£113,300	£138,100
	Option A3a	£77,700	£60,500	£89,900	£99,700
	Option A3b	£74,200	£76,900	£91,500	£114,600
	Option A4	-£12,000	-£15,100	-£8,700	£16,500
	Option A5	-£14,400	-£13,500	-£3,700	£28,500
Present Value of Greenhouse Gas Benefits	Option A2a	£197,000	£281,000	£166,000	£275,000
	Option A2b	£233,000	£272,000	£207,000	£288,000
	Option A3a	£202,000	£255,000	£170,000	£241,000

Benefit / Cost	Option	Core	High	Core + 10%	High + 10%
	Option A3b	£189,000	£288,000	£182,000	£263,000
	Option A4	£124,000	£152,000	£109,000	£165,000
	Option A5	£177,000	£230,000	£177,000	£248,000
Present Value of Taxation Impacts	Option A2a	-£346,000	-£499,000	-£308,000	-£487,000
	Option A2b	-£421,000	-£490,000	-£382,000	-£524,000
	Option A3a	-£356,000	-£460,000	-£302,000	-£432,000
	Option A3b	-£347,000	-£420,000	-£336,000	-£472,000
	Option A4	-£238,000	-£290,000	-£217,000	-£314,000
	Option A5	-£329,000	-£438,000	-£337,000	-£461,000
Total Present Value of Benefits	Option A2a	-£2,280,800	£1,477,700	-£353,300	£2,283,100
	Option A2b	£3,724,000	£4,528,400	£4,123,300	£5,580,100
	Option A3a	-£264,300	£757,500	£345,900	£1,031,700
	Option A3b	£2,295,200	£2,487,900	£3,344,500	£6,000,600
	Option A4	£5,859,000	£7,134,900	£5,481,300	£8,153,500
	Option A5	£7,023,600	£10,592,500	£9,080,300	£9,543,500
Present Value of Cost to Government (Scheme Cost)	Option A2a	£6,057,000			
	Option A2b	£4,861,000			
	Option A3a	£8,223,000			
	Option A3b	£7,579,000			
	Option A4	£3,543,000			
	Option A5	£4,197,000			
Net Present Value	Option A2a	-£8,337,800	-£4,579,300	-£6,410,300	-£3,773,900
	Option A2b	-£1,137,000	-£332,600	-£737,700	£719,100
	Option A3a	-£8,487,300	-£7,465,500	-£7,877,100	-£7,191,300
	Option A3b	-£5,283,800	-£5,091,100	-£4,234,500	-£1,578,400
	Option A4	£2,316,000	£3,591,900	£1,938,300	£4,610,500
	Option A5	£2,826,600	£6,395,500	£4,883,300	£5,346,500
Benefit-Cost to Government Ratio (BCR)	Option A2a	-0.4	0.2	-0.1	0.4
	Option A2b	0.8	0.9	0.8	1.1
	Option A3a	0.0	0.1	0.0	0.1
	Option A3b	0.3	0.3	0.4	0.8
	Option A4	1.7	2.0	1.5	2.3
	Option A5	1.7	2.5	2.2	2.3

3.5.6 While a detailed demand and benefits modelling exercise would be required to fully capture and understand the potential benefits of the active travel schemes, should these schemes be progressed further, the following is noted:

- Option C1 routes outwith a dense urban environment and would predominantly provide access to the ASH and proposed ETZ areas. It is highly unlikely that overall user demand on the route would be sufficient to provide benefits (through health benefits from

increased physical activity, savings from reduced absenteeism, journey quality improvements, decongestion, accidents and reduced environmental costs) that would outweigh the cost of construction and on-going maintenance.

- Option C4, routes directly through Altens industrial estate and would offer improved active travel connectivity to businesses within Altens industrial estate as well as the proposed ETZ and ASH areas to the north. If the provision of a coloured screed cycle way and on-road line marking version was taken forward, then the benefits the option could deliver are more likely to provide a higher BCR than Option C1.

3.6 Detailed Appraisal Outcomes (Monetised and Non-Monetised Benefits)

- 3.6.1 The detailed appraisal outcomes for each scheme are presented below in Table 3:8. This includes the key points as noted in the tables above and further key points in relation to non-monetised benefits.

Table 3:8: Option Key Advantages and Disadvantages

Option	Description	Key Advantages	Key Disadvantages
A2a/b	New road link from either Greenwell Road (Option A2a) or Greenbank Road (Option A2b) across St Fitticks Park to new Coast Road junction (new underbridge at the railway line)	<ul style="list-style-type: none"> • Provides less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge) • Enhances transport resilience and improves perceptions through provision of additional route and crossing of the railway (underbridge) • Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos • Minor accident benefits (vehicles on lower speed roads) • Provides the greatest increase in overall workforce accessibility to the area 	<ul style="list-style-type: none"> • Route requires cutting into the Ness landfill site to south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. High cost uncertainty associated with this. • Underpass height clearance / alignment would limit route use by some abnormal loads • Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road) • Benefit Cost Ratio (BCR) is estimated in range: A2a: -0.3 to +0.3 and A2b: +0.8 to +1.1. <i>BCRs less than one indicate benefits less than scheme costs. Negative BCR indicates overall negative benefits – driven by the impact to existing traffic on Wellington Road – more pronounced in A2a due to new signals on Wellington Road at Greenwell Road</i> • Impact on commercial property at eastern extent of Greenwell / Greenbank Road • Constrains potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study) • Constrains land availability within the proposed ETZ site at St. Fitticks due to space required for new road and associated earthworks / flood treatment • Would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site
A3a/b	New road link Greenwell Road across the former Ness Landfill Site and a new bridge across the railway to Coast Road	<ul style="list-style-type: none"> • Provides less circuitous routing to the new ASH / proposed ETZ area for HGV traffic from the city centre / West (George VI bridge) • Enhances transport resilience and improve perceptions through provision of additional route and crossing of the railway (bridge) • Provides connection between the new ASH / proposed ETZ and East Tullos Industrial estate helping to maximise and support the regeneration of East Tullos 	<ul style="list-style-type: none"> • Road gradient required from Coast Road to new bridge across railway (around 18%) is far higher than that recommended for HGVs on a strategic route and would not be useable by abnormal loads. In addition, a new Scottish Water access road would be at a gradient of 20% • Retaining wall required would encroach on Scottish Water land and require significant cutting into the landfill site south of the railway line, likely to be a costly exercise, with need to remove material and hazardous substances. Very high levels of

Option	Description	Key Advantages	Key Disadvantages
		<ul style="list-style-type: none"> Does not constrain proposed ETZ activities as road does not route through the proposed site Minor accident benefits (vehicles on lower speed roads) 	<p>engineering & cost risk & uncertainty associated with this scale of intrusion into Ness landfill site</p> <ul style="list-style-type: none"> Benefit Cost Ratio is estimated in range: A3a: 0.0 to +0.1 and A3b: +0.3 to +0.8. <i>BCRs less than one indicate benefits less than scheme costs – with low benefits driven by the impact on existing traffic on Wellington Road – more pronounced in A3a due to new signals on Wellington Road at Greenwell Road</i> Increased HGV traffic on Wellington Road (between Hareness Road and Greenbank / Greenwells Road) Impact on commercial property at the eastern extent of Greenwell / Greenbank Road Constrains the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study)
A4	New bridge on Coast Road combined with potential widening of Coast Road	<ul style="list-style-type: none"> Enhances existing route to Aberdeen South Harbour via Hareness Road Provides consistently reduced journey times to the Harbour / proposed ETZ area across all time periods Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road Positive impact in terms of perception although Coast Road and Hareness Road remain the primary route to the harbour No additional traffic on Wellington Road north of Hareness Road Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study) Provides improved link between the proposed ETZ site at Doonies Farm and ASH / proposed ETZ site at St. Fitticks One of the lowest cost road options Benefit Cost Ratio estimated in range: +1.4 to +2.0 <i>A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</i> 	<ul style="list-style-type: none"> Hareness Road would remain the primary route and therefore traffic in Altens and at the Hareness Road roundabout would increase with ASH and proposed ETZ traffic Parking restriction may be required on Hareness Road, impacting on businesses within the industrial estate Would not provide a direct new connection between ASH / proposed ETZ and East Tullos Delivery of new bridge may require construction works through the Taylor's former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts

Option	Description	Key Advantages	Key Disadvantages
A5	New road link between Coast Road and Souter Head Road and new bridge over the railway	<ul style="list-style-type: none"> • Provides additional route to Aberdeen South Harbour • Provides a shorter route to the AWPR than all existing routes • Provides consistently reduced journey times (from Charleston junction and King George VI bridge) to Harbour / proposed ETZ area across all time periods (particularly to/from Charleston junction) • Potential to provide access for long abnormal loads currently constrained by the alignment of the bridge on Coast Road • Positive impact in terms of perception of access to the harbour • Positive impact in terms of transport resilience • No additional traffic impact on Wellington Road north of Hareness Rd and reduced traffic between Souter Head roundabout and Hareness Road • Benefit Cost Ratio estimated in range: +1.5 – +2.3 <i>A BCR figure greater than 1 indicates the benefits of the scheme are greater than the estimated scheme costs</i> • Less constraint on the potential for sustainable transport options on Wellington Road (developed as part of the Wellington Road Multi-modal Corridor study) • Improved link between the proposed ETZ site at Doonies Farm and ASH/proposed ETZ site at St. Fitticks • Reduces traffic on Langdykes Road 	<ul style="list-style-type: none"> • Despite the realignment of Coast Road, there would be noise, vibration, and severance impacts, to some residents in Burnbanks Village – although this could be partly mitigated against through use of a low noise road surface • Would not provide a direct connection between ASH / proposed ETZ and East Tullos • Delivery of new bridge may require construction works through the Taylor's former landfill site and therefore feasibility is uncertain and there is potential for negative environmental impacts • Increased traffic levels on Souter Head Road impacting on commercial properties there • Impact on commercial property at east end of Souter Head Road which would be required to relocate • Parking restriction may be required on Souter Head Road, impacting on businesses within the industrial estate
C1	Formalise and enhance provision through St. Fitticks Park - linking the Coast Road with Torry / Wellington Road and onwards to the Deeside Way to enable access to ASH / ETZ sites from the north and west	<ul style="list-style-type: none"> • Would provide a reasonably direct cycleway between Aberdeen city centre and new harbour / both proposed ETZ sites • Connects the harbour / proposed ETZ area to the Deeside Way • Partly off-road/segregated route which avoids heavily trafficked routes improves the safety of active travel access to the area • Sustainable travel option strengthens the 'green transition' ethos of the proposed ETZ 	<ul style="list-style-type: none"> • There are several pinch points on the route where the footway is less than the required minimum standard for a shared use facility and there is limited potential for widening. This would need to be explored at the detailed design stage. • Potential for providing improved active travel provision on Wellington Road may conflict with some of the proposals outlined in Wellington Road multi-modal corridor study

Option	Description	Key Advantages	Key Disadvantages
C4	Dedicated cycle route provision on Hareness Road (linking with existing provision on the Coast Road and planned improvements on Wellington Road) to enable access to ASH / ETZ sites from the south	<ul style="list-style-type: none"> • May encourage modal shift • Aligns with policy aspirations to improve active travel access, including on Wellington Road • Potential to build into the active travel proposal improvements on Wellington Road being considered in the Wellington Road multi-modal corridor study 	<ul style="list-style-type: none"> • Interaction with HGV traffic on Hareness Road would need to be fully considered to avoid significant safety concerns. This would need to be explored at the detailed design stage • Concerns may be raised from drivers / businesses should a reduction in carriageway space be required

3.7 Key Risks

- 3.7.1 The risk and uncertainty inherent in the implementation of the options has been considered and is shown in Table 3:9.
- 3.7.2 Note that the uncertainty surrounding the COVID-19 pandemic has not been individually noted for each option. However, there is the potential for the structural impacts of the COVID-19 pandemic to materially alter societal behaviour with respect to work and travel. The aftermath of the pandemic has the potential to impact on the way we work, live and travel. Given the national need for working from home, employers and employees have had to adapt accordingly, implementing working strategies and technological solutions to enable this. The outcome may be a new working reality where staff choose to work more often from home. There are also significant short to medium term restrictions on public transport capacities due to the requirements of social distancing. This evolving working and travel environment may have implications, especially for the public transport and also active travel schemes at the planning stages, as these may need to be revisited to explore whether they are still appropriate, or whether different types of schemes may now be considered more relevant. However, given the nature of the activities at ASH and proposed ETZ, there is perhaps less scope for home working associated with these sites. This should be considered further as the options progress.
- 3.7.3 For all the options, given the cost estimates provide only a broad and relative indication of construction costs for the proposed works. The costs do not include allowances for various elements, as listed in Section 3.4, a number of which could be substantial. There is therefore a key risk across all options that the costs may be higher than those estimated, with this risk being further mitigated during the early stages of detailed design, which includes land and utility searches and further engagement with Network Rail.
- 3.7.4 A complete Risk Register is presented in Appendix B. with the top economic risks identified as:
- Funding Delayed (REF: 2_Peo)
 - Covid-19 Pandemic resulting in Increased Costs (REF: 6_Env)
 - Network Rail Agreement (REF: 17_Peo)

Table 3-9: Risk and Uncertainty

Option	Option Description	Risk		Comments	Potential Mitigation
A2a/b	New road connection from Greenwell Road / Greenbank Road via St Fitticks Community Park to Coast Road with a new underbridge under the railway line	Delivery	Design	Route design may constrain land availability within the proposed ETZ site at St. Fitticks due to space required for new road and associated earthworks / flood treatment. This may reduce the opportunities and activities the land at the proposed ETZ site can offer, impacting on the overall success of the site.	On-going dialogue with Opportunity North East as the masterplanning work for the proposed ETZ site develops.
			Design	A new underpass under the railway line is likely to be complex and require extensive consultation and approvals from Network Rail. The railway crossings also introduce the need for disruptive possessions of the railway, which need advance planning and consultation with Network Rail to plan and deliver.	Early discussions with Network Rail to ensure any design show-stoppers are understood as early as possible. On-going dialogue with Network Rail as the route design progresses.
			Design	The route under the railway line is constrained in both vertical and horizontal geometry. This may prevent certain abnormal loads from utilising the route. Such loads would still be required to route through the residential area of Torry. This may deter potential businesses from using ASH.	Continued dialogue with Aberdeen Harbour Board and Opportunity North East to establish the exact nature of anticipated abnormal loads to ensure the route can be designed, as far as possible, to maximise potential use by abnormal loads. Where this will constrain use of the route by certain vehicles, this should be clarified to all stakeholders at the earliest opportunity.
			Planning	Both option variants would have some impact either direct or indirect on property within East Tullos industrial estate. This may create both benefits to businesses through improved connectivity but may also create disbenefits through increased traffic past business frontages as well as creating difficulties in exiting onto Wellington Road if congested.	On-going dialogue with businesses in East Tullos industrial estate to explain the outcomes of the appraisal. Further detailed traffic modelling as work progresses to update the model once the likely proposed ETZ activities are more defined.
			Planning	The option runs through East Tullos industrial estate and would involve the introduction of additional traffic regulation to improve the transport corridor and reduce the likelihood of parked vehicles delaying traffic. Whilst much of the road extents in the industrial estate are already regulated, the removal of parking would be controversial and potentially	On-going dialogue with businesses in East Tullos industrial estate to explain the likely parking restrictions to come into force.

Option	Option Description	Risk		Comments	Potential Mitigation
				be met with some resistance from businesses based in the industrial estates.	
			Planning	Construction of the route would impact on St Fitticks Community Park and potentially the northern tip of Tullos Hill Conservation Site. This is likely to be met with resistance from the local community.	On-going engagement with the local community to explain the proposals and present the benefits of the scheme to the local community.
			Construction	Construction of the route requires cutting into the landfill site to the south of the railway line. This is likely to be a costly exercise, with the need to remove material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.
		Operational	Demand	The 'value for money' assessment of the options has been undertaken assuming a level of traffic generated by the new ASH and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the schemes would provide a lower overall value for money with overall scheme costs higher than the achieved benefits. The BCR for Option A2a and A2b already show a value, in most scenarios, of less than 1 (and in some scenarios negative) so any reduction could generate negative ratios in a greater number of scenarios. This means implementing the scheme creates overall disbenefits.	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.

Option	Option Description	Risk		Comments	Potential Mitigation
A3a/b	New road connection from Greenwell Road / Greenbank Road via the former Ness Landfill site and a new bridge over the railway	Delivery	Design	A new bridge over the railway line is likely to be complex and require extensive consultation and approvals from Network Rail. The railway crossings also introduce the need for disruptive possessions of the railway, which need advance planning and consultation with Network Rail to plan and deliver.	Early discussions with Network Rail to ensure any design show-stoppers are understood as early as possible. On-going dialogue with Network Rail as the route design progresses.
			Design	The options both require a gradient in excess of current design standards to facilitate a connection across the railway to the Coast Road. This would constrain the route for freight traffic.	Ensure both Aberdeen Harbour Board and Opportunity North East are aware of this constraint.
			Planning	Both option variants would have some impact either direct or indirect on property within East Tullos industrial estate. This may create both benefits to businesses through improved connectivity but may also create disbenefits through increased traffic past business frontages as well as creating difficulties in existing onto Wellington Road if congested.	On-going dialogue with businesses in East Tullos industrial estate to explain the outcomes of the appraisal. Further detailed traffic modelling as work progresses to update the model once the likely proposed ETZ activities are more defined.
			Planning	The option runs through East Tullos industrial estate and would involve the introduction of additional traffic regulation to improve the transport corridor and reduce the likelihood of parked vehicles delaying traffic. Whilst much of the road extents in the industrial estate are already regulated, the removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.	On-going dialogue with businesses in East Tullos industrial estate to explain the likely parking restrictions to come into force.
			Construction	Construction of the route would require very substantial cutting into the landfill site to the south of the railway line. This is likely to be a costly exercise, with the need to dispose of material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.

Option	Option Description	Risk		Comments	Potential Mitigation
				be uncovered which require significant additional cost to safety remove and dispose of.	
		Operational	Demand	The 'value for money' assessment of the options has been undertaken assuming a level of traffic generated by the ASH and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the schemes would provide a lower overall value for money with potentially overall scheme costs higher than the achieved benefits. The BCR for both Option A3a and A3b already show a value, in all scenarios, of less than 1 (and in some scenarios zero) so any reduction could generate negative ratios in some traffic demand scenarios. This means implementing the scheme creates overall disbenefits.	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.
A4	Improve the existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road	Delivery	Planning	The option includes the upgrading of Coast Road to provide a wider road carriageway for larger vehicles, which would use the road when the ASH and proposed ETZ sites are operational. This upgrade may require third party land from adjacent landholdings to facilitate the creation of a wider road with standard 2m wide verges.	Investigate whether third party land can potentially be avoided if a narrow verge is considered permissible by the Roads Authority.
			Planning	The option would involve the introduction of additional traffic regulation to improve the transport corridor and reduce the likelihood of parked vehicles delaying traffic. Whilst much of the road extents in the industrial estate are already regulated, the removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.	On-going dialogue with businesses in Altens industrial estate to explain the likely parking restrictions to come into force.

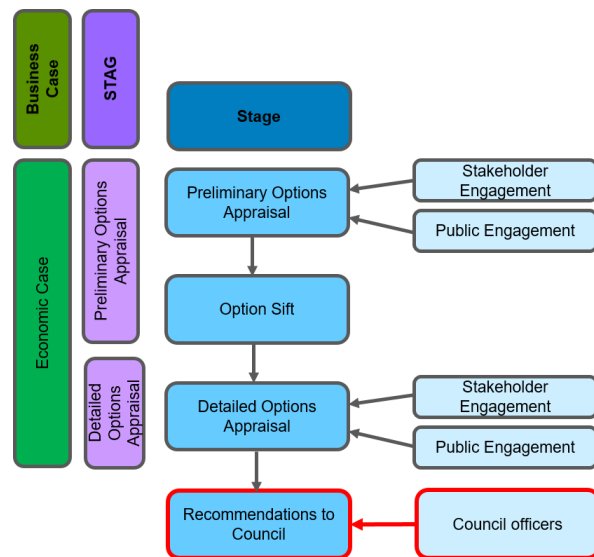
Option	Option Description	Risk		Comments	Potential Mitigation
			Construction	Construction of the route may require cutting into the former Taylor landfill site to the east of the railway line. If required, this is likely to be a costly exercise, with the need to dispose of material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction. Detailed alignments considered to minimise this risk.
		Operational	Demand	The 'value for money' assessment of the option has been undertaken assuming a level of traffic generated by the ASH and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the scheme would provide a lower overall value for money. However, as the BCR has been estimated at around 1.5 to 2, it is unlikely that demand would be sufficiently less to generate a ratio less than 1.	Revisit the traffic modelling as work progresses to update the traffic generation estimates, traffic model, and economic evaluation once the likely proposed ETZ activities are more defined.
A5	New road connection between Coast Road and Souter Head Road and a new bridge over the railway on Coast Road.	Delivery	Planning	The option route passes close to the residential area of Burnbanks Village. This is likely to create noise and vibration impacts, and severance impacts, to residents in the village and is likely to be met with opposition from the local community.	Early, and on-going engagement with Burnbank Village residents. Noise and vibration impacts could be partly mitigated against through use of a low noise road surface.
			Planning	The option requires part-demolition of a business premise at the end of Souter Head Road to enable the new link between Altens industrial estate and the Coast Road. The business in question has a long-term lease of the site and recently have invested significantly in its capabilities at the site. On-going business investment decisions are being made in relation to the site and the outcomes of this study could significantly impact on these.	Early, and on-going engagement with the business (and potentially others on Souter Head Road) likely to be impacted to discuss potential relocation packages and to provide them with suitable information to allow for informed business investment and operational decisions to be made. Discussions would cover the potential for future acquisition of <i>some</i> of the site, due to the way that the potential road option would interact with the facility i.e. it might not be necessary for the whole business to be acquired and relocated.

Option	Option Description	Risk	Comments	Potential Mitigation
		Planning	The option would have some impact either direct or indirect on property within Altens industrial estate. This may create both benefits to businesses through improved connectivity but may also create disbenefits through increased traffic past business frontages as well as creating increased queuing on exiting the estate at Souter Head roundabout.	On-going dialogue with businesses in Altens industrial estate to explain the outcomes of the appraisal. Further traffic modelling as work progresses to update the model once the likely proposed ETZ activities are more defined.
		Planning	The option would generate a higher volume of traffic through Altens industrial estate and involve the introduction of additional traffic regulation to improve Souter Head Road and reduce the likelihood of parked vehicles delaying traffic. Any removal of parking would be controversial and potentially be met with some resistance from businesses based in the industrial estates.	On-going dialogue with businesses in Altens industrial estate to explain the likely parking restrictions to come into force.
		Planning	The option includes the upgrading of Coast Road to provide a wider road carriageway for larger vehicles, which would use the road when the ASH and proposed ETZ sites are operational. This upgrade may require third party land from adjacent landholdings to facilitate the creation of a wider road with standard 2m wide verges.	Investigate whether third party land can potentially be avoided if a narrow verge is considered permissible by the Roads Authority.
		Construction	Construction of the route may require cutting into the Taylor landfill site to the east of the railway line. This is likely to be a costly exercise, with the need to dispose of material and hazardous substances. While preliminary investigations into the waste at the site can provide an indication of the likely cost, once construction commences, further unanticipated waste materials may be uncovered which require significant additional cost to safely remove and dispose of.	Ensure any preliminary investigations into the waste at the site are sufficient to minimise future risk of finding unexpected waste material during construction.
		Operational	Demand	The 'value for money' assessment of the option has been undertaken assuming a level of traffic generated by the new harbour and proposed ETZ sites. If the traffic estimates were much higher than those which transpire, the scheme would provide a lower overall value for money. However, as the Benefit to Cost ratio has been

Option	Option Description	Risk		Comments	Potential Mitigation
				estimated at around 1.5 – 2.3, it is unlikely that demand would be sufficiently less to generate a ratio less than 1 (which could then not be considered to offer value for money).	
C1 / C4	C1: Formalise and enhance provision through St. Fitticks Park - linking the Coast Road with Torry / Wellington Road	Delivery	Planning	For Option C1, there is a risk due to association with the ETZ master-planning exercise, and associated ongoing planning considerations. For Option C4, if significant works were undertaken to provide a tiered cycleway alongside a segregated footway on Hareness Road, there may be concerns raised from drivers / businesses within Altens industrial estate should a reduction in carriageway space be required.	Mitigate by not progressing Active Travel Option C1 until there is a clearer outcome from the ETZ master-planning work and delivery mechanisms with the ETZ. On-going dialogue with local business as proposals develop.
		Operational	Demand	If use of the routes is not sufficient, the routes will not generate value for money.	Detailed Cost-Benefit analysis of the active travel routes as more detail is known about the activities and likely employees at the proposed ETZ sites. On-going promotion of use of active travel and the availability of the route in both accessing the harbour and proposed ETZ sites, as well as by other users wishing to access the Coast Road area.
	Operational	Maintenance	Maintenance will be required to ensure the route is safe and secure. A lack of appropriate maintenance may reduce use of the route and encourage people back into their cars.	Ensure the maintenance needs of the route are understood and included in the Council's ongoing active travel commitments.	

3.8 Summary and Recommendations

3.8.1 In summary, the appraisal process highlighted that road Options A4 and A5 provide the greatest monetised economic benefits over the 60-year assessment period (benefit to cost ratio). Both options provide consistently reduced journey times to ASH / proposed ETZ area across all time periods and there would be no additional traffic on Wellington Road north of Hareness Road. Both options also significantly reduce the current constraint caused by the existing road bridge over the railway on the Coast Road. Option A4 provides the lowest cost estimate and has the least risk attached to it. In the public consultation Option A4 is the only option where the overall feeling was agreement with the option as opposed to disagreement.



3.8.2 The technical feasibility for Option A4 from an environmental, topographical, ground and transport perspective would make construction of this option significantly less problematic when compared with other options. The appraisal suggests that if Option A4 is preferred, then in the longer term the extension to include a link through Souter Head Road within Option A5 would provide additional benefits. However, the significant additional cost and risk means that its provision is not supported in the shorter term.

3.8.3 At the Aberdeen City Council City Growth and Resources Committee on 3rd February 2021, it was therefore recommended, agreed and instructed that Option A4, with active travel Options C1 and C4, be progressed. Active travel Option C4 follows the Option A4 route along Hareness Road (and linking to the existing Coast Road route) and therefore complements Option A4 in that it provides an active travel route from Aberdeen (South) to both the Aberdeen South Harbour area and, with the inclusion of Option C1, a route through to the city centre. During the design process, consideration of improving Crawpeel Road as an additional / alternative signed road connection linking the harbour area to Wellington Road (at Souter Head) and the strategic road network should also be undertaken.

3.8.4 At this stage, the constraints of the railway line, site topography, and the location and status of the Ness Landfill Site preclude any recommendation for an option that provides an improved direct link to East Tullos Industrial Estate from the Coast Road. Such a link would not provide a meaningful connection between the strategic road network and the new harbour and given the 'double-back' nature of such a route, it would be expected that external traffic would continue to route via Hareness / Coast Road to access Charleston junction. However, East Tullos industrial estate represents a large area of land close to the harbour / proposed ETZ sites that has been specified for redevelopment as the building stock is ageing and it is therefore recognised that a link directly connecting East Tullos to ASH / proposed ETZ sites has the potential to support the regeneration of East Tullos, support ASH / proposed ETZ related activities and unlock inward investment in the area. The feasibility of delivering this option would be highly dependent on further detailed work to investigate the landfill and the associated scheme costings.

3.8.5 Given the above, the focus of the financial, commercial and management cases presented in the remaining sections of this report therefore focus on the delivery of Option A4 (and the complementary active travel options C1 and C4), as shown in Figure 3:1.

3.8.6 A feasibility design drawing for Option A4 is presented in Appendix A.

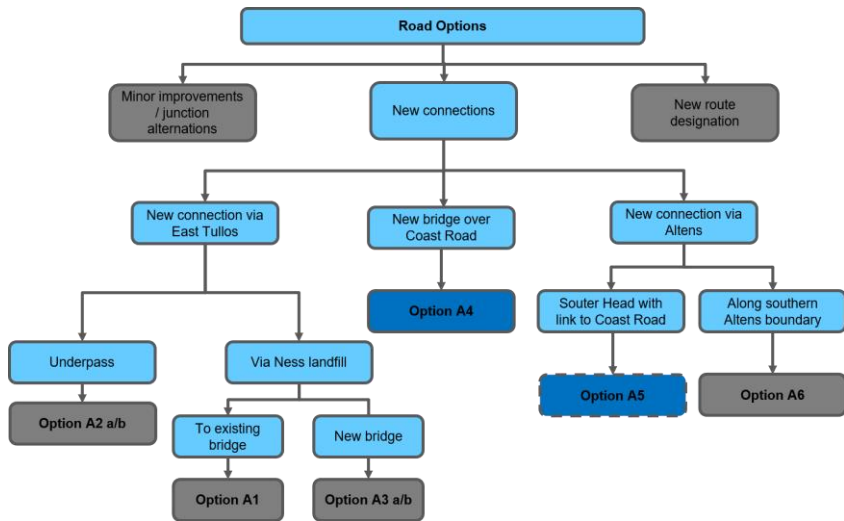


Figure 3:1: Recommendation to Council (road options)

4 Financial Case

4.1 Introduction

- 4.1.1 The purpose of this Financial Case is to demonstrate that the costs of the preferred Option A4 is realistic and affordable.
- 4.1.2 Preliminary cost estimates have been prepared for construction costs only. The costs do not take account of land or property acquisition, any required statutory approvals or consents, adjustments to existing public utility apparatus, surveys and investigations, design works and supervision fees or VAT. This elements could be significant, and will be continue to be investigated during the early stages of the detailed design process.
- 4.1.3 The project's funding was approved as part of the Aberdeen City Region Deal by Aberdeen City Council and Aberdeenshire Council on 17th August 2016 and by the UK and Scottish Governments on 21st November 2016. Within the Aberdeen City Region Deal, £25m has been allocated from the UK Government (£12.5m) and Scottish Government (£12.5m) for the transport infrastructure to support the harbour expansion. The budget for this project will come from this funding stream.
- 4.1.4 The estimated cost for Option A4, C1 and C4 DMRB Stages 2 & 3 design is **£1,200,000** plus **£150,000** for surveys. The cost is based on a construction value of £6.5m (including active travel).

4.2 Capital Costs

- 4.2.1 No formal assessment of risk has been undertaken in preparing the cost estimates due to the limited information available at present. As per HM Treasury Green Book Guidance (2020), Optimism Bias is not included in the Financial Case. The cost estimates also do not include allowances for:
- Costs associated with land / property acquisition;
 - Statutory approvals / consents;
 - Adjustments to existing public utility apparatus;
 - Surveys and investigations;
 - Design and works supervision fees; or
 - Value Added Tax (VAT) and Inflation, as the date of construction is yet to be established.
- 4.2.2 The total capital cost estimate of Option A4 is £4.6m. This represents the highest costs estimates presented in the Economic Case. A breakdown of the estimated capital cost estimates is shown in the table below. At this stage in the project, it is important to note the costs presented in the table are estimated at a high level and are subject to substantial uncertainty and risk. A more detailed assessment of the budgetary implications of the project will be undertaken during the next stages of the business case process and at this stage there is therefore a need to retain the £25m allocated funding for the scheme.

Table 4:1: Estimated Capital Costs (Excludes Land, Consents, Utilities, Surveys, VAT and Optimism Bias)

Route Corridor - Option A4	Cost (£)
Carriageway resurfacing (Hareness Road)	£780,000
Carriageway widening (Coast Road)	£186,225
New single carriageway all-purpose road	£720,000
Landfill material excavation and disposal	£164,700
New landfill site access	£214,500
Railway Overbridge	£2,100,000
Railway Overbridge - Network Rail Costs	£500,000
TOTAL	£4,665,425

- 4.2.3 A breakdown of the estimated capital costs for Active Travel Option C1 (assuming a 5m wide segregated path) are shown in the table below.

Table 4:2: Active Travel Option C1 (Excludes Land, Consents, Utilities, Surveys, VAT and Optimism Bias)

Active Travel Option C1	Cost (£)
Footway Construction (Bit-mac plus edgings)	£679,770
Lighting (4m columns and connections)	£14,571
Cable, trench, ducting, pvc tape	£76,285
Earthworks (Net fill)	£209,167
Footbridge (Reinforced insitu concrete, 5m span)	£157,500
Toucan Crossing (Crossings at both connections on Coast Road)	132,000
TOTAL	£1,269,293

- 4.2.4 A breakdown of the estimated capital costs for Active Travel Option C4 (assumed a tiered cycleway along Hareness Road) are shown in the table below.

Table 4:3: Active Travel Option C4 (Excludes Land, Consents, Utilities, Surveys, VAT and Optimism Bias)

Active Travel Option C4	Cost (£)
Cold milling of surface course	£76,304
30mm HRA Surface Coarse with Limestone Chips	£56,050.
Kerb removal and disposal	£1,900
Breakout footway	£15,371
Cold milling of surface course	£38,152
50mm Dense Asphalt Concrete Binder Course	£59,774

Active Travel Option C4	Cost (£)
30mm HRA Surface Course with Red Chippings	£56,050
Precast concrete kerb	£69,616
Precast Gully (40m spacing)	£51,224
Dispose of existing gully grating and frame	£469
Carrier Pipe to existing gully pot	£24,168
Gully connection to existing gully pot	£9,249
Sub-Total	£458,327
Utilities (30%)	£137,498
TOTAL	£595,826

4.2.5 The total overall capital cost is presented in the table below.

Table 4.4: Total Estimated Capital Costs (Excludes Land, Consents, Utilities, Surveys, VAT and Optimism Bias)

	Cost (£)
Route Corridor - Option A4	£4,665,425
Active Travel Option C1 (5m wide segregated path)	£1,269,293
Active Travel Option C4 (tiered cycle way on Hareness Road)	£595,826
TOTAL	£6,530,545

Cost Estimates

4.2.6 As the proposed road interventions are at the feasibility design stage, only high-level construction cost estimates can be provided. The cost estimate has been prepared using approximate estimating rates extracted from 'SPON's *Civil Engineering and Highway Works Price Book 2019*'.

4.2.7 Costs could increase or decrease once more information becomes available and the design process advances. Consequently, the estimates provided should only be used as a broad indication of construction costs for the proposed works and, as noted above, there is therefore a need to retain the £25m City Regional Deal allocated funding for the scheme.

Design Cost Estimate

4.2.8 The cost for DMRB Stages 2 & 3 design of Option A4, C1 and C4 has been estimated at **£1,200,000** inclusive of surveys and project management costs, based on the currently understood scope of works, initial capital cost estimates developed above, and allowances for the noted exclusions.

Expenditure on Assets Not Council Owned

- 4.2.9 Current Scottish Government Guidance allows the Council to invest capital resources in assets that are not owned by the Council.
- 4.2.10 Widening the Coast Road may require the acquisition of land from third parties and there would be costs associated with doing so.
- 4.2.11 Option A4 requires a new bridge over the railway to the south of Aberdeen South Harbour. The new bridge over the railway line and specific alignment would require agreement with Network Rail who may wish to take ownership of the design process.
- 4.2.12 Network Rail has indicated that should a new bridge be constructed, Aberdeen City Council would need to take ownership of the bridge.

Cost Overruns

- 4.2.13 As Aberdeen City Council is the project owner it will have responsibility for cost over-runs.

VAT

- 4.2.14 The Council is VAT registered and pays and recovers VAT according to HMRC guidelines.

4.3 Affordability Assessment

Ongoing Revenue Considerations

- 4.3.1 The preferred route option, Option A4, improves an existing route via Hareness Road through the provision of a new bridge over the railway on Coast Road. The road infrastructure is therefore already part of the public road network and there will be committed revenue expenditure for ongoing maintenance from the local authority. The road infrastructure constructed as part of the project will be adopted by ACC. Note this is reaffirmed in the Commercial Case.
- 4.3.2 As the current Coast Road bridge is in the ownership of Network Rail, there will consequently be an ongoing requirement for its maintenance, the costs of which will be met as part of the local authority's continuous cycle of revenue expenditure.
- 4.3.3 The ongoing maintenance costs for a road are challenging to estimate as they can be affected by a number of different factors such as weather conditions, frequency of extreme events, accident rates, inflation and the location of the road (urban or rural). However, statistics gathered across Scotland for the *Local Government Benchmarking Framework* (LGBF)⁸ provide a means of estimating the cost of roads per kilometre per annum based on Local Authority experience across Scotland.
- 4.3.4 The 2019-2020 benchmarking report from the LGBF indicates that approximately £550million was spent on roads in 2019-2020 and approximately 45% of that was revenue expenditure on tasks such as:
 - roads construction.
 - structural maintenance.

⁸ [LGBF Benchmarking Overview Report 2019-20 \(improvementservice.org.uk\)](https://www.improvementservice.org.uk/)

- environmental maintenance.
- winter maintenance.
- lighting.
- safety maintenance.
- emergency patching and
- routine repairs.

- 4.3.5 Based on current budgets and spends, the average cost of roads across Scotland has been calculated to be £9,619 per kilometre and is based on the capital and revenue expenditure on roads by Local Authorities across Scotland. The reporting indicates that approximately 45% of this expenditure in 2019-2020 was on revenue related maintenance activities, which translates to an average cost of £4,330 per kilometre for roads maintenance. However, the cost of roads across Scotland varies, and this is largely related to rurality, with the evidence from Local Authorities indicating significantly higher capital and revenue costs for roads in urban areas compared to rural areas. On average the capital and revenue cost for a kilometre of urban road versus a rural road was £17,190 compared to £5,850.
- 4.3.6 The new link road to Aberdeen South Harbour will be primarily in an urban environment and based on experience across Scotland, the average cost of maintaining this road will be higher than the average for roads across Scotland. From the LGBF Benchmarking Report, the average cost for an urban road in 2019-2020 was £17,190. However, this figure was made up of capital and revenue expenditure. Based on the overall capital and revenue split for 2019-2020, 45% of this figure could be attributed to revenue costs relating to maintenance activities to estimate the split in costs. This would provide a figure of £7,735 per kilometre for an urban road maintenance cost. This is just over £3,400 higher than the average cost per kilometre in Scotland based on the 2019-2020 figures.
- 4.3.7 The proposed route from the Hareness Roundabout on the A956 to the new harbour will be approximately 4km in length. Based on a cost per kilometre of £7,735 for maintenance of an urban road this would equate to an average annual maintenance cost of £30,940 for this road. This would need to be funded in perpetuity by Aberdeen City Council. However, it should be noted that the actual costs per year are likely to vary with reduced costs in the first five years post construction and costs increasing after this point as elements of the road infrastructure reach the end of their working life and need replaced.
- 4.3.8 Based on the available data on current levels of spend on roads maintenance across Scotland, over a 25-year period it is estimated that the net investment in roads maintenance will cost approximately **£800,000**. However, it should be noted that this estimate is based on an assumption that levels of investment in roads maintenance will remain at similar levels to those in 2019-2020. It should also be noted that the estimate is based on present day costs and no allowance has been made for cost inflation over the period.
- 4.3.9 Monitoring and evaluation (M&E) costs have been incorporated at £50,000 over the lifetime of the project analysis period (25-years, covering the gateway periods). This equates to £2,000 per annum.

4.4 Financial Risks

- 4.4.1 Key risks and uncertainties associated with the delivery and operation of Option A4 have been identified (Table 3:8) and have been used to factor risk into more detailed cost estimates.

4.4.2 From the Risk Register presented in Appendix B, the top financial risks are identified as follows:

- Funding Delivery (REF 1_Fin)
- Additional Cost from Unanticipated Waste Materials (REF 10_Fin)

5 Commercial Case

5.1 Introduction

5.1.1 This chapter sets out the commercial case for delivery of the project. It documents the involvement of other parties and identifies key challenges and risks. The project will be procured by Aberdeen City Council who will be responsible for the operation and maintenance of the road and associated transport infrastructure.

5.2 Delivery Specification

5.2.1 The Council commissioned Stantec (formerly Peter Brett Associates LLP) in October 2017 to undertake an appraisal of transport connections for the new ASH. The aim of the study was to examine transport connectivity for the site and identify appropriate transport infrastructure and connectivity upgrades to be taken forward for detailed appraisal in the context of the Aberdeen City Region Deal. The Economic Case of this SBC has subsequently confirmed that preferred route forward. ACC is responsible for delivering the infrastructure detailed in the project description:

- New bridge over the railway on Coast Road and Coast Road capacity improvements. Designated route to ASH/ ETZ area would remain via Hareness Road
- New active travel route along Hareness Road linking the ASH/ETZ area to Wellington Road at the Hareness Road / Wellington Road junction
- New formalised active travel provision through St. Fitticks Park linking the ASH/ETZ area to Tullos and onwards to Wellington Road, subject to coordination with the ETZ masterplanning exercise

Stakeholder Considerations

- 5.2.2 Close consultation and programme coordination with key public and private sector stakeholders will be carried out to ensure the project is delivered to limit conflict with other operations.
- 5.2.3 Key stakeholders (Network Rail, SEPA, utilities providers and affected frontages) with an interest in the infrastructure design will be consulted in relation to their requirements.
- 5.2.4 Transport Scotland, SEPA, NatureScotland other stakeholders will continue to influence the development of the project and the environmental mitigation measures associated with the infrastructure. Key beneficiaries of the route including Aberdeen Harbour Board and ETZ Ltd will also be key stakeholders.
- 5.2.5 Within the Council, the delivery specification is being determined in accordance with the requirements of the various departments involved in the project, including:
- Roads / Infrastructure / Flood Risk
 - Planning & Economic Development
 - Environment
 - Land Ownership / Site Acquisition

- Legal
- Procurement

5.3 Procurement strategy

- 5.3.1 All procurement will be carried out in accordance with national procurement guidelines which set out key considerations in relation to a range of issues such as sustainability, community benefits and advertising through public contracting frameworks.
- 5.3.2 The three stages of DMRB design work and associated services will be procured through an extant approved framework such as Scotland Excel. The Scotland Excel contract is based on the established NEC Professional Service Contract and is familiar to both Council and consultants.
- 5.3.3 The procurement strategy for the development will also align with the Aberdeen City Council, Aberdeenshire Council and the Highland Council Joint Procurement Strategy (2017 – 2022) Version 2.0. The Joint Procurement Strategy sets out the procurement objectives and actions for 2017 – 2022 and reflects on both national and local policies and priorities. Should project delivery be post-2022 it is anticipated an updated Procurement Strategy will be in place to adhere to.
- 5.3.4 Currently the approach is envisaged as follows:
- the best procurement route to the market for the main construction contract for the project will be identified and agreed within the contract strategy but will include as a minimum consideration around Client design (utilising external specialist designers) and potentially a separate 'Construct Only' Works construction contract or contracts;
 - the construction contract(s) are likely to be over the OJEU threshold in terms of the Public Contracts (Scotland) Regulations and will required to be advertised in line with relevant rules and regulations.
 - industry standard terms and conditions will be explored and agreed within the contract strategy, with suitable Client amendments to reflect appropriate risk positions,
 - contracts will be evaluated based on the Most Economical Advantageous Tender;
 - the award criteria are set out in the contract strategy;
 - the minimum weighting attributed to community benefits and fair working practices will follow the City Region Procurement Strategy and the City Region Community Benefits Strategy; and
 - the Project will be delivered and managed by Aberdeen City Council. All contract opportunities will be advertised via the Public Contracts Scotland website.
- 5.3.5 The approach to procurement will be consistent with the requirements of the main funding parties, and hence, in line with capturing community benefits for local people and businesses as per the local and national strategic priorities where possible. The Joint Procurement Strategy recognises the valuable role of in supporting local businesses and third sector providers and aims to remove the barriers often faced by smaller organisations with limited resources for bidding for work tendered by the Councils.

Key Procurement Milestones

- 5.3.6 Key procurement milestones will be agreed as the project programme continues to evolve. The current intent is to follow a traditional procurement route i.e. employer's led design with subsequent procurement of construction services.
- 5.3.7 Key procurement dates and a more detailed project Gantt Chart can be found at Appendix C.

5.4 Commercial Risks

- 5.4.1 The project will be delivered by relevant departments within ACC, managed by the City Region Deal Transportation Workstream Group.
- 5.4.2 From the Risk Register presented in Appendix B, the top commercial risks are identified as follows:
- Necessary statutory approvals for development cannot be gained or are delayed (REF: 22_Reg)
 - Programme slippage incurs additional project costs (REF: 5_Peo, 7_Sch, 12_Sch, 13_Con, 15_Con, 16_Pol)
 - Third Party Land Acquisition (REF: 8_Obj)

5.5 Wider considerations

Community Benefits

- 5.5.1 The scale of work involved in developing the infrastructure will generate a range of opportunities for training, work experience, apprenticeship and full-time work opportunities as well as potential for progression between them.
- 5.5.2 Clarity at an early stage and consideration of recruitment mechanisms to engage the long-term or young unemployed to take up the opportunities will be critical in attracting recruits to the project. Offering clear guidance to contractors as to what their contract bid may contain, as well as any support they may expect in delivery e.g. co-ordination of recruitment under the community benefit programme, pre-employability programmes ahead of site work to meet contract schedules, etc. will be provided. This will encourage delivery to targets set in the Benefits Realisation Plan and, in showing that the practical concerns of contractors have been considered in advance, encourage high quality contractors to the opportunity. Opportunities will be taken to secure community benefits in both the design contract, and the subsequent construction contract.
- 5.5.3 Community benefits tracking will be monitored as part of the CRD benefits realisation plan, and the transport aspects input via the Transport Working Group.
- 5.5.4 Monitoring of community benefit outcomes will be undertaken as part of specific contract management processes and reported to the PMO as part of the contract reporting obligations.
- 5.5.5 Community benefits can include a wide range of social, environmental and economic initiatives which are secured as part of a public-sector procurement exercise. Often the most tangible benefits are those secured through targeted employment and support for small and medium enterprises through the construction contracting process.

- 5.5.6 Community Benefit outcomes for the project will be linked to ACC's strategic objectives and include:
- Improving economic growth and employability;
 - Improving environmentally sustainable infrastructure.
- 5.5.7 A sourcing strategy will be provided as part of the next Business Case. This will guide procurers and bidders through the procurement process for the project. It will communicate and reinforce Aberdeen City Council's procurement priorities which include carrying out activities in a responsible and sustainable manner, considering how the economic, social and environmental wellbeing of the area can be improved, being a responsible and ethical buyer and embedding the key principles of sustainability into procurement activity for the benefit of society, the economy and the environment.
- 5.5.8 Community benefits will form part of the sourcing strategy. These are requirements and commitments imposed in relation to contracts and frameworks and bidders will be required to provide some form of social, economic or environmental benefit in addition to the core purpose of the contract. They are a key component in meeting obligations under the sustainable procurement duty. Community benefits could include:
- Training or recruitment, or
 - The availability of sub-contracting opportunities, or
 - Activity which is otherwise intended to improve the economic, social or environmental wellbeing of the Aberdeen City area in a way additional to the main purpose of the contract in which the requirement is included.

6 Management Case

6.1 Introduction

6.1.1 This chapter sets out the project governance and management structure for the Project.

6.2 Project Roles

Management Procedures

6.2.1 The project will be coordinated along with other City Region Deal transport activities by the City Region Deal Transportation Workstream Group, comprising members of Nestrans, Aberdeen City Council, Aberdeenshire Council, Transport Scotland, and the City Region Deal Programme Manager.

6.2.2 The Workstream Group will act as the de facto Project Board, reporting to Aberdeen City Region Deal Programme Board on an operational basis with the Aberdeen City Region Deal Joint Committee providing approvals of key project stages

6.2.3 The Workstream Group meets six-weekly or they may convene as required to review progress and address problems. It discusses strategic issues relative the City Deal Transport programme, key matters arising across the City Deal Transport programme and emerging from the Programme Management Office and City Deal Support Groups. It also monitors the City Deal Programme Risk Register.

6.2.4 The project delivery team has been selected to ensure that it has all the necessary skills and expertise required to deliver the project.

Project Governance Structure

6.2.5 To ensure the effective delivery of City Deal, a governance model has been agreed.

6.2.6 Clear governance provides assurance to the UK Government, Scottish Government, Aberdeen City Council, Aberdeenshire Council and the wider Aberdeen regional partners that there is open and transparent decision making and project delivery.

6.2.7 Central to the governance arrangements is the Aberdeen City Region Deal Joint Committee, established under the Local Government (Scotland) Act 1973, to oversee the implementation and monitoring of the Aberdeen City Region Deal. It will work with both Governments to ensure efficient and effective delivery of the Aberdeen City Region Deal.

6.2.8 There are nine seats on the Joint Committee, made up of three representatives from each of the administrations of Aberdeen City Council and Aberdeenshire Council, and the Board of Opportunity North East.

6.2.9 A Programme Management Office (PMO) is based in Aberdeen. Julie Richards-Wood is the Programme Manager and responsible for the coordination of project activity and programme delivery.

6.2.10 The creation of the Joint Committee represents the joint commitment of the Constituent Authorities and Opportunity North East ("ONE") to support and oversee the implementation of the Aberdeen City Region Deal.

6.2.11 In particular it shall have the power to:

- Approve Business Cases for City Region Deal projects and any other related documentation with the exception of those where approval is reserved to either or both of the Constituent Authorities.
- Make recommendations to the Constituent Authorities and ONE in respect of projects within the City Region Deal Strategic and Policy plans.
- Monitor the effectiveness of the implementation and the delivery of the City Region Deal and to report to the Constituent Authorities on progress.
- Receive updates from the United Kingdom and Scottish Governments in connection with any aspect of the City Region Deal, projects relating to the Memorandum of Understanding signed by the United Kingdom and Scottish Governments and the Constituent Authorities or additional United Kingdom and Scottish Government investment and any related projects.
- Approve (i) the overall programme funding for the City Region Deal; and (ii) the detailed breakdown and use of the Constituent Authorities' financial contributions to the City Region Deal in relation to such overall programme funding for the City Region Deal where this relates to programme funding already committed and approved by the relevant Constituent Authority.
- Approve operational expenditure within agreed Aberdeen City Region Deal Joint Committee budgets allocated by the Constituent Authorities and/or ONE in order to further the aims of the City Region Deal.
- Provide feedback to the United Kingdom Government and Scottish Government on the implementation of the City Region Deal and any strategic, economic or infrastructure activities associated with the City Region Deal.
- Appoint three representatives and three named substitutes of ONE to the membership of the Joint Committee.

6.2.12 These terms of reference will be kept under review by the Constituent Authorities, ONE and the Joint Committee throughout the implementation of the City Region Deal to ensure sufficient accountability of public funds provided through City Region Deal funding.

6.2.13 The project governance structure within the Council is shown in Figure 8.2. This highlights clear lines of responsibility and accountability for delivery of the various elements of the project.

6.3 Aberdeen City Council Project Management

Project Responsibility

6.3.1 The Capital Investment Programme, Chief Officer (Capital) will co-ordinate the delivery of the project.

6.3.2 The project is a key element of the Capital Portfolio - Transportation Programme. As a Roads Authority project it is sponsored by the Chief Officer (Capital) and governed initially by the Transportation Programme Board and ultimately the Capital Board. Monthly monitoring of progress and delivery will be undertaken by the Transportation Programme Board reporting to the Capital Programme Board.

6.3.3 The wider project delivery team which will oversee the design process is outlined in the table **Error! Reference source not found.** below.

Table 6.1: Wider Project Team

Role	Name
Project Sponsor	John Wilson
Project Manager	To be appointed
Senior User	Doug Ritchie
Senior User	Reference Group
Senior Supplier	Alan McKay

6.4 Change or Risk Management Strategy

- 6.4.1 If the construction/study programme of individual projects falls into significant delay, the Programme Manager will update the PMO with the remedial measures and associated timescales for redressing the delay. Where a change is required, the PM is to provide an initial cost to establish the viability based on the information available to the SRO. If the change is approved in principle, the design will be developed, and the PM will provide a final cost and details of any implications to the programme.
- 6.4.2 A standard ACC change request form will be completed by the PM. The PM will not act upon any change request associated with funding until the SRO and PMO has issued instruction. The PM will maintain a change log, detailing all requests for change and their status. This log will be issued to the client as part of the monthly report pack. At the project outset, the PM will agree with SRO and the Councils s.151 Officer a change value limit which they are authorised to sign off. Where the cost of a change exceeds this limit, their authorisation will be required.

Risk Management

- 6.4.3 The risk management strategy is a process for identifying adequate assessment and response to risk. Regular, active review allows for early decision making to mitigate risks. The PM will be responsible for risk management and will review the effectiveness of the risk management strategy during the programme.
- 6.4.4 A live risk register (Appendix A) will record potential risks which could impact on the successful delivery of individual projects on time and on budget. The risk register will be regularly reviewed, updated and re-issued through the agreed channels of communication. All risks have been allocated a risk owner. All project team members should be aware of all the scheduled risks and should notify the PM as soon as possible if anything (not already identified) is likely to affect either the project cost or programme. All parties (key stakeholder and departments) have a shared responsibility to help mitigate risks, by means of good planning, co-ordination, communication and co-operation. When a risk is identified it will be assessed so as to understand and quantify the chance of the risk occurring and its potential impact on project delivery. The risk will be reviewed against its likelihood and the resultant impact.
- 6.4.5 To ensure clarity on risk status, high risks will be assigned a red status with low risks being assigned a green status. Amber status will be assigned to those risks in between. All risks will be regularly monitored and scored on their impact and probability. The revised priority of risks can then be acted on appropriately. ACC will retain risks which are not transferred or avoided, although these may have been reduced or shared with project partners (e.g., Network Rail). ACC will manage the risks which it owns, as is expected of risks managed by the project partners.

6.5 Other Legal Matters for Consideration

Subsidy Control

- 6.5.1 There are no issues anticipated in relation to the recent Subsidy Control Bill – June 2021⁹.
- 6.5.2 The Subsidy Control Bill provides the framework for a new, UK-wide subsidy control regime. This regime will enable public authorities, including devolved administrations and local authorities, to deliver subsidies that are tailored and bespoke for local needs to deliver government priorities such as levelling up and achieving net zero carbon, as well as supporting the economy's recovery from COVID-19.
- 6.5.3 The project will deliver the construction of new accesses and supporting infrastructure improving accessibility to the core and strategic road network and providing a direct link to ASH.
- 6.5.4 At the present time it is understood that the project is considered to have limited risk given that the road will be open to all and free of charge and when built will not favour any particular non-Council proprietor over any other party. The Council has confirmed that any third-party land required for the project will be acquired at market value. On this basis, the funding of the project is unlikely to be regarded as “selective” (i.e. it does not favour only certain undertakings) and on that basis, would not fall within the Subsidy Control rules. There is sufficient evidence held by the Council that the roads and infrastructure will provide a wider benefit to the public at large in terms of providing a connection between publicly accessible areas and enhanced green networks. This will continue to be reviewed during project progression.
- 6.5.5 The project is therefore strategic enabling infrastructure which unlocks development and does not benefit a single developer or landowner.

Land Ownership and Compulsory Purchase Orders

- 6.5.6 The majority of land in the immediate vicinity of the scheme is known to be in the control of Aberdeen City Council, albeit some may be associated with lease and tenancy agreements. Other parcels of land could be required that are in the control of third parties, and the next stages of detailed design work will determine this.
- 6.5.7 As such, it has been identified that there may be a requirement to apply Compulsory Purchase Order powers to acquire the necessary land to facilitate access to the proposals, if agreement cannot be reached voluntarily. The exact extent and requirement to apply these powers will not be known until the land-take and associated site-access proposals have been developed in more detail and the associated land ownership has been confirmed.
- 6.5.8 Should it be necessary to secure the land required to construct the project from parties unwilling to reach voluntary agreement, the Council is confident that it possesses sufficient powers and justification for their use and appropriate authority would be sought to promote a Compulsory Purchase Order pursuant to the Council's powers under the Roads (Scotland) Act 1984 or equivalent legislation.
- 6.5.9 Initial contact with possibly affected landowners is yet to commence.

⁹ Available at: <https://www.gov.uk/government/collections/subsidy-control-bill>

Third Party Arrangements

- 6.5.10 A Basic Asset Protection Agreement (BAPA) will be signed by the Council with Network Rail to cover the project’s design phase. This will be updated to cover the construction period and will be confirmed in the Full Business Case.
- 6.5.11 As the design is developed, if requirements for diversion of utilities apparatus are identified, these would need to be discussed and agreed with the relevant utilities’ providers in accordance with the requirements of the New Road and Streetworks Act.
- 6.5.12 No other service agreements are anticipated

Local Authority Powers

- 6.5.13 Aberdeen City Council, as Local Roads Authority, possesses all the necessary powers to deliver this project. In some instances, the cooperation of other agencies will be required to apply their powers in the delivery of the project. This is most likely to be the case for the construction of the railway bridge where Network Rail’s authority will be required.
- 6.5.14 The Council will use its powers, including under the Local Government (Scotland) Act 1973 or the Roads (Scotland) Act 1984, as appropriate to deliver the project. This will be supplemented as appropriate by application for planning approval. Planning in Principle is yet to be sought.

Equality Impacts

- 6.5.15 An Equality Impact Assessment will be undertaken by the Council for the Outline Business Case.

Environmental Impacts

- 6.5.16 The environmental impacts of the project are being assessed as part of the project development and planning processes. The Council will observe all obligations under relevant environmental legislation and all appropriate measures including the requisite legal agreements, licenses and mitigation plans will be undertaken to ensure compliance with all relevant environmental legislation and planning requirements.

6.6 Project Schedule

- 6.6.1 The current project Work Programme is shown in Appendix C.
- 6.6.2 A summary of the programme with key milestones from DMRB Stages 2 and 3 is outlined below.

Table 6:2: Programme Milestones

Action	Programme Completion Date
Develop Preferred Route	15/04/2022
Stakeholders Consultations	17/06/2022
Preferred Route Approval	11/11/2022
DMRB Stage 3 Completion	20/12/2024

- 6.6.3 During the DMRB design Stages 2 and 3, the preferred option will further be refined considering likely environmental, economic, traffic and engineering aspects. A high-level design programme for both stages is shown in Appendix C.
- 6.6.4 The main focus of Stage 2 will be confirming engineering solution and location for the new railway bridge, active travel routes as well as consultations with statutory undertakers. An initial assessment of anticipated departures from standards will also be completed. The stakeholders' consultations are a key part of this stage and will commence after the preferred route development. The consultation will entail confirming abnormal load requirements with Aberdeen Harbour Board, interface with proposed Energy Transition Zone, understanding cyclist group requirements, any impact on Ness landfill and agreeing success factors. Concurrently with consultations, land take estimate, traffic and economic assessment along with a preliminary cost assessment will be carried out. The stage findings will be summarised in Stage 2 Report which will be submitted for acceptance to Aberdeen City Council.
- 6.6.5 At Stage 3, the engineering team will gather additional information through site surveys to inform the proposed design. The proposed survey durations include procurement, site work and data analysis. Parallel to site investigations, the design team will engage key statutory undertakers to confirm location of their assets and understand their diversion requirements. If required, a comprehensive Environmental Statement, covering arboriculture, archaeology, soil handling, materials, water and waste management, will be prepared during this stage. The aim of the Environmental Statement is to outline measures envisaged to alleviate adverse project impact and confirm with the Planning Authority and Environmental Agencies if further assessment is required as part of planning application. In order to reduce Stage 3 duration, it is proposed to commence key design activities prior to completion of site investigations. Structural design and approval of the new railway bridge are critical to timely stage completion and therefore Network Rail's team will be engaged shortly after design commencement and will be kept informed through frequent progress meetings. As part of this design phase, temporary traffic arrangements would have to be reviewed and diversion routes developed. It is envisaged that departures from standards acceptance and other necessary approvals will be obtained within allowed durations. Stage 3 would be complete within 2024.
- 6.6.6 At this stage it is appropriate to allow up to 36 months for remaining elements up to end of construction phase, inclusive of Stage 4 (Final Design and Tender documents), Stage 5 (Construction procurement) and Stage 6 (Construction). Any Public Local Inquiry associated with land acquisition not gained by voluntary agreement would require to be incorporated into this programme and would be additional.
- 6.6.7 Assessment of potential land take requirements will be undertaken at an early stage in the design process to support, if required, any voluntary acquisition discussions. As the design progresses, traffic and economic and land take assessments will take place. Cost estimate precedes planning application preparation and will form a significant part of this suite of documents.

6.7 Benefits, Monitoring and Evaluation

- 6.7.1 The CRD maintains and implements an overall Benefits Realisation Strategy, managed by the CRD PMO. Aberdeen City Council's project team will have responsibility for supporting this Strategy, ensuring the delivery of the project outcomes for economic development and regeneration.
- 6.7.2 During the design phase, an annual evaluation of the development and construction process, including an assessment of forecast versus outturn project costs, together with reasons for any variance, will be produced for monitoring and evaluation purposes. Following this, a staged monitoring and evaluation plan will take place at each of the following monitoring points (budgetary provision should be made for this by Aberdeen City Council):

- Monitoring Point 1 (2022) – An initial evaluation, approximately one year into the programme will provide an early indication that the project is operating as planned.
- Monitoring Point 2 (2024) – A detailed evaluation, approximately three to four years into the delivery of the entire programme. At this stage, we will carry out a revalidation of the original option assumptions as forecast in the option appraisal.
- Monitoring Point 3 (2028) – This crucial stage will consider impacts in the context of data gathered over a longer period post implementation and provides a more detailed measurement as to what extent the longer-term objectives have been achieved (i.e. land value uplift). This longer timeframe also allows consideration of the impacts of wider initiatives, including the local resident and business sentiment. Budgetary provision could be made for this

6.7.3 Measuring benefits realised against Monitoring Point target outputs will assess the governance, timely delivery and value for money which further grant funding is conditional upon.

Appendix A Feasibility Design of Option A4

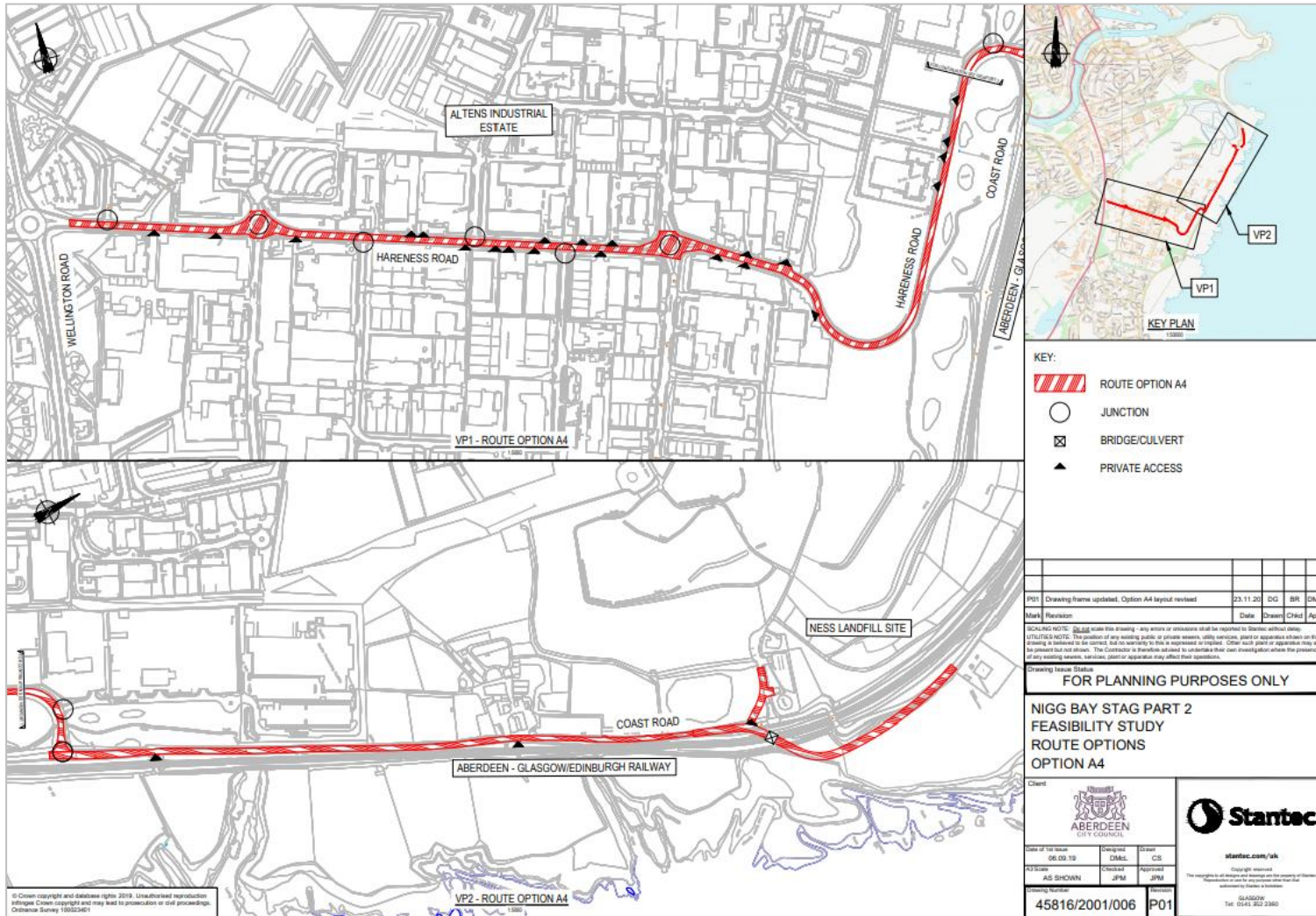


Figure A:1: Option A4

Appendix B Risk Register

No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
1	1_Fin	Financial	Live	Internal/ External	Funding not delivered. Project delayed or cannot go ahead.	5	3	15	4	Aberdeen City Council	Funding committed from UK and Scottish Governments, competent ACC PMO responsible for securing funding.	2	1	2	14	Jul-21
2	2_Peo	People / Societal	Live	Internal/ External	Funding delayed. Failure to meet draw down deadlines with potential changes to contracts.	4	3	12	11	Aberdeen City Council	Close working relationship between ACC PMO and UK and Scottish Governments.	3	2	6	3	Jul-21
3	3_Con	Contractual	Live	Internal/ External	Complexity of funding contracts. Delay to project start with impact on draw down deadlines with potential changes to contracts. Could lead to decommitment which would impact on delivery of the project.	5	3	15	4	Aberdeen City Council	Close working relationship between ACC PMO and project delivery team. Expenditure forecast developed by experienced road engineer familiar with delivery of such projects.	4	1	4	5	Jul-21
4	4_Phy	Physical / Assets	Live	Internal/ External	Delays due to ground conditions. Project extension with impact on draw down deadlines with potential changes to contracts	3	2	6	18	Aberdeen City Council	Adequate site investigations carried out. Contract structure and selection of contractors. Site	2	1	2	14	Jul-21

No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
											visits and programme team meetings.					
5	5_Peo	People / Societal	Live	Internal/ External	Availability of resources (labour, materials etc). Project extension will impact on draw down deadlines with potential changes to contracts.	4	2	8	12	Aberdeen City Council	Contract structure and selection of contractors. Site visits and programme team meetings. Experienced project manager familiar with working on road construction projects.	3	1	3	11	Jul-21
6	6_Env	Environment	Live	Internal/ External	The full impact of the current COVID-19 pandemic is currently unknown. This could impact on a wide range of factors including build costs and availability of labour. Could be far reaching including increased construction costs and delays.	5	1	5	19	Aberdeen City Council	ACC will continue to monitor guidance and the market with partners and contractors.	4	1	4	5	Jul-21
7	7_Sch	Schedule / Timescales	Live	Internal/ External	Build delivery impacted due to weather. Subsequent delay of construction and potential harm to funding/cash flow	4	2	8	12	Aberdeen City Council	Ensuring sufficient planning and preparation for delivery of road in all eventualities	2	1	2	14	Jul-21

No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
8	8_Obj	Objectives & Projects	Live	Internal/ External	Unable to acquire third party land required for carriage widening. Impact on project delivery and cost.	5	3	15	4	Aberdeen City Council	Investigate if a narrow verge is permissible by the Roads Authority to avoid need for acquiring third party land. If land acquisition required, early engagement and discussion with relevant landowners to take place. Compulsory purchase would be served if negotiations fail.	4	1	4	5	Jul-21
9	9_Fin	Financial	Live	Internal/ External	Project programme extends beyond the agreed funding window of the City Region Deal (2206).	5	3	15	4	Aberdeen City Council	On-going monitoring of the project programme and early dialogue with City Region Deal funders if programme likely to go beyond City Region Deal window (2026)	4	1	8	5	Aug-21

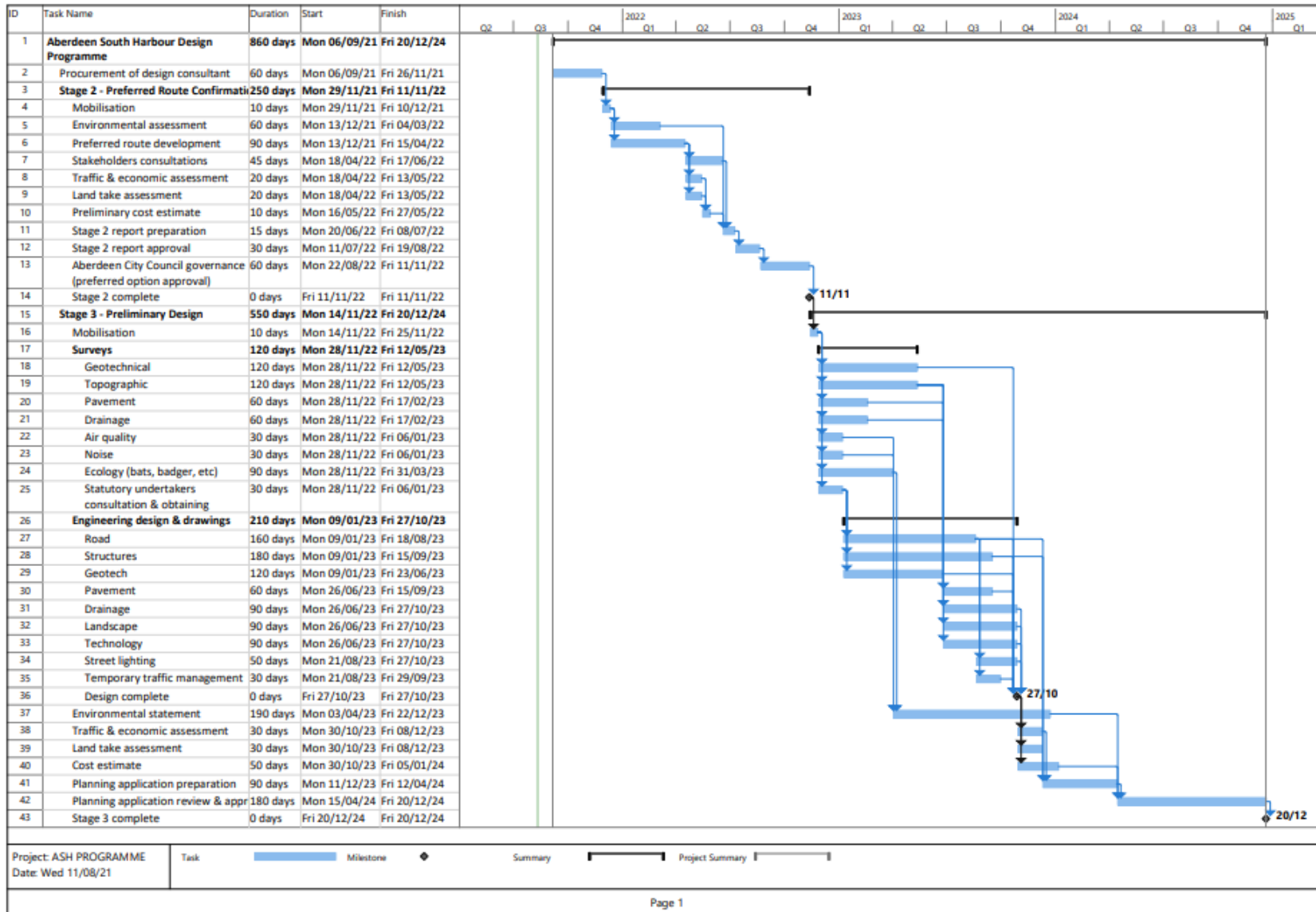
No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
10	10_Fin	Financial	Live	Internal/ External	Disposal of material and hazardous substances from landfill site that may need to be cut into. Significant additional cost of unanticipated waste materials and uncovered and require disposal.	4	2	8	12	Aberdeen City Council	Preliminary investigations into the waste at the site to be sufficient to minimise future risk of finding unexpected materials during construction.	2	1	2	14	Jul-21
11	11_Fin	Financial	Live	Internal/ External	Level of traffic generated is lower than estimated and the project does not deliver value for money.	4	2	8	12	Aberdeen City Council	Traffic modelling to be revisited as scheme progresses to update traffic generation estimates, traffic model and economic evaluation.	2	1	2	14	Jul-21
12	12_Sch	Schedule / Timescales	Live	Internal/ External	Changes in the council's team resources. Project delivery disrupted affecting programme and budget.	3	1	3	22	Aberdeen City Council	Utilise internal and external support. Provide handover period if key officers change.	2	1	2	14	Jul-21
13	13_Con	Contractual	Live	Internal/ External	Breakdown in communication with contractors leading to delays or errors, project schedule not managed effectively, delays to project.	5	3	15	4	Aberdeen City Council	Planning in place to ensure project team can devote time to the project, as part of wider time management and programme/ operational planning for site.	4	1	4	5	Jul-21

No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
14	14_Pe o	People / Societal	Live	Internal/ External	Adverse reactions from public and businesses due to changes in traffic management and impacts of construction works on traffic flow in and around Altens.	4	2	8	12	Aberdeen City Council	Need careful communications and stakeholder engagement to ensure support for the scheme. Public consultation on all proposed route options has taken place with selected route being preferred option.	2	1	2	14	Jul-21
15	15_Co n	Contractual	Live	Internal/ External	Programme outputs not achieved.	5	4	20	1	Aberdeen City Council	Programme delivery team meetings, claims monitoring, site visits, annual delivery plans.	3	1	3	11	Jul-21
16	16_Po l	Political	Live	Internal	Political support not achieved resulting in significant delays.	5	1	5	19	Aberdeen City Council	Preferred route option already agreed by Elected Members on the City Resources and Growth Committee. Further stakeholder engagement and regular briefings of project delivery team, senior management team, Elected Members and Cabinet.	4	1	4	5	Jul-21

No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
17	17_Pe o	People / Societal	Live	Internal/ External	Reaching agreement with Network Rail on construction of new railway bridge. Network Rail seeking to control design process. Could result in project delays and cost over runs.	5	4	20	1	Aberdeen City Council	Network Rail consulted throughout process to date. Regular dialogue and consultation maintained through design phases.	4	2	8	1	Jul-21
18	18_Ph y	Physical / Assets	Live	Internal/ External	Active travel routes requiring a reduction in carriageway space within Altens industrial estate may be met with resistance from businesses and users of the estate.	4	1	4	21	Aberdeen City Council	On-going dialogue with local businesses as proposals develop.	2	1	2	14	Jul-21
19	19_Fin	Financial	Live	Internal/ External	Active travel routes not being utilised as predicted resulting in the routes not generating value for money.	4	2	8	12	Aberdeen City Council	On-going promotion of use of active travel and and the availability of routes in accessing both the harbour and future energy transition zone sites and other users wishing to access Altens and the Coast Road area.	2	1	2	14	Jul-21

No.	Risk Ref	Risk Type	Status	Internal/ External	Risk Description	Inherent Impact	Inherent Probability	Inherent Risk Score	Rank	Owner	Control Actions	Residual Impact	Residual Probability	Residual Risk Score	Rank	Date Checked
20	20_Env	Environment	Live	Internal/ External	Wellington Road is an Air Quality Management Area. Vehicles using Option A4 to access ASH will use Wellington Road and it is therefore likely that there will be an increase in traffic and a resultant worsening of air quality.	5	4	20	1	Aberdeen City Council	Early engagement with ACC Environmental Health department to discuss impacts and mitigation.	3	2	6	3	Jul-21
21	21_Objectives & Projects	Objectives & Projects	Live	Internal/ External	The development of the new route cannot begin until ASH has opened. Delay to the development of ASH could result in project delays and failure to meet funding draw down deadlines	5	3	15	4	Aberdeen City Council	Early and continual engagement with Aberdeen Harbour Board to understand project deadlines and work to those for the road development.	3	1	3	11	Jul-21
22	22_Regulatory / Legal	Regulatory / Legal	Live	Internal/ External	Necessary statutory approvals for development cannot be gained or are delayed resulting in overall project delays and cost increases	5	3	15	4	Aberdeen City Council	Early and continual engagement with ACC planning department, roads department and external statutory consultees NatureScot, SEPA, HES	4	2	8	1	Jul-21

Appendix C Project Programme



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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	25 August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Bus Partnership Fund Bid
REPORT NUMBER	COM/21/178
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Joanna Murray
TERMS OF REFERENCE	3.2

1. PURPOSE OF REPORT

- 1.1 To advise the Committee of the success of the North East Bus Alliance Bid to the Scottish Government Bus Partnership Fund, and next steps.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Notes that £12,030,000 has been granted by Transport Scotland to Aberdeen City Council to work with partners in the North East Bus Alliance to develop and deliver the bus priority interventions through a series of workstreams and deliverables, as described in paragraph 3.2;
- 2.2 Acknowledge that this funding will support public transport in line with the Council's ambitious Net Zero Carbon plans for Aberdeen;
- 2.3 To note the current governance arrangements in place across the North East Bus Alliance, as outlined in paragraphs 3.8 and 3.9, and the comfort this will provide to the Council in the delivery of the approved programme;
- 2.4 Instruct the Chief Officer – Strategic Place Planning and Chief Officer – Capital to continue to work with partners to deliver the projects in accordance with the grant conditions; and
- 2.5 Instruct the Chief Officer – Strategic Place Planning to prepare quarterly Service Updates on the progress of the delivery of this grant.

3. BACKGROUND

3.1 Reference is made to the meeting of the City Growth and Resources Committee of 3 February 2021 wherein the Committee considered the report 'Bus Partnership Fund Bid – COM/21/021' and resolved:

- (i) to instruct the Chief Officer – Strategic Place Planning with the approval of the Convener of City Growth and Resources to submit a bid in line with Appendix 1 on behalf of the North East Bus Alliance, of which Aberdeen City Council is a partner;
- (ii) to note, that if successful, the funding will enable a step change in public transport, which will help support the Council's ambitious Net Zero Carbon plans for Aberdeen;
- (iii) to note that, if successful, Aberdeen City Council will be the lead and Accountable Officer for the North East Bus Alliance Fund; and
- (iv) to instruct the Chief Officer – Strategic Place Planning, to report back to this Committee on the success or otherwise of this bid, on any additional resource requirements to deliver a successful bid and, in consultation with the Chief Officer Governance and Chief Officer Finance, with recommendations for appropriate governance arrangements should the bid be successful, at its meeting on 10 August 2021;
- (v) to instruct the Chief Officer - Strategic Place Planning, that in the context of the corridor options within the bid terminating in the City Centre, and in light of the recommendations from Economic Policy Panel and ongoing transport projects, to seek to accelerate the City Centre elements of the bid. This should include any necessary enabling works for approved schemes, for example South College Street and Berryden, to help drive recovery, improve the transport system and ensure integration of current transport projects; and
- (vi) to instruct the Chief Officer - Strategic Place Planning, to explore options to improve access and integration of the Aberdeen bus station as part of the bid, to help improve the customer experience.

3.2 The North East Bus Alliance Bid (total £12,030,000) was submitted on 15 April 2021 and included the following:

- South College Street Improvements - £10,000,000
- Business Case Development - £1,400,000
 - City Centre
 - Ellon to Garthdee
 - Westhill To Aberdeen
 - Inverurie to Aberdeen
 - Stonehaven to Aberdeen
 - Aberdeen Rapid Transit including model for delivery
- Other - £630,000
 - Communications and Engagement
 - Programme Management
 - Contingency

3.3 This Council were formally notified of the success of the Partnership bid in the latter half of June 2021, confirming that up to £12,030,000 had been awarded,

the full amount that the Partnership had bid for. The Partnership were also commended on the high quality and strength of the bid. The Grant Award cover letter can be found at Appendix 1.

3.4 As with all grants, there are conditions that will need to be complied with in order to successfully reclaim eligible expenditure, and the following are some key conditions:

- Gateway reviews at key stages to release the next stage of funding e.g. a satisfactory gateway review on the outcomes of the STAG Appraisal stage prior to moving to Outline Business Case stage, and evidence of continued commitment from partners.
- Monthly monitoring reports including progress and actual spend.
- Funding is payable over the two financial years of 2021/22 and 2022/23, and by no later than 31 March 2023.
- Submission of a project plan and spend profile – this is currently being finalised and will reflect progress made on projects already started since the development of the bid.
- Quarterly grant claims, starting from end October 2021.
- Transport Scotland Change Control governance processes will require to be followed.
- No match funding is required but ‘match in kind’ is expected covering positive action to improve the bus offer and/or measures to dissuade car use e.g. parking restrictions. This could include the wider work of the Bus Partnership in implementing the Bus Action Plan for the North East, and the refresh of the City Centre Masterplan.
- Provision of further evidence that the South College Street improvements will enable further bus priority measures in the City Centre, and that partners will maximise the benefits of the infrastructure through ‘match in kind’.
- Demonstration of partnership strength and commitment, including working towards a Bus Service Improvement Partnership model.

3.5 All partners have reviewed the grant offer and associated conditions and confirmed that they will work with the Council to ensure compliance. The grant offer has been approved and signed in compliance with the Scheme of Governance.

3.6 The majority of the projects identified in paragraph 3.2 are already in progress and funded either by Nestrans or the General Fund Capital Programme. The grant offer letter was signed on 2nd August 2021 and therefore all eligible bus priority intervention measure expenditure as specified in the award from then to 31 March 2023 will be reclaimed from Transport Scotland in accordance with the grant conditions.

3.7 Resources

Internal and partner resources are already collaborating on the delivery of many of the projects and are deemed to be sufficient at this point in time to complete the programme of work referenced in the grant award, with some further consultancy support to be commissioned as required. If this changes there remains the ability to bring in additional resources to assist and this can be

reclaimed where it is directly involved in the delivery of the projects. However, for any subsequent bids considerable additional resources may be required for full business case development and delivery, and this in turn may amount to a significantly higher award if successful.

3.8 Governance

Existing governance arrangements have been discussed with partners and are considered to be appropriate for the current scale of grant, particularly given most projects have already been approved to progress. These existing governance arrangements include:

- Aberdeen City Council – committees as required and as per terms of reference, Capital Programme and Transportation Programme Board, Scheme of Governance
- Aberdeenshire Council - committees as required and as per terms of reference
- Nestrans Board – meets 6 times a year
- North East Bus Alliance Board – meets 4 times a year
- North East Bus Alliance Executive – meets 8 times a year
- Officer Working Group – currently meets fortnightly

3.9 Almost all of the projects have so far, or will be, commissioned by Aberdeen City Council and the Scheme of Governance and committee reporting requirements will continue to apply. However some projects may be commissioned by Nestrans and Aberdeenshire Council and they would require to comply with their own Scheme of Governance, once scoped in collaboration with partners. It is not envisaged that any subtle differences in their Schemes of Governance would undermine grant condition compliance. Any grant funds to go to Nestrans or Aberdeenshire Council will be through a separate grant letter obligating them to comply with the grant terms and conditions. It is also not anticipated that any projects would be undertaken by the bus operators for the purposes of this specific grant, although of course all partners will be working collaboratively on 'match in kind' as described above, adding value to the strategic objectives of the grant.

3.10 Elements of the programme connect into the City Centre, and a specific package of measures for the City Centre has been developed. Given the number of other projects focussed on the City Centre, for example the City Centre Masterplan Refresh, Low Emissions Zone and Sustainable Urban Mobility Plan, officers will ensure co-ordination of the projects to ensure seamless development and delivery going forwards to ensure the overall strategic objectives are achieved.

4. **FINANCIAL IMPLICATIONS**

4.1 The Bus Partnership Fund grant award is fully funded by Transport Scotland, and no match funding is required from the Council or other North East Bus Alliance partners.

4.2 The grant award is for the financial years of 2021/22 and 2022/23, with a completion dated of 31 March 2023. Financial profiling across financial years is to be developed in conjunction with Transport Scotland.

4.3 Aberdeen City Council is the designated lead authority and Accounting Officer for the grant and will reclaim eligible spend in accordance with the grant conditions.

