

**Aberdeen City Council
Aberdeen Beachfront Draft
Development Framework
Public Consultation Report
October 2022**

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Summary & Recommendations

This document summarises the outcomes of the public consultation undertaken in relation to the Beachfront Development Framework over the period 12th September – 24th October 2022. It also provides an update on the ongoing engagement undertaken with stakeholders, children and young people.

The public consultation sought views on three topics:

- The Aberdeen Beachfront Draft Development Framework
- The Strategic Environmental Assessment
- Temporary transport interventions implemented on Beach Boulevard and south Esplanade.

A total of 713 online and written responses were received with the following headlines:

- Q1 Development Framework - 55% of the 713 respondents are generally supportive of the Aberdeen Beachfront Draft Development Framework, 21% being unsupportive and 22% neutral or uncategorised.
- Q2 Strategic Environmental Assessment -there were 57 relevant responses with 22 being positive, 20 negative and 4 neutral and 11 unclear.
- Q3 55% of the 454 relevant responses to the temporary transport interventions have a preference that they should be removed

Children and Young Person Engagement involved nearly 500 young people and has provided the design team with valuable insights to enable progression of designs for the play elements of the Urban Park.

Ongoing stakeholder engagement has enabled stakeholders to continue to influence the Development Framework.

Recommendations in response to Q1 “Do you have any comments on the Draft Aberdeen Beachfront Development Framework?”

Transport Related Matters

- Improved communication is recommended in relation to city wide and local transport plans and proposals. This will address points such as misunderstanding that The Development Framework will prevent people from driving to and parking their cars at the beach.
- Some local alterations to the Development Framework proposals should be considered to ensure water safety access and optimal public transport infrastructure.

Design Related Matters

- The Development Framework should be altered in relation to the Beach Village with options being explored with stakeholders to ensure the most appropriate facilities are proposed at the most appropriate locations.

- Improve communication in relation to timescales and approval process for key building components of the Framework

Economic Related Matters

- Clearer communication around funding, timescales and delivery model.

Recommendations in response to Q2 Do you have any comments on the Aberdeen Beachfront Development Framework, Strategic Environmental Assessment (Environmental Report)?

That it is noted feedback on the SEA does not raise any issues that are of concern. All can be addressed in accordance with statutory requirements as and when projects progress.

Recommendations in response to Q3 The Beach area still includes some temporary movement changes put in place to help people travel during the Covid-19 public health emergency. These measures are on Beach Boulevard (changes to car parking and introduction of cycle lane) and on the southern part of the Esplanade (introduction of one-way system for general traffic and bi-directional cycle lane). Do you have any thoughts on these measures, including whether they should be made permanent?

Council officers will assess responses to Q3 and make a decision on future transport interventions on Beach Boulevard and Esplanade South

Children and Young Person Engagement

Involved nearly 500 young people and has provided the design team with valuable insights to enable progression of designs for the play elements of the Urban Park. It is recommended that ongoing engagement with children and young people continues with a programme of engagement developed for 2023.

Stakeholder Engagement

Meetings with 12 key stakeholder groups should continue, with other groups added as required and as the project progresses. Where groups feel able to comment on the Development Framework, this should be encouraged and responses noted with relevant actions taken.

Public Consultation

On 12th September 2022, the public consultation stage of engagement commenced with a six week programme of activity as follows:

- Consultation information being available to view on line via the [Council's Consultation Hub](#)
- In person drop in consultation events staffed by design team representatives and council officers, held in the Beach Ballroom on
 - Tuesday 13th September, 2pm-8pm
 - Thursday 29th September, 2pm-8pm
 - Saturday 8th October, 12 noon till 6pm
- Local community events held in Footdee and Seaton. These were designed in conjunction with community representatives to reflect local requirements:
 - In Fittie (Footdee), on 11th October a public drop in, presentation and “town hall” style meeting was held from 5pm-7pm.
 - In Seaton, on 19th October an informal drop in was held from 10am to 2pm to coincide with a weekly coffee & conversation session.
- A live online webinar style event was held on 13th October from 5.30-6.30pm where the Council's Senior Responsible Officer and design team members gave a short presentation with a Q&A session.
- A summary display of information in the reception area of the Council's Marischal College.

Parallel Children & Young Person engagement including:

- An awareness ‘road trip’ to 6 primary and 2 secondary schools took place on 3rd, 4th and 5th October meeting with 450 young people and participating in a model building challenge.
- Theatre-based workshop for 10 to 17 yr olds run at the Beach Ballroom on the 17th, 18th and 19th of October as part of the Autumn in the City programme.

In addition, an ongoing diary of meetings with key stakeholders has been undertaken. A consultation diary is enclosed as Appendix A

Publicising the Consultation

Aberdeen City Council's communications team led the public relations activity for the consultation. Initial publicity was restricted in line with Council communications protocol in relation to the death of Her Majesty Queen Elizabeth II. The first press releases and social media posts were permitted from 23rd September onwards. These were run by the Press & Journal and other local media and shared by stakeholders.

In addition to media publicity, direct contact was made with stakeholders, beach user groups and adjoining neighbours to ensure they were aware of the consultation. On site, lamppost adverts were installed to raise awareness of the consultation amongst visitors to the beach.

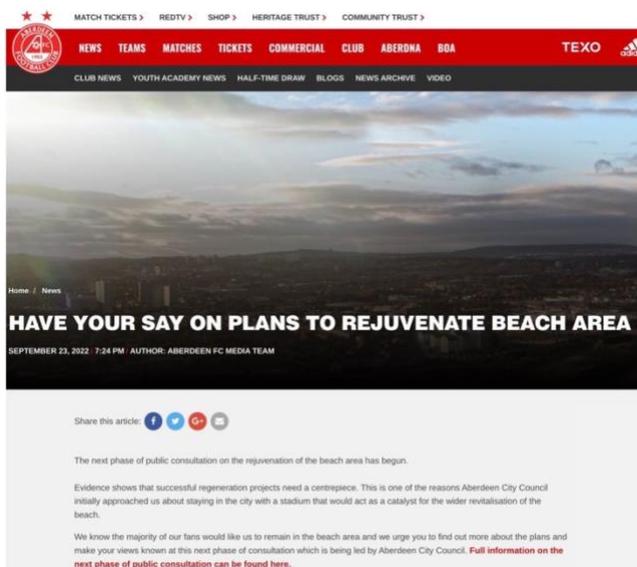


Public consultation for proposals to rejuvenate beach area has started

Friday 23 September 2022

A public consultation with drop-in sessions centred on proposals to rejuvenate the beach area and to consider their impact on the environment has started.

Public asked for views on plans to transform Aberdeen beach – including iconic ballroom



Consultation Feedback

Question 1 - Public Feedback on the Development Framework

Members of the public were asked the question “Do you have any comments on the Draft Aberdeen Beachfront Development Framework?”

Of the 713 response received, all 713 gave a response to this question. Appendix B contains some anonymised extracts from the feedback given. A full extract of all anonymised responses is available on the [Beachfront webpage](#) of the Council Website.

Of the 713 responses reviewed:

- 170 can be categorised as generally unsupportive (21%)
- 392 can be categorised as generally supportive (55%)
- 151 are neutral or uncategorised (24%)



Each response has been read and the matters raised in the response – positive, negative and neutral – categorised into themes. The main themes that have emerged from the consultation are summarised below:

Positive themes can be grouped into the following categories:

- Regeneration benefits
- Stadium, Leisure and Ice Rink Facilities
- Beach Village
- Boardwalk/Pier
- Reduction in traffic/ introduction of active travel infrastructure
- Improved connectivity with city centre

Matters raised can be grouped into the following themes:

- Traffic management, public transport and parking
- Water safety and access
- Location of Beach Village
- Design and safety of Boardwalk/Pier
- Football Stadium
- Funding & deliverability

Positive Themes



The most popular positive theme is that the Aberdeen Beachfront Draft Development Framework is a great regeneration opportunity and positive addition to the city with 216 specific comments. Second popular is feedback that the stadium should be a key element of the framework. Decisions on the Stadium are subject to a business case and approval process. Support for the idea of a beach village is noted and ongoing engagement with stakeholders will enable a final design brief for this facility to be prepared.

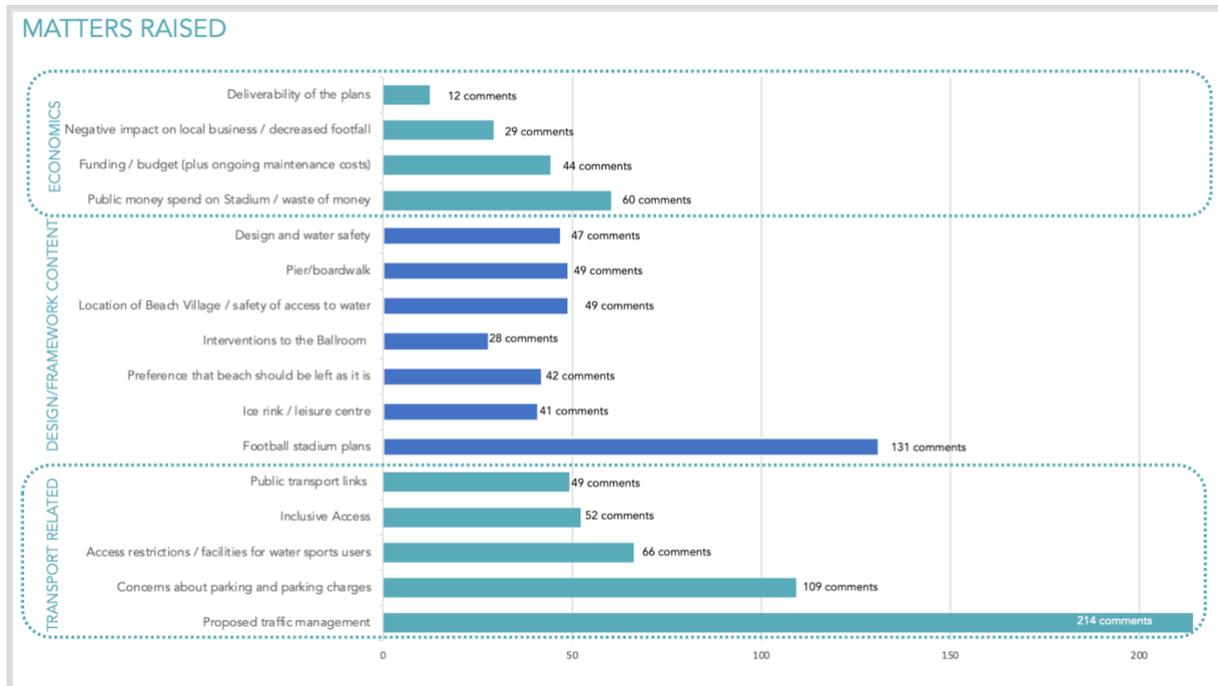
There is positive feedback in relation to the ambition that the beachfront development framework is promoting a pedestrian and wheeling friendly environment and that it would improve connectivity with the city centre. Other positive comments were received in relation to potential investment into the Beach Ballroom and new Leisure/Pool/Ice Rink facilities. The final theme is support for/welcoming the concept of a Pier/Boardwalk as part of the framework.

The number of comments made exceeds the overall number of responses because many responses included comment on more than one issue.

As a separate engagement activity, young people across the city have been consulted specifically on the proposals for a new Urban Park at Queens Links. This process has gathered positive feedback from nearly 500 young people who have helped to inform the developing designs for the park. A separate section of this consultation report summarises the youth engagement.

Matters Raised

Question 1 gave respondents the opportunity to raise matters that they may be concerned about. Again, themes have been extracted from reviewing this feedback and the graph below shows the themes and corresponding number of comments that relate to the specific theme.



The largest group of comments raising concerns relate to transportation, parking and access issues, followed by comments on design and content of the framework and thirdly economics which encompasses issues such as funding sources, economic impact, value for money, deliverability and maintenance.

Q1 - Response to Consultation

Council officers and the design team have reviewed all comments and assessed whether feedback would merit a recommendation that the Aberdeen Beachfront Draft Development Framework should be altered in response to the consultation feedback.

Traffic Management – City Wide

Many of the comments in relation to traffic were based on respondents having a lack of information about agreed city wide and local transport strategy priorities.

The traffic management strategy in the Development Framework has been evolved through an iterative modelling process and is subject to ongoing technical assessment.

Many people expressed concerns about the proposed closure of the Esplanade to general traffic and reassignment of traffic.

1. Technical assessments show that the city road network has capacity to absorb / cope with displaced traffic.
2. King Street will not be a logical alternative for many of the people who currently use the Esplanade - modelling suggests that a proportion of trips would reassign more strategically via North Anderson Drive and the Western Peripheral Route.
3. The expectation is that associated transport projects across the city prompt behavioural change - fewer people making trips by car and a greater share of total trip making being taken up by active travel and public transport.

