

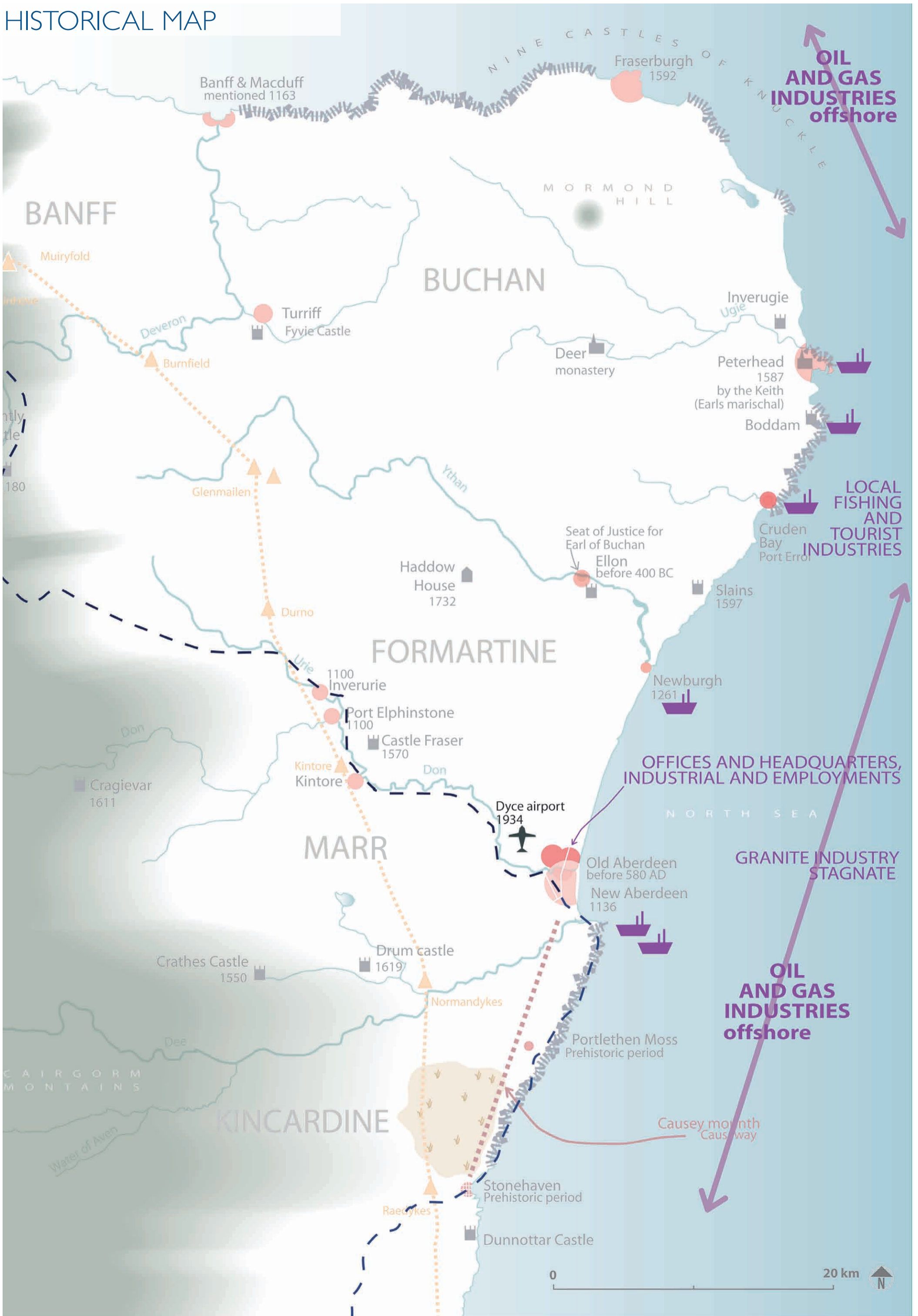
APPENDICES

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APPENDIX 2 – Engagement Summary

