The Bon Accord Quarter
Aberdeen

Masterplan
Supplementary Planning Guidance
November 2006
The Bon Accord Quarter, Aberdeen
Masterplan
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SECTION SHOWING NEW ROUTE LINKING
MARISCHAL COLLEGE TO ST NICHOLAS KIRK
## Contents

<table>
<thead>
<tr>
<th></th>
<th>Introduction</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Introduction</td>
<td>2</td>
</tr>
<tr>
<td>2</td>
<td>Public Consultation</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>Emerging Planning Policy</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>Transport Analysis and Strategy</td>
<td>8</td>
</tr>
<tr>
<td>5</td>
<td>Public Realm Analysis and Strategy</td>
<td>12</td>
</tr>
<tr>
<td>6</td>
<td>The Neighbourhoods</td>
<td>16</td>
</tr>
<tr>
<td>7</td>
<td>Landscape &amp; Public Realm</td>
<td>24</td>
</tr>
<tr>
<td>8</td>
<td>Next Steps</td>
<td>28</td>
</tr>
</tbody>
</table>
Section One

Introduction

Land Securities and British Land, who have formed a joint venture under the name of The Scottish Retail Property Limited Partnership (SRPLP), in collaboration with Aberdeen City Council (ACC), have prepared a Masterplan for the Bon Accord Quarter in Aberdeen City Centre. The Masterplan relates to part of the retail core within the City Centre, and includes the Bon Accord and St Nicholas Shopping Centres, for which the SRPLP acts as landlord, and St Nicholas House, the current administrative headquarters of ACC.

ACC has approved the Bon Accord Quarter Masterplan as supplementary planning guidance. This means that the Masterplan will be a key consideration in judging future planning applications within the Bon Accord Quarter area. Whilst the Aberdeen City Local plan remains the dominant consideration in judging planning applications within this area, the Masterplan includes a series of key principles which are consistent with the Local Plan and other ACC approved guidance, including the Urban Realm Strategy. Further information will require to be provided as a necessary part of detailed planning applications relating to this Masterplan.

Fundamental principles of the Masterplan, including permeability, car parking, service access and pedestrianisation, shall be subject to further detailed review to support planning applications.

Background

The Masterplan has been prepared over a period of two years and has involved close collaboration between the SRPLP and Aberdeen City Council at both Officer and Member level. Two extensive consultation processes formed a key part of the Masterplan preparation, in Autumn 2005 and Summer 2006, and the responses to these consultation processes have informed the approved Masterplan. In particular key Masterplan proposals involving the creation of new public spaces in the form of three new hearts for the city, improving connectivity between Marischal College and St Nicholas Kirk and providing new development in support of the retail offer of the city centre were informed by the consultation process. Less popular proposals promoted in earlier drafts of the Masterplan have been removed or amended in response to feedback through the consultation process.

Proposals have also been subject to a Strategic Transport Appraisal covering the impact of the Masterplan on the City Centre. The results of this, the consultation process and key changes to the Masterplan are summarised in this document.

Context

Aberdeen is the third largest retail centre in Scotland, after Glasgow and Edinburgh (Experian, 2003). It dominates retailing in the North East of Scotland with over 80% of the top retailers represented. The catchment population is almost 400,000, with an annual spending power of approximately £1.8 billion. The ‘Promis’ retail rankings for 2003 show that Aberdeen fails to score highly in overall shopping provision. The Aberdeen and Aberdeenshire Retail Study, 2004 (AARS) identifies a shortage of high quality retail floorspace suited to modern retail requirements in accessible locations within the city centre. A major concern is supporting and improving the quality of retail provision within the city centre. The Council is already committed to the pedestrianisation of the central section of Union Street which will assist in unlocking economic development opportunities within the retail core of the City.

Preparation of the masterplan has involved ongoing and positive consultations with Aberdeen City Council over the redevelopment of St Nicholas House and the creation of a new civic square for Aberdeen including a workshop with Council members and officers to assist in defining the purpose and quality of future development on the site.

This is a development-led masterplan which seeks to enhance the city centre experience through improving quality and diversity. Improvements to the public realm are contingent upon being able to deliver these two key objectives.

Note: Illustrations and artists impressions within this document are intended to be studies of spaces and building massing. They are not intended to represent specific architectural proposals. Following the principles established in this Masterplan, there will be further design studies of architecture and urban spaces within the context of individual planning applications.
Aberdeen City
The Masterplan Boundary
Public Consultation

INTRODUCTION

ACC and SRPLP are committed to consultation with the public and all interested stakeholders to ensure the future success of the Masterplan and of Aberdeen City Centre as the economic and social hub of North Eastern Scotland.

In July 2005 the City Council Planning Committee authorised the SRPLP to embark upon a full public consultation exercise and requested that the masterplan team undertake a Strategic Transport Appraisal using the City Council’s traffic model in order to establish the likely impact of the proposals upon the traffic network of the city.

In February 2006 the City Council held a workshop together with members of the Design Team to generate ideas for the redevelopment of the St. Nicholas House site as a key element within the masterplan. Key outputs from that workshop with regard to land-use, massing, scale and public space have been incorporated into the masterplan.

Further to Planning Committee approval in June 2006, a second phase of public consultation was undertaken in July and August 2006, before the results were reported back to the Council in September 2006.

PUBLIC CONSULTATION PROCESS

The SRPLP working closely with Aberdeen City Council conducted the first 10 week public consultation on the Bon Accord Quarter Masterplan through the autumn of 2005. Over this consultation period the masterplan team distributed almost 100,000 newsletters, met with 31 stakeholder organisations and received 223 responses from the exhibition stand in the Bon Accord Centre.

In September 2005, a newsletter detailing plans for the Bon Accord Quarter development was circulated to 11,200 homes and businesses in and around the city centre with further copies sent to all 136 libraries and community centres in the city of Aberdeen and Aberdeenshire.

The newsletter was also made available from the Bon Accord Quarter website and a further 75,000 copies were circulated as an insert within the free weekly newspaper, the Aberdeen Citizen.

Following the distribution of the newsletter, the masterplan team conducted a programme of consultation meetings with local community groups, business forums and stakeholder groups to answer any questions stemming from the Bon Accord Quarter Masterplan. In addition, a manned exhibition stand was placed in the Bon Accord Centre which was visited by over 1,000 local citizens.

The feedback to the first phase of consultation was overwhelmingly positive with:

- 77% FULLY SUPPORTIVE
- 15% UNSUPPORTIVE
- 8% UNDECIDED

The series of stakeholder meetings provided valuable feedback with positive discussions being held with local environmental, heritage, transport and business organisations.