It is recommended no changes are made to the city wide traffic management strategy. However, wider awareness raising and publicity of these strategies and initiatives is required.

Traffic Management – Local (Esplanade, Football, Waterfront Safety)

Esplanade - some feedback relates to traffic operations on Esplanade south adjacent to the cafes. This was formerly a two-way link, but was converted to one-way southbound only. Closure of the Esplanade between Accommodation Road and Beach Boulevard means there will be no opportunity for traffic to enter this link from the north and hence it will have to be reconfigured. There is a need to clarify that the initially-proposed new road between Links Road and Esplanade (south) cannot progress and acknowledge that the South Esplanade (at cafes) needs to be reconfigured.

Football Traffic - there are some comments about the potential for a new stadium to generate additional traffic. 40% of existing trips to Pittodrie are made by non-car modes and many who do drive park remotely and walk to the stadium. A robust stadium transport and access strategy would encourage and incentivise fans to use alternative modes. The Development Framework proposes that the Football Club would work in partnership with ACC and bus operators to build upon discounted ticket initiatives and to maximise use of park and ride facilities across the city.

Waterfront Safety - There are two key issues:

1. The ability for emergency vehicles to attend the scene of an incident at the waterfront and
2. the ease / speed with which members of the RNLI lifeboat crew can access the York Place lifeboat station, particularly from the North.

The Development Framework will permit emergency access to the Beachfront area. The Esplanade will be closed to through traffic, with the remaining space forming part of the Urban Park - this space will be designed in a way that facilitates emergency access.

Further consideration is required to determine which vehicles / users will be permitted access and to agree the form of access control.

It is recommended that “light touch” changes be made to the development framework to:

- allow parking / access on Esplanade between Accommodation Road and the proposed Potential Stadium area (enter from north, leave to north).
- Permit emergency access at perimeter of urban park, including for beachfront rescue.
- Seek to facilitate a through movement with exempted access for RNLI responders.

Parking

There is a requirement to clarify and publicise that parking provision at the beach remains as part of the Development Framework with associated “to, not through” messaging. The aim is to enable those who need to use a car to get to the beach to do so but that driving “through” the beach (i.e. the Esplanade/Beach Boulevard) is no longer permitted.

Therefore it is recommended that parking proposals be made more explicit as part of the Development Framework demonstrating locations and access routes to parking, and provision of blue badge spaces and that although the detail of design has yet to commence the aim would be to ensure no notable net loss of existing parking provision.

Feedback in relation to car parking charges would be dealt with separately by Aberdeen City Council when considering future operational arrangements for the Beach area.

Public Transport

There have been two issues raised related to public transport;

1. a very strong sense that the existing level of service is poor and, following service changes in Summer 2022, has become worse.
2. That the Development Framework will not be well-enough served by buses.

The existing public transport does directly influence present-day behaviours and opportunities. Many older citizens reported feeling disconnected from the beach and commented that they can no longer access cafes, Beach Ballroom etc.

The Development Framework makes clear that rejuvenation of the beachfront represents a significant opportunity to improve public transport levels in the area and discussions with operators will be ongoing throughout subsequent stages of the plans.

Services should be supported by good quality passenger waiting facilities and a place where buses can lay over. We have recognised the potential for improved buses to the beachfront to be integrated with the city centre and we have emphasised the potential that through projects such as Aberdeen Rapid Transit, the perception of buses as a positive alternative to cars, across the city will grow.

Therefore it is recommended that the Council and its partners continue to publicise projects such as Aberdeen Rapid Transit and that the ongoing design development should consider opportunities for a new bus stance at the beach.

Accessibility for All/Inclusive Design

Feedback on this topic largely stems from misunderstandings about parking and bus access. Parking at the beachfront will be retained and we hope there is a significant opportunity for improved bus services to the wider area.

Ongoing engagement with stakeholders such as Disability Equity Partnership and North East Sensory Services will be essential to the inclusive design of the beachfront. In addition, an accessibility consultant will scrutinise the Development Framework.

There are limitations to the level of detail that a Development Framework can achieve - subsequent stages of the process will provide ongoing opportunities for detailed accessibility matters to be considered.

Design/Framework Content

The second largest grouping of feedback relates to design of key elements within the Draft Development Framework and content related issues. The Draft Development Framework is a high level strategy document. However, a degree of design thinking has been undertaken to ensure the Framework is robust and deliverable.

Beach Village – The concept of a Beach Village providing facilities for water users has been well received. The exponential growth of swimming, paddle boarding and surfing - as well as on land activities such as volleyball and parkouring - are all adding to the use of and vibrancy of the beachfront.

However, consultation feedback raised queries over whether the proposed location for the Beach Village is optimal and a question whether additional facilities at alternative location(s) could be considered. A strong desire was expressed to have additional facilities nearer Footdee which is outwith the boundary of this initial Draft Development Framework, but included in a future Phase 2

In addition, vehicular access to such facilities requires careful consideration as many on water activities require associated kit to be transported.

Therefore it is recommended that the location and facilities for the Beach Village location is further considered and that future engagement with stakeholders should explore content and location of potential additional satellite facilities as well as access and operational models.

Key buildings: Beach Ballroom/Football Stadium/Ice Rink/Leisure Centre/Pier/Boardwalk

A number of comments have been made in relation to the design of specific elements of the Framework. As noted above, the Draft Development Framework is a high level strategy document with further design development proceeding as and when business cases for key buildings are approved.

Beach Ballroom – any future proposals would be the subject of detailed engagement with statutory consultees, stakeholders and users.

Football Stadium – is subject to a separate decision making process by Council. Comments relate to both including a new stadium within the Framework and the funding of the stadium. Any future proposals will be subject to public consultation as part of any planning process.

Ice Rink/Leisure – again is subject to a separate decision making process by Council. However a number of concerns raised about the ice rink related to users seeking assurances about continuity of use of ice should a new facility be built. Users explained the impact that previous long term closures had on the performance of the City's ice hockey clubs and competitive skaters. A previous Council committee decision confirmed that ongoing use of the ice pad would be maintained whilst construction of a new facility (if approved) is progressed. Any future proposals will be subject to public consultation as part of any planning process.

Pier/Boardwalk structure and the need for shelter– comments relate to the need for and safety of such a structure. In addition some comments related to the harsh Aberdeen climate and the need to provide shelter from it.

As noted above, the Draft Development Framework is a high level strategy document. The recommendation is that a pier/boardwalk structure be retained within the Framework and that the following is actioned:

- Reiterate that conceptual designs shown within the Development Framework are indicative for illustrative purposes only - detailed designs to follow at next stage.
- Confirm that specialist advice will be sought in relation to future detailed design and structure of any potential Boardwalk/Pier (e.g. Marine Engineering, Coastal Defence/Flooding, Health & Safety, Security etc).
- Confirm that proposed materiality will be robust, suitable for harsh/marine environment and that all concept designs will undergo a rigorous detailed

design process at the next stage, in line with all relevant building standards/regulations.

- Reiterate that several canopy structures are proposed at key nodal points throughout the Urban Park to offer shelter from the elements.
- Highlight areas of proposed dunes/mounding within the landscape design which offer shelter and improved microclimate.

Preference that the Beach is left alone

It is acknowledged that some respondents do not want change at the Beachfront. 42 comments were received that requested the Development Framework shouldn't proceed.

In May 2021, the Council undertook a public engagement exercise entitled "The Future of Aberdeen City Centre and the Beach" returned a total of 7,697 responses. The top 10 priorities for Aberdeen included improving connectivity to and the experience of the Beachfront area. This was taken as a mandate by the Council to progress with a Masterplan for the Beach.

Economic and Deliverability Issues

The third topic raised by respondents related to matters of economic impact, funding and deliverability. The Council has prepared an economic impact assessment that demonstrates the overall economic and wellbeing benefits that the Framework will bring.

The Council is ensuring that every opportunity is taken to secure external funding with applications being made to the UK Government's Levelling Up fund and other sources being explored. Full funding analysis will be prepared as projects are brought forward for individual approval.

The Council has contracted Hub North Scotland to support project development and delivery. Hub North Scotland is a strategic development partner for the planning, procurement and delivery of infrastructure projects across the north of Scotland. It comprises 16 public sector organisations, the Scottish Futures Trust and private sector partners in a joint venture company with the purpose of working collaboratively to deliver inspiring projects for communities and best value for participants.

Stakeholder Feedback

As summarised in Appendix 1, a number of meetings and events have been held with stakeholder groups to enable stakeholder comment on the Development Framework. Over the course of the past few months, the undernoted groups have been engaged with:

- Aberdeen Community Council Forum
- Aberdeen Council's Citywide Tenants Association
- Aberdeen Civic Society
- Aberdeen Inspired
- Beach User Groups
- ACTUP (The Council's forum for involving transport stakeholders)
- Castlehill & Pittodrie Community Council
- City Centre & Beach Masterplan Stakeholder Forum
- Disability Equity Partnership (DEP)
- Footdee Community (via Fittie Development Trust)
- North East Sensory Services (NESS)
- Seaton Community Council

Some of the above groups are familiar in the process of commenting on and providing feedback on proposals and others less so. At the time of writing this report feedback has been received from DEP and Aberdeen Water Safety Group with other stakeholders being encouraged to provide comment as and when they feel they are in a position to do so.

The design team has reviewed DEP feedback and a workshop session will be set up to include the recently appointed Accessibility and Inclusion consultant. The design team is also continuing to engage with Aberdeen Water Safety Group

Summary of Consultation Feedback for Q1 and recommended next steps.

Transport Related Matters

- Improved communication is recommended in relation to city wide and local transport plans. This will address mis-information such as assumptions the Development Framework will prohibit people driving to and parking at the beach.
- Some local alterations to the development framework should be considered to ensure water safety access and optimal public transport infrastructure.

Design Related Matters

- The Development Framework should be altered in relation to the Beach Village with options being further explored with stakeholders.
- Improved communication in relation to timescales and approval process for key building components of the Framework

Economic Related Matters

- Clearer communication around funding, timescales and delivery model.

Consultation Feedback

Question 2 - Public Feedback on the Strategic Environmental Assessment

Members of the public were asked:

Do you have any comments on the Aberdeen Beachfront Development Framework, Strategic Environmental Assessment (Environmental Report)? In addition, statutory consultation responses were received from HES, SEPA and NatureScot.

The Council's Planning Team had a requirement that the public have the opportunity to comment on the Strategic Environmental Assessment. This is a [detailed technical document](#) and it aims to inform the draft Beachfront Development Framework development process. As stated above, Beachfront Development Framework is a high level plan and as such, the approach taken to the SEA has been of a high level assessment. This SEA is not intended to address issues that should be considered during the assessment of lower-level plans or complementary strategies which may support implementation of the Beachfront Development Framework.



Matters Arising

There were 228 consultation responses to question 2:

Of these:

- 56 responses related specifically to traffic and transport
- 12 included references to traffic and transport
- 103 related to the Beachfront Development Framework in general (not the SEA)
- 57 Responses related to an environmental issue

When the 57 SEA specific responses were split into Positive/ Negative/ Neutral/ Unclear, responses were as follows:

- Positive - 22
- Negative - 20
- Neutral - 4
- Unclear – 11

An anonymised extract of a sample of responses is included in Appendix C with a full list of all responses being able to view on the [Beachfront webpage](#) of the Council Website.

Positive responses included the enhancement of biodiversity (x6), potential inclusion of renewable energy (x4) and green spaces (x3). Others included general comments such as:

- I think it makes best use of the land without such impact. It's hardly an environmental success the way it looks now.
- I am happy with the Environmental aspects.
- I think the positives far outweigh any negatives.
- I think things can be sustainably managed as per report.

There were 20 negative responses which included impacts on wildlife/biodiversity (x8), the document is too long (x4), impacts on the natural environment (x3). Others included general comments such as:

- Additional building over the water will impact the environment during build and may result in additional littering into the water when in use.
- Modification to the water flow and sediment transport may make some areas of beach unsuitable for safe access.
- The pier will affect the beach and the wildlife with the building works.
- We have an amazing area which we need to preserve and use!

SEA Consultee Feedback

A consultation response was received from the SEA Gateway on 24/10/2022

Historic Environment Scotland (HES) supports the retention and enhanced use of the Ballroom as part of the wider regeneration of the area.

HES noted that the assessment finding against the SEA question for setting notes that a supporting study could be submitted as part of the planning application, and it therefore may be beneficial to include further consideration of the impact on the setting of Ballroom from developing design proposals at that stage.