APPENDIX 3 – List of Stakeholders

HISTORICAL MAP



APPENDIX I

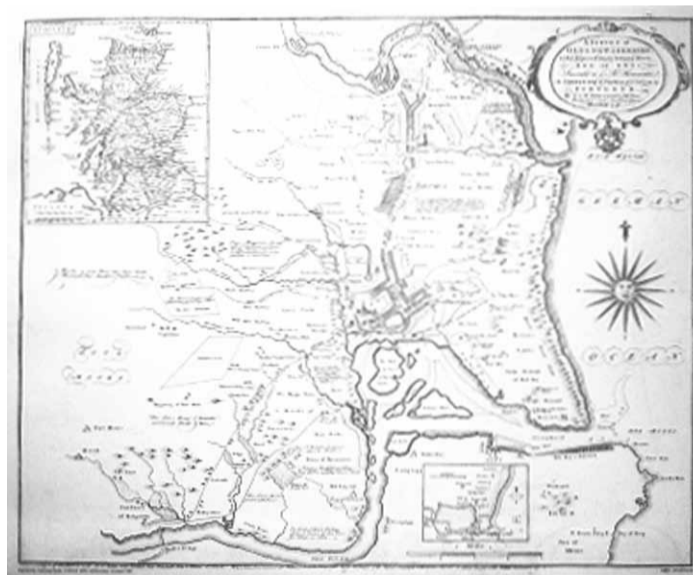
Understanding the Study Area

Historical Analysis

Originally formed as two separate settlements, Aberdeen literally means “at the confluence of the Dee and the Don”. Over 8000 years ago, prehistoric villages emerged around the mouths of the River Dee and Don. The charter of Robert the Bruce in the 14th century transformed Aberdeen into a property owning and financially independent community. In 1495 the University of Aberdeen was founded establishing Aberdeen as the education centre of the North East. In 1336 King Edward III of England burned Aberdeen and although the city was quickly rebuilt, there was an outbreak of the plague, which killed a quarter of the population. Outbreaks of plague and typhoid coupled with frequent raids threatened Aberdeen throughout the 15th, 16th, and 17th centuries. Consequently, throughout much of this time Aberdeen was fortified.

In the 18th century, Aberdeen finally stabilised and hospitals, schools and new streets were built throughout Aberdeen. Additionally, industries such as the whaling, linen and the paper industry were thriving. Aberdeen’s reputation as a major trading town was cemented with the construction of new docks, piers and harbours. In the 19th century there was a decline in the whaling industry. However, the more profitable granite industry emerged as a suitable replacement. The granite was exported to America and a by-product of this was a booming shipbuilding industry. The remnants of the granite industry are reflected in the city’s buildings, earning Aberdeen the nickname of the “Granite City”. The decline of traditional industries coincided with the discovery of oil in the 1970’s. This resulted in an economic boom in the city and shire over the last 30 years. High technology developments, research in agriculture and fishing and the oil industry are now the major components of Aberdeen’s economy.

Historically, the sea and coast have been vital to the economic prosperity of Aberdeen City and Shire. The rise of the fishing and farming industries accelerated development north of Aberdeen. Ellon’s lengthy history is attributed to the fact that it was the only settlement north of Aberdeen suitable for fording the Ythan Estuary. The construction of ‘Auld Brig’ in 1793, which spanned the Ythan River, facilitated Ellon’s growth and prominence as a market town. Ellon’s position as an agricultural centre continued into the 1960’s and 1970’s. However the closure of the mart and the mechanisation of farming resulted in an economic decline. Fortunately, this coincided with the emergence of the oil and gas industry, which has resulted in Ellon’s transformation from a traditional market town to a commuter town for Aberdeen.



The old and new towns of Aberdeen, 1746.