5. LEGAL IMPLICATIONS

5.1 There are conditions associated with the grant that must be complied with in order to claim eligible spend. These have been reviewed with Legal Services in accordance with the Scheme of Governance prior to accepting and signing the grant award.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	<p>Delivery of public transport measures supports a number of the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.</p> <p>Failure to deliver public transport improvements where there is evidence of their effectiveness could undermine the Council's ability to realise these aspirations.</p>	M	Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise 'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.
Compliance	There are conditions attached to the grant award that must be	M	Compliance with statutory processes, grant conditions and Scheme of Governance.

	<p>adhered to in order to secure payment of eligible spend. Certain actions, such as the progression of TROs, may be subject to statutory objection.</p>		<p>Regular progress and spend reporting to Transport Scotland, Aberdeen City Council and the Capital and Transportation Programme Boards, and to the North East Bus Alliance Board.</p>
Operational	<p>There may be risks around the business cases and procurement of public transport measures proposed and these will be detailed and addressed as each project progresses.</p>	L	<p>Compliance with the Scheme of Governance and monitoring/ updating of project risk registers.</p>
Financial	<p>Risks around spend being ineligible or rejected, and therefore having to be absorbed by this Council and partners.</p>	L	<p>All partners have confirmed they have read and understood the grant conditions, and have confirmed they will work with this Council to ensure compliance. Expenditure on projects is likely to be by this Council and Nestrans, both of whom have rigorous internal governance procedures. Regular reporting to Transport Scotland and partners will also help to reduce this risk. Any grant funds to go to Nestrans or Aberdeenshire Council will be through a separate grant letter obligating them to comply with the grant terms and conditions.</p>
Reputational	<p>Failure to deliver in accordance with the grant conditions to help meet the Council's (and partners) strategic objectives undermines the Council's commitments to improving the lives of</p>	M	<p>Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise 'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.</p>

	those who live, work and visit Aberdeen.		
Environment / Climate	ACC's net zero vision and strategic infrastructure plan – energy transition: transport emissions are a significant contributor so increasing sustainable travel will be necessary to achieving this sector's required reduction.	M	Work with partners to deliver the projects within the grant award and continue to work in partnership to maximise 'match in kind' to add value to this grant in terms of meeting the strategic objectives of partners and Transport Scotland.

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	Facilitating and encouraging an increase in public transport usage through utilisation of this grant supports the delivery of Economy Policy Statement 4: Increase the city centre footfall through delivery of the City Centre Masterplan, including the redesigned Union Terrace Gardens, and Place Policy Statement 3: Refresh the local transport strategy, ensuring it includes the results of the city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The projects funded by this grant support the delivery of the following Stretch Outcomes: 2. 400 unemployed Aberdeen City residents supported into Fair Work by 2026 3. 500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026. The development and delivery of active and sustainable travel infrastructure supports a range of economic policies and strategies that will benefit the economy and support access to key employment areas. There will also be employment opportunities during construction.
Prosperous People Stretch Outcomes	The projects funded by this grant support the delivery of the following Stretch Outcomes: 7. 95% of children living in our priority neighbourhoods will sustain a positive destination upon leaving school by 2026.

	<p>8. Child friendly city where all decisions which impact on children and young people are informed by them by 2026.</p> <p>11. Healthy life expectancy (time lived in good health) is five years longer by 2026.</p> <p>Active and sustainable travel are known to improve a number of health conditions, potentially increasing life expectancy. The projects funded by this grant include measures to support, encourage and increase active and sustainable travel thereby also producing less greenhouse gas emissions and improving air quality. There will be further opportunities for engagement through the development and design process and there will be employment opportunities during construction.</p>
Prosperous Place Stretch Outcomes	<p>The projects funded by this grant support the delivery of the following Stretch Outcomes:</p> <p>13. Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</p> <p>14. Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</p> <p>The projects funded by this grant aim to increase active and sustainable travel which will contribute to reductions in carbon emissions and improvements in air quality.</p>
Regional and City Strategies	<p>The projects funded by this grant support the Regional Transport Strategy, Strategic Development Plan, the Regional Economic Strategy, and locally the Local Transport Strategy, Aberdeen Active Travel Action Plan, Sustainable Urban Mobility Plan, Aberdeen City Centre Masterplan, LOIP, Air Quality Action Plan, Local Development Plan and Aberdeen Net Zero Vision.</p>
UK and Scottish Legislative and Policy Programmes	<p>The projects funded by this grant contribute towards the delivery of the Scottish Government's National Transport Strategy (NTS2) and Cleaner Air for Scotland 2.</p>

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	The projects funded by this grant will be/ are being undertaken in accordance with the Scottish Transport Appraisal Guidance which appraises impacts across a

	range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety and Integration). Further detailed assessments will be undertaken through the development and design process, as appropriate.
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

[City Growth and Resources Committee 3 February 2021 Bus Partnership Fund Item 11.5](#)

[Bus Alliance Action Plan April 2021](#)

10. APPENDICES

Appendix 1 – Grant Award cover letter

11. REPORT AUTHOR CONTACT DETAILS

Name	Joanna Murray
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Bus, Accessibility & Active Travel

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Angela Scott
Chief Executive
Aberdeen City Council
Marischal College
Broad Street
Aberdeen
AB10 1AB

Your ref:
N/A

Our ref:
004 BPF

Date:
June 2021

Dear Ms Scott,

Re: North East of Scotland Bus Alliance application to the Bus Partnership Fund

I would like to thank you and your partners for the work put into your application to the Bus Partnership Fund (BPF). I wanted to follow up in writing, subsequent to the meeting you had with my colleagues, to provide feedback on your application.

Bus services are vital to a just transition to net-zero, as a large number of people rely upon bus services for all manner of journeys and, crucially, a full double decker can remove 75 single-occupancy cars from the road. Cars account for almost 40% of transport emissions. In line with the Committee on Climate Change (CCC) recommendation, we need to continue to promote active travel and a shift to more sustainable modes like bus, while deprioritising single-occupancy car use. The BPF is intended to tackle the negative effects of congestion on bus, so that bus journeys are quicker and more reliable, which will in turn encourage more people to use the bus. As you develop your appraisals and business cases, you will need to further clarify the strategic fit of what is being proposed in terms of how bus priority interventions complement other public transport and active travel plans and investments in your area, which will all need to make sense as a coherent whole.

However the Fund is not just about delivering bus priority infrastructure. As made clear from the outset, partnerships which are awarded funding will also be required to bring forward and deliver other action and investment to further improve bus services in your area (i.e. match in kind). Whilst the bids did make reference to this, in order for us to release any further funding we will require evidence of commitment from partners. This will form a key criterion in the gateway reviews and failure to provide sufficient evidence could result in discontinuation of funding. Match in kind should cover positive action to improve the bus offer and/or measures to dissuade car use; for example parking restriction.

In terms of improving the bus offer, passengers are clear on what they want and, in firming up plans around match in kind, we would expect partnerships to consider how to make services:

- More frequent, with turn-up-and-go services on major routes and feeder or demand-responsive services to lower-density places.

- More comprehensive, with overprovision on a few corridors reduced to boost provision elsewhere and better services in the evenings and weekends; not necessarily with conventional buses.
- Easier to understand, with simpler routes, common numbering, co-ordinated timetable change dates, good publicity, and comprehensive information online.
- Easier to use, with common tickets, passes and daily capping across operators, simpler (and cheaper) fares, including more flat fares in towns and cities, and contactless payment options.
- Better integrated with other modes and each other, including more bus-rail interchange and integration and inter-bus transfers.
- Greener, with more investment in zero-emission buses.

We were impressed by the overall strength of your bid and have just a couple more specific points of feedback. As the appraisals and business cases develop, as explained above, it is important that you provide strong evidence that the partnership will maximise the benefits of the bus priority infrastructure, through match in kind.

On South College Street, you will be required to evidence clearly that this project enables bus priority measures on other roads in the city centre, given that the plans do not currently include bus priority measures on the street itself. Through the business case process, we will also want to see more details of the scale of impact the ART will have in terms of congestion and bus journey times.

The last point is that, in common with most of the nascent partnerships, we look forward to seeing details of roles and responsibilities within the partnership as you develop.

All of these points will be covered in the gateway reviews in due course but, in the meantime, my colleagues in the BPF team are available to provide advice or guidance to support you. I wish you the very best in your endeavours.

Yours sincerely,



Laura Murdoch

Director of Bus, Accessibility and Active Travel

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources
DATE	25th August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Denis Law Projects Update
REPORT NUMBER	COM/21/175
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	David Officer
TERMS OF REFERENCE	3.2

1. PURPOSE OF REPORT

- 1.1 This report provides the feasibility outcomes and recommendations for the Printfield 10 mural project.

2. RECOMMENDATION(S)

The Committee:-

- 2.1 Notes the creativity and work that has gone into developing the Printfield 10 project proposals to date;
- 2.2 Notes the significant costs in delivering and maintaining the proposed murals as well as the Council staff resources which would be required to complete the project;
- 2.3 Agrees that the murals are not a feasible part of the Printfield 10 project due to the costs and challenges associated with them; and
- 2.4 Instruct the Chief Officer – City Growth to provide the Denis Law Legacy Trust with appropriate support to identify potential funding avenues to realise the walking trail proposal.

3. BACKGROUND

- 3.1 On the 3rd of March 2020, the Council resolved to welcome the Printfield Community Forum working in partnership with the Denis Law Legacy Trust to promote Denis Law's childhood roots in Printfield and instructed the Chief Officer – City Growth to discuss with the Denis Law Legacy Trust the proposed Printfield 10 Project to include public artwork and report back, if applicable to the City Growth and Resources Committee for its consideration.

- 3.2 The Denis Law Legacy Trust has developed the Printfield 10 Project with the aim of motivating, inspiring, and engaging the Printfield community, whilst also celebrating Denis Law who is the only Scottish footballer to win the Ballon D'or.
- 3.3 At the May meeting of the City Growth and Resources Committee asked Officers to work with the trust and produce a report detailing the full costs, timeline and feasibility of the three murals originally proposed as part of the Printfield 10 Project.
- 3.4 The report produced by officers in May set an indicative cost of £105,000 for the delivery of the three proposed murals but did not define any costs associated with the mural being produced at the proposed site including, preparation work, ongoing maintenance, consultation, building surveys, image licensing and other incidentals.
- 3.5 The murals form part of a wider project which includes a walking trail featuring further images of Denis Law linked to key moments of his career and football skills challenges for participants to complete. This element of the project has not been brought before the Committee for a decision at this stage as it was believed to form phase 2 of the project.
- 3.6 While the proposal has been developed by the Denis Law Legacy Trust, the original concept came from the Printfield Community Council, however neither group has indicated they would wish to take on a management role for the delivery of the project at this point.

Project Feasibility

- 3.7 Officers were instructed to report on the feasibility of the murals as proposed by the Denis Law Legacy Trust. Key questions were:
- Are the walls suitable for a large-scale mural piece?
 - Are permissions in place for the use of images and for the sited walls?
 - What are the anticipated costs for future maintenance of the murals?
 - How much would it cost to restore the walls at a later date?
 - Who would deliver the project and take on full project management responsibility and assurances?
 - Are there any additional costs related to research and delivery not covered in the May report?
- 3.8 Officers attempted to arrange a meeting with St Joseph's Church to discuss the project but have had no response to the proposal and are unable to secure their permission and commitment to the project at this stage.,
- 3.9 In discussion with the Denis Law Legacy Trust, they confirmed they are not aware of holding any permissions for the images proposed and it is not clear who currently holds the copyright for these photographs.
- 3.10 As the Council is the property owner of the two Tower Blocks, permission to place the murals on Clifton Court would be relatively straight forward process to secure, however it is best practice in these circumstances to engage and

secure the consent of residents and a full consultation would be recommended prior to commencing work. Based on average planning consultation process this is estimated to take up to 6 months to complete and at a cost of approx. £4,000.

3.11 The previous report suggested the 3 murals could be delivered at a cost of **£105,000**. This was an estimate based on discussions with Aberdeen Inspired and a commercial mural company both with significant experience in delivering this type of project. However, further investigation indicates the full cost would be greater given the challenges in painting residential tower blocks safely. It should be noted most commercial murals have a set life span to tie in with a campaign or in the case of street art festivals they are temporary rather than permanent installations. In addition, this cost excluded site preparation which could include cleaning and painting the proposed wall on each tower block. This could have a substantial additional cost up to **£50,000** per wall in-line with the costs received for removing the murals in the future.

3.12 Once the murals fade over time, the Council will be faced with a number of options:

1. Take no further actions and leave the murals to fade and weather;
2. Repaint the murals; and
3. Paint over the murals.

Option 1 has no cost associated but is likely to generate negative opinion from residents and visitors alike.

Option 2 would require the contracting of a mural company following a similar process taken to deliver the original work and given the size and scale of the murals is likely to incur similar costs of around **£100,000**.

Following consultation with the Council's Quantity Surveyor **Option 3** is also likely to cost around **£100,000** to repaint the murals given the size of the wall and the equipment required to complete the job safely.

3.13 In discussions with the Denis Law Legacy Trust they have indicated that they would be seeking The Council to take on the full role of project delivery to realise the proposal. However, due to the scale of the proposal and level of resources required to manage and deliver the project at a time when resources are committed to the City's recovery from the Covid-19 pandemic, it would be officer's opinion there is no additional capacity within the services to take the project forward at this time. Officers recommendation is that if the Denis Law Legacy Trust and the Printfield Community Project wish to continue developing this project that they look to manage and deliver it via a contracted third party.

3.14 The proposal thus far has been developed primarily as a concept with limited supporting evidence of wider consultation, feasibility research or costings. If the project is to be developed further, it would require a building survey of the two tower blocks to ensure they are suitable for murals as well as a full consultation with the residents. This is anticipated to cost around **£8,000**. In addition, a cost/benefit analysis, fundraising plan and full budget should be produced by

the partners developing the Printfield 10 project alongside other research showing a community need for this work.

- 3.15 No fundraising has been undertaken to support the Printfield 10 project, either for the murals or the wider project. In discussion with the Denis Law Legacy Trust it would appear the expectation is The Council would provide full funding as well as project management.

Feasibility Summary

- 3.16 For the reasons outlined above including significant associated costs, specific challenges on permissions, limited evidence of community need and cost benefit as well as the Council's own limited resources to manage and finance the project at present, it would be officer's recommendation that the Mural project is not feasible, and no further resource should be allocated to its development at this time.
- 3.17 Officers have had a more positive discussion with the Trust in respect to the walking trail included in the Printfield 10 project (Appendix 1). This project is more modest and could be delivered by the Printfield Community Project in partnership with the Denis Law Legacy Trust. This project would be suitable for a number of funds open to applications and Officers can advise the Denis Law Legacy Trust on how to apply and work that is needed prior to doing so.
- 3.18 It should also be noted that the legacy of Denis Law is already well represented and celebrated within Aberdeen. His achievements have been recognised through the Freedom of the City, two statues, one of which officers are working with the Denis Law Legacy Trust to display prominently in the city centre, an all-weather football pitch named after him as well as delivering the successful Streetsport initiative with Robert Gordon University.

4. FINANCIAL IMPLICATIONS

- 4.1 Should the mural part of the Printfield 10 project continue to be progressed an application would need to be made to the Common Good Fund for the delivery costs which are likely to be in excess of **£100,000**. These applications are normally referred to the budget setting process, with the next Council Budget meeting due to be held in March 2022.
- 4.2 Site preparation is likely to cost up to **£50,000** for each tower block wall, in-line with the costs received for painting over or maintaining the murals in future.
- 4.3 It is highly likely that maintenance and/or removal of the murals would be the responsibility of the Council as building owners and both options would cost a further **£100,000** to undertake.
- 4.4 As the Denis Law Legacy Trust and the Printfield Community Project have no funds allocated to this project, any research and consultation which forms part of the preparation for delivery would have to be paid from Council budgets at this stage. This is likely to be around **£8,000**.

4.5 In the projects current form, delivery of the murals would fall to Council officers and a project of this scale would require significant capacity to manage. It is likely to fall to an officer at G13 or G14 level incurring the associated staffing costs with this. In preparing and selecting a tender, managing delivery and producing associated reports, officers may spend around 240 hours on this project resulting in a projected staff cost of **£4,874** for a G14 post on the 1st point of the salary scale.

5. LEGAL IMPLICATIONS

5.1 Should the mural project continue as proposed, there would be a legal requirement to obtain image licences for the photographs of Denis Law which the murals are based on. These would also be necessary to obtain for the proposed walking trail. The Denis Law Legacy Trust has confirmed they would procure the appropriate licences.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	None identified	n/a	n/a
Compliance	None identified	n/a	n/a
Operational	None Identified	n/a	n/a
Financial	<u>None Identified</u>	n/a	n/a
Reputational	Community disappointment with project not proceeding.	L	Council has demonstrated significant support to Denis Law's legacy, including commitment to the Denis Law Statue. Report recommends Denis Law Trust and Printfield Community are signposted to other appropriate funding to take forward walking trail.
Environment / Climate	None identified	n/a	n/a

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<i>The recommendations in this report do not adversely impact the delivery of the policy statement and will ensure officers continue to have capacity to focus on delivery of key projects in this area.</i>

Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	<i>The project would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact</i>
Prosperous People Stretch Outcomes	<i>The project would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact</i>
Prosperous Place Stretch Outcomes	<i>The project would have had minimal impact on the stretch outcomes and the recommendations will have no negative impact</i>
Regional and City Strategies	<i>The project would not have contributed to the delivery of regional and city strategies; thus the recommendations have no negative impact on these.</i>
UK and Scottish Legislative and Policy Programmes	<i>No impact identified</i>

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	not required
Data Protection Impact Assessment	not required

9. BACKGROUND PAPERS

Printfield 10 Project and Denis Law Statue Relocation – City Growth and Resources Committee 11th May 2021

10. APPENDICES

Appendix 1 – Printfield Project V3

11. REPORT AUTHOR CONTACT DETAILS

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PRINTFIELD 10

To celebrate the achievement of **Denis Law**, Scotlands greatest ever footballer and only winner of the prestigious FIFA Ballon d'Or, the *Denis Law Legacy Trust* in collaboration with *Aberdeen City Council* and *Aberdeen Inspired* are proposing to create an informative and interactive walking tour of 'The Kings' birthplace - **Printfield 10**.

Printfield 10 is a proposed 10-point walking tour incorporating street-art, photo opportunities and informative plaques detailing **Denis'** upbringing and illustrious football career. The walking tour will include points of interest including public art murals and installations, his childhood home, the local pitch where he developed his football skills and the location of a famous photo from when **Denis** signed for Manchester United.

MAP & LOCATIONS



Map of proposed Walking Tour featuring points of Interaction - est. 400m distance.

1. Tower Block Murals
2. Famous Photo Recreation
3. Denis' Childhood Home
4. Man City Cutout
5. Scotland Street Art
6. Torino
7. Manchester United
8. Rest of the World XI
9. Celebrate as the King
10. Balon D'or





TOWER BLOCK MURALS

Welcome to Printfield, the birthplace of Denis Law, Scotland's greatest footballer who played for Manchester United and astoundingly won the FIFA Ballon d'Or in 1964

Follow the track and trail to see where Denis played football as a young boy in the streets and find out more about his glittering career. You can also search for and mark other famous footballers who have won the illustrious FIFA Ballond'Or.

Introduction & map of trail identifying locations throughout Printfield.

*Search for and mark **Lionel Messi***



The 2 murals on the Tower Blocks will represent Denis' time with Manchester United and his Scotland career. The mural running the length of the Church wall will be split into 10 sections celebrating 10 iconic moments throughout Denis' career and life.



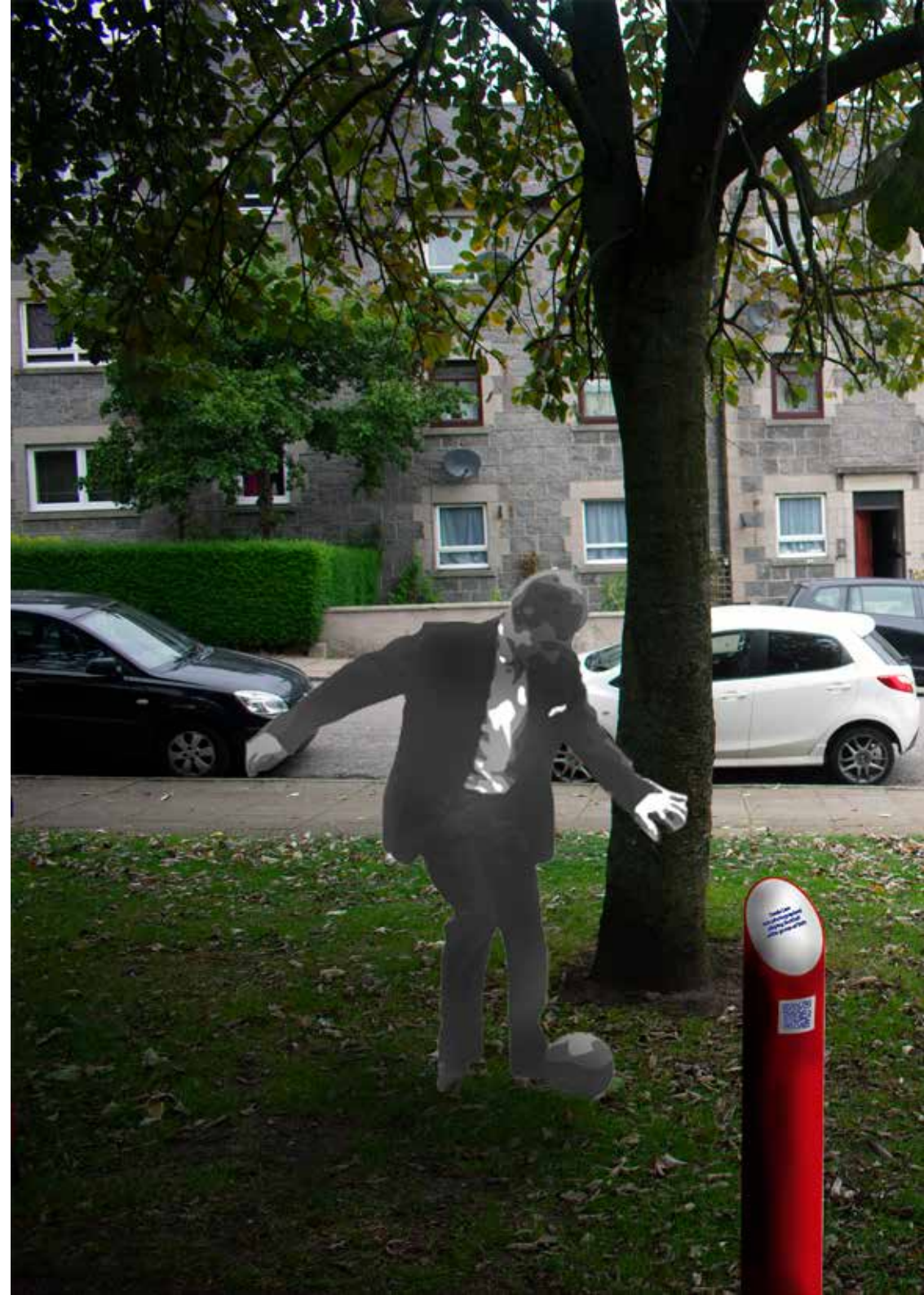


PHOTOGRAPH WITH LOCAL KIDS

Denis transferred for 3 consecutive world record transfer fees in 1961, 1962 and 1963.

This photograph was taken on this very spot in July 1962 when Denis visited his parents. He had just signed for Manchester United for another British record fee of £115,000. Denis was an instant success at Old Trafford as he helped transform Manchester United into a winning team.

*Search for and mark **George Best**
Take your photograph alongside **Denis**.
Complete a skills challenge*





3

DENIS' CHILDHOOD HOME/ HUDDERSFIELD

Denis lived in this lower left ground level flat (No. 6) with his sister and brothers and went to Powis Academy now St Machar Academy. Denis played for Aberdeen Lads Club and was spotted by a scout called Andy Beattie who invited him to go on trial with Huddersfield Town.

Despite a rather uninspiring performance, where he was mocked for his small build and poor eyesight, he was signed by the club in 1956.

*Search for and mark **Zinadine Zidane**
Take your photograph alongside Denis.
Complete a skills challenge*

4

MAN CITY

Denis received his first pair of football boots on his 12th birthday as a present from his friend & neighbour George Geddes.

In 1960 Denis moves to play for Manchester City for a then British record fee of £55,000

*Search for and mark **Bobby Charlton**
Take your photograph alongside Denis.
Complete a skills challenge*



5

SCOTLAND'S TOP GOALSCORER

In 1958 Denis became the youngest player to be capped for Scotland and made his debut against Wales in 1958.

He made 55 appearances and holds the joint goal scoring record of 30 goals with Kenny Dalglish.

*Search for and mark **Ronaldinho**
Take your photograph alongside Denis
Complete a skills challenge*





TORINO AND ITALY

In 1961 Denis moves to Italy to play for Torino for another British record transfer fee of £110,000. The Italian League was booming and the financial rewards far exceeded those in England however Denis did not enjoy the Italian style of defensive football and returned to the UK the following year after narrowly escaping from a serious car accident.

Search for and mark *Christiano Ronaldo*
Take your photograph alongside Denis
Complete a skills challenge





7

MANCHESTER UNITED

In 1962 Denis signs for Manchester United for another British record fee of £115,000.

*Search for and mark **Ronaldo**
Take your photograph alongside Denis
Complete a skills challenge*



8

REST OF THE WORLD XI

In 1963 Denis was selected to play in a World Soccer XI. In 1973 Denis re-joined Manchester City for one final season in a move that was to prove eventful. Manchester United were in desperate trouble at the foot of the league table and on the last day of the season in 1973-74 the Manchester derby ended in gloom for United at Old Trafford. With only minutes left, an instinctive back-heel shot from Denis gave City the win. Denis chose not to celebrate his goal against his former team and was immediately substituted in what was to be his last game in league football. Manchester United were then relegated later that day to the Second Division because of a win by Birmingham over Norwich and not because of the famous back-heel goal.

Search for and mark *Eusébio*
Take your photograph alongside Denis.
Complete a skills challenge



CELEBRATE WITH THE KING

In 1967 Denis scored a memorable goal in Scotland's famous 3-2 victory over England at Wembley which made Scotland the 'unofficial' World Champions after England had previously won the World Cup in 1966.

The Denis Law Legacy Trust has collaborated with many partners to help enhance communities throughout Aberdeen.

*Search for and mark **Johan Cruyff**
Take your photograph alongside Denis.
Complete a skills challenge and score a goal*



BALLON D'OR

Denis Law is the only Scottish Footballer to win the FIFA Ballon d'Or which he did in 1964.

Search for and mark *Denis Law*
Take your photograph alongside Denis' FIFA Ballon d'Or.
Complete a skills challenge and score a goal



INTRODUCTORY SIGN

A sign placed next to Great Northern Road will identify the starting location and feature a map and a brief description.

Welcome to Prinfield, the birthplace of Denis Law, Scotland's greatest footballer who played for Manchester United and astoundingly won the FIFA Ballon d'Or in 1964.

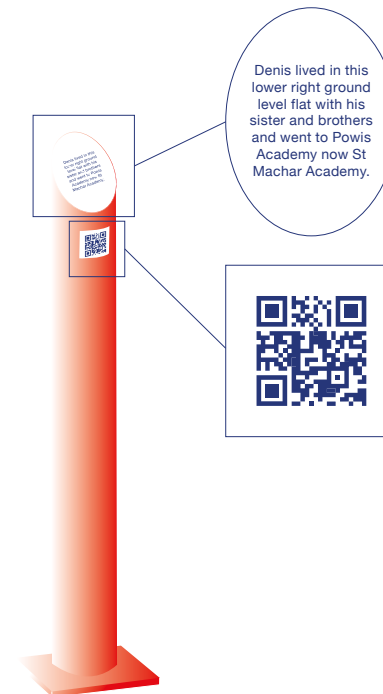
Follow the track and trail to see where Denis played football as a young boy in the streets and find out more about his glittering career. You can also search for and mark other famous footballers who have won the illustrious FIFA Ballon d'Or.





INFORMATIVE POSTS

At every stop along the tour there will be a series of 3 feet tall bollards to identify points of interest and a notable fact about Denis and/or his career. The top of each bollard will provide information about Denis and how the location is linked to his past and childhood. The installations will resemble a goalpost and will be bolted to the ground to be as robust and vandal-proof as possible. The bollards will be small and discrete and additional information will be accessible via QR code giving interested parties the ability to scan it and be transferred to a website with additional information.





BALLON D'OR FIGURINES

There is also a proposal to include and involve Isaac Cordal Ballon d'Or Figurines. Isaac Cordal is a Spanish artist who since 2006 has placed miniature sculptures in public places around the world as part of an on-going series called Cement Eclipses.

Made with cement and reproduced using silicone molds, Cordal's figurines (at just 25cm tall), will represent a series of 10 winners of the FIFA Ballon d'Or and can be found hiding among the streets and locations of Printfield in gutters, atop buildings and bus shelters, on walls and in other unusual and unlikely places. Embodying the spirit of guerrilla street art, little by little Cordal's players will transform the urban environment.

<http://www.nuartfestival.no/previous-years/nuart-2015/isaac-cordal--es->



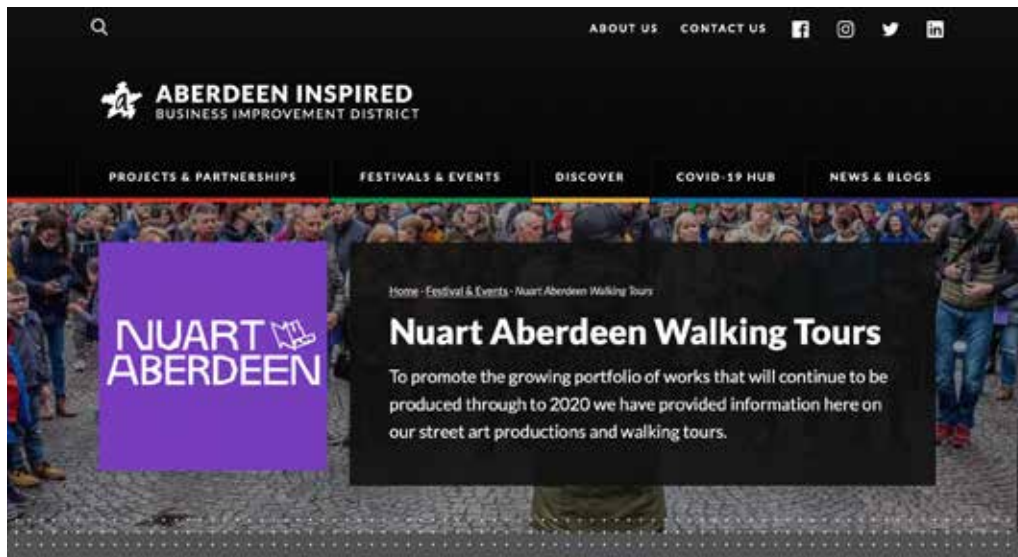
SKILLS & FIGURINE CARD

At the beginning of **Printfield 10** children will be given a Skills & Figurines card. They will be encouraged to find the hidden figurines at each point and then mark them off. While the back will have a skill challenge for them to complete at each point. The aim of this is to increase interest for kids and give them a chance to practise skills on the ground where the greatest ever Scottish football player honed his skills.



WALKING TOURS/ NU-ART

The Printfield 10 tour will also open up other opportunities for the local community to benefit from increased footfall through collaboration with Nu-Art. Walking tours organised by Aberdeen Inspired and involving members of the local community (with knowledge of the area and its history) will intrigue participants and fans and could be scheduled in collaboration with the Hall of Heroes exhibition and/or prior to Aberdeen FC matches at Pittodrie.

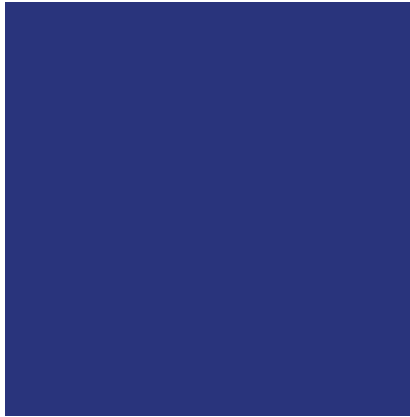




COMMUNITY INCOME

The walk is intended to end at the community centre. It is hoped that the tours will benefit the local Printfield community and help raise funds for social/youth club and other initiatives. The community centre could potentially sell teas and coffees and Denis Law Legacy Trust or Printfield 10 merchandise could be made available to buy including posters, t-shirts, mugs etc. with funds going directly back into the community and associated facilities.

COLOUR



SCOTLAND NAVY

Hex No: 28347c

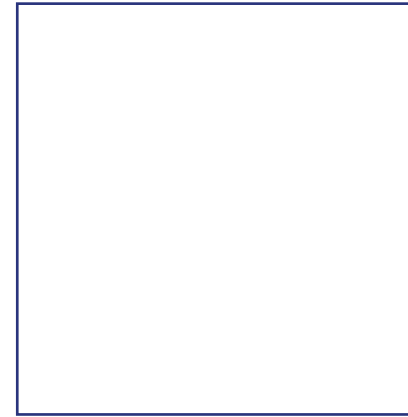
C: 100% R: 40
M: 91% G: 54
Y: 15% B: 124
K: 2%



MANCHESTER UNITED RED

Hex No: e42313

C: 0% R: 228
M: 95% G: 35
Y: 100% B: 19
K: 0%



NO. 10 WHITE

Hex No: ffffff

C: 0% R: 255
M: 0% G: 255
Y: 0% B: 255
K: 0%

SECONDARY COLOURS



For tertiary colours and the palette to be used with the murals the number 10 needs to be applied. 10 steps of colour between each of the main brand colours - Scotland Navy, Manchester Red and White.

BRANDING

TYPEFACES

HEADINGS

AVENIR NEXT CONDENSED BOLD

ABCDEFGHIJKLMNOPQRSTUVWXYZ

1234567890!@£\$%^&*()

Body Copy

Avenir Next Regular

AaBbCcDdEeFfGgHhIiJjKkLlMmNnOo

PpQqRrSsTtUuVvXxYyZz

1234567890!@£\$%^&*()

ACCENTS

MEXCELLENT 3D

ABCDEFGHIJKLMNOPQRSTUVWXYZ

1234567890!@£\$%^&★()

ACCENTS

MEXCELLENT 3D

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth & Resources Committee
DATE	25 August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Capacity Exemption Applications – Tour of Britain and Other Future Events
REPORT NUMBER	COM/21/188
DIRECTOR	Gale Beattie
CHIEF OFFICER	Richard Sweetnam
REPORT AUTHOR	Stephen O'Neill
TERMS OF REFERENCE	3.2

1. PURPOSE OF REPORT

- 1.1 For Committee to note the anticipated capacity exemption application in respect of spectators for the Tour of Britain event in Aberdeen and to seek a delegation to officers to determine capacity exemption applications.

2. RECOMMENDATION(S)

That Committee: -

- 2.1 Notes that the Council anticipates receiving a capacity exemption application from Sweetspot Ltd to increase capacity for the 2021 Tour of Britain finish and that future capacity exemption applications for other events may be received by the Council as Covid-19 restrictions are eased;
- 2.2. Delegates authority to the Chief Officer City Growth to determine all such applications following consultation with the Chief Officer Operations and Protective Services, the Chief Officer Governance, the Director of Public Health and Aberdeen's Safety Advisory Group, in terms of the Health Protection (Coronavirus) (Requirements) (Scotland) Regulations 2021; and
- 2.3 Instructs the Chief Officer City Growth to keep under review any approvals of such applications and delegates authority to the Chief Officer City Growth, following consultation with the Chief Officer Operations and Protective Services

and the Chief Officer Governance, to revoke such approvals and add, vary or remove conditions as appropriate, in terms of the said Regulations.

3. BACKGROUND

- 3.1 On the 25 June 2019, the City Growth and Resources Committee instructed officers to enter into a contract to host the Final Stage of the Tour of Britain in 2020 and the Grand Depart in 2021. On account of Covid-19, the 2020 edition of the Tour of Britain was cancelled. As a result, the city will host the final stage in 2021 and the Grand Depart in 2022. This year's event is scheduled to take place on 12 September.
- 3.2 On the 3 August 2021, the First Minister announced that Scotland would move beyond level 0, with the majority of remaining legal restrictions lifting. However, for a limited period, organisers of outdoor events of more than 5,000 people and indoor events of more than 2,000 people will have to apply for permission from the Council.
- 3.3 Following this announcement, the Health Protection (Coronavirus) (Requirements) (Scotland) Regulations 2021 came into force on the 9 August and will be reviewed on at least a three-weekly basis by Scottish Ministers. The first review is scheduled to take place by 30 August with the Regulations due to expire on 28 February 2022. However Scottish Ministers must revoke requirements of the Regulations once no longer necessary. The Regulations stipulate that any events with attendances above these set capacities can only take place where:
 - the event is either ticketed, or otherwise subject to an effective capacity control measure;
 - the event takes place at a location, premises or other setting whose entrances and exits are controlled for the purpose of crowd and capacity management; and
 - a local authority has approved a capacity exemption application.
- 3.4 The capacity exemption application (which may relate to a single event or a series of events) must be in writing and include a description of the type of event(s) proposed, an event plan and a risk assessment. In deciding whether to approve an application, the Council would need to have regard to the risk of the incidence and spread of coronavirus arising from the event(s), and any other relevant circumstances.
- 3.5 Scottish Government guidance states that “Local authorities, through Environmental Health Officers or similar, should carry out a risk assessment of the planned event through their existing safety advisory group or other routes as deemed appropriate by the local authority, including consultation with appropriate public bodies (e.g. Transport Scotland, Police and Directors of Public Health)”.
- 3.6 The Council's Licensing Sub Committee recently approved a capacity exemption application from Aberdeen Football Club to allow up to 19,672 to attend fixtures at Pittodrie and thereby vary the club's Safety Certificate. As the

application from Sweetspot Ltd does not relate to a safety certificate under the Safety of Sports Grounds Act 1975, the matter falls outwith the terms of reference of the Licensing Committee. This application is therefore before the City Growth and Resources Committee given its remit overseeing events in the city.

- 3.7 Due to the nature of the Covid-19 impact, the changing situation and the frequent changes to legislation in order to protect public health, the Council needs to be able to respond quickly to changing circumstances. For event organisers, this may mean seeking approval for events the timing of which may not fit conveniently with the Council's Committee deadlines. This report is seeking to grant a delegation to the Chief Officer City Growth, in order to provide the necessary assurance to the industry for its events for as long as the relevant requirements of the Regulations remain in place.

4. CAPACITY EXEMPTION APPLICATIONS

- 4.1 The Council expects to receive an application from Sweetspot Ltd., the Tour of Britain event organiser, seeking approval for up to 10,000 people to be allowed to attend the finish of the Tour of Britain in Aberdeen on 12 September 2021 which exceeds the standard capacity limits set out above. The following information is anticipated to be provided in line with the Regulations:

- Capacity figures for the area designated as the finish area and promotional village;
- Event Safety Management Plan; and a
- Risk Assessment – COVID Controls.

- 4.2 As venues re-open, further applications are anticipated, including an application from P&JLive who are expected to apply for an exemption for a series of events covering their upcoming programme.

- 4.3 An additional consultee for such applications will be Aberdeen's Safety Advisory Group (SAG) which aims to provide independent safety advice to event organisers assisting them to discharge their public safety and wellbeing functions and is chaired by the Council's City Events Team. It provides an obvious platform from which to inform assessment of the risk of the incidence and spread of coronavirus arising from the event(s), and any other relevant circumstances, with input from:

- NHS Grampian, Public Health
- Aberdeen City Council:
 - Environmental Health
 - Trading Standards
 - Licensing
 - City Events
 - Emergency Planning
 - Roadworks Coordination
 - Public Transport Unit
 - Building Services
- Police Scotland, Event Planning

- Scottish Ambulance Service
- Scottish Fire and Rescue Service

4.4 The checklist in Appendix 1 will be used to support the decision-making process. In determining the application, officers may approve the application with or without conditions (relating to coronavirus) or refuse. The decision will be recorded, and the applicant informed as soon as reasonably practicable. The Chief Officer City Growth will keep any approval under review, and will revoke or vary the approval as appropriate, in terms of the Regulations.

5. FINANCIAL IMPLICATIONS

5.1 There are no direct financial implications on the Council's budget arising from the recommendations of this report.

6. LEGAL IMPLICATIONS

6.1 Capacity exemption applications are governed by the said Regulations.

6.2 Scottish Government guidance on stadia and live events suggests relevant considerations that may be considered, and these are set out in Appendix 1.

6.4 Scottish Ministers may direct a local authority that an application must be referred to Scottish Ministers for decision. Scottish Ministers may direct that a local authority must notify them when it receives an application for a capacity above a specified limit. No such direction has been received by Aberdeen City Council.

7. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Not applicable	N/A	N/A
Compliance	The Council may fail to comply with legislation if it does not properly consider the application.	M	All relevant factors to be considered with reasons provided for the decision.
Operational	Not applicable	N/A	Not applicable
Financial	Not applicable	N/A	Not applicable
Reputational	The Council need to determine the applications and be able to justify that decision with sound reasoning or there could be reputational damage.	M	All relevant factors to be considered with reasons provided for the decision.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
	Furthermore, the Council need to be able to respond efficiently to applications, ensuring that local businesses are supported where appropriate. Failure to adopt efficient processes, whilst other areas do, could result in reputational damage.		
Environment / Climate	Not applicable	N/A	Not applicable

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<p>The Tour of Britain, and the events programme at P&J Live, link to the Aberdeen Events365 Strategy and Plan, a CCMP project which aims to develop a new portfolio of events that can be attracted to the city.</p> <p>The proposals within this report support many of the objectives of the City Centre Masterplan:</p> <ul style="list-style-type: none"> - Promoting the view of Aberdeen city centre as an energetic, inclusive and fascinating place where people will want to live, work and visit. - Creating a stronger and more diverse city centre economy. - Building on local distinctiveness and maximising local business opportunities. - Ensuring Aberdeen city centre reflects its distinctive local culture, so it is like no other place.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	No impact on the stretch outcomes and the recommendations will have no negative impact.

Prosperous People Stretch Outcomes	No impact on the stretch outcomes and the recommendations will have no negative impact.
Prosperous Place Stretch Outcomes	No impact on the stretch outcomes and the recommendations will have no negative impact.
Regional and City Strategies	The proposals support the City Council's Economic Rescue plan by strengthening local supply chains and contributing towards local business growth; creating space to move and enjoy; and supporting the Shop, Visit, Eat Local initiatives.
UK and Scottish Legislative and Policy Programmes	The proposal will ensure that Aberdeen City Council comply with the Health Protection (Coronavirus) (Requirements) (Scotland) Regulations 2021. Aberdeen's Safety Advisory Group model ensures that events which take place in Aberdeen are safe and uphold the requirements of relevant legislation. Furthermore, any event / activation will be subject to, and dependent on, the public health position and guidance and legislation at the time and are, therefore, subject to change.

9. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Not required
Data Protection Impact Assessment	Not required

11. BACKGROUND PAPERS

None

12. APPENDICES

Appendix 1: Scottish Government Guidance – Annex A: Decision Making Checklist

13. REPORT AUTHOR CONTACT DETAILS

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Annex A

In reaching a decision about whether an event is safe to proceed under the COVID situation and outlook that applies at any point in time, Local Authorities should follow usual procedures and processes but may also wish to consider some or all of the following factors:

Are the capacity caps above what is allowed per the protection levels?	
Is there a risk to local population health, taking into account local trends in the prevalence of coronavirus- available via Public Health Scotland.	
Has the event organiser/venue operator carried out a comprehensive risk assessment?	
Has the event organiser/venue operator taken into account relevant COVID-safety or relevant sector guidance?	
Can/will all mitigations be operated effectively?	
Has the event organiser/venue operator undertaken an Equalities Impact Assessment, ensuring that measures take into account diversity & equality concerns and those of disabled people?	
What will be the impact on the local area and other adjacent areas?	

<p>Has the event organiser/venue operator engaged with neighbouring businesses, transport operators and local police to assess and mitigate risks arising from pressure on local and public transport?</p>	
<p>Has the event organiser/venue operator engaged with local accommodation providers in the area in the event of overnight stays, including for event staff, workers and contractors</p>	
<p>Has the event organiser/venue operator considered the impact of increased footfall on the surrounding area and infrastructure (for example, queue management and crowding outside of a venue)?</p>	
<p>Has the event organiser/venue operator considered the impact and management inside the premises at particular pinch points (for example queue management and crowding at bar, food stand, merchandise areas etc.)?</p>	
<p>Will attendees be primarily local, or will there be additional risk factors created by attracting a national or international audience for the event?</p>	
<p>Has the event organiser/venue operator successfully run their event in line with relevant COVID-19 Scottish Government sectoral guidance previously? This could be within the local authority area or successful events in other local authority areas.</p>	
<p>Through conversations with the event organiser/venue operator and a review of their Risk Assessment, local authorities will need to satisfy themselves that the event organiser/venue operator has put in place reasonable mitigations which take into account ongoing Scottish Government guidance such:</p> <ul style="list-style-type: none"> • ensure cleanliness in all areas with a focus on touch points and 	

<p>key areas and drawing up cleaning schedules in advance</p> <ul style="list-style-type: none"> • robustly log customer data for the purposes of NHS Test and Protect • ensure they communicate how customers can travel safely to venues in advance of the event, according to the safer travel guidance 	
<p>Event organisers/venue operators and local authorities, where there is concern the event cannot be held safely may consider:</p> <ul style="list-style-type: none"> • • reducing the number of attendees to minimise any burden on local transport systems • staggering entry times with other venues and taking steps to avoid queues building up in surrounding areas • arranging one-way travel routes between transport hubs and venues • advising patrons to follow safer travel guidance, including: <ul style="list-style-type: none"> ○ travelling on quieter routes where possible ○ sanitising hands regularly ○ wearing a face covering unless exempt ○ keeping distance where possible 	

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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	25 August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	City Centre Masterplan Review
REPORT NUMBER	RES/21/179
DIRECTOR	Steven Whyte
CHIEF OFFICER	-
REPORT AUTHOR	Sandy Beattie
TERMS OF REFERENCE	2.1.5, 3.2, 3.3

1. PURPOSE OF REPORT

- 1.1 This report presents an update by officers on progress of the 2015 City Centre Masterplan (CCMP) review and provides recommendations on what could be prioritised in the short term to support initial economic recovery within the City.

2. RECOMMENDATIONS

That the Committee: -

- 2.1 Note that the review of the City Centre Masterplan 2015 is not an exercise to replace or supersede the CCMP, but rather look at a number of priority intervention areas, within scope;
- 2.2 Approve the City Centre Masterplan 2015 Review and project recommendations as detailed in Appendix A Section 3 and acknowledge the projects that have been completed since the approval of the CCMP in 2015, that a number of others are well underway, and that others are not within the control of Aberdeen City Council at this time and require partnership working with other stakeholders;
- 2.3 Note the high level of response to the recent public engagement exercise on the future of the City Centre, the priority projects which scored the highest as part of this exercise, and the responses received on what it would take to attract people back into the City Centre in the short-term (Appendix A Section 2) and instruct the Director of Resources to publish the results online;
- 2.4 Note the indicative visioning exercise for current City Centre interventions areas on Union Street, the West End, Castlegate, and Schoolhill/Upperkirkgate and instruct the Director of Resources to develop these indicative works to detailed design stage including costing, delivery timelines and consultation with key stakeholders, residents and traders in the area for:

- (a) Redesign of Union Street Central streetscape, complete with consideration of the associated changes to the surrounding transport network to facilitate the project as envisaged in Appendix A section 12,
- (b) Union Street West and West End as envisaged in Appendix A section 12,
- (c) Union Street East and Castlegate (linked to accessibility studies and design work for the Beach Masterplan) as envisaged in Appendix A section 12,
- (d) Schoolhill and Upperkirkgate as envisaged in Appendix A section 12,
- (e) Undertake key stakeholder engagement to inform the design for each of the above projects,

and report progress to the City Growth and Resources Committee on 3 November 2021;

2.5 Agree that George Street be subject to its own public engagement exercise, and instruct the Director of Commissioning to report back progress to the City Growth and Resources Committee in November 2021;

2.6 In light of the instruction to proceed with detailed design for the redesign of Union Street Central streetscape, to support businesses as we emerge out of the pandemic and noting correspondence from the Scottish Government (dated 15 July 2021) in respect of continuation of special measures to enable the erection of temporary buildings by the hospitality sector, and that guidance on such has been extended to 31 March 2022, instruct the Chief Officers of Capital and Operations and Protective Services to:

- (a) maintain current arrangements for the approval of temporary outdoor trading proposals until 31 March 2022,
- (b) reopen Bon Accord Street after the current extension of outdoor seating lapses at the end of March 2022, subject to ongoing considerations regarding the programme of works surrounding South College Street which require earlier reopening,
- (c) Union Street, Belmont Zone and West End Spaces for People interventions to remain until a permanent design and transport mitigation is agreed,
- (d) The use of green spaces, car parks, parks, roads, etc. by private businesses for outdoor trading to cease from the end of March 2022 or to be regularised through the appropriate processes, and
- (e) Instruct the Chief Officers of Operations and Protective Services, Governance, Corporate Landlord and Strategic Place Planning to explore options to align the consenting process for businesses who

may wish to make permanent any existing temporary outdoor trading, including any necessary management, leasing arrangements and upkeep of public spaces, and report these back to the City Growth and Resources Committee in November 2021;

- 2.7 Agree that the public transport network is the key to maximising mass sustainable movement of people to and from the City Centre, and that changes to Union Street (and any others) which (pre-COVID 19) supported bus services, will require mitigation to protect and enhance the bus experience as part of the COVID recovery plan as well as the City Centre Masterplan review, and that this accords with the recent Bus Partnership Fund bid (subject to a separate report to this Committee); and
- 2.8 Instruct the Chief Officer - Strategic Place Planning to develop a Traffic Management Plan to support the City Centre Masterplan Review in consultation with the bus operators and in collaboration with the Chief Officers of Operations and Capital and report this back to the City Growth and Resources Committee in November 2021;
- 2.9 In response to issues raised by the public consultation simulator, instruct the Director of Resources to:
- (a) Undertake a visual building condition survey and recommend improvement measures, including costs, constraints, methodologies and an implementation programme for all properties on Union Street;
 - (b) Develop detailed design proposals to create a permanent café culture in the Belmont Street and Back Wynd area in consultation with key stakeholders, residents and traders in the area;
 - (c) Investigate the possibility of Council-owned land allowing permanent outdoor areas to promote café culture,
 - (d) Installing outdoor seating outside Aberdeen Art Gallery as a first phase delivery of café culture.

3. BACKGROUND

- 3.1 On 3 February 2021, the Council's City Growth and Resources Committee agreed to review the 2015 City Centre Masterplan (CCMP) and instructed the Director of Resources and the Head of Commercial and Procurement Services to develop a specification for a review of the Masterplan to incorporate appropriate surrounding areas, including the area known as the Beach, in consultation with the Co-Leaders and the Convener of the Capital Programme Committee, reporting progress back to the Committee on 11 May 2021.
- 3.2 On 11 May 2021, the City Growth and Resources Committee instructed Officers to progress with the Review, undertake public consultation on a

series of proposed interventions and what would attract people to the City Centre, develop a series of visioning exercises for streetscape and public realm projects in the City Centre and report back. At the same Committee, further instruction was given relating to the Beach and Aberdeen Market, both covered by separate reports to this Committee.

4. PROCESS

- 4.1 In order to understand current public views and reflect the changing socio-economic context since the approval of the 2015 Masterplan, a public engagement exercise entitled “The Future of Aberdeen City Centre and the Beach” was undertaken.
- 4.2 Consultation was carried out online in the form of a simulator model developed by Council officers, based on the simulator successfully employed for the Local Outcome Improvement Plan previously. Running for 3 weeks from 12 June – 02 July 2021, the simulator returned a total of **7697** responses.
- 4.3 Of these responses, 7610 provided demographic information and 2753 responses included “free text” in one or more of the comments boxes provided. It has been noted by Delib, the company providing the simulator software, that this is one of the most successful exercises ever undertaken in terms of number of responses. The number of respondents far exceeds the generally accepted figure of approximately 2,000 in order to gain a sample size of representative value.
- 4.4 Of the responses received, 71% were from participants in Aberdeen City, 23% from Aberdeenshire and the remaining 6% from Moray, Angus, the Highlands and further afield. Responses by gender were split approximately 60/40 between male/female, with a small proportion (0.06%) either unassigned or preferring not to say. The majority of respondents were in the 25-54 age brackets.
- 4.5 There were few (less than 1%) respondents in the under 18 age group, which is likely due to the timing of the consultation at the end of a challenging academic year. In order to address this, it is recommended that any future stakeholder engagement is also targeted through our schools and education networks to encourage young people to participate in designing the future of their city.
- 4.6 Details and analysis of the outcomes are contained in Sections 2.0 and 14 of Appendix A. All free text comments received are available on request and, subject to approval of recommendation 2.3 of this report, all consultation feedback will be made available online. The top ten issues returned are highlighted in the table below:

Top Ten Priorities	
1	Union Street as the Heart of the City
2	Make outdoor café culture in the Belmont Street area permanent
3	Focus on building maintenance and upkeep for Union Street
4	Beach as location for a new stadium
5	More trees, flowers and green spaces on Union Street
6	Pedestrianised central section of Union Street (Market Street to Bridge Street)
7	Improve connections from the Beach to the City Centre
8	Remove street clutter on Union Street
9	Castlegate - make more of the space
10	Improve connections from the City Centre to the Beach

4.7 Hub North Scotland (HubNS) were engaged by the Council to act as the Project Management Office for the procurement and management of the necessary design, consultancy and technical work to develop proposals for various streetscape interventions and public realm works, develop the Aberdeen Market proposals and develop technical studies for the Beach Masterplan.

4.8 HubNS undertook a robust procurement exercise following the City Growth and Resources Committee in May 2021, with issue of a Request for Proposals in late May, a Bidders' Conference held online (4 June 2021) and subsequent evaluation of submissions in June. Multi-disciplinary teams for the 3 main workstreams of City Centre Streetscape Improvements, Aberdeen Market and the Beach Masterplan were appointed to commence work on 5 July 2021.

4.9 Weekly progress meetings have been held and a series of workshops with Officers and technical leads for each workstream were undertaken in late July. The results of the simulator are being used to inform the design development of each of the various work packages. Further information of the visioning work for the various streetscape packages is contained in Appendix A, Section 12.

5. PROGRESS UPDATE

5.1 Since the City Growth and Resources Committee in May where Council approved the short, medium and long term CCMP Review Action Plan, a number of key short-term workstreams are in progress or are now complete. Specific instructions from the Committee are updated in the table below:

Instruction	Progress Update	Lead
Facilitate the re-opening of existing CCMP projects, in line with Scottish Government guidance; and to prioritise non-capital	Aberdeen Art Gallery – open Maritime Museum – open Provost Skene House – open October 2021	Corporate Landlord

Instruction	Progress Update	Lead
works across the Council's building stock in order to increase aggregate demand in the local economy	<p>Events 365 Programme will see Tour of Britain start in the city on 13 September 2021</p> <p>British Art Show (#BAS9) open at Art Gallery and included in wider marketing of "Rediscover Aberdeen City Attractions" campaign with traffic element to the site performing above forecast. BAS 9 a featured event on VisitAberdeenshire site</p> <p>Working with VisitScotland on promoting Maritime Museum, Provost Skene House and new exhibition activity in off season (eg Zandra Rhodes) and a 'city region twitter takeover' to begin w/c 23 August 2021</p> <p>Social media campaign 'geo targeting' audiences in Edinburgh. Glasgow and Dundee, and local promotion</p>	
Develop design works for current City Centre interventions on the whole of Union Street, West End, George Street and Schoolhill	<p>Visioning work underway for Union Street, West End and Schoolhill.</p> <p>George Street to be subject to separate exercise, pending engagement with John Lewis and the Bon Accord Centre.</p>	Director of Resources
Accelerate, where possible, the completion and opening of CCMP projects under construction within the next 12 months ensuring a focus on the realisation of the Council's community benefit policy.	<p>Project delivery reports for Union Terrace Gardens and Provost Skene's House projects to be reported to the next Capital Programme Committee scheduled for 22 September 2021.</p>	Capital

Instruction	Progress Update	Lead
Review and evaluation of all existing powers available to Council in order to drive the return of footfall to the city centre and incentivise city centre living	Policy and procedures review undertaken (see Appendix A Section 5.0)	Governance, Strategic Place Planning, City Growth
Develop and undertake engagement exercise with the public, all appropriate partners and stakeholders to seek their views on the City Centre Review	Public consultation simulator model complete 12 June – 02 July 2021. Detailed stakeholder engagement to follow pending approval of visioning design work. See Section 2.0 of the CCMP Review (Appendix A)	Director of Resources
CCMP plays a part in ensuring a “just transition”, as envisaged by the final report from Scottish Government’s Just Transition Commission	Work continues to support the economic transition of the city region economy away from fossil fuel and gas and towards low carbon energy as part of the long term regional economic strategy. The City Centre Masterplan and Local Development Plan reflect the competitive advantage that is being sought through the opportunity to cluster businesses.	City Growth
Consider the possibility, post pandemic, of a more fundamental change to how the Aberdeen City Centre operates in the future	Medium Term	Director of Resources
Review the CCMP objectives and their workstreams.	See Section 4.0 of the CCMP Review (Appendix A)	Director of Resources
Use the CCMP Review to integrate further “smart city thinking” into our medium-term plans to develop and undertake engagement exercise	Medium Term	City Growth, Comms and Marketing Manager
Use the CCMP review and the Local Development Plan to ensure that the ambition to secure sustainable	The adopted LDP sets the overall framework for future development. Approved in June 2021, it highlights	City Growth

Instruction	Progress Update	Lead
inclusive economic growth by attracting businesses operating in energy transition or low carbon sectors	specific opportunities to attract new inward investment with an energy transition zone policy in relation to land and sites in the immediate vicinity of Aberdeen Harbour south expansion, and its proximity to Scotwind seabed licensing sites. An expression of interest for a regional freeport for Aberdeen City & Peterhead has been submitted to maximise these opportunities and the wider city centre.	
Develop bids for potential submission to various UK and Scottish Government programmes	Complete and update provided in Section 7 - Financial Implications below.	Director of Resources, City Growth
Review the City Centre Living Strategy and informed by the CCMP review bring forward Aberdeen Planning Guidance to support the City Centre in line with the Local Development Plan	A Brief for producing an evidence base for an updated City Living strategy has been prepared and specialist advice is currently being sought.	Strategic Place Planning

6. SPACES FOR PEOPLE

- 6.1 Further to the instruction from City Growth and Resources on 24 June 2021, and the subsequent move to Level 0 of the Scottish Governments Covid route map, work has begun on removing the interventions in George Street, Rosemount and Torry. The future of the remaining interventions, i.e. those in the City Centre and at the Beach, were to be reported back in the context of the City Centre Masterplan Review (CCMP), specifically those elements of the reviews dealing with Union Street and the Beach. This is outlined within Section 11.0 of the Review of the 2015 Council approved CCMP (Appendix A).

7. NEXT STEPS

- 7.1 As can be seen from the CCMP 2015 Review (Appendix A) a significant amount of work has been undertaken to demonstrate what may be possible for the future of the City Centre. There are key actions for Aberdeen Market which will be covered under a separate report to this Committee. With regard to streetscape design development, it is recommended that Union Street Central be prioritised to move to detailed design and stakeholder

- engagement to support the development of not only the Market site, but to ensure connectivity to Union Terrace Gardens.
- 7.2 The remaining streetscape visioning works require to be developed further and a full programme of stakeholder engagement, detailed design and delivery is to be developed in tandem with a detailed traffic management plan. This will also require taking cognisance of existing committed work relating to a City Centre Low Emission Zone (LEZ) and the Bus Partnership Fund.
- 7.3 George Street was not included in the current visioning exercises due to the uncertainty during the period from May-August 2021 over the future of the John Lewis building. More discussion is also required with the Bon Accord Centre on their future plans. It is therefore recommended that a localised public engagement exercise is carried out in light of the John Lewis/Bon Accord Centre ongoing appraisal.
- 7.4 Following the encouraging response from the public consultation simulator, and pending agreement of the recommendations in this report, it is essential that key stakeholder engagement is carried out as design proposals are developed to inform detailed layouts. An extensive stakeholder engagement plan pertinent to each project is currently under development.
- 7.5 The priorities raised by the public through the simulator focussed on Union Street as the heart of the city and building maintenance, Belmont Street café culture and the Beach as a location for a stadium. The latter will be considered as part of ongoing technical work related to the Beach. Union Street visioning has been carried out, but to supplement that work, and address concerns raised through the consultation, it would be prudent to undertake a building condition survey for Union Street properties, identify maintenance improvements, costs and develop an implementation plan. In conjunction with the expressed wish to make café culture permanent, officers should investigate the possibility of Council-owned land allowing permanent outdoor areas to promote café culture. As a potential early intervention in this regard, consider installing outdoor seating outside Aberdeen Art Gallery as a first phase delivery of that café culture.

8. FINANCIAL IMPLICATIONS

- 8.1 The Council Budget meeting on 10 March 2021 outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the City Centre and the Beach area.
- 8.2 The Council will facilitate the next phase of design works with the Hub North Scotland Limited and the supply chain of current contractors who will undertake works relating to two or more workstreams allowing lower cost. However, this does mean that at this stage the work packages cannot be split between projects so to continue with the design work a total estimated cost for the business case works, for ALL projects recommended to be taken

forward, is £1.95 million for the City Centre projects. On completion of the next phase contractors will split their costs between the various work streams

- 8.3 The UK and Scottish Government are making considerable sums of funding available that is seeking to support “shovel-ready” schemes that can be immediately implemented to aid economic recovery. Officers have recently applied to the Levelling up Fund seeking £20m. Bids are currently being assessed and outcomes will be shared in due course. It is expected that investment decisions will be made by the UK Government for this funding round by Autumn 2021. A request for information on progress with the application has been made and it is hoped that a verbal update can be made to Committee.

9. LEGAL IMPLICATIONS

- 9.1 In order to fully understand land ownership patterns, it will be necessary to compile up to date information on land and building ownership, leases, agreements etc that may affect projects in the CCMP. This work is now underway and will dovetail with the Union Street condition survey output.

10. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Risks inherent in not addressing the changing circumstances in the City Centre will have a significant effect on the delivery of our City and Regional economic strategies	M	Reprioritise masterplan objectives and delivery programme as set out in Appendix A to this report.
Compliance	None so far identified with this report	L	Continue to monitor throughout the review
Operational	Resource capacity for our staff involved in the review	H	To date Hub North Scotland have supported the review and provide project management support
Financial	It is expected that there will be emerging financial	H	Financial implications for the Council

	<p>implications as a result of this paper being approved, particularly around where best to support recovery.</p> <p>There may be funding risks regarding the Bus Partnership Fund grant award, particularly around demonstrating continued partnership working.</p>	H	<p>in terms of city centre recovery and programme delivery will be identified through the review</p> <p>Continued positive and constructive collaboration with bus operators, Aberdeenshire Council and Nestrans – partners with this Council in the North East Bus Alliance.</p>
Reputational	Not proceeding with the recommendations of the review could have significant reputational damage for the Council as a “place leader”	M	Taking appropriate action in the short term will assist in building confidence in the city.
Environment/Climate	Environment and climate implications may potentially be in danger of being undermined in favour of short term economic gains	M	Any risks will take into account the Council’s own Net Zero targets. This is discussed in Appendix A to this report.

11. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement	<p>Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan.</p> <p>1. – Continue to maximise community benefit from major developments.</p>

Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026
Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026
Prosperous Place Stretch Outcomes	Supports Outcome 14 Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026
Regional and City Strategies	The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan

12. IMPACT ASSESSMENTS

Assessment	Outcome
Equalities & Human Rights Impact Assessment	Neutral Impact – full document available to view here.
Data Protection Impact Assessment	DPIA Screening Questions completed. Neither a brief DPIA or full DPIA is required at this stage.

13. BACKGROUND PAPERS

Aberdeen City Centre Masterplan

<https://www.aberdeencity.gov.uk/services/strategy-performance-and-statistics/city-centre-masterplan>

Report to City Growth and Resources 11 May 2021

Committee Decisions 11 May 2021

<https://committees.aberdeencity.gov.uk/documents/g7688/Decisions%2011th-May-2021%2014.00%20City%20Growth%20and%20Resources%20Committee.pdf?T=2>

14. APPENDICES

Appendix A: CCMP Review

15. REPORT AUTHOR CONTACT DETAILS

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1 Introduction and Purpose

- 1.1 The City Growth and Resources Committee (11 May 2021) instructed a Review of the 2015 City Centre Masterplan (CCMP) in conjunction with the development of a new Beach Masterplan.
- 1.2 The CCMP is a 25-year plan, and its review affords the opportunity to consider how it provides a framework for economic recovery in the short, medium and long term, and a basis from which to monitor and consider the impact of structural changes that the pandemic has accelerated and the implications on the future of city centres. For example, the loss of retail, the impact of homeworking and the effects, if any, on consumer and business confidence and behaviour. The review also presents an opportunity to re-evaluate the role of cultural assets in the city and their importance in supporting recovery in the tourism, leisure and hospitality sectors.



- 1.3 The objectives of the Review are:
- To facilitate the city’s short-term economic recovery from the shock created by Covid-19, through the re-opening of existing CCMP projects, acceleration of the completion of existing projects under construction and continued exploration of how regulatory powers may be used differently to facilitate business investment;
 - To capitalise on the city’s new and developing tourism and cultural attractions, supporting exhibition and event programmes for 2021/22 – the British Art Show, Zandra Rhodes Exhibition, Tour of Britain;
 - To build on existing mechanisms for engaging with the public and businesses on the short, medium and long-term changes required within the city centre;
 - To consider the implications on city centre footfall as a result of the significant changes to multi-channel retail offer beyond solely a ‘physical presence’ and the anticipated increased levels of sustained hybrid working by city centre offices and employers that can be anticipated post the pandemic and consider solutions to mitigating this anticipated reduction;
 - To consider how the policy environment and regulatory system across planning, compulsory purchase and licensing can facilitate the re-purposing of buildings to enable increased city centre living and flexibility in how businesses in hospitality or food and drink sectors operate;
 - To integrate our environmental thinking (from a place and economy perspective) into the prioritisation and planning of the next wave of CCMP projects over the medium term and long term;

- To integrate our smart city thinking more deliberately within the prioritisation and planning of future waves of CCMP projects over the medium and long term.

1.4 The Review of the City Centre Masterplan 2015:

- does not replace or supersede the CCMP, but rather looks at a small number of priority intervention areas, within scope.
- includes a re-design of priority intervention areas so that the city is promoted as a pleasant place to live in and attractive to visitors – with a focus on cultural capital and Aberdeen as a bona fide regional centre of cultural excellence.
- is a Green Recovery framework and draws on the Net Zero Vision and Route Map priorities. The assumption is that following an initial bounce back, there will be a hybrid model of return to work, and the corresponding effect on how people commute in and out of the city.
- focuses on promoting those interventions that will improve the economic performance of the city.
- recognises and brings together what has been achieved already, and capitalises on investments in Union Terrace Gardens, Aberdeen Art Gallery, the Music Hall, TECA, Provost Skene’s House and the City Region Deal.
- is an opportunity for all stakeholders with a vested interest in ensuring a sustainable future for the city centre and the role it plays in supporting the wider city region.

- 1.5 This Review includes an extensive engagement exercise to understand public views and project priorities, updates the project programme (including re-prioritising some projects) and presents visioning work for a variety of public realm projects that were identified through that public engagement process.

2 Engagement

2.1 In 2014/15 the City Centre Masterplan was prepared following an extensive engagement exercise. This included three rounds of consultation with stakeholders and the public; an initial discussion in September 2014 on people’s priorities and aspirations; masterplan vision, objectives, projects and spatial strategy in November 2014 and the draft masterplan in March/April 2015. Taking into consideration the feedback received through the consultations, the final masterplan and delivery programme were unanimously agreed by Council in June 2015.

2.2 In order to understand current public views and reflect the changing socio-economic context since 2015, a public engagement exercise entitled “The Future of Aberdeen City Centre and the Beach” ran for 3 weeks from 12 June – 02 July 2021.

2.3 A press release publishing the engagement was launched at the start of the consultation, which resulted in stories in P&J and EE both online, in the newspapers and extensive coverage via their social media. The simulator had coverage from BBC online and its social media. Northsound and Original 106 both also broadcast via their news, online and social media.

2.4 An additional news item on the ACC website and social media was publicised on 25 June 2021, one week remaining until the consultation closed. The ACC online news story was shared locally including on several Facebook groups. The 6 social media posts resulted in 73,700 impressions (the number of times the

posts were shared via social media overall) and 203,400 reach (the total number of people who saw the posts and engaged by sharing, liking etc).

2.5 The engagement took the form of an online simulator exercise offering citizens the opportunity to reflect on the City Centre Masterplan 2015, what has been achieved so far and how we respond to the challenges presented by the Covid-19 pandemic. The data gathered from the simulator will assist the Council in making decisions about which improvement projects are considered and prioritised alongside delivered and committed projects of the 2015 Masterplan.

2.6 Delib were the software provider for the simulator exercise and commented:
“Aberdeen City Council's City Masterplan Simulator had the highest number of respondents any Simulator has received on its launch day — exceeding the ACC’s own Community Planning Simulator which previously set the benchmark. In addition, your Simulator has the highest number of responses overall (since we started tracking response numbers in 2019). Your Simulator groups and sliders were structured well and used the consequences (‘Expected impact’) in a unique way — all of which made it easy for a resident to get involved.”

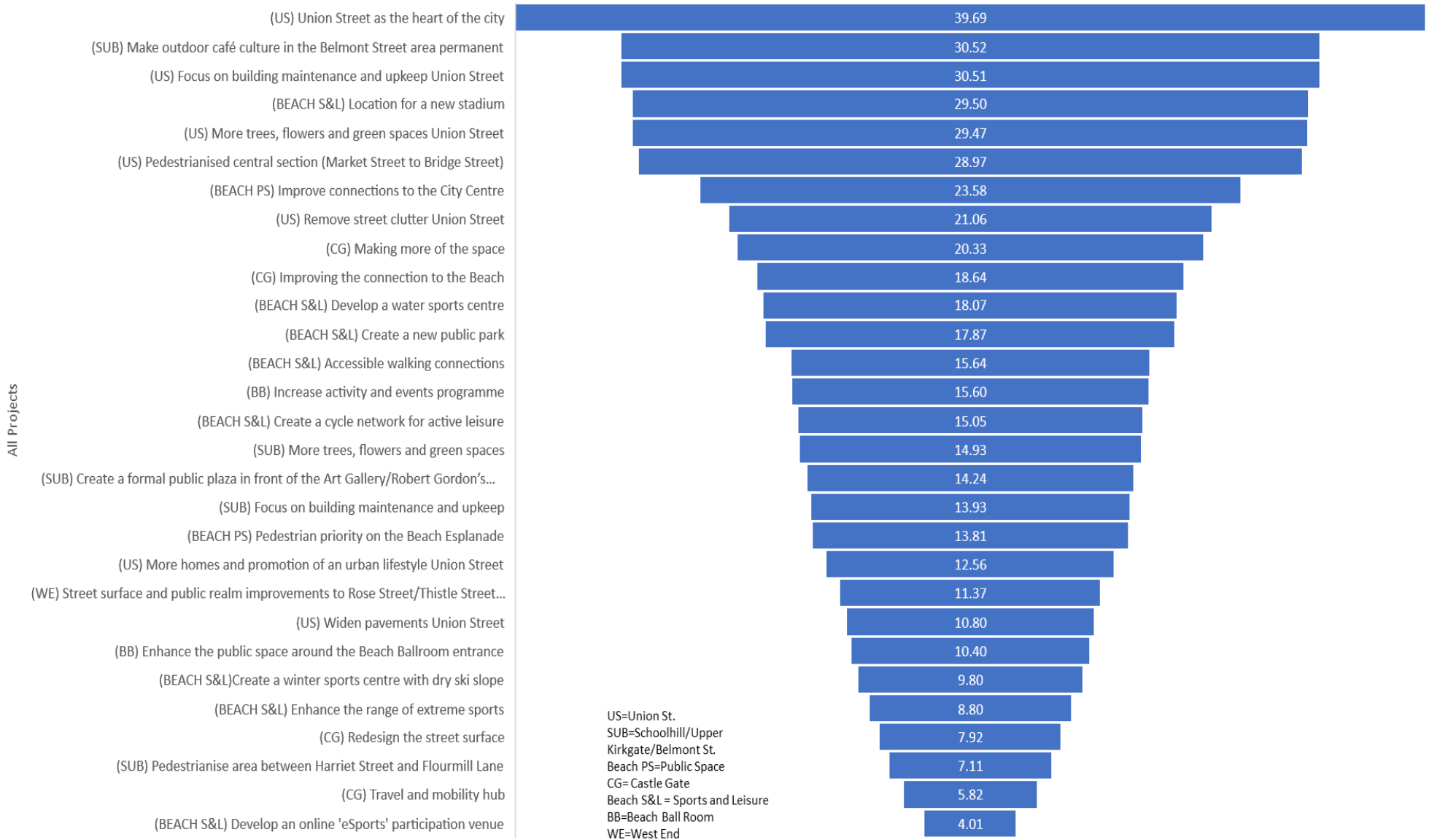
2.7 Participants were asked to imagine they were responsible for the future of the City Centre and Beach and were allocated a maximum of 500 points to distribute to a series of improvement projects they would most like to see progressed. A maximum of 100 points could be allocated to any single project or theme to

reduce the risk of any one project being artificially weighted. The simulator content is included in section 14.

- 2.8 A total of **7697** responses were made to the simulator exercise. Of these, 7610 responses provided demographic information and 2753 responses included “free text” in one or more of the comments boxes provided. A summary of the main issues raised is included in section 2.22.
- 2.9 Of those responses, 71% were from those living in Aberdeen City, 23% from those living in Aberdeenshire and the remaining 6% from those in Angus, Moray, Highlands and elsewhere.
- 2.10 In terms of demographics most respondents were in the 35-54 age groups, largest proportion of respondents listed ‘Aberdeen City’ as their locality, there was an approximate 60/40 split between male/female genders, with majority of respondents identifying as ‘White-Scottish’ in relation to ethnicity. Further information is contained in section 14.
- 2.11 The 10 highest ranking priorities across all projects are listed below with the mean score in brackets (each issue could be awarded a maximum 100 points)
- 2.12 The diagram below shows the mean score received for all projects and subsequent ranking of priorities by all participants.

Top ten issues	
1	Union Street as the heart of the city (39.69)
2	Make outdoor café culture in the Belmont Street area permanent (30.52)
3	Focus on building maintenance and upkeep for Union Street (30.51)
4	Beach as location for a new stadium (29.50)
5	More trees, flowers and green spaces on Union Street (29.46)
6	Pedestrianised central section (Market Street to Bridge Street) (28.97)
7	Improve connections from the Beach to the City Centre (23.58)
8	Remove street clutter on Union Street (21.06)
9	Castlegate - make more of the space (20.33)
10	Improve connections from the City Centre to the Beach (18.64)

Ranking of Priorities Across All Projects

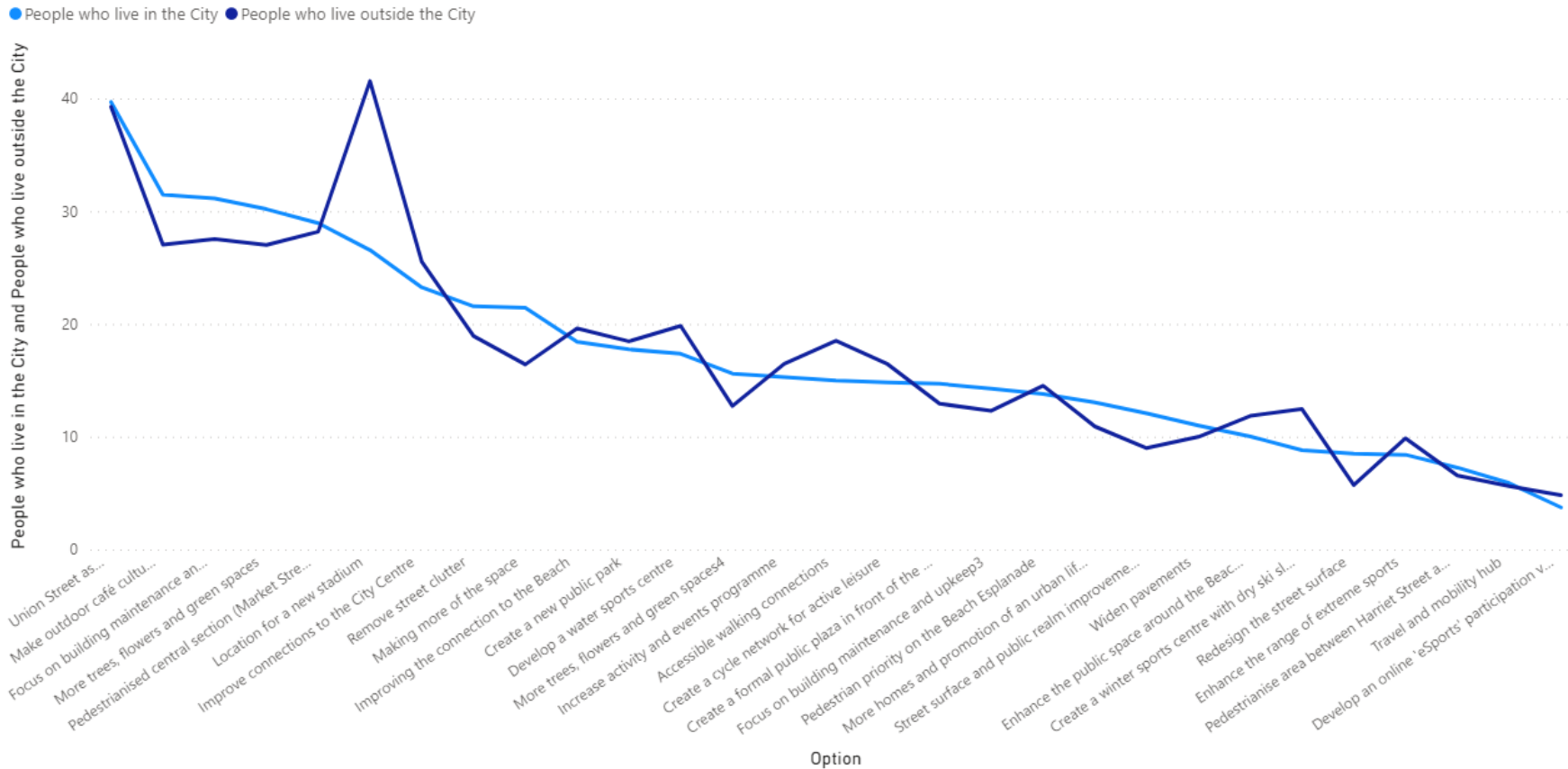


Appendix A: CCMP REVIEW

2.13 The following graph portrays the differences in response between those living in and those outside the City boundaries. It should be noted that this graph represents the average points scoring in the simulator and not the number of respondents, so represents the

priority that those respondents placed on issues. The apparent spike in responses from those outside the City in relation to the Beach as location for the stadium represents a points allocation from 29% of respondents, compared to 71% from the City.

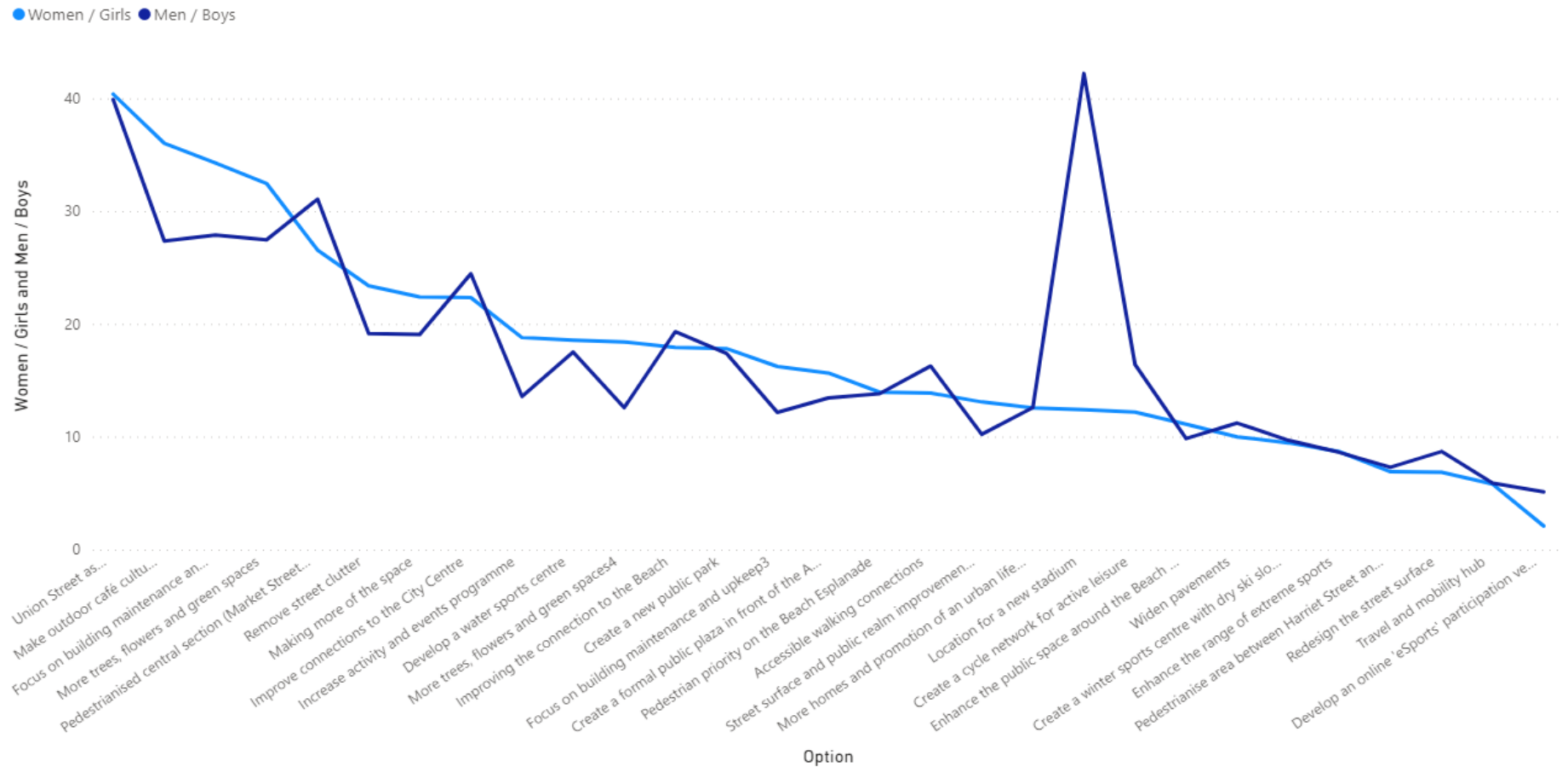
Differences for those living in / outside the City



2.14 Similarly, the following graph indicates the priorities according to gender split between male and female. There is an apparent spike in data relating to the location for a new stadium at the beach

from male respondents. Again this is reflective of average scoring rather than number of respondents.

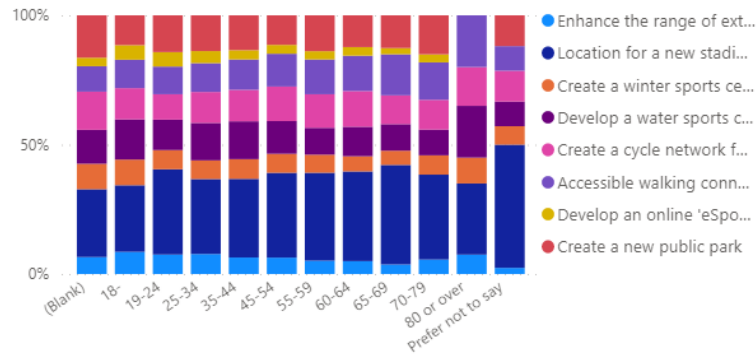
Average Allocation by Gender



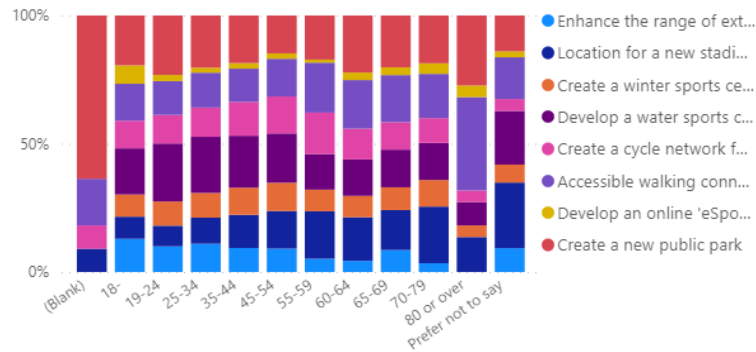
Appendix A: CCMP REVIEW

2.15 The previous graphs can be further analysed by comparing an extract of the responses to the Beach which indicates a generally even response as a percentage across all age groups for both male and female participants.