SEPA had no site-specific comments to make on the Environmental Report "but take this opportunity to provide the following advice for the Responsible Authority or developer to consider when preparing any subsequent planning applications:

- With regard to surface water flooding, we highlight that the SEPA Flood maps do show small areas of high likelihood (10% or 1 in 10 year return period) surface water flooding around the Queen's Links (south-west of the Beach Ballroom), as well as flooding with a medium and low likelihood in pockets across the site. These will need to be taken into consideration within any drainage strategy,
- We hold some records of past surface water flooding, which may be of interest when carrying out the proposed Flood Risk Assessment (Aberdeen City Council Flood Risk Management Team may hold further flooding records). Surface water flooding has been recorded on 7.7.2015 and 11/12.8.2022 on the road running along the northern boundary of the Kings Links. In addition, surface water flooding has also been recorded on several occasions

(26/27.11.2009, 7.7.2015, 12.8.2022 and 22.10.2022), at the entrance to the hotel on Links Road.”

NatureScot questioned some of the information/assessment and the tone of the mitigation/ enhancement opportunities. They sought firmer commitments, however, it is considered the wording of the SEA mitigation and enhancement measures is suitable for the high level BDF. NatureScot also commented on the Compatibility Analysis (CA) which was used to compare the SEA Objectives with the BDF Objectives. The BDF did not contain explicit objectives, and these were prepared at the SEA Scoping Stage and agree them with ACC/Keppie. NatureScot appeared to misunderstand what the CA was to be used for i.e., identify potential synergies and inconsistencies between what the BDF is trying to achieve and relevant aspirations for the environment as summarised in the SEA objectives. In addition, the compatibility analysis was used to inform the scope of the detailed assessment within Appendix E by highlighting particular issues that could benefit from more detailed consideration.

The Beachfront Development Framework (BDF) has taken into consideration the findings of the SEA (based on the Compatibility Analysis and the Assessment of Preferred and Alternative Options (Appendices D and E respectively) which provides a level of detail considered appropriate to the BDF.

Summary of Consultation Feedback for Q2 and recommended next steps.

Transport Related Matters

Council officers and the design team are content that the 20 negative points relating to treatment of wildlife and the natural environment will be adequately addressed as the project progresses. Responses from statutory consultees are considered acceptable for this stage of project development.

Consultation Feedback

Question 3 - Public Feedback on Temporary Movement Changes on Beach Boulevard and Esplanade South

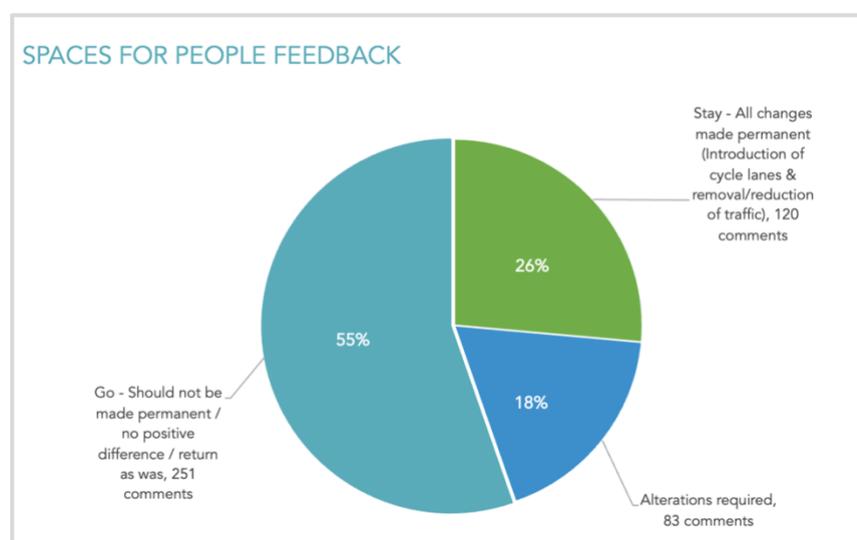
A previous Committee asked that the public be consulted specifically on the temporary movement changes put in place on Beach Boulevard and the southern section of the Esplanade during the Covid-19 public health emergency. Therefore the undernoted question was asked:

The Beach area still includes some temporary movement changes put in place to help people travel during the Covid-19 public health emergency. These measures are on Beach Boulevard (changes to car parking and introduction of cycle lane) and on the southern part of the Esplanade (introduction of one-way system for general traffic and bi-directional cycle lane). Do you have any thoughts on these measures, including whether they should be made permanent? - Please provide your comments in the text box below:

Of the 713 online and hard copy responses received, there were 454 relevant responses to Q3. A relevant response is one which is directly related to the question. Some responses to this question were deemed to be irrelevant as they related to other elements on the Draft Development Framework and not this question. A full extract of all anonymised responses is available on the [Beachfront webpage](#) of the Council Website.

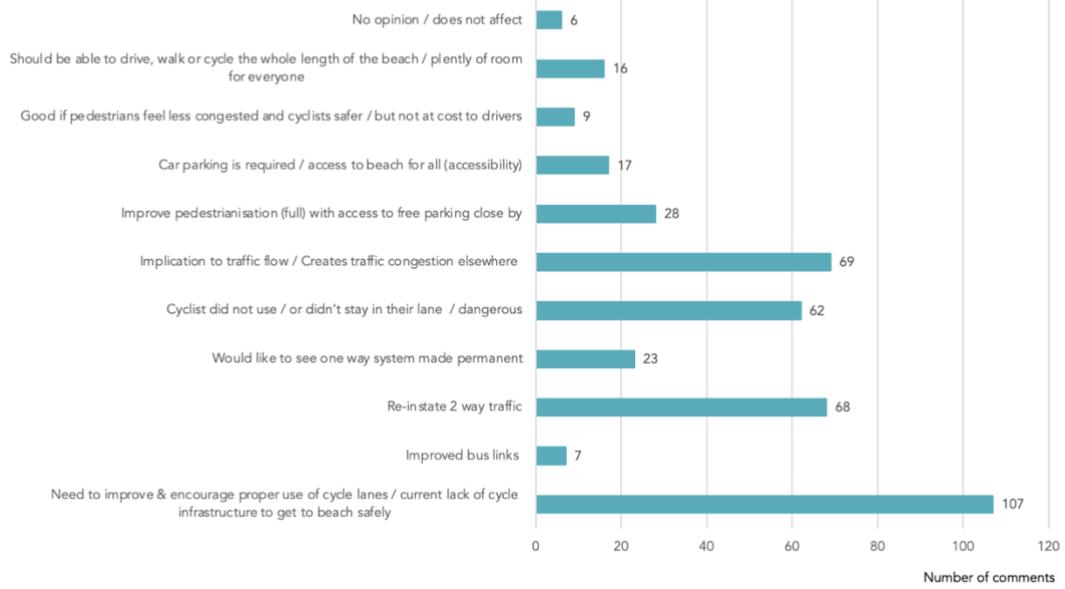
A summary of response to this question is that

- 55% of the 454 relevant responses to the temporary transport interventions have a preference that they should be removed
- 26% believe they should stay
- 18% believe further alterations are required



The table below summarises the key themes that were raised as part of the feedback with the majority, 107 comments, focussing on the need to encourage proper use of cycle lanes and a need for a more comprehensive active travel network to enable safe access to the beach from further afield.

SPACES FOR PEOPLE FEEDBACK



Council officers will now consider this feedback and make a recommendation to Councillors.

Children and Young Person Engagement

ACC's Creative Learning have been working in partnership with streets-UK to deliver innovative and creative approaches to consulting with children and young people (CYP) on the development of the City Centre and Beach Masterplan.

The Urban Park is a key element of the Beach Masterplan and Development Framework and there has been an ongoing relationship with the city's young people to co-design this space.

Hundreds of young people from across Aberdeen City schools, both primary and secondary, have worked with creative practitioners since the summer to discuss and develop their ideas for designing a better future. Working with Masterplan design teams to explore accessibility, space, place and play within topics and themes important to them, the young people have positively impacted on the design and planning processes.

During October, the Beach team visited 6 primary schools and 2 secondary schools and ran information-sharing and model-building sessions with over 450 pupils. A drop-in session for the children and their families to see the models and share additional activities was also completed, as well as a theatre workshop for 3 days during the October school holidays.



Engagement Activity Included:

- A 6-week engagement around the Beach Framework took place from 13/9 to 21/10 with 3 drop in events at the Beach ballroom.
- An awareness 'road trip' to 6 primary and 2 secondary schools took place on 3rd, 4th and 5th October. This took place in Betsy, the customized Beach campervan, to generate interest and enthusiasm.
- The children were given a presentation by the landscape architects which showed how previous feedback had influenced the play zones, the big play ideas and the questions that the design team want help answering.
- The presentation also contained a wide array of precedent images of play structures to fire the young people's imaginations as well as 3D imagery of options for the big structure 'play factory' called The Rope Factory.
- The Creative Learning team then set a challenge to imagine structures and create their own models for the Beach zones. An artist detailed this process and the classes were left with a box of materials.
- The children and teachers were also able to access "Comic Book" engagement.



The team engaged with

- 82 P6 & P7 pupils at Skene Square Primary School
- 89 P6 & P7 pupils at Hanover Street Primary School
- 60 P7 pupils at St Joseph's Primary School
- 97 P6 & P7 pupils at Gilcomstoun Primary School
- 50 P6 & P7 pupils at Seaton Primary School
- 26 P7 pupils at St Peters Primary School
- 20 1st to 5th yr pupils at Lochside Academy with additional support needs
- 4 classes of 10 pupils at the ASN wing of Bucksburn Academy, along with their teachers and class teams

Questions posed to the young people

- Which is your favourite Zone of play and why?
- What can you see happening in that zone?
- Do you think we have all the play you need?
- Do you have a favourite play park you visit regularly?
- Which is your favourite Rope Factory big play structure?
- Which equipment did you like the most?
- Is there a particular piece of accessible equipment you would like to use?



The Creative Learning team then set a challenge to the children to imagine structures and create their own models for the Beach zones and the Rope Factory.

- The team brought boxes of materials and helped the classes to begin the building process.
- At the end of the week, the models were collected from the schools and brought to the Beach Ballroom to form part of the Open Day on the 8th October

A children-focused engagement was run as part of the public drop-in events highlighting the process of engagement with children and young people to date and how the CYP feedback has developed the key themes around adventurous and large-scale play, nature and climate resilience, activity and games, better access to the beach, local history and has also informed the zoned proposals for the Beach. This was in an accessible comic book form and was easily identified as the 'fun' section of the presentation.

Invites were sent out from the primary schools and the children were encouraged to come along with their families and friends to the Drop-in event on 8th October to see their creations on a large floor plan of the zones and to participate in the family orientated activities on the day being run by Creative Learning

Autumn in the City

The models created by the primary schools were also used as inspiration for the theatre-based workshop for 10 to 17 year olds run at the Beach Ballroom on the 17th, 18th and 19th of October as part of the Autumn in the City programme.

The participants also scavenged the beach for inspiration and to help re-imagine what the beach will be like 5 years from now – a rocket ship in the adventure playground or even travelling to the beach by levitation...!

Beach Engagement Outcomes Excitement and Enthusiasm

All the classes were genuinely excited by the scale and ambition of the proposals. Being able to visualize what the large play factory structure could look like through the 3D imagery and the wide array of precedent images of play and activity examples from around the world fired the young people's imaginations.

Models

The young people made an amazing range of models from the materials brought along to the schools by Creative Learning. The models allowed the young people to collaborate and express their imagination creatively in physical form. Subsequently showing the models at the Open Day also engaged the wider families to come along and participate.

Preferences

Straw polls on the day give an interesting first reaction to the zones that had most appeal following the presentation (Adventure and Sport/Games) and the Play Factory structure they would most like to play on. With the options explored with the young people, they quickly engaged and applied their own 'nicknames' – 'The Fort', 'The Insect' and 'The worm'! **The Worm was the most popular design followed by the Fort and the Insect**

The young people all listed on Post-its the kind of things they would like to see in their preferred zones. This has provided the design team with a strong feel for the weight behind established activities such as ball games, trampolines and slides but also increased insight into other activities such as parkour, ping pong, zip-lines, climbing walls and structures and hang-out spaces.

On-going Participation

The activities provide a continuation and development of the engagement with the schools and the pupils. A key request of the schools from the outset was that the engagement be an on-going process and relationship.