Slains Castle, Cruden Bay



Proposed Aberdeen City Council HQ, dated 1891



Shipbuilding at the North Sea, 1900's

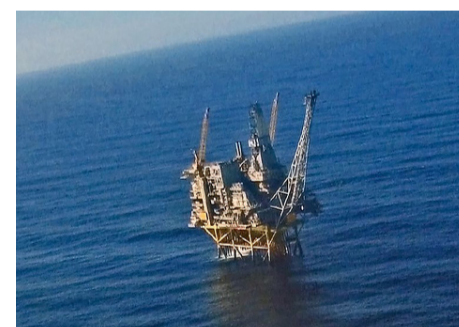
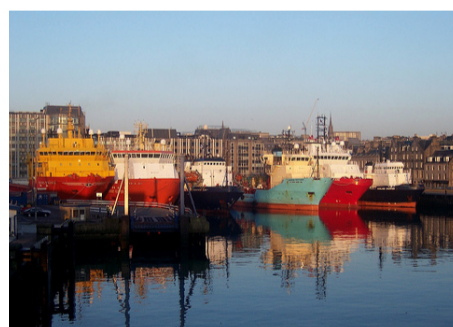
Ellon forged strong links with neighbouring settlements particularly Newburgh and Cruden Bay. Newburgh served as the main seaport for the town of Ellon and its history dates back to 1261 when a town charter established a settlement. Salmon fishing in the small port accelerated the growth of the village. Throughout the mid 19th century, a large volume of boats and barges called at the newly built quay in Newburgh. Newburgh remained a relatively active port until the mid 20th century when the port stagnated. However, the discovery of oil and gas positioned Newburgh, an attractive area within commuting distance of Peterhead and Aberdeen, as a desirable place to live.

In addition to Newburgh, Ellon established links with Cruden Bay. The Ellon – Boddam railway line brought brief prosperity to Cruden Bay. A luxurious hotel was built to complement the railway line. However, the success of these ventures was short lived – the railway line closed in 1932 and the hotel followed seven years later. During the Second World War, the hotel was used as a military hospital and subsequently demolished. A period of instability followed the war and the population of Cruden Bay fell steadily throughout the 1950's, and 1960's. The discovery of oil in the 1970's facilitated the economic revival of Cruden Bay - its attractive setting between Peterhead and Aberdeen positioning it as an attractive place to live.

In 1587, George Keith, the 5th Earl Marischal and his brother founded Peterhead. In 1587 James VI granted the town Royal Burgh status and the first harbour was built shortly afterwards. Peterhead has always had a strong link with the sea and the fishing industry has played a key role in Peterhead's economy. In the 19th century, the herring industry replaced the short-lived whaling industry that had brought great wealth to the town. The construction of extensive harbours during the 19th century encouraged the growth of the herring industry. However, after WWI the stocks of herring depleted and there was a progressive change from herring to white fish. Peterhead is now the busiest demersal fish port in Europe and the harbour has been developed to cater for the North Sea oil industry.

In the 18th and 19th centuries, the economy of Peterhead was chiefly concerned with the trade of granite, which is reflected in the buildings throughout the area. The last convict prison built in the UK is located in Peterhead, as is the world's 18th oldest golf course. Boddam, linked to Peterhead by a coastal footpath, can also boast strong links with the sea. The fishing industry was an important part of Boddam's economy; however, it could not compete with Peterhead, which benefited from the deep-water harbour.

The discovery of oil and gas in the 1970's reiterated the reliance of Aberdeen City and Shire on the coast for economic prosperity. Additionally, the diversification of the energy industry into renewables could potentially utilise the sea as a source of renewable energies. Peterhead harbour will act as a strategic location for supporting offshore energy projects, fulfilling a similar role to that played in oil and gas where it supported many new field and pipeline developments.