Beach (Public Space) - Man / Boy



Beach (Public Space) - Woman / Girl



2.16 A comparison on the data has also been undertaken whereby all the 'City Centre' and the 'Beach' projects have been grouped together in an effort to distinguish the ranking of priorities for the geographical areas, and how this relates to those for all respondents. For example, 592 respondents are from the City Centre and highlighted Union Street, greening the City Centre, café culture and pedestrianisation as priorities.

2.17 Analysis of the simulator data has highlighted a poor return from those under the age of 18, with only 75 respondents. This is likely due to the timing of the consultation toward the last weeks of the academic year and the pressures that education and schools' teams were under as the country emerging out of lockdown. This will require to be addressed in any subsequent engagement programme, specifically targeting the under-18 demographic through appropriate education, activity and social networks.

2.18 Due to the considerable number of comments made via free text comments boxes, NVivo software (a qualitative data analysis software package) has been used to provide a high-level summary of the key issues which were highlighted through the free text comments boxes. The main themes which emerged from all comments were:

2.19 An analysis using NVivo software was also made on the text contained in the 'final comments' section, whereby respondents were asked "What else would attract you to visit and encourage you to spend more time in the City Centre and at the Beach?". The main themes which emerged from the final comments were:

Appendix A: CCMP REVIEW

2.20 In addition to the above a qualitative analysis of the ‘final comments’ text was undertaken to pull out the ideas expressed by the public, grouped within these identified themes. This summary is provided in Section 2.22 below.

2.21 A full and complete list of comments made via the free text comments boxes is available on request. This includes all ‘final comments’ and any additional comment specific to each improvement project. Pending committee approval, it is intended to publish all data received through the simulator consultation online. All results and feedback will be shared with the various consultancy design teams to ensure that the next stages of design work take cognisance of issues raised.

2.22 In addition to the simulator, officers have attended meetings with the Disability Equity Partnership. A full Stakeholder Engagement and Communications Plan is currently under development with Hub North Scotland. Pending the outcomes from the 25th August City Growth and Resources Committee, targeted stakeholder consultation will be undertaken for each of the approved workstreams, including, but not limited to:

- Community Council
- Civic Forum
- Disability Equity Partnership
- Public Transport operators
- Aberdeen and Grampian Chamber of Commerce
- Federation of Small Businesses

- Aberdeen Inspired
- Aberdeen City and Shire Hotels Association
- Aberdeen Hospitality Together
- Retail and local businesses
- Schools

“What else would attract you to visit and encourage you to spend more time in the City Centre and at the Beach?”

2.23 As part of the consultation simulator Respondents were also asked an ‘open question’ at the end of the survey for the opportunity to give comments and ideas on what measures would attract people to visit and encourage them to spend more time in either or both the City Centre and at the Beach. Over 2000 individual responses were received covering a variety of issues. The table below summarises the key themes and identifies where they are either currently being addressed or recommendations action to develop new workstreams to investigate further.

2.24 ***“What else would attract you to visit and encourage you to spend more time in the City Centre and at the Beach?”***

Category	Key Themes from Public Responses	Relevant CCMP Projects to address the current shortfalls
<p>City Centre</p>	<p>Improve tourist attractions/things to do and visit, need world class attractions that promote the North East, bold plans for new sporting and leisure facilities, Aberdeen needs to feel more of a multicultural city, we need shops & restaurants of different countries & cultures, Aberdeen has lost its sparkle, diversify uses away from just shopping due to retail habits already changing pre-Covid.</p>	<p>Aberdeen Art Gallery (completed in October 2019) Aberdeen International Market (on-going following recent acquisition Aug 2021) Union Street Central (Project 12a), Union Street East (Project 12c) and Union Street West (Project 12d) all seek to improve the main streetscape in the city-centre, enabling a pedestrian-led environment celebrating café culture and promoting the space for events of any nature.</p>
	<p>City would benefit from a general museum of national/international standing (i.e., not just a museum of Aberdeen-related things), more science and history museums, space in Marischal College would be ideal for this, reopen Marischal Museum, restoring Bon Accord Baths, historic boat/ship/submarine to visit, look at Netherlands, Norway etc for ideas too as we share similar climates.</p>	<p>Provost Skene House “Hall for Heroes” (due for completion in early 2022) Aberdeen Harbour Expansion Project (staged opening late 2021) will be able to facilitate future large historic boats, ships and/or submarines visits. Transport links to the facility need to be explored further.</p>
	<p>Offer a cutting-edge centre of excellence for Energy Transition linked to both Universities.</p>	
	<p>Union St. to remain closed to traffic, reduced air pollution, more activities other than shopping, more colour, focus on celebrating what great local talents we have in all sectors</p>	<p>Union Street Central, Union Street East, and Union Street West all seek to improve the main streetscape in the city-centre, enabling an improved pedestrian environment celebrating café culture and promoting the space for events of any nature.</p>

	<p>More destination public art, continue to encourage street art, NuArt walking map, contemporary arts centre, more arts-based opportunities like Spectra.</p>	<p>Aberdeen Inspired ongoing commitment to NuArt includes collaboration with Aberdeen City Council on identification of opportunities. The Council will continue to support Spectra and seek to incorporate innovative permanent lighting installations to aid wayfinding in public realm proposals.</p>
	<p>Need to have more attractions and options for children that can be utilised all year, city centre is a no-go area for young children in the evening due to drinking culture and offers very little for pre-teens – clubs/kids creches and games, escape rooms, parks, play, pop up art spaces etc, open day events, indoor/outdoor children’s play area, swimming pool, outdoor cinema, bowling, laser tag arena, soft play.</p>	<p>The visioning work for city centre public realm and streetscape interventions includes integrated play space for children. A key component of the next stages of detailed design work will be to define these spaces. Children and young people should be actively engaged in the design process.</p>
	<p>Restoring old granite buildings for more civic pride and encourage people to come in and spend in city centre, focus investment on what we have/fill empty buildings/maintenance etc to keep resident here before trying to build new, repurposing existing buildings and filling voids, general clean up and more greenery, cleaner streets and buildings (enforce landlords to do their duty), a city wide legal obligation for building owners to maintain the buildings to a clearly defined minimum standard, clean buildings, remove redundant wiring and fixtures etc., more controls over urban gulls and the damage they make to city centre environment.</p>	<p>Visual survey of Union Street to scope, quantify and cost specific maintenance improvements is included in the recommendations of the parent report to this appendix.</p>
	<p>Encourage city centre living in space above shops for housing/offices to encourage activity in the city centre, encourage streets like Carden Place to return to residential.</p>	<p>City-Centre Living Initiatives have been in progress. The 2017 City Living Study is currently being updated in response to significant market changes in the last 18 months and will be reported to City Growth and Resources Committee in November 2021. This will inform the delivery of major development opportunities such as Queen Street.</p>

		<p>Since Jan 2018 there has been 10 residential planning applications submitted for Union Street, of those nine were approved, one is still pending decision and since two have been withdrawn. The sum of all residential units submitted within these applications totals 72 (with 9 of these units since being withdrawn). The majority of these proposals request change of use from Class 2 or 4 (financial, professional or other services and business) in accord with the reduction in demand for office space in the city-centre.</p>
	<p>Deindustrialise sections of the harbour around Trinity Quay and Regent Quay and give this space to the City Centre and connect up the harbour and the beachfront.</p>	<p>As the new Harbour South is developed, opportunities around the City Harbour/Regent Quay could be explored. The area is, however, under the control of Aberdeen Harbour Board and has Crown exemption.</p>
Shops	<p>Reduce rents, there are some excellent independent vendors in Aberdeen but most of these seem to base themselves away from the heart of the city centre (presumably due to costs), these independents provide a brilliant example of what can exist in the city.</p>	<p>Proposals for new Aberdeen Market will place local independent traders at the heart of the city centre.</p>
	<p>Disappointment over loss of John Lewis, demise of John Lewis and Debenhams is opportunity for franchise/subdivision into smaller units/stall holders, more dynamic retail, create hubs now that major shopping chains are deserting the city - for example areas for nutritionists, yoga studio, physiotherapy, health options etc., market in Bon Accord Centre doing well and should be permanent fixtures in Aberdeen.</p>	<p>As above, the Council is piloting a new Aberdeen Market in an effort to address this by placing local and independent traders at the heart of the city centre.</p>

	Late night retail opening, temporary pop-up spaces along Union Street where organisations can book for set period of time to bring activity to the vacant unit.	Opportunities for this can be reviewed as part of the Union Street condition survey and ownership investigation.
	Want to see less disused and empty shops, property owners should smarten up and clean shopfronts, maintenance of vacant units is poor, should be stricter rules on shopfronts, want to see nicer shopfronts, consistent shop front signage style, stop cheap signage on Union Street, more rules and consistency for signage.	Visual survey of Union Street to scope, quantify and cost specific maintenance improvements is included in the recommendations of the parent report to this appendix. Guidance on shopfronts is included in the forthcoming City Centre Conservation Area Appraisal.
Streets, Areas, Spaces and Safety	All areas should be clean and accessible, a risk is that the city picks individual streets rather than areas as tourists want to enjoy exploring the city and not find rundown streets and areas once they take a turn or follow a lane, King Street, George Street and very many of the side streets off them are unkempt and neglected, George Street should be included in the masterplan.	Acknowledged. A programme of streetscape improvements is under development. It should be recognised that this must be carried out on a phased basis and recommendations are to start with the Union Street Central area to address the heart of the city centre first. A separate recommendation to include George Street is contained in the parent report.
	Improved pedestrianised connections between Union Street and the railway station, Footdee, and Old Aberdeen etc., make the transition between Union Square and Union Street a nicer experience with a proper walkway or an elevator.	The Aberdeen Market project will address connectivity between the Union Street and the railway station, including improvements to the streetscape. Connectivity to the Beach is currently being developed through the Beach concept design workstream (subject to a separate report).
	More shelter and covered areas to sit, green and living “canopies” over the pedestrianised areas with nice evening lighting would help boost the street, roof over union street, consideration of the weather for any new spaces considered to provide sheltered outdoor areas without unsustainable heating.	Opportunities for greening the city centre are included in the visioning work related to public realm improvements. A roof over Union Street presents challenges in terms of structure, cost and maintenance, but appropriate opportunities for shelter will be considered as part of detailed design work.
	Open up/create galleries/bars etc in the tunnels, underpasses (Carnegies Brae etc), more events happening in the Green, public	There is potential to explore this idea as part of the public realm/connectivity work related to Aberdeen Market.

	spaces which provide opportunity for practising bands, places to study.	
	No beggars harassing people, more visibility of law enforcement/foot patrols by Police/community wardens to enhance safety, increase warden presence to reduce antisocial behaviour eliminating dark/rough areas that currently exist between shopping areas. Greater support for LGBTQ+ and people with disabilities, feels unsafe at night.	Law enforcement issues are not under direct control of the City Council but can be raised through our partnership working with Police Scotland. The Disability Equity Partnership will be engaged throughout the streetscape design process. Lighting will be a key aspect to ensuring places are perceived as safer.
Outdoors and Café Culture	European Café/bar culture - winter scandi style with heaters (sustainable source) and blankets, especially on Union Street and Castlegate, buskers/street entertainers.	Union Street Central, Union Street East, and Union Street West all seek to improve the main streetscape in the city-centre, enabling an improved pedestrian environment celebrating café culture and promoting the space for events of any nature. Recommendation for café culture to become permanent in Belmont/Back Wynd Area. Subject to a permanent streetscape solution and transport mitigation.
	Outside spaces for eating and drinking – street food, destination city for craft beer, the Aberdeen Inspired nights at the Green was very successful and encouraged people into that area and meant the area was kept in good condition.	
	An eating marketplace with mixture of different foods, farmer and outdoor markets (dedicated days/time of year), fairs, more live music presence and events, pop-up events, varied outdoor social events, consideration of climate and opportunities for covered areas.	Aberdeen Market project proposal will provide this, linked to enhanced public space.

<p>Accessibility</p>	<p>More affordable car parking, free parking at weekends, car isn't always enemy if want people to travel in and visit (especially from further afield) need to accommodate for cars, last buses/trains to outer lying areas is not that late.</p>	<p>Free car parking is available at all Park and Ride sites and at Dyce rail station – in excess of 2,500 spaces. The cost of on and off-street car parking is competitive with other cities and charging for car parking is a means of managing them such that available spaces are not sterilised all day by commuters, and therefore support visiting and the local economy. We continue to work with partners in bus and rail to improve the frequency and coverage of services such that these most sustainable modes of transport become the mode of choice for trips that cannot be undertaken by walking and cycling. By managing the car parking, including the provision of blue badge spaces, this means that those trips that cannot be made by other means, can also be accommodated. Free parking was trialled at Chapel Street off-street car park some years ago and this did not result in increased economic activity, rather those who worked near there took up the free spaces for commuter parking.</p>
	<p>Fix road surfaces, alleviate traffic congestion, less cars and less traffic, concern Aberdeen does not have the surrounding road infrastructure to support pedestrianisation.</p>	<p>ACC invests over £3million pounds every year to maintain the road and footway network, but it is recognised that more can always be done – a further £10million is being invested on top of the annual allocation. Traffic congestion has been alleviated to some extent by the opening of the AWPR and Diamond Bridge and further investment is being realised along the Berryden and South College Street corridors. We continue to work with partners in bus and rail to improve the frequency and coverage of services such that these most sustainable modes of transport become the mode of choice for trips that cannot be undertaken by walking and cycling. Traffic modelling, and the recent Spaces for People measures demonstrate that pedestrian capacity can be increased,</p>

		and further measures to support active and sustainable travel are also being explored.
	Dedicated/safe/wider/segregated cycle routes into city centre and to the beach for families and children, safe/plentiful storage for bicycles, bike lockers where Deeside Line exits at Holburn Street, a cycling day where no cars are allowed in the City Centre, improved wider connections and active travel priority – not painted lines where the potholes are, divert money towards cycle infrastructure.	‘In Town Without My Car’ day annual events have been held for several years in September in the City centre, but have been suspended due to covid. These events showcased the many other uses that can be made of the city centre streets for people to enjoy. A revised Active Travel Action Plan has also recently been approved to help guide future investment in walking and cycling infrastructure, informed by public engagement. The ‘Active Travel from Bridge of Don to City Centre’ study was approved in October 2020 and outlines a range of active travel improvements including along the beach area, and this is being considered as part of the beach Masterplanning exercise, with objectives to encourage active travel along the Beach area, and provide safe connections for these modes into the City Centre. Additional cycle racks and maintenance units were installed recently in the city centre and more will be implemented where demand is identified.
	Improve public transport, more welcoming bus station, high cost of public transport, cheaper Family transport tickets (cost of a family ticket coming into city centre is too high compared to bringing a car so easier to travel elsewhere in the shire for activities and attractions than come into the city centre).	The North-East Bus Alliance – a partnership of Aberdeen City, Aberdeenshire, Nestrans, First, Stagecoach and Bains are working in partnership to improve bus services across the region, including information and ticketing. Park and Ride with free parking is available at most main entry corridors to the City as well as at Dyce and Aberdeenshire railway stations.
	Improve access to those with disabilities, for disabilities, cycling as alternative to car disregards, elderly, disabled, and people with babies or young children.	The provision of blue badge spaces already prioritises parking for disabled people who are moving around by car. More will be explored as part of the city centre review. Walking and wheeling (those using prams, strollers, wheelchairs, mobility scooters) are

		also being prioritised within this review in recognition that the city centre should be a place for people of all abilities.
The Beach	Walking route to beach is difficult and unattractive, need better walking connections to the beach from Castlegate.	Union Street East and Castlegate, together with an access and connectivity study for the Beach, are currently being developed to explore options and address this.
	Need much better bus service between city centre and the beach until later at night, bus routes treat the beach like an outpost rather than a real destination, what about an electric ‘tram’ or shuttle bus between Castlegate, The Beach, Union Street and Union Square, hop on/off transport from parking to the visitor attractions.	
	Links to harbour is missing (Tall Ships), boats should host more harbour or coastal tours, maybe even a boat that would be a permanent fixture on the harbour as a restaurant or for events etc.	Harbour tours are currently offered. Capacity for a permanent fixture at the harbour is currently limited due to operations but could possibly be explored once Harbour South is open. Requires further engagement with Aberdeen Harbour Board.
	Make more of the beachfront as a long stay destination, need to encourage people to have variety of activities and spend entire day at the beach – activity centre, picnic tables, BBQ areas, public park, toilets, coordinated/more parking, evening events, outdoor concert area at the beach, trendy rooftop bars, fish and chips, bucket and spade shops, surf shop, dedicated area for overnight motorhome parking.	All of these issues are currently being reviewed and addressed as part of the Beach masterplan options appraisal and concept development design stage.
	Dominated by shops that offer nothing individual, layout of buildings turns away from the sea.	Agreed that the orientation of existing buildings is poor. Early concept design work seeks to address this issue in any new development.
	No exciting children’s park to attract visitors from further away, Montrose Beach or Arbroath park facilities are better for children	A key component of any redesigned public park at the Beach is incorporating children’s play and activities. This is included in the

	<p>(paddling pools), beach not welcoming to families, not all families have money to spend in Codonas, paddling/splash park for families, more family swim sessions, outdoor skatepark at the beach, aquarium, children adventure park, wildlife, dolphin and maritime centre.</p>	<p>recommendations in the Beach report to City Growth and Resources Committee on 25 August 2021. A dolphin watch station is planned for Torry Battery.</p>
	<p>Better facilities using the sea itself and more extreme sports activities as the city is lacking in these, sea for water sports, surfing/paddle boarding, small pier to get boat trips into harbour, more extreme sport/rock climbing facilities, boardwalk, running track, adult outdoor gyms, large proportion of seafront used for 1 group – golfers, could be much better utilised for dedicated water sports and events, people to teach about water safety.</p>	<p>The range of sports and leisure activities possible at the Beach is currently under review through that project workstream. All suggestions will be shared will the design team for review and potential inclusion.</p>
	<p>Value the beauty and tranquillity of the 'wilder' end, create a dedicated dog walk park area, beach esplanade can get very crowded so more 'nice' areas for leisure would disperse this.</p>	<p>To be referred to Beach design team for review.</p>
	<p>More public toilets, places for people to wash sand off and change, toilets at the Bridge of Don end of the beach.</p>	<p>This area is outside the current review zone, but can be referred to Operations cluster for review.</p>
	<p>Repair and renovate steps down to the beach, new fencing, re-open the huts at the beach, well maintained access and beach ramps, regular upkeep, and warden presence to enforce littering offences, people to keep it clean, a presence that people can go to, regular beach cleaning, enhance recycling/rubbish incentives and opportunities, enforcement of no dog zones.</p>	<p>Access to the Beach is a key component of concept design work and will be referred to the design team. Maintenance issues to be referred to Operations cluster.</p>
	<p>Improved seating along the beachfront, and 'glass sculpture' viewing areas that provides some relief from the North Sea wind, improved street lighting along entire length of esplanade, cats eyes along beach front path as per riverside drive, lighting along the lower beach walkway.</p>	<p>Appropriate shelter and lighting are important to the public realm at the Beach and will be incorporated as concept design work develops –referred to the design team.</p>

	<p>Beach Ballroom should open a cafe on the upper floor with views out to sea, more varied events, more music event, photo exhibitions in the Beach Ballroom of Aberdeen through the years to attract visitors.</p>	<p>Regeneration of the Beach Ballroom is a key component of the Beach concept design work, taking advantage of both its character and setting on the coast. These issues will be referred to the design team.</p>
	<p>Stadium close to centre is vital, with a new stadium at the beach, use it for concerts and create spaces for exhibitions and fairs, food and drinks shows, make an area for entertainment, eating and drinking around the stadium so there is a whole family day out in addition to the match, no public money spent on football stadium, redevelopment of Pittodrie would leave beach for other public uses but still allow match day revenue to stay in the area.</p>	<p>The Council is developing a sports and leisure proposal for the area that may incorporate a stadium and links to a variety of additional leisure activity. Should a full business case demonstrate viability, funding sources would be identified at that stage.</p>

3 2015 CCMP Review: Existing Projects and Priorities

3.1 Since the May 2021 City Growth and Resources Committee, Officers have undertaken a review of projects that have been delivered, what may be considered no longer relevant and recommended additions. These are summarised in the table below.

CCMP PROGRAMME OVERVIEW 2021/22				
REF	PROJECT	STATUS	RECOMMENDATION	TIME
ENERGY & MORE				
EC01	Marischal Square	Multiple Award winning development by ACC in partnership with Muse and AVIVA; completed in 2017 creating 75,000 sq/ft of grade A, BREAM excellent office space which is now home to a range of occupiers including Aberdeen Journals, NHS, KPMG, Ernst and Young, Royal Bank of Scotland, Spaces, NHS Scotland, Chevron, North-East Pension Fund and Tenaris. The site also hosts a 126 Bedroom - Residence Inn by Marriot and around 30,000 sq/ft of leisure/ restaurant space. Leisure occupiers include Costa, ALLBARONE, Mackies and Tony Macarone with the remaining units under offer. The development has high quality public realm integrated with a pedestrian friendly Broad Street and home to the acclaimed Andy Scott artwork 'Poised'. www.marischalsquare.com		Complete
EC02	North Dee Business Quarter	The North Dee Business Quarter is identified as a Business Zone in the Proposed Aberdeen Local Development Plan (PALDP), which has recently been submitted to Scottish Ministers for Examination in Public. The PALDP Vision for this site is as a new Urban Quarter which creates permeable pedestrian connections between the City Centre and River Dee. A new pedestrian bridge to Torry is also envisaged. Potential uses in this area include: retail, business, food & drink, residential and, if required, a new Global Energy Hub.	This site sits outwith ACC control / ownership. Developers of the site are required to undertake their own Masterplanning exercise which complements the CCMP. Retain.	Long Term

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EC03	Aberdeen City Rooms	This project has not been progressed and is no longer considered a priority within emerging infrastructure requirements of the City Centre.	Close out project and remove from CCMP.	Closed
EC04	Global Energy Hub	The Net Zero Technology Centre (NZTC) secured through the Aberdeen City Region Deal is the focus of innovation and technology development within the energy sector. Since the 2015 CCMP, there are plans for a 70ha energy transition zone, south of the city, to maximise job opportunities from the Aberdeen Harbour expansion and ScotWind seabed licensing rounds for offshore wind farms	Workstream continues,, but remove from CCMP programme	Closed
EC05	Aberdeen Creative Space	Since Aberdeen Art Gallery reopened, a space has been provided for local creative producers to retail their content and develop their customer base. "Shop at the Top" pilot project rotates a number of producers every quarter and officers will respond to any demand for a further flexible city centre presence as required. Discussions ongoing with Gray's School of Art to define spatial requirements for students/graduates activity in City Centre.	Retain	Short/ Medium Term
EC06	Aberdeen 365	The Event 365 Programme has been a key component of the City's cultural offering, delivering a host of successful events within the City Centre since 2015. These events have included the Great Aberdeen Run, Tour Series, Spectra - Aberdeen's Festival of Light, NuArt, Look Again Festival, Aberdeen Jazz Festival, and True North. In September 2021, the final stage of the 2021 Tour of Britain comes to the region for the first time, scheduled to take place September 2022. Relaunch Events 365 Programme in line with government advice approved by CG+R May 21.	Retain and ongoing throughout the year	Short Term
EC07	Aberdeen Art Gallery	Since opening in November 2019 to lockdown in March 2020, the Gallery received 110k visits. Currently running at 2k visits per week. Growth evident since the British Art Show opened.		Complete 2019

EC08	New Hotel Development	Two of the new hotels listed in the 2015 Masterplan are complete - the Residence Inn by Marriott in Marischal Square and the Sandman on St Andrews Street. As part of the TECA development and P&J Live, two further hotels were developed on that site	Current over-provision of hotels in the city centre – recommend closing out workstream.	Closed
EC09	Mither Kirk Project	Officers understand that the Open Space Trust are still interested in their plans for this important building. Union Street Central public realm proposals may encourage footfall into and greater use of the Kirkyard.	Not progressed at this time. Retain	Medium Term
EC10	Music Hall			Complete 2018
EC11	Aberdeen Works	European Structural Fund funded. Progress through Positive Partnerships project closed. ABZ Works brand developed to deliver range of employability support and apprenticeships through number of Scottish and UK Government funding streams. This will increase from 1 April 2022 with introduction of No One Left Behind Phase 2.	Ongoing - retain	Long term
EC12	Hotel Academy	Opportunity North-East (ONE) is delivering a skills programme 'Best in Class Hospitality'. The first cohort of Hospitality Apprenticeship North-East graduates will complete this year and recruitment underway for September 2021. More industry hotel & hospitality companies signed up.	This no longer requires a dedicated construction intervention. Retain as a virtual workstream	Short/Medium term
EC13	Retail Academy	We have seen a lot of national retail closures across the UK, including Aberdeen. ACC, through Aberdeen Works/ABZWorks is supporting Partnership Action for Continuing Employment and will revisit with Skills Development Scotland the approach to retail and hospitality skills.	This no longer requires a dedicated construction intervention. Retain as a virtual workstream	Short/Medium term
CITY FOR PEOPLE				
-	City Centre Living	206 Union Street. Acquired by HRA for redevelopment and upgrade. 28 no 1-bedroom units. Feasibility/ options study currently being progressed to bring the units to modern/ sustainable standard.	Retain	Short Term

		Since 2018 planning applications for change of use for a total of 71 residential units have been approved across ten addresses in Union Street		
CM01	Castlehill	Refurbishment and new housing Review of whole life costs and options appraisal for multi storeys is currently underway and due to be reported early 2022. Multi-storeys are now listed Category A.	Retain	Short/Medium Term
CM02	Queen Street	<p>Land acquisition of the former University of Aberdeen surface car park and 12 Shoe Lane now complete.</p> <p>Police Scotland now occupying Marischal College LG. Decommissioning of Police Scotland HQ currently underway. Police Scotland HQ land acquisition scheduled for end January 2022. Demolition to commence February 2022. May CG+R approved work programme including procuring necessary demolition contracts for Queen St (Police HQ and Shoe Lane).</p> <p>Joint Integrated Mortuary Full Business Case (prepared in partnership with NHS Grampian) is now complete. ACC and NHS currently reviewing funding options and cost share among partners. Given the proposed demolition programme for Queen St Police HQ and impact of Covid-19 on the Mortuary delivery programme, it is necessary to consider temporary mortuary facilities.</p> <p>Scottish Courts and Tribunal Services redesign post Covid-19 Feasibility Study to be agreed with SCTS.</p> <p>Market Analysis including commercial, residential, retail, civic uses, sales and rental forecasts, risks, economic forecast and demographic analysis to be undertaken.</p> <p>Development Appraisal and Funding Strategy to be developed.</p>	<p>Project is on-going. Retain.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> • procuring demolition contractor (Sep-Nov 21) • mortuary funding proposal to be reported (Nov 21 – or sooner) • temporary mortuary provision to be scoped and costed to cover interim period between demolition of Queen St and construction of new facility (Sep-Nov 21) • market analysis (to link to city living update) (Sep-Nov 21) • procure development partner (Sep 21- Mar 22) 	Short/Medium Term

		<p>Soft Market Engagement.</p> <p>Procurement of Development Partner September 2021- March 2022.</p> <p>Continues to be promoted at national inward investment events through Invest Aberdeen.</p>		
CM03	Torry Waterfront (south bank)	<p>The Torry Waterfront site is identified as a new residential led development in the Proposed Aberdeen Local Development Plan (PALDP), which has recently been submitted to Scottish Ministers for Examination in Public.</p> <p>This site sits outwith ACC control / ownership. The PALDP Vision for this site is a new residential development, linked by a new pedestrian bridge to the North Dee Quarter. Developers of the site will require to produce their own Masterplanning exercise which complements the CCMP. In addition to residential, potential ground floor uses include retail, food & drink and, if required, a hotel academy.</p>	Retain	Medium/ Long term
CM04	Regent Quay	<p>This project was related to Shore Porters premises which is not available. Aberdeen Harbour Board is focusing on harbour expansion to the south of the city. A future exercise examining their north harbour estate will be undertaken once Harbour South is complete.</p>	Retain	Medium term
CM05	Woolmanhill	<p>Application P160802 for Change of Use to residential and hotel development was approved in 2018. This site sits outwith ACC control / ownership.</p>	Retain	Medium Term

CM06	Aberdeen Indoor Market	An Outline Business Case was agreed in May 2021. Vacant properties former Indoor Market and BHS store are now in Council ownership. Application to UK Government Levelling Up Fund submitted 18.06.21. for £20M toward project costs. Demolition consents applications have been submitted. Detailed design and Planning Application currently under preparation to support a full business case. Market Operator procurement to commence following Committee approval. Linked to Union Street Central streetscape.	CG+R Committee instruction to purchase property and develop new Market proposals. Retain	Short Term
CM07	Bon Accord Centre	Planning application (P170353) for mixed-use development comprising retail, food & drink, office, hotel, residential was approved in 2017, subject to a legal agreement which has yet to be signed. Planning application (P210076) for new cinema, shops, food & drink etc was submitted in January 2021 and is currently pending consideration. Ground floor of John Lewis building is currently operating as a Covid vaccination centre. Schoolhill/Upperkirkgate public realm linked to this.	Officers continue dialogue with the Bon Accord Centre (incorporating St Nicholas Centre) and John Lewis Partnership in relation to George Street and options for redevelopment. Retain	Short/Medium Term
CM08	Independent Aberdeen	Piloted through the City rescue plan, Winter Village 2019 and Shop at the Top at AAG independent markets. Also at Bon Accord Centre where traders have been using the Mall. Capacity for independent local business will be included in the development of Aberdeen Market.	Ongoing - retain	Short Term
CM09	St Nicholas Centre	As above in relation to the Bon Accord Centre (Under the same ownership and management). Officers continue dialogue with the Bon Accord Centre (incorporating St Nicholas Centre) and John Lewis Partnership in relation to George Street and options for redevelopment.	Retain	Short/Medium Term

CM10	Trinity Centre	<p>Station Gateway Development Brief prepared 2016. Redevelopment of Atholl House – planning application (P160792) for mixed use development (student accommodation, hotel, retail, food and beverage) approved in 2018. PoAN for c.250 flats and 1,500 sq mt of commercial / retail submitted in February 2021. Outwith Council ownership and control.</p>	On hold, retain	Medium/Long Term
CM11	Union St Cons. Area Improvement	<p>The Union Street Conservation Area Regeneration Scheme (CARS) is a £2.4 million building conservation launched in November 2017. Progress has been impacted due to COVID-19 so Historic Environment Scotland has granted a year extension to the scheme (now due to complete in June 2023). Activity is now increasing again as restrictions ease and good progress is being made in all areas, with the Priority Projects continuing to be developed.</p> <p>In January 2021 an update to the Union Street Conservation Area Character Assessment was approved by PDMC Members for public consultation, the results of which will be presented to PDMC in August 2021. The proposed update to the Conservation Area includes amendments to its boundaries, a change in name to become the City Centre Conservation Area, and a fully reviewed appraisal document relevant to the current socio-economic context and the CCMP refresh.</p> <p>The Council delivers CARS in partnership with Historic Environment Scotland, Aberdeen City Heritage Trust and Aberdeen Inspired, has established this CARS scheme which aims to encourage the repair and enhancement of the physical fabric of properties within a defined area of Union Street Conservation Area. The £2.4 million funding is provided by Historic Environment Scotland (£1,177,104), Aberdeen City Council (£1,177,104) and Aberdeen Inspired (£50,000).</p>	Ongoing CARS extension to Jun 23 Character Area Appraisal to PDMC Aug 21	Short/Medium Term

CM12	Union Square	Planning application (P152005) for extension to Union Square shopping centre to provide additional mixed use floorspace approved in February 2016. This would potentially include retail, food & drink, hotel and leisure A £8million redevelopment of Aberdeen railway station by Scotrail is currently underway and due to conclude in Winter 2021.	Retain	Short/Medium Term
LIGHT OF THE NORTH				
EN01	Broad Street	Improved setting for Marischal College/Marischal Square. Improved pedestrian space, cycle access and water feature.		Complete 2018
EN02	Guild Street	A £8million redevelopment of Aberdeen railway station by Scotrail is currently underway and due to conclude in Winter 2021. New proposals for the Aberdeen Market will consider the journey from Union Street down to Guild Street, the bus and railway stations and Union Square.	Ongoing - Retain	Short/Medium Term
EN03	Justice Mill/ Langstane Place/ Windmill Brae	A report detailing the objections to proposals for an overnight prohibition of motor vehicles on Justice Mill Lane / Langstane Place / Windmill Brae went to Operational Delivery Committee on 5 March 2020. The committee resolved to wait for the prioritised delivery programme of transport interventions from the Chief Officer - Strategic Place Planning and Chief Officer - Capital before determining its position on the proposed overnight prohibition of motor vehicles on Justice Mill Lane/Langstane Place/Windmill Brae etc as outlined in the report.	On hold	Medium Term
EN04	Rose/Thistle/ Chapel Street	Under consideration as part of the visioning work around streetscape and public realm in the City Centre. Further detail in this report section 12.7	Ongoing - Retain	Short Term
EN05	Union St	Currently under review as part of City Centre Public Realm interventions.	Ongoing – Retain	Short Term

	Union St Central	Union Street Central visioning undertaken in to support Levelling Up Fund application. Visioning work complete August 2021 Further detail in this report section 12.4	Ongoing – Retain	Short Term
	Union Street West	Visioning work complete August 2021 Further detail in this report section 12.6	Ongoing - Retain	Short Term
	Union Street East	Visioning work incorporating Castlegate complete August 2021. Further detail in this report section 12.5	Ongoing - Retain	Short Term
EN06	Upper Kirkgate/ Schoolhill	Visioning work complete August 2021. Design work incorporating Belmont Street and Back Wynd café culture area to be undertaken with full stakeholder engagement. Further detail in this report section 12.8	Ongoing - Retain	Short Term
EN07	Bon Accord Square	CCMP promotes minor changes - removal of car parking and enhanced greening. On hold pending Union Street delivery programme.	Ongoing - Retain	Medium Term
EN08	Castlegate	Currently under review as part of City Centre Public Realm interventions. Linked to both Union Street East visioning (EN05) and Beach connectivity study. Visioning work complete August 2021. Further detail in this report section 12.5	Ongoing - Retain	Short Term
EN09	Golden Square	On hold whilst public realm projects for Union Street West are considered. Currently part occupied by temporary licenced premises.	On hold	Medium Term
EN10	Union Terrace Gardens	On-going due for completion February 2022 Pavilions are currently being actively marketed with interest shown from potential occupiers.	Ongoing - Retain	Short Term

EN11	Aberdeen in Colour	Project report completed. Outcomes to be incorporated in emerging streetscape and public realm proposals.	Ongoing – Retain and incorporate in public realm projects	Short/Medium Term
THE CONNECTED CITY				
IN01	Walkable Aberdeen	<p>16 information totems have recently been installed and a further 2 will be installed at the railway station and Aberdeen Harbour following appropriate permissions. This provides a total of 72 across the City Centre.</p> <p>The approved Roads Hierarchy is being implemented to enable to traffic to access the City Centre as a destination rather than as a through route, with traffic being directed to car parks on their approach, and being guided back out the same way.</p> <p>The proposed Low Emissions Zone (LEZ) will also prohibit non-compliant vehicles from entering the zone boundary, and if approved for implementation will be implemented in spring 2022 and enforced from spring 2024.</p> <p>The 20mph zone in the City Centre has been expanded – this is one of the short term Sustainable Urban Mobility Plan (SUMP) active and sustainable travel measures.</p> <p>An accessibility group has emerged from the Spaces for People stakeholder groups, which will be useful to inform future improvements to the Public Realm as details are developed – Accessible City Transportation Users Group. Members includes representatives from the Disability Equity Partnership, local bus operators, local cycle groups and more recently taxi representatives. Within the Spaces for People Initiative, this group shaped access for all to buses at the temporary stops and the public information about eg the temporary changes to disabled parking bays and taxi ranks.</p>	Ongoing – Retain Linked to public realm projects above	Short/Medium Term

		Additional improvements for walking and wheeling will also continue to be explored as part of the City Centre Public Realm interventions.		
IN02	City Centre Parking	<p>The success of the North-East Bus Alliance bid to the Bus Priority Fund will enable the continuation of business cases to deliver active and sustainable travel measures along the 4 main corridors from the main towns in Aberdeenshire to the City Centre - A92 North, A96, A944/A9119 and A92 Anderson Drive/ South. Park and Ride exists on 3 of these corridors (with one planned on the southern approach to the City) and the funding will also enable the business case for Aberdeen Rapid Transit to be developed, with interchange a key part of this.</p> <p>The previous parking review recognised that locations of existing car parks around the City Centre are co-located with the main corridor approaches and therefore are ideally situated to support the objectives of the CCMP. The future of car parking across the city will be considered as part of the review of the Local Transport Strategy (LTS) which will have consideration of all of the ongoing transport studies. Appropriate Electric Vehicle charging points will require to be incorporated in any parking provision review.</p> <p>The City’s Car Club continues to play a major role in giving people access to high quality, low polluting cars without the costs of ownership. Car Club support remains part of the planning development management process to minimise the demand for single occupancy car use. One car club car can replace 10 privately owned cars. The current contract is due to expire in 2022 and a new contract recognising the need to reduce CO2 emissions, improve air quality, improve social equality and justice, is currently being prepared to enable a car club to continue to be a sustainable transport option for all.</p>	Ongoing -Retain	Short/Medium Term

		<p>The Local Development Plan 2017 includes polices focusing on carparking requirements and sustainable transport. Policy T2 - Managing the Transport Impact of Development and Policy T3 - Sustainable and Active Travel both seek to support sustainable modes of transport while providing appropriate levels of carparking. These policies are supported by Supplementary Guidance: Transport and Accessibility which sets out the detail supporting these polices.</p> <p>In the Proposed Aberdeen Local Development Plan 2020 these polices are updated under Policy T2 – Sustainable Transport and Policy T3 – Parking. Within the City Centre a zero parking policy is proposed for all new developments recognising air quality / climate change objectives.</p>		
IN03-05	City Centre Cycle Network	<p>There are cycle measures within the SUMP, some of which were due to be implemented as part of the short-term programme but were paused due to Covid. These will be reviewed together with the medium and long-term measures alongside the development of the Public Realm interventions.</p> <p>Cycle measures were also identified in a recent Active Travel from Bridge of Don to City Centre study, including the Beach area. These will be reviewed as part of the preparation of the Beach Masterplanning exercise in parallel with the Public Realm initiatives and the SUMP to ensure cycle connectivity from the city centre to the beach.</p> <p>A contract has been let to Big Issue ShareBike to deliver an e-bike hire scheme across the City. The aim is to have around 400-500 e-bikes available for hire across the city, including City Centre. There have been delays in procuring the bikes due to Covid, and these are now being resolved with a view to the scheme being operational in Spring 2022.</p> <p>Additional cycle parking and new maintenance stations were implemented in the city centre as part of the Spaces for People initiative. The demand for additional secure cycle storage and</p>	Ongoing – Retain Incorporate in public realm proposals where appropriate.	Short/Medium Term

		<p>maintenance facilities will continue to be explored as part of the development of the Public Realm Initiatives. Additional improvements for cycling will also continue to be explored as part of the City Centre Public Realm interventions.</p>		
IN06-07	City Centre Bus Network	<p>The success of the North-East Bus Alliance bid to the Bus Priority Fund will enable the continuation of business cases to deliver active and sustainable travel measures along the 4 main corridors from the main towns in Aberdeenshire to the City Centre - A92 North, A96, A944/A9119 and A92 Anderson Drive/ South, as well as a specific package of measures within the City Centre. The funding will also enable the development of the business case for Aberdeen Rapid Transit, a high-quality step change in public transport provision.</p> <p>The City Centre package includes bus priority on Bridge Street, Guild Street, Market Street and Union Terrace, building on previous transport modelling on the CCMP strategic transport interventions, and more recent work to develop the proposed LEZ.</p> <p>Whilst the Bus Priority Fund is specifically for bus priority and other measures to reduce the impact of congestion on bus journey times and punctuality, the North-East Bus Alliance continues to work in partnership to improve bus stop infrastructure, information and ticketing, with the recent introduction of digital bus stop timetables at key bus stops, tap and cap fares, digital off and on-board ticket payment as examples. Both major bus operators continue to upgrade their fleet to greener fuel, in particular hydrogen.</p> <p>Opportunities to improve the visitor experience at the bus station will be explored and access/ egress to the bus station will be significantly improved by the implementation of bus priority as described above.</p>	Ongoing - Retain	Short/Medium and Long Term
IN08	Aberdeen Station	<p>A £8million redevelopment of Aberdeen railway station by Scotrail is currently underway and due to conclude in Winter 2021.</p>	Ongoing - Retain	Short Term

IN09-10	Rail Network	<p>An airport rail link has been explored but found to be impractical due to high capital costs, the need for land purchase, property demolitions and impacts on the existing line between Aberdeen and Inverness. However, there is now a 24-hour bus service from the City Centre to the airport and further means of enhancing public connectivity with the Airport and TECA is being explored through the Bus Priority Fund's Aberdeen Rapid Transit proposals.</p> <p>The recent railway improvements, and in particular the re-doubling of the Aberdeen to Inverness railway line and the re-opening of Kintore railway station has facilitated the introduction of a local rail service linking Montrose to Inverurie.</p>	<p>IN09 is now closed as this will not be taken any further forwards.</p> <p>IN10 is now complete.</p>	<p>Closed</p> <p>Complete</p>
IN11-12	Resilient Utilities	<p>Accelerate Aberdeen and District Heating Network programmes. Potential link to sports and leisure development at Beach for example.</p>	Ongoing - Retain	Short/Medium Term
IN13	Underground Bin Storage	<p>Cost and engineering prohibitive. A review and co-ordination of refuse collection across all providers is required to better manage access. This will be carried out as part of the engagement and detailed design stages of streetscape and public realm work.</p>	Ongoing -Retain	Short Term

4 Economic Context

- 4.1 City Growth continues to review the economic trends and with the monthly economic bulletin and the Council’s independent Economic Policy Panel Report (due November 2021) will monitor the economic trends in the city and region. The Economic Report will produce a set of recommendations based on the region’s progress to date in response to the regional economic strategy.
- 4.2 At the same time as the work on the CCMP Review, the UK Government and Scottish Government have been developing new funding and investment schemes around Levelling Up and Place Based investment. The CCMP and the adopted Local Development Plan in June 2021 will provide opportunities for interventions to align to these new funds, and also potential themes in the Share Prosperity Funds when they open in 2022. At the same time the CCMP aligns to both the UK Government and Scottish Government Climate Change plans, and in particular opportunities for the H2 Aberdeen programme in transport and mobility.
- 4.3 In response to downward pressure on commercial property occupancy, in the medium to long term, energy transition projects as they develop in the city region could in turn generate new demand for new space in the city centre. Significant progress continues to be made with completion of Aberdeen Harbour expansion, the ETZ and a submission in July 2021 of an expression of interest to the Scottish Government for a Aberdeen City/ Peterhead Freeport. The Council is also in the middle of a procurement of a Joint Venture partner for the Aberdeen Hydrogen Hub and these developments are all attracting new inward investment enquiries and interest.
- 4.4 In response to changing shopping patterns, and the effects of Covid-19, a new 2021-2026 business plan for Aberdeen Inspired has been published. Officers will work with the BID to align elements of the Business Gateway support to independent city centre businesses.
- 4.5 Local employability partnerships continue their work in preparing for the acquisition of the required Net Zero skills. There is an opportunity for these important city centre recovery services to have a ‘satellite’ presence in the city.
- 4.6 Post pandemic, a more fundamental change to how the Aberdeen City Centre operates is expected. In a global trends study of retail in 2020 produced by KPMG, three trends were identified:
- Trend 1 - the days of being able to drive growth through physical stores are over
 - Trend 2 - nearly two thirds of consumers around the world said they would decide to either buy/boycott a brand based on its position on a social/political issue
 - Trend 3 - expect to see a flurry of investments on improving the value of existing assets over the coming year
- 4.7 The trends continue to evolve but despite the ongoing uncertainty and ambiguity of what the fully integrated retail experience will be – we do need to take some action in the short term. Our response to the “High Street” challenge must be to try and create a city centre that takes advantage of under-utilized

space and brings vitality back to the high street – by creating the conditions for a change in or new uses. As a local planning authority, a public landlord, and a licensing authority, the Council can play an important role in supporting “meanwhile use”. Such strategies can allow and incentivise temporary use of under-used and vacant spaces by businesses and community organisations in the short term as we consider what the medium- and long-term response could be. Our responses in the short, medium and long term must be guided by understanding what the human desire for contact and socialising is post the pandemic as well as ensuring any interventions are focused on the long term economic and environmental ambitions of the city.

4.8

Work has continued on the development and delivery of a number of further CCMP projects throughout the last 12 months and some of these are due to be completed within the defined “short term”, picking up on the Council’s 2020/21 Socio-Economic Rescue Plan and supporting short term interventions – Events 365, AAGM Exhibitions, Revisit City Centre Campaign and the opening of Provost Skene’s House – all will attract additional footfall reflecting anticipated increase in demand for safe outdoor, attractive and entertaining public spaces.

5 Policy and Procedures

- 5.1 On 22 July 2021 the Proposed Aberdeen City Local Development Plan (PLDP) was submitted to Scottish Ministers for Examination in Public. The PLDP supports a strong and thriving city centre, identifies the transformational projects identified in the City Centre Masterplan, and requires that development proposals within the city centre contribute towards the wider aims of the City Centre Masterplan and its vision. Officers within Strategic Place Planning will soon begin the process of preparing non-statutory planning guidance (Aberdeen Planning Guidance) to support the Local Development Plan further to its Examination. This Guidance will reflect the changing needs of the city centre and this review of the City Centre Masterplan.
- 5.2 Officers in Strategic Place Planning have also recently completed production of, and public consultation on, an updated Conservation Area Character Appraisal for the City Centre. This Appraisal will be considered by the Planning Development Management Committee on 19 August 2021. The City Centre Masterplan review complements this exercise and together, both documents will be powerful tools in ensuring the heritage of the City Centre is protected and enhanced.
- 5.3 There is an extensive planning history in relation to civic interest in protection of amenity and character of Union Street and more generally in recognition of its importance in terms of both townscape and planning history. As shown by the recent CCMP Simulator exercise, despite policy and guidance there is ongoing public and civic concern regarding the function, vibrancy, character, and amenity of Union Street. The Council's Planning Enforcement Charter is committed to pursuing meaningful enforcement action for buildings and shopfronts on Union Street. The Council can serve notices on property owners requiring them to improve and repair properties through Part VI of the Town and Country Planning (Scotland) Act 1997, Regulations 24 to 26A of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, and Chapter IV of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997. This legislative framework already allows the Planning Service a number of different options depending on the works that need to be carried out to improve the properties.
- 5.4 Initially, the Planning Service would seek to contact the building owners, make them aware of their requirements in terms of the stewardship of listed buildings within the city centre and advise them of grants and support that may be available through the Union Street Conservation Area Regeneration Scheme. This process can take some time depending on the circumstances of the case and the willingness of the building owners to engage, however has recently yielded positive outcomes. The Planning Service has to carefully consider the time spent in pursuing a positive outcome, mindful that where there is an unwilling owner, the ultimate resolution may be the Council taking direct action or pursuing a Compulsory Purchase Order. Such options may be quicker, however they are considerably more costly and resource hungry and may leave the Council open to risk.

- 5.5 Following approval of the CCMP, in 2016 the Planning Development Management Committee instructed Officers to undertake enforcement action as considered necessary to rectify specific breaches of control. Recent examples include issuing an Urgent Work Notice for 28-32 Marischal Street (July 2021) to address the significant risk of building fabric decay due to long term vacancy and lack of maintenance. A number of other notices have also been served since approval of the CCMP for unauthorised works, including signage and lighting.
- 5.6 A further review of enforcement work on Union Street is currently under way in light of the results of the CCMP Simulator. This review will set out the steps that need to be taken in order to establish contact with owners of vacant, underused and defective buildings and engage with them to try to bring buildings back into use or to improve their current condition. The review involves carrying out an updated condition survey on Union Street (covering Castlegate). The pilot survey has already been completed (July 2021) and it is expected that data collection will be completed by mid-September 2021.
- 5.7 Appropriate enforcement action also complements the works being carried out to historic properties on Union Street as part of the Union Street Conservation Area Regeneration Scheme (CARS) and could improve the possibility of future HES funding.
- 5.8 The Chief Officer (Governance), in conjunction with Chief Officers (Strategic Place Planning) and (City Growth), was instructed to undertake a review and evaluation of all existing powers available to Council to drive the return of footfall to the city centre and incentivise city centre living. Officers have undertaken an initial

assessment of the powers relating to Local Authorities that potentially could impact on the city centre and how they could be utilised. As elected members will be aware the expanse of powers is significant and cover a wide range of areas including:

- Alignment of processes
- Alcohol byelaws
- ACC owned outdoor areas activity made permanent
- Encourage markets/small stalls
- Common good funding
- Appropriate use of antisocial behaviour powers
- No Footway Parking Zone / Pavement Parking

5.9 Some powers have already been implemented by the Council, including a review of the Licensing Board Policy Statement, where the policy on licenced hours was significantly altered to permit a more entrepreneurial approach. The Council also has a current Byelaw - Aberdeen City Council (Drinking in Public Places) Byelaws 2009 - which makes it an offence to consume alcohol which is not in a licenced premise. As part of the latest ten-year review of the Byelaw, Police Scotland confirmed that they continue to be supportive of it being in place and would wish to see it remain in force. The Procurator Fiscal confirmed that from an enforcement perspective, they had encountered no difficult with the wording of the existing byelaw.

5.10 As projects are taken forward due cognisance will be taken of potential benefits of amending any powers the Council may have and the potential impact this would have on future projects. Specific recommendations related to alignment of process and use of ACC outdoor areas are included in the parent report to this Appendix.

6 Sustainability / Net Zero

- 6.1 The 2015 CCMP recognised the critical value of integrating sustainable development and environmental thinking and interventions into the Masterplan Objectives and projects to ensure a safe, attractive, productive and future focused City Centre, including enhanced connectivity, facilitating increased active and sustainable travel, strengthening our approach to urban greening and so on. Since this time, the current and future impacts of the Climate and Nature Crises on all aspects of society are becoming far more evident as well as significantly more prominent in public and political thinking and responses at national and local levels.
- 6.2 The intervening period has seen significant national statutory and policy advancements, including commitments, policies and interventions aimed at reducing poverty, improving health and wellbeing, reducing emissions while capitalising on economic opportunities and ensuring a just transition and reducing the potential for harm from both the acute and chronic risks of our changing climate. The Climate Change (Scotland) Act 2019 put in place a national Net Zero emissions target of 2045 alongside many associated policy interventions as articulated in the Scottish Government’s Climate Change Plan update.
- 6.3 In our response, Aberdeen City Council have produced and approved in March 2021 a Climate Change Plan for our assets and operations, as well as advancing on our Citywide climate journey through a Net Zero Vision and associated Route-map, both aligning to the 2045 Net Zero target as well as addressing associated issues of greening our city. In addition, Aberdeen Adapts – Aberdeen’s climate adaptation framework – is being refreshed to account for the emerging risks to the city from the current and future impacts of our changing climate, including more extreme weather events, significantly increased urban heat and so on.
- 6.4 Aberdeen City Council have also approved the signing of the Glasgow Food & Climate Declaration and Edinburgh ‘Biodiversity’ Declaration, in advance of the associated UN Global Climate Conference (COP26) in Glasgow and the UN Global Biodiversity Conference (COP 15) in China, both this year. Our signatories to these declarations are our recognition of the significance of these issues, our international call to action on them, as well as our own commitment to act at a local level through areas we both control and influence, e.g. this CCMP.
- 6.5 Community Planning Aberdeen also recognises and is committed to collective action on the issues of climate and nature through the LOIP and associated structures and projects, such as through targets and projects to address access to and involvement with green spaces, including food growing, climate change mitigation and resilience and managing more land for people AND nature.
- 6.6 The environmental issues of climate and nature are complex, interconnected and inseparable from our economic, social and physical policies and infrastructure. Changes to one affect all others. This interconnectedness has been further exacerbated

and highlighted by the COVID-19 pandemic and societal responses to it. Therefore, our recovery needs to address these issues collectively and holistically, seeking to ensure that objectives and interventions form part of our advancement and not contrary to it, e.g. reducing emissions, not increasing them. At this time, it becomes more critical to ensure associated CCMP objectives are embedded and delivered and CCMP projects

should do everything possible to align with our existing and emerging climate and nature commitments, targets, strategies, policies and plans, e.g. LOIP refresh, Council and City Climate Plans, Food Growing Strategy and the emerging Tree & Woodlands Strategy and Plan and Open Space Audit & Strategy refresh, to name a few.

7 Culture / Tourism

- 7.1 The City of Aberdeen has a rich array of cultural assets including historical buildings, traditional theatres, arts centres, an arena complex, a music hall, libraries, archives, museums and galleries, and a varied programme of cultural events which attracts a growing number of visitors. History and culture are within the top three motivators for overnight visits to Aberdeen and Aberdeenshire, reflecting the importance of these assets and the wider cultural sector to the visitor economy. The top five visitor attractions alone manage to attract over 1.5 million visitors on a yearly basis and the sector makes a significant contribution in terms of GVA to the city's economy, generating approximately £425 million in tourism expenditure in the city.
- 7.2 The Event 365 Programme has been a key component of the City's cultural offering, delivering a host of successful events within the City Centre since 2015. These events have included the Great Aberdeen Run, Tour Series, Spectra - Aberdeen's Festival of Light, Granite Noir, NuArt, Look Again Festival, Aberdeen Jazz Festival, and True North. Looking forward to 2021, Aberdeen City Council are working with Aberdeenshire Council and other regional and national stakeholders to bring the final stage of the 2021 Tour of Britain to the region for the first time, with the grand depart scheduled to take place September 2022.
- 7.3 2018 marked the completion of the major transformation of the Aberdeen Music Hall following a £9m refurbishment, The redevelopment has seen the auditorium restored, two new studios, a café bar, restaurant and full accessibility. The redevelopment garnered the building's operator, Aberdeen Performing Arts, numerous local and national awards and accolades including 'highly commended' by Civic Trust Awards, Community Benefit category of the Royal Institute of Chartered Surveyors Scotland (RICS) awards and 'Business of the Year'.
- 7.4 P&J Live, opened in September 2019, the £333 million complex, delivered by Aberdeen City Council in partnership with Henry Boot Developments, replaced the Aberdeen Exhibition Conference and Centre (AECC) with 48,000 square metres of multi-purpose event space. The development won the RICS Social Impact award and has been recognised for its commitment to sustainability, achieving an excellent rating in BREEAM which is the highest environmental standard possible. Since opening the venue has hosted the prestigious BBC Sports Personality of the year as well as range of international music performers.
- 7.5 This year will also mark the completion of another key Masterplan tourism project, Provost Skene's House is set to reopen as a new visitor attraction after a £3.8 million renovation. Built in the 16th century, Provost Skene's House is one of Aberdeen's few remaining examples of early burgh architecture. The building is set to become the home to a Hall of Heroes, celebrating the achievements of people from the City and North-East who have had an impact globally both historically and in current times.

- 7.6 Aberdeen's Art Gallery is another of the City's key assets, reopening in 2019 following a transformation refurbishment which saw Nick Van Jonker from Hoskins Architects receive the Supreme Award from Glasgow Institute of Architects for the Art Gallery Redevelopment project. Since reopening the Gallery has hosted a number of exhibitions and events, including Martin Parr – Think of Scotland and the BP Portrait Award 2020.
- 7.7 After lockdown restrictions were eased, the Art Gallery reopened to the public on 26 April 2021. The British Art Show opened on 10 July and will run until 10 October. The Show features substantial survey of the best of British art created in the past 5 years with Aberdeen as the only Scottish venue of the 4 touring partners. Hosting this prestigious show was made possible with support from Creative Scotland (approx. £33,000) and the major expansion of exhibition space at the gallery. The national press has highlighted Aberdeen's place on the culture circuit with articles in the Guardian and Telegraph, as well as arts press and Scottish media outlets.
- 7.8 As well as hosting a number of exhibitions and events, the Aberdeen Art Gallery has been awarded a number of prestigious awards, including the Civic Trust Awards "National Panel Special Award" for 2021, which recognises projects that make an outstanding contribution to the quality and appearance of the built environment. Award level schemes demonstrate excellence in architecture or design, whilst being sustainable, accessible and provide a positive civic contribution.
- 7.9 The Art Gallery was awarded joint Museum of the Year Award by the Art Fund in October 2020 and will hold that title until the end of September 2021. This was the first time the award was shared between all 5 finalists in recognition of the challenges of Covid. Prize money of £40,000 has been allocated to a new programme of micro-commissions supporting local creative practitioners, with their commissions entering the city's contemporary art collection.

8 Residential

- 8.1 Delivering good quality housing in the City Centre is an important aspect of any successful city, and this is certainly the case for Aberdeen. Aberdeen is fortunate to have a City Centre of national importance in terms of its architectural heritage and streetscape. This is recognised in its status as a conservation area and in the number of listed buildings within the City Centre. The predominant material used in much of its architecture is locally sourced granite, a material for which Aberdeen is famous.
- 8.2 However, with this incredible heritage comes a number of challenges. Delivering housing within many of these buildings can be difficult and costly. This was recognised in the City Living Study which was commissioned by the Council and identified the cost associated with developments in the City Centre can make them unviable. While steps have been taken to address this, as will be discussed below, costs are not the only challenges.
- 8.3 In addition to this the City Centre is an Air Quality Management Area which generates a number of additional challenges around converting buildings to residential use. The recently approved Low Emission Zone consultation aims to address this and will be an important step in making the City Centre more attractive.
- 8.4 Other developments such as Union Terrace Gardens, the Music Hall and the Art Gallery refurbishment will also improve the attractiveness of the City Centre, but as the recent simulator exercise has shown, the condition of Union Street is still raised as a challenge. The level of traffic and the lack of green spaces compound these challenges, and all of these will need to be addressed.
- 8.5 While transportation is dealt with in Section 11 below, the following are steps and initiatives area being undertaken to address some of the other challenges.
- Developer Obligations and Affordable Housing*
- 8.6 In September 2018 the Council introduced the Affordable Housing Wavier which was to exempt development within a defined boundary around the City Centre from the requirement to provide affordable housing. The provision of affordable housing (25% of the units delivered on a site) was seen as a significant obstacle to developers taking on often expensive and complex developments in the City Centre. This had been highlighted in the City Living Study undertaken as part of the CCMP 2015 as a significant roadblock to development.
- 8.7 At Planning and Development Management Committee on 2 July 2020 the Waiver was extended until 30 June 2022. This was done in recognition of the development that had come forward and the interest shown during that period. It was also recognised that due to COVID it was not possible for many of the developers who had secured permission to bring forward the development in line with the requirements of the Wavier. Nevertheless, a review of the impact of the wavier to date has shown that 15 eligible applications have been submitted for residential development within the city centre since the introduction of the waiver. These

applications include proposals for just under 900 housing units in total. Planning permission has been granted for 13 sites which benefit from the affordable housing enabling the development of just over 670 housing units. Development is noted to have commenced on 6 sites, 4 of these sites have been completed providing 363 housing units. In the context of those numbers, it is clear that the wavier has been a success and extending this should be strongly considered at its review prior to June 2022.

- 8.8 In parallel to this, the Developer Obligations Team Leader, the Planning Service and Corporate Landlord have been working closely with developers across the City Centre to explore development viability. Where a development proposal comes forward which the Council is supportive of and is seen to make a valuable contribution to the City Centre, then the developer obligations required from a development have been reduce or removed. In some cases, independent advice has been sought from the District Valuer.
- 8.9 This approach of waving affordable housing requirements and modifying or removing the developer obligations requirements, as well as providing other funding opportunities such as the CARS scheme, which will be discussed later, shows the commitment of the Council to encouraging development to come forward.

City Centre Living Post-Covid
- 8.10 As part of earlier work around the CCMP the Council commissioned the City Living Study which looked at barriers to development in the City Centre. Many of these are being addressed through the measures mentioned above such as the

Affordable Housing Wavier and working with developers around Developer Obligations. It is recognised however that developers can only bring forward development proposals where there is a market to do so. What the earlier City Living Study did not examine was what the market wants, that is to say what are purchasers looking for. The original study in that context was very focused on developer requirements.

- 8.11 Significant outstanding questions remain, such as would encourage people to live in the City Centre and what are the current roadblocks to providing this. It should also be recognised that in a COVID or even post-COVID world purchasers' priorities are changing. It would appear from a range of market research that additional home working space and access to outdoor space are becoming deciding factors for many perspective purchasers.
- 8.12 Regardless of whether home working becomes the norm, purchasers appear to require the ability to work from home to ensure they are protected. Similarly, access to open space is likely to be as a direct result of the current pandemic.
- 8.13 In light of these changes, work has begun on updating the City Living Study with a stronger focus on what purchasers require, in the context that many of the identified roadblocks from the earlier study around developer requirements, are being addressed.
- 8.14 That said there are still a range of other challenges to developers such volatile and unpredictable market and a materials and skilled tradespeople shortage.

9 Smart City

- 9.1 Officers will work through the Aberdeen Smart Cities partnership to link strategic outcomes to specific themes and technologies identified as part of the City Centre Masterplan review. The Smart City themes include *cleaner and greener, connected communities, technology futures and data & AI*. The partnership includes membership from across public and private sector.
- 9.2 The aim of the Smart Cities partnership is to link project delivery associated with the key themes to the concept of Aberdeen as a living laboratory geared towards driving innovation and attracting inward investment. Specific focus is being placed on working through the universities and schools to establish a career pathway for renewable energy skills ensuring that the City has high quality talent to service commercial demand. In addition, the development of digital and energy backbone initiatives will be used to address the challenges of digital poverty and energy poverty thereby ensuring equality of opportunity and access across the city.

10 Transportation

- 10.1 Key to the successful delivery of the Vision/ CCMP Review will be the ability to enable significant increases in numbers of people to move safely, actively and sustainably to and through the City Centre, to enjoy and participate in the enhanced offer described in the Vision. This means the transport network must be adapted to accommodate the movement of tens of thousands of people every day, whilst at the same time parts of this transport network are transformed into places for people rather than vehicles. This requires a step change in the infrastructure and services.
- 10.2 As a direct result of the Covid pandemic and resulting lockdowns, this City, like many other places across the world, has seen a huge increase in the numbers of people walking and cycling, whilst at the same time a suppression in the demand for public transport due to physical distancing rules, which are gradually easing. Many people as well have seen their home become their workplace. So while general traffic volumes decreased sharply at the start of this pandemic, they have risen to near pre-Covid times, despite the change in working practices. Capturing the positive changes in travel behaviour and supporting more exactly aligns with the CCMP Vision, Net Zero Ambition and LOIP Vision and Economic Context described in para X above.
- 10.3 Since May 2021 a number of developments in transport have taken place which will further support the enhancement and economic vibrancy of the City Centre:
- 10.4 At the meeting of this Committee in June 2021, Members agreed a preferred option for a City Centre Low Emission Zone (LEZ) for public and stakeholder consultation, which is currently underway. It is anticipated that the Council will be in a position to formally declare its LEZ at the end of May 2022, with enforcement commencing from May 2024.
- 10.5 The air quality assessment work undertaken to support the LEZ options appraisal highlighted that a LEZ alone is unlikely to be successful in bringing all locations of air pollution exceedance to within objective limits. To achieve all air quality objectives, some form of city centre traffic restrictions would be required, alongside measures to address tailpipe emissions. For the purposes of LEZ appraisal, all the existing CCMP transport projects were modelled alongside the LEZ, with the Union Street project (restricting traffic on the section of Union Street between Bridge Street and Market Street to bus and taxi only) proving most effective and projected to, when combined with the proposed LEZ, bring all city centre air quality exceedance locations within objective limits. While the 'bus and taxi' only option for Union Street was the scenario modelled in detail, as this was the proposal within the CCMP at that point, additional scenarios (including full pedestrianisation of this section) were also subject to high-level assessment to understand the impacts of these variations. The assessment concluded that the different options for this section of Union Street (from full pedestrianisation to bus and taxi only) all had broadly similar implications on general traffic and air quality, but that further work was required to better understand the impacts of the re-routeing of bus services that would be required under the full pedestrianisation scenario, and the further package that would likely be required to ensure

efficient operation of public transport on surrounding streets. Further work is therefore now underway to identify and test a range of potential interventions in the area around Union Street.

- 10.6 The proposed LEZ boundary deliberately does not include major off street car parks around the City Centre.
- 10.7 The South College Street junction improvement scheme was previously identified as a required enabling measure to support general traffic restrictions on Union Street and supporting bus priority. Phase 1 of the project is due to commence construction in 2022.
- 10.8 The North East Bus Alliance has also been successful in their application to the Scottish Government’s Bus Partnership Fund (BPF) (the subject to a separate report to this Committee) which seeks to deliver the step change necessary in bus based public transport to facilitate the mass movement of people as part of the Council’s Net Zero and Climate Change ambition. The £12,030,000 grant over two financial years will see the delivery of the South College Street Enabling works as described above, the development of the Aberdeen Rapid Transit delivery strategy, and the development of the necessary business cases on the main transport corridors to facilitate bus priority. These business cases will look at opportunities for improving walking and cycling infrastructure and public transport priority to and from the City Centre. Once complete, it is hoped that these studies will form the basis for a capital funding application to the BPF. Delivery of improved active travel and bus priority infrastructure to and from the city centre is anticipated to make these easier and more attractive forms of transport for residents and visitors,

contributing to the general vision of fewer vehicles in the City Centre, and a cleaner, more vibrant area with fewer carbon emissions and improvements in air quality, while also further mitigating any negative efficiency impacts on bus efficiency resulting from any diversion of services from Union Street. One of the business cases is directly looking at the detail of the bus priority measures in the City Centre and this has been accelerated to move in parallel with this CCMP review.

- 10.9 The Scottish Government published the Cleaner Air for Scotland 2 – Towards a Better Place for Everyone on 15th July 2021. This includes a key commitment to reduce car kilometres by 20% by 2030.
- 10.10 Also worth noting is the Scottish Government’s recent announcement of free bus travel for under 22’s from 31 January 2022. This is a significant initiative designed to not only contribute to the above climate change target, but also to support children and young people to achieve their fullest potential by reducing the barriers to learning, work, leisure and social engagement created by transport costs.
- 10.11 In order to ensure that all the above strands of work culminate seamlessly to meet the collective objectives of the CCMP Review and other relevant strands of work as described above, it is recommended that a detailed traffic management plan is developed to incorporate and take into account the following:
- Full pedestrianisation of Union Street from Bridge Street to Market Street

Appendix A: CCMP REVIEW

- Bus Priority, including but not restricted to Bridge Street, Market Street and Guild Street, and associated bus stop access strategy
- Disabled parking spaces
- Taxi ranks
- Servicing needs of affected businesses
- Loading and unloading

This traffic management plan will and associated recommendations for first phases of CCMP delivery will be reported back to November City Growth and Resources Committee.

11 Spaces for People

Current Instruction

11.1 Further to the instruction from City Growth and Resources on 24 June 2021, and the subsequent move to Level 0 of the Scottish Government's Covid route map, work has begun on removing the interventions in George Street, Rosemount and Torry. The future of the remaining interventions, those in the City Centre and at the Beach were to be reported back in the context of the City Centre Masterplan Review (CCMP), specifically those elements of the reviews dealing with Union Street and the Beach.

Health Concerns

11.2 Concern remains from Public Health Grampian and the Scottish Government that the Delta Variant of COVID is seeing a rise in infections across Scotland, and due to this the Scottish Government's move to Level 0 of the Covid route map included maintaining some restrictions. Since the June committee there has been a significant rise in Covid infection rates however by the time of writing this report (late July) this has begun to fall back. At this stage it is difficult to predict where the infection rate will go and more specifically what impact this will have on hospitalisations.

11.3 Vaccination rates by 25 July stood at 82% of adults having their first dose and 61% being fully vaccinated in Aberdeen, this unfortunately is lower than the Grampian average which stood at 88% and 72%, and the Scottish average which stood at 89% and 69%. This lower uptake remains worrying given the importance that is being placed on vaccination in terms of lifting restrictions.

Business Supports

11.4 Since the start of the pandemic supports have been put in place at all levels of government to support businesses. In addition to financial supports the Council has also supported businesses through outside trading by facilitating the erection of outdoor seating areas and marques. These have been extremely popular across the city and have no doubt helped to support businesses and local jobs. A team was brought together through the Spaces for People program which saw the alignment of the necessary consenting regimes as a "one stop shop" for businesses. The widening of footways, the use of parking spaces and the pedestrianisation of a number of streets, have allowed businesses to trade where they would not have been able to do so.

11.5 This outside trading was facilitated by the Scottish Government through temporary waivers of Planning and Building Standards controls which were due to expire in September 2021. On 15 July 2021 the Scottish Government wrote to Local Authorities extending the grace period for temporary structures in the hospitality sector to 31 March 2022. The letter made it clear that it was not expected to extend this period any further, and that businesses therefore have over seven months to plan for their future. While this letter was in relation to Building Standards, it is expected that a similar letter will be issued in relation to planning.

Removal of Spaces for People Interventions.

11.6 The instructions from the previous committees in relation to the temporary measures were clear, that the timing of their removal must be considered in the context of the wider social, environmental, and economic recovery of the city, specifically the

Appendix A: CCMP REVIEW

outcome of the review of the CCMP. Through the public consultation process this would allow the public across the city to have their view on the future of the city centre and the interventions. The outcome of this public consultation was clear, with change being demanded for Union Street and the City Centre. Improvements to the built environment, pedestrianisation and greening of the city centre being the most supported options. This is also reflected in the two clipboard surveys which saw support for the current measures in the city centre extremely high.

- 11.7 The outcome of the LEZ process has also seen a scheme which requires as a minimum, restriction of general traffic on Union Street and some surrounding streets.
- 11.8 Notwithstanding the above, the measures currently in place were only ever temporary and this was made explicitly clear from the outset. However, to undertake wholesale removal at this point only to reintroduce closures as part of the CCMP project would be counterproductive to the transport network, to public health, as we continue to fight COVID, and to the businesses in the city that still rely on them to remain operating.

12 Visioning

12.1 Options and concept design work has been carried out as instructed by Committee in May 2021. The principle aim is to transform our streetscape to encourage people to linger and enjoy the City Centre. Quality of streetscape and Union Street in particular, were key themes repeatedly emerging through the public consultation simulator. The following section provides an outline of the work undertaken since Committee.

12.2 All public realm visioning and design proposals have been developed in order to ensure appropriate pedestrian movement, cycling and active travel, wheeled access, public transport, service access and emergency response access are accommodated as necessary. The following objectives apply to each of the projects:

- Maximise pedestrian space
- Ensure access for all
- Encourage active travel
- Improve air quality
- Incorporate public transport
- Accommodate events, parades, marches etc
- Include appropriate urban greenery
- Maximise the potential of commercial units
- Create permanent space for on street activities such as occasional licenced premises, pop-up shops, markets, street trading
- Include space that facilitates appropriately controlled servicing
- Allow emergency service access to all areas

12.3 The specific areas under review are:

- Union Street Central - Create a pedestrian friendly focal point for the City Centre between Bridge Street and Market Street connecting Union Terrace Gardens and the proposed Aberdeen Market.
- Union Street West - Maximise pedestrian space along the length of Union Street creating appropriate settings for safe on street activity
- Union Street East and the Castlegate - Design an appropriate terminus for Union Street at Castlgate, improving connectivity to the Beach.
- The West End - Ensure an appropriate balance of pedestrian space and safe on street activity.
- Schoolhill, Upperkirkgate and the Belmont Street Zone - Complete the comprehensive design for the Schoolhill area extending the implemented Stage 1 works around the War Memorial and Art Gallery, create a permanent space for in street activities at Upperkirkgate and develop a permanent on street café culture in the Belmont Street area.
- Aberdeen Market Public Realm - focus on wayfinding, spill out of activities from the building, and to develop better links between Union Street and bus/railway stations.

Key Strategic Moves - Setting the Scene

Union Street

A well-used civic connection

- Civic spine connecting key public spaces and beyond
- Respect formality, grandeur and symmetry
- Reimagined as a destination
- Celebrate key buildings along the street
- Bring internalised activity from shopping centres back out onto the street
- Futureproof for change

Castlegate (way)

A revitalised civic square

- An important orientation point - a stage at the head of Union Street and a gateway to the beachfront
- A place for celebration and play

The West End

A growing village quarter

- Offers an alternative pace to Union Street
- A 'sticky' space
- Independent retail area and bohemian residential area
- Shopfront improvement strategy

Upperkirkgate and Schoolhill

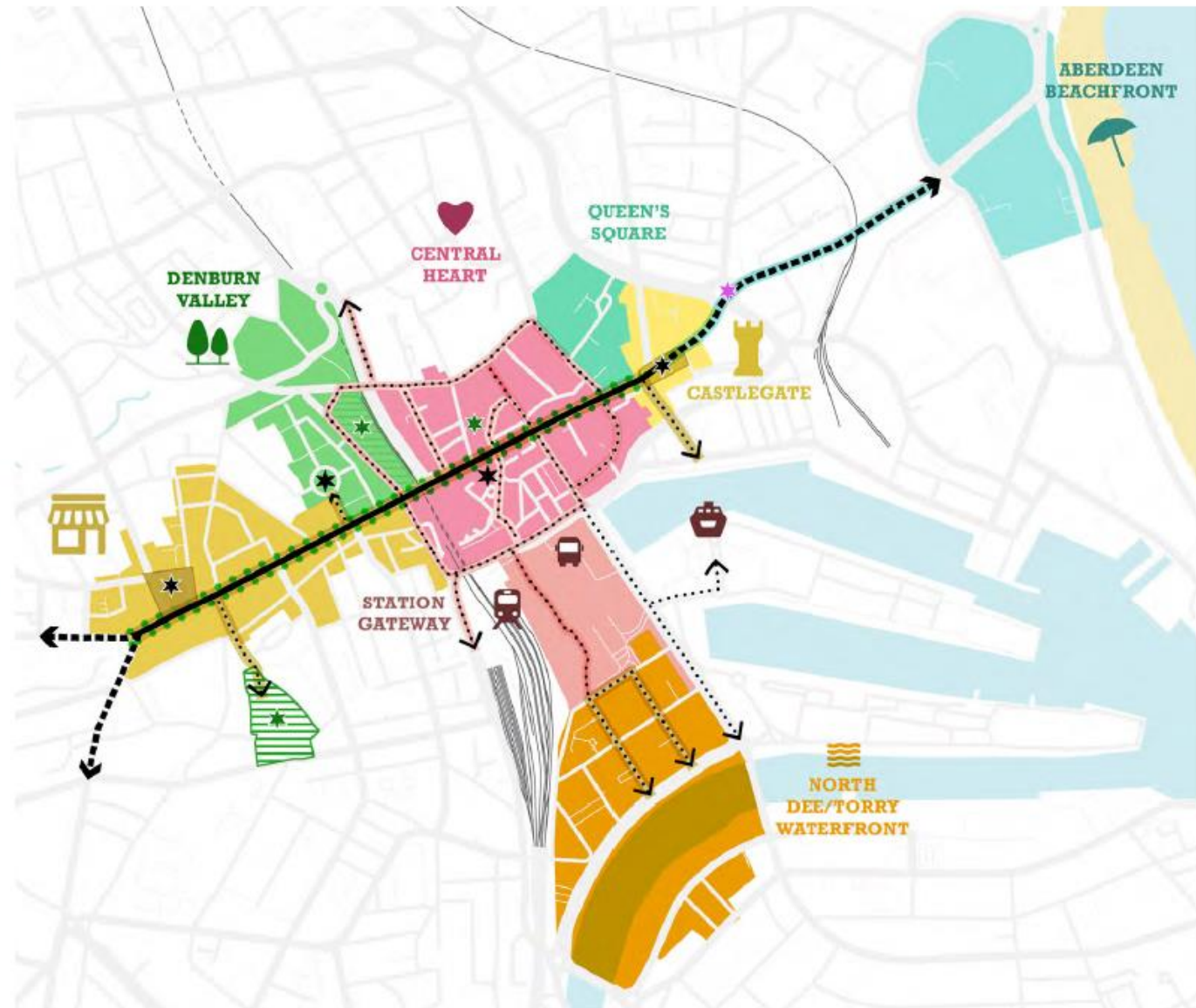
A bustling network of streets and lanes within the Historic Heart

- A safe space for pedestrians and cyclists
- High quality setting to, and transition space between, Art Gallery, Marsohial College, St Nicholas Kirk & Yard, Provost Skenes House and Robert Gordons College
- Informal layout contrasting with formality of Union Street

Aberdeen Market

A new destination

- Improved public realm adjacent to a new retail and leisure destination for the City
- Permeable, safe and accessible allowing people to inhabit and enjoy the surroundings

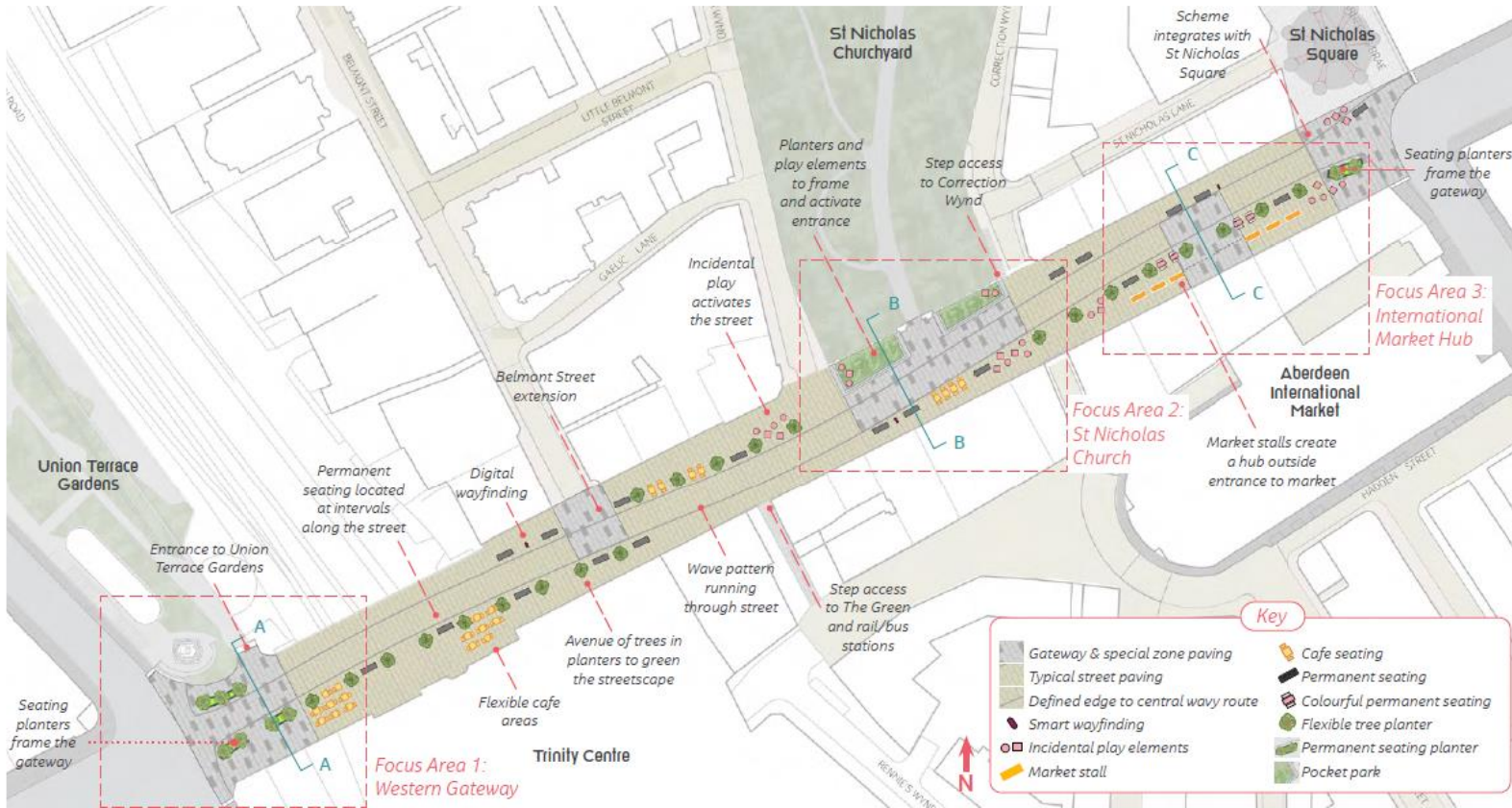


12.4 Union Street Central



Union Street Central with Aberdeen Market

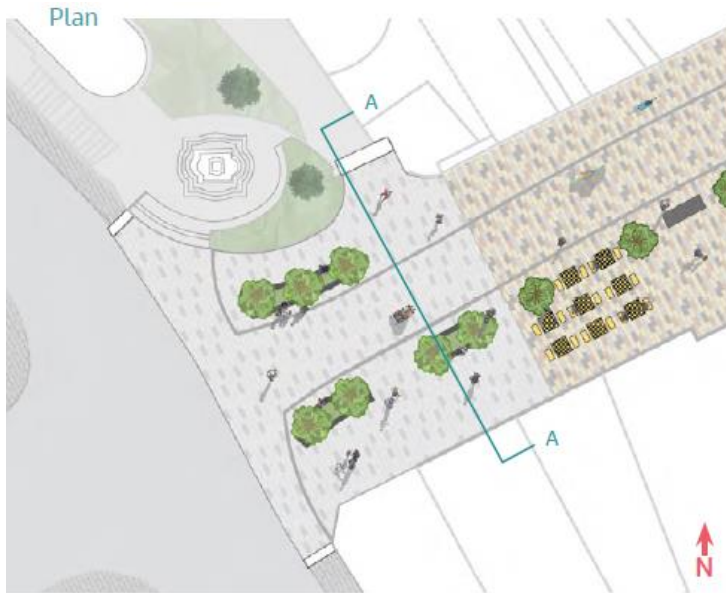
The plan below illustrates the overarching strategy, zoning of programmed spaces and the integration with the surrounding streetscapes. Three focus areas and section locations have been identified : Union Terrace Gardens (Western Gateway), St Nicholas Kirkyard and Aberdeen Market Hub. The streetscape retains a flexible carriageway space running east/west which could accommodate servicing, parades and public transport if necessary. Full stakeholder engagement will be required to determine detail design proposals.



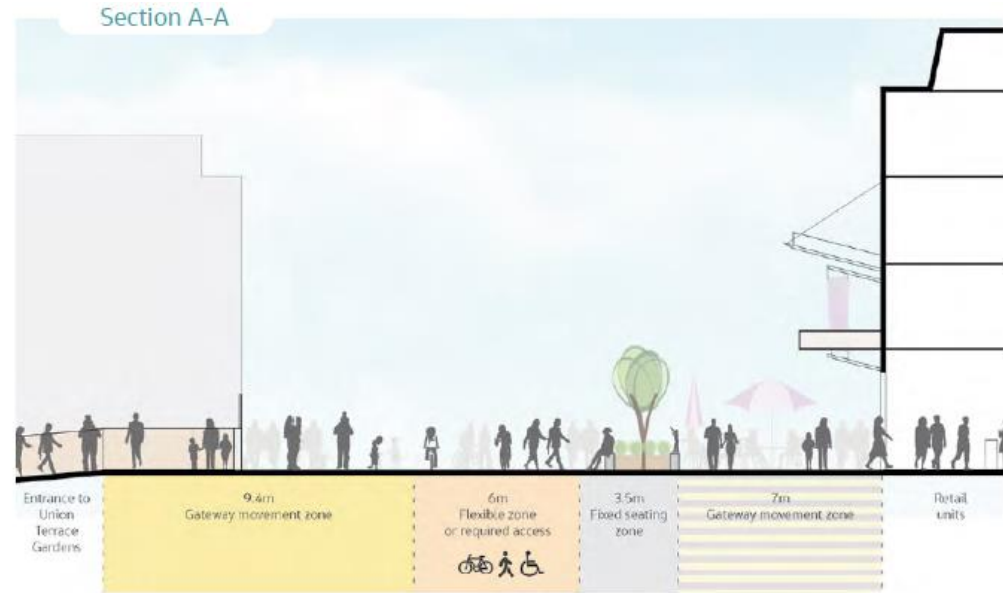
Union Street Central - overall plan

12.4.1 **Western Gateway**

This section develops a stronger relationship and connection between Union Street and Union Terrace Gardens. Planters could highlight the central route through the entrance gateway, providing meeting and seating opportunities as well as greening the entrance, linking to the green space of the Gardens. The grey granite paving highlights a plaza area connecting to the adjacent streets as well as providing additional pedestrian adjacent to the new entrance to Union Terrace Gardens. A wavy route traverses along the street, connecting the various spaces along the way and softening the heart of the City Centre. Cafés could spill out onto the street from the Trinity Centre, helping to enliven the area. Trees in planters flow down the street echoing the wave and proving an edge to the activity zones. A 3m movement zone is located adjacent to the building line and the bridge to allow free pedestrian flow along the street and ensure safe access to shops.