Feelings

The young people were also open with how they would like to feel in the play zones at the Beach. This ranged from excited and energized by the sport, games and adventure to fascinated and inspired by woodland and nature. A strong sentiment that came across, particularly from the



Option 1 The Fort



Option 2 The Insect



Option 3 The Worm

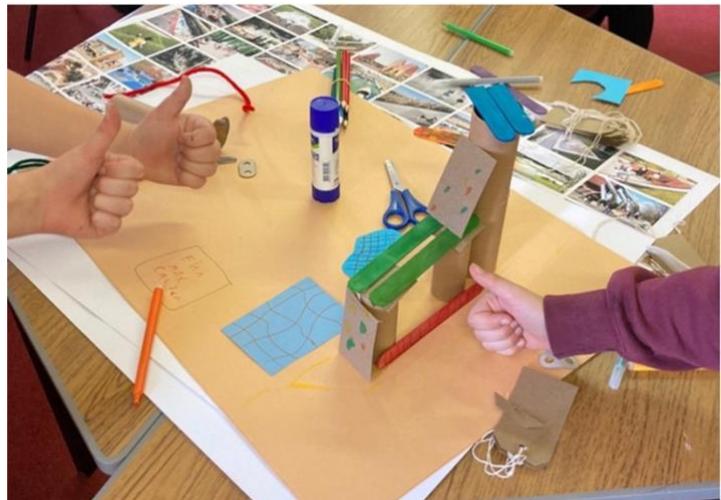
assisted support classes, was the need for spaces to enjoy quiet time, to de-compress and relax.

Accessibility

The children felt strongly that equipment and activities should be accessible to all. Many comments were also received around the importance of good accessibility to and between the activities and that those with physical and or learning disability should be better represented in both the precedent images and in the design process.

Creativity, Self-expression and Being Heard

The school visits, the Open Day activities and the theatre workshops all allowed the young people the opportunity to express their ideas and have their voices heard in different ways. Feedback from the schools and from parents and careers has been very positive in terms of the benefits felt by many of the young people involved.



Summary and Next Steps

The public consultation sought views on three topics:

- The Beach Development Framework
- The Strategic Environmental Assessment
- Temporary transport interventions implemented on Beach Boulevard and south Esplanade.

A total of 713 online and hard copy responses were received with the following headlines:

- Development Framework - 55% of the 713 respondents are generally supportive of the Beach Development Framework, 21% being unsupportive and 24% neutral or uncategorised.
- Strategic Environmental Assessment -there were 57 relevant responses with 22 being positive, 20 negative and 4 neutral and 11 unclear.
- 55% of the 454 relevant responses to the temporary transport interventions have a preference that they should be removed

Recommendations in response to Q1

Transport Related Matters

- Improved communication is recommended in relation to city wide and local transport plans. This will address mis-information such as assumptions people are unable to drive to and park their cars at the beach.
- Some local alterations to the development framework should be considered to ensure water safety access and optimal public transport infrastructure.

Design Related Matters

- The Development Framework should be altered in relation to the Beach Village with options being explored with stakeholders.
- Improved communication in relation to timescales and approval process for key building components of the Framework

Economic Related Matters

- Clearer communication around funding, timescales and delivery model.

Recommendations in response to Q2

That it is noted feedback on the SEA does not raise any issues that are of concern. All can be addressed in accordance with statutory requirements as and when projects progress.

Recommendations in response to Q3

Council officers will assess responses to Q3 and make recommendations on future transport interventions on Beach Boulevard and Esplanade South

Children and Young Person Engagement

Involved nearly 500 young people and has provided the design team with valuable insights to enable progression of designs for the play elements of the Urban Park. The preferred theme for the key play structure being “The Insect”.

Stakeholder Engagement

Meetings with 12 key stakeholder groups should continue, with other groups added as required and as the project progresses. Where groups feel able to comment on the Framework and Masterplan, this should be encouraged and responses noted with relevant actions taken.

Appendix B

Extracts from public feedback to Q1: “Do you have any comments on the Draft Aberdeen Beachfront Development Framework?”

I am worried about possible loss of our ice rink or loss of facilities while the work takes place. Concerned about the amount of football fans that would be down by the beach...etc.... it's a family area and this would put me off going...walking the dog and relaxing on the beach front at one of the cafes. I would also not feel comfortable at the rink with football fans being able to cross over into the Ice Rink area ...alot of young children are at the rink...this could be intimidating. Football fans are not always known for their best behaviour. Also access to the rink by car will be far more problematic than it is just now...it would be worse with the road route changes. If you made it pedestrianised ...no parking...that would destroy the beach front and chase away the public ... Union Street big example of that. City centre is now dead!!! Please leave the beach alone.... it's our history.

The stadium will ruin the beachfront, lack of parking, will cause congestion, overcrowding on match days ruining the beach for people not there for football and essentially making other people avoid the area due to the issues it will cause. Not ideal when matches are at peak times of the weekend when people want to enjoy the beach. Will cause literally the opposite effect of what you want.

This proposed development can completely transform the beachfront and in time complete an urban corridor between the City Centre and Seaside.

In principal, doing something to attract people is good, however, making it a no through road for cars coming and going to the north of the city is a disaster. We all know what happened when the esplanade was closed off for "filming", gridlock on King Street was what happened! Also, it mentions paid parking along all of the beach, also a disaster.No-one is going to pay to park down there. No car access to the cafes are, also a disaster, if these plans go ahead as they stand, all the cafes will go out of business as not everyone is able to walk from the cut off car access points at Links Rd. It mentions using the bus...really? it currently no longer serves the beach front, so why would it in the future? Surely widening Accomodation Rd and allowing through traffic to join via the bottom of Broad Hill onto Links Rd would be the best option with access to the beach front via the prom as it is at the moment. As it stands, this "vision" will kill off the beach as an attraction, i go there every morning to walk the dogs and have our morning coffee, this would become impossible if the traffic is cut off, my dogs and my husband are too old to walk the extra distance we would require to walk from Accomodation Rd, plus of couse i would not wish to pay for parking that has always been free. Removing the parking on the road from the Castlegate to the beach and adding extra greenery sounds lovely but in fact means more people will just not bother going down there as they will worry about getting parked. Currently the customers that use Cafe Ahoy rely on getting parked along there, its just way too far to walk from the nearest car park on Fredricks Street.You seem intent on keeping cars away from the city centre and the beach when in fact most people really need to use a car as they just arent able bodied enough to walk there, these plans would mean that a large amount of people would just not be able to access the beach front at all. Not exactly inclusive is it?

Would be a brilliant addition

Great plans and idea to bring back the buzz to the city. The city is dying of death and this can be the rejuvenation it needs

Our beach front has been sadly neglected for decades.
This investment and modernisation is desperately needed.
I urge the plans to go ahead asap and it is vital that a new AFC stadium is included.

AFC need to stay in the city majority of folk will agree with that what the fans put into the economy and local business over a year will be millions and would be suicide for a lot of business that rely on match day income. The only worrying thing is if we want to be ambitious and keep growing as a club and expanding the fan base for the future why are we only building a 16k stadium minimum should have been 18 or 19 thousand capacity it's really short sighted from the club in my opinion and by reading majority of comments most fans would agree! Yes you'll save money short term but long term your restricting what you can take in Surely the board need to rethink this one.

Car parking

Looks very exciting. Hope that the new stadium is a part of it as it's a much better location than Kingsford. Would also improve the beach front

Brilliant, I'm all for it.

I do not agree with a stadium!

We need an outdoor pool for kids & adults. Having more walkways is not the answer, we have that now in the new gardens.

I have found memories as a kid playing at the beach & in the play park that had a paddling pool. Then growing up went to the pool that should never have been taken down.

If you go to the beach you will see people walking along the beachfront. Older people park and have an ice cream and watch the sea, even in bad weather. Taking that away would be a grave mistake everyone I talk to say the same. I

A stadium will not be used by all of the people of Aberdeen. The people that come to Pittodrie football get buses, in and out, so they are no advantage to the city.

You need to go back to the drawing board and start thinking out of the box and not about what is there already?

We do not need a stadium for football as not all the people are interested in it.

We need a mix of things for the kids, the young and the old.

You put out a consultation on the gardens and the postal vote. The vote was for a different plan, it was ignored, and we now have something we did not vote for!

I sincerely hope you will listen to the public this time!!

There seems to be little reference to non sport/child areas. I would hope there are plans to make more of the beachfront for others. This is a great opportunity to look at developing the promenade in line with many other inviting beachfronts to attract tourism and revenue to the area. Beachfront restaurants, cafes, shops and garden areas would make this a wonderful location to visit for both locals and tourists. As it is, the cafes and restaurants are condensed into one area with a few 'vans' serving food for the rest of a very long promenade. With cruise liners also due to port into Aberdeen, this again would be more attractive to visit than what we have meantime which is a poor excuse for a beachfront. Such potential - I hope it's looked at and not just children's play parks!

Honestly don't think this team understand the people of Aberdeen. We love the beach, we love the fact that you can drive your car down the beach and park up next to the beach, why on earth would you try and take that away from people? All we want is for you to renew the beachfront and install lighting along the upper and lower levels of the walkway so that people can use it all year round. This jewel in the crown is made up by the council, the beach ballroom is not a big deal, letting the only family pool close for good is a big deal. This council is self serving and does not represent the people who live in Aberdeen.

100% supported, however it's vital that road/vehicle access is RETAINED. I go to the beach 4 or 5 days per week with my family - by car. If the current level of vehicle access was removed, I would not and could not access the beach. I am not alone in this. The beach is an asset for everyone - do not prevent people from accessing it because of "green" fanaticism.

The football stadium should 100% be a central part of the development. It is the vibrant life and soul of the City. Lose the stadium and you lose a huge part of the city centre.

Appropriate Lighting should be provided along the promenade - the area is a no-go zone after dark - which means the beachfront is little used for a good proportion of the day outside of summertime.

Like everything else the council is responsible for, development wise, this plan for the beach means I won't be able to enjoy the beach area once the changes are made. Being disabled with mobility problems, breathing problems and other health problems, I will not be able to access the altered beach set up. As it is I cannot access the centre of Aberdeen and have not for the last number of years due to a serious lack of parking. Also what is there in the city centre to attract people - nothing and as for Union Terrace Gardens I will never visit them again after the total mess they are in now.

It seems to me that you have not considered disabled people at all in any of your development plans. A few years ago I had to pay a speeding fine at the court and I had to make 6 attempts on 6 different days before I could get a parking space close enough to the court to be able to walk comfortably to the court, I have to use crutches.

Should be left much as it is and just upgraded and steps etc fixed. Definitely not pedestrianised as that is unfair to disabled as the council seem to discriminate the disabled. I am totally against Football stadium being moved there as well . The Beach is supposed to be for the use of all families of all ages and abilities not the select few that are able .

In general I look forward to the redevelopment of the beach but would like to see a decommissioned oil rig in the bay and still semi functioning to show people how an oil rig worked. A new boat jetty could be attached to the proposed "pier" that juts out from the beach to provide boat trips out to the rig and on the the wind farms. Access to the rig could be from the boat or via the new pier. The area around the rig could be developed to provide a marine sanctuary for marine life.

The prom Going out to the sea is stupid, waste of money. Sea wall defo needs re sealed. Fence needs replaced or painted. Beach Ballroom is a beautiful building dance floor (floating) is brilliant to dance on. It's part of the Beach history. Surely it's a listed building.

The proposals are ambitious, which is great. There is a lot of emphasis on cycling and walking, which I support but there is no mention of where people could park their cars. Most people do not live within walking or cycling distance of Aberdeen town centre and although some would travel by public transport, for many people this is not practical. I request that you identify where people could park their cars in order to make use of the revitalised beach area.

An utter disaster of a plan. the importance of transport by bus, cycling and pedestrian access would mean that we as retired older we would not be able to reach the beachfront and enjoy the amenities as we do now. People will not get the bus down to the beach front because there are no parking areas to link with the bus. For example a family living in Kingswells are not going to get the bus to the beach as it will take them about an hour and a half travelling just for a twenty minute walk on the beach and an ice cream. The current open aspect of the area is part of its charm albeit it is tired and run down and does need upgrading. This development is not going to make Aberdeen a tourist mecca and do nothing but make it more difficult for locals to access the beach and promenade. I see no mention of how much this is all going to cost.