Fishing, trading and oil industries active in the North Sea

Map 1



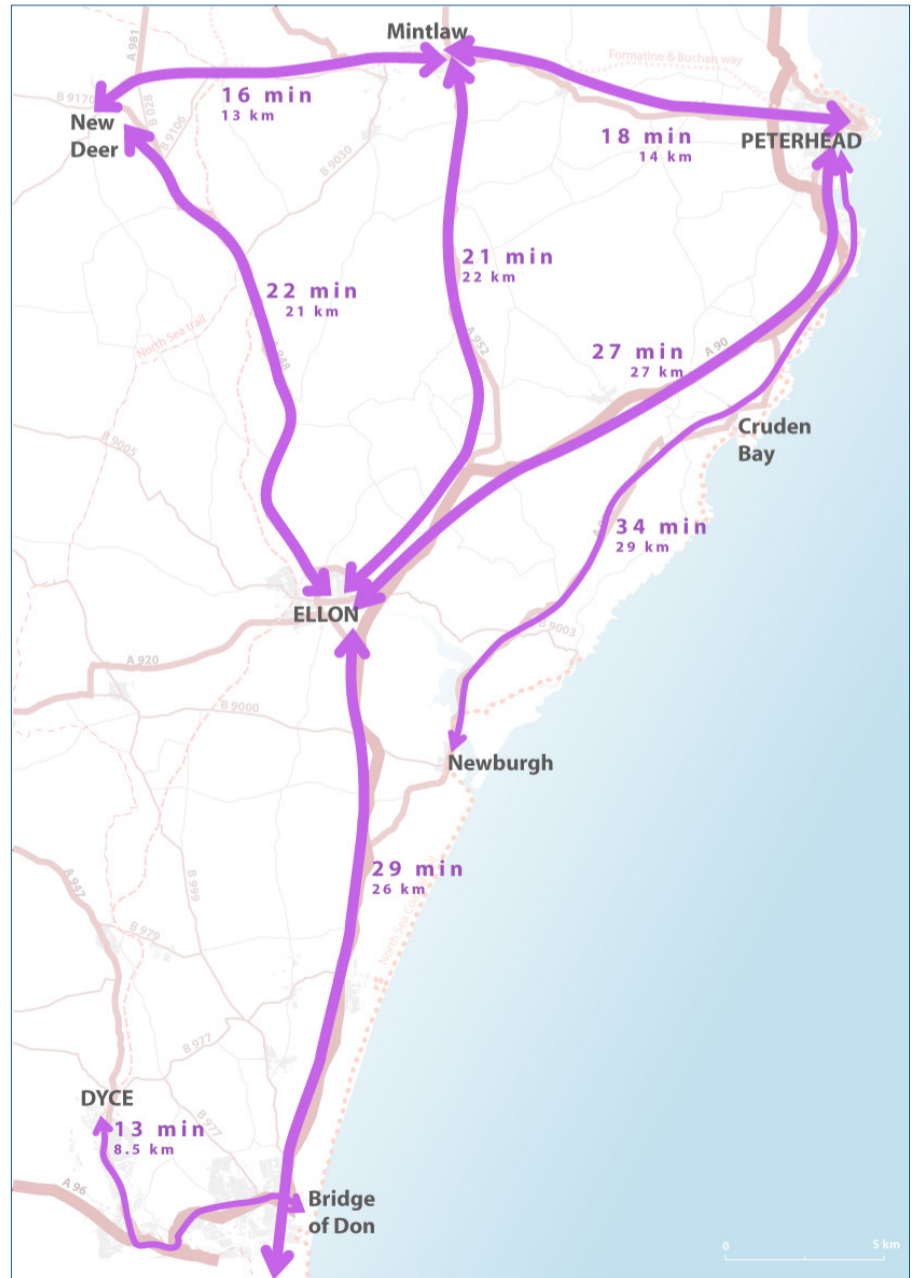
Map 2



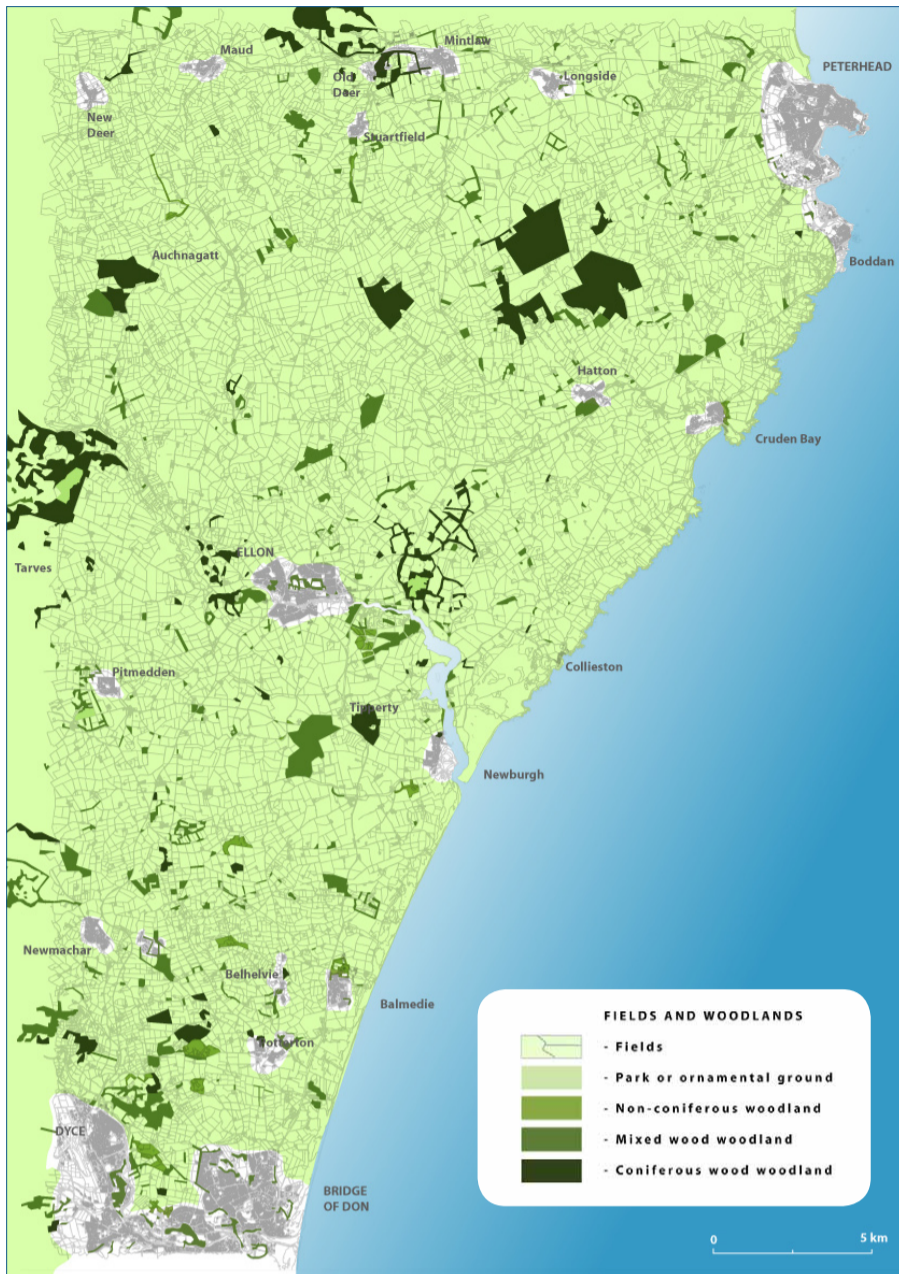
Map 4



Map 5



Map 3



Map 1 Water

This map shows the watercourses in the study area. The main river is the Ythan, running from Newburgh through Ellon. There are a number of tributary rivers flowing into the Ythan. Northwards, the River Ugie meets the sea at Buchanhead, North of Peterhead. In addition to rivers, a small number of lochs exist within the study area.