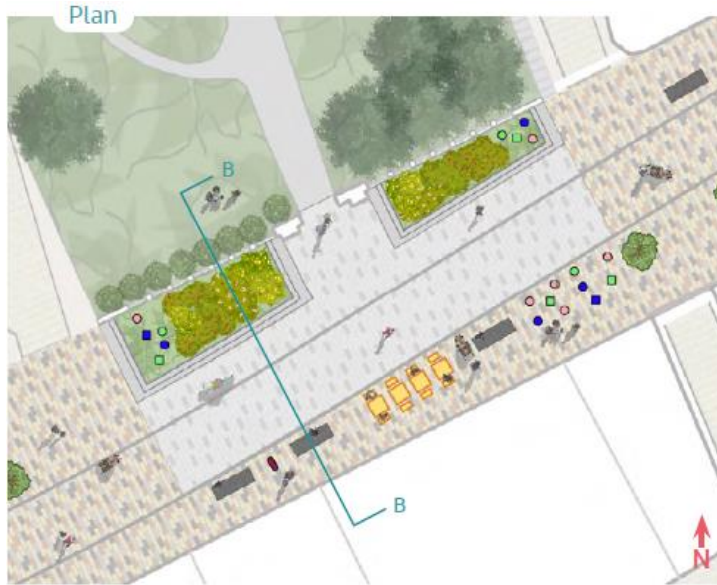


Western Gateway

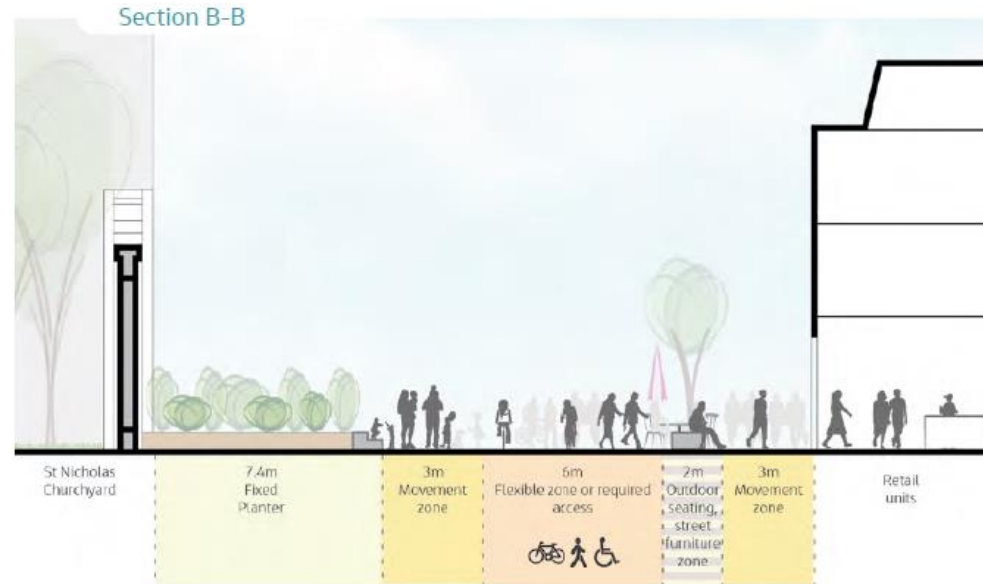


12.4.2 St Nicholas Kirkyard

A green pocket park extends St Nicholas Churchyard into Union Street, providing a breath of fresh air and helping to green the space. Large seating steps surround the green zone, providing areas to linger and rest. The change in paving highlights this space, with the wavy street design providing continuity with the rest of the street. Cafe areas, permanent seating and incidental play sit opposite the pocket park area, activating the south side of the street. Again, a 3m pedestrian movement zone runs parallel to the shops allowing for free movement in and out of the businesses.

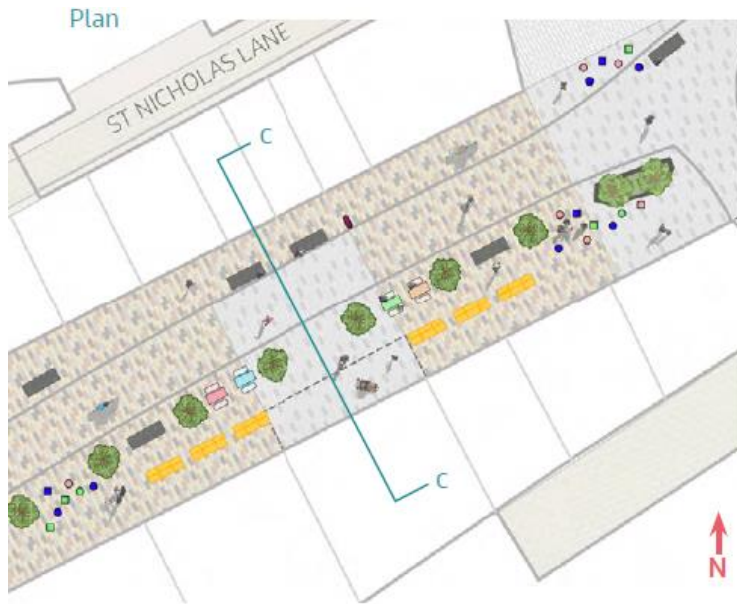


St Nicholas Kirkyard

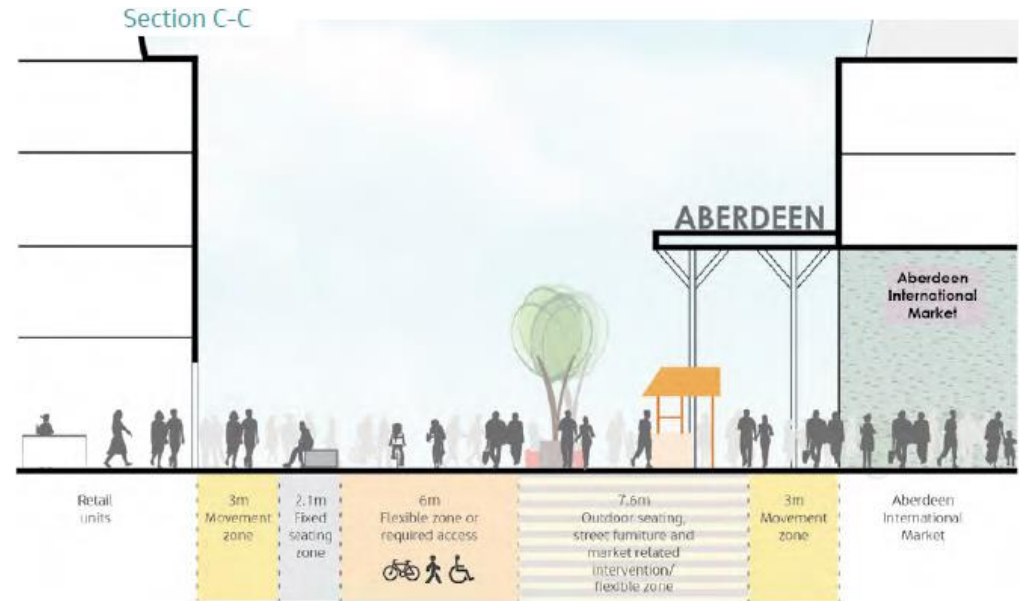


12.4.3 **Aberdeen Market Hub**

This is a highlight of the journey along Union Street, where Aberdeen Market is anticipated to spill onto the street to create a vibrant hub at this end of the boulevard. Tree planters will follow the line of the wavy route, greening up the space, and places to linger are facilitated by permanent seating. The gateway at the east end of the space will be designed to flow seamlessly onto St Nicholas Square and further east along Union Street. The Market extends out onto the streetscape in this focus area, creating a key destination along this route and providing the connectivity under cover to the south and the railway station. Market stalls provide activity during shopping hours, but permanent seating and incidental play elements help to enliven the street at other times. Tree planters follow the wave of the street design linking the street as a whole entity visually. Bespoke, distinctive lighting highlights this part of the street as a focus to the space.



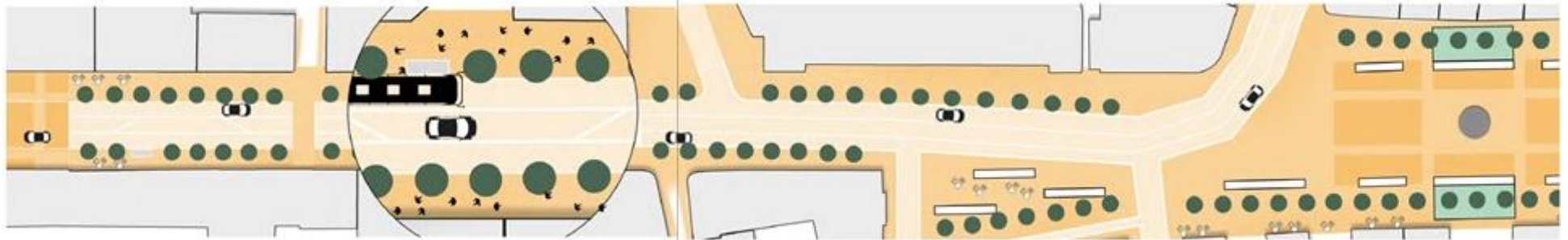
Aberdeen Market Hub





Union Street Central, western gateway

12.5 Union Street East and Castlegate



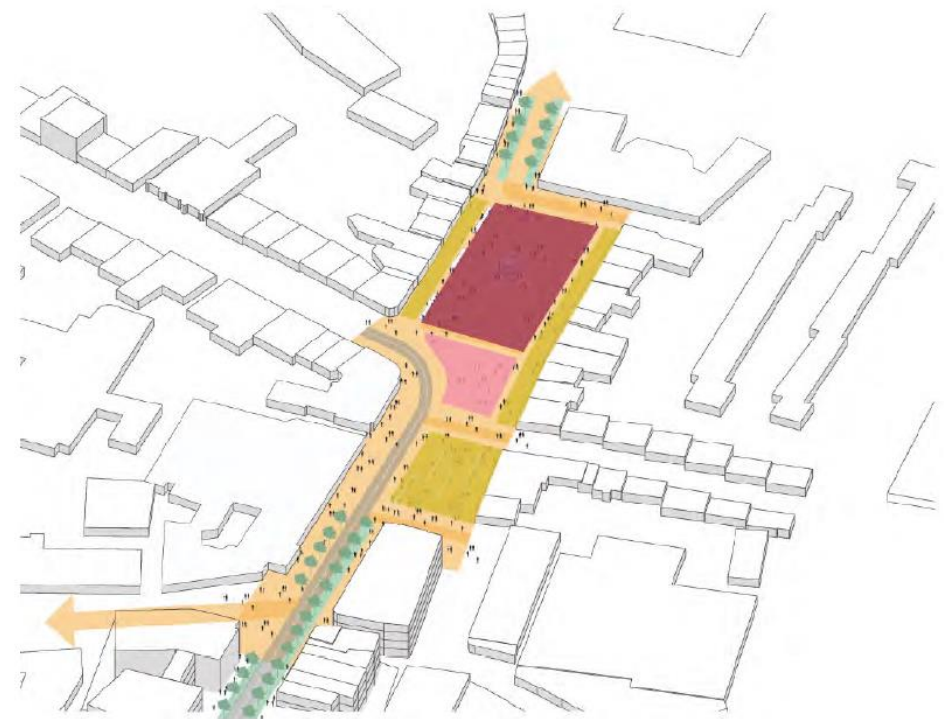
The Visioning exercise for Union Street East and the Castlegate introduces widened footways to increase opportunities for commercial spill-out space, as well as room for access to retail units and window shopping. This would help animate and populate the street, making for a safer and more comfortable walking journey. Trees are introduced to the streetscape, adding grandeur and mitigating against the worst of the weather, whilst providing opportunity for sustainable drainage. Access to public transport and bus stops will require to be carefully placed in the streetscape to ensure both visual identity and ease of access.

At present Castlegate is cut off from Castle Street and the east end of Union Street by the wide carriageway turn into King Street. The result of this is a series of disparate spaces that do not read as a whole or connect together successfully. Pedestrian crossing from one space to another is limited, isolating Castlegate from neighbouring spaces and routes. However, Castlegate is a key node- an important city wayfinding point and potentially a key stop enroute to the beach. It also has greater potential for use for active travel, including cycling, connecting with the Shiprow route to the stations and south. It could also be home to an ebike charging hub. Connecting Castlegate and neighbouring spaces is key to maximising its potential use as a key city space and three possible options have been considered. It is not expected that any particular option should be focussed on at this time –options will form the basis of discussion with key stakeholders.

Castlegate Option 1

This explores resurfacing of Castlegate, as well as surrounding streets, bringing the connecting streets into the space and reducing the dominance of the road carriageway through it.

The main space is hard-surfaced, maximising potential for events.

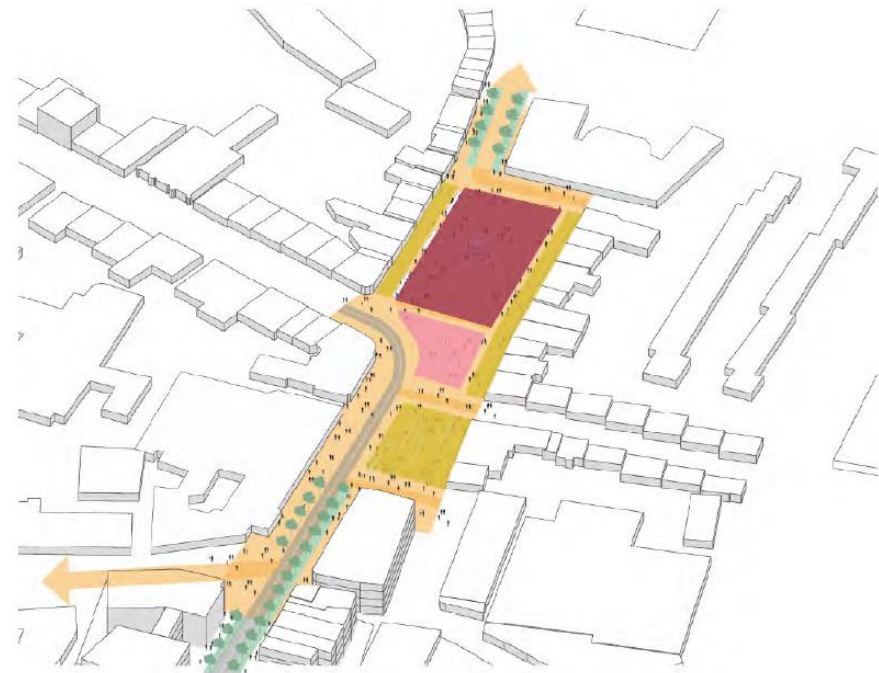


- Commercial spill-out space
- Main events space
- Secondary events space

Option 1 Proposed spaces

Castlegate Option 2

This includes a double row of street trees along the north side of Castlegate, visually connecting to those on Union Street East, drawing people from Union Street through Castlegate towards the Beach. This strong route is maintained even during events. The entire area is resurfaced with high quality paving, and the dominance of the road is reduced. Moveable planters are introduced along the south edge of Castlegate, defining dining areas which can be reduced for events. A large water feature in the spill-out space on Castle Street at Plainstanes draws people across the road at this, the safest point, bringing them into the body of the public realm.



- Commercial spill-out space
- Main events space
- Secondary events space

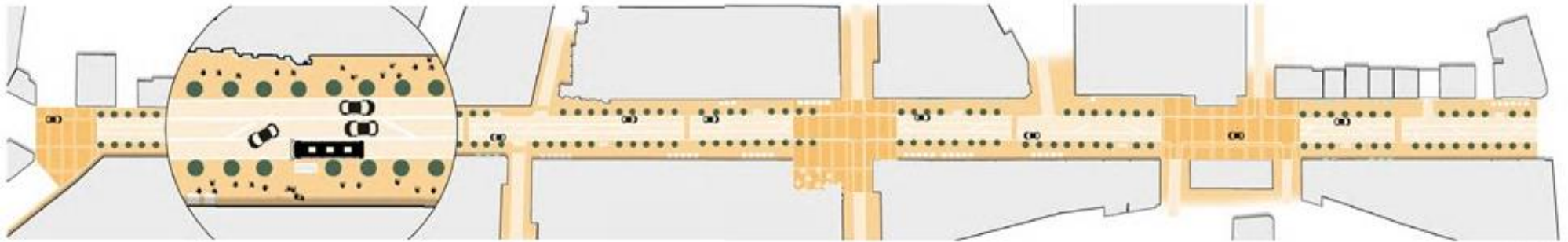
Option 1 Proposed spaces

Castlegate Option 3

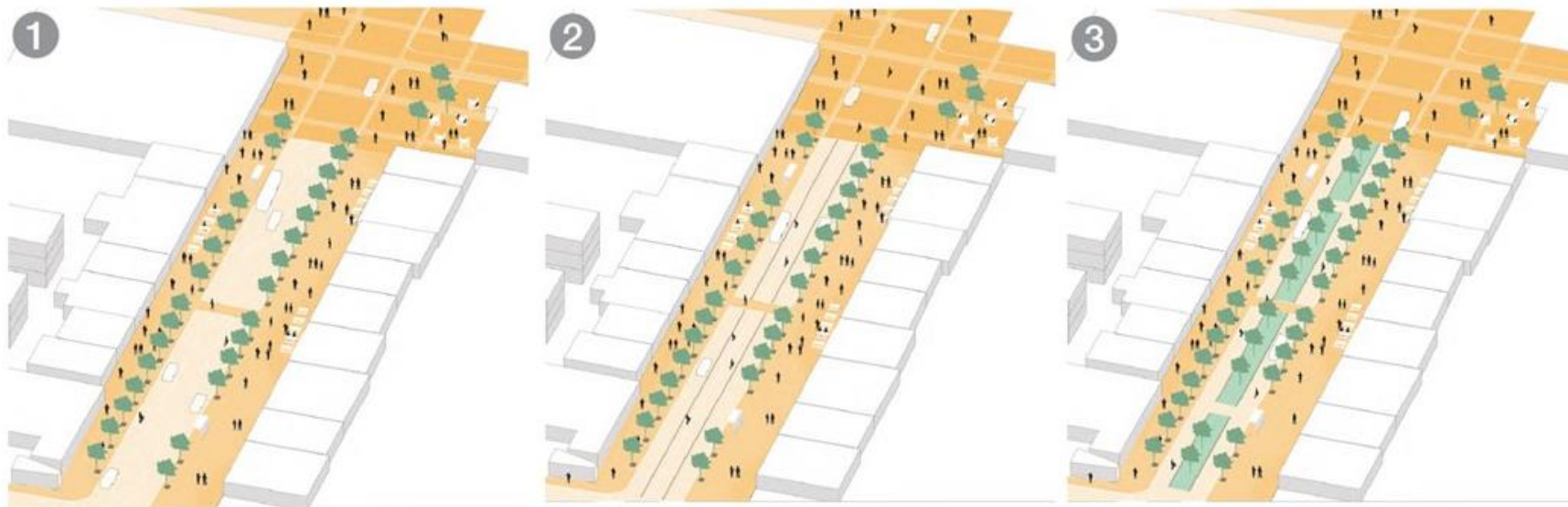
Here street trees define spill-out space on both the west and east sides of Castlegate, also softening the space and bringing down the scale for comfort. Resurfacing is again proposed. Additional street greening can also be seen, framing the Mercat Cross, giving it renewed focus. This ground level greening further softens the space and provides opportunities for sustainable drainage.



12.6 Union Street West

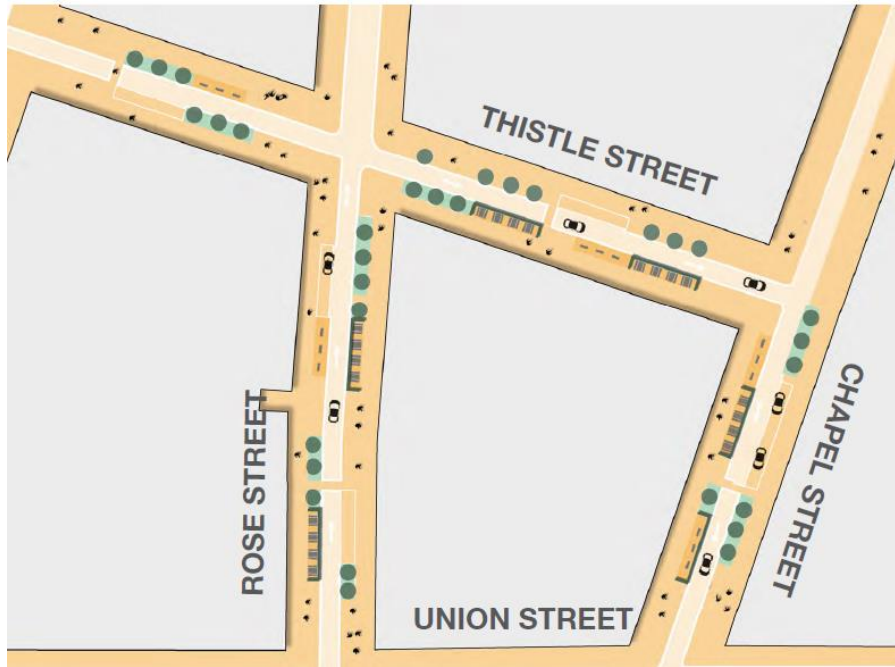


The Visioning exercise for Union Street West looks at widened footways to introduce increased opportunities for commercial spill-out space, as well as room for window shopping, thereby animating the street and making for a safer and more comfortable walk. Trees are introduced to the streetscape, adding grandeur and mitigating against the worst of the weather, whilst providing opportunity for sustainable drainage. Breaks in the tree line can be found in plaza areas. These frame exceptional buildings along the street, bringing them a renewed focus and adding interest to the walk. This would create opportunities for enhanced setting of buildings such as the Music Hall, increasing available pedestrian space where possible. Union Street West also has three indicative options have been proposed in relation to future vehicular movement, including bus filter lanes (1), central cycle lanes (2) and central greening (3).



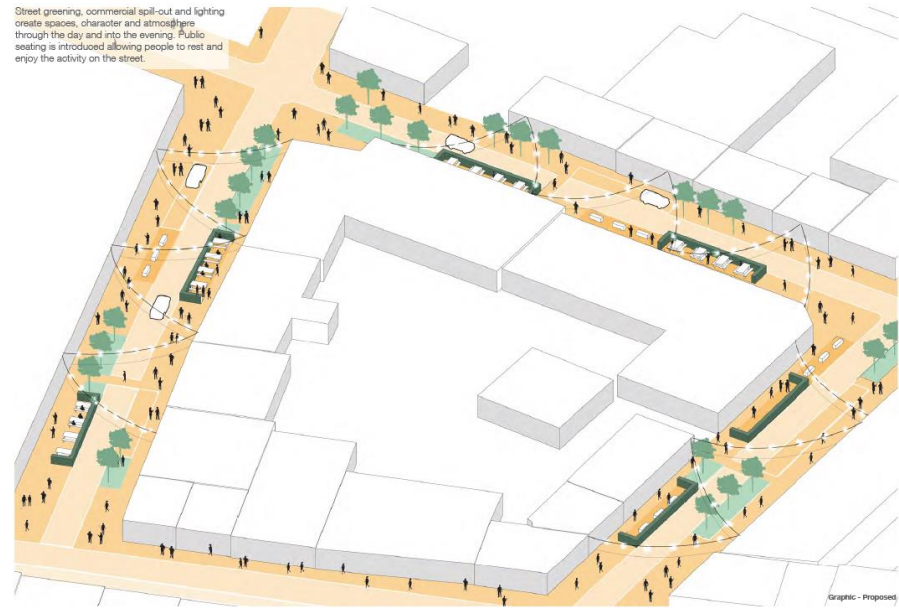
12.7 West End

The Visioning exercise for the West End of Union Street (Rose Street, Thistle Street, Chapel Street) includes street greening, commercial spill-out and lighting create spaces, character and atmosphere through the day and into the evening. Public seating is introduced allowing people to rest and enjoy the activity on the street. Service access, drop off and pick up areas are provided to meet the needs of traders in the area.



Proposed

Street greening, commercial spill-out and lighting create spaces, character and atmosphere through the day and into the evening. Public seating is introduced allowing people to rest and enjoy the activity on the street.



12.8 Schoolhill/Upperkirkgate

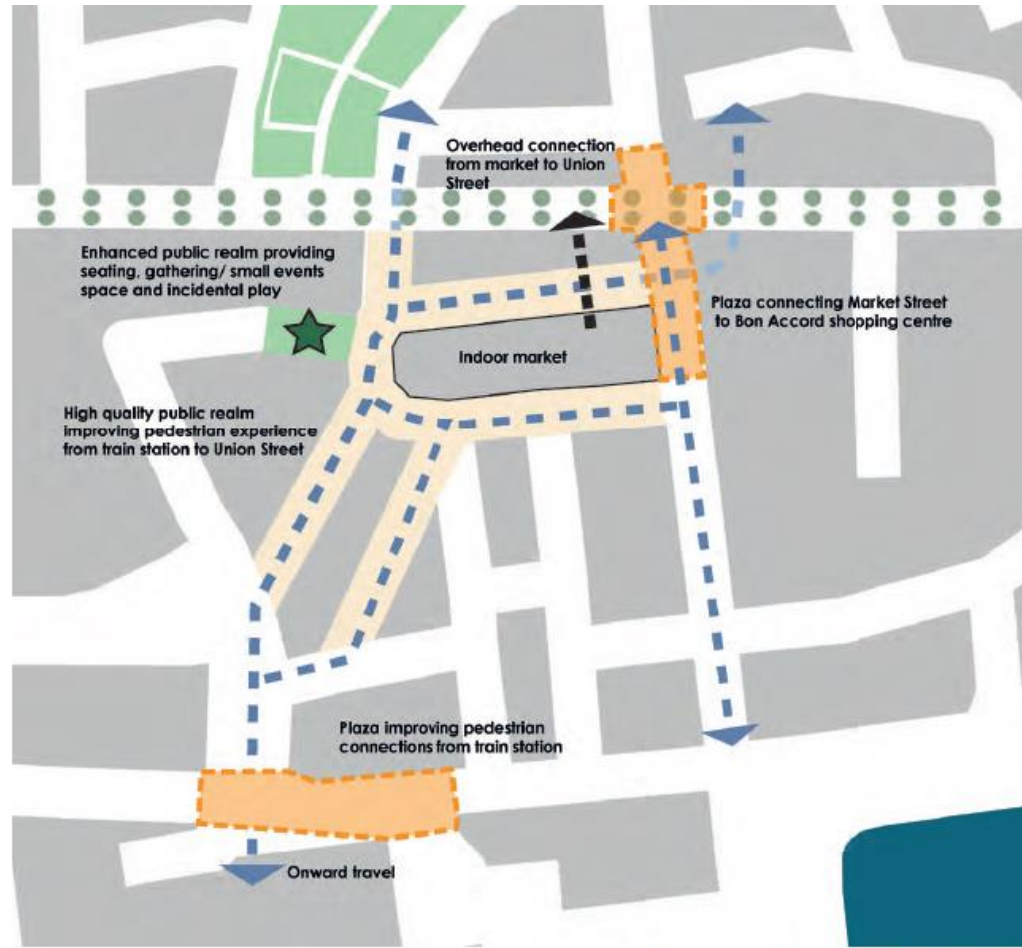
The Visioning exercise for Schoolhill / Upperkirkgate includes widened footways introduce the opportunity for street trees to be introduced, bringing continuity to the streetscape and mitigating against the wind whilst creating a more pleasant microclimate to spend time in. Breaks in the rhythm of the trees are created to key locations. The introduction of tree planting is limited to Schoolhill and Upperkirkgate streetscape, and not extended the Belmont Street, in order to maintain the area's original character. There is an opportunity to install seating outside the Art Gallery

Urban greening would be added to Belmont Street, Back Wynd and Gaelic Lane in the form of planters to define the areas of street activity, providing outdoor seating to food and drink premises and contributing the intimacy and character of the area. The canopies seen from distance, as well as a glimpse of the newly renovated Art Gallery, would act as a wayfinding reference and draw people through the place, improving the north/south connectivity.



12.9 Aberdeen Market

Concept proposals for Aberdeen Market show a low building, referencing the shape of the original brutalist market building, able to be opened up to the air. The vertical connection to the higher Union Street is re-established, with a large opening onto Union Street. Further work is required in developing concept proposals for public realm and connectivity to the south of the Market



Landscape strategy: Aberdeen Market, Merchant Quarter

13 Conclusion and Next Steps

- 13.1 As can be seen from the Review a significant amount of work has been undertaken to demonstrate what may be possible for the future of the City Centre. There are key actions for Aberdeen Market which will be covered under a separate report to City Growth and Resources Committee.
- 13.2 With regard to streetscape design development, it is recommended that Union Street Central be prioritised to move to detailed design and stakeholder engagement to support the development of not only the Market site, but to ensure connectivity to Union Terrace Gardens.
- 13.3 The remaining streetscape visioning works require to be developed further and a full programme of stakeholder engagement, detailed design and delivery is developed in tandem with a detailed traffic management plan incorporating:
- Streetscape changes to Union Street from Bridge Street to Market Street
 - Bus Priority, including but not restricted to Bridge Street, Market Street and Guild Street, and associated bus stop access strategy
 - Disabled parking spaces
 - Taxi ranks
 - Servicing needs of affected businesses
 - Loading and unloading
 - EV charging
- This will also require taking cognisance of existing committed work relating to a City Centre Low Emission Zone (LEZ) and Bus Partnership Fund.
- 13.4 George Street was not included in the current visioning exercises due to the uncertainty during the period from May-August 2021 over the future of the John Lewis building. More certainty and discussion is required with the Bon Accord Centre on their plans. It is therefore recommended that a mini masterplan/appraisal of the area is carried out in light of the John Lewis/Bon Accord Centre ongoing appraisal. This would be subject to its own localised public engagement exercise.
- 13.5 Following the encouraging response from the public consultation simulator, and pending agreement of the recommendations in this report, it is essential that key stakeholder engagement is carried out as design proposals are developed. An extensive stakeholder engagement plan is currently under development and will include, but not be limited to stakeholders identified in section 2.20 above.
- 13.6 Project resources should be directed to those priorities that have been identified in the public engagement process, so the priority will be to develop detailed design work for Union Street streetscape, Belmont Street café culture area and building maintenance in Union Street first. Other workstreams will continue thereafter. A progress update will be presented to City Growth and Resources Committee in November 2021.

14 Consultation Simulator Content and Analysis

14.1 The Table below sets out the content of the Simulator exercise.

Heading	Improvement Project	Further information provided when clicking on the ‘i’ icon	Expected impact
Union Street	Union Street as the heart of the city	Rediscover the central role of Union Street in the life of the city, establish stronger linkages to walk, cycle and wheel around the city centre, and creating a destination not just for shopping but for many different city activities such as leisure and culture.	A place that encourages people to spend more time in the heart of the city and makes Union Street the prime city centre location. Create the conditions to increase active travel links to the rest of the city, leading to a healthier population.
	Pedestrianised central section (Market Street to Bridge Street)	Make permanent the current road closure to balance the place value and movement needs of everyone. Open the area up and create a space which acts as a key central point for the city for socialising, meetings, events, café culture, markets etc. This could be linked to a new market proposal. Include time-limited servicing.	Improved pedestrian environment, improved air quality, stronger pedestrian links between major city centre activities, opportunity for events and on street activities, existing public transport routes reconsidered and rerouted. Economic investment and long-term place certainty should provide commercial stability.
	Widen pavements	Create extra space for people movement, allow on-street trading (café culture) and introduce urban greenery along the length of Union Street from Holburn Junction to Castlegate.	A safe, welcoming, and pleasant environment to encourage more time to be spent in the city centre. Increased space for all users, beneficial to people with disabilities. Improved air quality.
	Remove street clutter	Clear unsightly and out-dated street furniture, unused fixtures, and fittings.	Obstacles removed, streetscape enhanced, beneficial to people with disabilities and to the appearance and character of the area

	Focus on building maintenance and upkeep	Work with building owners to encourage them to take responsibility for the proper maintenance of their buildings on Union Street.	Improved building appearance leading to increased local pride and enhanced marketability.
	More trees, flowers, and green spaces	Street trees and planters where appropriate to liven up spaces and help separate activities.	Soften the urban environment, add visual interest, help address climate change, increase biodiversity, and reduce air pollution.
	More homes and promotion of an urban lifestyle	Provide more homes in the city centre by making better use of upper floors of existing buildings.	Vibrant Union Street with populated buildings and greater activity throughout the day and night.
West End	Street and public realm improvements to Rose Street/Thistle Street/Chapel Street	Create permanent streetscape with widened pavements, planting, lighting and reduce clutter to build on the unique character of the various independent businesses in this area. Include areas for drop off/pick up, service access, provision for taxi rank.	Additional space for people movement to encourage footfall and access to local businesses. The West End becomes its own unique destination.
Schoolhill, Upperkirk-gate and Belmont Street	Pedestrianise the area between Harriet Street and Flourmill Lane.	Make permanent the current temporary road closure to balance the place value and movement needs of everyone and to encourage more people movement and activity. Include additional planting and new areas of seating. Include time-limited servicing.	Benefits of safe people movement for all, support local businesses, improved air quality, reduced traffic noise and create an attractive place that delivers all users. Economic investment and long-term place certainty should provide commercial stability.
	Create a formal public plaza in front of the Art Gallery/Robert Gordon's College (Schoolhill Phase 2 project)	Replace the existing loop road with a pedestrian space that will maintain access to Robert Gordon's College whilst creating the space for outdoor events linked to the Art Gallery. Retain mature trees if possible and invest in a new hard and soft landscape plan with seating etc that makes this an attractive destination. Robert Gordon's College	Enhanced public space for outdoor cafe and events associated with the Art Gallery and Robert Gordons College use. Providing a safer environment for pupils and staff of Robert Gordon's College and an attractive new plaza to their entrance.

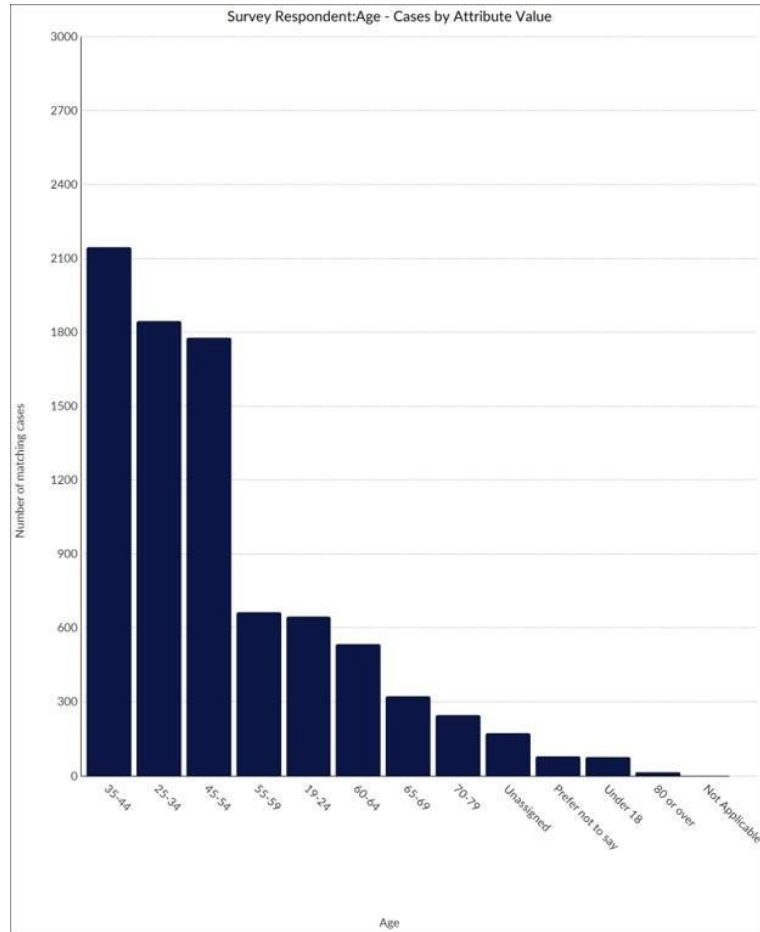
		would retain the vehicular right of way over the space accessing their quadrangle.	
	Focus on building maintenance and upkeep	Work with building owners to encourage them to take the responsibility for the proper maintenance of their buildings in the area.	Improved building appearance leading to increased local pride and enhanced marketability.
	More trees, flowers, and green spaces	Street trees and planters to liven up spaces and help separate activities. Check condition of existing mature trees and prepare a replanting strategy for any which may need to be removed.	Soften the urban environment, add visual interest, help address climate change, increase biodiversity, and reduce air pollution
	Make outdoor café culture in the Belmont Street area permanent (We should add a map)	Create permanent spaces for outdoor cafés on-street in Belmont Street, Little Belmont Street, Gaelic Lane and Back Wynd. Ensure appropriate service access is timed and essential access to businesses is maintained. Introduce permanent on-street canopies, tables and chairs that follow the same cohesive design across the area.	Builds on the outdoor café culture that has emerged over the last year providing future proofed space for businesses. Creates space in favour of pedestrians and encourages footfall.
Castlegate	Public space	Redesign the street surface of the Castlegate.	Ease of access for all on new surface, encouraging greater connectivity to the Beach from the city centre.
	Making more of the space	Enhance activity in the space by including an events programme, lighting, street trees, external space for surrounding businesses to occupy, enhance the lanes and vennels.	Make the space more active, encourage movement access to businesses and host events.
	Improving the connection to the Beach	Develop clear wayfinding and connections to the Beach that are safe, inviting, and easy to navigate. Consider all options, with the pedestrian and active travel being the priority. Public transport options to be reconsidered.	Better connection to the Beach, encouraging walking, cycling and wheeled access to and from the city centre. Reconsider public transport opportunities.

	Travel and Mobility Hub	Develop a public transport hub and consider wide ranging public transport options.	Improved access to the city centre and beach for everyone, with a clear point of drop off/pick up.
Beach Public Spaces	Pedestrian priority on the Beach Esplanade	Improve pavements, landscaping, planting, and lighting.	Create the conditions to encourage pedestrian movement and increase active travel links to the rest of the city, leading to a healthier population.
	Improve connections to the City Centre	Improve links to the City Centre along the Beach Boulevard between the Castlegate and the Beach to encourage pedestrian and active travel movement. Consider wide ranging public transport options.	Encourages active travel between the city centre and the Beach
Beach Sports & Leisure	Enhance the range of extreme sports	Enhance the outdoor extreme sports facility with external bmx/mountain bike track.	Providing a range of new facilities complementary to successful existing facilities will result in greater use of the Beachfront area and encourage repeat visits.
	Location for a new stadium	Locate a new football stadium in the Beach area.	
	Create a winter sports centre with dry ski slope	Enhance the existing ice rink and introduce a dry ski slope to create a winter sports centre.	
	Develop a water sports centre	Develop a water sports centre that could include flumes and be linked to surfing school and beach waterfront activity.	
	Create a cycle network for active leisure	Create a cycle network for active leisure.	
	Accessible walking connections	Create an accessible for all pedestrian network connecting all activities	

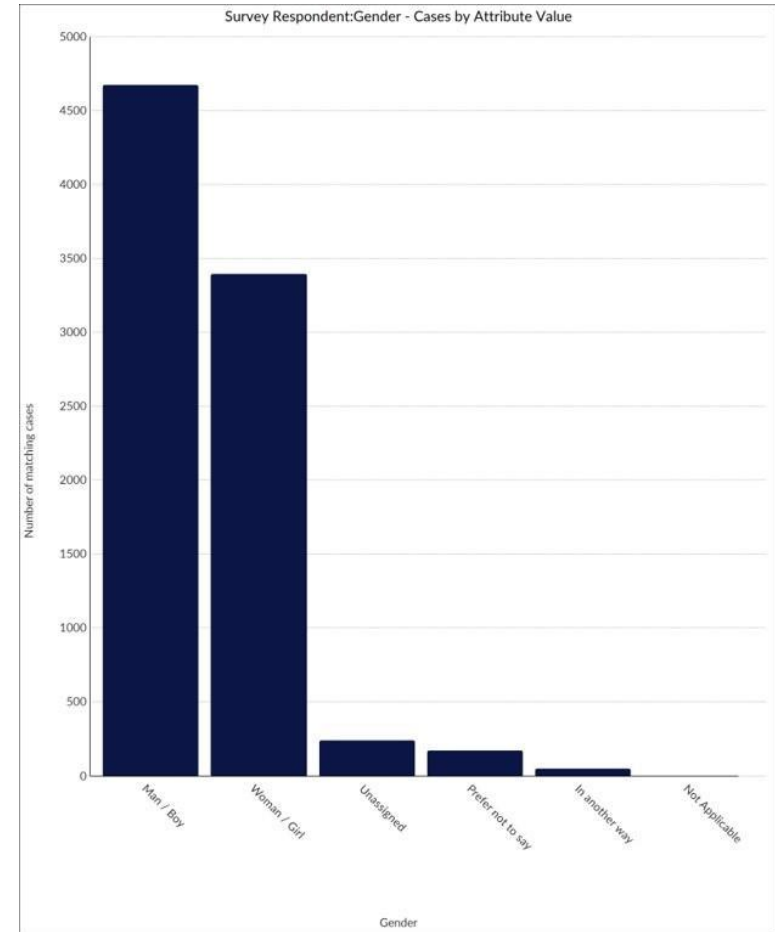
Appendix A: CCMP REVIEW

	Develop an online 'eSports' participation venue	Develop an online sports participation venue.	
	Create a new public park	Create a new public park, introduce land art, lighting, play equipment, seating, appropriate planting.	
Beach Ballroom	Enhance the public space around the Beach Ballroom entrance	Improve the entrance area and setting of the Ballroom.	Enables easier access for events and celebrate the Ballroom as a special feature at the Beach
	Increase activity and events programme	Develop an enhanced programme of events to take place in the Ballroom which could include dancing, concerts, eSports, corporate hospitality, and other events.	Use of the building all year round and linked to other activities at the Beach

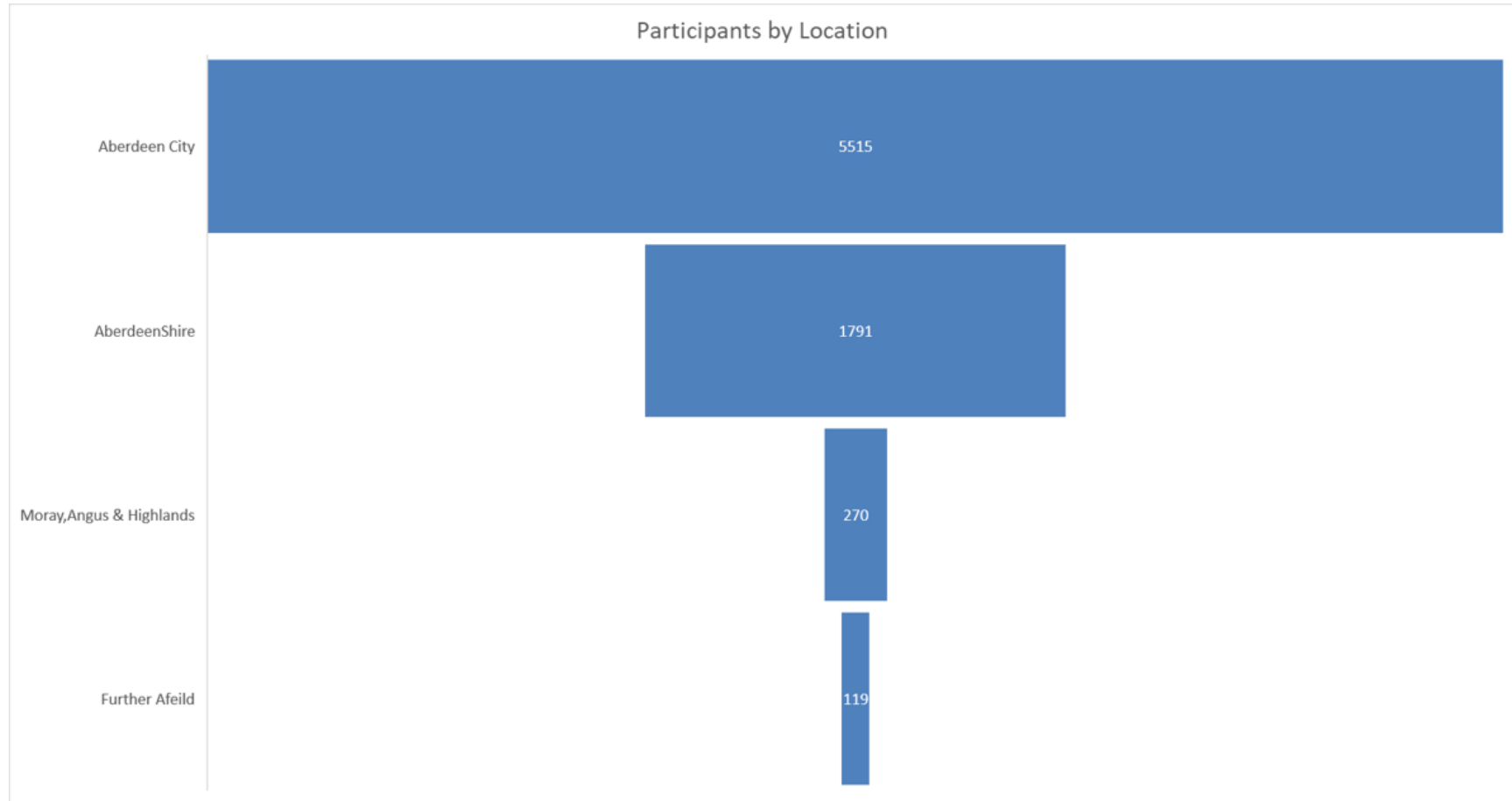
14.2 Demographic Data: Survey Respondents by Age



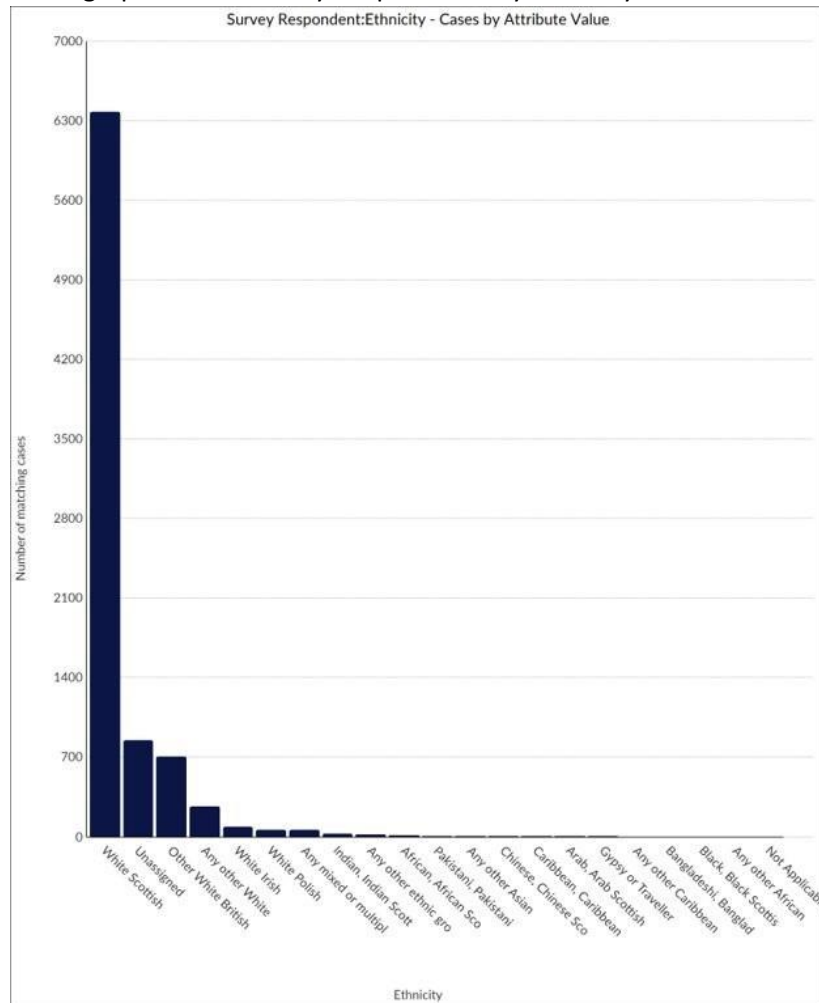
14.3 Demographic Data: Survey Respondents by Gender



14.4 Demographic Data: Survey Respondents by Locality

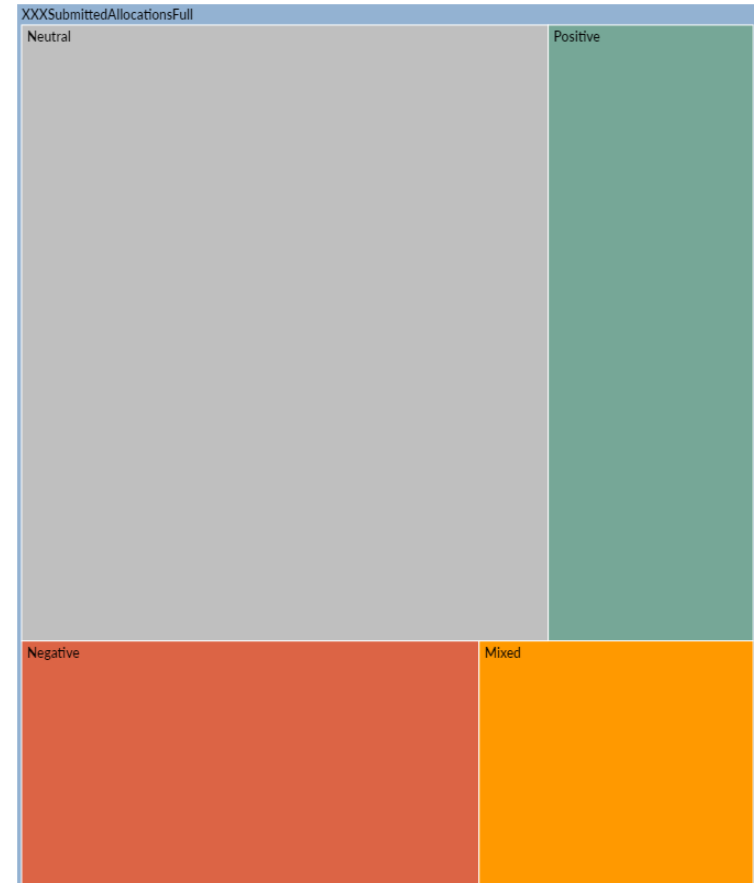


14.5 Demographic Data: Survey Respondents by Ethnicity



14.6 Sentiment Analysis

The text analysis software analysed comments for sentiment, determining whether the comment was negative, positive, mixed or neutral.



Appendix A: CCMP REVIEW

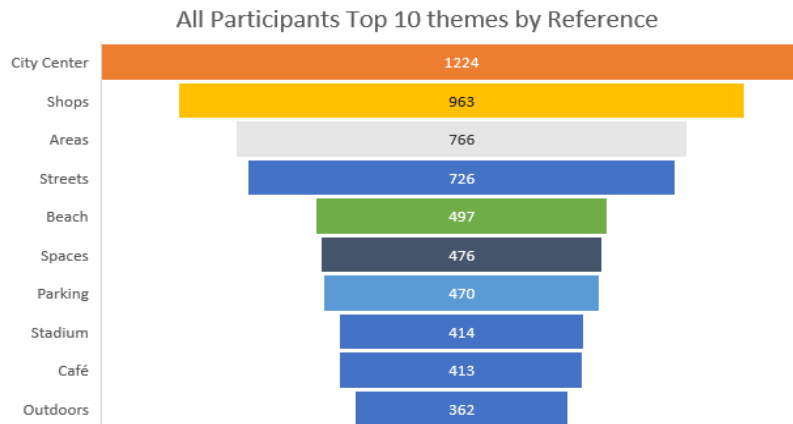
14.7 Simulator Reference Themes

14.8 Due to the considerable number of comments made via free text comments boxes, NVIVO software has been used to provide a high-level summary of the key issues and ‘reference themes’ which were highlighted through the free text comments boxes.

14.9 831 final and over 20,000 category comments were made using text comments boxes. Text analysis software was used to analyse these resulting in 26 main themes emerging with 10,000 associated codes and over 120,000 references across comments made. The analysis software was used to generate a high-level summary of the key themes

14.10 The main themes which emerged from the comments based on **all** participants were: (1) City centre (2) Shops (3) Areas (4) Streets (5) Beach (6) Spaces (7) Parking (8) Football & Stadium (9) Café (10) Outdoors.

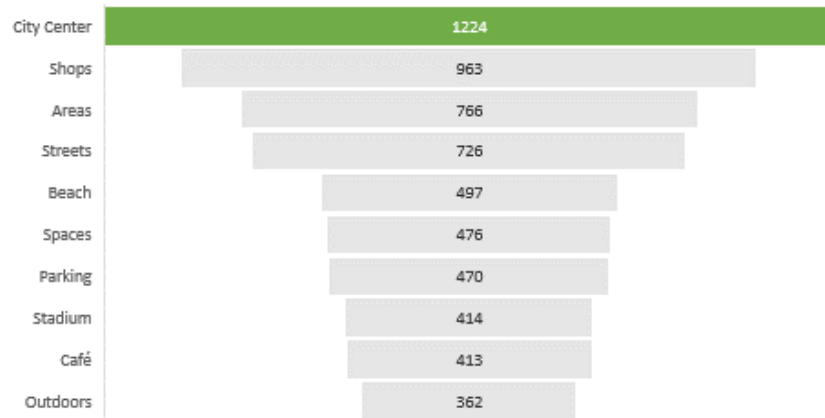
14.11 Some example comments in relation to the reference themes identified have been presented in the following pages, as way of a definition and/or illustration of what is meant by the theme. Note that the meaning of the themes is determined by how the simulator contextualised the priorities and how that context was interpreted by the participant. This has the advantage of reducing researcher bias when establishing the themes.



CITY CENTRE

SOME COMMENTS

All Participants Top 10 themes by Reference



"The cost and frequency of public transport from my local area into the city centre is off-putting and I refuse to pay such high prices to park in town during the weekday.

I leave my car to the west of Anderson Drive and walk into the city centre from there, but many do not have that option.

Allowing buskers to busk on the pedestrianised part of union street would spread some much needed cheer in the town centre.

I was so sad to see the flat development up at Rubislaw as a water filled quarry like that could be such a cool water sports venue but instead will be a soulless development and add to increase empty flats city centre.

Keeping match day revenue in the city whilst leaving the area at the beach to be used for other attractions to bring more people into the area, such as an activity centre and public parks perhaps.

Building on Aberdeen's craft beer successes to market as a destination city for beer lovers.

Free car parking city centre and more parking spaces at beach.

If smaller businesses were supported in the city centre so there's less empty building "to let"

City centre needs local people selling their stuff, city centre trails for family's to do.

The whole city centre is run down an untidy.

Improved amenities, seating areas, improved transport to/from city centre, would bring more people into the city centre

I think the castlegate/union st needs more of a cafe/bar culture with outdoor areas, similar to what you would find in other European cities.

If people live in the city centre they spend in the city centre.

The surrounding areas (including the beach) must do more to promote the overall city landscape and strategy and this comes in the form of selling points, i.e. new museums, attractions that promote the north east, bold plans for new sporting and leisure facilities, ease of access for all including improvements for people with disabilities and to make it easy for small business to thrive in the city (lowering rents) for these business only.

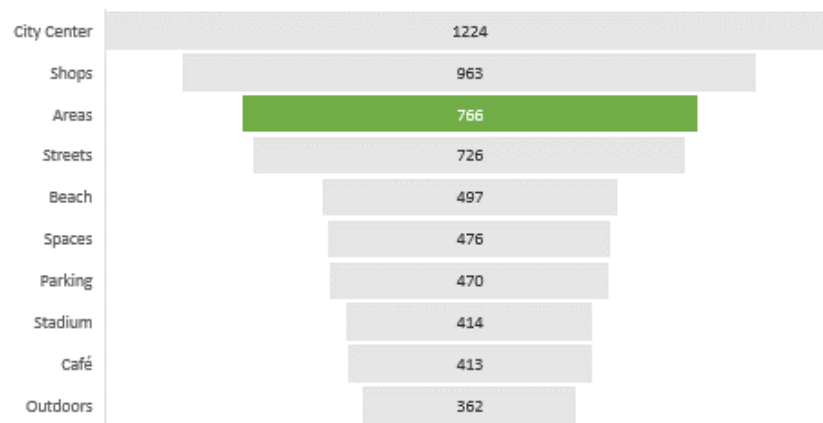
A vibrant and varied cultural programme is the key to recovery in the city centre.

There should be a greater sense of Aberdeen as a pedestrianised city; this would make it more attractive to tourists and visitors from the wider region."

A R E A S

S O M E
C O M M E N T S

All Participants Top 10 themes by Reference



"Using area for new Aberdeen stadium seems a great solution

Too many e-cigarette , mobile phone, cheap outlet shops which is not portraying Union Street as a high profile area.

The West End isn't currently a "Destination" within the city, it is a place to pass through on the way to other genuine destination areas.

Cars continue to use what are supposedly pedestrianised areas, especially in the evening for fast food pick ups - the area needs to be clearly pedestrianised and not a half way house.

There should be a bran new facility built that will attract people from far and wide, with enhanced slides, wet play area for children..

Change or make safe walking for people using the castlegate area.

I think the beach is okay but would like the road open both ways at the cafe area as the traffic builds up on the one way system.

Park with toilets and a cafe area.

LOVE the cafe culture and outdoor seating areas of Belmont street.

Fairy lights over the whole are at night and evening restaurants with outdoor areas would be amazing.

Union street used to be such a thriving area and was always full of people and shops its current state is disheartening and disappointing.

Seems to be working fine as it is just now and much more people friendly, additional seating in pedestrian areas would be a benefit.

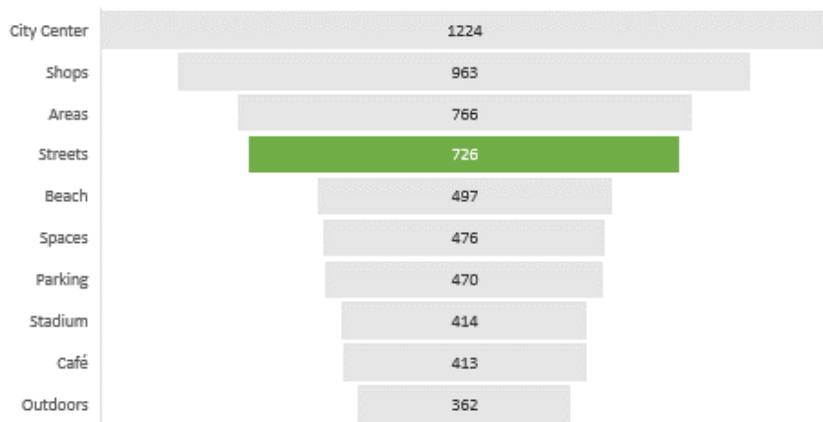
Shops are not the only answer and the council must consider other attractions that make the surrounding areas not only attractive to Aberdeen's citizens but people around Scotland because Aberdeen, as of now, has virtually no unique selling point.

Covid has made people appreciate space, so there is huge potential to capitalise on the width of Union Street as a pedestrianised area, with more space for pavement cafés, booths, etc. I would like to see as much of Union Street pedestrianised as possible."

STREETS

S O M E
C O M M E N T S

All Participants Top 10 themes by Reference



"Appreciate it is a wider UK issue but it does concern me the number of undesirable people on Union Street, street beggars an issue, but more the people who can be loud, aggressive and look like they are on something.

Focus on the area between market street and union terrace first, pedestrianised the road and encourage unique retail traders into this area and move solicitors/cash exchange/pawn shops to either end of union street.

Keeping the city centre clean and welcoming with clean streets, pavements, and more shops with an emphasis on local businesses.

Less charity shops, less e-cig shops and much less bookmakers, makes the area tacky, need to do something about drunks and drug addicts at St Nicholas Street and top of Market Street its not a great sight for new visitors, market street needs fixed an extra lane in as Q's turning into Union Square is a major safety concern.

John Lewis :(
Less vaping shops on union street
Public loos at beach
Public loos along union Street
Maybe a beach shuttle bus from castlegate?

The beach need a revamp more street cafes an stalls

Personally I would not approve any more shopping centres or extensions, lower business rates for new entrants to union street and try to be decerning on type of outlets approved, less tacky shops/ betting shops etc

Union Street is a shadow of its prime, its a horrible dirty street now with poor quality shops and restaurants.

Space to walk around, street cafes, bars and food outlets, local produce stalls, plenty seating, greenery, artwork.

A good clean union street with lots of seating and cafe culture

Easy and cheaper parking, or connection with buses, union street pedestrian, more local and small shops, remove the bet shops and pound shops.

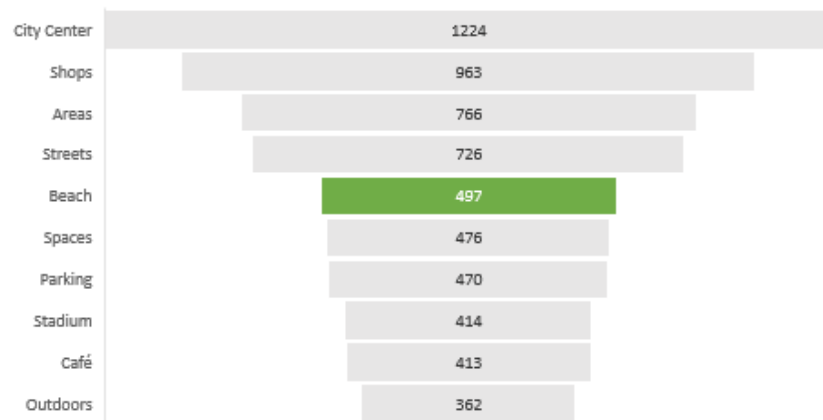
Union street is finished as a retail attraction what with union square etc so consider adapting Union street buildings to a mix of smart residential/holiday apartments particularly in the area close to union terrace gardens which would attract restaurants back to this are of Aberdeen.

Ban buses and cars on union street."

BEACH

**S O M E
C O M M E N T S**

All Participants Top 10 themes by Reference



"I travel frequently to The Hague in the Netherlands, they make such good use of the beach area in summer with pop-up restaurants and bars that are housed in cabins that are erected on the beach each year.

An improved beach location including pop up bars & restaurants.

Pedestrianise beach area in front of cafes.

the city needs to be different, we have a mass of land from the bridge of don to the beach ballroom owned majority by the people of aberdeen and its used as a golf course!

now just lets say there was a bigger beach complex with more to do more hotels even, more cafes, watersport facilities a place to launch small craft for free, ie jet skis, small fishing boats, an area for small fishing boats to dock, the seafront can and should be the making of this city.

Better walking links and better maintenance and appearance of the beach areas.

Definitely not moving a football stadium into the beach area.

Cafes, music, beach activities, beach huts, playgrounds for the kids.

Look how well the backyard beach collective and the market in Bon accord centre are doing.

The beach is Aberdeen FC home and on match days pre covid the beach area is buzzing.

Better beach facilities (esp toilets and access)
Bring back the esplanade bike lanes.

Modernisation of Toilets and Shower facilities along the length of the beach, A sports hub creation for water sports and other beach sports.

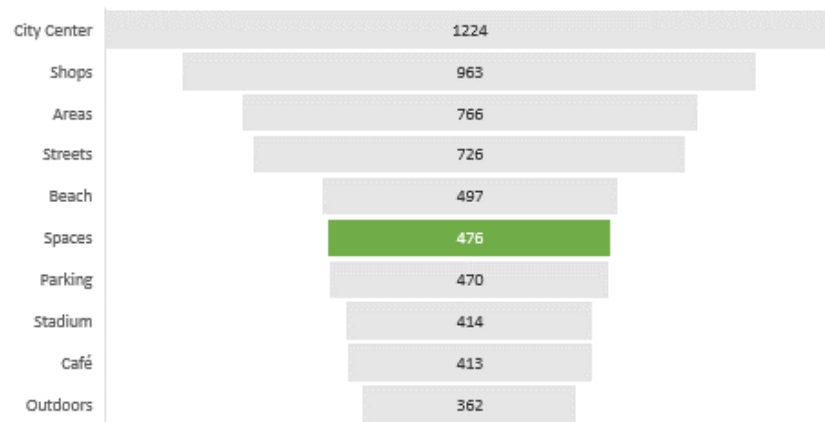
The beach area is fine as it is and doesn't really need anything done to it.

Union Street should be the jewel in Aberdeen along with the beach area".

S P A C E S

S O M E C O M M E N T S

All Participants Top 10 themes by Reference



"Union Street is in rapid decline, restore some pride by making it an attractive space not through gazebos, betting shops, charity shops and fast food outlets.

However, it is a transient space serving too few people.

My priority for the beach public spaces would be to contain any development or additional facilities to the more commercial end (with the cafes, funfair etc) so as to protect the quieter, natural character and connection with nature offered by the stretch of beach from Don Mouth to the Links Leisure Centre / beach ballroom.

Provide more green space in the city.

There should be an increase in green space.

Ugly neglected space, unsavoury influences present at any time.

Perhaps open up access to boulevard - otherwise it's a "dead" space area

Public land and free space, stadium should remain where it is - not rebuilt on public land at the Beach.

The outdoor space would be perfect for cafes, coffee stands and meeting places.

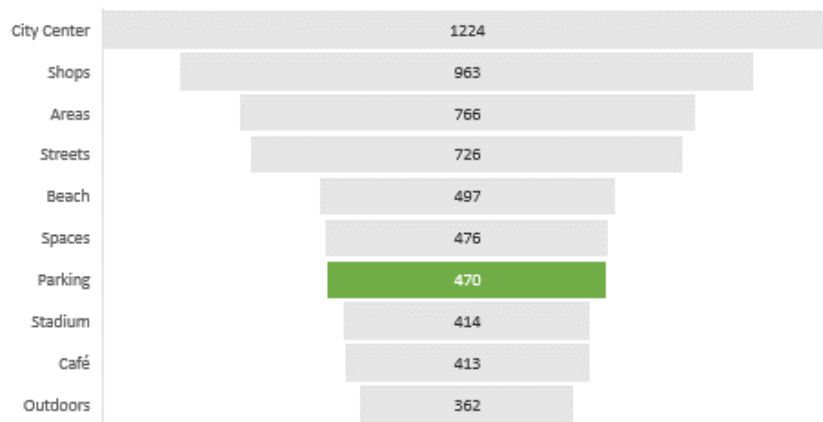
Offer incentives and rate decreases to encourage new businesses to occupy vacant space and increase footfall.

There is a beautiful square that we could use to have more outdoors spaces like terraces, markets, etc"

PARKING

SOME COMMENTS

All Participants Top 10 themes by Reference



*Shops, Bars/ gym, restaurants, increased parking, shops

Free parking in the city centre.

A huge attraction would be the ability to park cheaply & easily to shop in the city centre - the recent trend of discouraging cars has meant people will not come into the centre - this cannot be ignored as many people live out with the city centre and already pay to run a car and are not willing to then spend a fortune on public transport to come in - they want the convenience to do this - many of us live in the shire and have to drive over half an hour to come to the city to be met with frustration at not being able to park + large parking fees.

Unique shops and affordable parking within walking distance to centre of town.

Easier connections and better pedestrian access from one to the other, looking at possible parking options so getting from one to the other may benefit and encourage people to utilise both areas from city centre down to beach front.

Free parking in city centre and more places to sit outside for lunch etc

There has to be available parking, cycling and public transport links though.

Cheaper parking options, vehicle friendly access.

We tend to go to Montrose Beach or Arbroath as the park facilities are better for children, the children love the paddling pool's.

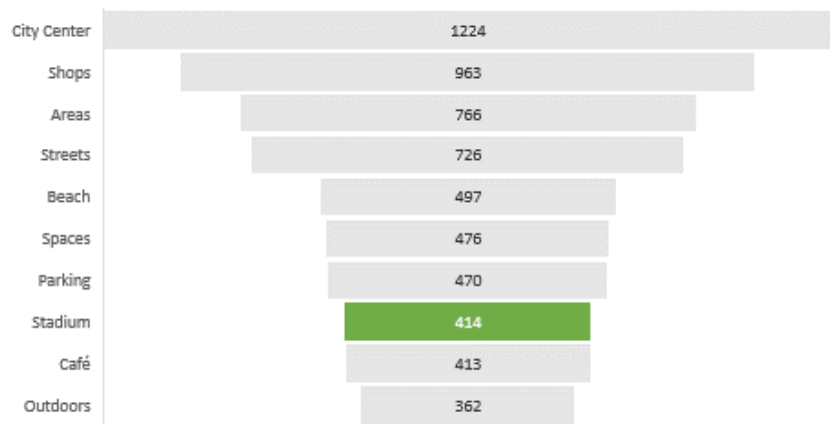
Need free evening parking to attract people to visit centre in evening

More convenient parking and reduction in parking charges...it's a simple fact that we still need to use cars so accept it and encourage more people into the city without making it difficult.

FOOTBALL & STADIUM

**S O M E
C O M M E N T S**

All Participants Top 10 themes by Reference



"The existing stadium and support hasn't shown any reason why the council should spend public money on supporting the bid for and building of a new one.

Build a new football stadium, help keep the club in the city, the hospitality sector needs the fans just as much as the club itself.

Keeping Pittodrie stadium in the heart of the city should be a top priority.

This is a one time opportunity to keep that and if it's lost I feel the damage to the city centre traders will be immeasurable and with the changing face of the oil industry and how that may or may not impact on people's lives in the city at least the security of football fans spending money in the city would at least be some form of guaranteed income for traders for the next 100 years.

My thing is the beach is the place the local folk love to go to times have changed with Covid and I think this will be permanent so looking to the future generation the beach needs to be the big attraction for locals and holidaymakers alike plenty to do down there it's going to be changed times we certainly don't need a blot on the landscape with a football stadium more actives for everyone make a holiday destination to be proud of

Anything to make the beach more attractive to visitors and locals is a sensible idea football can move out of city centre if they need a bigger stadium the beach needs to make its self the ideal place a holidaymaker would want to go to with there children not forgetting the local folk too

Keep the football stadium in the city and in the new proposed new location is vital for local businesses, football supports access to the stadium and ensuring the club remains at the heart of the city in everything it does, rather than being on the outskirts of the city and out of mind

Absolutely not on board with suggested stadium plans.

Strongly against the new football stadium being built in this location.

No football stadium on the links

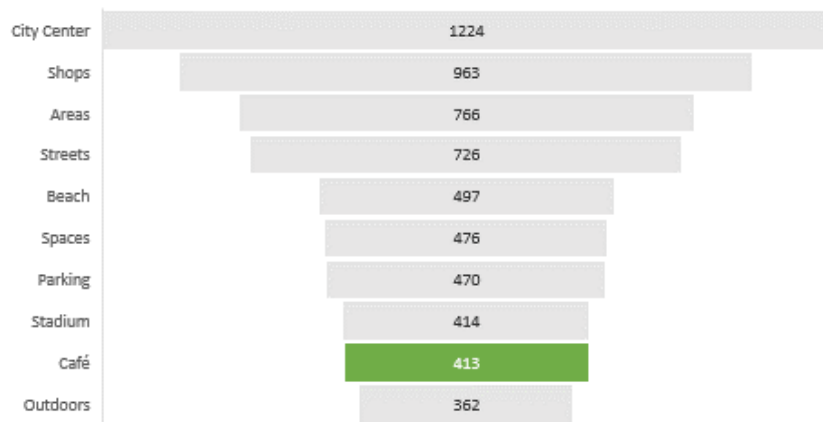
No football stadium completely wrong place

Do not allow new football stadium to be built on beach"

CAFE

**S O M E
C O M M E N T S**

All Participants Top 10 themes by Reference



"I would love Aberdeen to have a cafe culture, but is that realistic in the colder months.

More extreme sport/rock climbing facilities, more local businesses having space in the centre, more green space and having a cafe culture on Belmont St. The art gallery hosting more events post covid too.

Safe areas for walking, cafe culture, events and good easy parking.

Less cars, more space for people, eat and drink in the streets, more European cafe culture

Less traffic, more European feel/cafe culture, focus in areas which get sun at most robes of day (which is why the beach is good)

And make the cafe culture permanent.

More independent shop cafe's bars etc. A cultural area or zone.

Encourage a cafe culture in a pedestrian area on Union St, encourage major shops/retails back to the city
 Union street looks dirty & depressing at present, there needs to be better up keep of buildings, better use of the green spaces and investment in community spaces, independent cafes.

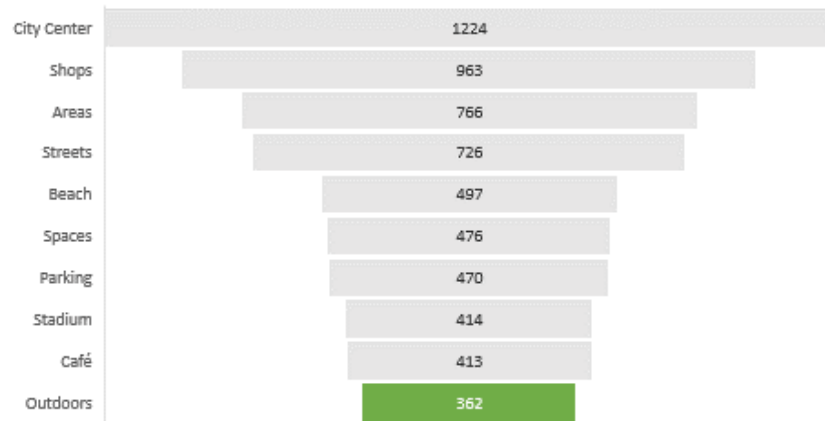
There is a real need to support businesses and improve the quality of the retail offer in the city centre - the loss of John Lewis as well as several other shops in Bon Accord mean there is really not a lot of choice for shoppers and whilst green spaces and a cafe culture may bring people to the city centre, people also need to be able shop without having to go to Glasgow or Edinburgh or online.

More local/independent businesses on Union street and more of an outdoor cafe culture"

OUT DOORS

**SOME
COMMENTS**

All Participants Top 10 themes by Reference



"Family friendly outdoor space within the city centre such as has been created on top of Bon Accord/St. Nicholas.

Less cars, more greenery, outdoor seating.

Outdoor cafes.

COVID has shown that people are sick and tired of German markets and want more creative and spontaneous foods from private sector- city should endeavour to encourage these local efforts
Also live music events with outdoor tables and heaters (see Sweden and blankets/heaters combo in outdoor spaces)

i contrast the lifestyle and facilities here in perth australia to aberdeen, and would love to see the injection of cafe culture, street popup food trucks and outdoor venues in aberdeen.

weather being a huge factor obviously, but easily mitigated with suitable outdoor facilities and firepits and outdoor heating to create a vibe.

everyone knows that on the limited days of good weather in aberdeen is diminished by the fact that there is not enough venues with outdoor areas to facilitate everyone.

The city centre would benefit from having more pedestrianised and beautiful spaces to wander around, improved outdoor culture and fewer pubs which seem to dominate at the moment (including outdoor spaces).

Concerts, art, outdoor dining, boutique shops, historic tours, art and food festivals, tall ships - make our harbour a place with attractions and not stupid ones like they have at the beach.

Areas for outdoor entertainment in city centre".

14.12 Software packages used in the engagement exercise

Delib is a digital provider who offer both 'Citizen Space' and 'Simulator' platforms which Aberdeen City Council utilise in undertaking its democratic processes. The Delib Simulator is a digital platform for 'deliberative prioritisation'. The online tool is designed to engage people and give anyone the chance to try their hand at making difficult and complex decisions, to see what choices they would make. Public sector organisations around the world use the Simulator to involve citizens in priority-setting exercises. The simulator works by allowing respondents to move sliders and assign points to reflect their priorities, they see the consequences of their priorities and can experiment with 'trade-offs', respondents deliberate their options and then submit considered preferences. This generates meaningful and insightful feedback that can inform the decision-making process.

NVIVO is a text analysis software facilitating an intuitive qualitative data analysis, which allows data to be analysed for themes, trends, sentiment, and values. The software allows complex questions to be asked to the data, visual tools to illustrate findings, sentiment analysis and comparison tools.

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	25 August 2021
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Beachfront Projects Feasibility Report
REPORT NUMBER	RES/21/200
DIRECTOR	Steven Whyte
CHIEF OFFICER	Craig Innes
REPORT AUTHOR	Craig Innes
TERMS OF REFERENCE	2.1.5, 3.2, 3.3

1. PURPOSE OF REPORT

- 1.1. In May 2021, the Council's City Growth and Resources Committee agreed to instruct the Director of Resources to undertake a public survey on the future of the Beach to help formulate the development of the Beach Masterplan; and instruct the Director of Resources to report back an update on the output of the technical feasibility studies, public consultation and proposed Beach Masterplan to the City Growth and Resources Committee (CG&R) on the 25 August 2021.
- 1.2. This report is complementary to the City Centre Masterplan Review (Report Number Ref: RES/21/179).

2. RECOMMENDATION(S)

That the Committee:-

- 2.1. Instruct the Director of Resources to move to Full Business Case and options appraisal for the Beach Ballroom including a major refurbishment and report back on progress to the CG&R Committee on the 3rd November 2021;
- 2.2. Instruct the Director of Resources to progress detailed design for the Queens Links to incorporate landscaping, public realm, playpark and integrated water features;
- 2.3. Instruct the Director of Resources to develop Full Business Cases and options appraisal for Sports/Leisure Facilities on the Kings Links which would include full redevelopment of new facilities as well as a major refurbishment of existing facilities and report back on progress to the CG&R Committee on the 3rd November 2021;
- 2.4. Instruct the Director of Resources to develop Full Business Cases and options appraisal for Broadhill and report back on progress to the CG&R Committee on the 3rd November 2021;
- 2.5. Instruct the Director of Resources to initiate a formal pre-application consultation for the Beachfront activities (Beach Ballroom, Sports/Leisure

- facilities, public realm/beach landscaping) and/or subsequent planning applications thereafter;
- 2.6. Instruct the Director of Resources to Develop and implement measures along the promenade and surrounding areas as per paragraph 3.8.6 of the report;
 - 2.7. Instruct the Director of Resources to move to a Full Business Case and options appraisal for the Beach Boulevard with connectivity to the City Centre through the Castlegate thereby anchoring a closer link between the city centre and the beach and report back on progress to the CG&R Committee on the 3rd November 2021; and
 - 2.8. Instruct the Director of Resources to prepare an options appraisal for the provision of an Energy Centre as described within section 3.21 of the report and report back on progress to the CG&R Committee on the 3rd November 2021.

3. BACKGROUND

- 3.1 Aberdeen City Council has made a commitment to update the Aberdeen City Centre Masterplan (2015) (CCMP) to respond to the impact of Covid-19 on the city and respond to the November 2020 report by the Economic Policy Panel and other recent key strategic commitments. These strategies focus on the desire to develop a holistic Aberdeen City Vision to support economic recovery and growth (post Covid) and to support the continuing diversification within the energy sector towards net zero, and maximising the competitive advantage the city region has in offshore/ subsea engineering and energy production.
- 3.2 Investment in skills, health and wellbeing and quality of life through the utilisation of “place based” strategies will also support the development of “Aberdeen the place” – a vibrant city where people choose to live, work, do business and invest.
- 3.3 Masterplans that cover such an ambitious scope and with long-term programmes are by necessity dynamic, responding to evolution of demand, priorities, market conditions and trends. This has been particularly evident during 2020/21 with changes to how people interact and use the City Centre and surrounding areas during the Covid-19 pandemic.
- 3.4 It is recognised that there a number of key objectives by which the successful development of the Aberdeen City Vision will be evaluated. These include:
 - i. Better outcomes for people and communities
 - ii. Healthier communities and improved wellbeing
 - iii. Maximising financial benefit and return on investment
 - iv. Retaining money invested in the territory and the region
 - v. High quality jobs and benefits realisation
 - vi. Resilient recovery from Covid-19

- vii. Sustainable delivery of public services
- viii. Increased educational attainment, skills and life-long learning and
- ix. Holistic planning between economic and social infrastructure

3.5 Review of Existing Information

3.5.1 An Engineering Site Appraisal for the Beachfront development area has been undertaken. This is attached in **Appendix A** and includes a desk-top study of the site along with recommendations for further survey activity considered necessary as development of the project progresses.

3.5.2 During development of this feasibility study there has been engagement with the Council's Coastal Defence/Flooding team. We understand that proposed works to maintain/ improve current coastal defences do not impact on the area associated with this study. However the current coastal defences do protect the proposed development zone and therefore assume that any necessary maintenance/ improvement works will take place as part of any Beachfront development activity.

3.5.3 Existing information has included:

- i. Landscape Assessment reports;
- ii. Historic Masterplan studies;
- iii. Beach Ballroom Conditions Survey;
- iv. GIS information.

3.5.4 While this existing information has been useful in preparing this Feasibility Report, it is clear that additional information and work packages will be required for the future design stages.

3.6 Utilities Infrastructure Overview

3.6.1 An initial utilities infrastructure review has been undertaken. From this high-level desktop study it is recommended that the following approaches be explored by the design team in more detail moving forward:

- i. Existing utilities infrastructure to be utilised as far as possible
- ii. Robustness of existing networks to be reviewed
- iii. Additional or diverse infrastructure to be added as required
- iv. Phasing of works will impact on infrastructure strategy
- v. Utilities diversions will be required due to roadway alterations

- vi. Electric Vehicle charging provision to be as ACC Guidance
- vii. Utilities Infrastructure to be developed to suit final Energy Strategy
- viii. Possible use of existing district heating network to serve larger development
- ix. Metering/distribution strategy to be developed regarding shared or linked facilities

3.7 Anticipated EIA Scope

- 3.7.1 Under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017, the wider Masterplan proposals (and some of the stand-alone developments within the masterplan) constitute 'Schedule 2' development, and therefore there will be a requirement to undertake an 'EIA Screening' process to formally establish if an EIA will be required to support the proposals.
- 3.7.2 Only once an indicative development proposal has been agreed can the formal 'Screening' process can be undertaken. If that process subsequently establishes that an EIA will be required, then a further 'EIA Scoping' process will be undertaken to establish the detailed scope of the required EIA (following input from statutory consultees).
- 3.7.3 However, in the meantime, having considered the Masterplan options and the associated clusters of development as presented within this report, we believe that a case could be made that any future planning application(s) would not require an EIA. This is largely based on the review area not including any international or national designations, and that the largest element of built development (stadium) is effectively being relocated within the same vicinity.
- 3.7.4 It is important to stress that EIA requirements, or otherwise, need to be considered further, following any decision being reached on the Masterplan/development options.
- 3.7.5 Whether included within an EIA or as a suite of individual documents, it is anticipated that assessments/surveys relating to the topics below could be required to support any future planning application(s). This list should not be considered as exhaustive, and subject to further discussions with relevant stakeholders:
- i. Design and Access Statement;
 - ii. Transport Assessment;
 - iii. Active Travel Plan;
 - vi. Planning Statement;
 - v. Heritage Statement;

- vi. Ecology and Protected Species Surveys;
- vii. Marine noise modelling;
- viii. Noise Impact Assessment;
- ix. Air Quality Assessment;
- x. Site Investigation/Geo-Environmental;
- xi. Flood Risk Assessment (inc Coastal Flooding);
- xii. Drainage Impact Assessment;
- xiii. Landscape/Seascape (Visual) Impact Assessment;
- xiv. Lighting Strategy.