Would hope that all the small independent businesses that have sprung up are encouraged to continue

The current driving restrictions do not work and are also an eyesore

Buses needed to be encouraged to travel to Footdee and the beach - hard to believe the service was at risk

Water sports / open swimming needs to be fully encouraged. There's a great buzz about the beach nowadays and it's used now by swimmers, surfers and paddle boarders more than ever

Would love to see a tidal pool accommodated .. perhaps by the beach ballroom? Something like those at St Monan's or Cellardyke

I have studied the plans and spoke briefly with the landscape architect. There are aspects that I intensely dislike and some that I think are in the right direction but require more thought. What makes Aberdeen beach so great and is the wide free open space and the opportunity for Aberdonians and visitors to walk, cycle run swim surf along its open and natural length. It is in my opinion the best thing about Aberdeen. the little, low level [architecturally] independent cafes and vans providing food and drinks are well used and adequate. Stylish changing/shower/toilet and perhaps small cafe [no chains!!] further up the beach as indicated on the plans [around the leisure centre area] would be welcome I feel for surfers and swimmers and walkers, bike racks too. Here lies a problem....what about cars?. the parking proposed behind the leisure centre must allow people who come to the beach in their cars from west end of town to access the beach quickly and easily for their swim, surf, walk before and after work which is what currently many people do. Will their be unobstructed walk throughs, bearing in mind that these activities involve carrying gear. Also this is common ground and the right to roam laws in Scotland do not need for people to have 'permissions' to access their own beach to partake in healthy fun activities and just 'breath'. I like the glass space on top of the beach ballroom, it is stylish and would offer a glorious view, excellent. I intensely dislike the nonsense trees and silly boulevard along the beach and superficial pier breaking up the wide beautiful vista of the beach. Ridiculous idea and not in keeping with the north east and probably get blown away . I think there is something to be said for gently invigorating the approach from town down the boulevard to the beach are so that it is not car dominated and just generally made more interesting, but in an adult way not just a giant plastic playpark for kids that accumulates litter. Aberdeen has some fine landscapers [eg Seaton park] and gardeners, could suitable seaside planting and interesting seating, swings, seesaws etc be put in place? A sound and scent garden? An aquarium or rockpools?

Getting some permanent sand courts for beach volleyball would be great as it would really benefit the local volleyball teams. Furthermore it would allow aberdeen to host more beach volleyball competitions (which are usually in edinburgh or st andrews)

I feel that, although not included in the framework, the stadium needs to be included as essential to the development. Otherwise there is no focal point. Think of Dundee's waterfront development, but without the V&A. Pretty landscaping, parks, etc. are all very nice - but what is going to draw people from the City, Shire and further afield? Not a skate part and landscaped boulevard. It needs a WOW factor - something that people will visit for. Without a museum/attraction - at least the stadium will guarantee footfall and visitors all year round.

Also it is essential that water sports is priorities - more is needed. Launch areas, changing facilities, etc. Post-COVID, more and more people are taking part in surfing, wild swimming, SUP, etc. and this should be central to the waterfront. With that said, access needs to be maintained. People cannot take surf boards/SUP, etc. on the bus. The beach area (Footdee end especially) has become somewhat of a independent food hot spot, with water users and dog walkers making the post of the fantastic independent food and coffee offerings. Limiting car use would be detrimental to that and be another nail in the coffin of Aberdeens independent food scene (after closing of Indoor Market).

Please consider the disabled beach users by ensuring accessibility. Also include a changing places, rather than a disabled toilet, as there are lots of disabled people who cannot transfer without a hoist, cannot support themselves on a toilet and require a changing table.

Concern about access to beach - looks like proposal would limit parking and access - making it challenging for disabled visitors or those with young families, plus impact on those who access the beach for activities (eg SUP/surfing). One of the great features at the moment is how easy it is to get parked (for free). If this becomes harder many people simply won't bother, particularly on days when the weather isn't great (which is often!). Cafes that are currently there depend on people being able to get to beach easily and I'd be concerned about impact on their trade (especially with added competition from this new development)

It seems like a lot of money on an area that is already fine, areas like union street should be looked at first?!

it will effect the commute for a lot of people whilst being done and possibly afterwards.....

Looks good, please get it done soonest.

Not understanding at all why ACC are messing with the Beach and Beachfront. During the pandemic we as a family loved our Beach walks...there was plenty of space with the 2 level walkways. Taking away some of this area will not be a good option. I'm all for Pittodrie being built there but hoping that there will be ample parking for all visiting buses and cars. Would love there to be more investment in a decent sized swimming pool aswell as a separate "fun" pool with waves and slides etc. Beach Leisures flumes have not worked for years. You can see how the Cafes are thriving in the Summer and even on colder days too. It's lovely to see all the food trucks down the Beach too. How about letting some Pop Up Trucks with say clothes, gifts etc get started for cheap rent? The Beach area is what makes Aberdeen don't try and change it by adding walkways out to the sea.....it works as it is. PLEASE LISTEN TO US ABERDONIANS WE WANT AND NEED ABERDEEN TO THRIVE.

The road through the beach should not be removed

Fantastic plans - it should be progressed as soon as possible. The only thing I can suggest to stop people complaining about transport is to build a tunnel road right underneath the site otherwise, unfortunately, there will always be loud complaints.

Good to bring new life to Aberdeen and make an accessible way back to the city centre. Don't ruin the aesthetic of the ballroom though. The art deco architecture etc. And don't damage nature on the shore. Dolphins... Coastline etc.

It's over the top to the detriment of Aberdonians who need east access of parking and able to walk the length of the beach. Yes it needs improvement but it still needs to be accessed by all means.

I am not in favour of the stadium

Most of this development seems wholly unnecessary and I think significant elements of the development will reduce the attractiveness and the accessibility of the beach for the people of the city.

The transport plans seem unconnected with reality. The consultation reflects that 63% of all trips are by car in Aberdeen. This is a huge underestimate for people going to the beach and whilst there may be some encouragement of active travel and bus use, this will remain relatively small and car use will remain dominant. The plans seem to make the beach very inaccessible for cars with significantly less parking and restricted routes. Therefore they will prevent the majority of Aberdeen people from using the beach and it will become emptier over time. The new layout will be interesting to people initially and then they just won't bother.

The better connection to the city centre is welcome but this could be done quickly and cheaply with simple improvements to the route from the Castlegate.

The new stadium is probably also welcome but again can be done without wholesale changes to the road network. Again lack of any sort of nearby parking will make it difficult for most fans.

Overall, the main area of development at the intersection of the esplanade and the beach boulevard is just not exciting enough to be a major attraction and just does too much damage to existing access to be worthwhile.

Not impressed with road design or lack of road. I spend many days parked at north end of beach to walk or just to sit in car. Going to affect many people where public transport is not an option for them.

What happens to people surfing want them to carry boards on their backs. Family with kids their bikes their dogs don't think buses will work for them and they will just find somewhere else to go.

Any closures on King Street will result in gridlock on that side of Aberdeen

The cost of putting a pier in which will be unused on many days would be better put to use to sort out the steps and access on other areas which are currently closed off. Is the Fittie end going to be the poor relation.

This plan will not encourage people to visit the area just drive them away less people to support the existing businesses.

Only good thing might be easier to get out of the Asda car park at the weekend if you drive people away.

Great to see a suggestion for improvements, but I'm Not sure the Wow factor is needed as it is already a well used area.

Key improvements should be on a great walkway and beachfront area with adequate bike access and car parking spaces. And better access to the beach itself.

The variety of food stops should be kept, and the pop ups along the esplanade are something that makes Aberdeen beach individual.

It looks great. Certainly will make me venture to the waterfront more.

A lot of other cities, Dundee for example, are really embracing their waterfronts. We should too.

My big concerns are a safe spot for surfers and other water users and parking/access for water users.

At the moment the vast majority of users go near to Fittie because that is the safest spot along Aberdeen beach. Relocating surfers to the north of the development towards tunnels will be more dangerous as sometimes that spot is not suitable (rip currents, rocks, larger groynes at all tides, surf too large etc).

My 2nd concern is parking availability - surfers and water users have gear to transport and use, so cycling or public transport are not particularly viable options. Public transport would likely necessitate a change of bus for most visitors.

There is an active surfing community and other water users in Aberdeen and this development risks pushing these people out. My children enjoy visiting Fittie to surf and go in the water.

After being to see the consultation. I think you really need to scrap, all plans form this.

You living in cloud cuckoo land.

You very little parking for what you are trying to do.

People will and always will need the car.

Leisure centre and stadium attracts lots of people who need there car to get there .

You are focusing more on cycling again.

Where doe busses park.

As for the pier, get a grip and bin all this idea.

Let the club build there new stadium but bin the rest.

Best thing that could happen to aberdeen beach

Aberdeen is a city that now needs significant regeneration due to the changing socio-economic makeup across the city. If Aberdeen intends to future proof itself for new generations we must make changes now. Amongst young people there was significant disappointment in the decision to backtrack on the pedestrianisation plans and the potential this could bring to the city centre, therefore it is vital that we create a central hub in the city where visitors and residents alike can spend time, as is replicated in other successful European cities and destinations.

Project is ill conceived waste of tax payers money. Not something I want to see in the city. What about services instead of vanity projects that go over budget and deliver no benefit to ordinary people. Can 1 project at least be finished before moving on to the next waste of money. Sea levels are rising and the project will either be underwater or require a vast cost in sea defences to protect it, in coming years. Has that been factored into the cost? Why should I pay for a commercial structure like a new football stadium when their company has money of it's own to build? Where is anyone supposed to park to visit the beach, including disabled access? We live in Scotland not Spain, we can't have the outside cultural they have as we have different conditions. It will be just another waste land of pedestrianisation like the gallowgate, when is the council going to learn from history instead of repeating it. Stop the development before it just wastes money we don't have. Why not take the money and support business setup in all the empty shops in the city.

I object strongly a replacement for Pitodrie stadium being constructed on the grass east of the broad hill.

When the football club were given green belt land to build their new facilities it was because the club wanted to have both the training facilities and the stadium at the same site and the footprint of Pitodrie was too small to accommodate this.

With the training facilities now having been built elsewhere if the football club are to continue to play in the town itself then the site of the existing stadium should be redeveloped rather than eating up yet another piece of open land.

As there is great beach volleyball community in Aberdeen having permanent beach volleyball courts would make the beach even more attractive for active people.

It's a big document, but just some things that jumped out at me:

Green spaces - I lived on Beach Boulevard for 2 years and honestly I struggled to cope with the lack of green space. I left the beach to live closer to Duthie Park, and it's been a great improvement for my mental health. The idea of incorporating green spaces into the redevelopment plan would be a huge improvement. I also strongly agree that the through roads are very problematic currently and really detract from our potential Aberdeen's potential as a beach-front city.

I'm a little confused about the active travel map. I'm not sure what the dashed red line means. Could you please separate cyclists from pedestrians? Building high quality active travel infrastructure would be enormously helpful to the city of Aberdeen. But I think you should build this first before you consider the pier or a new football stadium.

Overall I like the idea of a redesign and refocus of the beach, and I think it would be a great improvement to Aberdeen.

If you're improving crossings, could you use Dutch style lights that have sensors for pedestrians and cyclists to minimise wait time?

Disagree with stadium plans - should be funded through private investment.

Concerned with traffic plans - how do I access south end of beach from Bridge of Don which doesn't affect already congested routes of Seaton and King Street.

Beach Village is welcome but should be to south of beach - more activity in that area.

Where I agree with most of the proposals laid out for the Beach redevelopment I feel the closure of the beachfront to traffic from and from Bridge of Don will have a massive impact on shifting traffic onto King Street & Seaton. Links Road - Urquhart Road- Golf Road could not deal with the displacement of traffic. I don't feel a true survey of the traffic that currently use the beach front road has been undertaken. When the AWPR was opened we seen a possitive reduction of traffic

on King Street. The benefit will be lost on what is the unofficial AEPR route is closed. This is where I feel most objections to the redevelopment will come from. As for the rest of the project it all looks like something the City is crying out for. Keeping the football club at the heart of the city in a modern stadia is essential to the surrounding businesses that reap the benefits on match days. I understand the councils policy of trying to get people to give up their cars and increase use of the public transport system or onto bikes. But that is not a viable solution to alot of the citizens of Aberdeen and Aberdeenshire who rely on the current road network. Public transport in the city has been cut drastically in the last 20 years and is often unreliable and unsuitable to meet the needs of an ageing population in the suburbs. The closing of many of the routes in the city center and Union Street in particular is self evident. Our once golden mile of shops is an embarrassment to the city. In the no to far future there will be an increase of electric vehicles on our roads but with no roads to travel on. With this switch away from fossil fuels why will there be a need to remove them from the city??

The beach area is currently open allowing big sky's and stunning views of the Aberdeenshire coast, however the beachfront development looks cramped, restrictive and crowded with out of character trees.

If cars are no longer allowed it will kill off the cinema, shops and restaurants. How do cars access the retail park as the existing roads are massively over congested

The Broad Hill is historic and should be left alone, not carved with paths and hidden behind a monstrous stadium.

Swimming, gym, and Ice skating hockey needs to be replaced or improved. The loss of any current facilities is not acceptable.

Entertainment area needs to be large enough to cater for big top events like Circus and Lady Boys.

My main concern is a proposed stadium where the old hotel once stood, if it becomes operational parking will be a nightmare for locals and for visitors to the stadium. The original plans at Westhill are better suited.

My other concern will be parking at the beach & access by car, quite often I drive to the beach at lunchtime when time is tight to walk the dog. Once you put restrictions in place I won't be back.