Map 2 Water and Flooding

Aberdeenshire's coastal location makes the land more susceptible to flooding. The map indicates areas that are vulnerable to flood risk. Evidently, the main areas at risk include the coast and the Ythan Estuary - which in the future could affect the strategic location of Ellon.

Map 3 Arable and Pasture Land

Aberdeenshire offers a rich field pattern consisting of fields and woodlands. Areas of mixed woodland and coniferous woodland exist alongside fields and park or ornamental ground. There are two incidents of contaminated land in the study area. The contaminated land is located at the former Blackdog landfill and the beach and sand dunes adjacent to the former Blackdog landfill. In both these sites pollution of controlled waters is likely to occur due to the presence of hydrocarbons.

Map 6



Map 4 Movement

The main road through the area is the A90, which is a trunk road. The A90 connects the city of Aberdeen with the towns of Ellon and Peterhead. The A975 is a parallel route adjacent to the coast, which connects the villages of Newburgh, Collieston and Cruden Bay. The area also consists of 'B' class roads and unclassified roads that serve local access.

Map 5 Journey Times

This map shows the approximate average time it takes to travel between the different settlements throughout the Energetica Corridor. The journey time from Bridge of Don to Peterhead takes approximately 50 minutes.

Map 6 Major Infrastructure

This map shows the high-pressure gas transmission lines and electricity lines running through the area. The lines are generally located inland and do not affect the Corridor. However, the lines do run around the periphery of both Ellon and Peterhead.