The consultation process has been a great success. The responses from local citizens and meetings with stakeholders have provided SRPLP with the impetus to amend and improve the vision for the regeneration of the Bon Accord Quarter.

PLANNING POLICY CONTEXT

Feedback from both consultations shows overwhelming support for the package of developments put forward by the SRPLP to regenerate this vital part of Aberdeen City Centre. People want to see the city re-established as the focus for a place in which to work, shop, live and play. The SRPLP and their advisors continue to seek appropriate changes to planning policy as set out in the following ‘Emerging Planning Policy’ Section, that will add further support for the Masterplan proposals and in time, secure the investment that Aberdeen’s residents want to see happen.

ARCHITECTURE & URBAN DESIGN

Specific feedback from the Public Consultation exercises highlighted a number of themes passed on to the design team by the City Council. These are listed below together with the responses that have been included in the masterplan.

- “New buildings must reflect Aberdeen style”

It has always been the intent of the masterplan that architecture should respond to the context of Aberdeen. Specific building design will follow on
from the masterplan and be subject to separate Planning Applications. However, as with the public realm, materials and forms will respond to the vernacular of the city and region whilst also being contemporary in style and layout. The interiors of the shopping centres will be refurbished over the course of implementation with materials drawn from the traditions and themes of the region.

“Spaces and squares must be appropriate to showcase their surroundings (Marischal College, Provost Skene’s House)”

We have drawn upon the traditional urban forms of Aberdeen, such as the market square of Castlegate and the Green and smaller quadrangle and courts of Marischal College and Robert Gordon’s College as precedents for the scale and quality of materials to define the new public spaces.

“A Strategic Transport Appraisal has been carried out by the SRPLP in close consultation with the City Council. This Appraisal is available for study at the offices of the City Council. As a result of this Appraisal and the commitment by the City Council to close the central section of Union Street to all traffic between Market Street and Bridge Street the masterplan proposals have been amended as follows:

- Proposals to pedestrianise Schoolhill and Upperkirkgate have been withdrawn and replaced with a proposal to allow public transport only with bus stops and taxi stand on the street providing for both shopping centres.
- Proposals to close the west service bay to the St Nicholas Centre and replace it with public steps rising up to the existing deck have been reviewed as a result of the Transport Appraisal. This indicated that withdrawing the service bay would leave inadequate service bay capacity for the St Nicholas Centre with no prospect of expansion of the service bay on Flourmill Lane.

The Appraisal concludes that the Masterplan proposals can be accommodated in relation to the impact on the City Centre with appropriate mitigation which is identified in the Strategic Transport Appraisal. Further detailed work is required once the proposals for the redevelopment of St Nicholas House are finalised. In any case further detailed Transport Appraisal will be required to support any future planning applications and this will take into account details relating to, for example, cycle provision and disabled issues.

“The general idea of the Masterplan is sound and could help to bring a high quality environment to the city centre of Aberdeen”

Stakeholder Feedback

“Assessment must be carried out and included in Masterplan”

Aberdeen Maritime Museum, Shiprow

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“In creating new public route connecting Marischal College with St Nicholas Kirk, the masterplan integrates the shopping centres more strongly with the public realm. In addition the new footbridge across Schoolhill enables easy accessibility between the upper levels of the city, from the new Civic Square to St Nicholas Centre and the Bon Accord Centre.

The scale of proposals is commensurate with a thriving modern city centre. There is demand from retailers and their customers for larger modern shop and urban environments with good transport connections and car parking. In all, proposals will increase the amount of retail space within the masterplan area from 55,740 sqm to 74,300 sqm, an increase of some 33%.

Building heights will respond to local context so that, for example on Upperkirkgate they do not exceed three stories. At other parts of the masterplan building heights will not exceed five or six storeys.

“The Masterplan needs to ensure that shopping centres integrate fully with their surroundings, that there is permeability within the city and that development is of an appropriate scale”

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Stakeholder Feedback
Emerging Planning Policy

National Strategic Planning Policy - in particular National Planning Policy Guidance 8: Town Centres and Retailing and its current draft revised version, Scottish Planning Policy 8: Town Centres - together with Local Planning Policy seeks to direct new shops and leisure uses to city and town centres in the first instance. These locations have the advantage of being at the heart of concentrations in population where people live, work, shop and undertake other recreational activity, as well as being served by good transport accessibility. The City of Aberdeen lies at the centre of these policy objectives but continues to suffer from a decline in fortunes that must be reversed if it is to re-establish itself as the regional centre serving the north east of Scotland. This Masterplan will contribute toward the catalyst for such change and deliver the investment which is now required.

Structure Plan
The Aberdeen and Aberdeenshire Structure Plan (2001) outlines the need to maintain and improve Aberdeen City Centre as a regional centre which will attract jobs, visitors, residents and investment.

This masterplan is designed to conform to the Structure Plan, emerging policy and relevant supplementary planning guidance. The SRPLP is committed to active involvement in achieving this ‘harmonisation’ through dialogue in existing forums and focus groups.

The ‘Key Diagram’ illustrates Aberdeen’s central position within the North East as the ‘regional transport node’. The achievement of a sustainable community in the North East is the underpinning vision of the Structure Plan. This means embracing the existing social and cultural identity of the area, improving economic competitiveness and delivering prosperity and a high quality of life for all within a secure and well-managed environment.

The Structure Plan recognises that market demand for further retail facilities, particularly in Aberdeen, remains strong. Policy 15: Retailing and Town Centres supports the use of the sequential test when selecting sites for retail use, which gives priority to sites within the City or town centres over sites located outwith the centre. In addition, proposals must demonstrate that there will be no detrimental impact on the vitality and viability of town centres, that there will be good access to the public transport network and consistency with other Structure Plan policies.

The redevelopment plans for Aberdeen city centre are just what the city needs. It would make the city more presentable, up-to-date and bring more people to the historic city

Public Feedback

Emerging Planning Policy
The Aberdeen City District-wide Local Plan was adopted in 1991. Green Spaces, New Places – the Finalised Aberdeen Local Plan (FALP) – was placed on deposit in 2004 and when adopted will replace the 1991 Local Plan. The FALP follows a model of a Green Space Network with new communities based around transport corridors or ‘development fingers,’ in conformity with the Structure Plan. The aims of the Plan are to enhance the attractiveness of Aberdeen City Centre, as well as to raise the regional significance of Aberdeen across the North East as a key retail destination. Policy 45 supports the city centre as the preferred location for major retail, and acknowledges retail as ‘the main economic generator within the City Centre’. Policy 46 defines a Central Shopping Zone as where ‘existing retail floor space will be protected to maintain a strong shopping frontage at street level throughout and to retain opportunities for retail uses to locate in the city centre on ground, basement and upper floors.’ Policy 47 says that major shopping developments in the city centre ‘contribute towards the vitality and viability of the area’.