3.7.6 In addition to the above considerations, the Council will also require to undertake the following in relation to any plan, policy or strategy being brought forward:

- i. Strategic Environmental Assessment (SEA) - assess, consult on, and monitor the likely impacts their plans, programmes and strategies will have on the environment;
- ii. Habitat Regulations Appraisal (HRA) - all competent authorities must consider whether any plan or project will have a 'likely significant effect' on a European site (e.g. Special Areas of Conservation, Special Protection Areas);
- iii. Equality and Human Rights Impact Assessment (EHRIA) - to help ensure that the Council does not discriminate and that where possible the Council utilises opportunities to promote equality, as well as all other human rights and good relations between groups.

3.8 Stakeholder Engagement

3.8.1 In order to understand current public views and reflect the changing socio-economic context since the approval of the 2015 Masterplan, a public engagement exercise entitled "The Future of Aberdeen City Centre and the Beach" was undertaken.

3.8.2 Consultation was carried out online in the form of a simulator model developed by Council officers, based on the simulator successfully employed for the Local Outcome Improvement Plan previously. Running for 3 weeks from 12 June – 02 July 2021, the simulator returned a total of **7,697** responses.

3.8.3 Of these responses, 7,610 provided demographic information and 2,753 responses included "free text" in one or more of the comments boxes provided. It has been noted by Delib, the company providing the simulator

software, that this is one of the most successful response rates achieved for this type of tool. The number of respondents far exceeds the generally accepted figure of approximately 2,000 in order to gain a representative sample and value of response.

3.8.4 The top ten issues returned were:

Top Ten Priorities
1. Union Street as the Heart of the City
2. Make outdoor café culture in the Belmont Street area permanent
3. Focus on building maintenance and upkeep for Union Street
4. Beach as location for a new stadium
5. More trees, flowers and green spaces on Union Street
6. Pedestrianised central section of Union Street (Market Street to Bridge Street)
7. Improve connections from the Beach to the City Centre
8. Remove street clutter on Union Street
9. Castlegate - make more of the space
10. Improve connections from the City Centre to the Beach

3.8.5 Table 1 below captures what was said by the public in the left hand column and the right hand column is the responses.

Table 1.

Beach	Walking route to beach is difficult and unattractive, need better walking connections to the beach from Castlegate.	Union Street East and Castlegate, together with an access and connectivity study for the Beach, are currently being developed to explore options and address this.
	Need much better bus service between city centre and the beach until later at night, bus routes treat the beach like an outpost rather than a real destination, what about an electric 'tram' or shuttle bus between Castlegate, The Beach, Union Street and Union Square, hop on/off transport from parking to the visitor attractions.	
	Links to harbour is missing (Tall Ships), boats should host more harbour or coastal tours, maybe even a boat that would be a permanent fixture on the harbour as a restaurant or for events etc.	Harbour tours are currently offered. Capacity for a permanent fixture at the harbour is currently limited due to operations but could possibly be explored once Harbour South is

		open. Requires further engagement with Aberdeen Harbour Board.
Make more of the beachfront as a long stay destination, need to encourage people to have variety of activities and spend entire day at the beach – activity centre, picnic tables, BBQ areas, public park, toilets, coordinated/more parking, evening events, outdoor concert area at the beach, trendy rooftop bars, fish and chips, bucket and spade shops, surf shop, dedicated area for overnight motorhome parking.		All of these issues are currently being reviewed and addressed as part of the Beach masterplan options appraisal and concept development design stage
Dominated by shops that offer nothing individual, layout of buildings turns away from the sea.		Agreed that the orientation of existing buildings is poor. Early concept design work seeks to address this issue in any new development.
No exciting children's park to attract visitors from further away, Montrose Beach or Arbroath park facilities are better for children (paddling pools), beach not welcoming to families, not all families have money to spend in Codonas, paddling/splash park for families, more family swim sessions, outdoor skatepark at the beach, aquarium, children adventure park, wildlife, dolphin and maritime centre.		A key component of any redesigned public park at the Beach is incorporating children's play and activities. This is included in the recommendations in the Beach report to City Growth and Resources Committee on 25 August 2021. A dolphin watch station is planned for Torry Battery.
Better facilities using the sea itself and more extreme sports activities as the city is lacking in these, sea for water sports, surfing/paddle boarding, small pier to get boat trips into harbour, more extreme sport/rock climbing facilities, boardwalk, running track, adult outdoor gyms, large proportion of seafront used for 1 group – golfers, could be much better utilised for dedicated water sports and events, people to teach about water safety.		The range of sports and leisure activities possible at the Beach is currently under review through that project workstream. All suggestions will be shared will the design team for review and potential inclusion.
Value the beauty and tranquillity of the 'wilder' end, create a dedicated dog walk park area, beach esplanade can get very crowded so more 'nice' areas for leisure would disperse this.		To be referred to Beach design team for review.
More public toilets, places for people to wash sand off and change, toilets at the Bridge of Don end of the beach.		This area is outside the current review zone, but can be referred to Operations cluster for review.
Repair and renovate steps down to the beach, new fencing, re-open the huts at the beach, well maintained access and beach ramps, regular upkeep, and warden presence to enforce littering offences, people to keep it clean, a presence that people can go to, regular beach cleaning, enhance recycling/rubbish incentives and opportunities, enforcement of no dog zones.		Access to the Beach is a key component of concept design work and will be referred to the design team. Maintenance issues to be referred to Operations cluster.
Improved seating along the beachfront, and 'glass sculpture' viewing areas that provides some relief from the North Sea wind, improved street lighting along entire length of esplanade, cats eyes along beach front path		Appropriate shelter and lighting are important to the public realm at the Beach and will be incorporated as concept design work develops –referred to the design team.

	as per riverside drive, lighting along the lower beach walkway.	
	Beach Ballroom should open a cafe on the upper floor with views out to sea, more varied events, more music event, photo exhibitions in the Beach Ballroom of Aberdeen through the years to attract visitors.	Regeneration of the Beach Ballroom is a key component of the Beach concept design work, taking advantage of both its character and setting on the coast. These issues will be referred to the design team.
	Stadium close to centre is vital, with a new stadium at the beach, use it for concerts and create spaces for exhibitions and fairs, food and drinks shows, make an area for entertainment, eating and drinking around the stadium so there is a whole family day out in addition to the match, no public money spent on football stadium, redevelopment of Pittodrie would leave beach for other public uses but still allow match day revenue to stay in the area.	The Council is developing a sports and leisure proposal for the area that may incorporate a stadium and links to a variety of additional leisure activity. Should a full business case demonstrate viability, funding sources would be identified at that stage.

3.8.6 Further initial stakeholder activity has identified key users of the existing leisure facilities associated with the Beachfront development area. An initial engagement event was hosted on 6th August 2021 to discuss Beachfront proposals and receive feedback. Discussions with Sport Aberdeen, Transition Extreme and Aberdeen Football Club as key stakeholders to the area are ongoing.

3.8.7 The main themes gathered from this engagement event included:

- the need for improved maintenance and cleanliness;
- additional lighting along the lower promenade;
- street art on the stairways and tunnels;
- sculptures;
- painting of railings;
- improve pavement surface;
- creation of a cycleway along the back of the road;
- creation of a bay for a multitude of watersports and include a pier;
- additional signage;
- signage to connect the beach and city centre;
- ideas around visitor attractions;
- upgrade on the playpark on the Queens Links;
- additional accessibility;
- clubhouse for recognised clubs and users, changing rooms, showers;
- options for relocating users of the Kings Links (cricket pitch).

3.8.8 Each of the groups/clubs engaged emphasised that the beachfront has never been more popular and busier and it is regarded as one of the best beaches in the UK for surfing.

3.9 The Vision

3.9.1 The Beachfront Masterplan offers a unique opportunity to create a transformational new waterfront destination for the City of Aberdeen. This

feasibility report captures initial concepts exploring the 'art of the possible' for the Beachfront, compiled over an intense 4 week period of collaborative design workshops, meetings and site visits during July 2021.

3.9.2 A key site within the masterplan area is the iconic Beach Ballroom. An enhanced public realm setting for the re-imagined Ballroom, integrated with a new Stadium and Leisure complex, could create a dynamic new character area which connects back into the City Centre. This people-focussed environment will be inclusive for all, creating a real community asset and bringing the 'Wow' factor back to the Beachfront.

3.10 **Project Brief**

3.10.1 During the initial feasibility stage, the beachfront Masterplan will take the form of a structural plan, similar in scope to a development control plan. This initial exercise will consider three main options linked to the three core facilities associated with the Beachfront study:

- i. Arrangement involving Ballroom/Leisure Facility/Stadium
- ii. Arrangement involving Ballroom/Stadium/Leisure Facility
- iii. Arrangement involving Ballroom/Leisure Facility

3.10.2 In developing the above options, the Design Team will be mindful of linkages and operational benefits that can flow from these potential relationships.

3.10.3 Key aspects of the Brief include:

- i. The importance of the re-imagined ballroom, including a desire to return it to its former glory when it was known as the 'People's Ballroom'. This needs to recognise the buildings heritage and historic significance whilst equipping it for the future as a modern leisure/ hospitality and events venue.
- ii. The potential to share/link facilities associated with the new stadium and leisure facilities to support joint funding and realise economies of scale.
- iii. A desire for a dynamic waterfront making the most of the beach boulevard and considering support facilities such as changing accommodation/beach huts and a pier.
- iv. Excellent, high quality public realm.
- v. Recognising the potential of land assembly exercises, including the current golf driving range and cricket club.
- vi. Reviewing the previous studies on potential leisure activities and how this could be configured within the Masterplan. This should be fully inclusive and consider catering for all income groups that may visit the beachfront.

- vii. Access and connectivity between the Beachfront and the City Centre.
- viii. Infrastructure, including traffic management that reduces the impact of the existing road network to promote alternative forms of travel, including cycling whilst improving public realm.
- ix. Co-ordination with potential flood/sea defence works planned for the area.

3.11 Planning Context

3.11.1 The principle of improving access to both formal and informal leisure and recreational offer along the City's Beachfront has been supported by national and strategic planning and associated policy for a number of years, however such support has been emboldened by strategies emerging to serve a post-Covid 19 landscape. While the Beachfront is a major tourism asset in its own right, the visitor footfall has proven to be significantly greater in recent months and is anticipated to remain in such demand as residents and visitors seek safe, outdoor and active experiences.

3.11.2 While there are no specific references to Aberdeen Beachfront and its links to the City Centre, the principle of the Beachfront Masterplan and associated proposals draws support from a number of national and strategic policies and frameworks, including the key outcomes of the emerging National Planning Policy Framework 4, including 'Resilient Communities', 'A Wellbeing Economy' and 'Better, Greener Places'. The proposals are also consistent with the Council's recently approved Socio-Economic Rescue Plan, touching on all three of the 'business', 'people' and 'place' themes, as well as aligning with emerging Healthy Cities agenda, particularly those relating to green spaces, access to parks and the natural environment and positive societal relations.

3.11.3 A high-level policy assessment of the proposal options against the Adopted Aberdeen Local Development Plan (2017) and Scottish Planning Policy (2014) has been undertaken.

i. **Aberdeen Local Development Plan 2017**

ii. Key Policies

- Policy NC9 – Beach and Leisure:
- Policy NE1 - Green Space Network
- Policy NE3 - Urban Green Space

iii. Policies to be considered further:

- Policy NE6 - Flooding, Drainage and Water Quality
- Policy NE8 - Natural Heritage

- Policy NE7 - Coastal Planning
 - Policy NE8 - Natural Heritage
 - Policy NE9 - Access and Informal Recreation
 - Policy D4 - Historic Environment
 - Policy I1 - Infrastructure Delivery and Planning Obligations
 - Policy T2 - Managing the Transport Impact of Development
 - Policy T3 - Sustainable and Active Travel
 - Policy T5 – Noise
- iv. Policy NC9 – Beach and Leisure: notes that development within the defined Beach and Leisure area will be permitted provided they: a) contribute to the range and quality of the existing uses, facilities and activities of the wider beach area; b) are of an appropriate scale; c) do not have an unduly adverse effect on the character of the area, or cause negative visual or environmental impacts or affect the amenities of nearby residents; and do not result in the significant generation of car borne journeys, nor additional pressure for car parking.
 - v. The proposals are anticipated to comply with Policy NC9 as any such development will be beach and leisure-related and of appropriate scale, with impacts effectively managed through design.
 - vi. Policy NE1 - Green Space Network: notes that the Council will protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network, which is identified on the Proposals Map. New developments should maintain and enhance the coherence of the network, and seek to identify new areas incorporating Green Space Network.
 - vii. The proposals will be designed to comply with Policy NE1, ensuring that linkages to, from and throughout the green space network are maintained and improved where possible.
 - viii. Policy NE3 - Urban Green Space: notes that Permission will not be granted to redevelop any parks, playing fields, sports pitches, or all other areas of urban green space for any use other than recreation and sport. Exceptions will be made when an equivalent and equally convenient and accessible area for public space is laid out and made available in the locality by the applicant for urban green space purposes, provided that specific criteria are met, including consistency with the terms of Scottish Planning Policy.
 - ix. The proposals are considered compliant with Policy NE3 as any Stadium or Leisure development will constitute a 'recreation and sport' use.

Notably, there is no LDP requirement to mitigate for the loss of any passive or active open or sports pitch space given the compliant use of the proposed development. However, national policy (see below) would suggest the requirement for compensation or re-provision.

- x. Policy NE7 – Coastal Planning also resists development within areas that may be subject to coastal erosion or flooding. While the Beachfront masterplan review area is not notably susceptible to coastal flooding, it is noted that the Council are bringing forward coastal defence measures within the wider beach area. It is recommended that such coastal defence measures are assimilated into the wider Masterplan proposals to present a holistic and complimentary design solution to all activities.

3.12 Scottish Planning Policy (2014)

3.12.1 Scottish Planning Policy paragraph 226 will be relevant to forthcoming planning applications at Kings Links, specifically in relation to the potential removal or relocation of outdoor sports facilities. It states:

- i. The outdoor sports facility which would be lost would be replaced either by a new facility of comparable or greater benefit for sport in a location that is convenient for users, or by the upgrading of an existing outdoor sports facility to provide a facility of better quality on the same site or at another location that is convenient for users and maintains or improves the overall playing capacity in the area; or
- ii. The relevant strategy (see paragraph 224) and consultation with sportscotland show that there is a clear excess of provision to meet current and anticipated demand in the area, and that the site would be developed without detriment to the overall quality of provision.
- iii. SPP defines ‘Outdoor Sports Facilities’ as follows:

Under the SPP definition, the Cricket Pitch at Kings Links would constitute an ‘Outdoor Sports Facility’ and therefore, unless an excess of such provision within the area has been identified, then the national policy position suggests the requirements to replace the facility. It should be noted that neither the Driving Range or general informal open space falls under the above-noted definition. Early consultation with SportScotland is recommended following the identification of preferred development options.

3.13 EIA Scope/Supporting Assessments

3.13.1 As is outlined in Section 4 of this Report, the wider Masterplan proposals (and some of the stand-alone developments within the masterplan) constitute ‘Schedule 2’ development, and therefore there will be a requirement to undertake an ‘EIA Screening’ process to formally establish if an EIA will be required to support the proposals. It is important to stress that EIA requirements, or otherwise, need to be considered further, following any decision being reached on the Masterplan/ development options.

3.14 Consenting Strategy Inc. Marine Licensing

3.14.1 It is anticipated that there are three main options for the consenting strategy for the wider proposals, which are summarised below. It is also relevant to consider where the development proposals sit within the 'Hierarchy of Development' (as a whole and constituent parts), which are noted as follows:

- i. Beachfront Masterplan – GFA greater than 5000m² / site greater than 2ha – Major Development
- ii. Stadium/Leisure – GFA greater than 5000m² / site greater than 2ha – Major Development
- iii. Ballroom – any extension anticipated under 5000m² / less than 2ha site - Local Development
- iv. Public realm/Queens Links/Esplanade and Beachfront upgrades – even if limited built development, site areas likely to be greater than 2ha - Major Development
- v. Given the above categories of development, the following Options for the Consenting Strategy have been initially considered:
 1. Planning Permission in Principle (PPiP) for wider Masterplan followed by future individual AMSC applications for each detailed aspect of the Masterplan;
 2. Hybrid Application or Tandem Applications – PPiP (Major) for wider Masterplan, but including sufficient detailed design or separate Planning Application for certain aspects that may require come forward earlier than under Option 1 e.g. Ballroom works or Stadium;
 3. Individual applications for Planning Permission for all aspects of the masterplan activities e.g. Ballroom/Stadium/Leisure/Public Realm, or a combination thereof.

3.14.2 Marine Licensing – Any works within Scottish waters of over 50m in length or 1000m² are 'Licensable'. This would include any Piers, marine construction works and coastal protection works. It is understood that any Licensable works require a pre-application consultation process similar to that required for Major planning applications. As such, subject to further discussions with the relevant authorities, any Licensable works should be considered similar to a Major planning application, and that Planning and Marine License process should be aligned as much as possible.

3.15 Summary

3.15.1 The Masterplan proposals include the development of the Aberdeen Beachfront and the Options presented within this Report include the redevelopment of the existing Beach Ballroom, a new beachfront Stadium, options for Sports/Leisure facilities, and the introduction of ancillary leisure uses, greenspace, hard and

soft landscaping and associated works and access connections as notable improvements to the existing Beachfront and Queens Links offer.

3.15.2 Given the sport, leisure and recreation nature of the wider proposals, there is broad planning policy support for such proposals within national and local planning policy including Scottish Planning Policy and the adopted Aberdeen Local Development Plan 2017. Consideration of impacts upon Urban Green Space, the Green Space Network as well as the loss and/or re-provision of 'Outdoor Sports Facilities' will be key considerations, however it is anticipated that these can be effectively managed through the planning process and by the design of the proposals. Given the category of development for the Masterplan area as a whole, it is currently recommended that Planning Permission in Principle (PPiP) be sought for all development within the Masterplan as a whole, followed by AMSC or separate planning applications.

3.16 The Beach Ballroom (Appendix B)

3.16.1 The Beach Ballroom is a unique art deco venue located on the Promenade of Aberdeen's Beachfront. It was built in 1926 and is a Category B listed building.

3.16.2 The venue first opened in 1929, the culmination of a decade of planning and development along the Beachfront which led to the transformation on Aberdeen into a first class holiday resort equipped with a range of entertainment facilities, including the new dance hall.

3.16.3

3.16.4 The approach to the building is currently car-dominated, however an enhanced public realm setting would create a grand entrance to the venue and a real sense of arrival, with opportunities in feature lighting to showcase the impressive art deco façade.

3.16.5 The ACC Vision is for the Beach Ballroom to become 'iconic' once more. The Ballroom was an extremely popular events venue during those early decades through to the 1960s/70s, when it hosted world-famous acts such as The Beatles, The Who and Pink Floyd.

3.16.6 Known affectionately as 'The People's Ballroom', the facility was a real community asset well-used by the people of Aberdeen. The venue was also a popular tourist destination, known as 'Scotland's Finest Dance Hall' the Ballroom regularly attracted crowds from further afield.

3.16.7 Appendix B provides visuals of the current site and facility; high level overview of the constraints; floor plans; section diagrams; opportunities; suggested improvements; conceptual massing study.

3.17 Masterplan (Appendix C)

3.17.1 Appendix C shows 3 initial Masterplan concepts that have been developed taking inspiration from past Aberdeen history around the rope works, tram lines and the groyne protection structures. All three concepts draw upon the history

and the heritage of the Beachfront. The 'Tram Lines' concept uses the linearity of the historic tram line routes. To be clear the concept is not about reinstating trams.

3.18 Leisure and Stadium (Appendix D)

- 3.18.1 The existing beachfront site has a variety of disparate leisure facilities that are all owned and operated either directly by the Council or commissioned directly through Sport Aberdeen. Each of the sports and leisure elements are discussed in Appendix D. There are three core options for redeveloping the leisure facilities on the existing site. Two involve retaining and refurbishing the Beach Ballroom and a new stadium build for Aberdeen Football Club. Both options are with varying ideas for retention or rebuilding of new facilities for the leisure and ice arena components. The third option is retention or rebuilding of new facilities but with no new stadium.
- 3.18.2 It should be emphasised that the integration of the sites is key. Integration will significantly reduce all costs through from concept design to build to operations for partners and stakeholders. A high level summary of sustainability and net zero options are also illustrated.

3.19 Public Realm and Landscape (Appendix E)

- 3.19.1 Aberdeen has 31 km of coastline and the Masterplan area is significant within this - it is where the City and the sea come together. The connection between the City and the coast is key and the two must work together; connecting the experience of these two areas is essential to the success of this Masterplan.
- 3.19.2 The two ends of the journey from the City to the Beach are rich in character with both the Castlegate and the Beach having strong identities. The roundabout, Beach Boulevard and the Queens Links however do not positively contribute to this journey. The proposals set out within Appendix E aim to explore how this connection can be enhanced both physically, through improving pedestrian and cycle routes, and also in terms of character. The landscape and public realm can be the glue that brings the City and the Beach together. There is an opportunity to extend the character of the City centre further towards the Beach whilst extending the character of the new park back up Beach Boulevard towards the City, shortening the perceived distance between the two. Improvements to Beach Boulevard could then further promote the connection between the City and Beach enhancing the journey and promoting sustainable modes of transport.

3.20 Planning Overview and Summary (Appendix F)

- 3.20.1 A planning overview and summary is contained within Appendix F. This breakdowns in summary format the Consents required; major/local; consenting strategy; planning principle; EIA/Surveys for each of the components in the aforementioned appendices.

3.21 Sustainability and Energy Strategy (Appendix G)

- 3.21.1 The city is an exemplar in renewable energy development. It has capitalised on the foundation of a global energy sector in the city region. In the immediate study area, the European Offshore Wind Demonstration Centre is operational. The Council has led the piloting and deployment of hydrogen power in transport/ mobility and the Energy Centre at Teca.
- 3.22 The scale of ambition, and potential of Aberdeen to contribute to the UK Government and Scottish Government climate change targets is laid out in the city's Net Zero Vision and supporting Strategic Infrastructure Plan – Energy Transition.
- 3.23 A workstream in the next phase of the masterplanning exercise will be to explore options for embedding net zero principles into any future development and investment. For example, there may be several potential energy *options* for any new facility at the beach, that could be developed over phases or scaled up to an 'energy centre' subject to demand and offtake options. The scale will depend on potential amount of power/ heat a sports/leisure (and any surrounding development) could utilise.
- 3.24 The Council is in the process of procuring a joint venture partner as part of the Aberdeen Hydrogen Hub programme. The response to date from industry has been encouraging, and there could be an option to explore how hydrogen can be adopted into the mix of technologies that could be accommodated for any subsequent development.

4. FINANCIAL IMPLICATIONS

- 4.1. The 2021 Budget meeting on 10 March outlined a funding commitment totalling £150M from the General Fund Capital Programme over financial years 2021/22 to 2025/26 to ensure the Council transforms the city centre and beach area.
- 4.2. Following the CG&R Committee on the 11th May 2021 the Council engaged the services of Hub North Scotland in order to commission the required consultancy, design and implementation work. Cost from May 2021 to the end of August 2021 which includes all City Centre work as well as the Beachfront is £647K.
- 4.3. The Council will facilitate the next phase of design works with the Hub North Scotland Limited and the supply chain of current contractors who will undertake works relating to two or more workstreams allowing lower cost. However this does mean that at this stage the work packages cannot be split between projects so to continue with the design work a total estimated cost for the business case works, for ALL projects recommended to be taken forward, is £2.55 million for the Beachfront projects. On completion of the next phase contractors will split their costs between the various work streams.
- 4.4 **Strategy for Cost Development**

- 4.4.1 The proposals outlined above within this masterplan report for the redevelopment of the Beachfront are wide ranging and being largely visionary there is insufficient information available at this stage to make any meaningful assessment of the construction costs involved and level of investment required. Each of the main options identified namely the Rope works conceptual masterplan, the Tram lines conceptual masterplan and the Groynes conceptual masterplan all include various interventions and as part of the next stage there will be a requirement to look at how best to phase and deliver the works.
- 4.4.2 Of the three options the Tram lines conceptual masterplan is likely to be the least expensive to deliver given the opportunity to develop the circulation and movement routes within the existing contours and site constraints as opposed to creating the new fixed and symmetrical routes proposed under the Tram lines and Groynes conceptual masterplans. The new pier structure proposed under the Groynes option also appears to be more dramatic and extensive to that proposed under the Tram lines options albeit both structures require to be developed in more detail.
- 4.4.3 There will be a requirement for different strategies to be adopted for developing construction cost estimates and budgets for the various elements under each conceptual masterplan to reflect the nature of the proposed works being undertaken. The opportunities, challenges and risks associated with the works to refurbish the ballroom, the works to upgrade the public realm, the works to form the new build stadium and leisure facilities and the works to create a new pier structure will be significantly different and it is proposed that these are reflected accordingly within the cost estimates produced.
- 4.4.4 A project of this profile and importance to Aberdeen will require a strong working relationship between all stakeholders and as the cost estimates are developed it is essential that constructive communication, open dialogue and regular contact between all team members and stakeholders is maintained. The key factors noted below shall form the basis of the specific approach which will be taken in establishing robust and realistic budget cost estimates:
- i. Programme – identification of key dates, phasing requirements, outputs and milestones
 - ii. Procurement – identifying appropriate solutions for the various elements of the masterplans and any long lead items
 - iii. Quality – identification of aspirations in terms of quality, sourcing and specification of materials
 - iv. Cost – maintaining cost certainty and confidence for funding partners and stakeholders through close interface and engagement with the project team
- 4.4.5 The key commercial risks relating to the redevelopment of the Stadium and Leisure Facilities will differ depending on whether the existing facilities are retained and reconfigured or demolished and rebuilt. As such these will be

considered in more detail during the next stage but some of the key considerations to be made will include:

- i. A review of the existing utility network and capacities to establish the extent of any enhancements are required
- ii. The extent of renewable energy sources eg photovoltaic panels, ground source heat pumps and the like being provided as part of the overall development
- iii. A review of the car parking provision and whether this is to be accommodated below ground or within above ground stacked car parks
- iv. The extent of extreme sports facilities being created over and above and/or complimentary to what is already there or nearby.
- v. The need for temporary leisure facilities to be provided during the works to compensate for the loss the current facilities being provided
- vi. The cost of relocating other users eg the cricket pitch and driving range in advance of new construction works commencing

4.4.6 As things progress through the next stage to November 2021 we will ensure a proactive approach will be taken to cost control and iterative cost advice will be provided to guide and inform design. This will help aid decision making in keeping with time constraints and assist in ensuring the optimum design is achieved.

4.4.7 Benchmark cost data from specialist contractors and from an extensive cost planning database will be continually referred to as this will help anchor the various elements of the masterplan options against comparable data. From this very close interrogation and control optimum high level strategic aims can be delivered alongside the robust checking of budget allowances for each element of the project

4.4.8 In addition to providing initial, feasibility and detailed cost plans the team will undertake a compilation of data from previous projects to produce realistic forecasts. The data will also be used to generate 'benchmarking' and life cycle cost studies to ensure the delivery of the brief and to confirm value for money. The cost plans developed will be designed to:

- i. Focus on the key issues by capturing all relevant data, capital cost, project benchmarking, value engineering opportunities together with design and construction risk identification and solutions.
- ii. Contain detailed and transparent cost and specification information for the clear communication of cost and specification parameters within which the projects are to be delivered.
- iii. Create a 'live' document which is capable of being frozen at key project design stages

- 4.4.9 In addition to the cost plans indicative cash flow forecasts linked to any phasing requirements or proposals will be provided to provide an indication of future expenditure on the projects during the delivery stages.
- 4.4.10 The cost plans will also draw out areas for more detailed examination and review. Examples of the commercial risks associated with various elements are noted above and these together with any other risks identified will form a focus to ensure these are managed and mitigated as much as possible.
- 4.4.11 A key technique used successfully on many other large projects is what we refer to as 'cost modelling' and the intention is that this is adopted during the next stage. As designs progress allowing cost estimates to be developed beyond overall benchmark costs per m² rates our intention is to produce cost models for various aspects of the masterplan proposals. These cost models are developed in conjunction with the entire design team and effectively set a series of agreed target elemental cost plan allowances which are then used to control and monitor cost throughout all future stages of design. This has proved to be a powerful tool during the early development of projects and has the benefit of highlighting any potential cost issues early in the process thereby minimising the risk of abortive work being undertaken.
- 4.4.12 In addition to the strategy outlined above for developing cost estimates during the next stage consideration will be given during the next stage to how the works should be procured. The nature of works being proposed is such that it may be appropriate to procure the works separately with potentially different Contractors with the necessary skills and experience being appointed to deliver each aspect of the masterplan rather than appointing one overall Contractor.

5. LEGAL IMPLICATIONS

- 5.1. In order to fully understand land ownership patterns in the beach area, officers are currently compiling up to date land and building ownership, leases, covenants etc. This requires the examination of a large number of very old and lengthy handwritten title deeds and Acts, stretching back over the last 100 years.
- 5.2. A visual plan has been instructed from Millar & Bryce Limited who are working with legal services on the title checks, and work has commenced to plot the ownerships, leases and any other relevant rights.
- 5.3. To date, there is no evidence to suggest that the Council does not currently own the ground at the beachfront of the review area. Work to verify the position will continue.

6. MANAGEMENT OF RISK

The recommendations contained within this report and the assessment of risk contained within the table below are considered to be consistent with the Council's Risk Appetite Statement. The risk ratings specified reflect the risk

level post-mitigation assuming that the mitigation actions will be implemented and completed.

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Risks inherent in not addressing the changing circumstances in the city centre will have a significant effect on the delivery of our city and regional economic strategies	L	Review update and reprioritise masterplan objectives and delivery programme as set out in this report
Compliance	No significant risks identified.		
Operational	Resource capacity for our staff involved in the review	L	Hub North Scotland have been appointed to support the review and provide project management support
Legal	The Council does not have full control over the land within the review area due to unknown legal restrictions and/or rights held by third parties. Any legal restrictions (e.g., identification of common good land) and/or other rights	M	As set out in Section 5 above, title checks are continuing to verify the land interests within the review area.

	held by third parties could negatively impact the ability to deliver elements of the masterplan.		
Financial	It is expected that there will be emerging financial implications as a result of this paper being approved, particularly around where best to support recovery	H	Financial implications for the Council in terms of city centre recovery and programme delivery will be identified through the review An economic appraisal of any projects will be undertaken to articulate the net benefits of any intervention
Reputational	Not carrying out the review and identifying appropriate short, medium and long term actions would have significant reputational damage for the Council as a "place leader"	M	Undertaking the necessary review and taking appropriate action in the short term will assist in building confidence in the city
Environment/Climate	Environment and climate implications may potentially be in danger of being undermined in favour of short term economic gains	M	Any risks will take into account the Council's own Net Zero targets and be embedded in the masterplan review

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	<p>Supports the delivery of Economy Policy Statement 4 – Increase city centre footfall through delivery of the City Centre Masterplan.</p> <p>7 – Continue to maximise community benefit from major developments.</p>
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	Supports Outcome 1 10% increase in employment across priority and volume growth sectors by 2026
Prosperous People Stretch Outcomes	Supports Outcome 7 Child Friendly City which supports all children to prosper and engage actively with their communities by 2026
Prosperous Place Stretch Outcomes	<p>Supports Outcome 14 Addressing climate change by reducing Aberdeen's carbon emissions by 42.5% by 2026 and adapting to the impacts of our changing climate</p> <p>Supports Outcome 15 38% of people walking and 5% of people cycling as main mode of travel by 2026</p>
Regional and City Strategies	The report supports the priorities in the Regional Economic Strategy (RES) investment in infrastructure, regenerating our city centre, unlock development potential, improve the deployment of low carbon transport, to enable Aberdeen to realise development opportunities in the City Centre Masterplan. It contributes directly to the objectives in

	the city's destination plan and the role of the city centre beach in attracting visitors to the city and its wider attractions.
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8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	An Assessment will be carried out as an integral part of the masterplanning process.
Data Protection Impact Assessment	Not required at this stage.

9. BACKGROUND PAPERS

Aberdeen City Centre Masterplan

10. APPENDICES

- A – Engineering Site Appraisal
- B – Beach Ballroom
- C – Masterplan
- D – Leisure & Stadium
- E – Realm & Landscape
- F – Planning Overview & Summary
- G – Sustainability & Energy Strategy

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APPENDIX A – ENGINEERING SITE APPRAISAL

ENGINEERING SITE APPRAISAL

**AECC City Vision - Aberdeen Beach Regeneration
Beach Boulevard
Aberdeen**



Client: Aberdeen City Council
Date: 3rd August 2021
Project No: P15077

		SIGNATURE	DATE
Prepared by	Dean Penfold (Infrastructure Engineer)		3 rd August 21
Checked by	Shona Tait (Director)		3 rd August 21
Version	1.0		

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1.0 INTRODUCTION

Goodson Associates, as part of an initial site assessment for Aberdeen City Council (ACC), have undertaken a Civil and Structural Engineering Site Appraisal in relation to the construction of a new development, referred to as Aberdeen Beach Regeneration, in Aberdeen. The findings of this initial assessment are summarised in the sections below.

2.0 PROPOSED DEVELOPMENT

SITE LOCATION PLANS

Site Boundary The Aberdeen Beach Regeneration project forms part of the overall Aberdeen City Vision which will see the regeneration of seven 'zones' in and around the city. The development will consist of a range of leisure and sporting facilities, surrounding a new football stadium and social hub.
A red line boundary and aerial photograph is shown in Figure 1.



Figure 1: Red line boundary shown on OS aerial map extract.



Figure 2: OS map extract.

Indicative Masterplan

An indicative masterplan layout has been prepared (see Figure 3) but is subject to change. Stand out features include:

- New Aberdeen FC stadium
- Refurbished beach ballroom
- Ice centre of excellent (including dry ski slope)
- Water and extreme sport facilities
- Public realm and plaza
- Improved beach and sea facilities



Figure 3: Indicative masterplan showing Option A, taken from Aberdeen City Council Stage 0 Strategic Definition Study.

ENGINEERING RISK SUMMARY		
Risk Area	Risk	Key Risks
Topography	Green	A full topographical survey is required to aid design.
Demolitions / Obstructions	Red	A number of existing structures will need to be demolished or re-purposed. Potential for hidden underground obstructions from current and historic features.
Archaeology	Red	The site has been used heavily by industry and was of strategic significance during the World Wars. A number of points of interest have been identified and will need to be assessed fully to determine their impact on development.
Ground Conditions	Red	Surface deposits consisting of sand and silt, overlaying sandstone bedrock. Potential for shallow, tidal groundwater.
Environmental Issues	Red	Significant risks posed by contamination from historic land uses.
Drainage	Yellow	Drainage solutions subject to further consultation with Scottish Water.
Flooding	Yellow	Minor surface water flooding present on site. Risks posed by coastal flooding.
Services	Yellow	Services available, subject to availability and capacity.
Transport	Yellow	Existing access points present.
Ecology	Yellow	Ecological assessment required.

4.0 SITE OVERVIEW

SITE LOCATION	
Site Visit by	Desk study only at this stage.
Date Visited	NA
Access Restrictions	Fully accessible to public.
Photographed	NA
Site Location	The site is located to the east of Pittodrie, Aberdeen and forms part of the well-known Kings Links, Queens Links and Broad Hill areas.
Approx. Coordinates	OS Grid Reference: NJ 95168 07234 X (Easting): 395168 Y (Northing): 807234

DESCRIPTION/BOUNDARIES	
Description/Current Uses	The site is separated into three main areas known locally as the Kings Links (cricket pitches), the Queens Links and Broad Hill. A road network consisting of Beach Boulevard, Accommodation Road, the Esplanade and Links Road surrounds the site; the latter of which dissects the site and separates Kings and Queens Links. A series of footpaths provides ped / cycle access to existing facilities, which includes cricket pitches, ice arena, leisure centre, beach ballroom, extreme sports centre and hotel. Broad hill acts as a popular walking venue.
Boundaries	The site is bounded by Kings Links Golf Centre and grounds to the north, Beach Boulevard to the south and a combination of Aberdeen Trinity Cemetery (Broad Hill Extension), residential dwellings and commercial establishments to the west. As a beachfront development, the site extends eastwards fully to the North Sea and includes the Esplanade.
Footpaths / Rights of Way	A number of footpaths provide ped / cycle access throughout the site.
Access to Third Party Land	The site is fully accessible to the public.
Specific Boundary Treatments or Issues	The site and its surroundings are heavily trafficked and an appropriate traffic management plan will need to be adopted.

5.0 TOPOGRAPHY

TOPOGRAPHY	
Existing Topographical Survey	No topographical survey has been provided thus far. A full topographical survey of the site will be required to enable accurate analysis and modelling.
Description of Current Topography	Available data suggests that the existing topography can be considered in two parts. The Kings and Queens Links areas of the site are relatively level, except for some engineered bunds associated with the commercial land uses. Both areas can be considered basins which sit at a lower level than the roads that surround them.

	The remainder of the site, known as Broad Hill, forms a localised high ridge running north / south at c. 28m above sea level at the highest point.
Remodelling Required	Minimal remodelling should be required, subject to final development proposals.
Retaining Walls Required	Retaining walls are not anticipated, subject to final development proposals.
Buried Features and Underground Obstructions	Foundations associated with existing structures will be present. A geophysical survey and site investigation is required to determine the potential presence of further obstructions related to historic activity within the area.

6.0 DEMOLITIONS AND BURIED FEATURES

DEMOLITIONS AND BURIED FEATURES	
Requirement	A number of existing structures, predominantly of commercial use, are present within both Kings and Queens Links. These will need to re-purposed or demolished.
Underground Obstructions	Foundations from existing structures will be present. A geophysical survey and site investigation is required to determine the potential presence of further obstructions related to historic activity within the area.
Potential Reuse/Salvage	Some materials could be reused subject to sorting and testing.
Likelihood of Asbestos	Due to the age of existing structures, it is likely that asbestos will be present. An asbestos survey should be undertaken so that a suitable plan of action may be implemented prior to the start of any works.

7.0 HISTORY

HISTORIC MAPPING	
Map Date	Description
1843-1882	The site itself has had a number of former uses, as demonstrated in Figures 4 to 6. The Queens Links region was formerly used as a race course (equestrian), and includes a tramway and beach battery closer to the coast. Kings Links overlaps with a former rifle range but was predominantly left as scrubland. The surrounding area has a history of heavy industrial usage and includes chemical, gas, iron and granite works nearby.

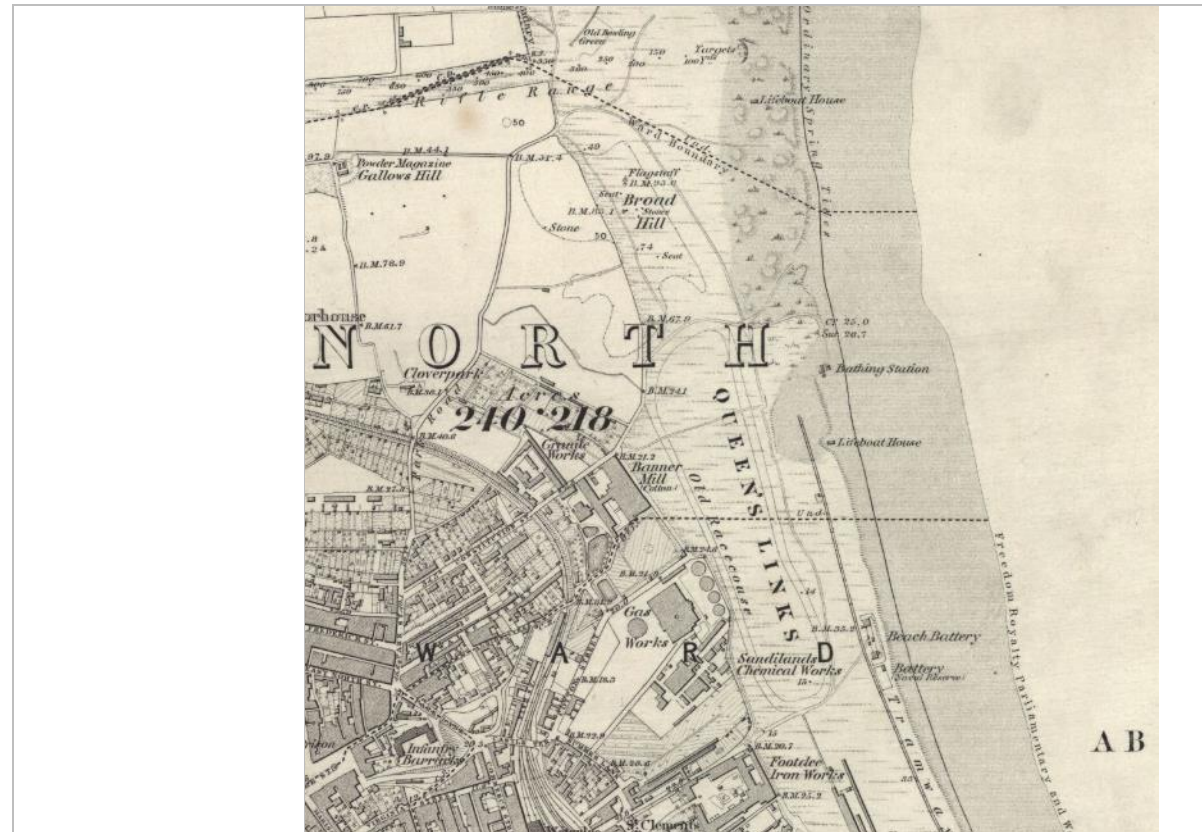


Figure 4: Historic map extract from 1843-1882.

1938 During the late 1930's and 1940's the site remained largely unchanged. The surrounding area has expanded to include leisure facilities.



Figure 5: Historic map extract from 1938.

1944



Figure 6: Historic map extract from 1944.

ARCHEALOGY

Archaeological Interest

The following items have been identified as points of interest on the Aberdeen City Council Historic Environment Record (HER) map and Canmore:

- Remains of a tramway.
- Large proportion of Queens Links used as late 19th to early 20th century bottle dump and tip.
- 20th Century ballroom
- WW2 heavy anti aircraft gun battery
- Site of gunpowder magazine
- Lighthouse / rocket house
- Boundary stones and battery gun remains on Broad Hill

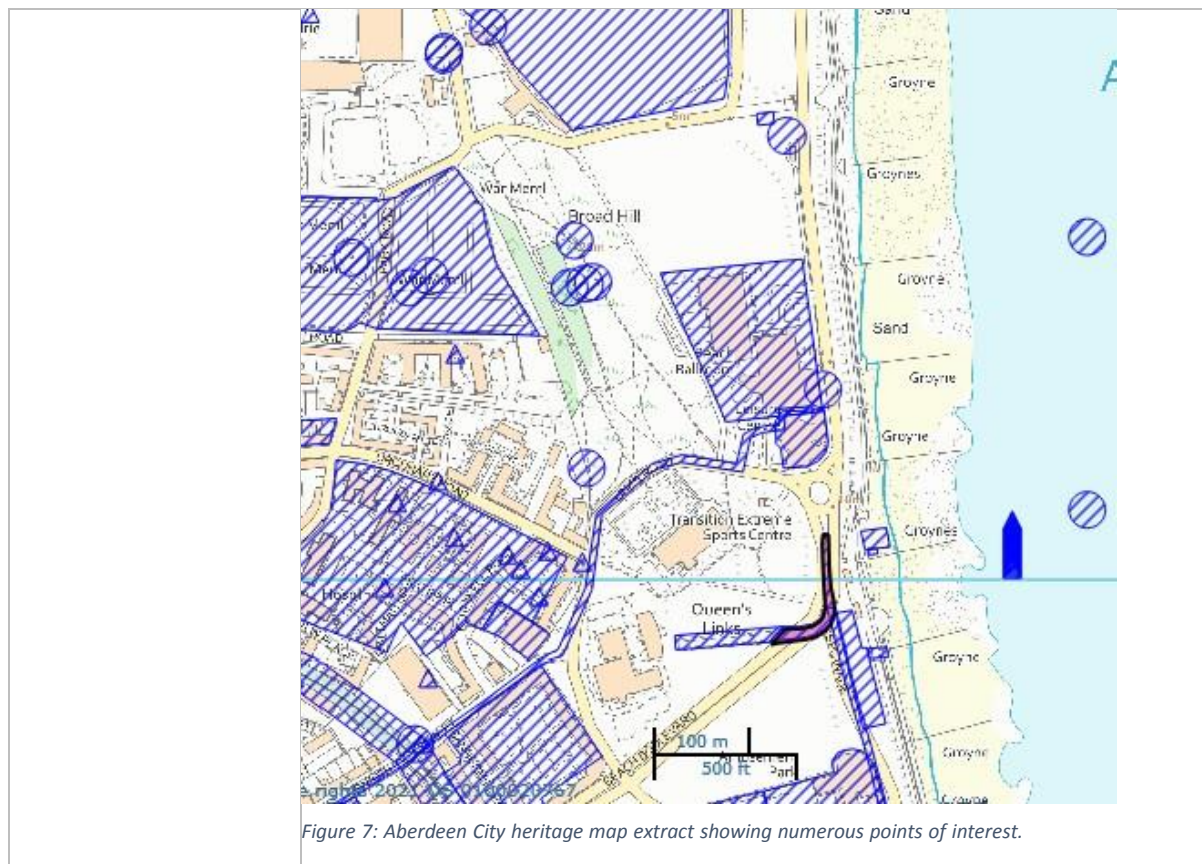


Figure 7: Aberdeen City heritage map extract showing numerous points of interest.

Extract of Canmore Map



Figure 8: Canmore map extract showing numerous points of interest.

Archaeological Implications

Archaeological trial trenching will be required, with potential delays to development depending on the significance and complexity of any artifacts of interest that are found.

8.0 GROUND CONDITIONS

GEOTECHNICAL CONSIDERATIONS

Existing SI Available	It is understood that a desktop survey was carried out in 2007 for the Kings Links area of the site however this information has not yet been provided for review.
Summary of Anticipated Ground Conditions	<p>The British Geological Survey maps indicate conglomerate and sandstone bedrock of the Brig O'Balgownie Formation, overlain by predominantly raised tidal flat deposits of clay, silt and sand. Some blown sand fronting marine beach deposits, consistent with the coastal location of the site, are also present.</p> <p>There are no borehole records located within the site boundary, however nearby records support the above information. Sands of variable properties are present at shallow depth.</p> <p>A 2B moderately productive aquifer is present and will need to be considered as part of the drainage and flood risk assessment.</p> <p>It should be noted that Aberdeen was heavily bombed during WWII. This, in combination with various gun placements and magazine stores, means there is potential for</p>

	unexploded ordinance throughout the site. An investigation will be required to de-risk the site prior to construction.
Risk of Mining and Mineral Extraction	The site is outwith The Coal Authority's coal mining reporting area. The occurrence of past mining related activities is not anticipated.
Risk of Quarrying	There are no records to suggest quarrying has taken place within the site boundary however historic quarrying has taken place nearby.
Risk of Solution Features	Not anticipated at this stage.
Is High Ground Water / Pumping Anticipated?	Given the coastal nature of the site, groundwater will likely be shallow and affected by the tidal system. This will need to be accounted for, as well as the possibility for pollutant pathways being formed between the site and sea during construction and beyond.
Solution for Proposed Building Foundations	Given the potential for poor founding materials, it is likely that a raft or piled foundation solution will be required. A full intrusive site investigation is required to determine exact foundation requirements and how they may vary throughout the site.
Solution for Ground Floor Slab	Suspended floor slabs.
Roads	Road specification subject to on site testing.

ENVIRONMENTAL CONSIDERATIONS	
Existing Environmental SI	No existing environmental SI has been identified at this stage.
Radon Risk	The site and its surroundings are located within an area considered to be at very low risk from radon gas.
Methane / CO ² Risk	Due to the anticipated ground conditions and former land usage, it is unlikely that the development will require gas protection measures.
Likely Contaminants	<p>Given that this is a regeneration project, and the end use will not change significantly from its current usage, it is unlikely that significant problems will be encountered due to contaminated material.</p> <p>Having said this, the site is located on the edge of an area which has former industrial uses including chemical, gas, iron, rope and granite works. All of these have the potential to leach contaminants into the surrounding areas. Furthermore, an historic bottle dump and tip has been identified under the footprint of the existing leisure centre and ice arena.</p> <p>Without knowing how contaminated material, was dealt with when the site was first developed, it is not possible to discount the possibility that contaminated material will be encountered on site.</p> <p>Existing features such as car parking areas could contain localised contamination and therefore any made ground encountered should be tested for chemical contaminants and dealt with accordingly. Fly tipping has also been noted at various locations throughout the site.</p>

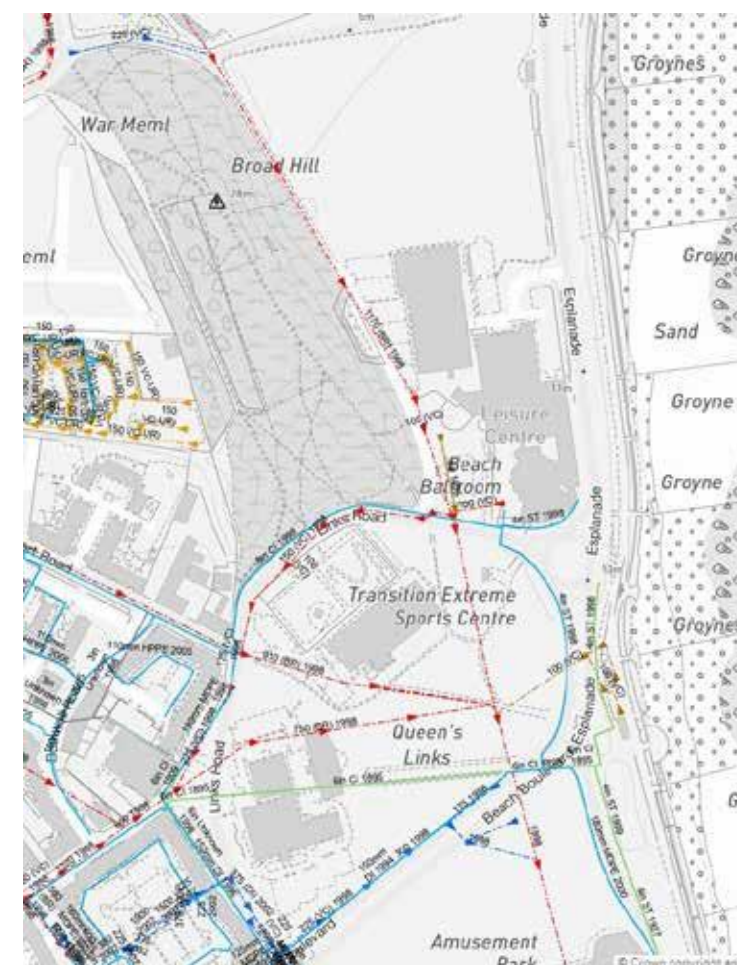


Figure 9: Scottish Water asset plans extract.

DRAINAGE	
Foul Drainage	A combined sewer runs north south through the centre of the site with a number of attributing sewers connecting into it. Points of connection and available capacity will need to be confirmed with Scottish Water.
Foul Drainage Pumping / Off-site Works	Existing facilities are drained via gravity therefore it is anticipated that a pumping station will not be required.
Surface Water Drainage	<p>Methods of infiltration are unlikely to be a feasible surface water drainage option due to the proximity to the sea.</p> <p>There are no water courses in or around the site.</p> <p>Surface water sewers are present within / close to the site and it is likely that these will be required as part of the overall surface water drainage strategy. Consultation with Scottish Water is required to determine availability and capacity of assets.</p>
Attenuation Required	Surface water attenuation will be required as part of the site layout.
Surface Water Off-site Works	Consultation with Scottish Water required.

9.0 DRAINAGE

The Scottish Water record drawing for the site and surrounding area is shown in Figure 9.

10.0 FLOOD RISK

FLOODING	
Flood Risk	The site is not located within a SEPA flood zone and is not considered to be at risk from flooding.
Implications	NA
SEPA Flood Map	SEPA flood maps for surface water show localised areas of minor flooding which can largely be attributed to topography on site. These will be dealt with as part of the surfacewater drainage strategy. There is very low risk of flooding from rivers with only a small area, east of the Esplanade, highlighted as "low risk". The entire beach front (east of the Esplanade) is highlighted as high risk from coastal flooding. It is understood that Aberdeen beach suffers significant issues as a result of coastal erosions, currently aided by coastal defences in the form of groynes and wave breaks.

11.0 UTILITIES

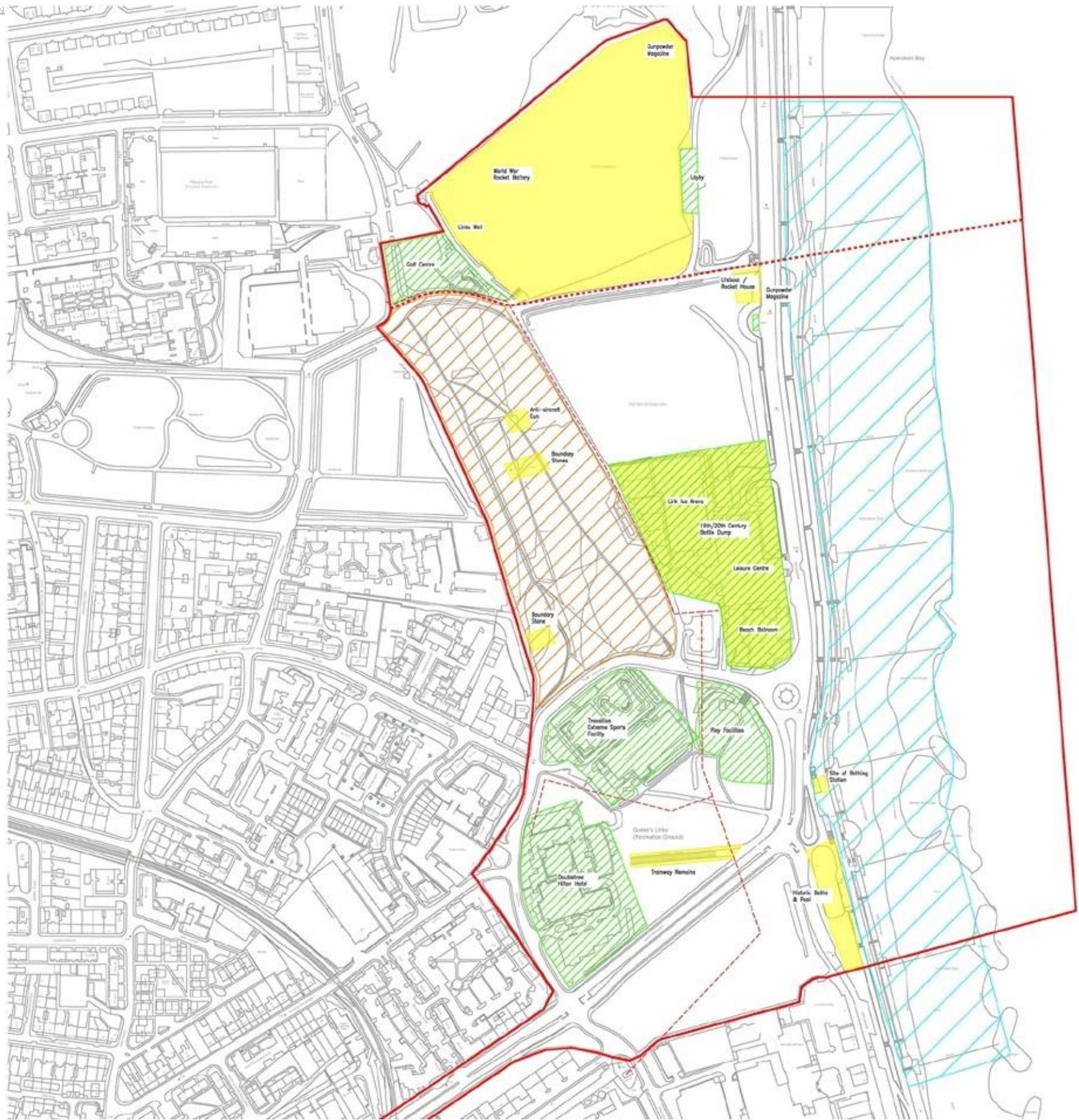
HSE MAPPING	
PADHI Development Restrictions	The site does not currently lie within the consultation distance of a major hazard site or major accident hazard pipeline; therefore at present the HSE does not need to be consulted.
SERVICES	
BT Telecoms	Further information required.
Gas	Low pressure SGN gas main crosses site centrally south to north ranging from 335 to 500mm. Smaller distributor pipes connect to various units.
Water	Potable water supply is available within Links Road and Beach Boulevard.
Cable	Further information required.
Electricity	Electricity is available throughout the site, subject to capacity.
Other	None identified at this stage.

12.0 TRANSPORT

HIGHWAYS & ACCESS	
Site Access Arrangements	Existing site accesses are available from Links Road and the Esplanade. Additional access points may be available subject to further assessment.
Off-site Improvements	Improvements to the ped / cycle network will be require to encourage use with better access and egress to and from the city centre.

13.0 ECOLOGY

ECOLOGY	
Ecological Interest	A full ecological assessment of the site will be required to support a planning application.
Extract of Interactive Heritage Map <i>(From Council Mapping)</i>	None available.
Ecological Implications	Further assessment required.



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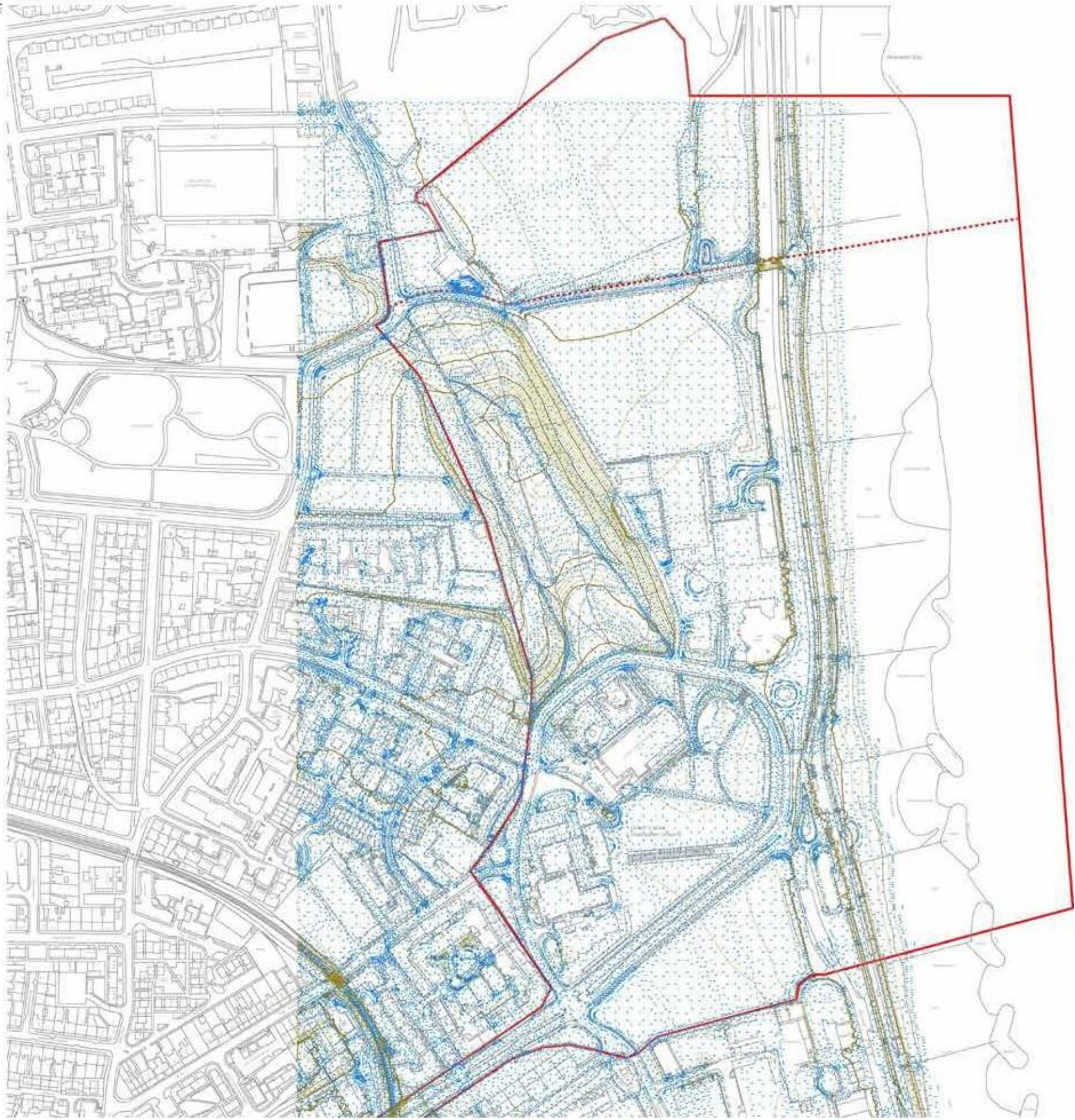
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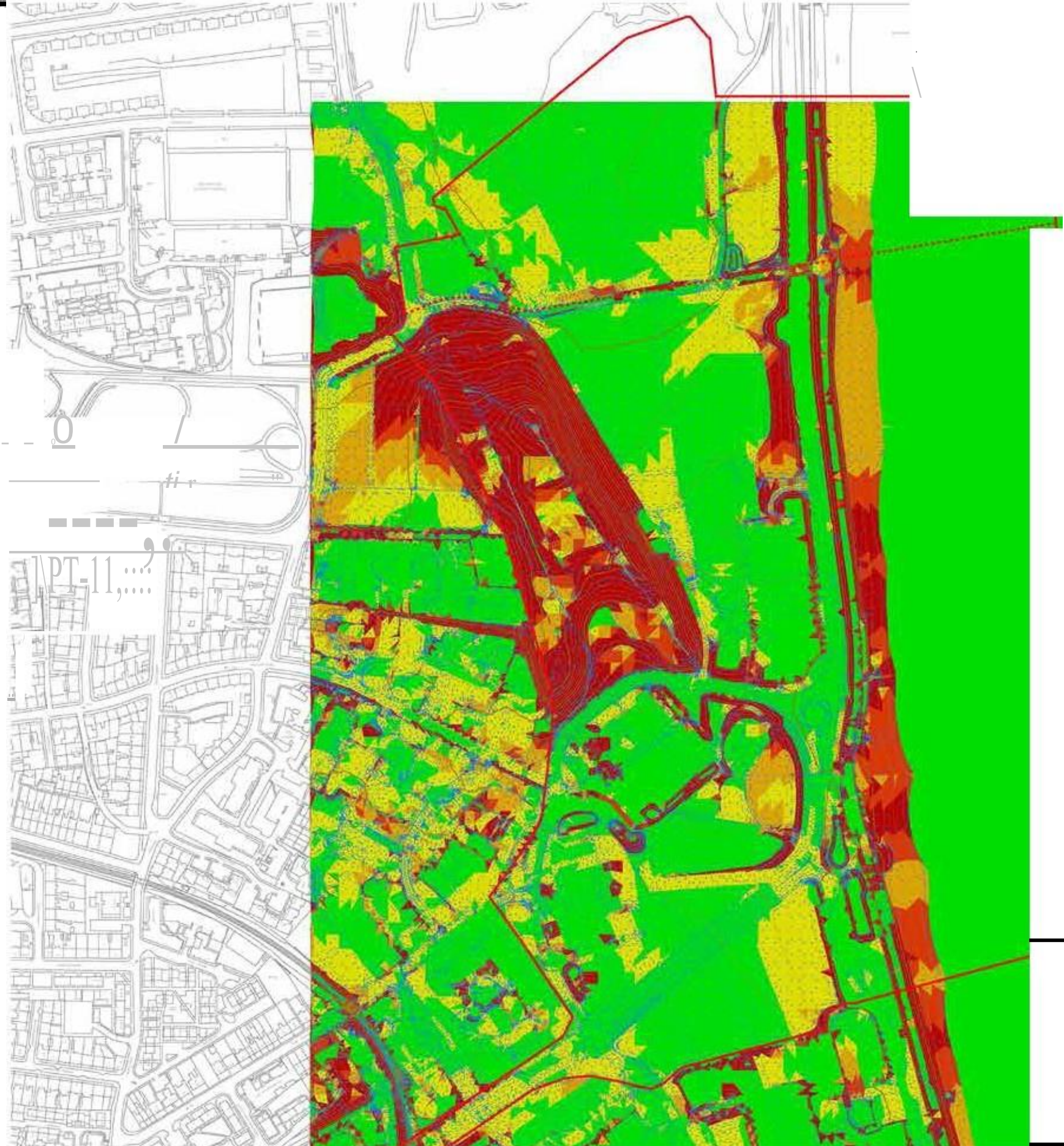
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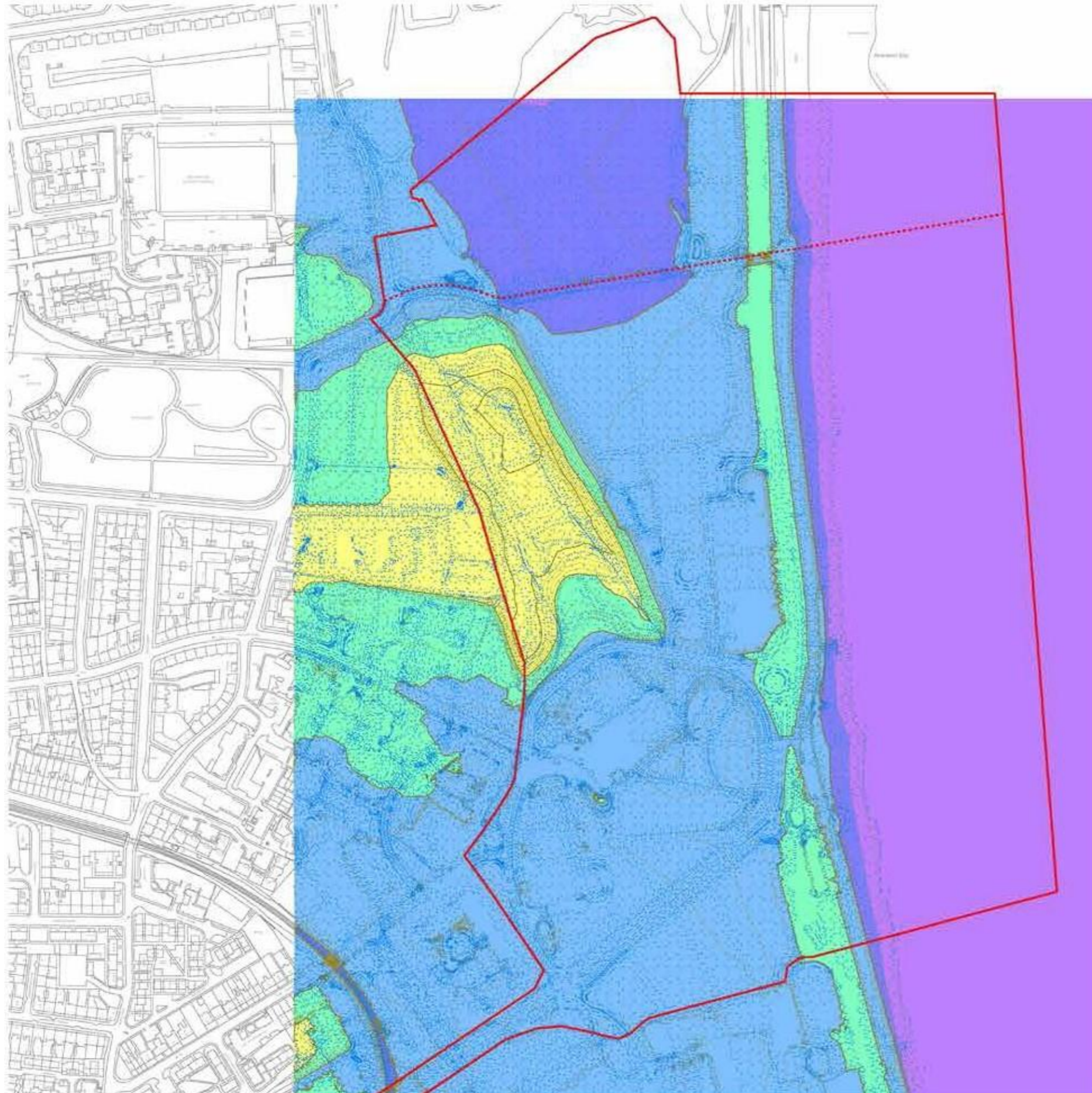
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ABERDEEN BEACHFRONT MASTER PLAN
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ELEVATION ANALYSIS

Goodson Associates

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APPENDIX B – BEACH BALLROOM

BEACH BALLROOM AS EXISTING

The Beach Ballroom is a unique art deco venue located on the Promenade of Aberdeen's Beachfront. It was built in 1926 and is a Category B listed building.

The venue first opened in 1929, the culmination of a decade of planning and development along the Beachfront which led to the transformation of Aberdeen into a first class holiday resort equipped with a range of entertainment facilities, including the new dance hall.

The image adjacent highlights the facility as existing and begins to hint at what a spectacular asset the building could be for the City of Aberdeen.

The approach to the building is currently car-dominated, however an enhanced public realm setting would create a grand entrance to the venue and a real sense of arrival, with opportunities in feature lighting to showcase the impressive art deco façade.

The ACC Vision is for the Beach Ballroom to become 'iconic' once more.



Beach Ballroom as Existing

HISTORY & HERITAGE

BEACH BALLROOM ORIGINAL SETTING

The Beach Ballroom was a key element of Aberdeen's Beachfront resort back in its 1930s heyday. The Beachfront destination created a focal point for the city that was well-used and well-loved by locals and tourists alike.

The below picture-postcard images show the venue in its original setting, with a hive of activity surrounding the popular Beach Dance Hall venue.



HISTORY & HERITAGE

AN ICONIC ART DECO BUILDING

The splendour and grandeur of the original interior design of the Beach Ballroom is highlighted on the below historic photographs.

These images showcase the unique and iconic art deco internal features of the main Dance Hall, including the impressive octagonal domed ceiling and the world-famous maple sprung dance floor.



Beach Ballroom Impressive Original Art Deco Interior with Maple Sprung Dance Floor and Central Feature



Beach Ballroom Impressive Original Octagonal Domed Feature Ceiling

HISTORY & HERITAGE

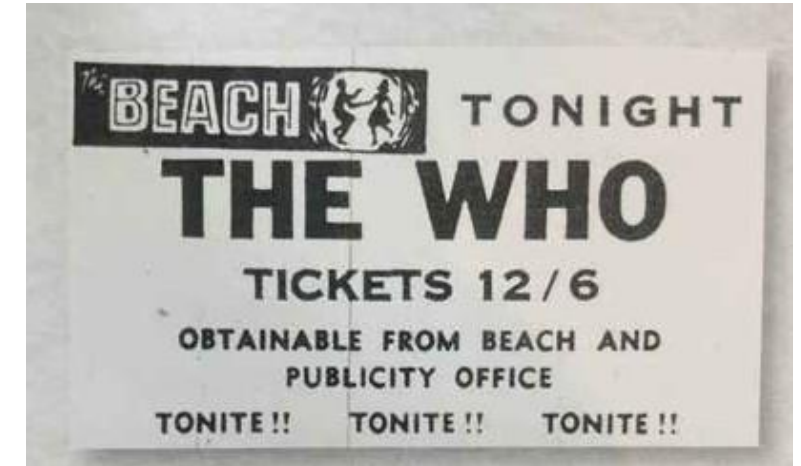
THE PEOPLE'S BALLROOM

The Ballroom was an extremely popular events venue during those early decades through to the 1960s/70s, when it hosted world-famous acts such as The Beatles, The Small Faces, The Who and Pink Floyd.

Known affectionately as 'The People's Ballroom', the facility was a real community asset well-used by the people of Aberdeen. The venue was also a popular tourist destination, known as 'Scotland's Finest Dance Hall' the Ballroom regularly attracted crowds from further afield.



Concert Tickets from the 1960s



Central Ballroom Feature to Celebrate The Queen's Coronation (1953)



A Packed Beach Ballroom Hosted Many Legends of the 1950s, 60s & 70s

DESIGN TEAM SITE VISIT: 13 JULY 2021

Key members of the Design Team visited the site together in mid-July for a guided tour of the Beach Ballroom facility as existing.

The below photographs reflect the current tired condition of the Ballroom building. Although perhaps showing some signs of wear and tear, the building has real potential for redevelopment both internally and externally.



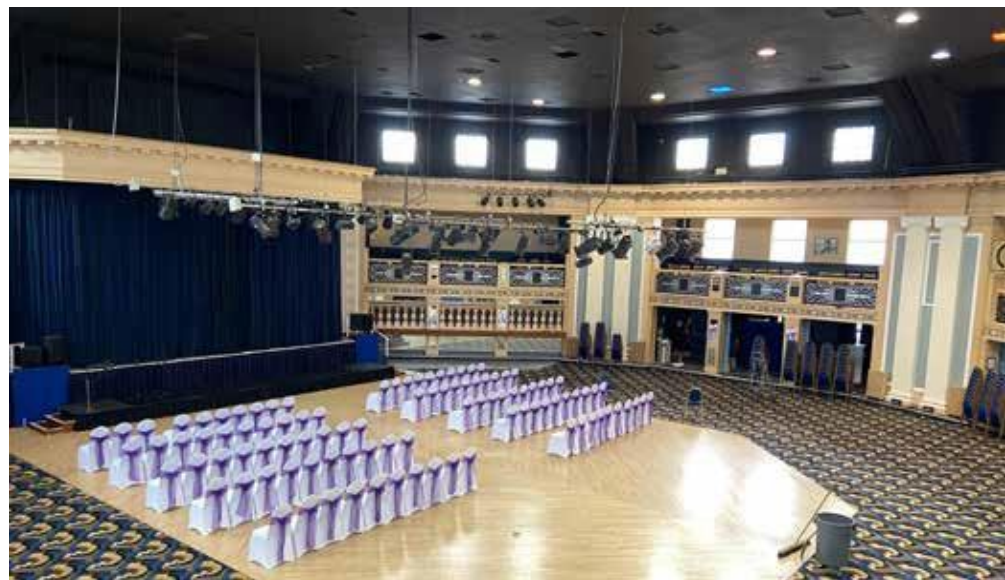
There is no grand public realm setting for the Ballroom and the approach is car-dominated. The main entrance is currently inaccessible for wheelchair users.



The Star Ballroom extension is uncomplimentary to the original Ballroom design. The heavy form sits awkwardly on top of the original building and dominates the beachfront façade.



The original art deco façade is in need of maintenance and restoration.



The original feature dome has been completely concealed internally by an uncomplimentary suspended ceiling system.



Elements of the main façade are tired and would benefit from updated signage and feature lighting opportunities.



The interior of the Star Ballroom is dated and uninspiring.



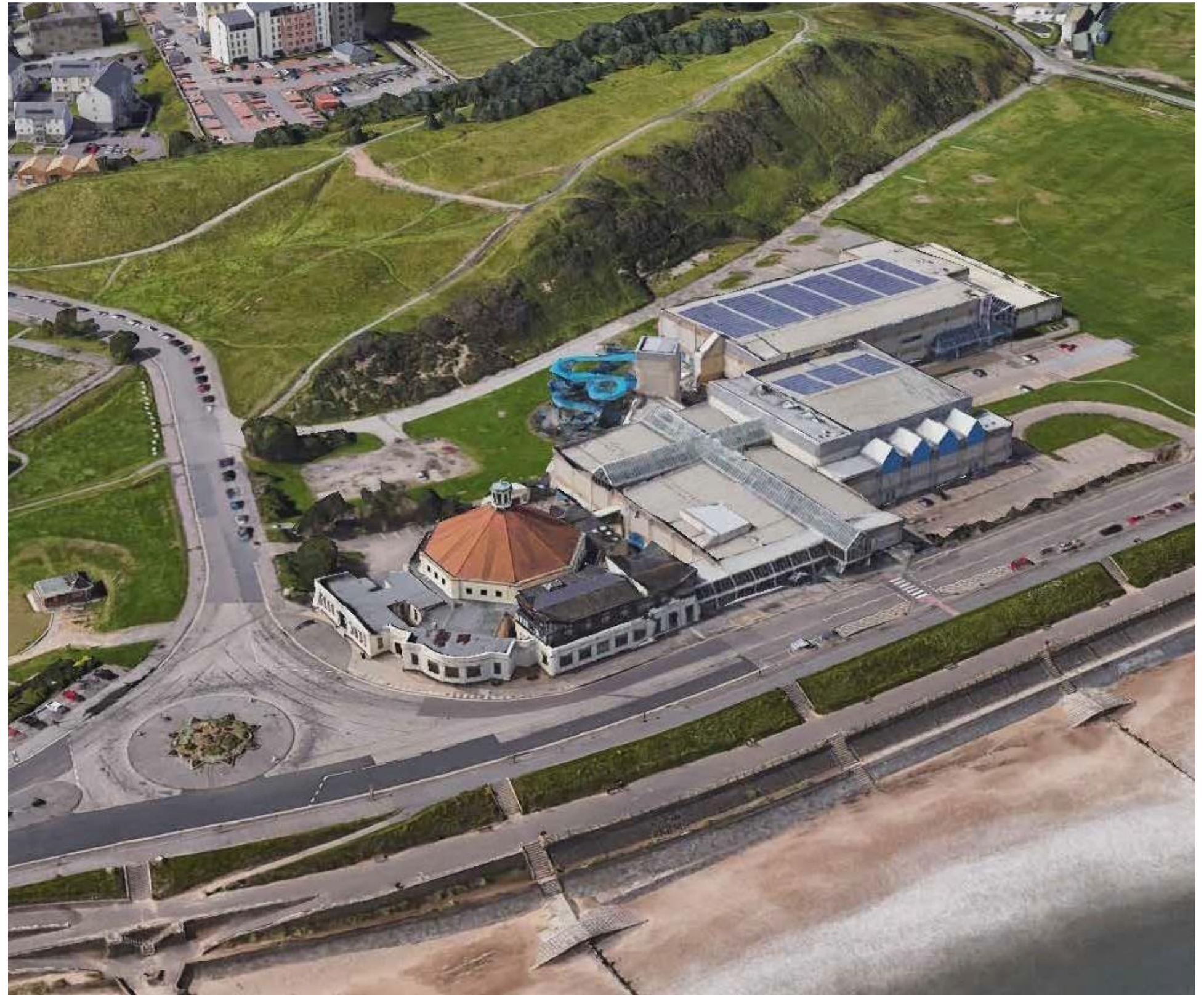
Soft furnishes are dated and in need of replacement.

CONSTRAINTS

Below are a number of project constraints identified by the Design Team following our initial site visit and analysis of the venue as existing:

- Venue not operating to **full potential** / loss making
- Lack of ability to host multiple / **concurrent events**
- No **grand setting**
- No real **sense of arrival**
- **Car dominated** approach / roundabout
- Poor **accessibility** / wheelchair access / no lift
- Lack of quality external / **break out** space
- Does not take full advantage of **beach views**
- Original **feature ceiling** concealed
- Dated **AV, sound** and **lighting**
- Awkward **relationship** to existing **leisure** buildings
- Poorly considered star ballroom **extension**

Following analysis of initial constraints identified by the Design Team, a critique of the existing building floor plans was carried out, highlighting some high-level areas of opportunity and potential for further development.



Beach Ballroom Context as Existing

LOWER GROUND FLOOR

The 1200 capacity main Ballroom will be re-imagined as a state of the art multi-purpose events space.

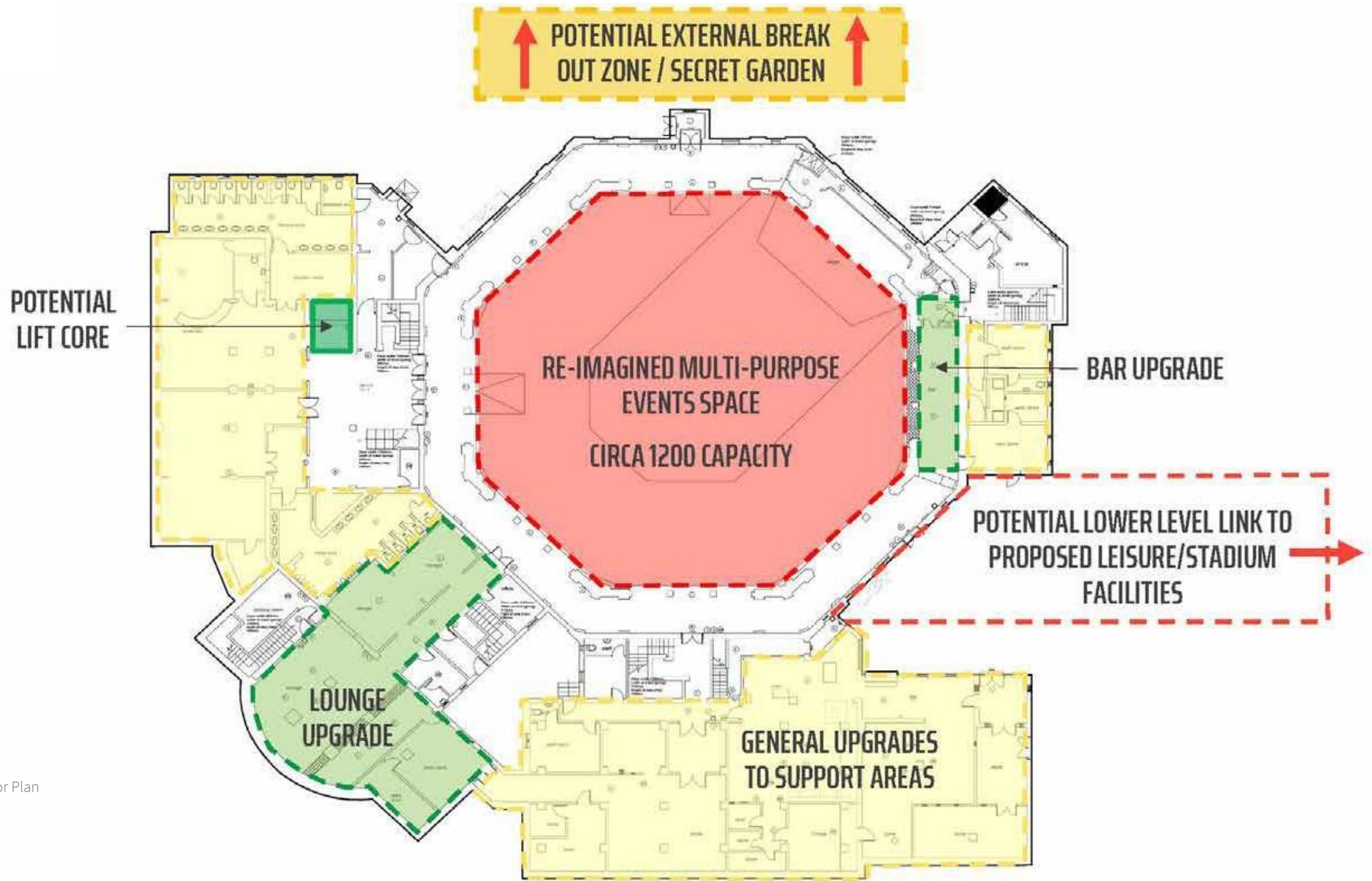
Opportunities for external breakout should be explored to the West of the Ballroom, with the potential for an intimate 'Secret Garden' at lower level, offering shelter from the elements.

The introduction of a central lift core adjacent to the main entrance would improve accessibility down to lower Ballroom level.

The existing bar/lounge areas would benefit from upgrade and modernisation.