Map 1



International Designations

Map 2

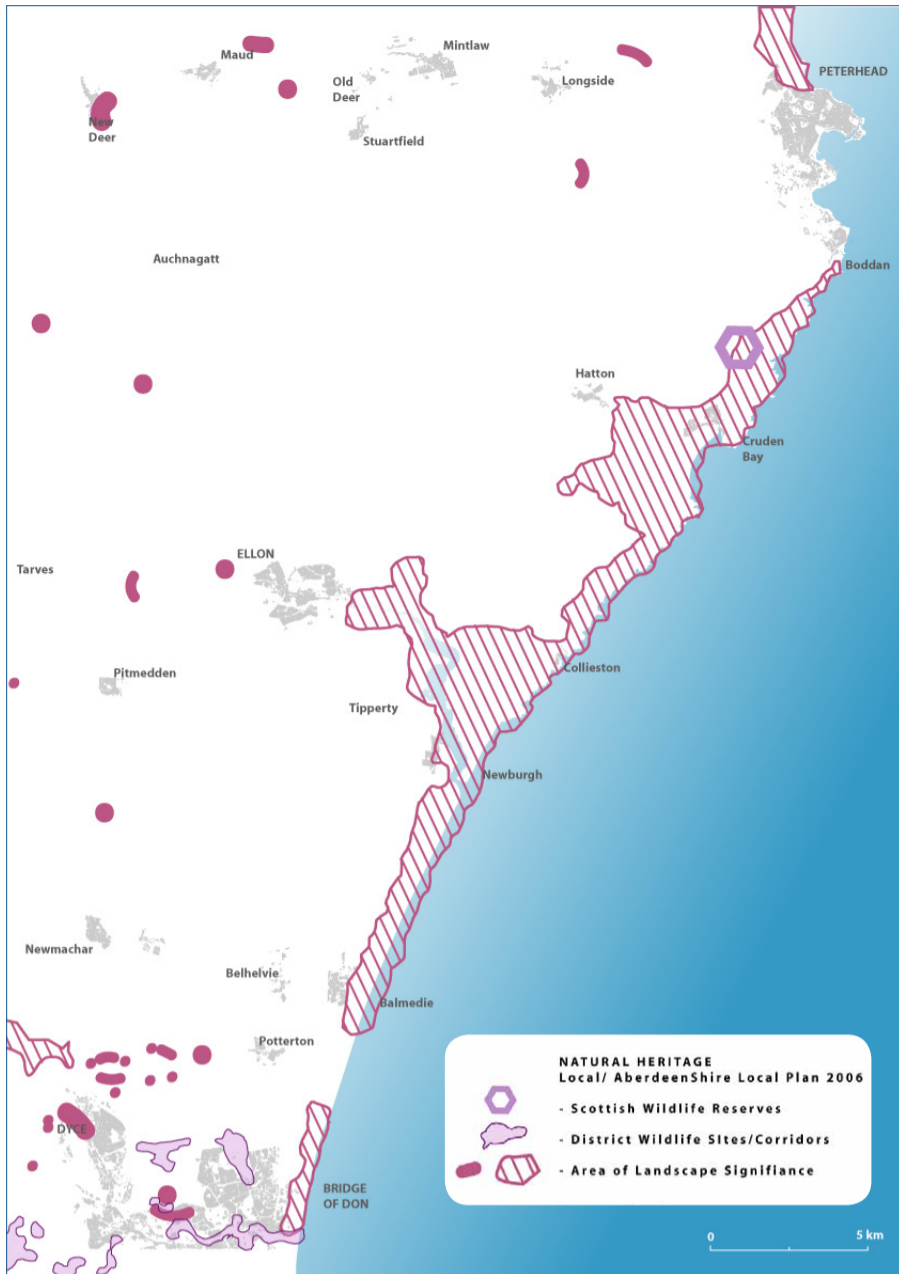


National Designations



The Ythan Estuary, at Newburgh

Map 3



Local Designations

Map 1 International Heritage Designations

This map shows the International Heritage Designations within the Energetica Corridor. The Ythan Estuary and Meikle Loch are Ramsar sites, designated as wetlands of International importance under the Ramsar Convention. The Sands of Forvie and the area between Buchan Ness and Collieston is a Special Area of Conservation (SAC). SAC's are protected sites designated under the EC Habitats Directive. The Ythan Estuary, Sands of Forvie and Meikle Loch are Special Protection Areas (SPA's), which are designated under the European Commission Directive on the Conservation of Wild Birds (The Birds Directive).

Map 2 National Heritage Designations

This map shows the National Heritage Designations within the Energetica Corridor. There are numerous Sites of Special Scientific Interest (SSSI's) throughout the Corridor, which are considered to be of natural interest because of their flora, fauna, geological or geographical features. This map also shows the National Nature Reserves located in Ythan and Ellon. National Nature Reserves help protect a range of wildlife and landscapes, including many rare species and habitats of international importance.

Map 3 Local Heritage Designations

There are a number of local heritage designations within the Energetica Corridor. There are two areas of ancient woodlands located in Ellon and Aberdeen. In addition, there are two Scottish Wildlife Reserves – Longhaven Cliffs in Peterhead and Gight Woods near Methlick. The Aberdeenshire Local Plan has designated the coastal area between Aberdeen and Peterhead as an area of landscape significance.