The Central Shopping Zone (which includes the entire masterplan area), as identified on the proposals map, is recognised as the primary location for new retail and other related development in line with national planning policy guidance. Preparing and implementing a City Centre Strategy has also been accepted as a vital component in reversing the City’s fortunes. Amongst other initiatives this will include seeking to improve the quantity and quality of retail floor space within the city, a point recognised in the AARS.

Urban Realm Strategy
The Urban Realm Strategy (URS) was published in 2001 by the former Aberdeen City Centre Partnership, comprising ACC, Scottish Enterprise Grampian, Scottish Homes, Aberdeen City Centre Association and Aberdeen and Grampian Chamber of Commerce. It sets out a vision for transforming Aberdeen City Centre into a vibrant multi-use capital of the North East. The URS has been adopted as ACC policy and will lead city centre development. The URS describes the city centre as ‘dull, provincial and out of date’, with strategic aims to bring about change:

• Re-establish the city centre as the retail hub and shop window for the North East
• Increase the centre’s contribution to employment and wealth creation in the region
• Make the city centre a hotspot for creative and knowledge-based industries
• Promote diversity of uses and activities, 24 hours a day /7 days a week.
• Make the city centre an attractive, lively and safe environment for citizens and visitors

• Match and exceed international best practice in the development of urban form and the public realm
• Provide leadership and direction for investors and property developers.

The URS identifies five strategic objectives in the form of regeneration projects identified on the map on the opposite page. In addition there are two important thematic projects,

Thematic Projects
1. Collegiate Aberdeen – enhancing and linking the public spaces in the city centre.
2. Arts Strategy – establishing a strategy for the provision of public art installation and events.

Urban Realm Strategy – establishing a strategy for the provision of public art installation and events.

I think it will rejuvenate the city centre by mixing the old with the new without distracting from the charm of the granite in the centre

Public Feedback
Aberdeen Planning Policy Initiatives

Strategic Projects

1. Broad Street: the Civic Heart. Consolidating the civic uses around Broad Street. This has been incorporated into the Bon Accord Masterplan.
2. Castlegate and Castlehill. Promoting the revitalisation of Castlegate and the refurbishment of the Citadel and promoting a cultural quarter.
3. Denburn Valley. Maximising the potential of the gardens, improving access, promote activity.
4. Guild Street Linkages. Improving connections between the new station development, the harbour, Union Street and the civic core.
5. Union Street: Boulevard of the North. Upgrading the environmental and retail quality and redressing the movement along Union Street in favour of the pedestrian.

Other Policy Initiatives

6. Central Shopping Zone
8. Aberdeen Beach Masterplan
9. Aberdeen Planning Briefs

The Community Plan for Aberdeen (approved 2001)

The Community Plan tackles the issues of poverty, deprivation and social exclusion in Aberdeen and feeds into and influences the Local Plan. It was produced further to a consultation exercise ‘Imagine Aberdeen’ and sets out a framework to provide local authority service delivery in an integrated way. A culture of co-operation and partnership is a core feature of the Community Plan, with targets and Neighbourhood Action Plans prepared to ensure delivery. There are targets for Retail, Transportation and the City Centre contained within ‘aberdeenfutures’ such as by 2010, Aberdeen will be:

- an attractive, clean, healthy and safe place in which to live and work
- a city that is welcoming to business and values its business community
- a city with a strong, vibrant local democracy and sense of civic pride
- a forward looking city which values its heritage

and its internationally recognised institutions and services

- a city that values its identity

By 2010, Aberdeen will:

- Present a strong, positive image of itself both nationally and internationally

City Growth Fund

As part of the Scottish Executive’s City Growth Fund, announced in January 2003, Aberdeen secured £11.4 million for building a better city. Aberdeen recognises the need to improve its strategic role within the region, and has produced the ‘Energising Aberdeen’ document which contains a range of projects, linking in with the Urban Realm Strategy, which will use this funding.

Aberdeen and Aberdeenshire Retail Study (2004)

The Aberdeen and Aberdeenshire Retail Study (AARS) provides a qualitative and quantitative assessment of the performance of the retail offer within Aberdeen City Centre. It concludes that the city centre displays a mixed pattern of vitality and viability, listing strengths as high footfall through the principal shopping locations, strong turnover rates and a good mix of types of retail floor space. Key weaknesses identified are limited supply of floor space to meet retailers’ requirements, particularly good quality, modern and large floor plate retail units, above average vacancies of retail floor space, and modest demand by retailers for new floor space. The AARS identifies the SRPLP plans for the Bon Accord Quarter as a major catalyst to the improvement and strengthening of the retail offer in Aberdeen.

Section 3. Emerging Planning Policy
Section Four

Transport Analysis & Strategy

**Background**

Successful city centres create the right balance between the vehicle and the pedestrian. Efficient public transport and good cycle facilities can reduce the impact of the car upon the city centre whilst pedestrian routes should be safe and pleasant both day and night. In a multi-level city such as Aberdeen, accessibility for the elderly and disabled needs to be addressed whilst retaining essential historic urban characteristics such as steps and bridges. Accessibility and connectivity are vital to the health of Aberdeen, both within the city itself connecting the various districts and Neighbourhoods with each other and within the immediate region as the city centre serves its catchment population who need to be able to get into the city centre easily and efficiently. Off-street parking should be easily accessible and well signed with vehicle guidance signage directing car drivers to car parks with adequate capacity through out the day and week. All successful city centres must be well serviced for deliveries and for the maintenance of clean safe streets. However the main change to the masterplan proposals has been the integration of Aberdeen City Council’s proposals for the pedestrianisation of the central section of Union Street. This far-reaching scheme will see major changes to the operation of traffic in the city centre.

Further to the Strategic Transport Appraisal carried out as part of this masterplan there will be detailed transport assessments required for Individual Planning Applications that will emerge for specific projects within the masterplan area which will include detailed consideration of pedestrian, cyclist and disabled needs, public transport provision and servicing arrangements.

**Public Transport**

**Analysis**

Aberdeen has a popular cycle network which the masterplan would aim to build on as part of the development plans with the inclusion of cycle parking facilities and shared public transport traffic lanes to encourage the safe use of cycles within the city centre. As many city centre visitors tend to travel from outside the local catchment, public transport provides an alternative to the private car and the city centre location benefits from high accessibility.

Schoolhill and Upperkirkgate lie adjacent to and between the Bon Accord and St Nicholas Centres, and have several bus stops within easy walking distance to the centres. At the moment it is a relatively minor route served by only two bus services. Similarly, St Andrew Street and Loch Street lie to the north of Bon Accord Centre and have bus stops within easy walking distances which are served by three local bus services. Broad Street is a better served bus route with approximately nine bus services within easy walking distance. Union Street is served by almost all bus services which operate across the entire city area, including Park & Ride.