The idea of removing the ability to drive and park along the beach will make the beach less accessible. Since covid the numbers using the beach and water has increased significantly and to remove parking would only move the user users to other beaches, having a negative impact on the many independent traders.

Ridiculous idea to close the road.

Are you seriously considering removing the road? Access will be limited. Traffic elsewhere will be impacted. Please rethink this.

I am very disappointed to hear this will involve closure of the road and the only road access to bridge of Don will be via king Street! This will be a nightmare.and cause even more city congestion on ming street. I travel via the beach to bridge of Don and need to use my car as a District Nurse. I am also a big user already of this lovely area for paddleboarding at Fittie end of the beach and bridge of Don end. I also believe there will be limited parking and this will be paid!! This will mean less of us that use the beach will manage to use it as it is. Very disappointing and definitely not for the road closures, limited parking away from the beaches and paid parking. There is already a HUGE problem of congestion at the beach shopping areas

Don't believe people that want to use the beach should have to pay for parking. This may discourage regular users (swimmers, SUP-ers and surfers.

Please keep the road for beach access and leisure.

Agree the beach area has been neglected by the council and needs revamping.

The council MUST accept this is Aberdeen on the north east coast of Scotland and the weather most of the year is not the warmest so need to keep this in mind, this is NOT a European beach resort where outdoor bars and cafes can thrive all the year round.

Regardless of what is planned the beach NOW needs to be brought up to standard.

FIRST the sand that has been migrating to fill up the River Don estuary needs to be brought back to the main beach which is in a poor state with a good part of the beach now pebbles. I know that groynes have been installed along the beach in an effort to stop the sands being washed northwards with the tides and ugly rocks placed in the central area to help, but have had

minimal effect.

The prevailing winds cause sand dunes to cover the beach lower promenade and steps in places and these are partial cleaned by a motorised cleaning machine and the sand is dumped where? not back on the beach I suspect. The railings and steps to the beach are in very poor condition in many places, despite the storms why are these not being maintained rather than be closed off. The pointing in the concrete defences are eroded in many places although there appears to have been an effort at Fittie to repair a small portion.

As the the plan it may be a start to focus on this rundown area which is welcome but have the consultants ever been to see the area and more importantly in the autumn and winter storms, has that been considered in the plans if so where. It all looks like what could be done to reflect a summers day, where is the shelter from the storms.

Whatever is decided we as citizens and taxpayers need a car route all along the front (some parts may be a bit away from the sea front) and a proper PARKING provision FREE. We encourage proper segregated cycle and walking paths but not to the detriment of road traffic.

There needs to be an attraction there to draw in people. Why don't we have a redundant oil rig moored just a bit offshore, after all this is a reason for the prosperity of the region. I'm sure we could get what remains of the oil industry to contribute along with the Government grants etc. This could be a showcase and have restaurants coffee shops etc on it. Weston Super Mare has one funded mostly by central government even though it does not have a link to the oil industry.

We need to think out of the box.

Looks good especially the new walkway but my biggest concern is the fact that the beach esplanade is a main North/ South route through city centre. Where will all this traffic go it looks as though the esplanade comes to a dead end if travelling from the North, with no access from the south / city centre/ harbour direction. The beach esplanade also works well as it provides loads of parking most of its length giving people the opportunity to walk any part of the beach. If you don't get access to the Beach correct then less people will visit, the businesses will suffer and the whole thing will be a complete waste of time.

Yes, whilst the proposal to improve the beach area is welcome the design is flawed in terms of accessibility. The proposed design will result in high traffic congestion in terms of trying to get to the Fittie end of the beach or the bridge of Don end as the routes to get to these areas will be become bottle necks due to the reduction of road access routes caused by the new proposed layout. As someone who lives on the outskirts of Aberdeen and a keen surfer/stand up paddle boarder I need good road access to get to these areas by car to get all my gear to the beach. Since Covid there has been an explosion of beach users that use it for surfing, stand up paddle boarding, sea swimmers and more, good access to the beach is essential for these people. I am afraid I believe the new design will reduce the numbers of people using the beach because the hassle it will create in getting there. I think the new design should create pedestrian areas without choking off main access arteries of Aberdeen, designs should be modified to allow good car access to these areas whilst creating new redeveloped areas.

I've lived in Aberdeen for 4 years and hope to live here for many more. I'm a very active beach user and frequently swim and surf at the seafront. I'm incredibly enthusiastic about the beachfront development proposals that have been put forward. I feel this is an amazing opportunity to do something exciting with the beach front and transform it back to its former glory. I genuinely believe these proposals could be the making of Aberdeen, transforming the city into a place people want to live in regardless of the vagrancies of the oil industry. I'm very keen on almost every aspect of the proposals and I'm particularly supportive of the pedestrianisation measures and cycle infrastructure. However, some further points/suggestions for you to incorporate:

Surf/swimming facilities

- Aberdeen is becoming an increasingly well known for its surf scene. This could be a chance to really encourage this and create a new post-oil industry and feature of interest.
- As many will have said, the surf village needs to be closer to Footdee which offers the best/safest swimming and surfing along the beachfront.
- The Aberdeen surf club only really represents student surfers which is a small proportion of all the surfers in Aberdeen. Be sure to reach out to the community in general. I would suggest the 'Surf North East Scotland' facebook page combined with signs inviting consultation down at the beach access points in Footdee.
- Generally love the pedestrianisation features, but there will need to be some free parking maintained close to Footdee as it's generally impractical to carry a surfboard any other way. Paid parking or reduced parking would kill the burgeoning surf scene over-night.
- Key features that sea users would love: secure storage, changing rooms, hot showers, wet suit cleaning facilities, surf shop.

Pier

- Love the pier designs, never seen something like that before. This could become a really iconic piece of infrastructure for Aberdeen and the NE, along the lines of the Angel of the North etc.
- Possibly there could be more on it- café/sitting facilities so that people like to go spend time there.

Aberdeen football stadium

- Only part of the scheme I'm really not in favour of. What on earth is the point of moving the football stadium 200m from its current position? Going ahead with this idea could potentially derail the whole thing. There are so many better things that could be done with that space.

Retail space

- Over lock down a whole range of food vans have popped up by Footdee, which have proven immensely popular. However, they are currently making do with some make-shift seating cobbled together on the pavement. Why not provide more retail space in your proposals? Space for bars, restaurants, clubs, shop and whatever else people can think up. It would be great if we could transform the sea front into somewhere people like to hang out irrespective of whether they want to be by the sea or not (look at Brighton sea front for inspiration).
- The area currently covered by the stadium could be a good candidate for some kind food-hub square and there are also lots of opportunities along the sea front itself- the grassy embankments etc.
- I'd strongly advise you to consider how you could make space for this in the development.

Other ideas

- Ever visited Malmö? It's a city in Sweden at virtually the same latitude as Aberdeen. The Ribersborgs Kallbadhus is an amazing historic sauna and cold-water bathing facility, built on a pier jutting out into the sea. Wouldn't it be amazing if we had a modern-day equivalent in Aberdeen? I feel this would really encourage people to make greater use of the beachfront and I would strongly urge you to consider opportunities for developing sauna facilities. It's about time that Scotland imported this tradition from Scandinavia!
<https://visitsweden.com/where-to-go/southern-sweden/malmo/ribersborgs-kallbadhus/>

Final message

However, more important than any of this I wanted to give you this message: be brave, have the courage and conviction to know that you are doing the right thing- it's no exaggeration to say that the future of Aberdeen is in your hands. You will no doubt be inundated with negative messages during this consultation, mostly from luddites complaining that they will no longer be able to drive and park along the sea front. You need to do everything in your power to ignore these people. Remember that the people with something negative to say will always be more vocal than those who simply have no opinion or those who are generally positive and don't have much to add. The world is full of examples where progressive councillors with strong visions have completely changed cities for the better, all whilst facing fierce opposition from local people. Look to the pedestrianisation of Ljubljana and the development of cycle infrastructure in 1970's Amsterdam amongst others for inspiration. History has clearly shown time and time again that people hate to live in car-free cities until they find themselves actually living in one:

<https://www.wired.co.uk/article/car-free-cities-opposition>

In 10 years' time nobody will remember that they used to park their car there on their way to Burger King, but everyone will appreciate these proposals that you've put together. You have the opportunity to change Aberdeen into a truly great place to live, keep up the good work!

Extracts from public feedback to Q2: “Do you have any comments on the Aberdeen Beachfront Development Framework, Strategic Environmental Assessment (Environmental Report)”

Comment	Response (where necessary)
With modern facilities swimming pool, beach ballroom, football stadium & ice rink replacements. Roof top solar panels, ground or wind source these would lower the overheads of running these essential city & further afield entertainment centres	Noted: renewables are considered within the Beachfront Development Framework (BDF)
I hope that the plans can showcase Aberdeen as a modern energy capital that is shifting towards green energy.	Noted: renewables are considered within the BDF
I note the overall impact is "mixed", with concerns raised about the Beach Ballroom being negatively impacted by the stadium development. Take a look at the Broadhill Bar today and see if they're exaggerating.	Noted
No its a technical document so not appropriate	Noted
The area is rich for wildlife, especially the golf course and towards Donmouth and the Bridge. Broad Hill and the land surrounding it is also rich in wildlife with owls, falcons and many birds seen even in daytime.	The BDF aims to protect Broad Hill, and promotes biodiversity however, Donmouth is outwith the boundary of the BDF.
The only comment I would make regarding the environment is the windfarm is a danger to birds apart from it being an eyesore	Unclear what this is in reference to?
What will the impact be of the proposed pier on sand movement and erosion including the areas not directly affected by the proposals north and south and indeed up the coast to the north?	As this is a concept modelling cannot be undertaken until a detailed design is produced. Once this is prepared an assessment will be undertaken.
This is a full report. All I can say is that Donmouth and is a nature reserve and Aberdeen beach should be consistently blue cross, any human destruction or waste/litter impact is at the council's peril. The whole area is a feeding ground for seabirds, dolphins, seals, ducks, fish, and innumerable sealife. So, any talk of excessive cafe/restaurants/bars/ lighting etc is totally out, a no-go area.	Noted. Donmouth is outwith the boundary of the BDF
It looks good. I am glad this is being considered centrally in the plan and I hope it stays that way. It would be lovely to see more green spaces on the beachfront that also promote conversation and biodiversity	Noted
Improving the green space beside the beach to improve wildlife value, such as in the plans for improving Broad Hill, would be amazing. The environmental assessment seems to demonstrate due care not to pollute the water, beach, green space, etc.	Noted
Groyne should be removed to allow safer access for water users.	These features cannot be removed as they protect the shoreline from coastal erosion
Additional building over the water will impact the environment during build and may result in additional littering into the water when in use.	Noted. Structures over the water will be designed to minimise impacts on the environment
Modification to the water flow and sediment transport may make some areas of beach unsuitable for safe access.	Modelling cannot be undertaken when a detailed design is prepared for the boardwalk and slipways. Once this is