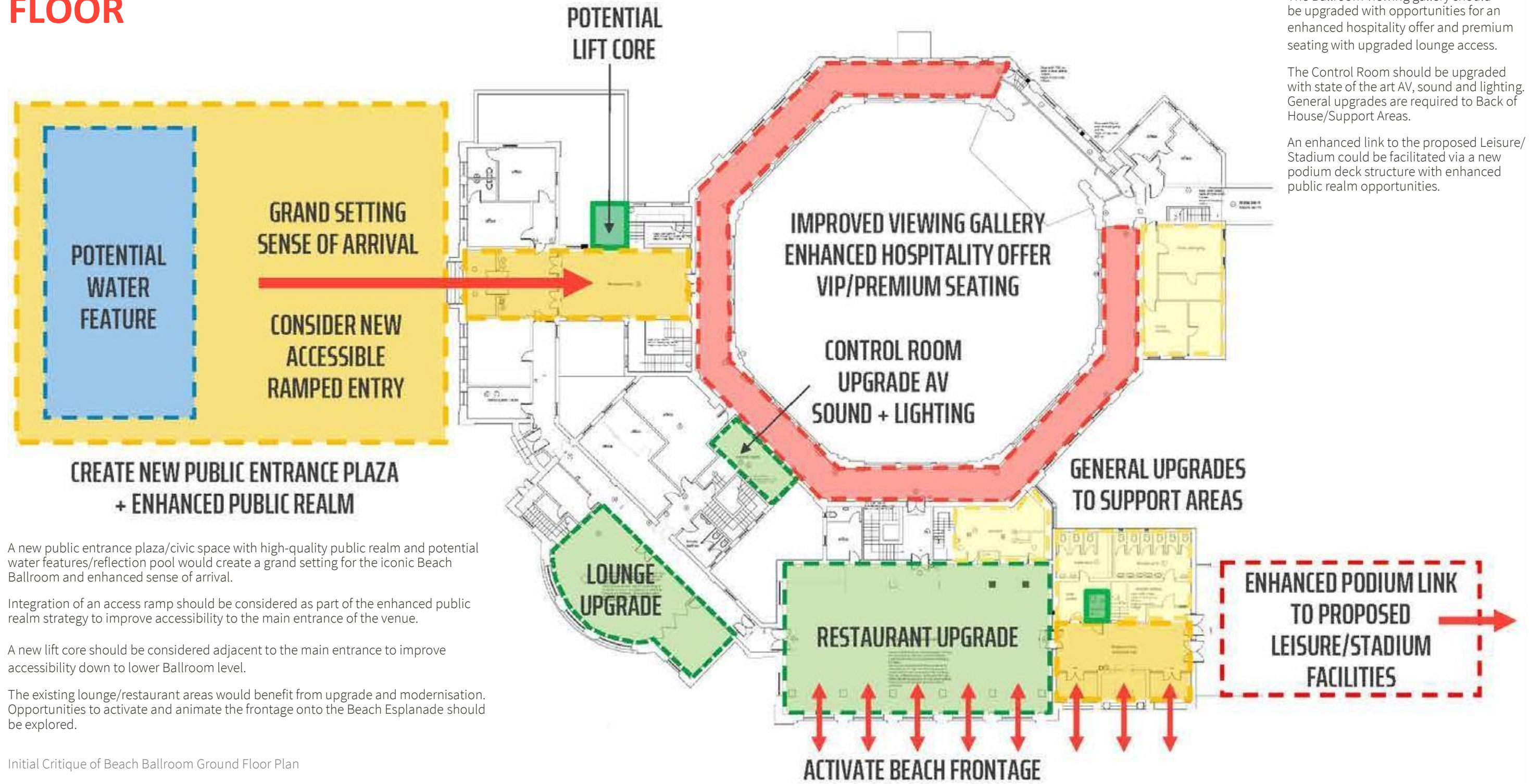
General upgrades are required to Back of House/Support Areas.

A potential lower level link into the proposed new Stadium/Leisure facilities should be explored.



Initial Critique of Beach Ballroom Lower Ground Floor Plan

GROUND FLOOR



A new public entrance plaza/civic space with high-quality public realm and potential water features/reflection pool would create a grand setting for the iconic Beach Ballroom and enhanced sense of arrival.

Integration of an access ramp should be considered as part of the enhanced public realm strategy to improve accessibility to the main entrance of the venue.

A new lift core should be considered adjacent to the main entrance to improve accessibility down to lower Ballroom level.

The existing lounge/restaurant areas would benefit from upgrade and modernisation. Opportunities to activate and animate the frontage onto the Beach Esplanade should be explored.

Initial Critique of Beach Ballroom Ground Floor Plan

The Ballroom viewing gallery should be upgraded with opportunities for an enhanced hospitality offer and premium seating with upgraded lounge access.

The Control Room should be upgraded with state of the art AV, sound and lighting. General upgrades are required to Back of House/Support Areas.

An enhanced link to the proposed Leisure/Stadium could be facilitated via a new podium deck structure with enhanced public realm opportunities.

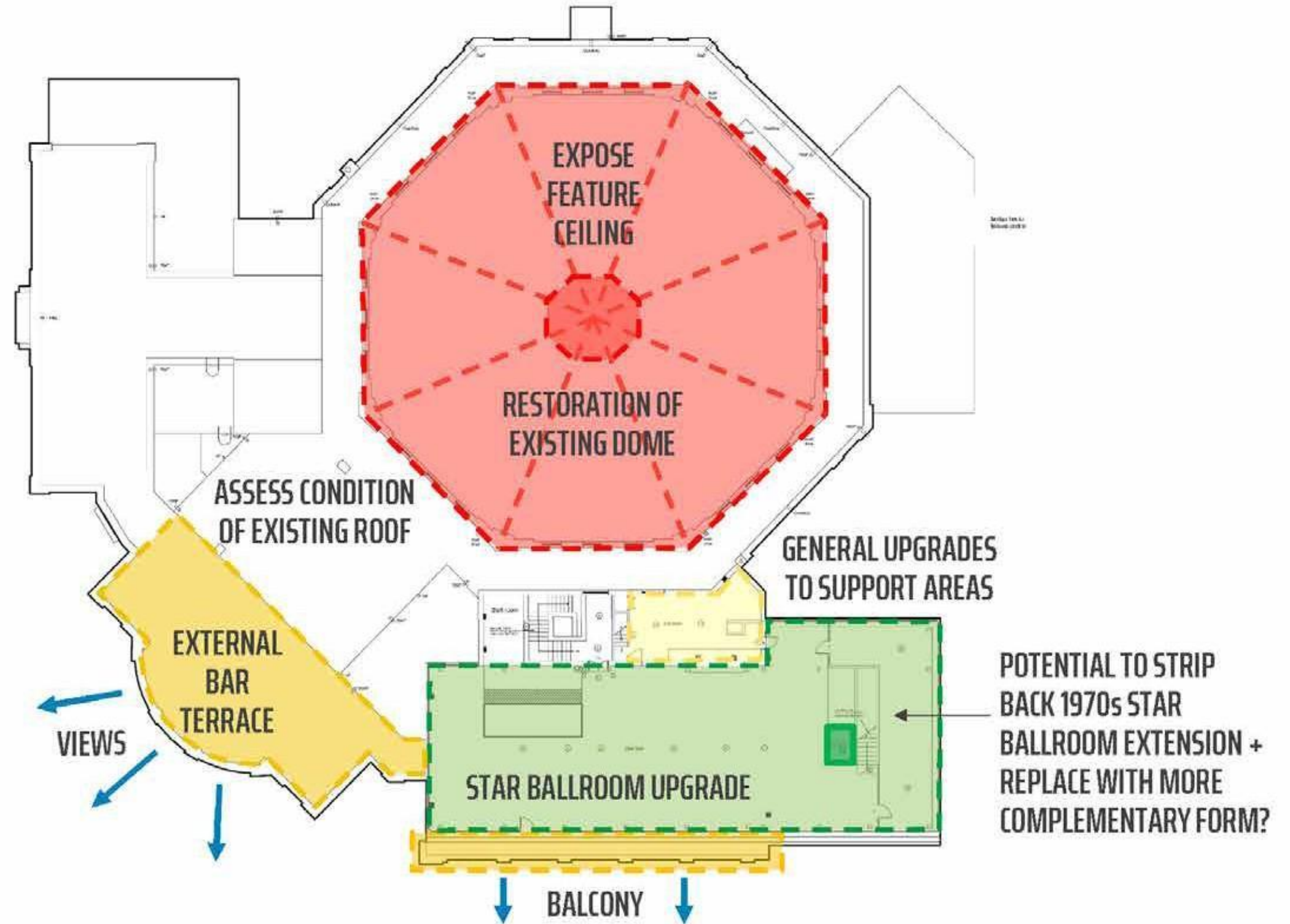
FIRST FLOOR

The impressive existing dome structure and existing feature ceiling should be exposed and restored back to its former glory.

The condition of the existing flat roof should be assessed to explore opportunities for a new external terrace area which could be utilised as a Sky Bar with spectacular views over Aberdeen Beach.

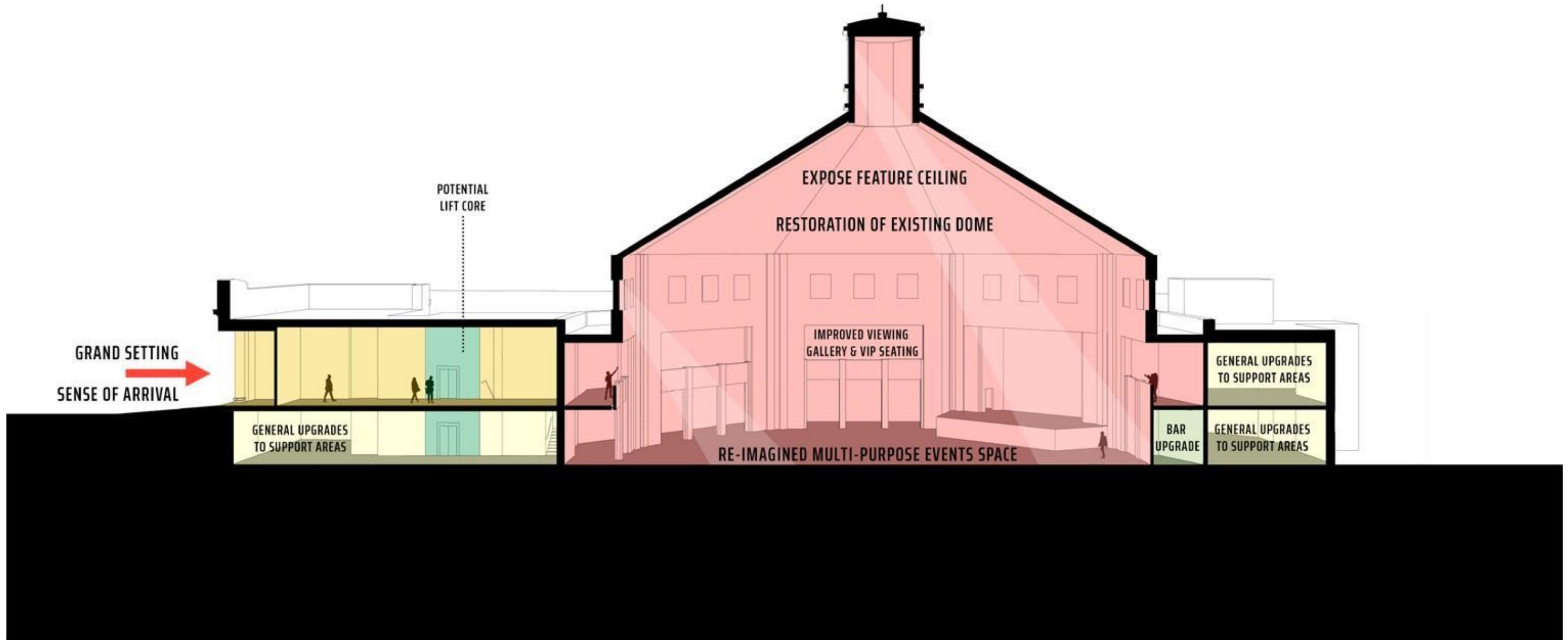
There is potential to strip back the existing Star Ballroom extension and replace with a lighter, more complementary form.

The existing balcony area is currently unused – this should be upgraded to provide external breakout for the enhanced Star Ballroom, taking advantage of Beachfront views.



Initial Critique of Beach Ballroom First Floor Plan

SECTION DIAGRAM



Initial Critique of Beach Ballroom Section

OPPORTUNITIES

The ambitious vision for the Beach Ballroom is to create an iconic, flexible, multi-purpose events space capable of hosting a variety of different types of events, standalone or concurrently, improving the commercial performance of the venue.

The precedent examples adjacent give a flavour of initial opportunities to be explored which could transform the venue, building upon and enhancing the current offer for the 1200 capacity events space, which would be complementary to larger scale events held at The Event Complex, Aberdeen (TECA).

- Create a focal point for the Beachfront Masterplan: **'The Jewel in the Crown'**
- An iconic **multi-purpose** events space
- Capable of hosting multiple / **concurrent** events:
- Live **entertainment** / concerts
- Pre-match **hospitality**
- **Fanzone** / family entertainment
- Upgraded **wedding** venue
- Potential **Esports** overlay
- **Creative Industries** Centre (as Legends Report) with integrated **teaching** facilities at stadium
- Potential fashion / **music** / drama / **film & TV** / photography courses, in partnership with **local universities**

We look forward to developing these ideas in partnership with Aberdeen City Council.



Live Entertainment



Hospitality



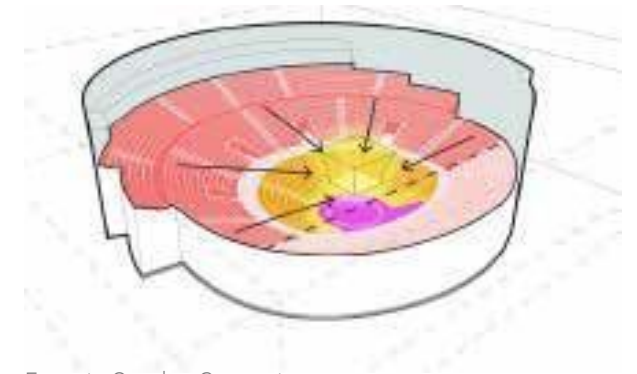
Fan Zone



Wedding Venue



Esports



Esports Overlay Geometry



Education Partnership



HALO Digital Innovation Centre



BBC Scotland HQ



Creative Industries



Live Broadcasting



TV Studio

SUGGESTED IMPROVEMENTS

The Design Team suggest a number of potential improvements/study areas for the Beach Ballroom that should be explored in more detail moving forward:

- Celebration of Entrance - creating a **grand** setting for the building with a real sense of arrival and enhanced public realm
- Improve **accessibility** / wheelchair access and install lift core
- Potential for **water feature** / fountain / reflection pool
- Enhanced **Link** to proposed leisure / stadium facilities
- Upgrade & **restoration** of external impressive art deco facade
- Dome restoration / expose and enhance original **feature ceiling**
- Improved **viewing gallery** & enhanced **hospitality** offer (VIP / Premium seating)
- Upgrade to **state of the art AV**, sound & lighting **technology**
- Utilise **external balcony** / roof areas to create bar / **terrace** taking advantage of **spectacular views** of Aberdeen Beach
- Potential for **external break-out** space, creating more intimate / sheltered private external space (Secret Garden)
- External **feature lighting** opportunities to showcase unique art deco architectural features on building façade
- **Re-branding** and **marketing** opportunities to align with **100 year anniversary** (+60 years since **The Beatles** played)
- Potential to strip back **star ballroom extension** and replace with more **complementary** and lighter roof form



Celebration of Entrance



Restored Building Facade



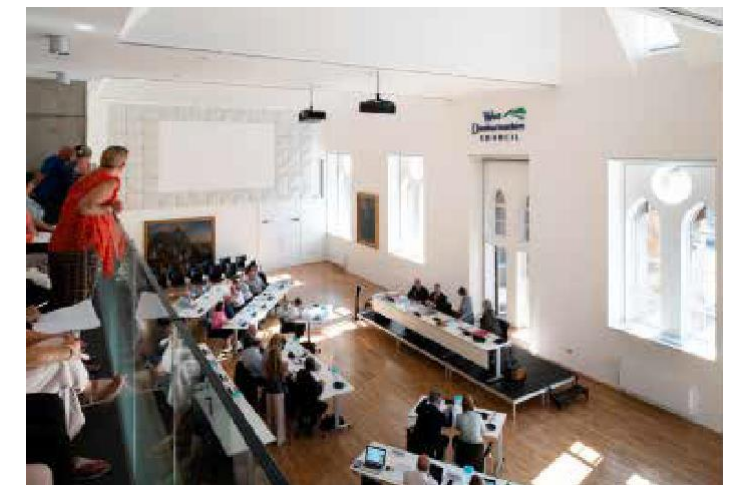
The adjacent images highlight precedent examples which illustrate the potential improvements suggested for the Beach Ballroom.

Celebration of the main entrance will create a more grand setting for the venue and an enhanced sense of arrival. The existing art deco facade will be carefully restored to its former glory. The impressive concealed feature dome structure will be exposed and restored with an enhanced premium gallery viewing experience at the upper level. An external terrace will take advantage of spectacular Beach views with opportunities for an exclusive Sky Bar.

At lower level, a more intimate external space will provide opportunities for further external break out. Lastly, the unique features of the original art deco facade could be further enhanced through the creative use of external lighting to bring the building to life at night.



Feature Ceiling & Gallery





External Terrace



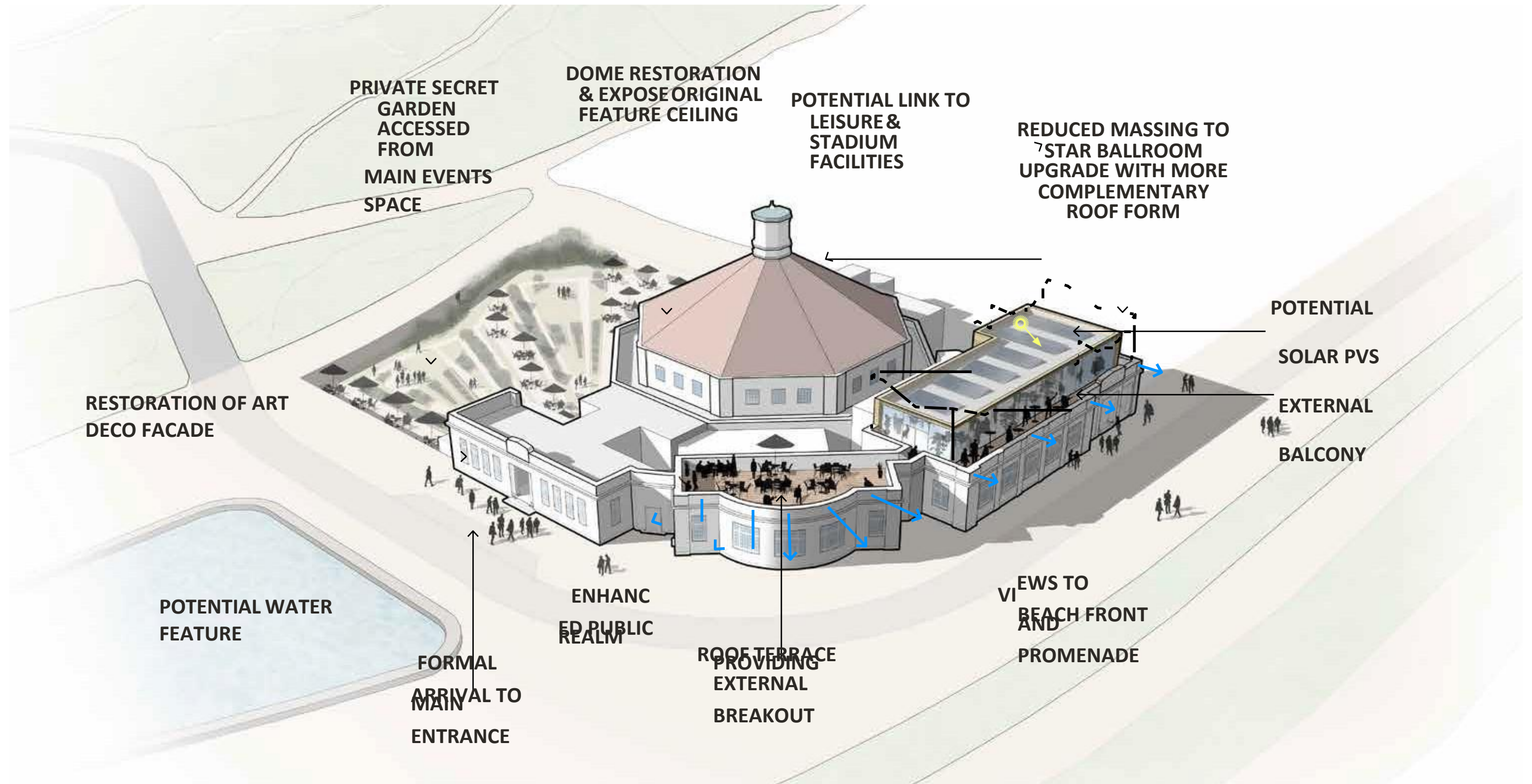
External Break Out / Secret Garden



Feature Lighting



CONCEPTUAL MASSING STUDY



1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to ensure the validity of the findings.

3. The third part of the document describes the results of the data analysis and the key findings. It notes that the data indicates a significant trend in the market, which has implications for the organization's future strategy.

4. The fourth part of the document provides a detailed analysis of the data, including a breakdown of the different categories and sub-categories. It also includes a comparison of the current data with previous periods to identify any changes or trends.

5. The fifth part of the document discusses the implications of the findings and the potential risks associated with the current market conditions. It suggests that the organization should take proactive measures to mitigate these risks and capitalize on the opportunities presented by the market.

6. The sixth part of the document provides a summary of the key findings and conclusions. It reiterates the importance of maintaining accurate records and the need for consistent data collection processes to ensure the reliability of the information.

7. The seventh part of the document discusses the next steps and the actions that need to be taken to address the findings. It emphasizes the need for a clear and concise action plan that is based on the data and the organization's strategic goals.

8. The eighth part of the document provides a final summary and a conclusion. It notes that the data analysis has provided valuable insights into the market and the organization's performance, and that these insights should be used to inform future decision-making.

9. The ninth part of the document discusses the limitations of the data and the potential sources of error. It acknowledges that the data may not be perfectly accurate and that there may be some uncertainty in the findings.

10. The tenth part of the document provides a final summary and a conclusion. It reiterates the importance of maintaining accurate records and the need for consistent data collection processes to ensure the reliability of the information.

11. The eleventh part of the document discusses the implications of the findings and the potential risks associated with the current market conditions. It suggests that the organization should take proactive measures to mitigate these risks and capitalize on the opportunities presented by the market.

12. The twelfth part of the document provides a detailed analysis of the data, including a breakdown of the different categories and sub-categories. It also includes a comparison of the current data with previous periods to identify any changes or trends.

13. The thirteenth part of the document discusses the results of the data analysis and the key findings. It notes that the data indicates a significant trend in the market, which has implications for the organization's future strategy.

14. The fourteenth part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent and reliable data collection processes to ensure the validity of the findings.

15. The fifteenth part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

16. The sixteenth part of the document provides a final summary and a conclusion. It reiterates the importance of maintaining accurate records and the need for consistent data collection processes to ensure the reliability of the information.

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APPENDIX C – MASTERPLAN

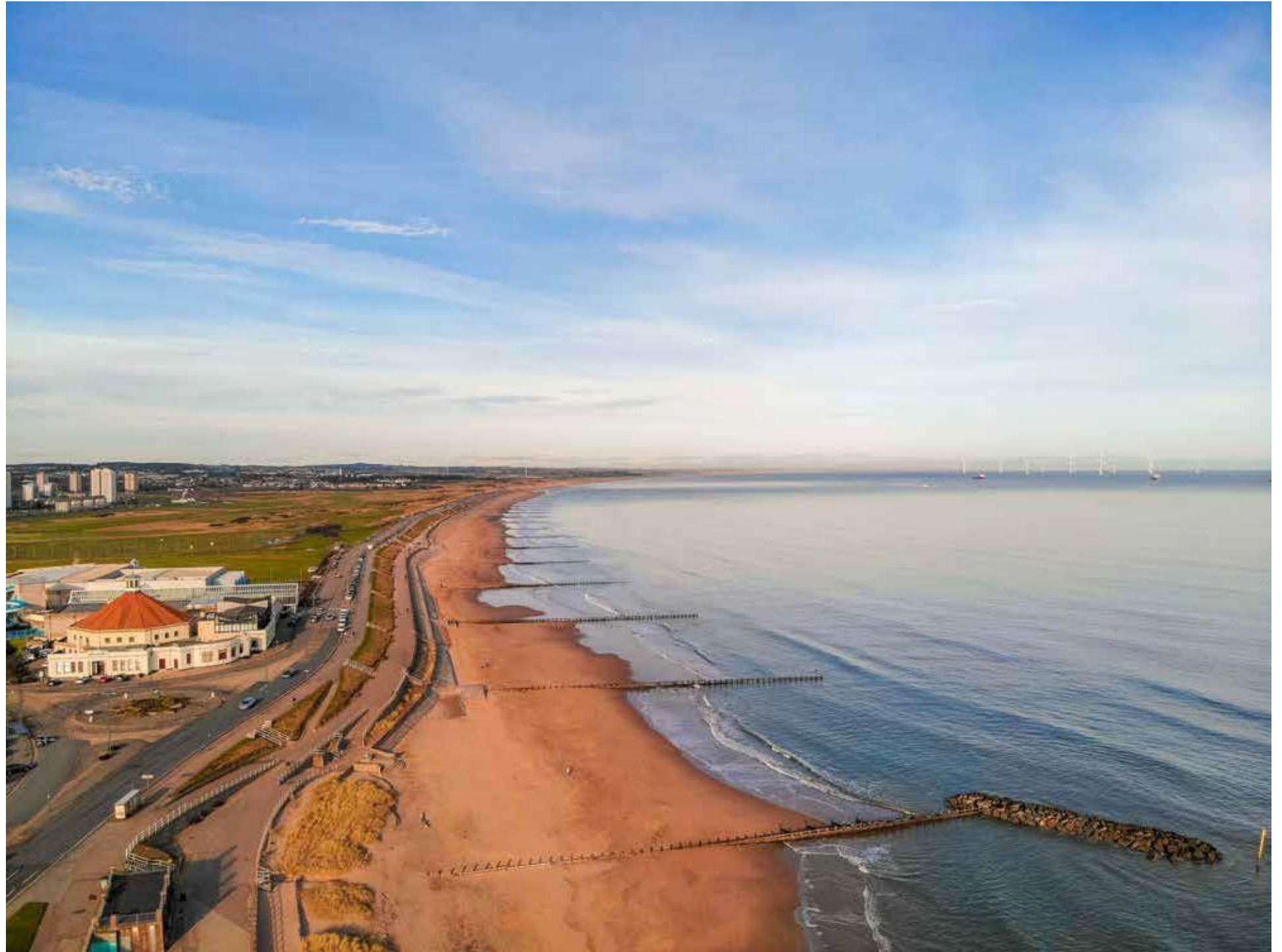
INTRODUCTION

Aberdeen Beachfront Masterplan offers an exciting opportunity to re-imagine the Beachfront and create a unique and innovative new waterfront destination which connects back into the centre of the City.

At the heart of the Masterplan is the redevelopment of the iconic Beach Ballroom – the ‘jewel in the crown’ of the Beachfront. The Masterplan will be centred around the Ballroom as the main focal point of the project, with the history of the Beachfront being intrinsic to the character of the wider area.

The creation of a transformational new beach destination will rely on progressive and innovative Masterplan solutions, alongside a respectful acknowledgement to the heritage of the site.

The initial high-level Beachfront Masterplan concepts developed by the Design Team will therefore be forward-thinking, while taking inspiration and lessons learned from the past.



Beach Ballroom and Esplanade as Existing

HISTORY & HERITAGE

A THRIVING BEACH DESTINATION

Aberdeen was a successful and thriving destination in the early 1900s, with a range of well utilised leisure facilities and recreational activities located along the Beachfront. The below images capture the nostalgia of that glorious bygone era, with a celebration of what has gone before providing aspiration for the future development of the Beachfront. In order to restore the beach to it's former glory, the component parts of previous successes can be re-imagined to create an innovative new Masterplan solution which establishes Aberdeen Beachfront as a world-class leisure destination once more.



The Battery, Lifeboat Housing & Bathing Station



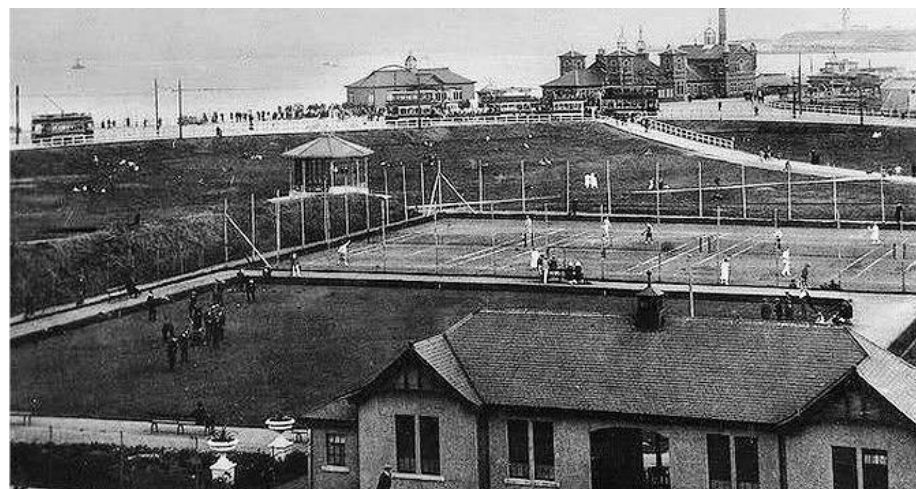
Promenade & Mobile Beach Huts



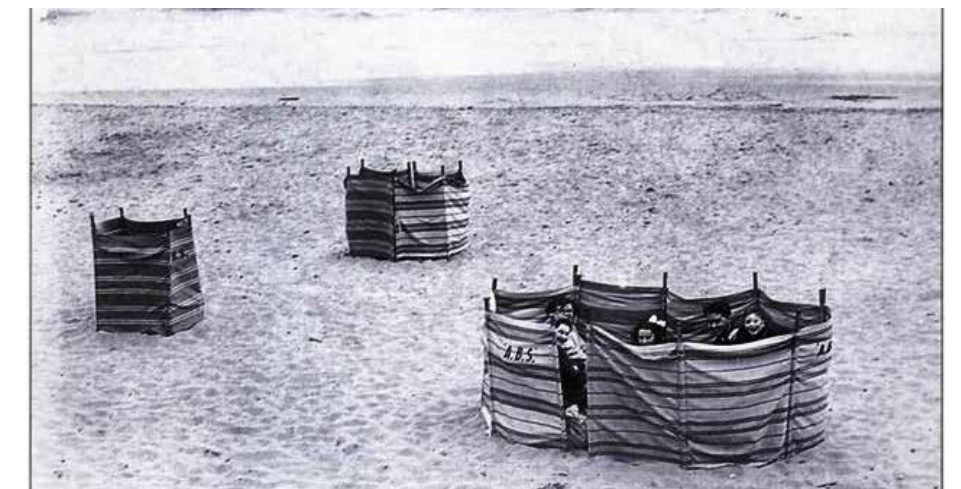
A Packed Beach: Major 1950s Tourist Destination



Beach Bandstand (Circa. 1933)



Bowling, Tennis & Sports Putting Arena (Circa. 1937)

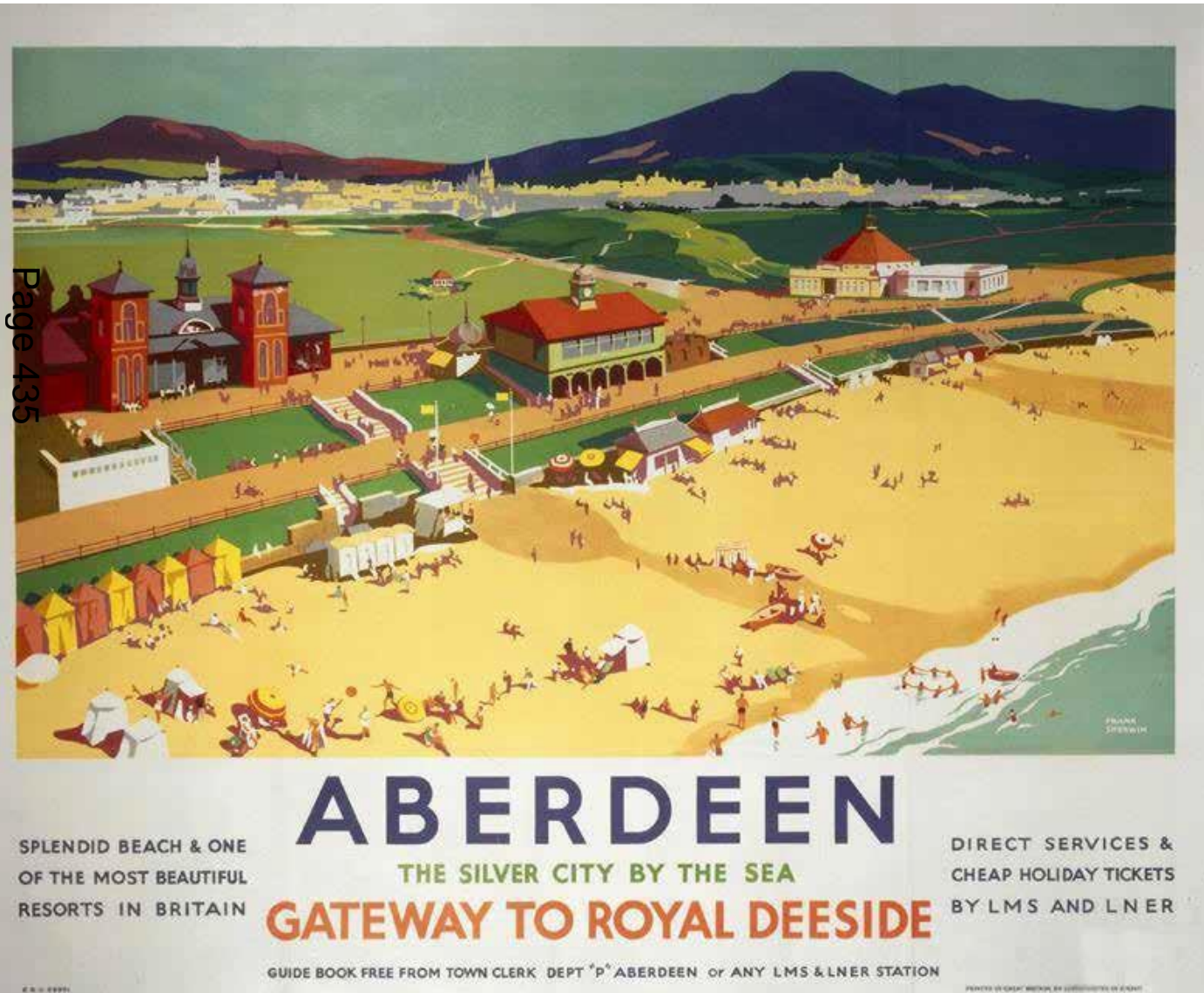


Shelter from the Elements (1950s)

THE SILVER CITY BY THE SEA

Touted as 'the finest beach and most beautiful resort in Britain', Aberdeen was known as 'The Silver City by the Sea' - a popular picture-postcard holiday spot.

The vision for the Masterplan is to rejuvenate the Beachfront back to its former glory as a major waterfront destination for future generations.



Postcard imagery from 1923 - 1947

“THE FINEST BEACH AND MOST BEAUTIFUL HOLIDAY RESORT IN BRITAIN”

EXISTING PHOTOGRAPHS

DESIGN TEAM VISIT: 13TH JULY 2021

The Design Team visited the site on 13th July 2021 and met with key personnel from Aberdeen City Council to walk the Beach Boulevard route from Castlegate to the Beach Ballroom and understand the current condition, constraints and opportunities of the wider Beachfront Masterplan area.

It was noted that the Beachfront currently lacks a sense of place, is characterless and at times, desolate. The approach from Beach Boulevard is uninspiring with no real focal point or sense of arrival at Queen's Links.

With the exception of the iconic Beach Ballroom, the surrounding architecture is of an industrial nature, with a number of existing Sports & Leisure buildings which are generally tired, of poor quality and nearing the end of their useful life.



Beach Boulevard

Broadhill

Esplanade

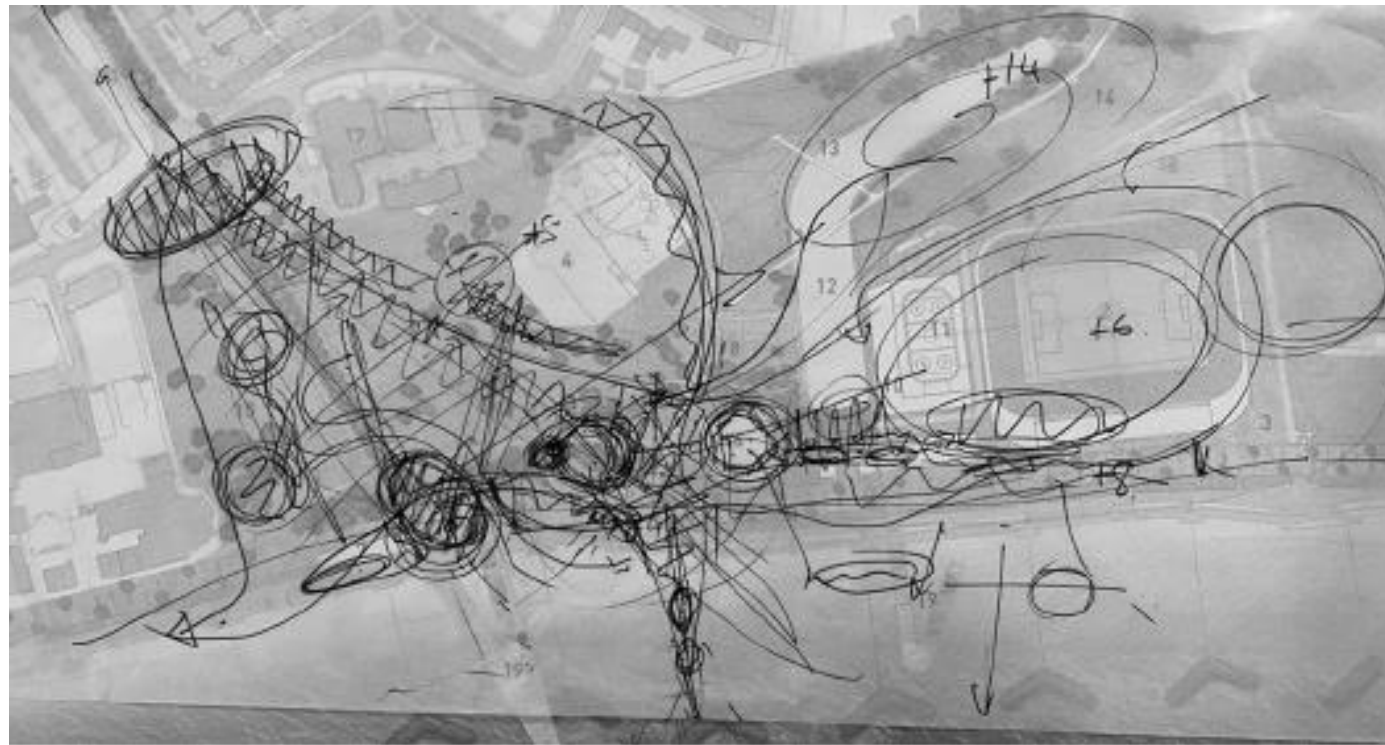
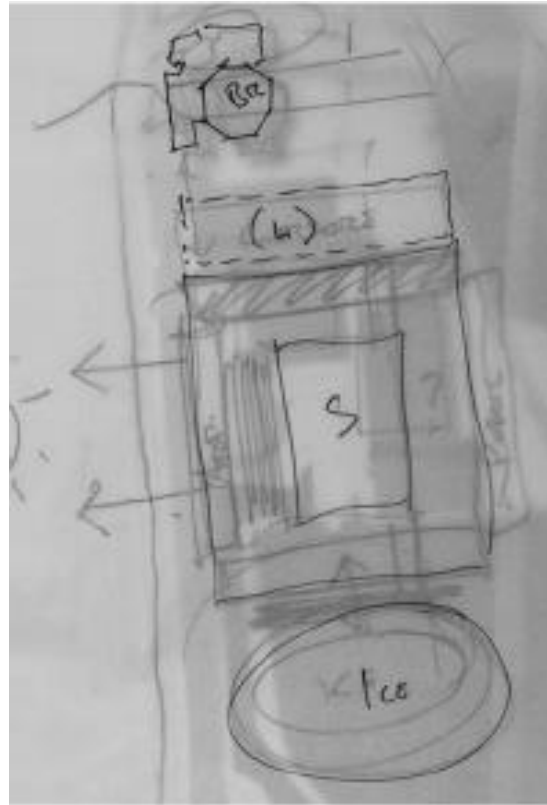
DESIGN COLLABORATION WORKSHOP

KEPPIE STUDIO: 21ST JULY 2021

An initial Design Workshop was held at Keppie studio in Glasgow on 21st July 2021, with key members of the Design Team.

The workshop was a useful forum for brainstorming conceptual design ideas, 'exploring the art of the possible' in a fully collaborative environment.

The successful collaboration of the Design Team resulted in 3 main initial Masterplan concepts which have been further developed for inclusion within this Feasibility Report.



CONNECTIVITY

A key aspect of the Beachfront Masterplan brief is connectivity.

The aspiration of the Beachfront Masterplan is to create a truly connected, world-class waterfront destination for the City of Aberdeen.

The unique relationship and proximity of the Beachfront to the City Centre results in all key elements of the wider Masterplan being reached within a 15 minute radius byfoot.

It is however recognised that the current facilities are disparate in nature and do not connect meaningfully to each other, or back to the City Centre.

Connectivity of the main project components will therefore be vital to the success of the Beachfront Masterplan, enhancing footpaths, cycleways and desire routes to create a people-focussed environment.

The Beachfront Design Team also attended a collaboration session with the City Centre Design Team on 2nd August 2021. Initial concepts were shared for both projects to facilitate a joined-up approach to the wider Aberdeen Masterplan Vision.

In particular, overlap in initial design ideas for Castlegate, Justice Street and Beach Boulevard were explored, with Castlegate seen as a key 'Gateway to the Beach' from the City Centre.



A Connected Waterfront Destination

CONSTRAINTS

INTRODUCTION

Goodson Associates has undertaken a Civil and Structural Engineering Site Appraisal (ESA), as part of an initial site assessment for Aberdeen City Council (ACC), in relation to the Aberdeen Beach Regeneration project.

The key objectives of this preliminary study are to:

- Support the Architect in advising on constraints to any development as part of the overall master planning.
- Undertake an initial desk study geotechnical assessment of available background information to advise on the likely below ground conditions that will be encountered at the site.
- Review information relative to the mineral stability of the site and advise on any further assessments required.
- Confirm the risk of flooding to the development and advise on what additional assessments may be required to investigate / mitigate this.
- Review the site topography and advise on the extent of any retaining structures or abnormal site conditions that may be required.
- Establish outline foundation solutions that are likely to be required to support the redevelopment.
- Review, where available, the existing public utility records and advise on any diversion or abnormal elements in respect to the proposed development.
- Advise on the requirements for additional surveys and assessment to support the Planning Application or development proposals such as a Transport Statement and/or Assessment etc.
- Offer solutions that address sustainability.

KEY ISSUES

The purpose of this document is to summarise the contents of the ESA report and highlight only the main issues which have been identified. The full ESA report is available and should be referred to for further detail.

a. Environmental Issues

The site, and its surrounding area, has a rich history of former uses, most of which relate to heavy industry including chemical, gas, iron, granite and rope works. Further to this, part of the site is known to have been used as a bottle dump and tip during the 20th century.

As a result, there is significant risk that the site may contain contaminated material that will need to be tested for and dealt with accordingly.

b. Archaeology

The site itself contains a number of archaeological and historical features that will need to be explored further and, where applicable, conserved as part of the redevelopment. One of the key issues which will affect redevelopment is Aberdeen's strategic significance during the second world war, which means there is the possibility of unexploded ordnance on site. A thorough investigation will be required prior to any intrusive works taking place on site.

c. Ground Conditions

Specific information pertaining to ground conditions on site is not widely available, however British Geological Survey (BGS) records indicate that the site consists largely of tidal flat deposits of clay, silt and sand, overlaying sandstone bedrock. The coastal location of the site means that ground conditions are subject to greater variability and are likely to be affected by shallow, tidal groundwater.

It is likely that foundations will consist of suspended floor slabs on rafts / piled foundations.

A full intrusive site investigation is required to determine ground conditions on site.

d. Demolitions and Obstructions

The site is currently mixed use and consists of open green space, leisure and commercial facilities, interspersed with hard infrastructure and historic features which all need to be considered prior to redevelopment. It is likely that some structures, particularly those with historic significance, will remain in situ, however aging infrastructure and facilities are likely to be demolished and rebuilt. This will include composite structures of variable construction, concrete foundations, areas of

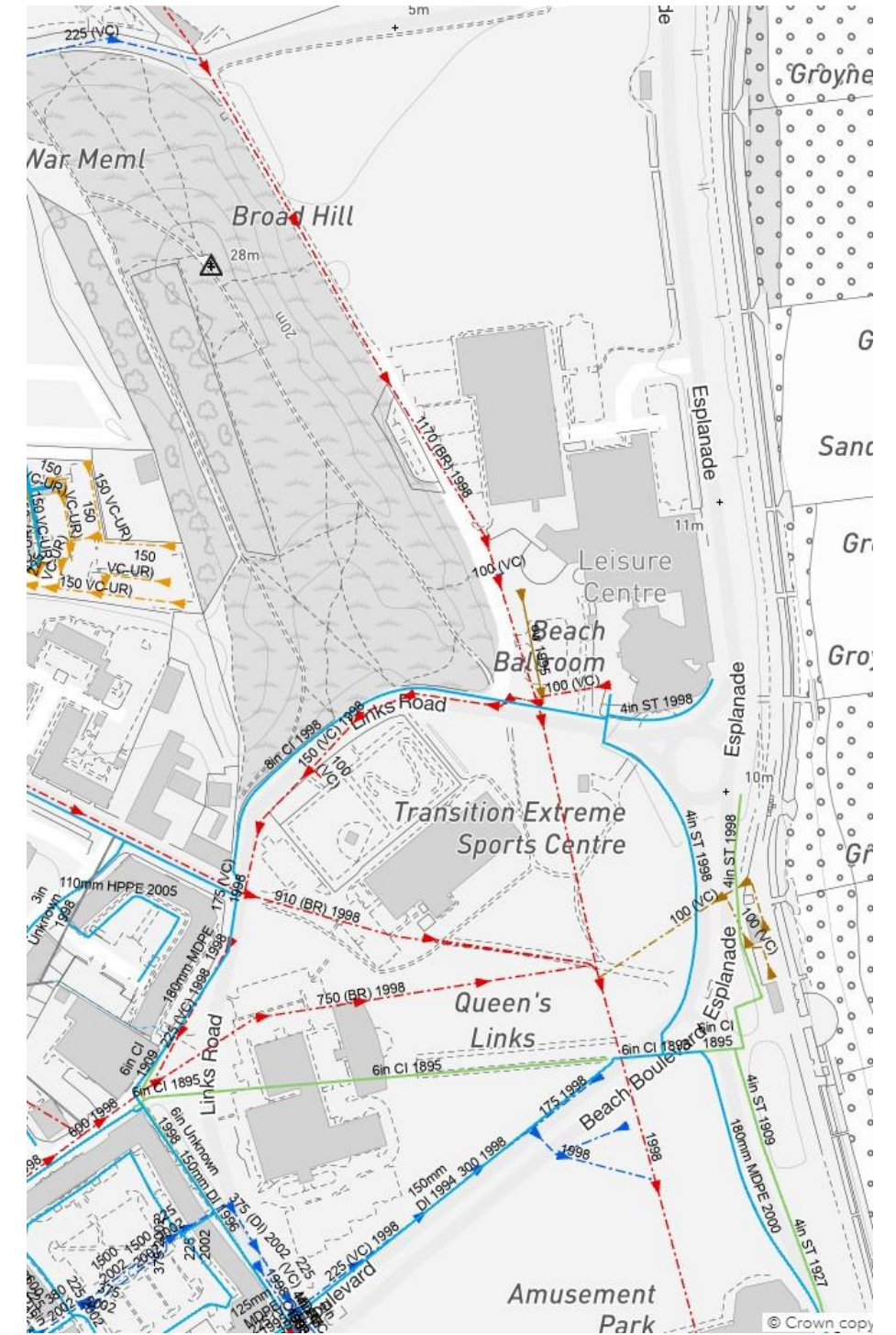
hardstanding and existing outdoor facilities.

Due to the age of some structures, it is likely that asbestos contamination will be encountered and thus a full survey required.

e. Drainage and Flooding

Scottish Water asset plans have been reviewed and show foul and surface water infrastructure available throughout the site. Initial contact has been made with Scottish Water however further consultation, including submission of a formal Pre-Development Enquiry (PDE), is required once a more definitive masterplan is made available.

Whilst river and surface water flooding on site is considered to be minimal, coastal erosion and risk of coastal flooding is an ongoing issue. It is understood that the ACC master planning team is engaging with the ACC flooding team and any investigation and design work associated with this will be undertaken as the masterplan develops.

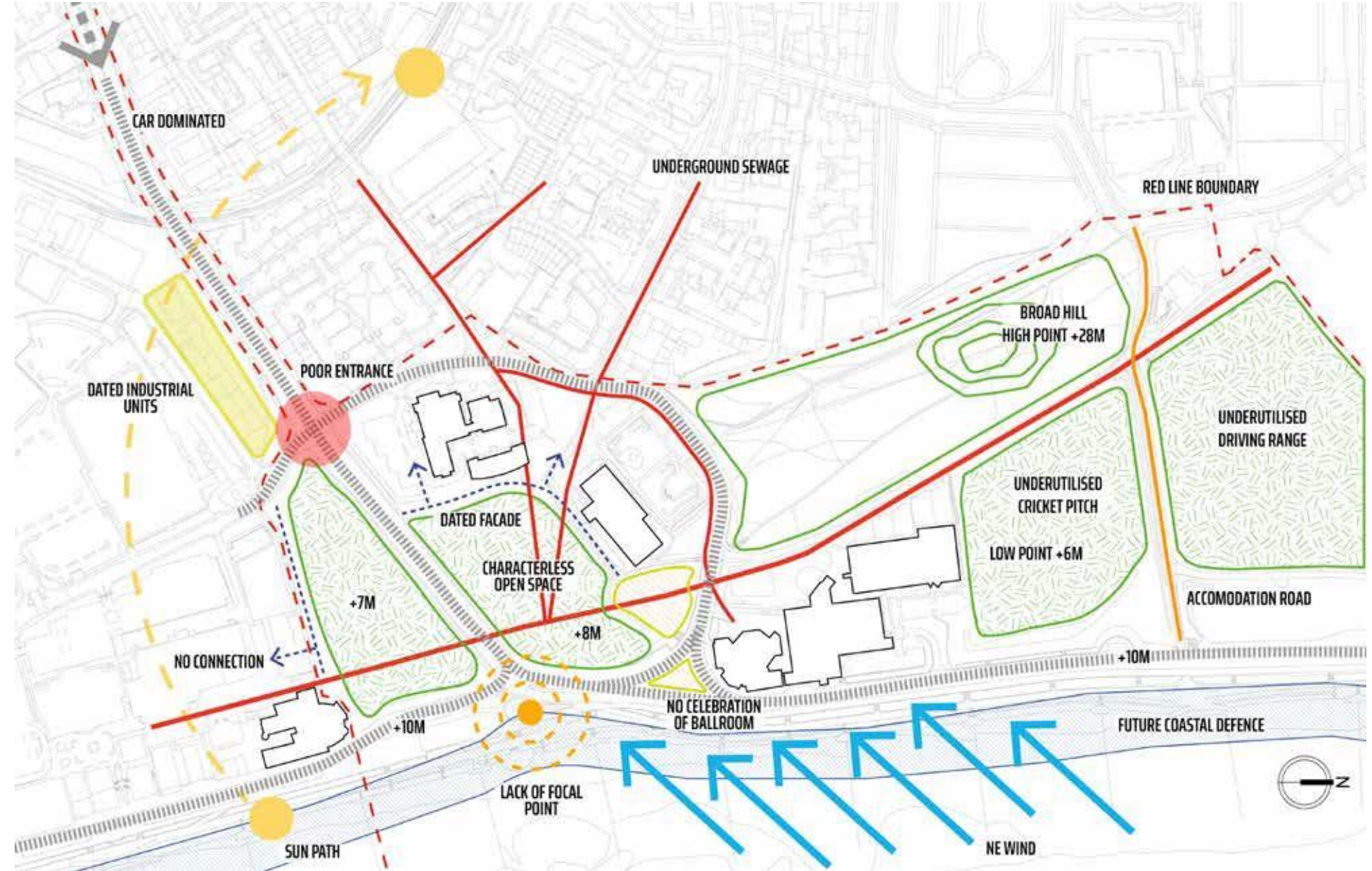


Scottish Water Asset Plans Extract

CONSTRAINTS

Following the initial site walk-round and workshop session, the Design Team analysed the Beachfront Masterplan area as existing, identifying a number of additional site constraints and project challenges:

- Lack of **sense of place**
- **Characterless**, desolate open space
- **Uninspiring approach** from Beach Boulevard
- No real **sense of arrival**
- No **celebration of entrance** to Queens Links
- Lack of **focal point**
- **Dated** industrial units / poor quality industrial architecture
- **Underground Sewage Pipe** running through centre of site
- Exposure to the **elements** / harsh NE winds
- Future **coastal defences** to be considered
- **Disconnect** with beachfront
- Tired / dated esplanade and **uninspiring public realm**
- **Hostile** / rear elevation of amusements / fairground
- **Dated aesthetics** of existing sport & leisure elements
- No **celebration of entrance** / lack of **grand public realm** setting for **iconic ballroom**
- **Awkward relationship** of existing leisure to ballroom
- **Lack of relationship** of existing buildings with waterfront
- **Underutilised** cricket ground and golf driving range
- **Car dominated** environment
- Poor **accessibility**

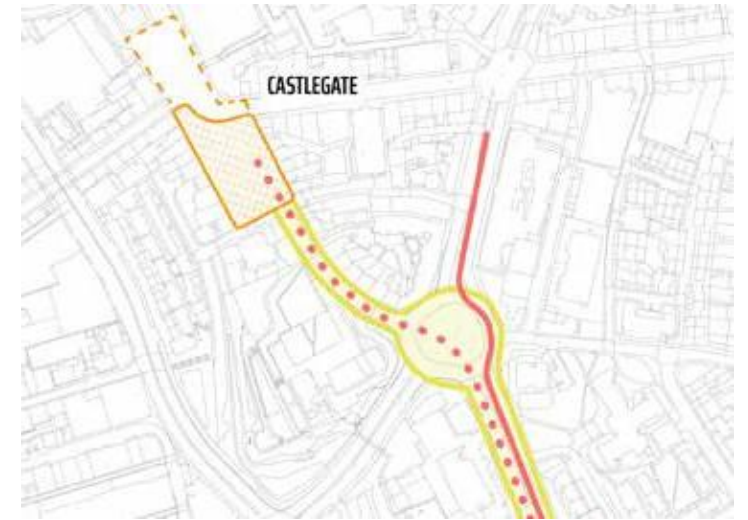


Beachfront Masterplan Constraints Diagram

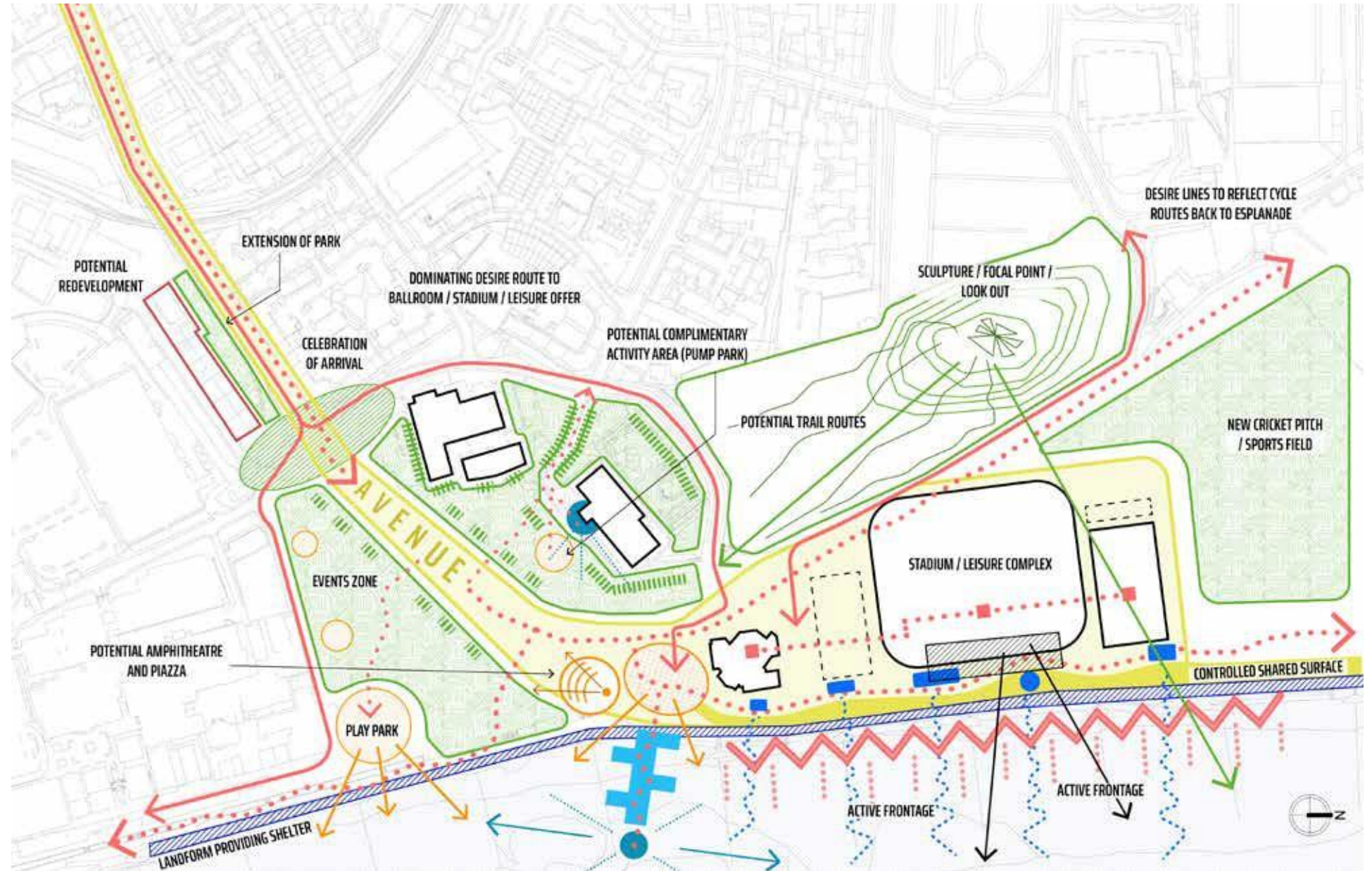
OPPORTUNITIES

A number of high level opportunities have been identified which capture initial creative thinking and design ideas to be developed following the Design Team Collaboration Workshop:

- A dominating desire route from Beach Boulevard to the enhanced Ballroom/ Stadium/Leisure offer – **'The Avenue'**
- **Celebration of arrival** to the Beachfront / Links
- Enhanced setting for the iconic **Beach Ballroom**
- Creation of a formal **Public Plaza** and **grand entrance** to Ballroom
- **Integrated Stadium/Leisure complex** with **active frontage** to the Beach esplanade
- **Podium deck** connecting Ballroom/Leisure/Stadium elements with **enhanced public realm**
- A people-focussed, **pedestrian and cycle-friendly** external shared surface
- Undercroft **car-parking**
- Potential **public amphitheatre**
- Re-imagined **play park** with potential for **water play**
- Large capacity **outdoor events zone**
- Potential landforms providing **shelter from the elements**
- Consideration of integrated **coastal defence** opportunities
- Potential **feature pier** structure and focal point
- New enhanced **cricket pitch** and multi-use **sports fields**
- Potential redevelopment of industrial units on **Beach Boulevard**
- Structure **planting / screening** opportunities
- Complements City Centre public realm concept for Castlegate as a **'Gateway to the Beach'**
- Extension of Castlegate/enhanced Public Realm towards Roundabout/ potential **new Civic Space**
- Extension of enhanced **Beach Park** up **Beach Boulevard** towards City Centre



Castlegate, Justice Street & Roundabout - The Gateway to the Beach



Beachfront Masterplan Opportunities Diagram

MASTERPLAN OPTION STUDIES

ROPE WORKS: CONCEPT

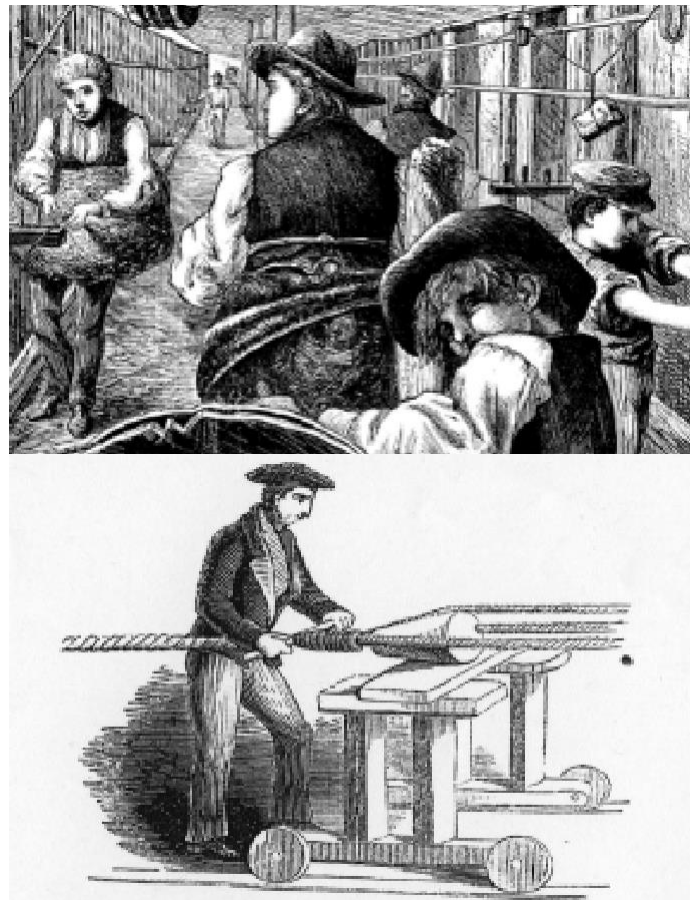
3 main initial Masterplan concepts have been developed in collaboration with the Design Team, Rope Works, Tram Lines and Groynes. All three concepts draw upon the history and heritage of the Beachfront in an innovative, forward-thinking way.

The first of these is 'Rope Works', inspired by Aberdeen's shipbuilding industry. Historically, the Rope & Sail Making Works were located at Queen's Links, to the South of the Beachfront Masterplan site.

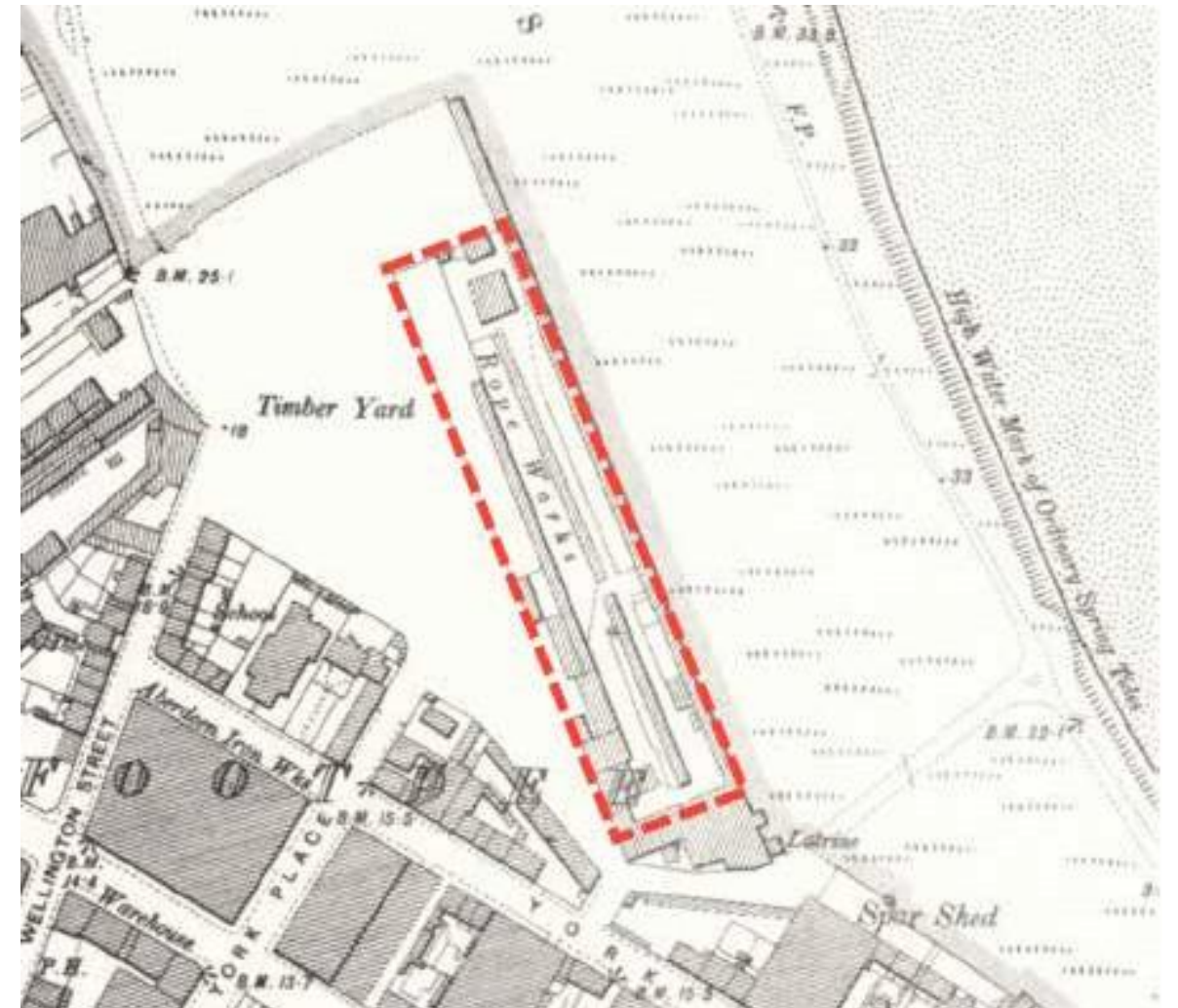
The Rope Works concept uses the formation of the rope itself to inspire a Masterplanning design approach for the main character area of the site.



Aberdeen's Shipbuilding Industry



The Rope Making Process



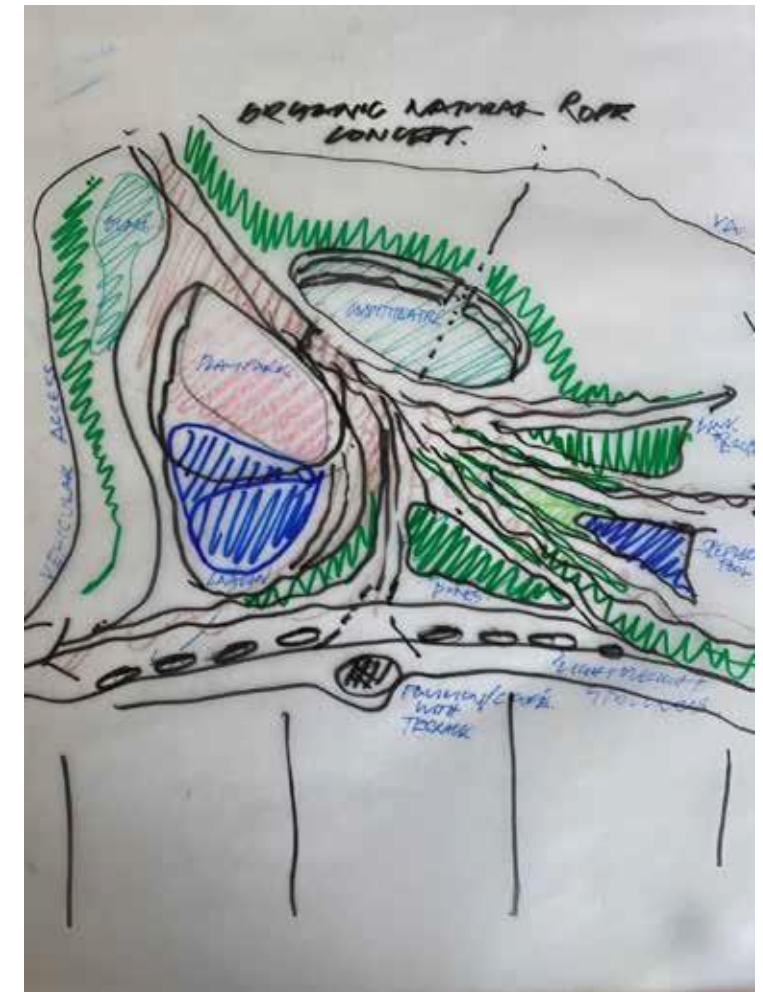
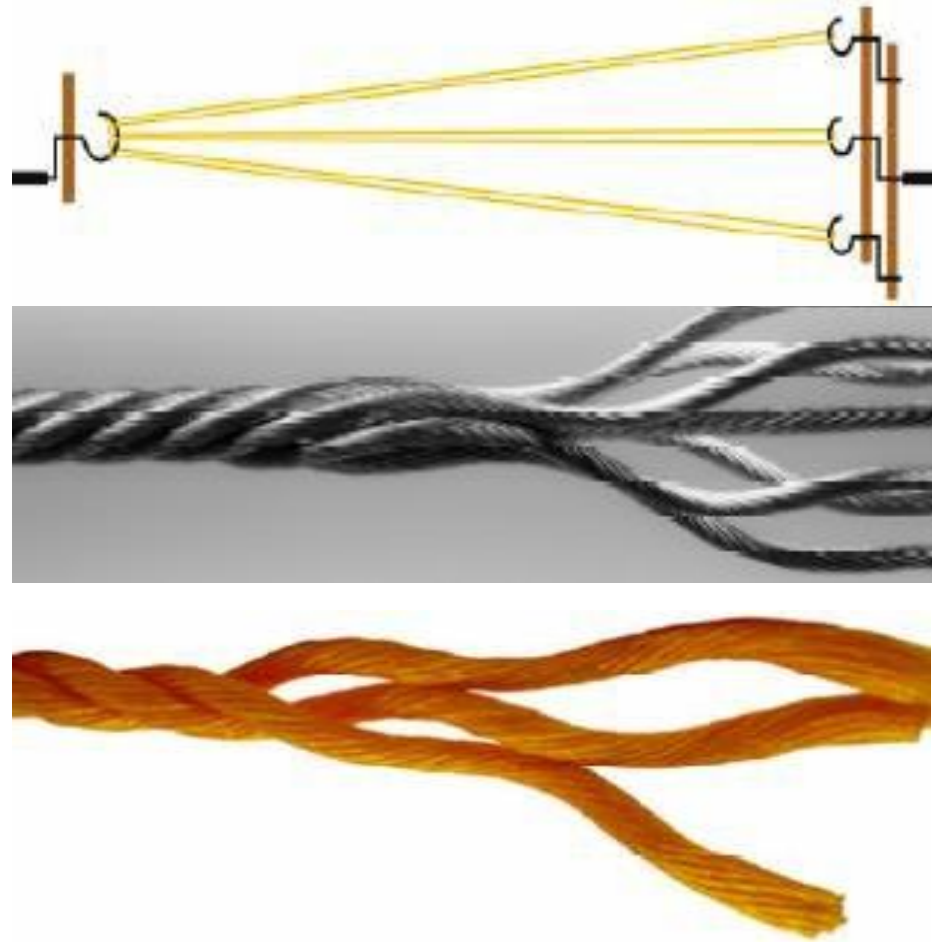
Historic Location of Rope Works (circa 1914)

ROPE WORKS: DESIGN DEVELOPMENT

The Rope Works concept takes the organic form of the rope weave and unravels the strands to form a hierarchical network of sinuous footpaths and desire routes, extending down from Beach Boulevard and opening up towards the Beach Ballroom at the heart of the proposed Masterplan.

The open strands shape the Masterplan framework to create the geometry of the key elements of the proposal, including areas of Play, Park, Gathering, Amphitheatre and potential Water Features. Natural landforms offer protection from the elements, with proposed dune formations providing shelter from North Easterly winds.

The Rope Works concept allows the main desire route from Beach Boulevard to transition from a formal, dense character to more natural and softer forms, as the circulation pathways extend out organically to link the key features of the Masterplan.



Rope Works Concept

ROPE WORKS: CONCEPTUAL MASTERPLAN

The main features of the Rope Works conceptual Masterplan are outlined below:

- An organic network of pedestrian-focussed hierarchical desire routes and sinuous meandering pathways
- An outdoor gathering area for large scale events
- Natural pods / lagoon feature
- Relocated & upgraded play park with potential water feature
- Natural dune formations providing shelter from North Easterly winds
- Potential canopy features with opportunities for solar power
- Reflection pool grand setting for re-imagined Beach Ballroom
- Integrated Stadium, Leisure & outdoor sports facilities
- Upgraded Esplanade with active frontage
- Integration with Broadhill and links to existing footpaths
- Podium deck offering high quality hard/soft landscape opportunities
- Undercroft car park to conceal vehicular impact



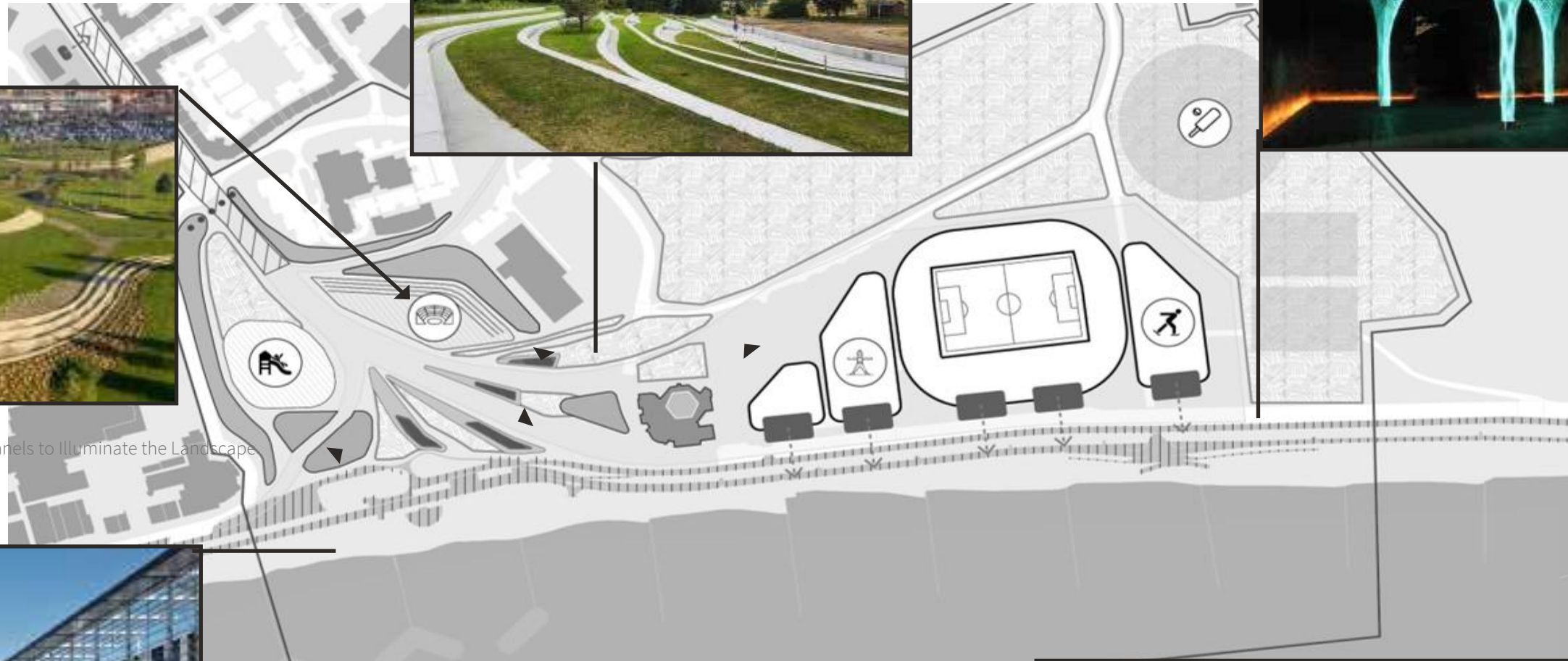
Rope Works Conceptual Masterplan Diagram

ROPE WORKS: LINKS

CHARACTER AREA

The below precedent imagery illustrates the main features of the main Character Area.

Sinuous
Routes Natural



Organic Sculptural Canopy Features with Integrated PV Panels to Illuminate the Landscape



ROPE WORKS: MOVEMENT - PEOPLE

An initial, high-level analysis of movement and connectivity has been undertaken for each of the 3 Masterplan concepts.

The adjacent diagram suggests potential Pedestrian and Cyclist routes for the Rope Works concept, which looks to achieve the following:

- Pedestrian-focussed environment
- Highly permeable pedestrian movement
- Maintain cycle route along Beach Esplanade with managed crossover points



Rope Works Pedestrian & Cyclist Movement Diagram

KEY

 Pedestrian

 Cyclist

ROPE WORKS: MOVEMENT - CARS

The adjacent diagram suggests potential Vehicular routes for the Rope Works concept, which looks to achieve the following:

- Create a car free environment
- Potential drop-off and lay by provision
- Controlled surface allowing VIP/Coach drop-off to front of Stadium
- Service access to rear



Rope Works Vehicular Movement Diagram

ROPE WORKS: MOVEMENT - BUSES

The adjacent diagram suggests potential Public Transport routes for the Rope Works concept, which looks to achieve the following:

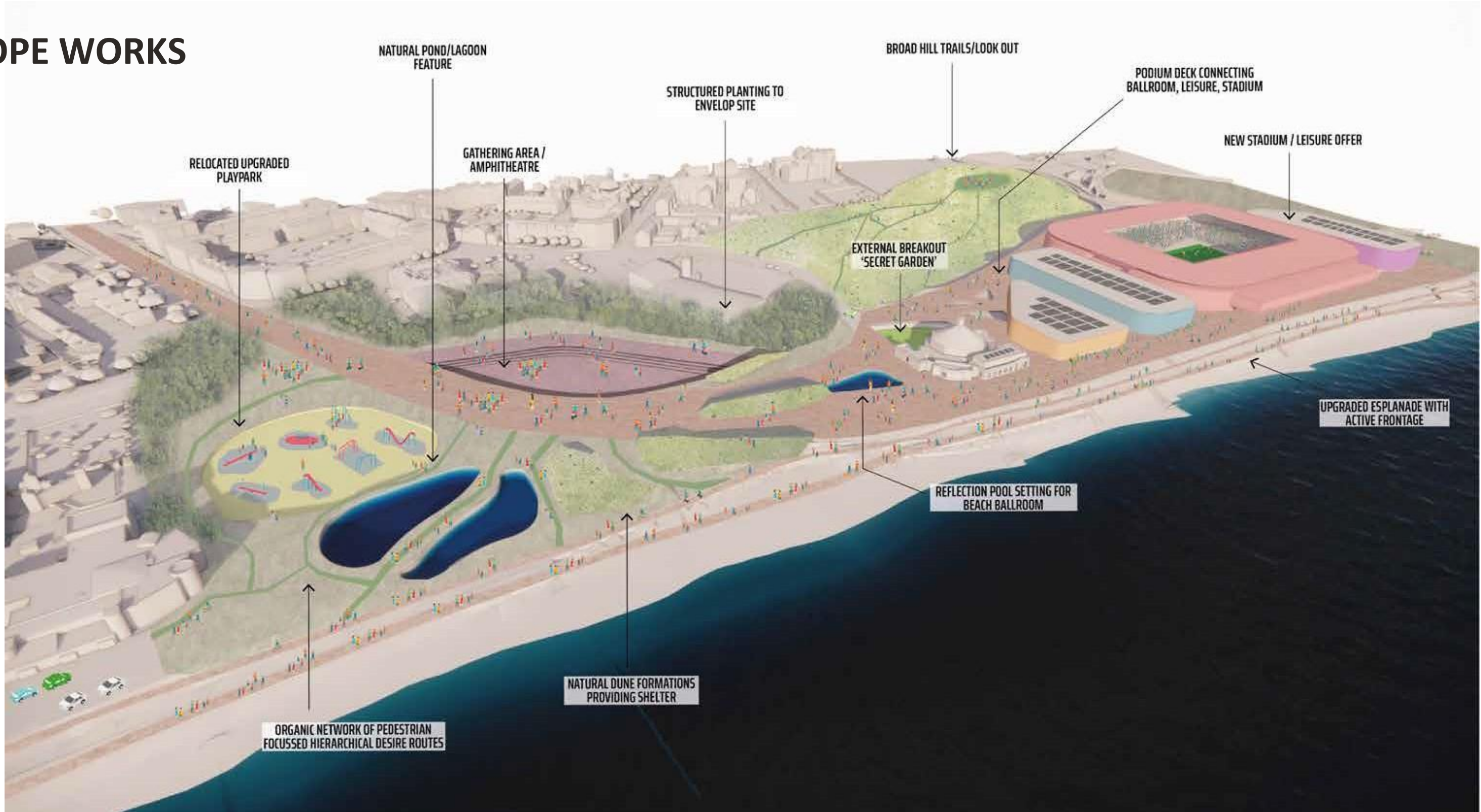
- Maintain and enhance public transport options from City Centre to Beachfront
- Modification of existing No. 13 & 15 Bus routes
- Bus Stops to perimeter of site



Rope Works Public Transport Movement Diagram

ROPE WORKS

Page 449



Rope Works Conceptual Massing Study

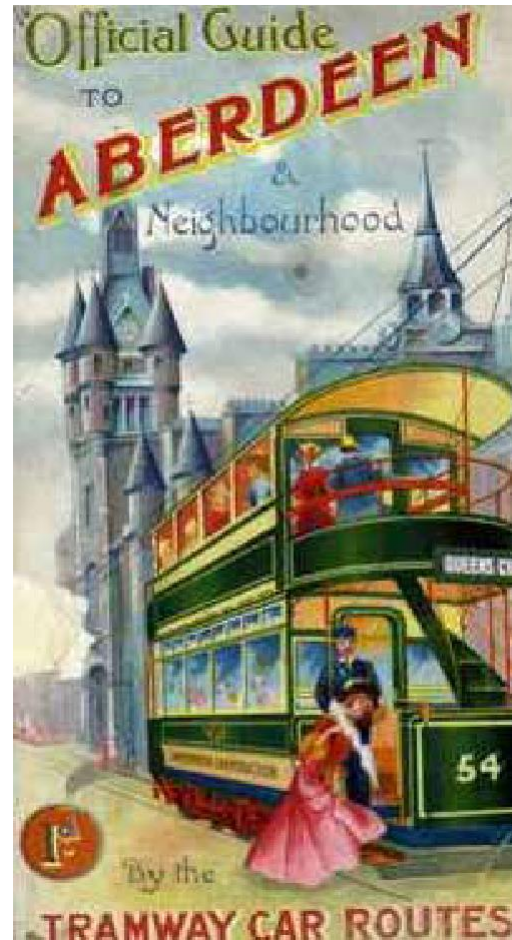
TRAM LINES

The 'Tram Lines' concept is inspired by the rich heritage of Aberdeen's Beachfront. The popular historic tram route ran from Castlegate to the Beach, connecting back to the City Centre. The iconic Beach Ballroom and Bandstand structures provided Aberdeen with impressive internal and external events space.

The Tram Lines concept uses the linearity of the historic tram routes to organise the central features of the Masterplan, alongside influences such as the unique octagonal geometry of the Art Deco Beach Ballroom and the original Beachfront Bandstand.