"Would want to see better cycle routes through the city centre. All bus & taxi access should include cycle access."

**Strategy**

Key changes to public transport are as a result of the pedestrianisation of the central section of Union Street which will see Schoolhill become one of the major bus corridors in the city centre. Bus passengers will effectively be dropped off in the centre of the masterplan area and shoppers will benefit from this enhanced accessibility. The masterplan promotes the successful delivery of public transport along the frontage of Schoolhill and Upperkirkgate.

As part of the proposals highlighted in the Urban Realm Strategy, there is an aspiration to close Broad Street to all traffic except for public transport, taxis and those requiring access. This removal of car traffic from the core of the city centre will further enhance the accessibility of the site for public transport users. Further traffic modelling will be required before determination of the extent of pedestrianisation can be made.

Possible extension of John Lewis or consideration of the service provision in the north east corner of the site might require the relocation of the bus stops. This is an aspiration of the masterplan and on-going discussions are being held with ACC as roads authority and public transport operators to identify the most appropriate place to re-locate these stops. However this will need to satisfactorily encompass all the other changes that are being proposed for public transport in the city centre.

**Public Feedback**

"Would want to see better cycle routes through the city centre. All bus & taxi access should include cycle access."

Supplementary Planning Guidance
I feel the plan portrays a fantastic vision for the future of Aberdeen. We need to move with the times.

Public Feedback

Analysis
The key contrast between day and night time pedestrian flows within the masterplan area relates to the closure of the shopping centres after shopping hours and the Kirkyard after dusk. Accessibility across the deck of the St Nicholas is maintained 24 hours although there is evidence that this is unpopular due to the relative isolation and design shortcomings leading to a sense of insecurity.

The Loch Street/ Harriet Street corridor is used throughout the day by those wishing to by-pass the shopping centres and during the evening when the centres are closed.

The pedestrian crossing over Schoolhill between the Bon Accord and St Nicholas centres is one of the busiest in the city centre, with the pedestrian crossing there being called continually throughout the day.

Strategy
The creation of the new retail heart within the Bon Accord Quarter includes for the closure of Loch Street to vehicular traffic. However daytime and night time pedestrian connectivity between Harriet Street and Loch Street will be maintained across the new space at an upper ground floor level, taking advantage of the natural topography of the city to separate the upper level east-west flow from the lower level north-south flow through the shopping centre which will continue to close at night time for the foreseeable future. At either end of this new east-west route there will be new urban lobbies to accommodate the change of level with steps, ramps and lifts for the disabled. A bridge will separate pedestrians from traffic at the entry from Harriet Street.

Cycle parking facilities would be incorporated into the re-design of George Street north of the new entrance to the shopping centre and into the new urban lobby at Loch Street.

Upon the successful implementation of the redevelopment of St Nicholas House, the new connection from Marischal College to St Nicholas Kirk will be a new east-west connection, again taking advantage of the natural topography to separate it from the north-south route through the St Nicholas Centre which will remain closed at night for the foreseeable future. The connection from St Nicholas Street to Schoolhill at upper ground level will be maintained and improved to increase the sense of security and connection to the churchyard daytime and night time.

The proposals for a bridge link at first floor level between the shopping centres will provide a safe and pleasant environment for shoppers walking between and will also complement the proposals to make Schoolhill one of the major bus corridors, by reducing one of the key areas of conflict that exist. This bridge will be light, transparent and draws from the tradition of the multi-level city in Aberdeen by reinforcing the upper level of the shopping centres. Schoolhill will have less traffic because of the Union Street pedestrianisation plan which removes private motor vehicles from the road whilst increasing the number of buses.
Section Four
Transport Analysis & Strategy

Vehicle Flow/Carparking

Analysis
The City Centre Monitoring Report 1999 shows that parking is perceived as a concern by visitors with 42% of respondents in the ‘poor’ or ‘very poor’ category. There are two car parks attached to the Bon Accord shopping centre, at Loch Street and Harriet Street, which are not only used by shoppers but also visitors from the wider area. Together these two car parks provide 1066 car parking spaces and are the most popular car parks in the city centre (ref ACC site survey). Between them these two car parks reach capacity on a typical Saturday afternoon, between 12.00 and 14.00.

There are an existing 25 ‘shopmobility’ spaces within St Nicholas House car park accessed off Flourmill Lane. There are also existing disabled car parking spaces within the shopping centre car parks and on street.

Since the publication of the original draft masterplan in summer 2005, the SRPLP have been working with ACC on a strategic appraisal of traffic in the city centre.

This appraisal has taken into account the Council’s commitment to the pedestrianisation of the central section of Union Street which will see traffic that currently travels east-west through the city being moved to corridors north and south of the main retail area. A programme of improvements has been identified as part of this scheme which includes bus priority measures in the core area surrounding the pedestrianised section of Union Street, including Schoolhill. Other traffic management and road infrastructure improvements included in this programme are currently being progressed by ACC on the City Centre road network to accommodate the traffic displaced by the pedestrianisation.

“Looks much more pedestrian friendly and will give greater visual impact to some of our more historic architecture. Just hope the reality will be as good as the artist’s impressions!!”

Public Feedback

Strategy
The masterplan provides for additional car parking spaces spread across three sites within the core development area. The numbers of car parking spaces required are commensurate with the development content of the masterplan and are required to support the development proposals, as included in the detailed City Centre Car Parking Review which forms an Appendix to the masterplan. Access to additional car parking on Harriet Street would remain as the existing access with one-way system feeding cars in from Schoolhill and exiting to the north along Crooked Lane. Access to the additional car parking spaces beneath the redeveloped St Nicholas House site would be from the south via Union Street, Broad Street and a new road connecting Broad Street with Flourmill Lane. This car park would continue as an enhanced ‘shopmobility’ facility.

It was not possible to assess the impact of the traffic generated by the masterplan proposals prior to the initial public consultation. Over that time and in particular over the last few months, the SRPLP and ACC have been working together on a strategic appraisal using a traffic model developed by the
Analysis
There are four major service yards serving the two shopping centres at Loch Street and Harriet Street for the Bon Accord Centre and St Nicholas Street and Flourmill Lane for the St Nicholas Centre. In addition there are service yards for Marks & Spencer off Flourmill Lane, for John Lewis off Loch Street and for shops on George Street off Crooked Lane. These service yards are accessible 24 hours per day. With the redevelopment of the Loch Street service yard to accommodate the new retail unit, MSU3 there is little capacity to reduce the area required for service yards further.