	prepared an assessment will be undertaken
Over development of the beachfront affects the wildlife that is currently there on the green spaces. Will we have any green space left when the council is determined to pave everything. Less wildlife affects the sustainability of the planet. What about the carbon footprint of the construction work? Yet more emissions.	The BDF proposals promote biodiversity where possible, and have been based on the findings of ecological surveys.
Yeah, your document is so long. I don't even know if I've found the Environmental Report yet. Could these consultations have more specific questions?	Noted. The document was long because it included a copy of the BDF as an Appendix for reference.
Looks fine. Maybe opportunities for wildlife, pollinator meadows etc?	Promoting biodiversity is an aim of the BDF
It will negatively impact the natural environment of the beach by over commercialising the area. It will disrupt wildlife and the natural coastline. It's a waste of money and will take years to complete. It's absolutely not needed and unnecessary and will have a harmful impact on the environment with pollution and noise pollution.	The BDF aims to provide open/green space and promote biodiversity using blue/green infrastructure and ecological enhancement.
<p>"The overall effects of the Beachfront Development Framework on our surroundings are mixed, some positive and others negative. Large scale development, that can be seen from a number of locations, will have a negative effect on views and scenery and the character of the Beachfront Area. However, the Beachfront Development Framework also contains design principles" for new development which aims to minimise this impact." Page 5. although picked up in later in the document I am unclear how these principles have influenced the design when we have a break to the line of the beach, a pier proposal and man made dunes. The proposal is a radical departure from the current situation and is likely to have significant impacts on the physical systems of the beach.</p> <p>I don't see any assessment at this stage of the impact of the proposals on the inshore and shore systems. We already have an issue with erosion which is only likely to get worse with climate change. Building a pier, slipway and changing the line of the beach is likely to have knock on effects elsewhere in the system. Without full assessment of the likely impact the city could be signing up to significant ongoing costs to maintain the system and public use eg by swimmers, surfers and paddleboarders could be impacted. We seem to have our new beach village situated away from current usage patterns and close to where riptides have been a safety concern. We already know the coastal defence structures have impacted on public use patterns in the bay with users pushed south and, to a lesser extent, north. What is the likely impact of the proposals and will it further impact user patterns? The area including the children's play area and in front of Transition Extreme is already prone to standing water, with rising sea levels we need to be sure there is not risk of storm blow through in an artificial dune system that makes the situation worse rather than better.</p> <p>I am not picking up how the proposals are being future proofed against the impacts of climate change including increased incidence of extreme weather eg will the man made dune features experience significant blow through in storm events and require ongoing reconstruction? Will the pier have to be closed in extreme conditions for public safety and how will this be managed?</p> <p>What is the carbon footprint of the proposal? Whilst the assessment speaks about needing to respond to climate change and net zero it does not appear to weigh the proposals carbon costs against that. The negative cumulative effects (page 86) do not address this at all. With a large carbon cost to a pier, new roads and new buildings it is hard to envisage a net gain. In fact elements including the pier seem both</p>	<p>As this is a concept modelling cannot be undertaken until a detailed design is produced. Once this is prepared an assessment will be undertaken.</p> <p>The project provides a platform to create new & innovative technologies and systems, to provide a net zero carbon, electricity, heating, and cooling solution to serve the load demands of the development. At this early stage options are ongoing with an appraisal to determine the best Energy Strategy for the proposed development. Collaboration will be possible with both Aberdeen Heat & Power and the Councils Green Hydrogen Joint Venture partner to fully explore and understand the feasibility of options. This appraisal would include all load profiling, sizing, location considerations, technical specifications, capital costs and running costs considerations.</p> <p>An aim of the Beachfront Development Framework is to achieve Net Zero Carbon in Operation status. The design team are also seeking to reduce carbon associated with construction, but it is understood the project will not seek formal Net Zero on Construction certification.</p> <p>Coastal modelling cannot be undertaken until a detailed design is prepared for the boardwalk and slipways. Once this is prepared an assessment will be undertaken</p> <p>Flood Risk Assessment will also be undertaken.</p>

<p>expensive compared to the actual cost and the carbon footprint when concrete emissions sit at approximately 72.5kge/tonne. What message is the city trying to give? I wholeheartedly support redevelopment of the beach area and the city but it surely must have assessment of the carbon footprint of the proposal and design principles that reflect that. In my view a huge concrete pier and new roads doesn't reflect that.</p> <p>The proposals for monitoring are ok in themselves however I cannot help feel there needs to be significantly more modelling of the impact on the physical systems prior to finalisation of plans. The plan actually acknowledges (page91) "Climate change adaptation and vulnerability The proposed development along the coastal strip has the potential to increase vulnerability to local climate change impacts including flooding, accelerated coastal erosion and sea level rise" so why is this not being thoroughly modelled before any plans are being put forward.in a worst case scenario we could be spending millions on a proposal that is at risk from the start?</p>	
<p>The pier will affect the beach and the wildlife with the building works....</p>	<p>Coastal modelling cannot be undertaken until a detailed design is prepared for the boardwalk and slipways. Once this is prepared an assessment will be undertaken. Natural landforms to offer protection from the element are proposed, with dune formations providing shelter from north easterly winds. Promoting biodiversity where possible is an aim of the BDF</p>
<p>The impact on the environment should be as little as possible, everything as natural as possible.</p>	<p>The proposals seek to protect and promote the existing natural habitats and biodiversity found on the site. Additionally, these will be supplemented by a developed green/blue network.</p>
<p>Again, too much disruption will not help our environment.</p>	<p>The proposals seek to protect and promote the environment and existing habitats and biodiversity found on the site where possible. Additionally, these will be supplemented by a developed green/blue network.</p>
<p>Please keep the awful LED lights to a minimum. In years to come we will find out that extra 'energy efficient' lighting is not that healthy for nature, including ourselves. We are already hearing people complain of constant headaches and eye problems and studies are ongoing to investigate their use indoors. Outside makes it even worse, there is no escape. Also, the addition of extra lighting seems to contradict the idea of green spaces for a healthier environment. They are harmful to wildlife and humans. They interfere with natural behaviour patterns. One of my own joys is to visit the sea near dawn and the big light displayed in the proposal photos would interfere with the natural lighting. What consideration has been given to the rabbits and other wildlife living under the grassy area proposed for rejuvenation? I have been informed that the usual practice is to put down poison prior to digging up the areas (to then replace with superficial turf) rather than just digging them up. Will the children be informed that their new play area was developed killing hundreds, if not thousands, of rabbit in the process?</p>	<p>Lighting shall be developed as the design progresses. Should rabbit warrens and burrows require removal at the development stage, this will be undertaken under the audit of the project ecologist.</p>
<p>What are the highest risks that have come out the envid? What are the mitigations and do you have the appropriate contingency to mitigate these risks? The same question on the societal risk I.e traffic problems to the tax payer</p>	<p>Mitigation and enhancement have been identified during the assessment.</p>
<p>From the little I have seen of the report it is my opinion that asking for comments about what appears to be 456 pages long is fat too onerous for we ordinary members of the public.</p>	<p>Noted. The document was 459 because it included a baseline environmental report (including a</p>

	Preliminary Ecological Appraisal (PEA) report), and copy the BDF as an Appendices for reference. A non-Technical Summary was provided at the beginning of the document.
It's awfully big. A summary document would have been much easier to understand.	Noted. The document was 459 because it included a baseline environmental report (including a Preliminary Ecological Appraisal (PEA) report), and copy the BDF as an Appendices for reference. A non-Technical Summary was provided at the beginning of the document.
This document is 459 pages long - a public friendly version is a basic requirement. It appears that this is only a SEA scoping document : given our view that the greatest attraction of the beach is the natural environment, a full SEA process is required. We are strongly opposed to further major built infrastructure etc. in the beach area. We have already lost a large area of natural assets with the building of the Queen's Links shops etc.	Noted. The document was the full Environmental Report, which was 459 because it included a baseline environmental report (including a Preliminary Ecological Appraisal (PEA) report), and copy the BDF as an Appendices for reference. A non-Technical Summary was provided at the beginning of the document.
Firstly, why have you only provided an environmental assessment report? You have a legal responsibility to provide a full and comprehensive Health Inequalities Impacts Assessment (HIIA) , I don't see any evidence of this! A city joint impact assessment has also not been shared, this also needs to be done on top of an HIIA to ensure for example Children's rights are considered. The environmental report is limited in the design factor. There needs to be cleared information on how people access the space. The section stating population health is generalised and does not consider the whole population, and HIIA should be completed to support this. There are also a number of 'typos' in the report, some made me question timelines for engagement and areas for the development. If you also expect general public to absorb these kind of documents you should consider providing summaries or easy reads to be more inclusive.	Noted. A non-Technical Summary was provided at the beginning of the Environmental Report. ACC has to comply with duties in the Equality Act – namely the Public Sector Equality Duty and Fairer Scotland Duty. We ensure we do this by completing Integrated Impact Assessments. Public Health Scotland also has to comply with the same duties –called an Health Inequalities Impact Assessment. The Integrated Impact Assessment should cover all points raised in a Health Impact Assessment.
Had a brief skin read - seems like the proposals are adequately taking environmental concerns into account.	Noted. The BDF aims to provide open/green space and enhance the environment/ biodiversity using, for example, blue/green infrastructure and habitat creation.

<p>We have an amazing area which we need to preserve and use!</p>	<p>The BDF aims to provide open/green space and enhance the environment/ biodiversity using, for example, blue/green infrastructure and habitat creation. In addition, Broad Hill is already the most biodiverse part of the Development Framework area, however the aim will be to further look for ecological enhancements through additional tree planting especially along the leeward side of the hill, expanding the pine woodland, grassland management and providing a nature led stabilisation program for the steeper eroding east slopes. This enhancement of the ecological resource will offer a key biodiverse catalyst and generator for the rest of the Development Framework area and the creation of wider green networks.</p>
<p>A very poor document - all detail but lacking a simple summary and the conclusions are weak and unfocussed. Same comments relate to (4) above - should not take place.</p>	<p>Noted. A Non-Technical Summary was provided at the beginning of the document.</p>
<p>I think things can be sustainably managed as per report.</p>	<p>Noted</p>
<p>I agree with the points raised in the environmental report but I think overall the redevelopment is a good thing for the area</p>	<p>Noted</p>
<p>Incredible report</p>	<p>Noted</p>
<p>We need to consider the environment in all aspects of planning so we do minimal damage to the area .</p>	<p>Noted. The BDF aims to provide open/green space and enhance the environment/ biodiversity using, for example, blue/green infrastructure and habitat creation. In addition, Broad Hill is already the most biodiverse part of the Development Framework area, however the aim will be to further look for ecological enhancements through additional tree planting especially along the leeward side of the hill, expanding the pine woodland, grassland management and providing a nature led stabilisation program for the steeper eroding east slopes. This enhancement of the ecological resource will offer a key biodiverse catalyst and generator for the rest of the Development Framework area and the creation of wider green networks.</p>
<p>As above - totally support the plans and the stadium.</p>	<p>Noted</p>
<p>Happy that all environmental procedures are in place</p>	<p>Noted</p>

<p>I am not an environmental specialist. But incorporating wind and Hydrogen energy must be key to the project's success. Could a major sponsor such as BP or Shell not be approached to partly fund the stadium in turn for utilising their Hydrogen for example?</p>	<p>The project provides a platform to create new & innovative technologies and systems, to provide a net zero carbon, electricity, heating, and cooling solution to serve the load demands of the development. At this early stage options are ongoing with an appraisal to determine the best Energy Strategy for the proposed development. Collaboration will be possible with both Aberdeen Heat & Power and the Council's Green Hydrogen Joint Venture partner to fully explore and understand the feasibility of options. This appraisal would include all load profiling, sizing, location considerations, technical specifications, capital costs and running costs considerations.</p>
<p>The development area currently at face value manages environmental issues well. Any further development should follow strict adherence to environmental aspects of the assessment.</p>	<p>Noted</p>
<p>As previously stated a Stadium that doesn't incorporate the surrounding into their design has no respect for the surrounding Beach front and there for the local people of Aberdeen, I feel like many others The Stadium should incorporate the surrounding and have half the Stadium hidden under a mound /Hillside so it doesn't ruin the beachfront</p>	
<p>Removal of cars seems myopic and they should put in the planned infrastructure prior to removal. Quick improvements or ones implemented away from this should be tackled first for buy in, such as the pier.</p>	
<p>Hope it comes to fruition</p>	
<p>I see very little impact of any.</p>	<p>Noted</p>
<p>Any involvement is deeply needed and perhaps 20 years late</p>	
<p>I think it makes best use of the land without such impact. It's hardly an environmental success the way it looks now.</p>	<p>Noted</p>
<p>I support it, in particular the stadium</p>	
<p>Very feasible</p>	
<p>I think the positives far outweigh any negatives</p>	<p>Noted</p>
<p>It has to be environmentally good for Aberdeen or the plans have to be altered</p>	<p>Noted. The BDF aims to provide open/green space and enhance the environment/biodiversity</p>
<p>It looks good and I support the plans</p>	

I think future proofing the infrastructure for Electrical charge points, cycle paths and hydrogen points (very early stages but looks to be a contender in the coming decade) be crucial for the area to remain relevant.

Being an open area solar energy could also be utilised in building / civil design to maximise the potential.

But a more thoughtful approach on the cycle paths would help things greatly, facilitating a good connection with existing paths like the Deeside railway line at Duthie park and in bridge of don would ensure engagement for generations and would put Aberdeen on the map in terms of city development. Glasgow and Edinburgh and even Inverness don't have a beach area so Aberdeen should really lean into this is my gut feeling. People from well into Aberdeenshire still commute into the beach without the additional development. So transport links / bus, cycle would be key from an environmental perspective.

The project provides a platform to create new & innovative technologies and systems, to provide a net zero carbon, electricity, heating, and cooling solution to serve the load demands of the development. At this early stage options are ongoing with an appraisal to determine the best Energy Strategy for the proposed development. Collaboration will be possible with both Aberdeen Heat & Power and the Councils Green Hydrogen Joint Venture partner to fully explore and understand the feasibility of options. This appraisal would include all load profiling, sizing, location considerations, technical specifications, capital costs and running costs considerations.

Appendix D

Extracts from public feedback to Q2 “The Beach area still includes some temporary movement changes put in place to help people travel during the Covid-19 public health emergency. These measures are on Beach Boulevard (changes to car parking and introduction of cycle lane) and on the southern part of the Esplanade (introduction of one-way system for general traffic and bi-directional cycle lane). Do you have any thoughts on these measures, including whether they should be made permanent?”