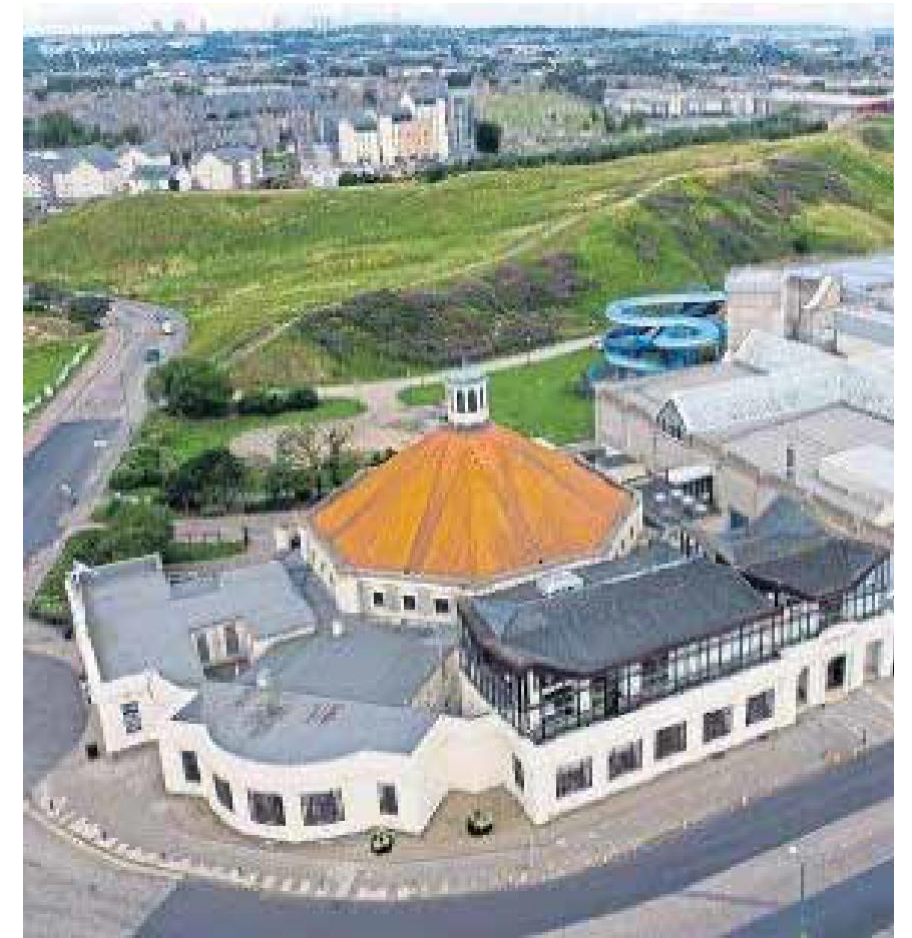
Original Horse Drawn Trams



Aberdeen Tramways Guide



Tram Transport Hub at Castlegate



Octagonal Geometry of Beach Ballroom



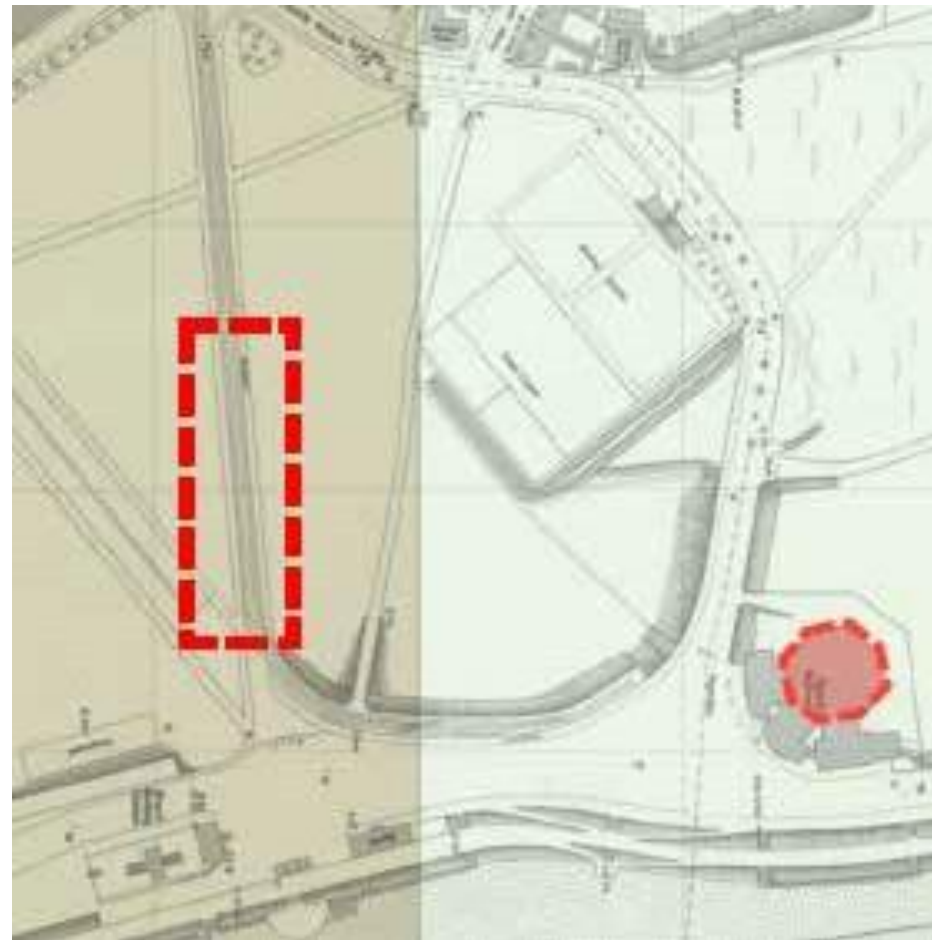
Original Beachfront Bandstand

TRAM LINES: DESIGN DEVELOPMENT

The Tram Lines concept is centred around the existing remnant of physical tram line which is located at the North of Queen's Links. The historic lines would be retained and enhanced to form an organizing geometry from which to build the re-imagined Park.

The new Play Park could incorporate the existing Tram Lines within its design, with the opportunity for a Café at the end of the line. The linear design could then extend out into the sea, with a potential pier structure inspired by the historic 1852 proposal in the same location.

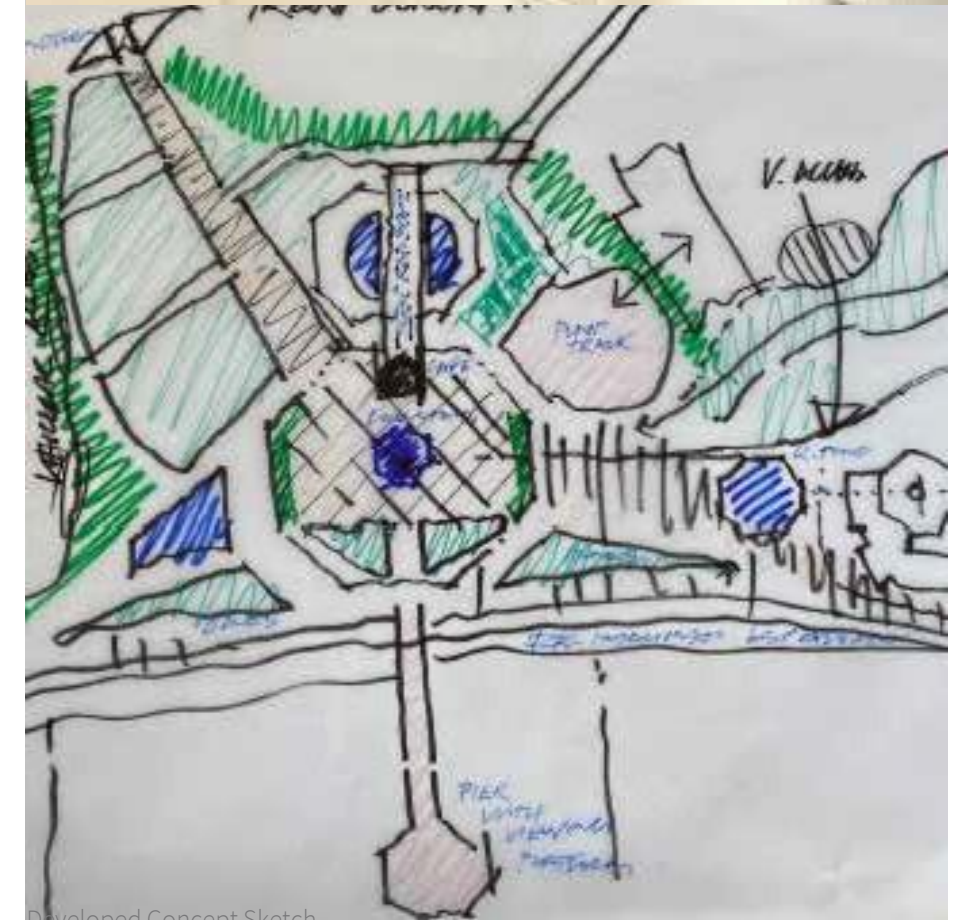
The main octagonal gathering space would link all elements of the Masterplan, with a central focal point drawing pedestrians down from Beach Boulevard towards the re-imagined Ballroom with an enhanced and more formal setting.



Tram Lines Concept



Initial Concept Sketch



Developed Concept Sketch

TRAM LINES: CONCEPTUAL MASTERPLAN

The main features of the Tram Lines conceptual Masterplan are outlined below:

- Play Park centred on retained tram lines with potential feature tram cafe
- Tram line & Beach Ballroom central organising geometry with octagonal focalpoint
- Pedestrian-focussed Avenue following desire line from Beach Boulevard
- Striking pier structure extending from tram line with feature viewing platform
- Formal mounding providing shelter from the elements
- Lightweight structures collecting solar energy & providing rain cover
- Potential pump park adjacent to existing extreme sports facility
- Active frontage with food & beverage units and water sports
- External gathering space for large events with potential amphitheatre
- Formal setting for re-imagined Beach Ballroom incorporating reflection pool
- Secret Garden offering external break-out for Ballroom
- Podium deck joining all leisure elements together with enhanced public realm and concealed parking
- Active frontage along Beach Esplanade
- External Sports Fields/Cricket Pitch



Tram Lines Conceptual Masterplan Diagram

TRAM LINES: LINKS

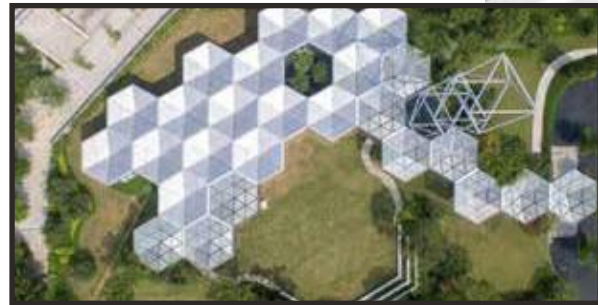
The below precedent imagery illustrates the main features of the main Character Area.

and soft landscape features

Octagonal geometry inspiring hard



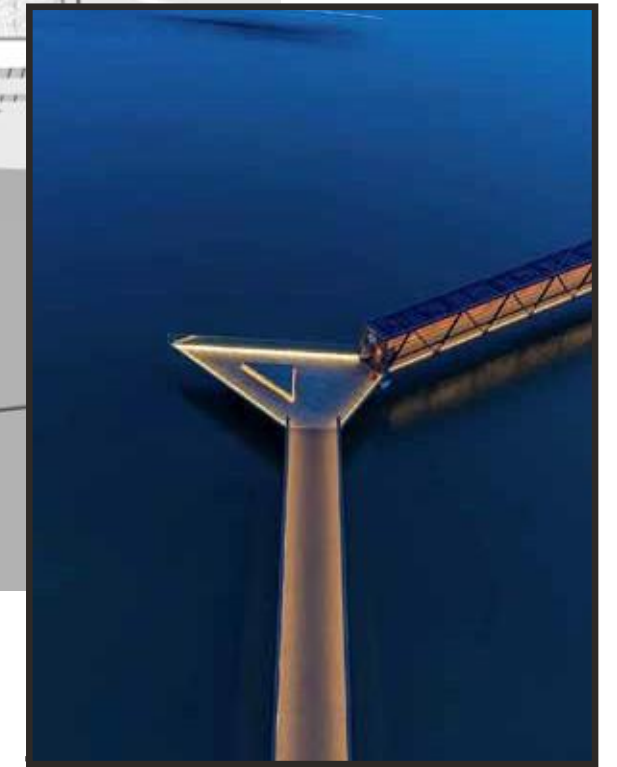
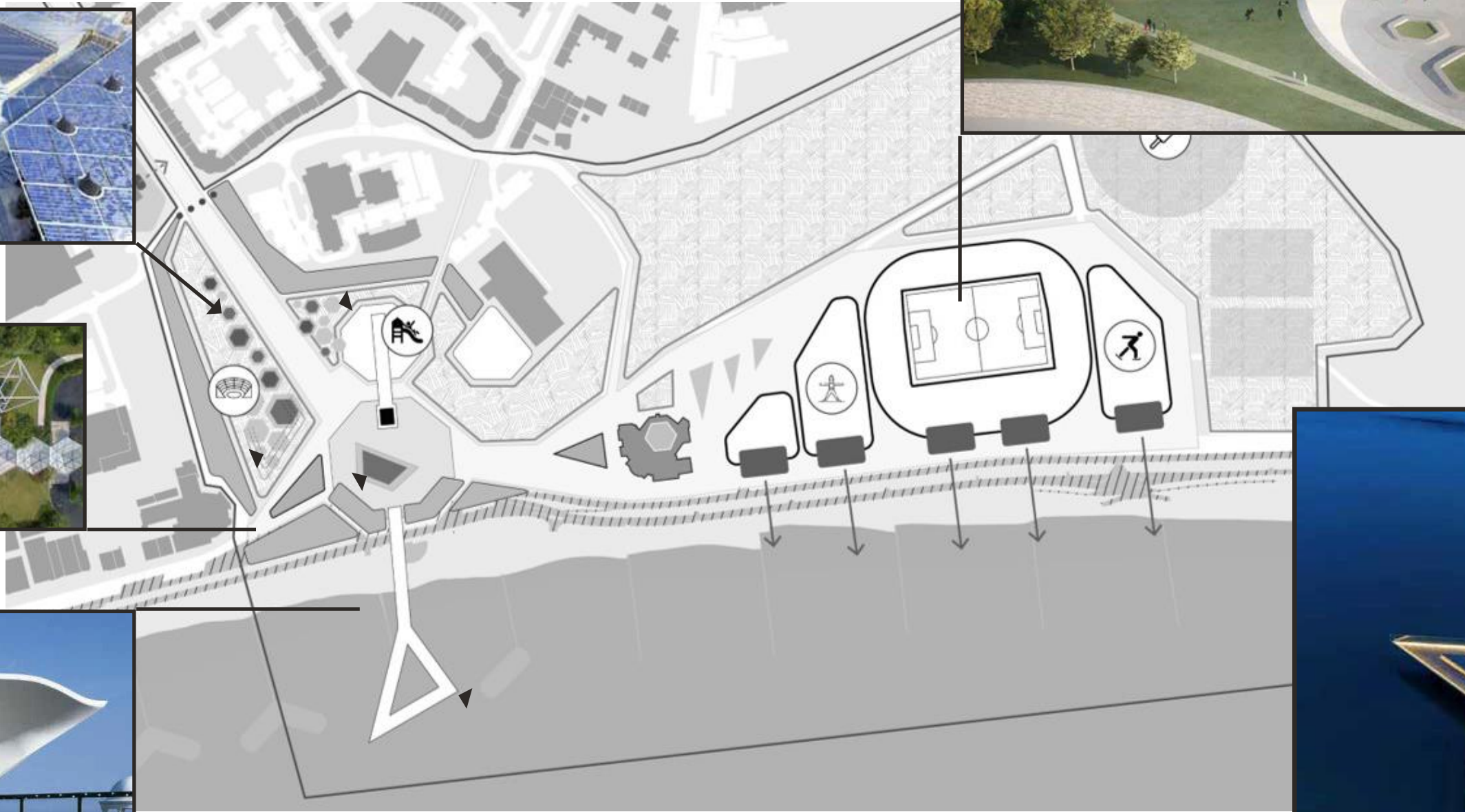
Potential PV panels for solar collection and energy generation



Lightweight structures inspired by octagonal organising geometry



Modern interpretation of Bandstand shelter forming unique focal point within civic space



Innovative pier structure with viewing point at end

TRAM LINES: MOVEMENT – PEOPLE

The adjacent diagram suggests potential Pedestrian and Cyclist routes for the Tram Lines concept, which looks to achieve the following::

- Pedestrian desire route from Beach Boulevard through new civic space
- Cycle route along Beach Esplanade with managed crossover points
- Pier structure destination offering spectacular views of Aberdeen Beach



Tram Lines Pedestrian & Cyclist Movement Diagram

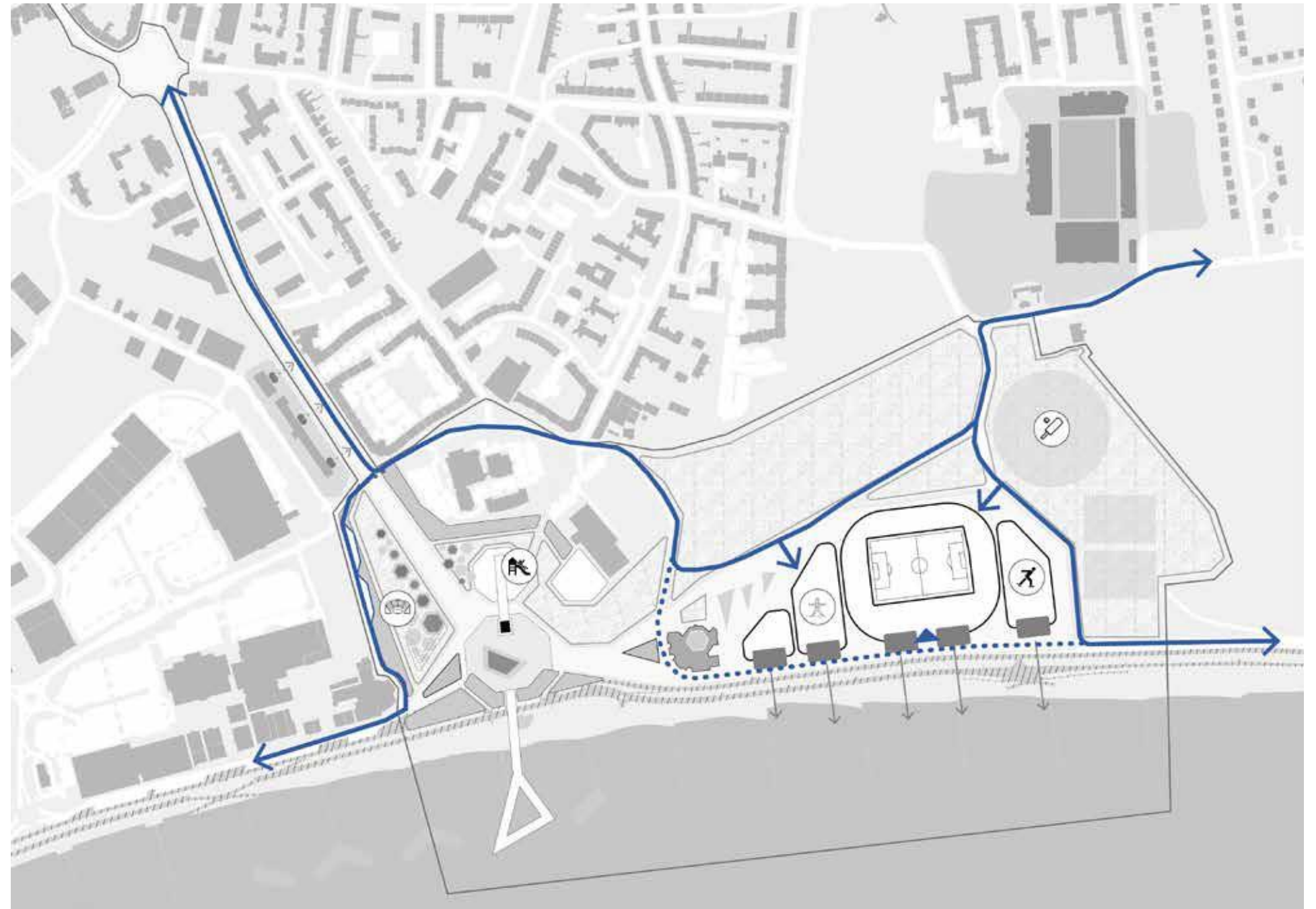
— Pedestrian

— Cyclist

TRAM LINES: MOVEMENT – CARS

The adjacent diagram suggests potential Vehicular routes for the Tram Lines concept, which looks to achieve the following:

- Beachfront to be as car-free as possible
- Concealed parking solution under podium deck
- Pedestrian-focussed surface with managed access to front of Beach Ballroom and Stadium/Leisure
- Potential drop-off and lay by provision at the periphery of the Links character area
- Service access to rear

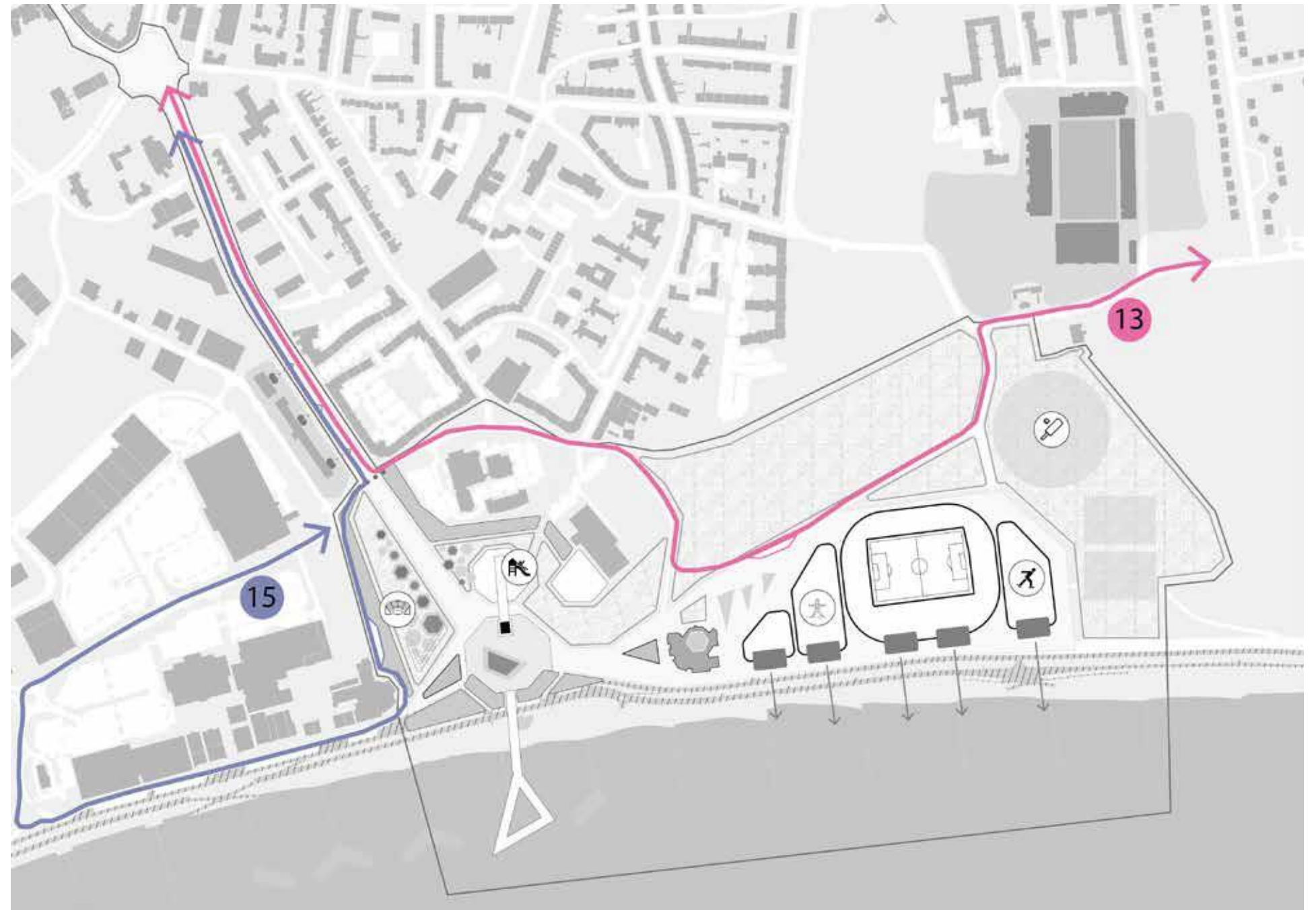


Tram Lines Vehicular Movement Diagram

TRAM LINES: MOVEMENT – BUSES

The adjacent diagram suggests potential Public Transport routes for the Tram Lines concept, which looks to achieve the following:

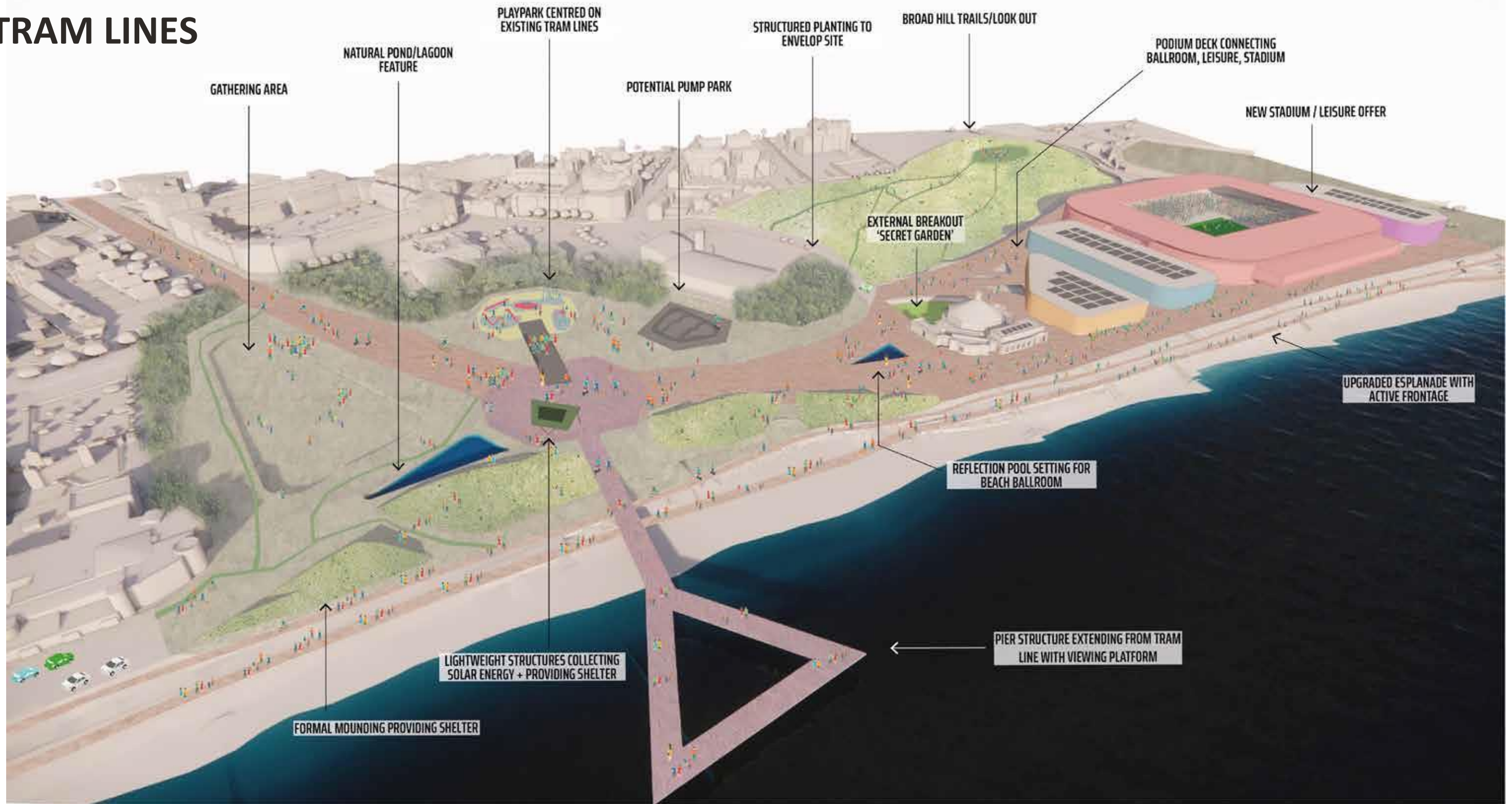
- Maintain and enhance public transport options from City Centre to Beachfront
- Modification of existing No. 13 & 15 Bus routes
- Bus Stops to perimeter of site



Existing Bus Routes

Tram Lines Public Transport Movement Diagram

TRAM LINES



Tram Lines Conceptual Massing Study

GROYNES

The 'Groynes' concept is inspired by the existing shore protection structures built perpendicular to the shoreline of the Aberdeen coast. These linear structures are an integral part of the unique Aberdeen sea-scape, creating a strong organising geometry for the Beachfront which dissects the beach into segments.

The Groyne structures are visually very striking and present interesting opportunities to explore the development of a Masterplanning approach which reflects the unique character of the Beachfront site.



Groyne Structures Unique to Aberdeen Beachfront Character



Powerful Geometry



Organising Linearity

GROYNES: DESIGN DEVELOPMENT

The Groynes concept uses these unique linear structures to create a powerful organising geometry from which the Masterplan builds. The 2 central Groynes form the basis of an overall design language for the Links character area, extending out into the sea to form a dramatic new pier structure with a spectacular focal viewing point. The geometry of the existing Groynes also extends back round in a loop to form a suggested amphitheatre-style external gathering space, with surrounding water features and organic dune formations to offer shelter from the elements.

A re-imagined Play Park is situated to the South of the central Groynes, with potential for a landmark or 'Gateway' feature to signal arrival from Beach Boulevard into the new Links character area. There is also opportunity to extend the Park westwards up on to Beach Boulevard, with active frontages and potential redevelopment of the existing, tired industrial units. The main Avenue then follows the desire route through the Links towards the iconic Beach Ballroom, which has a more formal setting and enhanced public realm.



Groynes Concept



Initial Concept Sketch



Developed Concept Sketch

GROYNES: CONCEPTUAL MASTERPLAN

The main features of the Groynes conceptual Masterplan are outlined below:

- Utilise powerful linear geometry of unique Groyne structures
- Create dramatic new pier structure extending the footprint of the existing Groynes
- Opportunities for changes in level within pier design with feature focal viewing platform
- Extend geometry around elliptical terraced outdoor gathering area / amphitheatre
- Potential landmark or Gateway feature to signal arrival from Beach Boulevard into the new Links character area
- Extension of Park westwards to Beach Boulevard with potential for redevelopment of existing industrial units
- Creation of organic dune mounding structures to provide shelter
- Re-imagined and upgraded Play Park with potential for Water Play
- Podium deck with enhanced public realm connecting Ballroom, Leisure & Stadium
- Formal setting to ballroom with potential water feature and new civic space
- External break out to beach ballroom forming 'secret garden' feature
- Upgraded esplanade with active frontage to Beach



Groynes Conceptual Masterplan Diagram

GROYNES: LINKS

The below precedent imagery illustrates the main features of the main Character Area.



Beach ball room grand setting with formal reflecting pool and new civic space



Geometry of external amphitheatre integrated into landscape



Sinuous pathways following desire routethrough Links character area



Elegant structural solution with potential changes in level



Dynamic pier structure extendingout from existing linear Groynes with focal viewing platform

GROYNES: MOVEMENT - PEOPLE

The adjacent diagram suggests potential Pedestrian and Cyclist routes for the Groynes concept, which looks to achieve the following:

- Pedestrian focused, cyclist friendly environment
- Desire route from Beach Boulevard to re-imagined Beach Ballroom and enhanced public realm/plaza
- Footpaths linking up to Broadhill, Stadium and Leisure facilities
- Dramatic Pier structure destination with opportunities for changes in level
- Focal point viewing platform destination with spectacular views over Aberdeen Beach



Groynes Pedestrian & Cyclist Movement Diagram

KEY

— Pedestrian

— Cyclist

GROYNES: MOVEMENT - CARS

The adjacent diagram suggests potential Vehicular routes for the Groynes concept, which looks to achieve the following:

- Remove cars from main character area where possible
- Podium deck solution with undercroft parking
- Pedestrian-focussed shared surface with managed access to Beach Ballroom and Stadium/Leisure
- Potential drop-off and lay by provision at the periphery of the Links character area
- Service access to rear



Groynes Vehicular Movement Diagram

GROYNES: MOVEMENT - BUSES

The adjacent diagram suggests potential Public Transport routes for the Groynes concept, which looks to achieve the following:

- Maintain and enhance public transport options from City Centre to Beachfront
- Modification of existing No. 13 & 15 Bus routes
- Bus Stops to perimeter of site

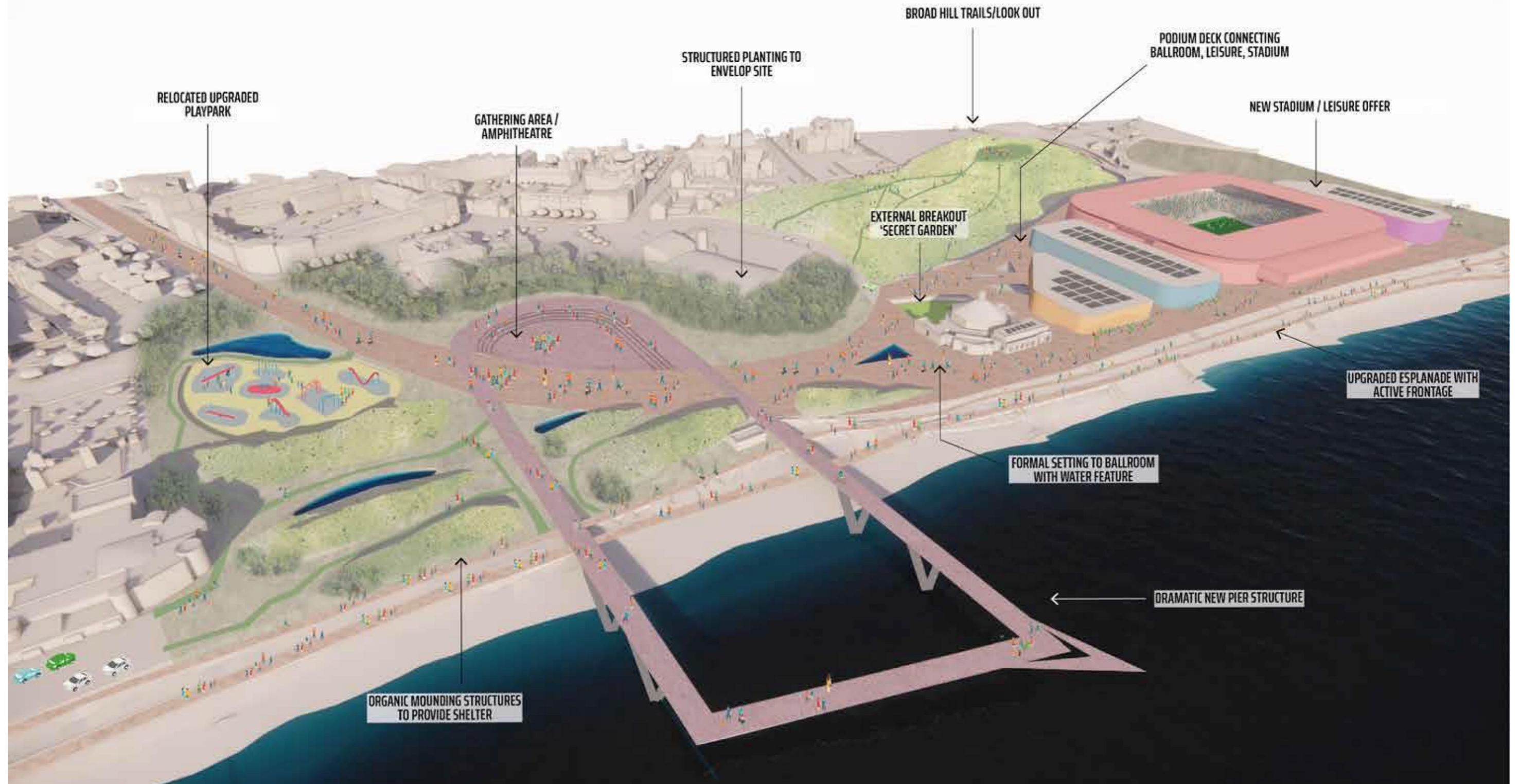


Existing Bus Routes



Groynes Public Transport Movement Diagram

GROYNES



Groyne Conceptual Massing Study

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APPENDIX D – STADIUM & LEISURE

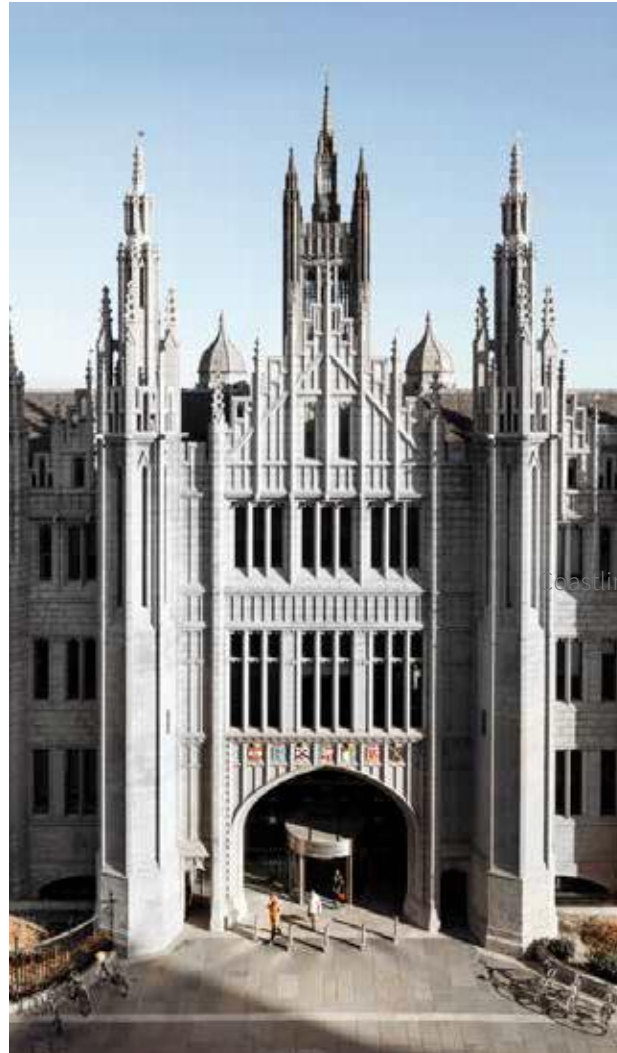
WIDER CONTEXT

The city of Aberdeen is a global brand. From its position high on the east coast of Scotland, Aberdeen has exerted its influence right around the planet. Its long and proud tradition of invention and discovery – from sub-sea technology and the discovery of insulin, to treatments for Cystic Fibrosis and even the first MRI scanner – demonstrates a fundamental element of the region’s DNA: to blaze new trails and shape the future for all of humankind.

Aberdeen may be known as Europe’s oil and gas capital, but it is so much more. Its impact is felt all around the globe. The city is at the forefront of a global energy transition to a lower carbon world. It is recognised as an important centre for life sciences. Its health research is world-leading. And it is home to food and drink brands that are enjoyed right across the planet.

Aberdeen has always been enterprising. Established way back in 1136, Aberdeen Harbour Board is Britain’s oldest registered company. And now with a £350 million investment in their new harbour, they are reaffirming their place at the very heart of the economy.

Aberdeen is also home to one of the biggest football Clubs in Scotland, having won four league titles, six Scottish League Cups and seven Scottish Cups, including a record three in a row during the 1980’s. They are also the only Scottish team to have won two European trophies: the European Cup Winners Cup and European Super Cup in 1983.



Granite Architecture - Marischal College



Coastline - Cransdale Vantage Point



Beaches - Grass and dunes



Mountains - exploring and winter sports



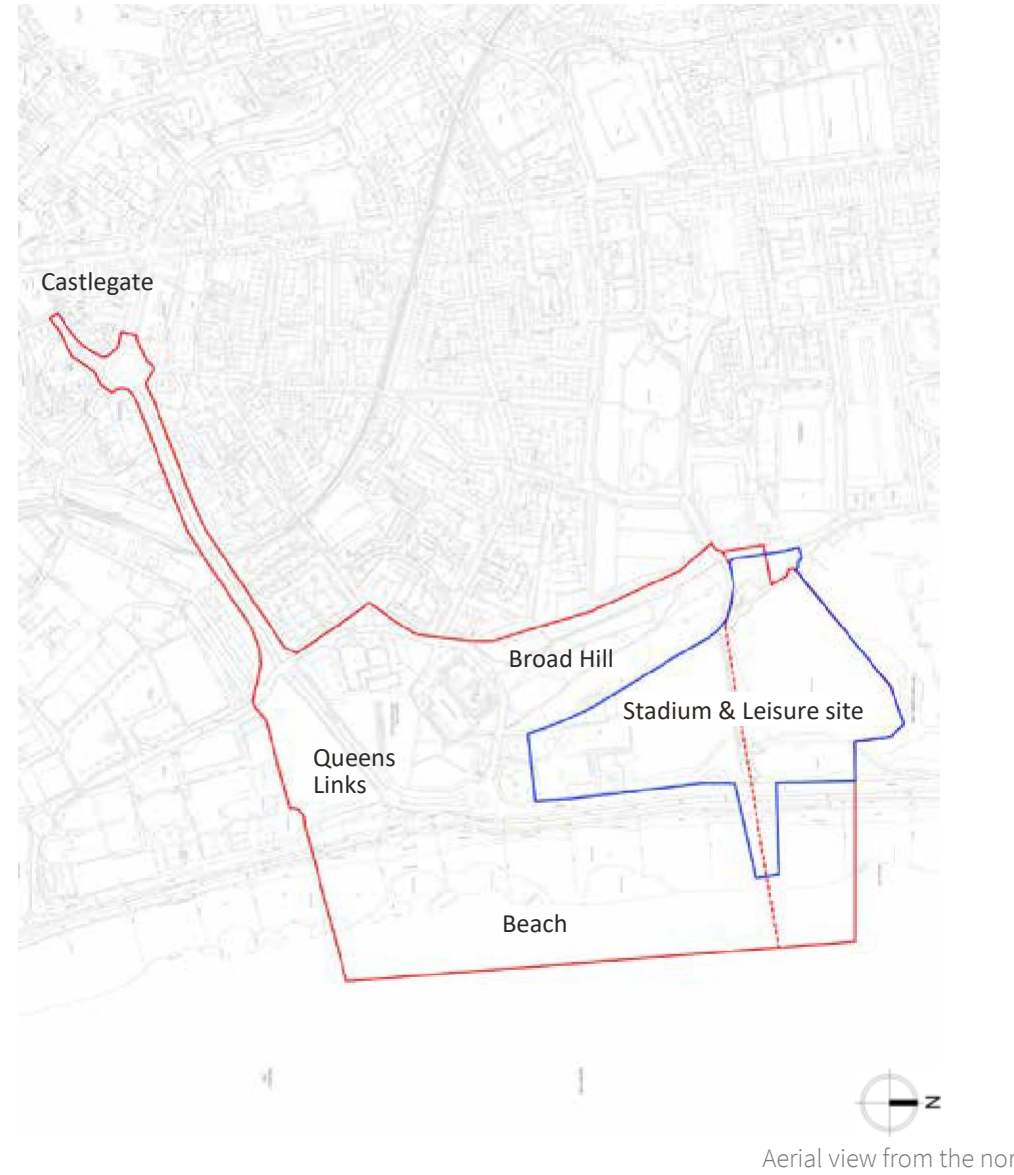
Energy based economy - Wind Turbines



LOCATION WITHIN MASTERPLAN

Following a previous visioning report carried out by AFL prior to this Feasibility stage ACC have concluded that the Stadium and Leisure location is to be the north part of the wider Beach masterplan. This extends from the north side of the Beach Ballroom through to and including the Golf Driving Range site and is delineated on the east by the sea front and on the west by Broad Hill.

Broad Hill may contain elements of outdoor leisure that are associated to the main stadium and leisure development but will essentially remain as an open space.



EXISTING LEISURE SITE - BUILDINGS

The existing site has a variety of disparate leisure facilities that are all owned and operated by the council. Though there is a physical link between the Ballroom and the Leisure centre this has been closed off for some years so each venue is completely independent. Each of these elements are discussed in greater detail but over the next two pages there is an overview.

Beach Ballroom - This is outside the scope of the Stadium and Leisure development but will link through so that its usage can be shared. It is a listed building and of great historical value to the City. Still used to this day as a flexible event space. This building is to be retained and refurbished stripping back the externals to the original octagonal rotunda at the rear and side. See earlier section in this report.

Leisure Centre - 30 years old and in much need of repair and replacement. Potentially doubles up with other facilities in the city.

Ice Arena - 30 years old. Home to Lynx Hockey team. Popular venue and although it could do with modernisation, potential increase in capacity and hospitality provision, it is in generally good order with a recent upgrade to the ice plant and mobile machinery.



EXISTING LEISURE SITE - EXTERNAL

Broad Hill - Popular for walkers and gives good views to the surrounding coastline and back to the City itself. Opportunity to enhance and create outdoor leisure activities as part of the Stadium and Leisure development.

Cricket Pitch - Open space with rudimentary wicket in an all weather surface. Used for football in winter months.

Golf Driving Range - Privately operated driving range coming to end of life. Landowned by ACC and can form part of this masterplan feasibility.

Esplanade - Sea wall and foot way is generally in good condition and is a well used promenade. The wide road dominates the highest level and as it is a busy cut though creates an effective barrier to pedestrian movement in this area.

Beach - Extensive sand but it suffers from coastal erosion and high tides reduce the usable area. Stone groynes have been added to the end of some break waters with some success in extending the beach life. Part of the beach on this coastline are used for water sports.



Tunnel to beach

Step free Beach Access point



Driving Range

Cricket Pitch

Ice Arena & Leisure Centre

Beach Ball Room

Broad Hill



Broad Hill

Ice Arena

Leisure Centre

Beach Ball Room

Broad Hill



Broad Hill

Pittodrie

Driving Range



EXISTING LEISURE CENTRE

The Leisure centre is a significant structure on the beach front but is very tired in appearance and outdated in functionality. Reference should be made to recent conditions surveys going forwards.

Though used by the general public the facility struggles to run at cost neutral and is heavily subsidised by ACC. There are many pools and leisure centres across the City region. The University nearby has an Olympic sized training pool. Reference should be made to Aberdeen City Council's Leisure Needs Assessment reports going forward.

- **Leisure Pool with wave machine and flumes**

Reasonably used but expensive to operate and maintain Dwell time

poor beyond usage in the pool

Minor Glare issues

- **Gym**

No external connection to the sea view

- **Eight Court Sports Hall**

Unique facility in the city region

No retractable seats to use the hall for events

- **Climbing Wall**

Climbing wall is covered over due to H&S issues – which is behind the wall in the lower right image

- **Changing Facilities**

- **Children's Party Centre**

- **No active frontage**

- **Dominated by road and car parking**

Car Parking	45 spaces (2 acc.)
Sports Building Total	2427
Sports Hall (8 court)	1150
Gym	215
Support accommodation	1062
Water Leisure Total	4542
Leisure Pool	1552
Gym	423
Support accommodation	2567
TOTAL AREA	6969



Leisure



Existing Entrance and external facade



One of the Gym areas

EXISTING ICE ARENA

Popular venue and is used regularly as the home of the Lynx Ice Hockey Team. It is available for use as a leisure ice rink for lessons and general use by the public. Any future development on the site would need to incorporate an ice arena either refurbished or newly constructed.

- Ice Pad – Home of Lynx Ice Hockey Team

Popular venue

1100 Capacity – regular crowds of 800+

- Small Hospitality Lounge
- Changing Facilities
- Shop
- No active frontage
- Not linked to Leisure Centre
- Frontage dominated by car parking



Existing Ice pad and seating



Lynx Hockey Team

Rink & Circulation around	1697
Team Changing Area	511
Seating (1034 seats)	671
Support accommodation to rink	608
Hospitality and support	335
Support accommodation near reception	1316
Car Parking	39 spaces (2 acc.)
Gym	423
Support accommodation	2567
TOTAL AREA	5230



Existing Entrance and external facade



Entrance foyer

EXISTING OUTDOOR SPORTS

There are extensive open areas available for various sports on what is the start of the Kings Links. These are of varying quality but popular with locals.

- **Open Cricket Pitch**

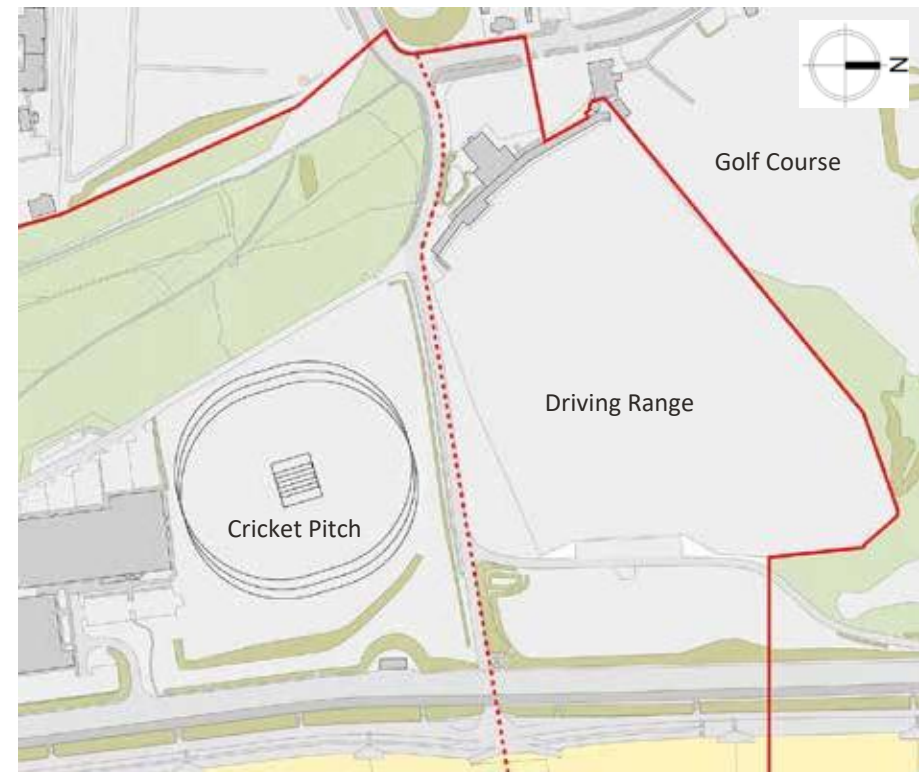
Used for school/community football in winter season
Wicket in poor state

- **Space used for community football in winter months**
- **Driving Range**

Potential to integrate all or part of this site into the new development Retain as driving range or reduce/remove and introduce new sports uses

- **Golf Course - Kings Links**

Not part of this masterplan but there is potential to create synergies between the retained golf course and any new uses in the Masterplan.



Plan view of the existing outdoor sports areas



Aerial view across the open sports areas with cricket pitch in the foreground



View down to the Driving Range from the top of Broad Hill



View down to the Cricket Pitch from the top of Broad Hill

ABERDEEN FC & PITTODRIE STADIUM

Pittodrie Stadium

The current stadium is in need of major modernisation and repair, and in terms of main stand hospitality facilities is woefully inadequate compared to many of their rival teams in both the Scottish Premier and English Premier Leagues.

Retaining Aberdeen FC in the City

Aberdeen Football Club are one of the key brands of the City and retaining their event venue, with its associated 20k footfall, close to the beach and city centre will continue to bring social and economic benefits for generations to come. Furthermore with a modern fit-for-purpose venue the non-match day utilisation of the venue will bring the opportunity for all year round activation of the new Community Stadium and its surroundings.

AFC have plans to build a new stadium on an out of town site at Kingsford adjacent to their new Training Facility however this is being reviewed in light of this new site becoming available for review.

Existing site released for much needed housing

The current stadium sits at the corner of a residential area and would lend itself to future residential development with a desirable corner outlook to the Kings Links. One of the most interesting stadium site redevelopments is Highbury Square, London, the old home to Arsenal FC. The listed main stand facade was retained and four primary blocks were created around the pitch area which was made into a communal garden. Brentford FC moved to AFL Architects' new Community Stadium and likewise Griffin Park is due to be created into a new residential street pattern using the memory of the old stadium.

Key data

	Pittodrie	Kingsford	Beach
Stadium Capacity	20,866	19,852	18,000 (+/- 2000)
Hospitality Capacity		2064-2211	2200
On site Car Parking	680	1116	800-1200
On site Coach Parking	45	60	60
On site OB Parking		60	60



Aerial view of Pittodrie Stadium from the north east



Andrew Considine - AFC



Aberdeen - winners of the Scottish League cup in 2014



Highbury Square London - Arsenal FC's old stadium converted to apartments with the pitch retained as a legacy garden

POSSIBLE NEW ACTIVITIES - INDOORS

With a wealth of Council run traditional leisure centres in Aberdeen there is an appetite to create a new unique destination on the prime beach front. The public generally have more disposable income and there is a move to a leisure time based economy in the city with the growth of online shopping. The nature of this type of venue has to become more sophisticated and encourage longer dwell times for visitors. For example the new concept of a thermal spa complex with a mixture of highend relaxing pools through to water activities could create a whole day out for both adults and families rather than a quick visit to the pool with the kids.

Potential concepts have been discussed previously as part of the initial visioning report but some of the key indoor experience type leisure is highlighted on this page:

Therma Spa and leisure complex

- Relaxing atmosphere
- Tropical theming
- Lazy rivers and water play for families of all ages
- Some of the valuable facilities in the existing leisure centre could also be replicated such as an eight court sports hall with retractable seating etc.

Ice Centre of Excellence

- State of the art ice pad and arena
- Created for ice shows and spectacles as well as the existing uses
- Ice Climbing

Water Sports Centre of Excellence

- Diving with sharks
- Deep Dive tank
- Indoor Surfing
- Endless swimming training pools
- Indoor sailing training rigs
- Indoor rowing classes

THERMAL



Thermal Spa Concept

ICE SPORTS



Ice Climbing walls

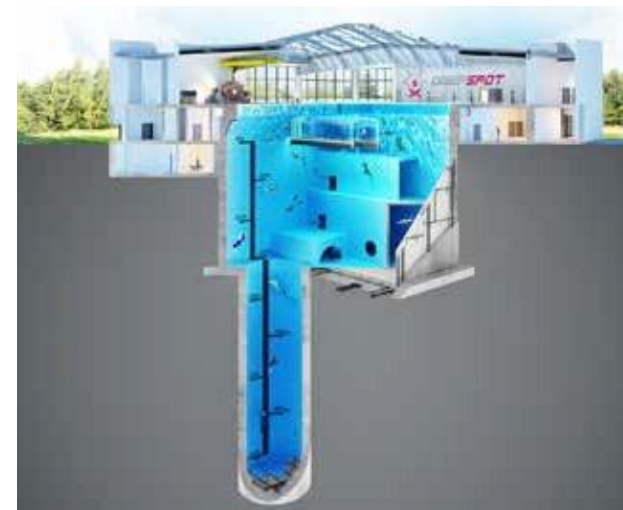


New state of the art Ice arena



Indoor Ski slope

WATER SPORTS



Deep diving tanks - training and extreme sports



Indoor Surfing - training and ex

POSSIBLE NEW ACTIVITIES - OUTDOORS

Along with the indoor experiences the Queens Links, Broad Hill and the start of the Kings Links could form the basis of a multitude of both free to use and paid for activities.

- Zipline from Broad Hill
- Mountain Bike trail across Broad Hill and throughout the site
- Outdoor running route through scheme
- Dry Ski Slope of similar scale to the Garthdee slope near to the city
- Alpine Coaster on Broad Hill



Dry Ski Slope on roof of building - Copenhagen

Outdoor Running route



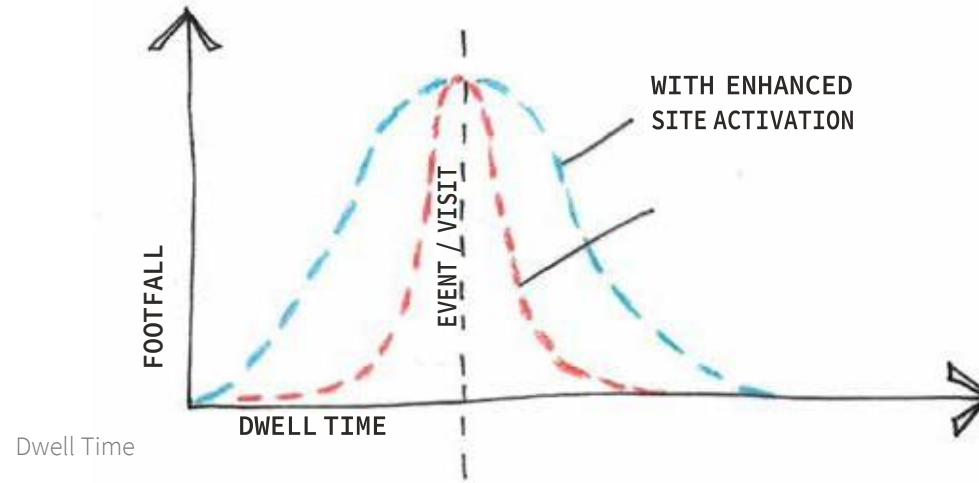
CREATING A SINGLE DESTINATION

Vision

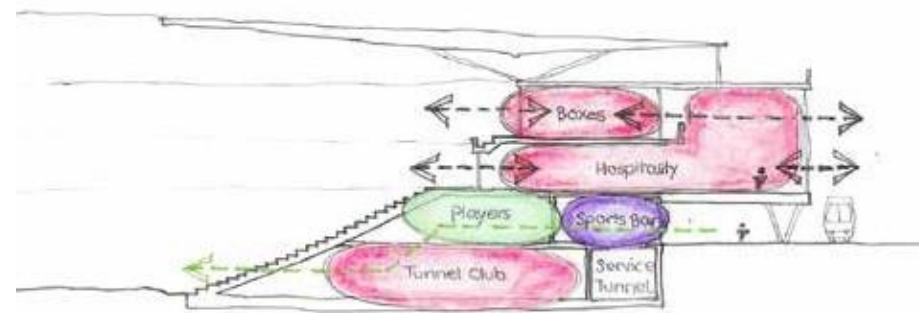
Our vision is for the site to become a destination where people will spend the day using the restaurants and Leisure facilities as well as attending events by activating the site to enhance the experience and therefore increase footfall and retention of visitors, as the graph to the right shows. The offering and interrelationship of uses is critical to this.

Relationships

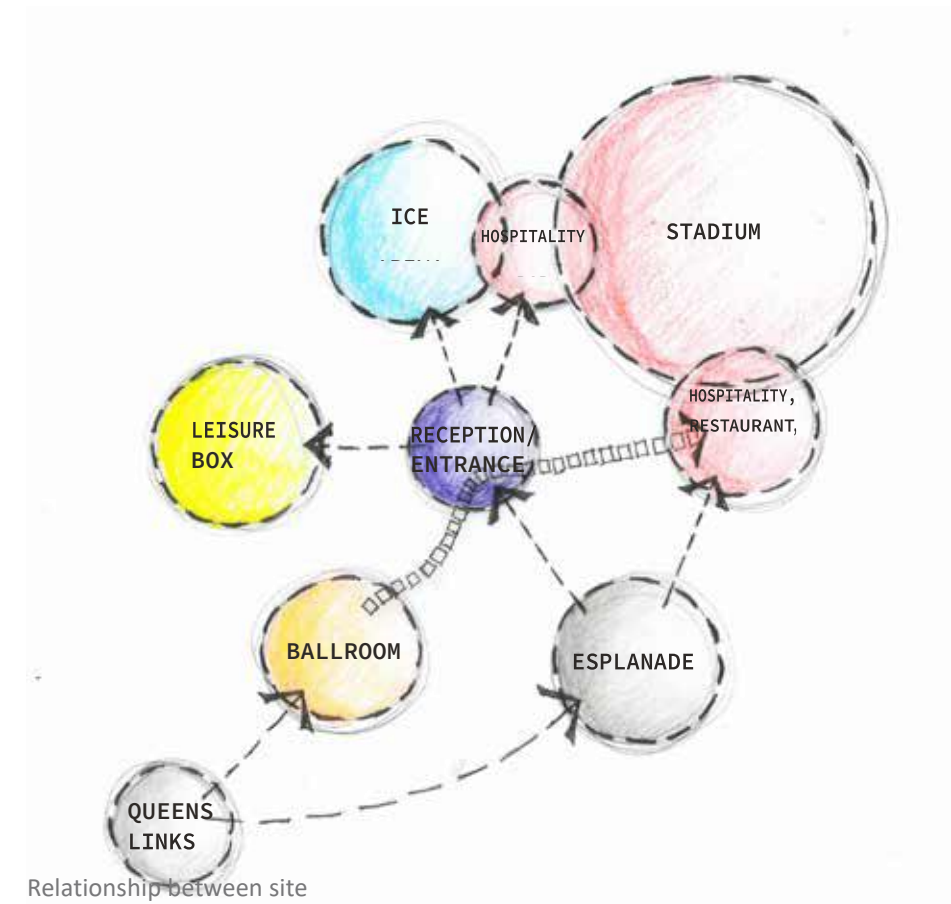
The links between the site uses need to allow easy access. The bubble diagram on the right highlights the key relationships. One of the key relationships is the link with the ballroom which must link through to the stadium Hospitality via the entrance to the Ice Arena and leisure facilities to enable the Ballroom to be used as an exciting hospitality offering. A shared entrance reception located off Esplanade with strong links to the Ballroom, Ice Arena and Leisure Box is a key strategy for making efficient use of the facilities provided and reducing cost. Hospitality bars, restaurants, concourses and facilities can also be shared between the Ice Arena and the Stadium. Hospitality suites and boxes have dual aspect frontages overlooking the pitch and sea front or pitch and Ice Arena. Bars and restaurants activate the Esplanade under a covered frontage, covered by the upper levels overhanging the Esplanade.



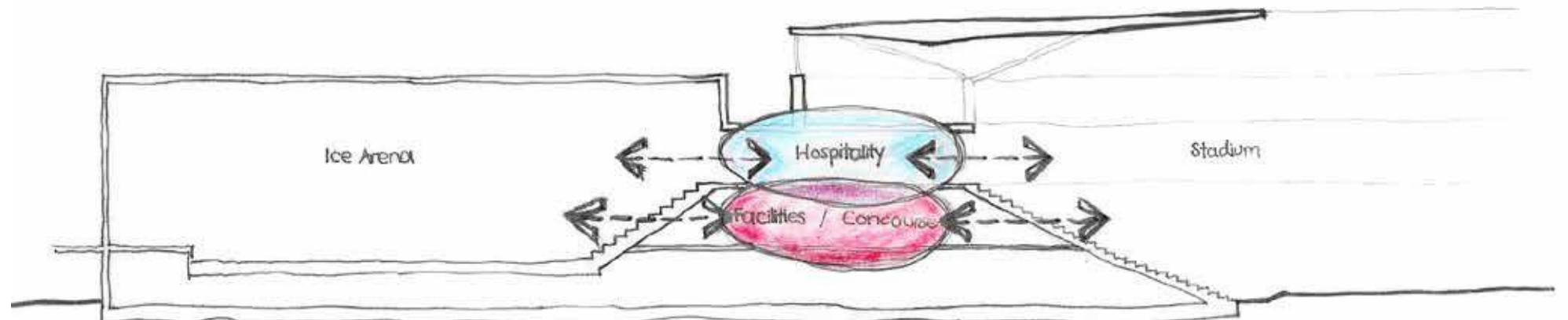
Dwell Time



Section through Stadium and Esplanade - active frontage and dual aspect hospitality



Relationship between site



Section through Ice Arena and Stadium - shared hospitality and



Precedent of interesting linkage to inform Ballroom link



High quality precedents of activated and engaging link plaza.

SITE CONFIGURATIONS POSITIONING THE STADIUM

Key Link

A key requirement of the brief is to link the stadium and its hospitality facilities with the Ballroom. However site constraints restrict the position of the stadium as the diagrams here show. An existing sewer easement on site along with the steep escarpment of Broad Hill prevents the stadium being located adjacent to the ballroom.

Using form to create more space on site.

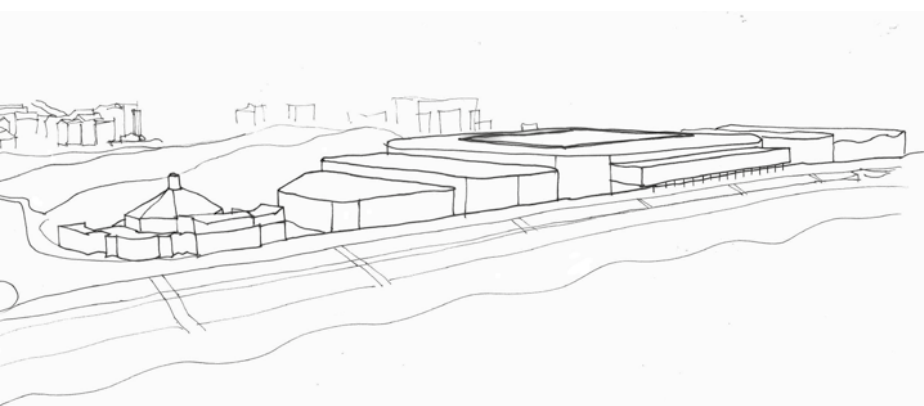
The section to the right shows how we can manipulate a typical stadium form to gain more space on site by moving the stadium to the east (towards the Esplanade). The dotted line shows a more traditional line for the external wall. By pushing the lowest floors in and the upper floors out we can create more space on site whilst activating the frontage and engaging with the Esplanade, providing shelter for pedestrians in the process.

Pushing the Stadium further toward the Ballroom

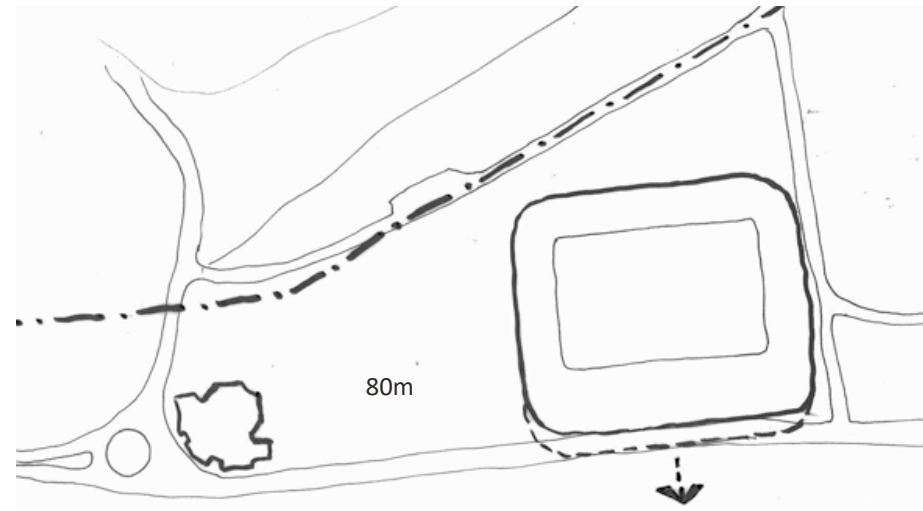
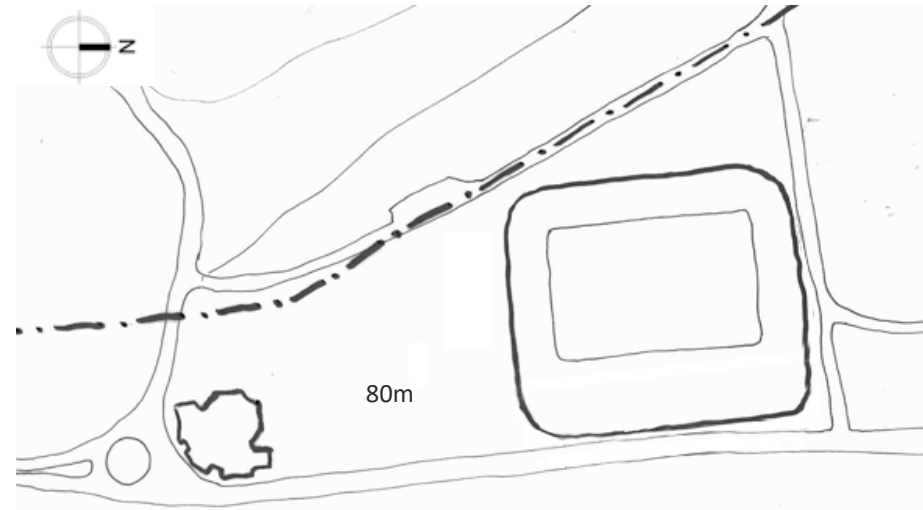
We can also shift the stadium further south by reducing the ground floor area or adjusting the shape of the west stand so that it suits the angle of the site. However the stadium is always distanced from the Ballroom and these diagrams show that there is not much to gain from changing the shape of the stadium.

Mass

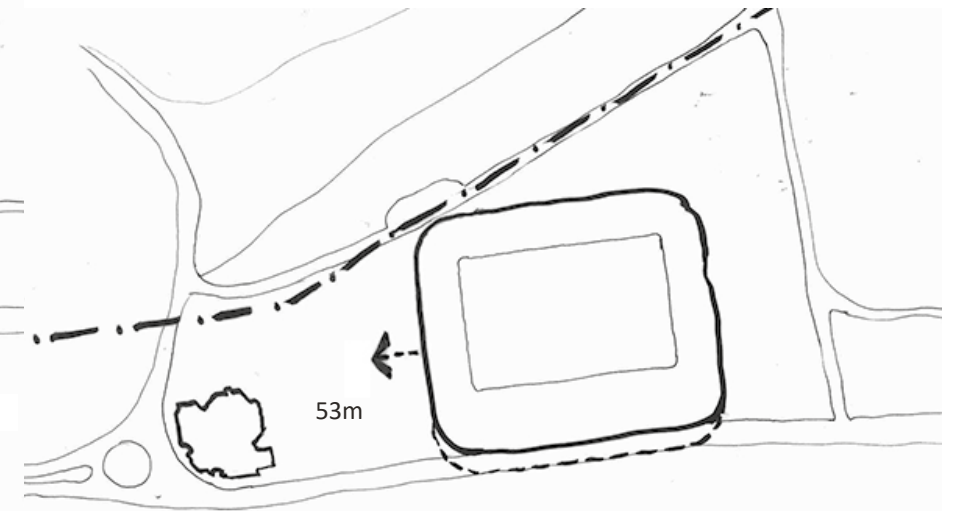
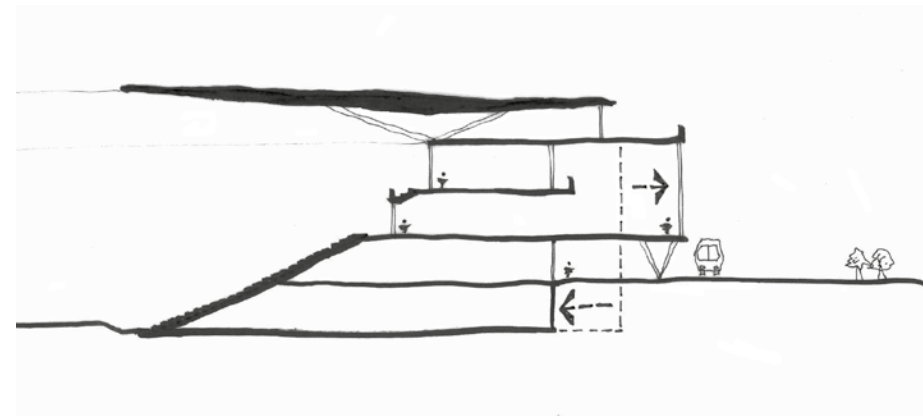
It is also critical that the Mass of the stadium does not dominate the Ballroom so a gap between the Ballroom and Stadium helps prevent this. The massing sketch below helps to show how buildings between the Ballroom and the Stadium help to respond to the Ballroom by stepping up in size along the Esplanade frontage. Therefore managing the distance between Stadium and Ballroom and rationalising the link between them is a delicate balance and will need to be considered carefully.



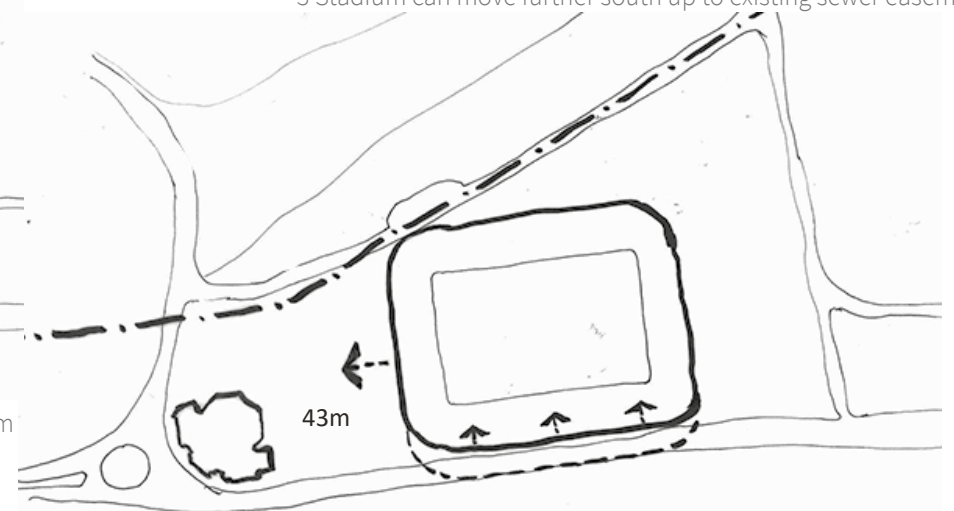
Massing Sketch - intermediate buildings between the Stadium and Ballroom help to step up the mass to rationalise their difference in mass.



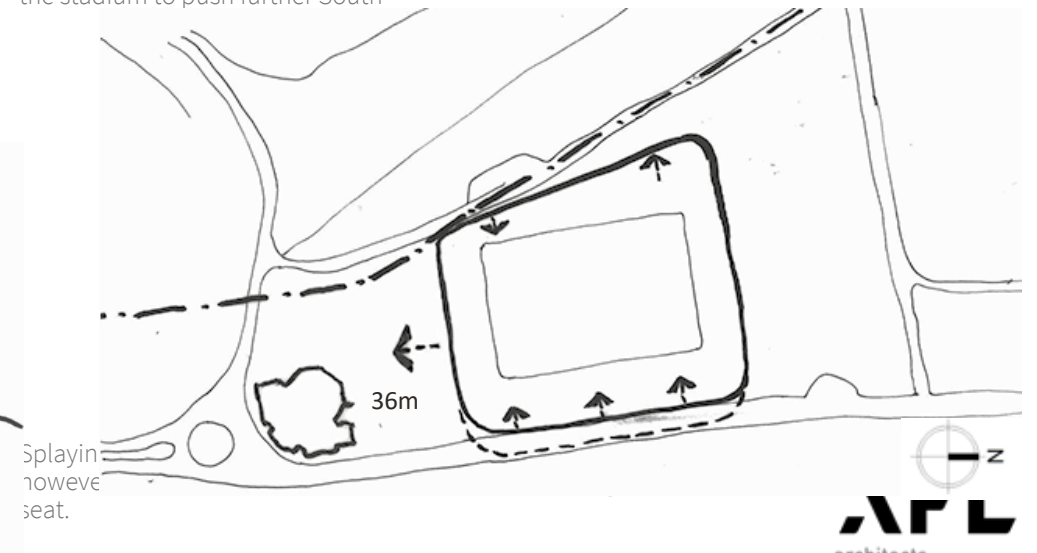
2 Overhanging the upper levels of the stadium over the Esplanade allows the stadium to push further east on site and therefore makes more efficient use of the site.



3 Stadium can move further south up to existing sewer easement and Broad Hill



4 Further reduction of the ground floor area with expansion of the upper levels allows the stadium to push further South



VARIANT OPTION 1B - LEISURE CENTRE REMOVED -
ICE ARENA RETAINED AND UPGRADED

SITE CONFIGURATIONS


We have been asked to look at three core options for redeveloping the leisure facilities on the existing site. They all involve retaining and refurbishing the Beach Ballroom and building a new stadium for Aberdeen FC. However there are withvarying ideas for retention or rebuilding new facilities for the leisure and ice arena components.


OPTION 1


OPTION 1 - LEISURE CENTRE RETAINED:
BUILDINGS, USES AND ACCESS



1. BALLROOM
2. HIDDEN GARDEN
3. NEW LEISURE
4. EXISTING LEISURE
5. ACCESS AND PARKING
6. EXISTING ICE ARENA
7. ENTRANCE AND HOSPITALITY
8. STADIUM
9. PLAYERS ENTRANCE AND BARS
10. MULTI-STOREY CAR PARK 800 CAPACITY
11. PAVILION
12. NEW BEACH-FRONT LEISURE

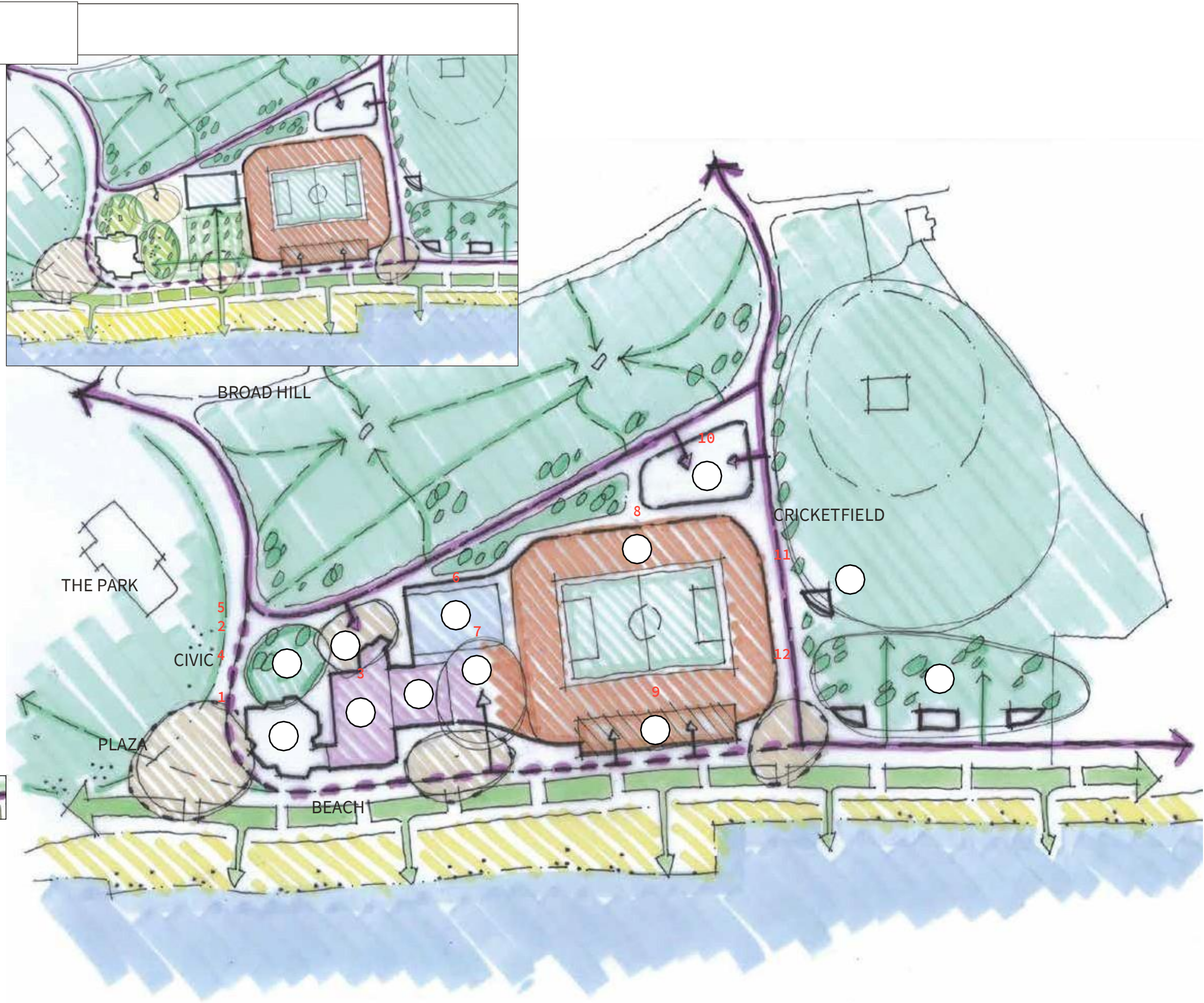
Page 479

PRIMARY VEHICLE ACCESS 

SECONDARY VEHICLE ACCESS PEDESTRIAN LINK 

ESPLANADE 

KEY SPACES 




SITE CONFIGURATIONS OPTION 1

OPTION 1 - LEISURE CENTRE RETAINED: CHARACTER AREAS

NATURALISTIC CHARACTER - PAVILIONS, CYCLE PATHS,
RUNNING TRAILS



BALLROOM, PLAZA AND GARDEN



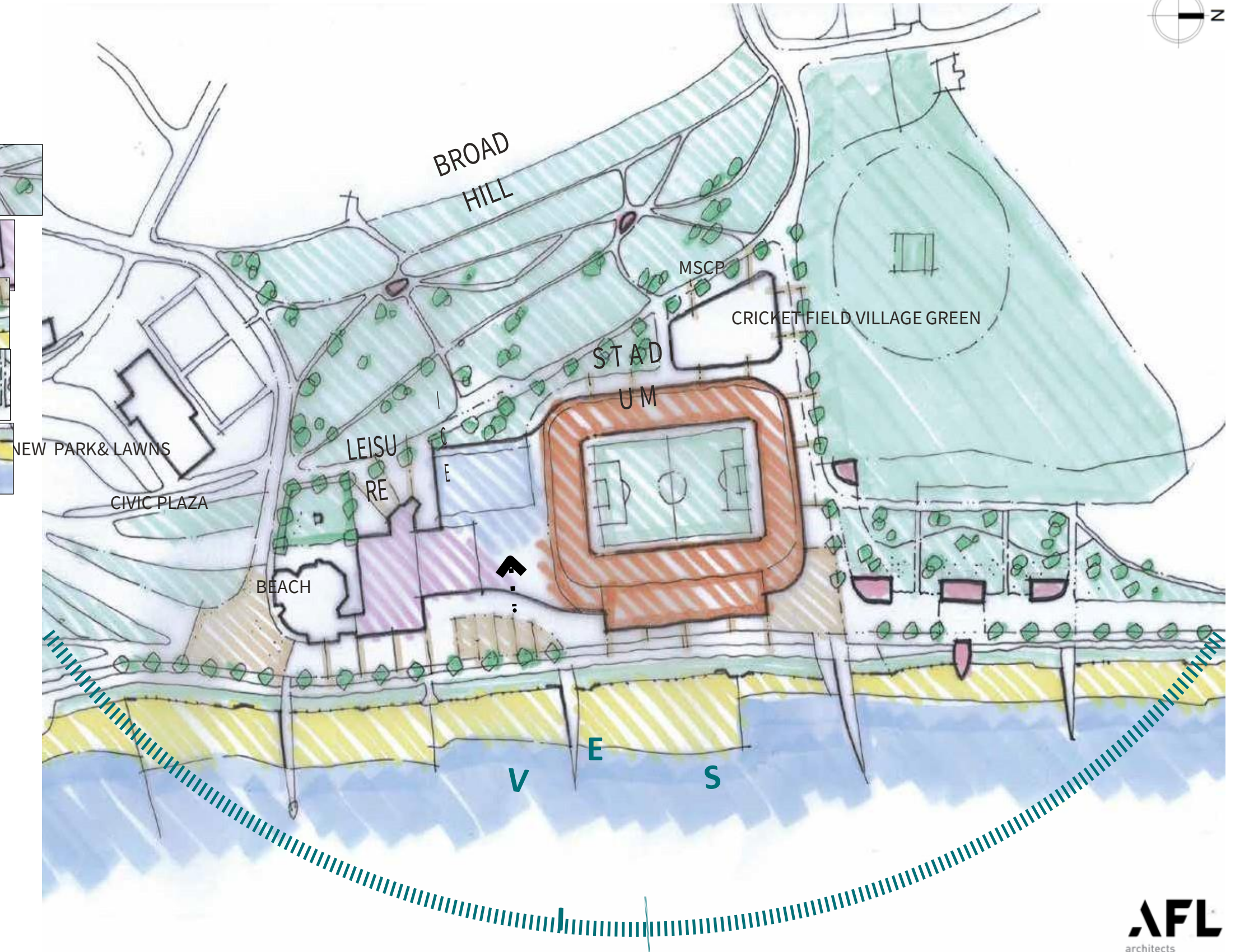
FORMAL ESPLANADE WITH LINKED SQUARES



NEW BEACH-FRONT LEISURE USES & PUBLIC GARDEN



PIERS & JETTIES FOR WATER SPORTS





SITE CONFIGURATIONS OPTION 1

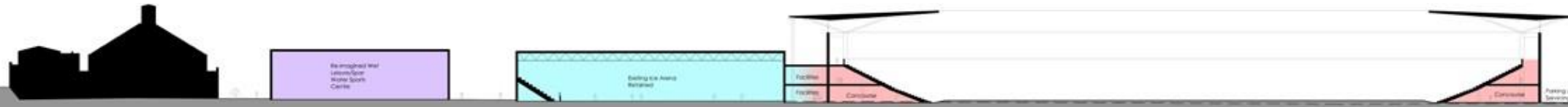
LEISURE CENTRE RETAINED

- Leisure Centre retained and upgraded
- Possible re-imagining of wet leisure
- Ice Arena retained with single story element demolished
- New Linking entrance and hospitality area created
- Re-skinning of all existing
- New Stadium circa 18-20k
- Main Stand located on East with views over the sea
- Opportunity for a new location for the Cricket pitch and other outdoor sports on the current Driving Range
- Car parking in MSCP behind the sports buildings or limited amount only at grade



Potential nature of new entrance and hospitality hub New Hospitality lounge/ dining with views over the beach and sea beyond

CROSS-SECTIONS OPTION 1



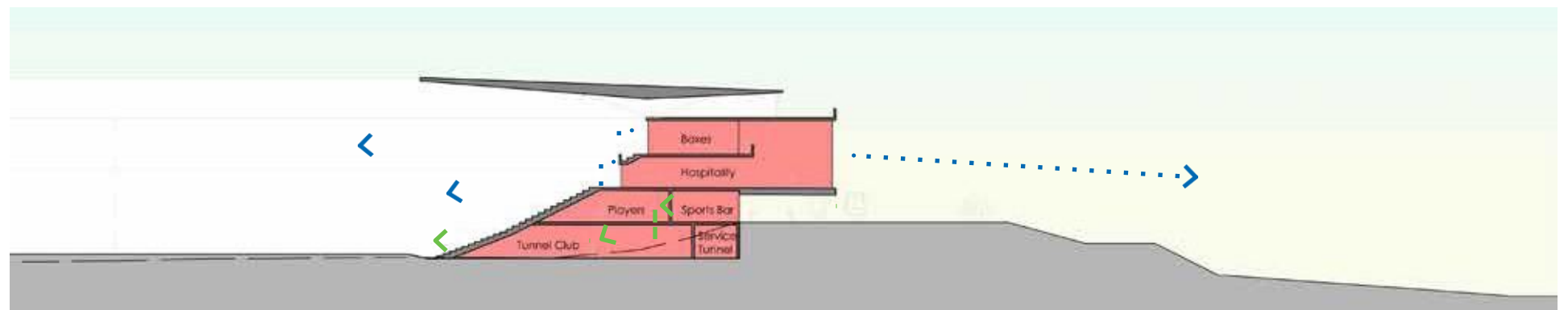
Page 482



By positioning the main stand hospitality lounge on the sea frontage this creates an ultimate USP unique to this location. Sea views as well as pitch views makes this a stunning location for both match day entertaining as well as non match day usage:

- Restaurant
- Conferencing
- Exhibitions etc.