Servicing

Analysis
There are four major service yards serving the two shopping centres at Loch Street and Harriet Street for the Bon Accord Centre and St Nicholas Street and Flourmill Lane for the St Nicholas Centre. In addition there are service yards for Marks & Spencer off Flourmill Lane, for John Lewis off Loch Street and for shops on George Street off Crooked Lane. These service yards are accessible 24 hours per day. With the redevelopment of the Loch Street service yard to accommodate the new retail unit, MSU3 there is little capacity to reduce the area required for service yards further.

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Council. This appraisal has identified a range of improvements that can be made to the road network in order to accommodate the traffic generated by the proposals, with the added benefit that the measures complement and enhance those being proposed as part of the Union Street pedestrianisation scheme. In order to alleviate the congestion problems experienced along the two east-west corridors of A944 Hutcheon Street and Rosemount Place/ Maberly Street/ Spring Garden and A944 Hutcheon Street/ B906 Berryden Road the following is proposed:

- Signalising existing Mounthooly Roundabout to better regulate the flow of traffic.
- Provide 2 lanes able to turn from the A944 Hutcheon Street arm of Mounthooly Roundabout, to the A96 West North Street.

A Strategic Transport Appraisal has been prepared which forms an Appendix to this report. The masterplan team recognise that further detailed assessment may be required to support any future Planning Applications relating to the major projects outlined in the Masterplan.

Strategy
Following feedback from the transport appraisal it has been necessary to review original servicing strategy which included the removal of the service bay adjacent St Nicholas Kirk. Proposals therefore now include the retention of all four service bays to the two shopping centres on Gallowgate, Harriet Street, Flourmill Lane and St Nicholas Street, albeit with reconfiguration and improvement to the interface between the service bay and public realm with the use of quality durable materials such as stainless steel and local hardwoods. Existing conflicts between service access to the Harriet Street service bay and pedestrians moving along George Street and Loch Street will be removed with the closure of Loch Street to all traffic. Widening of Crooked Lane to accommodate two-way traffic into a new service access to the George Street development will give access to the retained Harriet Street service bay. Creation of the new pedestrian access at upper level along the line of Loch Street will also proved safe separation between service vehicles and pedestrians or cyclists using the new link bridge which again draws upon the tradition of the multi level city. South of this bridge the remainder of Crooked Lane and the whole of Harriet Street will remain one-way traffic only.

Access to the main St Nicholas service bay should be maintained via Flourmill Lane, albeit within restricted hours, in order to minimize the impact that this facility will have upon the redevelopment of St Nicholas House.

A strategic appraisal of the servicing arrangements has been prepared and is included as an Appendix to this report.
Section Five

Public Realm: Analysis

Context

Aberdeen is a city of unique qualities and it is the intention of the masterplan to preserve and draw upon these qualities within an improved city centre environment that enhances the shopping and leisure experience. Central to this ambition is an understanding of how the unique sense of place of Aberdeen is created and how the masterplan can build upon that in the future.

Development of the City Centre

The development of the city centre over the course of the past four centuries reflects the economic and cultural development of Aberdeen. In medieval times the city was focused around the castle and Castlegate as the main square and market place. The significant streets leading into the city were Gallowgate and Broad Street and Schoolhill. The development of Union Street and George Street in the 19th century opened up the city to the west and north and moved the heart of the centre away from Castlegate and on to Union Street. In the late 20th century George Street and St Nicholas Street saw the development of two shopping centres over the two streets, providing covered shopping environments.

Architecture & Landmarks

Aberdeen is a city of consistent high quality architecture with the use of granite creating a visually coherent and unified consistent townscape. The three-dimensional aspect of Aberdeen has developed through history, with changes in level evident in bridges and elevated streets. In addition, the distinctive typological patterns of the medieval Wynds and the Georgian and Victorian streets overlay each other, creating a unique contrast of grandeur and informality. A significant number of architectural landmarks contribute to the Aberdeen experience and help define the spaces and routes in the city centre. These include Marischal’s College, St Nicholas Kirk and The Town House. The masterplan lies largely outside the Union Street Conservation Area with the exclusion of Upperkirkgate and Schoolhill and Marischal College. There are two ‘A’ listed buildings within the masterplan area being Marischal College and Provost Skene’s House as well as several other ‘B’ and ‘C’ listed buildings on Schoolhill and Upper Upperkirkgate including the listed Robert Sivell murals in the former Student’s Union.

Green & Public Spaces

The most significant public space in the city centre is Castlegate, although it is located away from the main commercial activities of Aberdeen at the eastern end of Union Street.

The city centre has two significant green spaces. Union Terrace lies on the side of the valley which is crossed by Union Street and is in contrast to the quality and orientation of Union Street. The churchyard of St Nicholas Kirk is more intensively used because of its location, despite the overcrowded nature of the space. In addition there are smaller landscaped areas in front of Provost Skene’s House and on the deck of the St Nicholas Centre. However this latter space is of poor quality due to the number of changes of level and overall design.
Neighbourhoods

The masterplan defines three distinct areas or ‘Neighbourhoods’. These are the Bon Accord Neighbourhood which is primarily the retail core of the masterplan, the St Nicholas Neighbourhood which is distinctive as the green oasis in the city centre and the Marischal Neighbourhood which primarily has a civic function. They are defined in terms of land use, cultural functions, historic buildings and other landmarks. In this way, each Neighbourhood builds up a unique identity and function, enriching the experience of the city and encouraging people to visit and return. These Neighbourhoods draw from the existing natural identity of this part of Aberdeen but need to be reinforced with public realm, amenities and better connections to ensure that they fulfil their proper and individual functions within the city.
Section Five
Public Realm: Strategy

Overview
Following on from the strategy to give clear functional purpose and physical boundaries to each of the Neighbourhoods the strategy identifies a family of urban typologies to be applied to the Neighbourhoods identifying places of focus at the centre of each, the places of transition within the city marking the passage from one Neighbourhood to another and the places of repose and rest where people can escape from the hustle and bustle of the city. Also key to reinforcing the identity of each Neighbourhood that draws from the existing city will be the landmarks by which people orientate and understand the city.

Key Strategy

Hearts
At the centre of each Neighbourhood there should be a public space for the purpose of gathering and activity. These spaces should respond to the unique conditions of each Neighbourhood but should be consistent in their quality of design, materials, services and facilities. In this way the ‘Hearts’ will become part of the way in which people find their way around the city, reinforcing the rhythm of the city and the sense of place.
There will be three new Hearts: the ‘Retail Heart’ within the Bon Accord & John Lewis Neighbourhood, the ‘Green Heart’ within the St Nicholas Neighbourhood and the ‘Civic Heart’ within Marischal Neighbourhood. Each of the Hearts will have activities and performance, well defined seating areas, way-finding elements, individual character, retail kiosks and catering.