Not be made permanent... the shopping area just behind the beach gets grid locked because of this and alot of the cyclist don't stay in their lane...they cycle on beach front around the walkers and on the road with the cars..
You need to put back 2 way traffic and cycle lane know one goes on this ???
Don't think they make any positive difference
We don't need a cycle lane. Plenty of room to cycle and there aren't cycle lanes to actually reach the beach so not safe to cycle to get to the beach. Car parking should be brought back for those that are not able to get to the beach otherwise
I like the bus lanes as long as there is also plenty of room for cars ... no need for a one way system , this just holds up traffic at the other end get rid of the bike lanes , waste of space and money .
Not required, it was better before when it was a two way system
The one way system at the beach front should be removed with car travel in both directions reinstated. The one way system is cause gridlock in the areas nearby, including the beach retail park.
The one way system on the beach front south end should be made permanent.
All removed and returned to original.
I don't mind the one way system however one of the draws to the beach is that there is plenty of parking, I think this is especially important for people coming from out of town. I am all for promoting public transport but I'm from Ellon and access is a lot easier to the beach with a car, especially if we take bikes to ride along the beach.
I think these measures should be made permanent.
I never felt they were fully necessary in the first place however it makes pedestrians feel less congested and cyclists safer then by all means make them a permanent feature. However, this cannot come at a cost to drivers. To encourage people to take their families from all over ample parking and good infrastructure need to be in place or its just going to deter people from coming.
I am very much for the introduction of cycle lanes and the removal of traffic. I for one would use this space a lot more often and take my family out for a cycle across the area and up to Bridge of Don. At the moment I would never do this as its far too dangerous to be done on the road as traffic can be busy and drivers don't take much care on that road in particular.
I think the one way restriction that was put in place on the southern part of the Esplanade should be lifted. This causes huge traffic congestion at weekends on Links Road with cars leaving the retail and entertainment parks. The southern part of the Esplande is never busy with cyclists or excessive pedestrians on what is an already wide pavement, to justify these restrictions still being in place. It makes it off-putting attending this area at the weekends with the family.
Remove them.
The Beachfront should become completely pedestrianised with free parking moved close by they should be removed as soon as possible, the one way system and barely used cycle lane causes chaos getting out of the retail park every weekend. I can count on one hand the amount of cyclists that use the cycle lane
No
No comment

The traffic flow through out the whole area requires to be looked at in depth. The whole esplanade in front of Codonas should be permanently pedestrianised
No
No pedestrian it
Yes, retain. However, need to solve the traffic congestion leaving the boulevard retail park
Where does one way system start/end?
One way system actually causes more pollution as cars get gridlocked. Bike lane pointless.
These measures were more of an hinderance than anything else. The areas where they were out in place already had ample room for people to walk / cycle even when the covid restrictions were in place. I work at Waterloo quay and having the beachfront down to a one way system has caused major congestion on the road along side Asda, congestion that would have been eased or remover completely with the reopening of the beachfront.
I like the one way systems
You should be able to drive, walk or cycle along the whole length of the beach, there is plenty of room for everyone so don't see need for restrictions for cars, the new plans should include some form of still be able to drive even if rerouted slightly. To divert drivers onto King Street seems rediculus to drive along the beach.
As above, I personally thought those cycle lanes were awful and a total waste of money. I cycle as well as run and walk. Although I didnt use those lanes as a cyclist, I drove past them, ran and walked past them. They should not be made permanent in my opinion. I like the way the traffic flows along the beach front and I like the way you can park at the Bridge of Don end. At the retail end it has changed which was strange the last time I was there but it did make sense one you got that it had changed. As it is all free parking it definitely encourages people there more so than heading into the city centre.
Na
They're should be better lanes for push bikes. The current road around the beach is dangerous as very wide, and only 2 lane carriageway. Plenty of room for a dedicated bike lane .
No they should not be made permanent
Do not make permanent
No
Everything should be revisited for betterment now the pandemic has largely subsided
Remove asap
Doesn't affect me either way .
Don't touch traffic in the city, you have already caused substantial damage
The one way system should be removed but cycle lanes encouraged.
No need for the stupidly large cycle lane we had previously. How anyone thought that would work I have no idea. Better to have 2 way flow in my opinion but the 1 way doesn't bother me. If the stadium is going there the road surface needs to be improved with 2 clear lanes each way marked with white lines. No one has a clue if its 1 or 2 at the moment.
Make permanent
Car parking shouldn't be allowed along the centre of beach boulevard at all - car parking should be available at either end but not directly infront of cafes etc.
No these should not be made permanent and should be removed at the earliest possible opportunity.
A cycle lane that is not required, with wide roads and wide pavements already existing all along the esplanade.
The current one way system is helpful (if that is what you mean by southern). Cycle lanes in general should be better throughout the city.

I don't think they should be made permanent as we want to attract people to the beach. Keep all parking as most people use this form of transport
Please do not make permanent. Free flowing traffic is better for the environment than those stuck in a traffic jam
A standalone cycle path the length of the beach and linking to other cycle paths is a necessity. It should really be possible to cycle there on paths from the park and rides and from the suburbs. You cannot ban cars, so roadways should be retained maybe with additional parking. Parking should remain free as the high cost of parking in city centre is a strong deterrent to ever. going there.
Cycle lane not necessary and poor use of space
Parking on the edges of the area One way system Pedestrian walkways
No opinion either Way.
Return to previous free movement for cars both ways. Don't mess up the beach frontages lik you've done to Union Street. Get local councilors and unelected officials off their backsides and travel to these areas to see the detrimental effects of their plans
Ridiculous in the first place.
I wouldn't mind if they're made permanent but I don't think they need to be
Whatever helps the beachfront businesses
Totally agree that cycles lanes are essential to city life
Make the one way permanent but also make the cycle lane one way.
Yes. Anything that encourages non-car use of the beach area should be encouraged.
Temporary cycle lanes are fine, but permanent lanes will allow for better separation with pedestrians and cars
Change it back to how they were
Kindly remove these provisions, they make the Beach front a disaster zone.
No remove them. They're ugly. Aberdeen beachfront needs more car parking spaces to encourage people to go down and visit the businesses that are brave enough to open down there. The council need to remove some of the licensees for burger vans also. There are too many now and must be having a financial affect of the locals cafes.
You need transport links to bring people to the area. This will include the car for some families. So while I hope the main area is fully pedestrianised, I hope that good parking facilities are available close by. I support the use of cycle lanes so that space is not mixed use where walkers young and old risk being struck by a cyclist.
These measures should be made permanent and the previously-removed measures permanently reinstated.
Active travel links need properly formalised with connecting infrastructure at junctions
One way system should be removed
Remove temporary measures. Still significant cars going to the Asda shopping development and it causes a bottle neck.
We drive to take a walk at the beach several times a week.
I think these should remain. On the esplanade, more should be done to make the bike lane permanent and separate it from the main carriageway
One way system is ridiculous
The measures were very poorly executed and they should be removed, future long term measures should be put in place but should not exclude car and parking otherwise this will limit who visits the beach area.
If they improve cycle and pedestrian access -yes.
WASTE OF TIME AND MONEY

The number of people in the city who thought it was a ridiculous idea. It was uncalled for, a waste of money.
NA
The COVID-19 restrictions put in place were never discussed with the public with that stupid cycle lanes put in place next to the curb with car doors opening onto it. So dangerous. My cyclists just continued to use the pavement anyway. As it was Central Government funded it should have been placed on the far side of the road beside the dunes with ALL cycling prohibited on the road and pavements. That could have remained after the Covid restrictions were lifted.
The remaining bike lane on the Beach Boulevard central outside the cafes and restaurants should have been lifted along with the other lanes. It is a complete nonsense leaving that in place. Take away NOW to let the traffic flow improve. Keeping it which is barely used results in traffic going via the Beach retail park road which is horrendous at the weekends. So much for trying to reduce pollution.
I think the promenade should be pedestrianised - far more appealing to visit.
My thoughts are with the people who wasted public funds to put all the measures in place. An investigation with people being held to account for wasting money without any public consultation. If we carry on like this all we are doing is encouraging bad decisions without repercussions. In any other job you would be sacked for wasting millions of pounds, why should civil servants be any different. The question is actually embarrassing, the fact that you can't bring yourselves to admit that mistakes were made is why your asking whether we would like your mistakes to be made permanent.
There is a nearby train line. Could this be used as a commuter train?
Scrap the unused cycle lane and restore the original measures to ease the flow of traffic and assist businesses in the beach area.
Pedestrianising the beach area should be a priority in any future developments
These measures, which front the cafes, work extremely well although cyclists seem to ignore the cycle lanes and prefer to travel on the upper or lower promenades. Keeping the single lane for drivers seems to be ideal and allows all the cafes seating outside.
As above. These changes, especially the one way system have caused more traffic & jams. As people looking for parking just go round again. In your plan it's going to be ALL pedestrianised! Discriminating the elderly & disabled who can't walk any great distance. Maybe make it emissions free. Using shuttle zero emission buses. With a cycle lane if necessary, I must say I hardly ever see anyone using the cycle lane!
Water sports participants require vehicle access along the entire seafront because the launch sites vary according to Wind direction and sea state.
In general, the published plans for the entire beachfront seem great, but let's not get bogged down with respect to cars. They should do what they are told and that should be the end of it. We don't need them near the revamped beachfront for that to flourish. KEEP THEM AWAY. You have been imaginative enough to find solutions to the beachfront, so you can surely find solutions for the disabled and other parties that don't end up like Union Street.
Cycle lanes to be permanent. I would stop cars all together in front of the restaurants and pedestrianise it.
Yes - keep the cycle lane. If you're investing in improving the cycle lanes from the city to the beach it makes sense to keep the cycle lanes across the beach too. I think the entire esplanade should have a bi-directional cycle lane set away from the road for people to cycle up/down the beach safely.
Remove them immediately. The area is often in gridlock when trying to return from the South end of the beach. There is plenty of cycle access in other parts of the city, and to put lanes outside of the beachfront shops is a disproportionate concession to cyclists - who remain in the minority.
The pop-up catering huts to the South of the promenade are a fantastic idea - as evidenced by how few parking spaces remain vacant through the day. This is fantastic during the week - but it's a nightmare to access at weekends - again because exit options are restricted and gridlock occurs because of the one-way system. SCRAP IT.
Make permanent.

An environment focused on people should make them healthier and happier.

Allowing cars means more air pollution, noise pollution and less room for wildlife.

People want a cleaner and greener environment. We don't want these plans.

Beach Boulevard should not be one way

The changes to the parking and one way system at the beachfront are diabolical as for cycle lanes - I have never seen any cyclists using them, they use the pavements and how many cyclists do you see cycling in the cold, wet, snowy weather - none, how many months of the year is it not viable to cycle. By the way, staying in the Bridge of Don and going to the beach regularly, we hardly see any cyclists on Ellon Road, King Street, the Beach Esplanade or the beachfront, in fact never see cyclists on these routes. You need to seriously reconsider access and parking for the disabled.

NO THE CHANGES SHOULD DEFINITELY NOT BE MADE PERMANENT.

The Beach front is the one area in Aberdeen where cycle lanes are not necessary but I feel it is time that the area in front of the cafes was made 2 way traffic again as the build of traffic from the shopping centre at the beach is horrific and causes huge traffic jams. Also there is only 6 disabled spaces which are very often occupied by non blue badge holders. Why is there never any wardens down there checking on these sort of things?

Shouldn't be permanent, it's bad enough trying to get around Aberdeen as it is

As for cycle lanes, which you hardly see used. I cannot see the point of them being made permanent, so definitely not for me, just give us back all our car parking spaces.

Open up for as much access as possible but encourage cycling etc

Free up traffic movement by opening esplanade traffic flow to two way traffic

I do not think there is a need for a cycle lane as the roads are broad and offer good visibility plus the esplanade (both levels) are used by cyclists. Cars should not be excluded in any area at the beach. If Beach B maintained the no parking it would not be a problem as, like I said previously, it is easy to park along the beach front. I do think the whole beach front should be a 20 zone though, not just part of it.

No should be removed immediately

Keep the cycle lanes but in balance with more car parking areas

No I don't think it should be a permanent fixture, people want to go to the beach to see the water and sand, and with it being a one way system it stops the flow of traffic, makes more cars park there, doesn't look as attractive-

Dreadful and this should be returned to normal asap

Stricter enforcement of cycle lane use would be welcome as cyclists persist in causing alarm (and possibly harm) to pedestrians on pavements.

Yes but maintaining or improving this shouldn't be a blocker to the planned development.