It is also envisioned that the players would arrive by coach on the esplanade in front of the public and enter via a sports bar into their changing facilities. When entering the arena they would pass a new concept in hospitality know as the Tunnel Club where a glass wall would be the only thing separating the players tunnel from the paying guests.



SITE CONFIGURATIONS OPTION 2

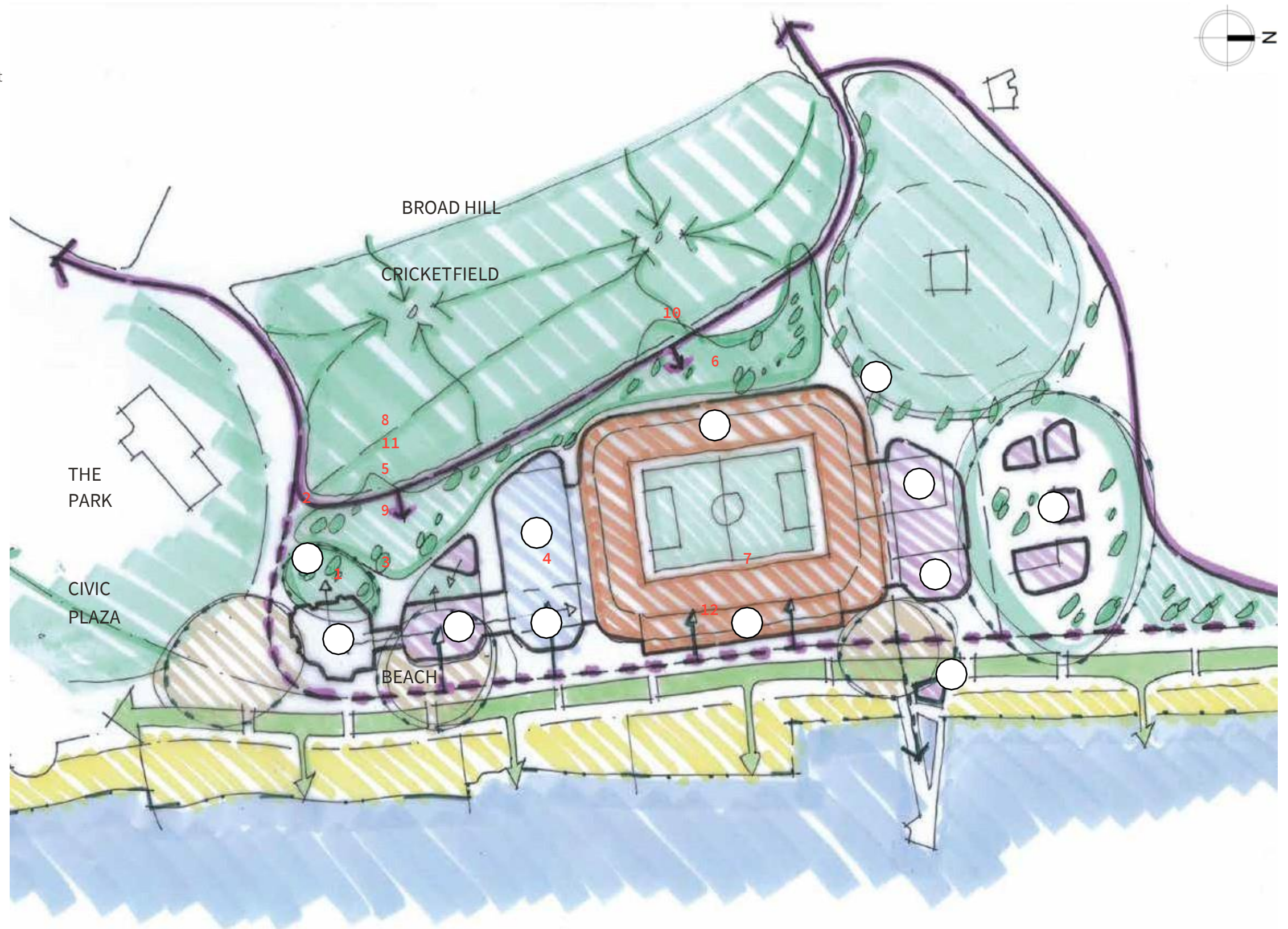
This option investigates demolishing all the existing facilities apart from the Beach Ballroom and creating a whole new leisure and stadium development. As part of this option we have investigated spanning a podium deck extending from the rear of the Esplanade through to close to Broad Hill to contain hidden parking and servicing freeing up the space for pedestrians and coastal landscaping.

WHOLE SITE PODIUM DECK: BUILDINGS, USES AND ACCESS

1. BALLROOM
2. HIDDEN GARDEN
3. NEW LEISURE
4. RESTAURANTS AND BARS
5. ICE ARENA
6. STADIUM
7. PLAYERS ENTRANCE AND HOSPITALITY
8. LEISURE BOX
9. WATER SPORTS CENTRE
10. PAVILION AND CHANGING FACILITY
11. POTENTIAL NEW LEISURE/THERMAL SPAR
12. NEW BEACH-FRONT WATER SPORTS FACILITY
13. PODIUM DECK WITH CAR PARKING BELOW (1200)

PRIMARY VEHICLE ACCESS SECONDARY VEHICLE

ACCESS PEDESTRIAN LINKS ESPLANADE



SITE CONFIGURATIONS OPTION 2

WHOLE SITE PODIUM DECK: CHARACTER AREAS

NATURALISTIC CHARACTER - PAVILIONS, CYCLE PATHS, RUNNING TRAILS



BALLROOM, PLAZA AND GARDEN



FORMAL ESPLANADE WITH LINKED SQUARES



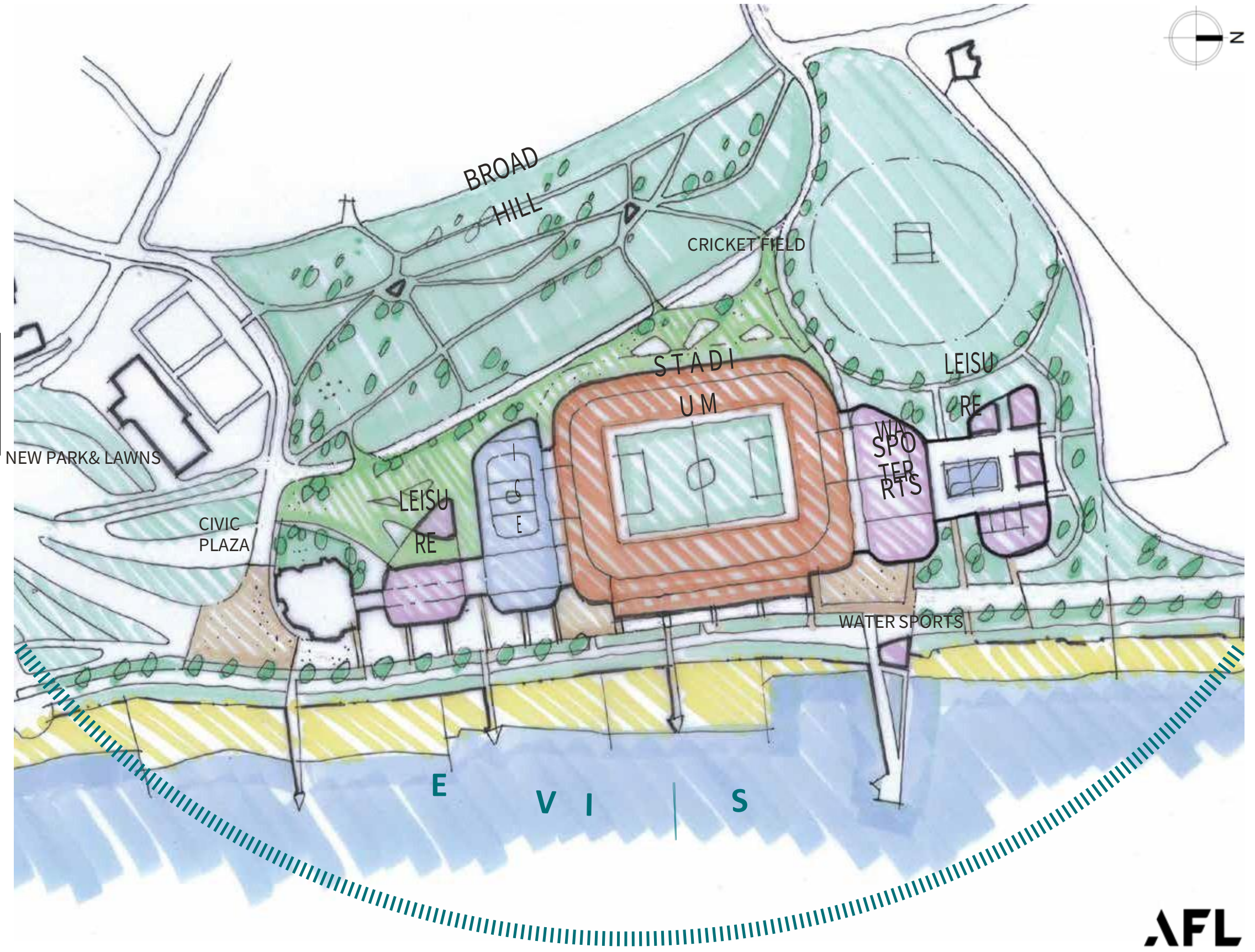
NEW BEACH-FRONT LEISURE USES & PUBLIC GARDEN



PIERS & JETTIES FOR WATER SPORTS



PODIUM LANDSCAPE AND GREEN LINKS



Page 484

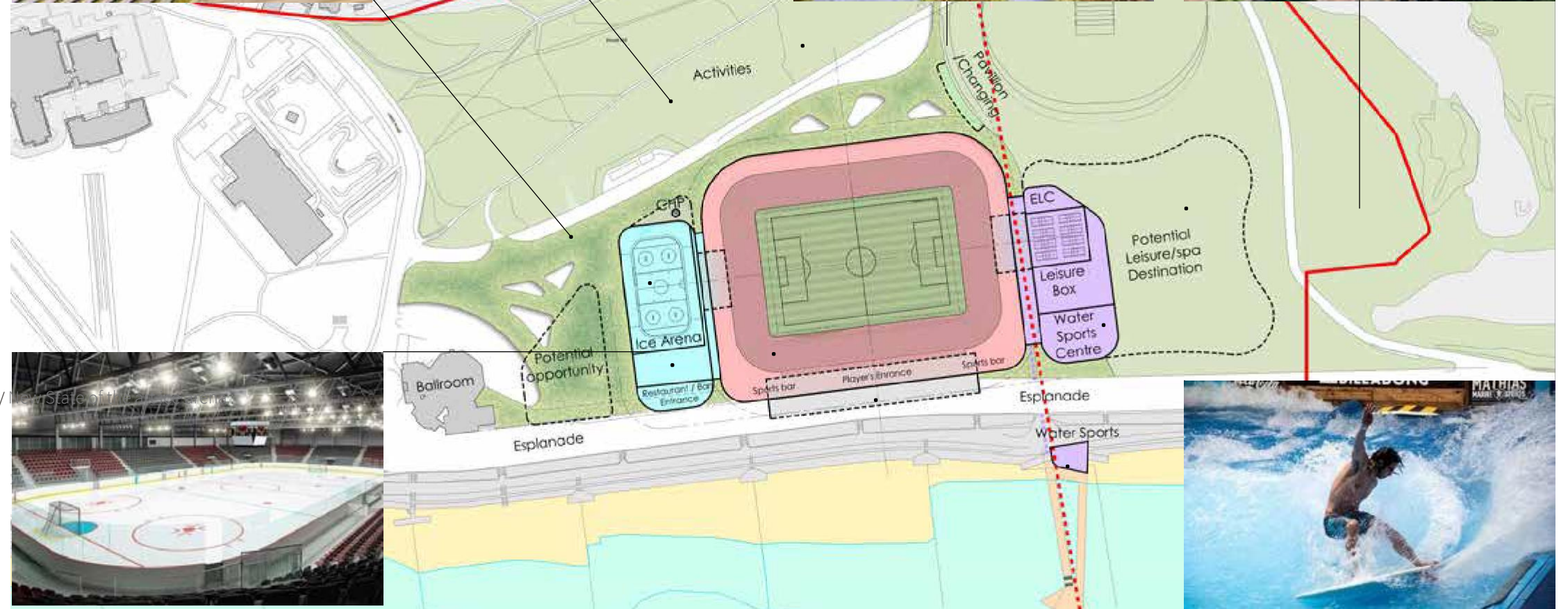


SITE CONFIGURATIONS OPTION 2

WHOLE SITE PODIUM DECK

This option creates the optimum viable solution for the Beach site rather than making the existing facilities work less efficiently. Dual use of three of the stands helps with funding the stadium element. However the Net-Zero carbon approach takes into account the whole life cycle of carbon output in a building's lifetime and therefore the balance will need to be evaluated between more efficient operating costs against the embodied carbon and costs retaining the existing structures.

- Podium deck across whole site at Esplanade Level
- Coastal Park landscaping
- Car parking and servicing below new Ice Arena
- Physical link between the Beach Ballroom and Ice Arena/ Stadium, either at esplanade level or below with stunning roof lights and spacious planning
- Ice sports experience centre Arena & Ice Climbing wall
- Hospitality lounge overlooking Ice Arena and stadium
- Hydrogen Powered CHP
- New Stadium circa 18-20k
- Main Stand located on East with views over the sea
- Early Learning Centre & use by AFC Community Trust
- New Leisure Box
- Potential for major Leisure Spa destination
- Water Sports Centre linked through tunnel to new pier
- New outdoor extreme sports
- Opportunity for a new location for the Cricket pitch and other outdoor sports on the current Driving Range



Brentford FC's new Stadium as example (AFL)

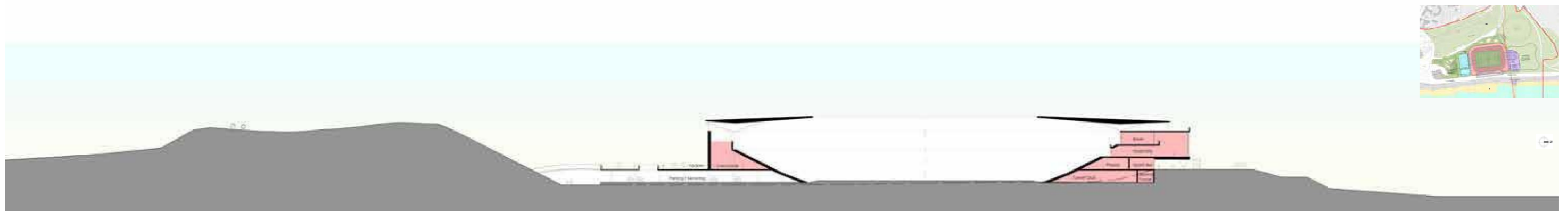
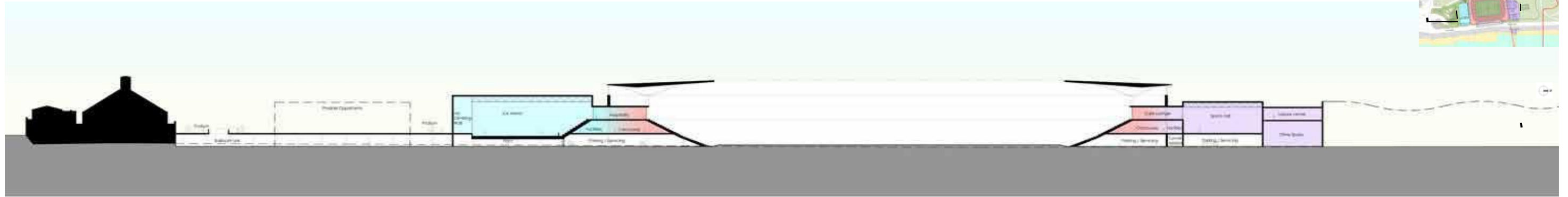
New Hospitality lounge/dining with views over the beach and sea beyond

Water Sports Pier

Indoor Water Sports Centre - Surfing training



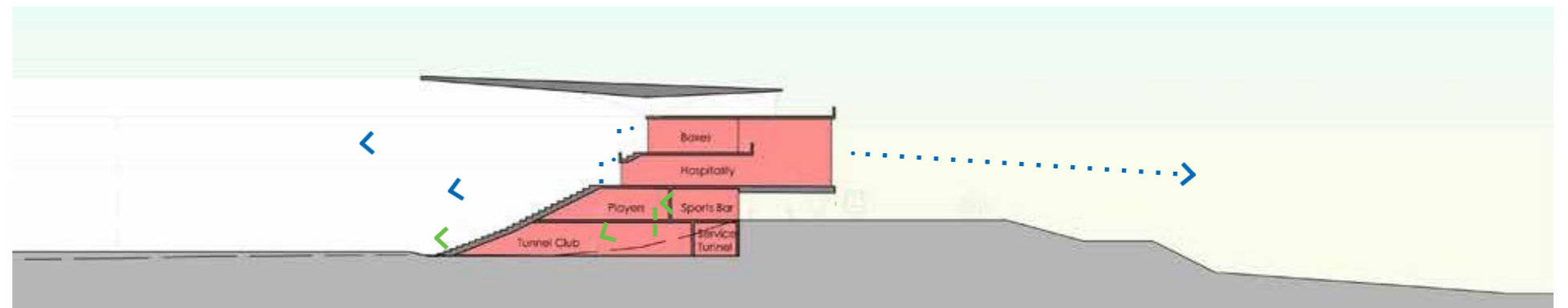
CROSS-SECTIONS OPTION 2



By positioning the main stand hospitality lounge on the sea frontage this creates an ultimate USP unique to this location. Sea views as well as pitch views makes this a stunning location for both match day entertaining as well as non match day usage:

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- Exhibitions etc.

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SITE CONFIGURATIONS

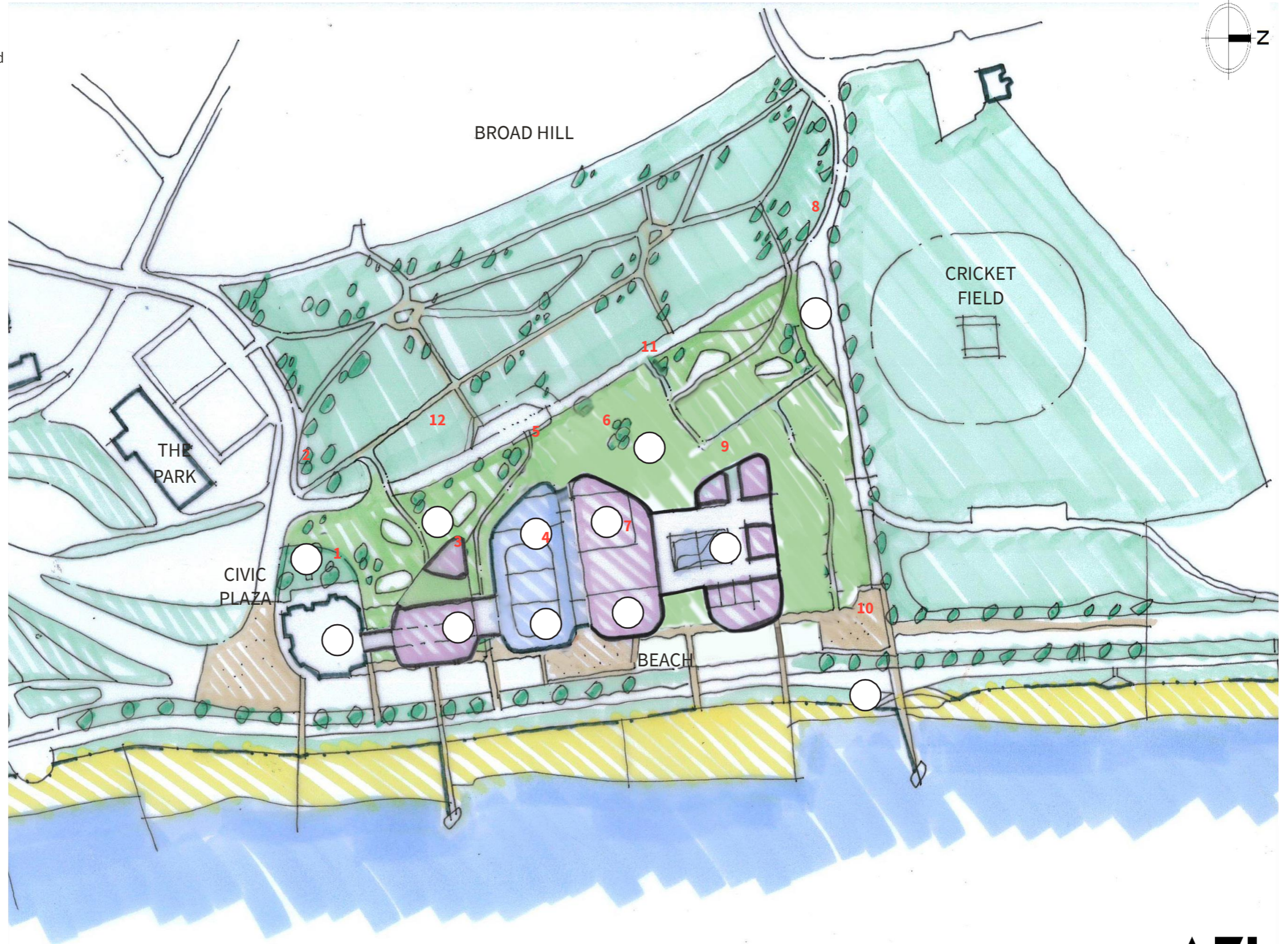
OPTION 3

This option investigates demolishing all the existing facilities apart from the Beach Ballroom and creating a whole new leisure development. As part of this option we have investigated spanning a podium deck extending from the rear of the Esplanade through to close to Broad Hill to contain hidden parking and servicing freeing up the space for pedestrians and coastal landscaping.

WHOLE SITE PODIUM DECK: BUILDINGS, USES AND ACCESS

1. BALLROOM
2. HIDDEN GARDEN
3. NEW LEISURE
4. RESTAURANTS AND BARS
5. ICE ARENA
6. LEISURE BOX
7. WATER SPORTS CENTRE
8. CRICKET PAVILION AND CHANGING FACILITY
9. POTENTIAL NEW LEISURE/THERMAL SPA
10. NEW BEACH-FRONT WATER SPORTS FACILITY
11. PODIUM DECK WITH CAR PARKING BELOW (1200)
12. HYDROGEN POWERED CHP

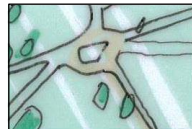
-  PRIMARY VEHICLE ACCESS
-  SECONDARY VEHICLE ACCESS
-  PEDESTRIAN LINKS
-  ESPLANADE
-  KEY SPACES



SITE CONFIGURATIONS

OPTION 3

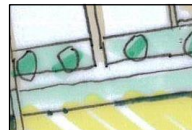
WHOLE SITE PODIUM DECK: CHARACTER AREAS



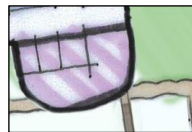
NATURALISTIC CHARACTER - PAVILIONS, CYCLE PATHS, RUNNING TRAILS



BALLROOM, PLAZA AND GARDEN



FORMAL ESPLANADE WITH LINKED SQUARES



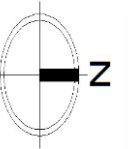
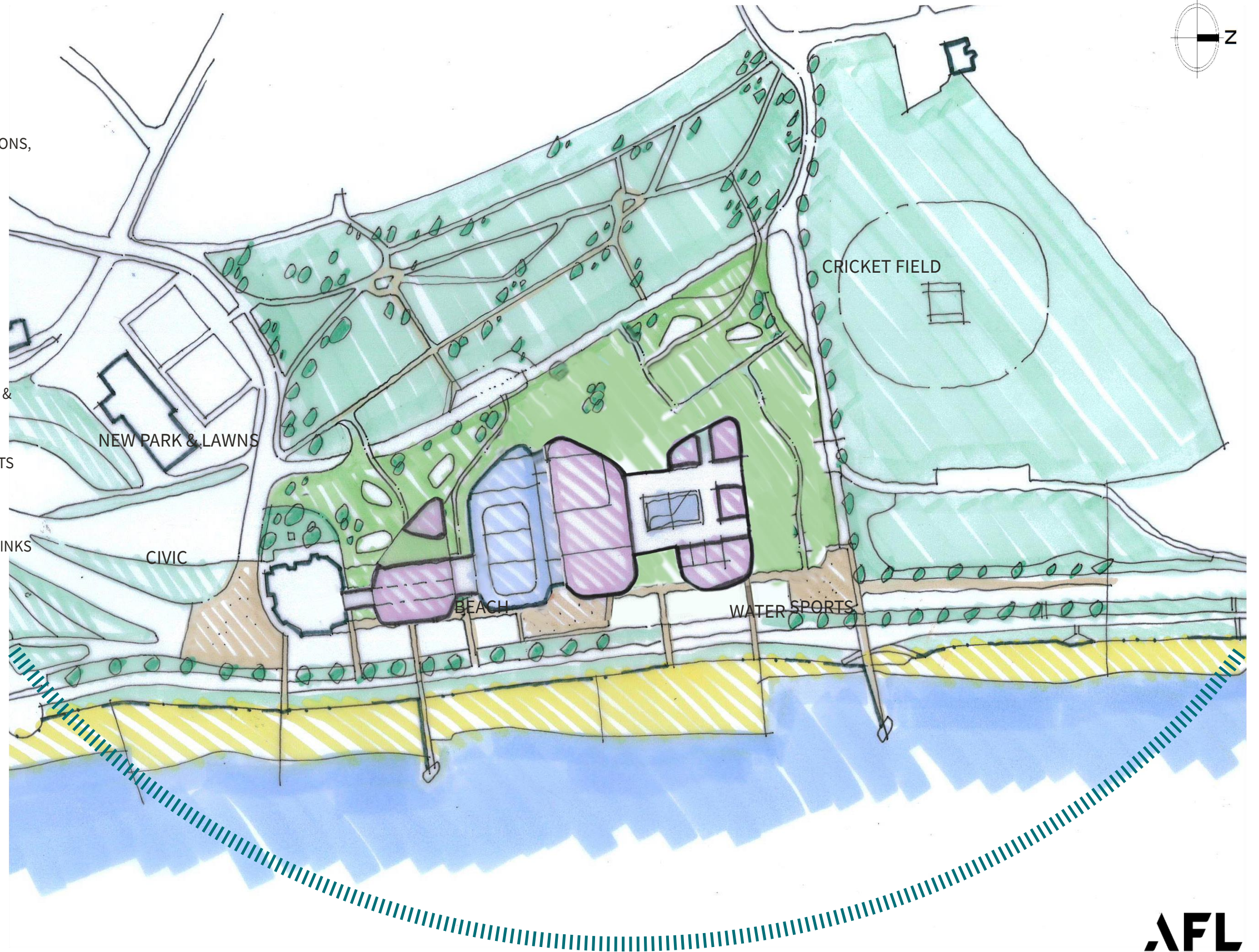
NEW BEACH-FRONT LEISURE USES & PUBLIC GARDENS



PIERS & JETTIES FOR WATER SPORTS



PODIUM LANDSCAPE AND GREEN LINKS



SUSTAINABILITY & NET ZERO

There is an aspiration to create a sustainably sourced, carbon-neutral venue which places visitor well being, safety and comfort at the heart of design. The design will allow Aberdeen City Council to positively contribute to the local environment, reinventing the Leisure offer at the Beach for a sustainable audience.

ACC wish to aspire to the following sustainability measurement systems:

- BREEAM Excellent
- WELL Building
- Designing to Net Zero

Net Zero - buildings with a resultant net zero amount of carbon emissions based on construction, materials, operational annual energy demand. ZCBs achieve this by: Using low carbon materials and construction techniques, Implementing high levels of energy efficiency; Meeting energy needs with on- or off-site renewable energy sourcing.



Copr Bay Arena with bio-diverse coastal park on a podium - AFL



Wind Power



Locally sourced Aberdeenshire Granite



Bamboo - high self generation rate and strong



Green wall and local pennant stonewalling - Copr Bay Arena



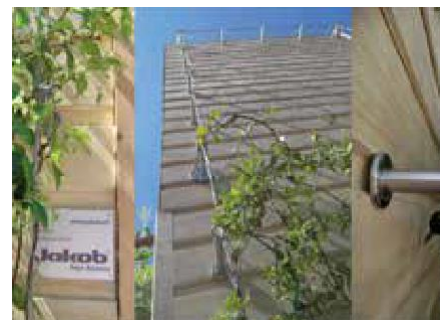
Hydrogen Power



Timber Construction - Starts Carbon negative if sourced from sustainably grown forests



HempCrete - woody inner fibres of Hemp plant bound with Lime



Green Wall Systems



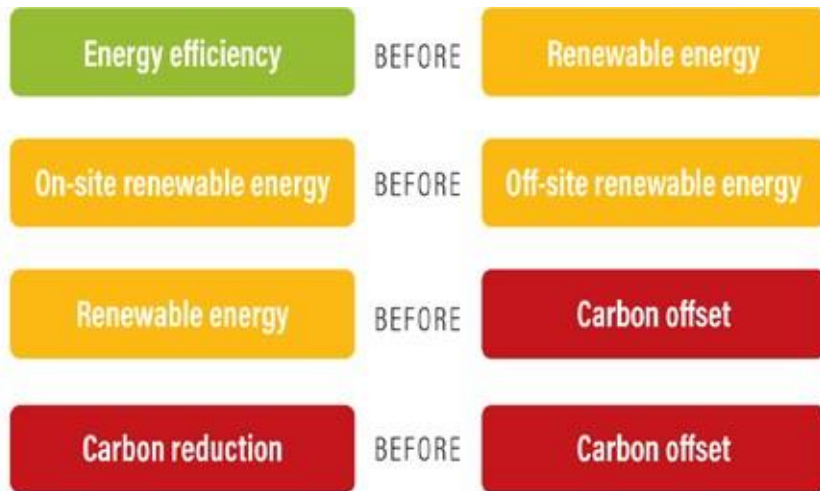
Wave Power



Recycled steel



renewable alternative to chemically laden insulation



Bio-diverse roof and Dry Ski-slope - SKI_Copenhill



Tidal Power



Precast concrete slabs - excellent way of controlling heat. Pre-casting involves less energy.



Rammed Earth

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APPENDIX E - PUBLIC REALM & LANDSCAPE

THE CITY + THE BEACH

Aberdeen has 31 km of coastline and the Masterplan area is significant within this - it is where the City and the sea come together. The connection between the City and the coast is key and the two must work together; connecting the experience of these two areas is essential to the success of this Masterplan.

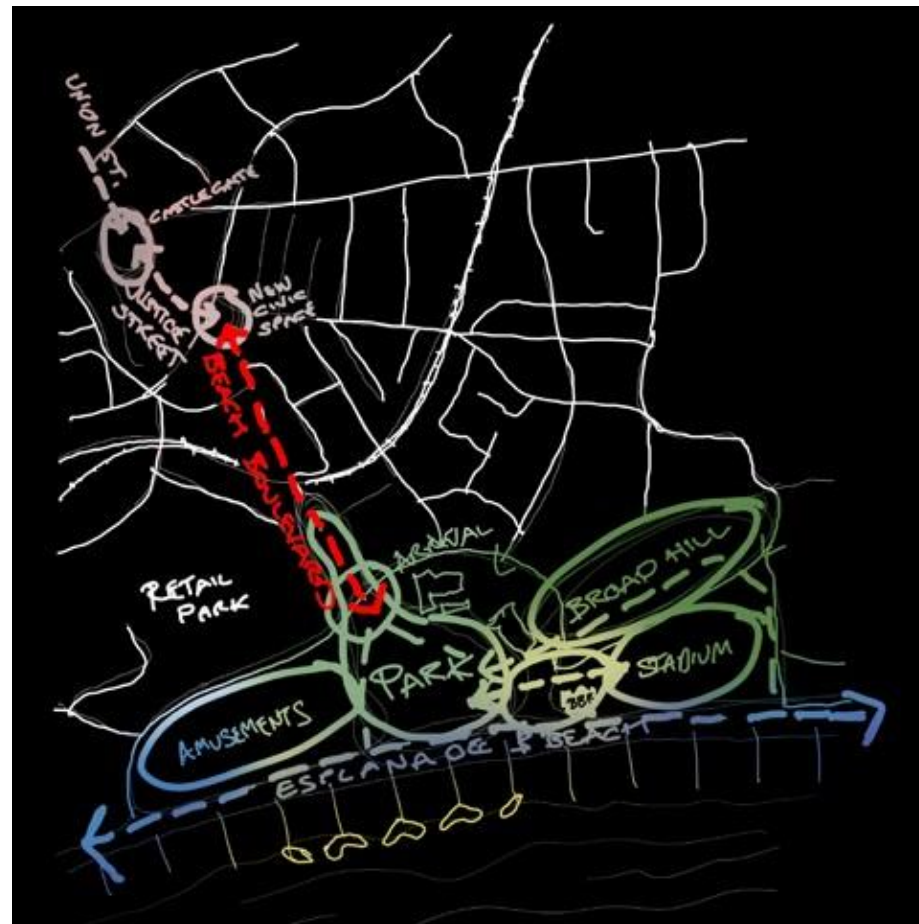
The two ends of the journey from the City to the Beach are rich in character with both the Castlegate and the Beach having strong identities. The roundabout, Beach Boulevard and the Queens Links however do not positively contribute to this journey. The proposals set out over this chapter aim to explore how this connection can be enhanced both physically, through improving pedestrian and cycle routes, and also in terms of character. The landscape and public realm can be the glue that brings the City and the Beach together. There is an opportunity to extend the character of the City centre further towards the Beach whilst extending the character of the new park back up Beach Boulevard towards the City, shortening the perceived distance between the two. Improvements to Beach Boulevard could then further promote the connection between the City and Beach enhancing the journey and promoting sustainable modes of transport.



Castlegate



The Beach



The roundabout



Beach Boulevard

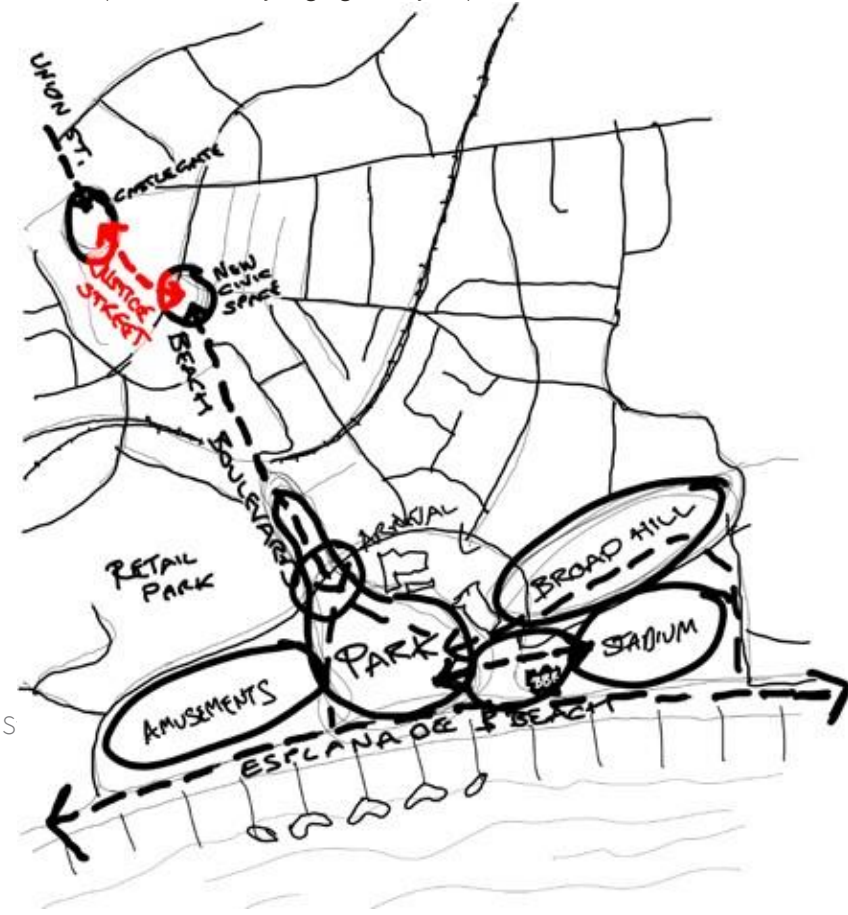


Queens Links

JUSTICE STREET

Justice Street connects to Castlegate. It is generally around 15.5m wide from buildingline to building line. The street has some attractive architecture and could become a key link for pedestrians and cyclists from the City centre to the Beach.

It is proposed that any design proposals for Justice Street should match the character and materiality of the Castlegate and the City centre in order to help connect the City centre to the Beach. In order to achieve this, co-ordination will be required with the design team currently developing proposals for the City centre. An initial meeting to discuss proposals was undertaken on the 2nd August 2021. Other key elements which will require development and co-ordination will include; servicing, parking provision and the provision of any segregated cycle provision.



Justice Street looking west into Castlegate.

Justice Street looking east.



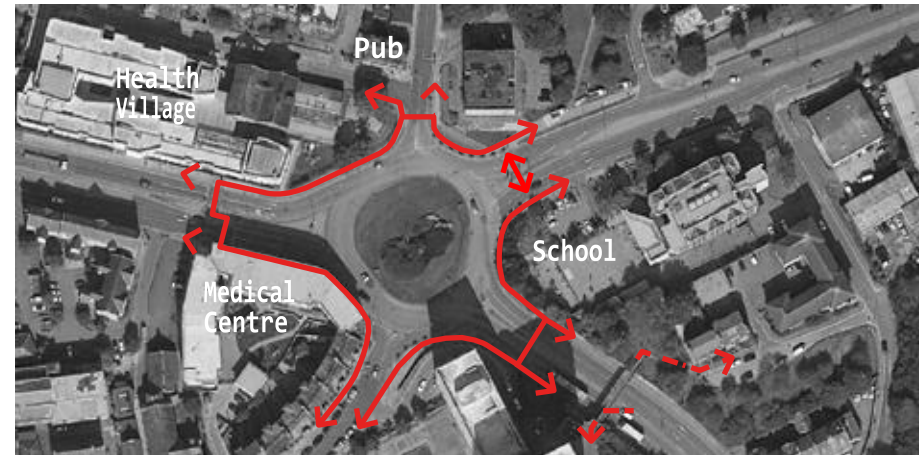
Justice Street looking west.



A NEW CITY SQUARE

The existing roundabout is a fundamental challenge to the pedestrian and cycle connectivity between the City centre and the Beach. This is a physical barrier which requires navigating around but also a psychological barrier. Although the physical distance to the Beach is not huge, the roundabout creates a clear break in character from the City centre and discourages movement down Beach Boulevard. With the exception of the 'Beach Boulevard' street name, there is currently nothing to suggest there is a destination worth heading to by leaving the City centre.

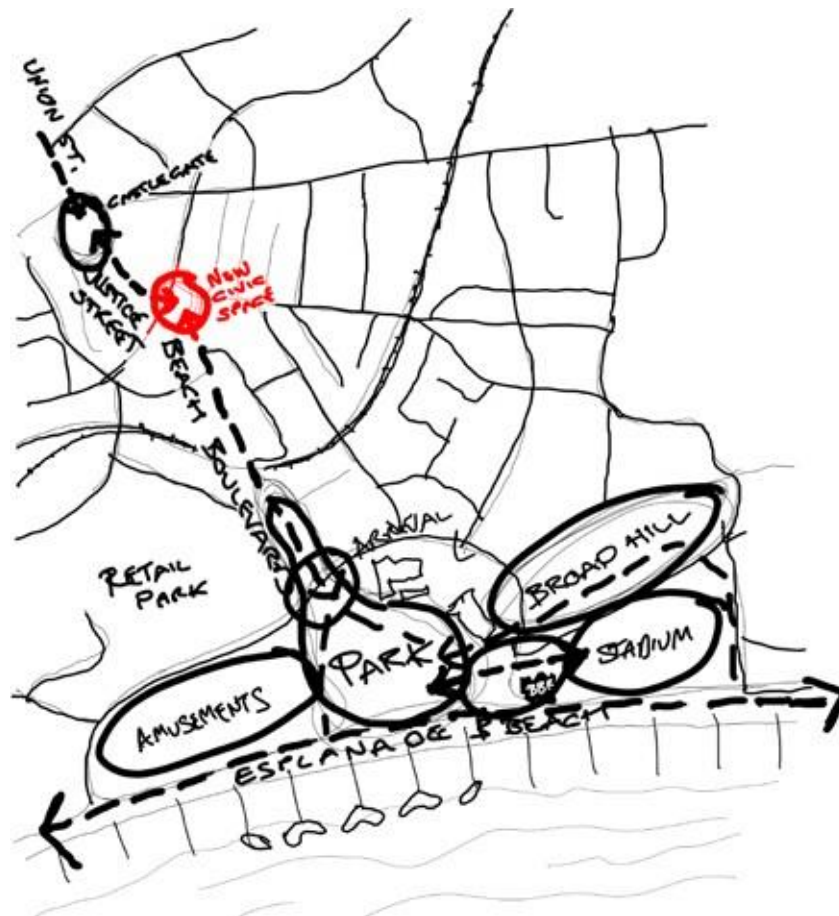
In order to promote sustainable connections to the Beach it is therefore clear that the connection between Justice Street and Beach Boulevard requires bold re-imagining. The sketches opposite illustrate a possible configuration which would convert part of the existing road space and roundabout into a new civic space. This option has been developed to minimise the number of road crossings required by pedestrians and cyclists in order to connect to Beach Boulevard. The new civic space would help bring the City closer to the Beach and would also provide a meeting point at the end of Beach Boulevard. The surrounding land-uses (particularly the school) could also be reconfigured to relate to, and benefit from the new space and active travel connections.



Existing crossing points and adjacent uses.



Potential narrowing of A956 and reconfiguration of existing roundabout.



A potential new civic space, bringing the City centre closer to the Beach and by doing so, creating a direct pedestrian and cycle route onto Beach Boulevard. This could be achieved by reducing the land take of existing road infrastructure.

BEACH BOULEVARD

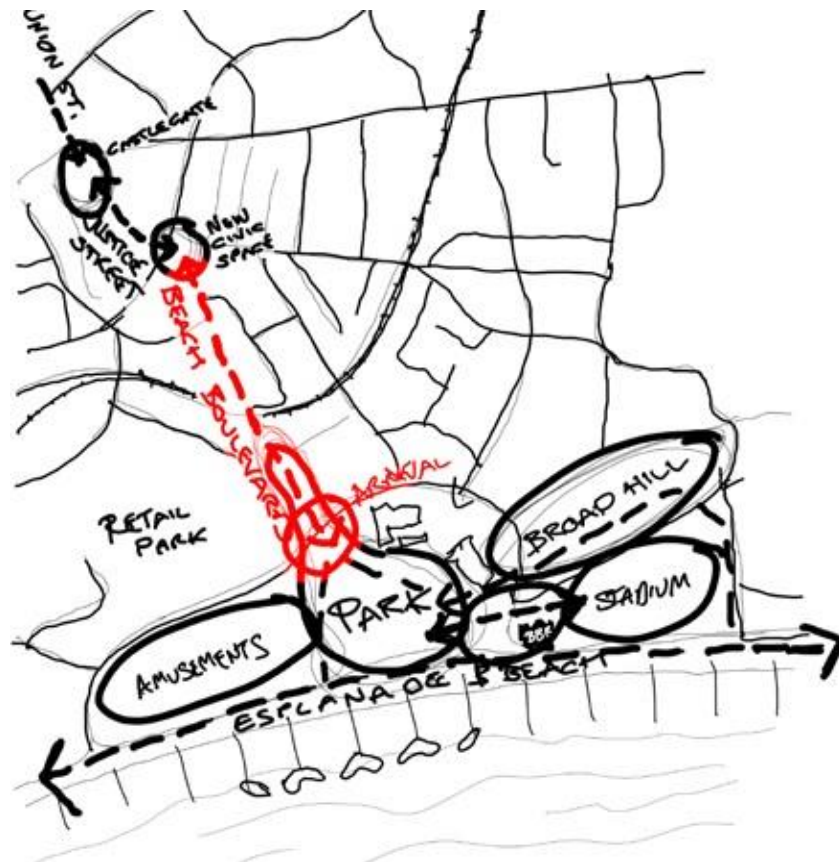
Beach Boulevard is currently car dominated as can be seen in the existing section opposite. The street currently doesn't create a strong sense of place and could easily be a street from any town or city - it provides few clues that it is the route to the beach. At a width of generally around 27.5m (from back of pavement to back of pavement) there is ample space here to transform Beach Boulevard by giving over some of the carriageway to public realm. Through this intervention Beach Boulevard could be transformed into a pleasant walking and cycling route to the beach. The journey to the beach could become part of the experience of visiting the beach, a special and pleasant day out.

Increasing the amount of soft landscape along Beach Boulevard could transform the character of the street and contribute to greening the City, climate change resilience, sustainable drainage, natural environment, biodiversity, shelter and the removal of pollution. Additional soft landscape could bring seasonal interest, texture, movement and colour to the street.

Where Beach Boulevard widens at its eastern end there is an opportunity to pull the character of the Park up into Beach Boulevard and towards the City, bringing arrival at the park closer and making the journey feel shorter.



The section above illustrates the current space allocation along Beach Boulevard. The large majority of space is currently allocated to cars and does not contribute to a pleasant pedestrian or cycle environment.



Generally Beach Boulevard is approximately 27.5m wide (measured from back of pavement on either side) however as Beach Boulevard reaches the Queens Links there is an opportunity for this to widen to approximately 46m. This could bring additional design flexibility to this section of the Boulevard and allow the character of the new Park to extend back towards the City.



The above concept image illustrates how Beach Boulevard could be transformed into a more pleasant route for pedestrians and cyclists.

The below shows an indicative section illustrating what could be achieved through a reduction in carriageway space.

This section illustrates parking provision retained and provides a generous separation strip between the cycleway and parking spaces to allow people to safely get out of cars or taxis. The pavement on the north side of the street has been maintained at the existing width whilst the extra space has been added to the south side of the street to connect with new civic space illustrated on previously.

A dual direction cycleway could be appropriate in this location as there are a limited number of side streets which connect to Beach Boulevard.



The below shows an indicative section illustrating the what could be achieved where car parking was not provided along Beach Boulevard. This could provide space for bus stops, additional soft landscape or seating and cycle parking.



THE PARK

The park must create a strong sense of place which becomes a destination within the City. It should be unique and special, respecting its coastal location. The park should be inclusive and with activities for all to use.

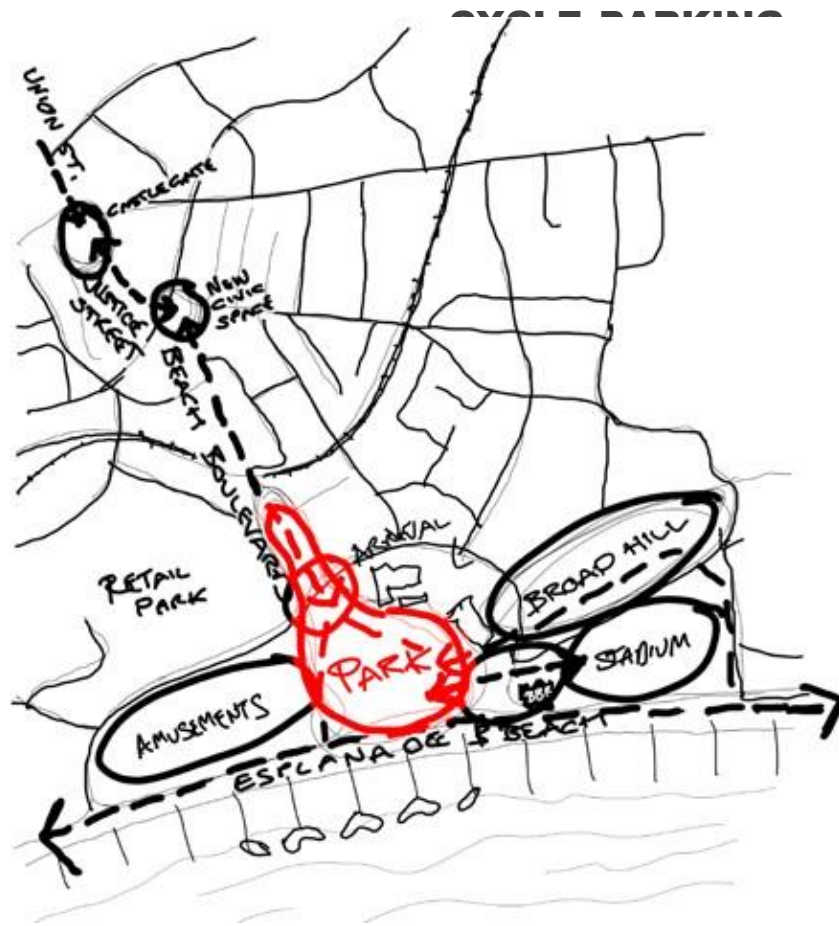
The design must consider micro-climate and the provision of shelter so that it can be used 365 days a year. It must also be comfortable and welcoming for different sizes of groups including individuals, families, small gatherings and large events. A variety of scales of space will be required to meet these requirements.

Movement through the park, whether to reach the Beach, the Stadium or the Arcades must be a key consideration, ensuring that the park can cope with the movement of large groups of people. In designing these routes, desire lines must be catered for.

Uses and elements

The below graphic indicates some of the uses and elements which will be required or could be included within the park. Whilst not a comprehensive list it begins to outline what the programme of the park could include.

SUSTAINABLE DRAINAGE



- SCULPTURE
- CIVIC SPACES**
- SEATING
- COASTAL ROUTE
- HERITAGE AND INTERPRETATION
- OUTDOOR GYM
- INFORMAL PLAY
- DUNE LANDSCAPE
- CHESS TABLES
- PUMP TRACK**
- JOGGING ROUTES
- BIODIVERSITY
- AMPHITHEATRE
- MEETING POINTS
- FOUNTAINS**
- CHANGING AREAS
- CAFE
- PLAY PARK**
- VIEWS
- EXERCISE
- ROLLER BLADING
- ART
- WATERFEATURE
- EVENTS
- SHELTER**
- SWIMMING

Concepts

The concepts below illustrate how a common theme could be developed for the park which influences both the plan, materiality and character. Through development of a strong character the park landscape can become a distinct place and hang together as a whole.

TRAMWAY



ROPEWORKS



GROYNES AND PIERS



Play for all, as sculptural elements and as part of the landscape

Play provision should be inclusive, and could include physical play, sound and light. Play features have the potential to form sculptural elements within the landscape or to work with the landform to create a truly memorable place, possibly building from the concepts outlined on the previous page.



Concept image for a sculptural whale play element in Dundee

Movement of people and spaces to gather in

Movement of people through the park, and spaces to meet and gather in large or small groups is an important consideration in the design of the park. Equally the movement of bicycles through the park requires consideration, along with appropriate cycle parking facilities.



Zhengzhou Vanke



Amphitheatres and event spaces

Amphitheatres and events spaces could be provided to cater for events of different scales. These could be either informal grass terraces or more formal seating elements.



Nature and biodiversity

Nature and biodiversity should be included as a priority within the park. This could be a wilder more natural landscape drawing inspiration from the coastal dunes, saltmarshes and rough grassland, a more manicured parkland, or a combination of the two.



Water for sustainable drainage and play

Water could be included within the park as elements such as rain gardens or swales to help clean water before it discharges to the sea, or it could be included as more formal water features which are designed to provide interest, animation and play opportunities to the space.



THE BEACH BALLROOM

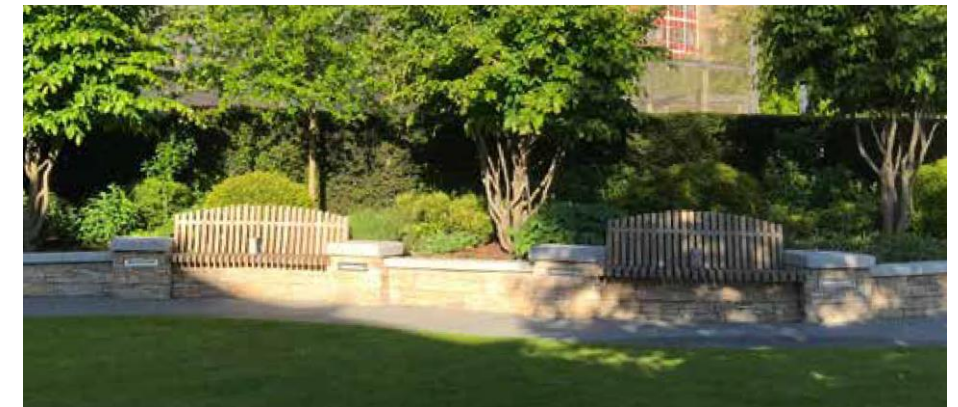
The Beach Ballroom is a focal point on the promenade and adds a distinct character element. At present however the approach and setting of the Ballroom is dominated by road infrastructure and the setting is rather bleak and utilitarian. There is an exciting opportunity to celebrate the Beach Ballroom through the creation of a new arrival experience through the park and through the creation of a new civic space which responds to the building frontage.

As part of the refurbishment of the Beach Ballroom consideration should be given to how the external spaces around the Ballroom can contribute to the use and function of the building. This could include a sheltered and hidden garden with a unique and special character on the western side of the building, providing additional outdoor space for events. Equally, adjacent spaces, whether a civic space in front of the building or a larger lawn located within the park could help increase opportunities for flexible use of the building.

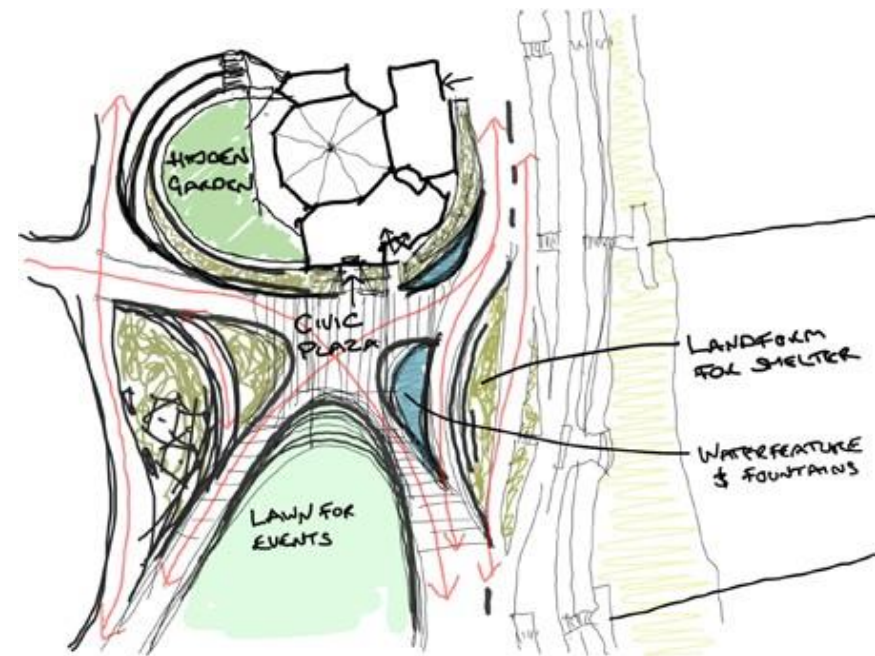
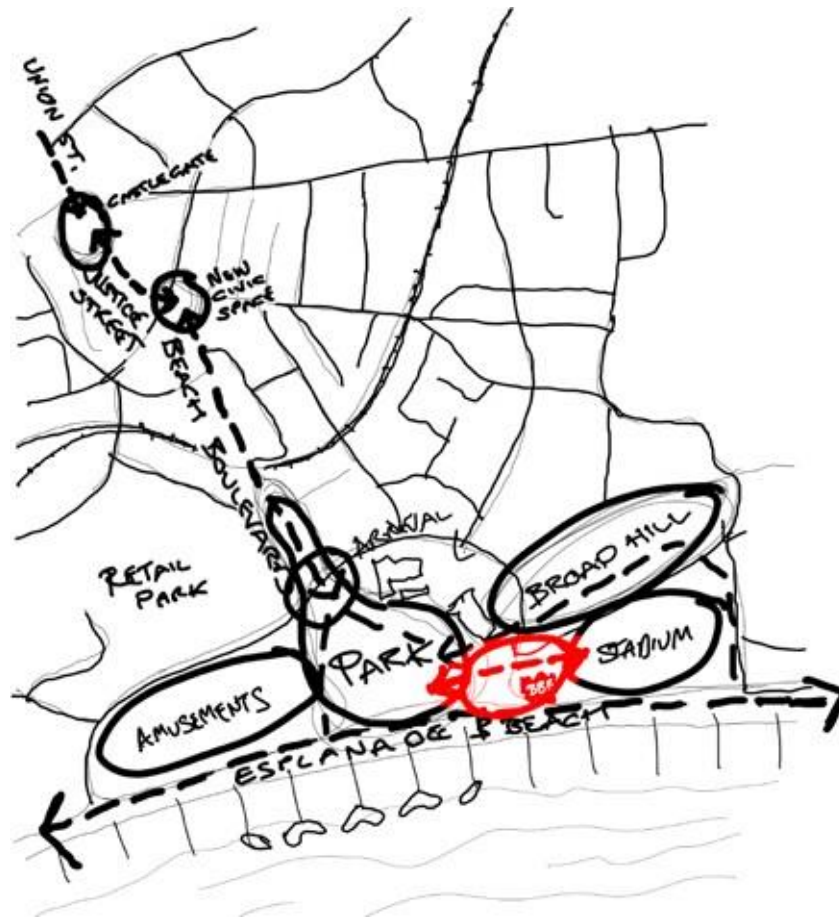
The below sketch illustrates the potential for a new arrival space to the Beach Ballroom creating an appropriate arrival experience to replace the existing road-dominated space.

Elements of shelter and water features could provide animation of the space and create a unique and attractive setting. Views of the Beach Ballroom from all directions should be considered in developing these.

Adjacent spaces such as a hidden garden or a lawn space could also be considered helping increase the flexibility of the building use.



A hidden garden
The precedent images above illustrate how the character of a new hidden garden could be developed which could add extra flexibility to the use of the Beach Ballroom.





The above concept image illustrates how a new arrival space to the Beach Ballroom could transform the setting of the listed building.

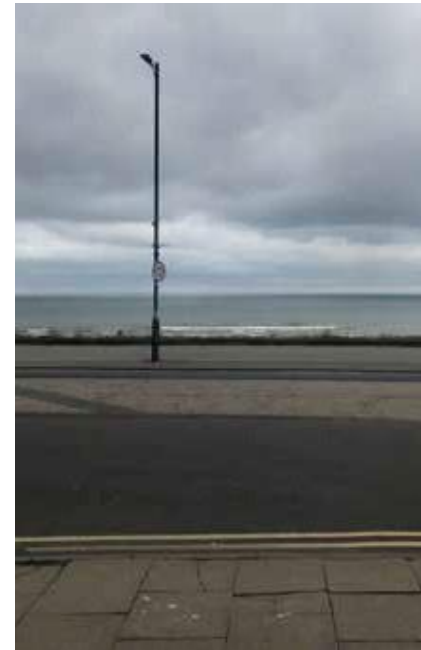
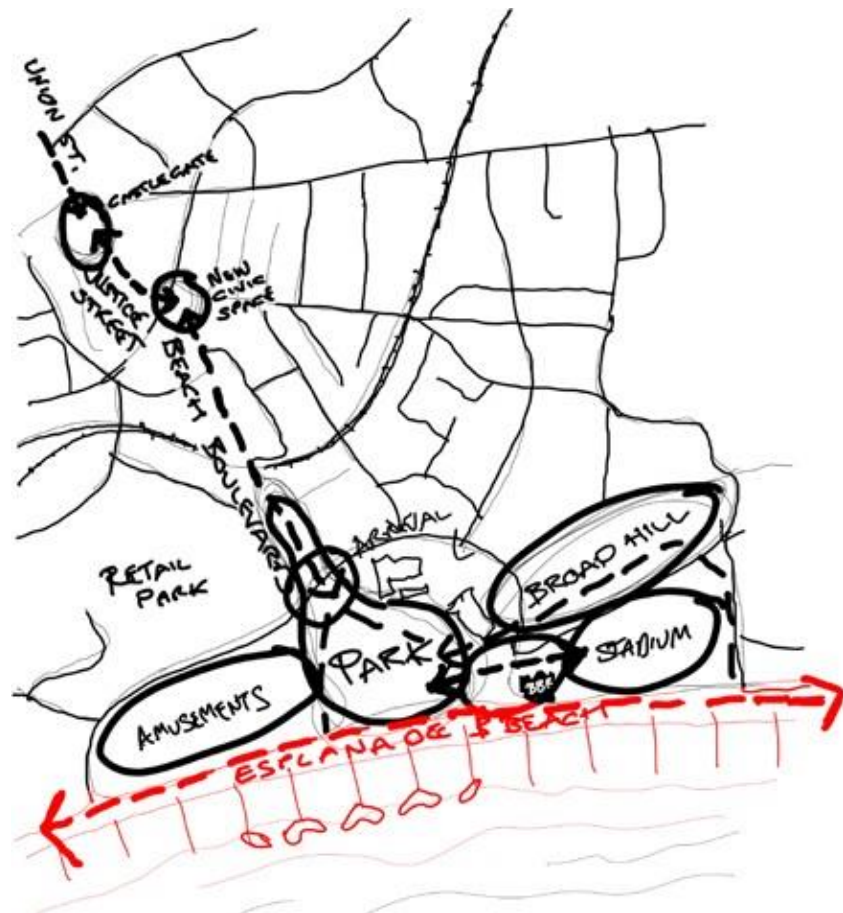
THE BEACH + ESPLANADE

The beach and esplanade are a unique and sensitive site which require detailed investigation and liaison with the team working on the coastal defences. The existing structures, level changes, beach, groynes and esplanade all create a fantastic opportunity to develop a rich and characterful waterfront, improving what is already a popular destination.

Through a common design language of street furniture, lighting, balustrades etc. a unifying character can be created along the waterfront contributing to character and sense of place. This character should have the flexibility and be appropriate in character to allow its design language (or elements of it) to be extended along the coast line, linking from Footdee through the site and northwards.



View from the Beach Ballroom

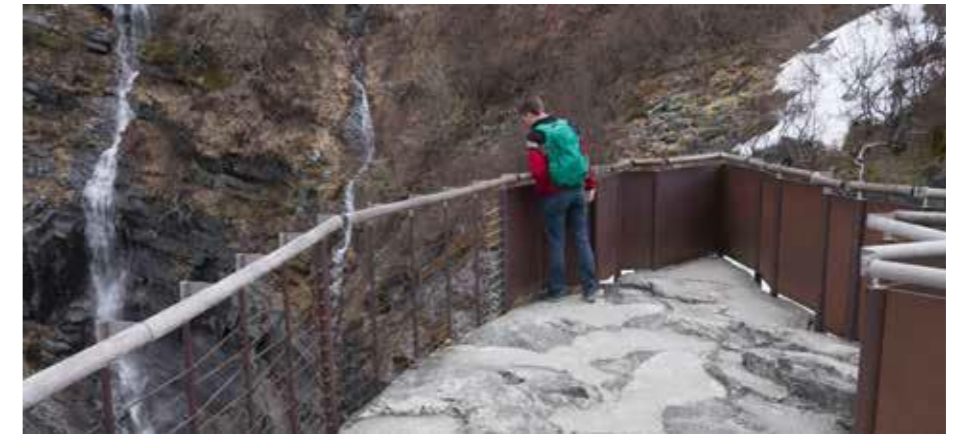
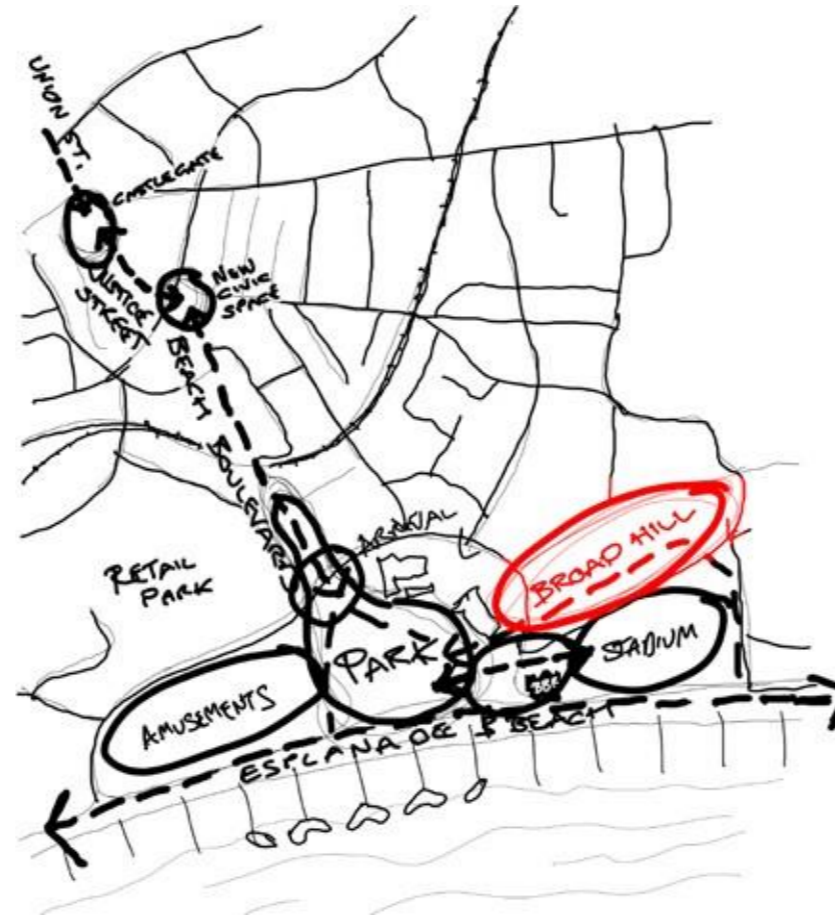


BROAD HILL

Routes, views and an experience

There are great 360 degree panoramic views from the top of Broad Hill, taking in both the sea and the City. The routes which connect Broad Hill to the park, beach, stadium and City will be a key consideration within the masterplan and provide the opportunity for circular walking or running routes.

There is a further opportunity on Broad Hill to create something special, something which becomes a destination at the top of the hill, whether this is sport's related or artistic.



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APPENDIX F – PLANNING OVERVIEW & SUMMARY

BEACH BALLROOM

Consents Required

Planning Permission / Listed Building Consent

Major/Local

Local development (less than 5000m² gfa of new build / 2ha development area)

Consenting Strategy

Proposals to be included within PPIp for Masterplan.

Thereafter, AMSC/Planning Permission (where external alterations) and Listed Building

Consent required for the detailed design interventions.

Planning Principle

Any proposals to protect, preserve and enhance the City's historic environment, and the principle of improved public leisure and recreation use, is compliant with the Local Development Plan. Detailed design will need to consider local and national supplementary guidance, including Historic Environment Scotland's 'Managing Change in the Historic Environment' series of guidance notes.

Surveys

As above, either as part of EIA or individual assessments, may require:

- Design Statement;
- Planning Statement;
- Heritage Statement;
- Active Travel Plan;
- Lighting Strategy.

Summary

As a prominent built heritage asset for the City, the principle of any proposals to refurbish and upgrade the Beach Ballroom will be wholly compliant with local and national planning policy and guidance. The detailed design of the proposals and level of intervention will require to further consider more detailed local and national supplementary guidance, and will be subject of further discussions with Council officers and key stakeholders.

MASTERPLAN

Consents Required

Planning Permission / Marine License (for any Licensable elements)

Major/Local

Major development (greater than 5000m² gfa / 2ha development area)

Consenting Strategy

Options include:

- Planning Permission in Principle (PPIp) followed by Approval of Matters Specified in Conditions (AMSC) for individual developments;
- 'Hybrid application' (PPIp inc detailed design for some elements) or 'Tandem' applications (PPIp plus separate detailed Planning Permission(s));
- Individual detailed Planning Permissions for all individual developments.

It is anticipated that any Marine License process (determined by the Marine Scotland - Licensing Operations Team) for any Pier or similar will dovetail with the chosen planning consenting process.

Planning Principle

Proposals for recreation and sport use compliant with Policies NC9 and NE3. National planning policy will require relocation of cricket pitch (as 'outdoor sports facility') unless deemed surplus to requirement.

Proposals can be made compliant with other LDP policies subject to detailed design considerations.

EIA/Surveys

Either as part of EIA or individual assessments, may require:

- Design and Access Statement;
- Transport Assessment;
- Active Travel Plan;
- Planning Statement;
- Heritage Statement;
- Ecology and Protected Species Surveys;
- Marine noise modelling;
- Noise Impact Assessment;
- Air Quality Assessment;
- Site Investigation/Geo-Environmental;
- Flood Risk Assessment (inc Coastal Flooding);
- Drainage Impact Assessment;
- Landscape/Seascape (Visual) Impact Assessment;
- Lighting Strategy.

Summary

The principle of a Beachfront Masterplan including refurbished Ballroom, Stadium, Leisure and associated Public Realm is compliant with the policies of the adopted and emerging Local Development Plans.

The impact of the proposals upon the existing natural environment at this location will need to be considered further during the detailed design stages, however it is anticipated that these can be appropriately managed and mitigated, and controlled through the planning process as required.

STADIUM & LEISURE

Consents Required

Planning Permission(s)

Major/Local

Major development (greater than 5000m² gfa / 2ha development area)

Consenting Strategy

Options include:

- Planning Permission in Principle (PPiP) as part of Masterplan, followed by Approval of Matters Specified in Conditions (AMSC);
- Hybrid application (PPiP inc detailed design for Stadium/Leisure elements) or PPiP for Masterplan plus separate Planning Permission for Stadium/Leisure;
- Straight to detailed Planning Permission(s) for Stadium/Leisure.

Planning Principle

Regardless of the extent to which the Stadium/Leisure proposals straddle policy allocations NC9 (Beach and Leisure) and NE3 (Urban Green Network), the principle of development is compliant with the Local Development Plan in that the proposals will relate to sport and recreation, and will contribute to the range and quality of existing uses, facilities and activities of the wider beach area. As an 'outdoor sports facility', national planning policy (SPP) may require the suitable relocation of the existing cricket pitch at Kings Links, unless this is identified as being surplus.

EIA/Surveys

As above, either as part of EIA or individual assessments, may require:

- Design and Access Statement;
- Transport Assessment;
- Active Travel Plan;
- Planning Statement;
- Ecology and Protected Species Surveys;
- Noise Impact Assessment;
- Air Quality Assessment;
- Site Investigation/Geo-Environmental;
- Flood Risk Assessment (inc Coastal Flooding);
- Drainage Impact Assessment;
- Lighting Strategy.

Summary

The principle of development is compliant with the Local Development Plan in that the proposals will either relate to sport and recreation, or the existing uses within the wider beach area. As an 'outdoor sports facility', national planning policy (SPP) may require the suitable relocation of the existing cricket pitch at Kings Links, unless this is identified as being surplus. While the Stadium is likely to be the most prominent element of new build development within the wider area, the impacts of a stadium are already experienced and managed within the area, with these being moved circa 500m to a new location.

PUBLIC REALM & LANDSCAPE

Consents Required

Planning Permission* / Marine License (for any Licensable elements)

**A number of individual public realm and landscape interventions may not constitute "development" or could be undertaken by the Council as 'permitted development', however for the purposes of this report, they have been considered as part of the Masterplan activities requiring permissions.*

Major/Local

Major development (2ha development area) on basis of large areas of Links open space.

Consenting Strategy

It is anticipated that the Public Realm/Landscape works would form part of the wider Masterplan, and be delivered alongside the individual elements of built development. Any 'public realm' only works could come forward separately, following any PPIP consent granted for the wider Masterplan.

It is anticipated that any Marine License process, for any Pier structure or similar, could dovetail with the chosen planning consenting process, including public consultation event(s).

Planning Principle

Any proposals which protect, promote and enhance access and the landscape value of the Green Space Network will be compliant with the Local Development Plan policies relating to the urban green space network, and the maintenance and improvement of access and informal recreation opportunities.

EIA/Surveys

Should any Public Realm/Landscape works come forward separately, they may require to be supported by:

- Design and Access Statement;
- Ecology and Protected Species Surveys;
- Site Investigation/Geo-Environmental;
- Drainage Impact Assessment;
- Lighting Strategy.

Summary

The principle of Public Realm/Landscape works are wholly compliant with the LDP, and it is anticipated that these would be consented as part of the Masterplan, and then delivered alongside the new built development. However, these can be brought forward separately. Any works which project into the coastal waters will likely require a separate Marine License, which can be pursued in tandem with the relevant planning permissions.

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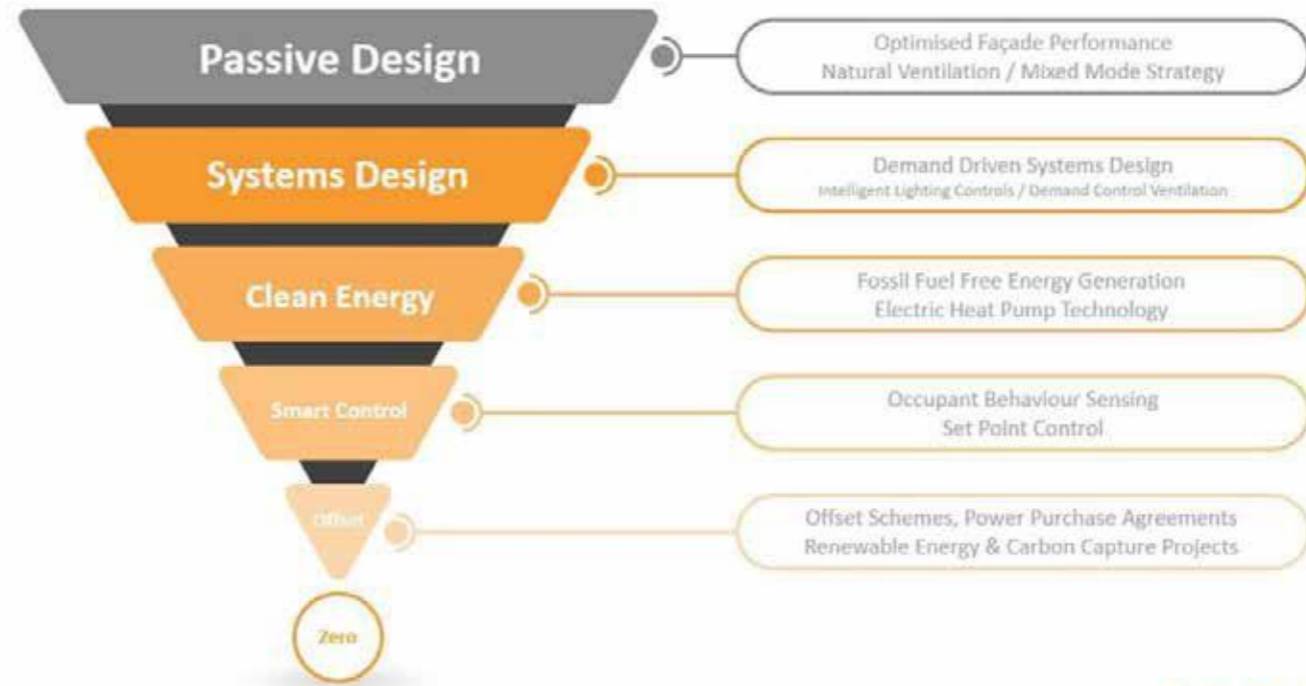
APPENDIX G – SUSTAINABILITY & ENERGY STRATEGY

APPROACH

Our approach to Sustainable Design will be integral to every stage of the project, from concept through to construction stage. An overall approach to Sustainability will be considered not just Environmentally, but also Socially and Economically.

An early options appraisal will be developed by the Design Team which considers the following key themes:

- Minimising energy consumption
- Realising renewable energy opportunities
- Orientation of the building to maximise solar gain, natural ventilation and daylighting
- Minimising the impact of noise/air/light pollution
- Promoting efficient use of water and SUDS (where appropriate)
- Creation of green landscaped areas to enhance biodiversity
- Use of sustainable construction methods and building materials
- Minimising waste / maximise recycling
- Promoting active travel
- Fossil Fuel Free
- Reduce Operational Energy Use
- Consider need to offset



APPROACH - REDUCING OPERATIONAL ENERGY USE

OPPORTUNITIES

In line with Aberdeen City Council and Scottish Government obligations and targets, the team will consider Low and Zero Carbon technologies, exploring the following opportunities:

- Extend existing District Heating Network
- Consider locale & natural resources
- Possible use of Hydrogen or alternative
- LZC Opportunities:
- Solar hot water
- Air source heat pumps
- Ground source heat pumps
- Wind turbines
- Solar PV panels
- Biomass heating
- Combined cooling/heating/power (CCHP)
- Use of high efficiency condensing boilers
- Smarter Buildings - Better controls
- Health & Wellbeing
- Biodiversity
- Circular Economy
- Climate resilient
- Social Value



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ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	25 August 2021
EXEMPT	The content of the report is public but Appendix 1 should be considered exempt under Paragraph 9 This report is exempt in that it discusses the potential "...terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or services provided disclosure of these terms would prejudice the Council in these or any other negotiations."
CONFIDENTIAL	No
REPORT TITLE	Disposal of Eastside of Carnie – Lands of Skene House
REPORT NUMBER	RES/21/170
DIRECTOR	Steven Whyte
CHIEF OFFICER	Stephen Booth
REPORT AUTHOR	Cate Armstrong
TERMS OF REFERENCE	4.1 & 4.4

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to advise members of the offers received for the Eastside of Carnie Farmhouse, Westhill, Skene following it being placed on the market for sale.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Accept the recommendation to dispose of this property to the preferred bidder; and
- 2.2 Instruct the Chief Officer – Governance to conclude missives for the sale of the property incorporating various qualifications as are necessary to protect the Council's interest, together with any other matters as are required to complete the sale.

3. BACKGROUND

- 3.1 Eastside of Carnie Farmhouse is a residential property located to the south of Westhill in Aberdeenshire. It is held under the Land of Skene Charitable Trust.
- 3.2 The dwelling was previously leased as part of an agricultural tenancy. On 20th September 2017 the Finance Policy & Resources Committee resolved to renounce the dwelling from the agricultural tenancy it was held under and

authorise the Head of Land & Property Assets to advertise the property for sale on the open market.

- 3.3 Works were undertaken to separate the dwelling from the agricultural property, and to provide an independent oil tank for the central heating system and sewage pumping system with soakaway mound within the curtilage of the property.
- 3.4 The property was placed on the market in August 2019 advertised on the Aberdeen Solicitors Property Centre at offers over £290,000.
- 3.5 The house has been viewed over 44,000 times since going on the market, with almost 27,000 online viewings in the last year, and over 2900 in the last month. This has resulted in over 30 direct enquires or requests for a viewing being received.
- 3.6 The value of the property was reviewed internally as part of the Asset Valuation exercise in November 2020, and the asking price subsequently reduced to offers over £250,000.
- 3.7 Interest in the property increased following the reduction in the asking price and a verbal offer was received for the property in April 2021. It was subsequently decided that the Home Report should be refreshed by the external valuer. The valuation returned was £270,000 less the costs of any essential wood treatment and damp specialist works.
- 3.8 We have had several viewings in the last 2 – 3 months and a further 4 notes of interest in the property were received, with a total of 5 notes of interest it was decided that a closing date would be set for 12.00 noon on 6th Aug 2021.
- 3.9 At the closing date 2 offers were received; the details of which are summarised in Appendix 1.
- 3.10 It is recommended that the Committee accept the top offer as outlined in Appendix 1.

4. FINANCIAL IMPLICATIONS

- 4.1 The financial implications arising from the recommendation to approve the sale of the property would be a capital receipt for the Lands of Skene Charitable Trust

5. LEGAL IMPLICATIONS

- 5.1 There are no direct legal implications arising from the recommendations of this report other than the requirement of legal resource to complete the transaction.

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	None in relation to this recommendation		
Compliance	None in relation to this recommendation		
Operational	There are risks in relation to staff through the retention of vacant building which would require regular inspection and management.	L	Approve the recommendation of this Report
Financial	If the property remains unsold there will be continued holding costs for the Council and no Capital Receipt.	L	Approve the recommendation of this Report
Reputational	The property, if unsold, will remain vacant and subject to further deterioration and disrepair causing reputational damage to the Council.	L	Approve the recommendation of this Report
Environment / Climate	None in relation to this report.		

7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals in this report have no impact on the Council Delivery Plan.
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The proposals in this report have no impact on the Prosperous Economy Stretch Outcomes.
Prosperous People Stretch Outcomes	The proposals in this report have no impact on the Prosperous People Stretch Outcomes.
Prosperous Place Stretch Outcomes	The proposals in this report have no impact on the Prosperous Place Stretch Outcomes.

Regional and City Strategies	The proposals in this report have no impact on the Regional and City Strategies.
UK and Scottish Legislative and Policy Programmes	The proposals in this report have no impact on the UK and Scottish Legislative and Policy Programmes.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Full impact assessment not required
Data Protection Impact Assessment	Not required

9. BACKGROUND PAPERS

9.1 CHV/17/231 Finance, Policy & Resources – Lands of Skene, surplus houses

10. APPENDICES

10.1 Appendix 1 - Tender Summary Report

11. REPORT AUTHOR CONTACT DETAILS

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