Thresholds 🚷
Moving through the city it is useful for visitors and residents to understand passage from one Neighbourhood to another. Thresholds may be subtle rather than overt but are necessary to emphasise the rhythm of the city as a whole and form part of the existing urban character of the city. Thresholds should be located at significant intersections along the streets, enhancing connectivity to adjacent areas and improving the sense of permeability to the masterplan area. In Aberdeen these ‘Thresholds’ typically involve a change of level with steps and ramps or an archway, differentiating one space from another.

Oases
Workers, visitors and residents need to escape the intensity of a successful and thriving city centre while the shopper can benefit from spaces to relax away from the flow. These spaces are called ‘oases’ and typically incorporate both soft and hard landscaping. Oases are a potential location for seating, and public art.

Memory
The definition of Neighbourhoods must draw from the historical and cultural as well as present and future commercial activities. Landmark buildings help define the identity of the Neighbourhood and assist in orientating visitors as the pass through the city. These landmark buildings and spaces may be historic, associated with the deeper history of the city such as the St Nicholas Kirk and churchyard, or commercial and integral to the economic vitality of Aberdeen, such as John Lewis and Marks & Spencer.
Refer to the Transport Section on pages 8-11 inclusive for clarification of pedestrian routes, public transport routes and vehicular routes.
Section Six

The Neighbourhoods

Bon Accord John Lewis: The Retail Heart

Implementation of the masterplan will clearly define three different Neighbourhoods using the existing city structure, landmarks and monuments to give an identity. It will introduce three new Hearts, each with its own function and identity, and provide clear Thresholds between the neighbourhoods and offer accessibility to existing Oases. Connectivity and permeability will be improved as new routes open up the city centre.

Bon Accord/John Lewis is the key shopping and parking neighbourhood within the masterplan area. The components which lend identity to the Neighbourhood are commercial, urban and historic.

Historic/Cultural Components:
1. The rich 18th and 19th century architectural heritage of Schoolhill and Upperkirkgate noted in the Analysis section.
2. The listed former Student Union, including Robert Sivell murals which are to be retained in any new use, such as restaurant or café.

Urban Components:
3. The new retail Heart at the junction of Loch Street and George Street.
4. The Threshold at the junction with St Andrews Street – this moves the existing threshold between John Lewis and the Bon Accord to the north where it responds better to the urban pattern.
5. The Threshold at the entrance from Schoolhill and Upperkirkgate – this will take the form of a bridge linking the upper levels of the Bon Accord with the St Nicholas Centre.
6. The improved environment of the pedestrianised George Street.
7. New urban court at junction of Harriet Street and pedestrian route.
8. Improvements to the surface treatment and lighting to Harriet Street.
9. New urban court at junction of Loch Street and pedestrian route.

Commercial Components:
10. John Lewis – the premier department Store in the city and a major attraction to visitors to the City from the region.
11. The Bon Accord Centre - the most successful shopping centre in the city in the city that has been operating for some 15 years needs to move with the times to provide new space for modern retail requirements.
12. A new major space user within Bon Accord (MSU3) was granted Planning Permission in February 2006 for 50,000 sq ft of retail space and 304 additional car parking spaces.
Public Realm

This Neighbourhood will be extended to provide quality shopping on George Street to complement John Lewis. The upper ground level will feature high frontage units to allow retail brands visual communication with the lower ground level and encourage movement between the two city levels. The Heart will be covered by a glazed roof but will retain the atmosphere of an external environment. This can be achieved by the use of quality materials typical of Aberdeen and the provision of natural ventilation to retain the atmosphere of an external environment. Building heights for the new development of retail and car parking above will not exceed the existing height of the Bon Accord Centre.

The public realm should feature contemporary landscape materials which create a subtle character shift away from the historic fabric, towards a modern public realm with the use of natural local materials.

Public transport stops should be moved or consolidated in St Andrews Street and on to Schoolhill/Upperkirkgate at the Thresholds into the Neighbourhood. Similarly taxi ranks should be consolidated at the Thresholds to the Neighbourhood for the convenience of users and ease of wayfinding. Service access to the new George Street shops and Harriet Street service bay will be provided via widened Crooked Lane whilst there is also an aspiration to relocate the service bay for John Lewis on to Loch Street away from the new pedestrianised entrance to the retail Heart, subject to a detailed transport study.
Section Six

The Neighbourhoods

St.Nicholas : The Green Heart

The St Nicholas Neighbourhood will perform the enhanced function of an Oasis within the city, particularly at upper level where people can be separated from the busy north-south flow through the St Nicholas Centre. It is a place to meet for a bite to eat or cup of coffee, taking advantage of the presence of the Kirk and Kirkyard as a beautiful and spiritual amenity for shoppers and workers.

As with the Bon Accord Neighbourhood the key components which give identity and purpose to the St Nicholas Neighbourhood are retail, urban and historic.

Historic/Cultural Components:
1. St Nicholas Kirk and Kirkyard – the magnificent two churches, the west church designed by James Gibb in the 18th Century, united under the spire and set within the historic graveyard where many of the City’s notable citizens are buried.

Urban Components:
2. The new Green Heart at deck level overlooking the Kirkyard that will become the place to meet and spend time above and away from the bustle of the street.
3. The Threshold at the junction with Union Street where wayfinding in the form of public art and information can assist in orientating visitors within the city centre.

4. The pedestrianised area of St Nicholas Street which can be upgraded and activated by the use of kiosks placed to the side of the main pedestrian flows
5. The Threshold at the entrance from Schoolhill and Upperkirkgate - this will take the form of a bridge linking the upper levels of the Bon Accord with the St Nicholas Centre
6. The external connection between Correction Wynd and Schoolhill along the top of the Kirkyard wall
7. The new connection to Marischal College and the proposed Civic Square

Commercial Components
8. Marks and Spencer – along with John Lewis a major retail destination for the city and the region
9. The St Nicholas Centre - a busy retail thoroughfare at lower level that will be opened up to a new ‘winter garden’ above allowing light to penetrate below and visual connections between the upper and lower levels of the city.

Public Realm
The Kirk dominates the identity of the Neighbourhood. As with the Bon Accord, this is a two level shopping centre that will link into the Bon Accord Centre at upper level through a bridge link. The height of the bridge link will allow public transport access along Schoolhill. The amenity of the Neighbourhood will be improved however by the removal of general traffic from Schoolhill and Upperkirkgate.
The new ‘Winter Garden’ will overlook the Kirk and churchyard providing a ‘Green Heart’ to the St. Nicholas Neighbourhood.

The new development can improve the setting of St. Nicholas Kirk on St. Nicholas Street.

The ground floor of the St Nicholas Centre will continue to function as a route connecting Union Street with the Bon Accord and the car parks. The upper level offers the opportunity to transform the character and experience of the Centre by creating a winter garden for food & beverage encouraging people to enter and linger within an environment overlooking the churchyard. It will be a busy destination featuring dining and contemporary living - an informal area with both day and evening uses.

As with the Retail Heart there will be an indoor/outdoor quality to this space, giving the opportunity to open up to the terrace and view over the Kirk and Kirkyard. There is also a potential connection to the east linking the new civic square of the Marischal Neighbourhood with St Nicholas Kirk. Food and beverage provision should be restaurants and cafes with seating within the Winter Garden rather than a food court. Space should open up to the mall below to relieve the cramped proportions of the lower mall and allow daylight in. Overall building heights will not exceed existing. The winter garden will be set back from the Kirkyard wall. Together with the use of lightweight structure and glass these measures will minimize the impact of the new structure upon the Kirkyard.

There should be more emphasis on traditional landscape materials without indulging in historical reproductions. Where authentic historic materials or items of street furniture can be re-utilised then this might be appropriate, for example along the raised footpath overlooking the church. Landscape should also be used to blur the distinction between inside and outside, to reinforce the concept of the Winter Garden and to add to the sense of verticality through the levels.
Section Six

The Neighbourhoods

Marischal: Civic Heart

The Marischal Neighbourhood is the focus for civic events within the city. With Aberdeen City Council relocating into Marischal College there is the opportunity to create a civic space: this should become a ‘what’s on’ space surrounded with restaurants, cafés and leisure retail, with the potential for a four-star city centre hotel. It is also the Neighbourhood most appropriate for genuine mixed-use with residential and office uses at upper levels.

The key components which might give identity and purpose to the Neighbourhood are commercial, urban and historic and cultural.

Historic/Cultural Components:
1. Marischal College and Greyfriar’s Church – the magnificent gothic granite masterpiece designed by Alexander Marshall Mackenzie at the end of the 19th Century
2. Provost Skene’s House – dating from the 16th century and once the home of the former Lord Provost Sir George Skene.
3. The Arts Centre (formerly The North Church) – a beautiful Georgian granite church building
4. The Town House being the seat of local government
5. The Lemon Tree Theatre – a lively and informal venue for smaller scale theatre and entertainment
6. In addition there is the potential to provide a small arts venue incorporating and expanding the functions of Provost Skene’s House with exhibition facilities subject to the determination of the city council

Urban Components:
7. The new Civic Square to provide a proper setting for Marischal College and be the centre for civic activities
8. The Quadrangle of Marischal College
9. New court to the north side of Provost Skene’s House
10. Redefined court to the south side drawing upon the tradition of such spaces in the Aberdeen townscape
11. New daytime/night time route between Marischal College and St Nicholas Kirk

Commercial Components:
12. New restaurants, cafés and retail at the ground floor on to the new Civic Square, lining the new route to St Nicholas Kirk and facing on to Upperkirkgate
13. A possible new City Centre Hotel on the site of St Nicholas House with public and restaurant functions at ground floor overlooking Provost Skene’s House
14. Mixed-use development with offices and residential above the square bringing vitality to the city centre
Public Realm

With such a wealth of historic landmarks and cultural buildings, the Marischal Neighbourhood has the potential to become the pre-eminent quarter for mixed-use urban life.

The workshop held by the City Council with elected members, officers representing Planning, Traffic and Property and Technical Services Departments and nominees from the masterplanning team in February identified a number of issues to be included in the masterplan.

As a consequence of this input the following measures have been taken to revise the masterplan proposals.

The Civic Square is a similar width to Castlegate and slightly longer in response to the need to provide a setting to Marischal’s College. Activities around the square will create the kind of lively atmosphere at day time and night time that the council wishes for the space. The desired pedestrianisation of the square may well be compromised by the need to maintain a public transport route linking Union Street with Gallowgate. However, all other private motor vehicles should be excluded.

Uses around the square will include retail, restaurants, offices, residential, hotel, cultural and civic creating a genuine, economically sustainable mixed-use Neighbourhood within the city centre.
Section Six

The Neighbourhoods

Marischal: Civic Heart

The masterplan will provide an improved setting for Provost Skene’s House. Historically the house was tightly enclosed within the dense medieval townscape. With the redevelopment of St Nicholas House in the late 1960’s this setting was lost. The objective of the masterplan is to create a smaller scale court to the main front, similar in plan to the existing garden. This court will be surrounded by 4-5 storey buildings, possibly including a hotel, with a smaller scale 2 storey building screening the loading bay and customer pick up to Marks & Spencer from the court. The rear of Provost Skenes House was, at one time a solid wall with other buildings built up against it. The workshop called for Provost Skene’s house to be linked with a possible Arts Venue or Visual Arts Centre. This could be achieved by creating a modern glazed structure or atrium to house this additional use or to provide a physical link to other spaces within the masterplan.

Building heights should be no more than five storeys on to the square to match the overall height of Marischal’s College. There is the possibility that this might increase to six or seven storeys away from the square in the location of the proposed hotel which is the site of the existing 14 storey St Nicholas House. The south side of the square should be broken into three or four urban blocks with clear gaps between for sunlight to penetrate the space. Elsewhere, buildings to Upperkirkgate should respond to the lower scale and general informality of the medieval and Georgian townscape and not exceed 3 storeys.

The planning of the new urban blocks together with the formal gesture of the route connecting Marischal’s College with St Nicholas Kirk, via a bridge over Flourmill Lane will ensure permeability throughout the site and into the surrounding city. The route to St Nicholas Kirk will have to pass over the existing service bay and creation of the bridge will have the benefit of separating pedestrians from service delivery vehicles as well as masking an unsightly although necessary function.

There is also the potential to provide lower level car parking over one or two levels to support the proposed development content. This car park will be accessed off Flourmill Lane from Broad Street via a new linking road.
St. Nicholas House Redevelopment Workshop

The purpose of the City Council workshop was to discuss the issues surrounding the replacement of St Nicholas House and the masterplan proposal to include a new Civic Square. Specifically the workshop was to address the question of scale of development, the mix of uses envisaged, the scale of public spaces and the connections to other parts of the masterplan and surrounding city, accessibility and the setting of Provost Skene’s House.

The Workshop organised three teams each issued with the same brief and charged with developing ideas that would begin to address these issues. Using modelling materials and photographs each team generated models of the proposed new development which then went forward to inform the review of the masterplan in this area. Photographs of each of the workshop teams indicate the kind of scale thought to be most appropriate which the masterplan has responded to in massing sketch on the opposite page.

Archive plans and photographs of Provost Skene’s House showing how it was originally situated within a dense medieval urban fabric.
Section Seven

Landscape & Public Realm

<table>
<thead>
<tr>
<th>Consistency and Amenity</th>
<th>Public Art</th>
<th>Materials</th>
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<tbody>
<tr>
<td>The strategy of Neighbourhoods, each with a unique central public space or Heart with clearly defined routes and Thresholds creates a logical structure for landscaping, public art, way-finding and street furniture and a consistent environment throughout the area of the masterplan.</td>
<td>Public Art will contribute to the amenity of public space as well as to wayfinding through a city centre by creating memorable events and places. Art should draw upon the essential functions of the Neighbourhoods and spaces within the masterplan and reinforce the identity through concept and theme.</td>
<td>The Urban Realm Strategy published by the City Council in 2001 calls for high quality natural materials typical to Aberdeen and the region to help reinforce the identity of Aberdeen. There are fine examples of the application of this strategy on Shiprow, the Green and in the Belmont Street area. The masterplan would continue the application of this approach with small scale paving and setts used to define pedestrian crossings and small courts and spaces and larger paving slabs for pavements and squares. Large areas such as the new Civic Square will require a specific approach due to the scale and purpose of the space.</td>
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</table>

Materials for public realm should be of the highest possible standard and should draw from the traditions of Aberdeen and the region both in terms of source and application. There follows a summary of each of the initiatives within the masterplan together with a summary of the kind of materials, street furniture and public art that will create consistency throughout the area whilst also reinforcing distinct identities and amenity of the three Neighbourhoods.

<table>
<thead>
<tr>
<th>Wayfinding &amp; Signage</th>
<th>Street Furniture</th>
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<tbody>
<tr>
<td>Wayfinding must be consistent throughout the masterplan area to provide a simple and clear system for people to understand. Materials should be of high quality and easily maintained whilst contributing to the particular sense of place. The illustrations indicate modern simple designs with clear signage. Wayfinding will be placed throughout the masterplan area at key intersections. Thresholds should be provided with information about the Neighbourhoods to either side and Hearts will be provided with information about places and events within each Neighbourhood.</td>
<td>Street lighting and furniture, like wayfinding, must be consistent, simple, high quality and easily understood throughout the area and co-ordinated with the City Council. Elements should be robust to ensure that they contribute to the overall impression of a sustainable modern and thriving city centre. The choice of seating might vary but only in specific spaces such as the Hearts and Oases where they can contribute to a specific sense of place.</td>
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Thresholds are key locations for wayfinding signage.
Bon Accord Neighbourhood

“The Retail Heart”

Public realm initiatives in the new Retail Heart:

• A new covered square or Heart
• A pedestrian link at upper level between Loch Street and Crooked lane
• Spaces at either end of this link to accommodate ramps and landscaping
• Improvement of the lighting and street surface within Harriet Street.

Public realm and transport initiatives in George Street:

• Way-finding, graphics and street furniture at the junction with St Andrews Street to establish the northern threshold to the Bon Accord Neighbourhood
• The rationalisation or consolidation of bus stops and taxi stands at St Andrews Street, the entrance to the Bon Accord Neighbourhood

St. Nicholas Neighbourhood

“The Green Heart”

Public realm initiatives in the Green Heart:

• An oasis overlooking the Kirkyard
• Replacement of the pedestrian link at deck level between St Nicholas Street and Schoolhill, with a new link overlooking the churchyard
• Inclusion of measures to ensure accessibility to the upper level
• Connection at upper level to the new Civic Square, subject to appropriate development.

On St Nicholas Street, between Union Street and the St Nicholas Centre:

• Establishing the southern threshold to the St Nicholas Neighbourhood at the junction with Union Street by the use of wayfinding, graphics and street furniture

Marischal Neighbourhood

“The Civic Heart”

The Civic Square and redevelopment of St Nicholas House will include public realm and transport initiatives:

• A new square, surrounded by cafés, restaurants and the hotel, with quality residential to one side and the Council offices to the other
• Reconfiguration of the court to the south side of Provost Skene’s House to screen the view of the service yard on Flourmill Lane
• A new court to the north side of Provost Skene’s House with connections to the main square to the east and to the St Nicholas Winter Garden to the west
• If it is necessary to allow buses to cross the square, bus stops should be at the thresholds to the square or neighbourhood and not in the centre where they can interfere with the flexible operation of events
• A taxi stand on the edge of the square

“An excellent idea which should definitely be engaged”

Public Feedback
Artist’s impression of the Bon Accord Quarter Masterplan, Aberdeen
Next Steps

Consultation Process

The SRPLP, while a key investment partner and landlord in the Bon Accord Quarter, is not in a position to deliver the Masterplan proposals in isolation. The Masterplan is intended to provide a realistic and economically viable framework for major investment in the City Centre core, maintaining and enhancing its status as the regional centre for the North East. The ACC approval of the Masterplan as supplementary planning guidance demonstrates the Council’s willingness to commit to the principle of the Masterplan proposals.

On this basis future planning applications within the Bon Accord Quarter will be judged against the Masterplan.

Fundamental principles of the Masterplan, including permeability, car parking, service access and pedestrianisation shall be the subject of further detailed review at planning application stage.

At this stage it is anticipated that the first planning application submission will comprise detailed proposals for George Street and outline proposals for the St Nicholas Centre. Works will be phased over a number of years and the delivery of the totality of the proposals is dependent upon the continued co-operation and partnership between not only the SRPLP and ACC but also the wider Bon Accord Quarter community.

Further Information

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Strategic Leadership
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St Nicholas House
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Email: citydev@aberdeencity.gov.uk

Phasing Timeline 2005 - 2010

Existing : 2005 - 2006
Existing plan of the Bon Accord Quarter.

Phase 1: 2007 - 2009
Development of the new ‘Retail Heart’, closure of Loch Street, to traffic and additional car parking to the Bon Accord Centre.
### Design Team

This masterplan has been commissioned by Land Securities and British Land in consultation with Aberdeen City Council.

<table>
<thead>
<tr>
<th>Role</th>
<th>Company</th>
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<tbody>
<tr>
<td>Masterplanners and Architects</td>
<td>HOK</td>
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<td>GVA Grimley</td>
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<td>Faber Maunsell</td>
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<td>Gardener &amp; Theobald</td>
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<td>Public Relations</td>
<td>Weber Shandwick</td>
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### Phase 2: 2008 - 2010

The transformation of the St.Nicholas Centre into a new ‘Green Heart’ for Aberdeen.

### Phase 3: 2010 onwards

The redevelopment of St.Nicholas House with a new Civic Square and connection to St.Nicholas Kirk.

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Section 8. Next Steps 29