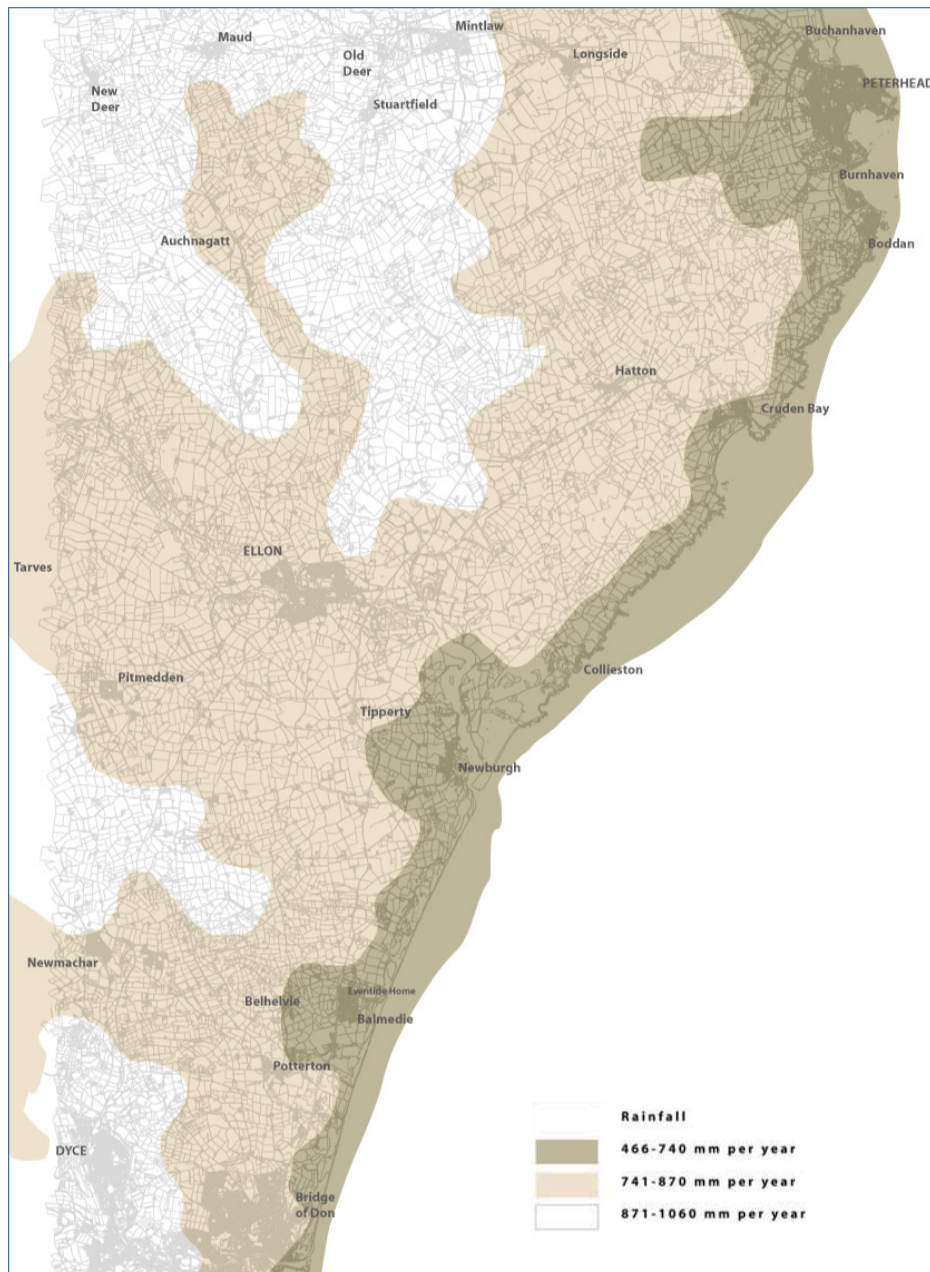
Natural Heritage Designations

There are a number of sites and species identified for protection at a local, national and international level.

	Designation	Location
International	Ramsar Sites	Ythan Estuary and Meikle Loch
	Special Areas of Conservations (SAC)	Sands of Forvie, Buchan Ness to Collieston
	Special Protection Areas (SPA)	Ythan Estuary, Sands of Forvie and Meikle Loch
National	Sites of Special Scientific Interest	Throughout
	National Nature Reserves	Forvie
Local	Ancient Woodland	Ellon
	Scottish Wildlife Trust Reserves	Longhaven Cliffs, Gight Woods
	Areas of Landscape Significance	Peterhead and along the coast

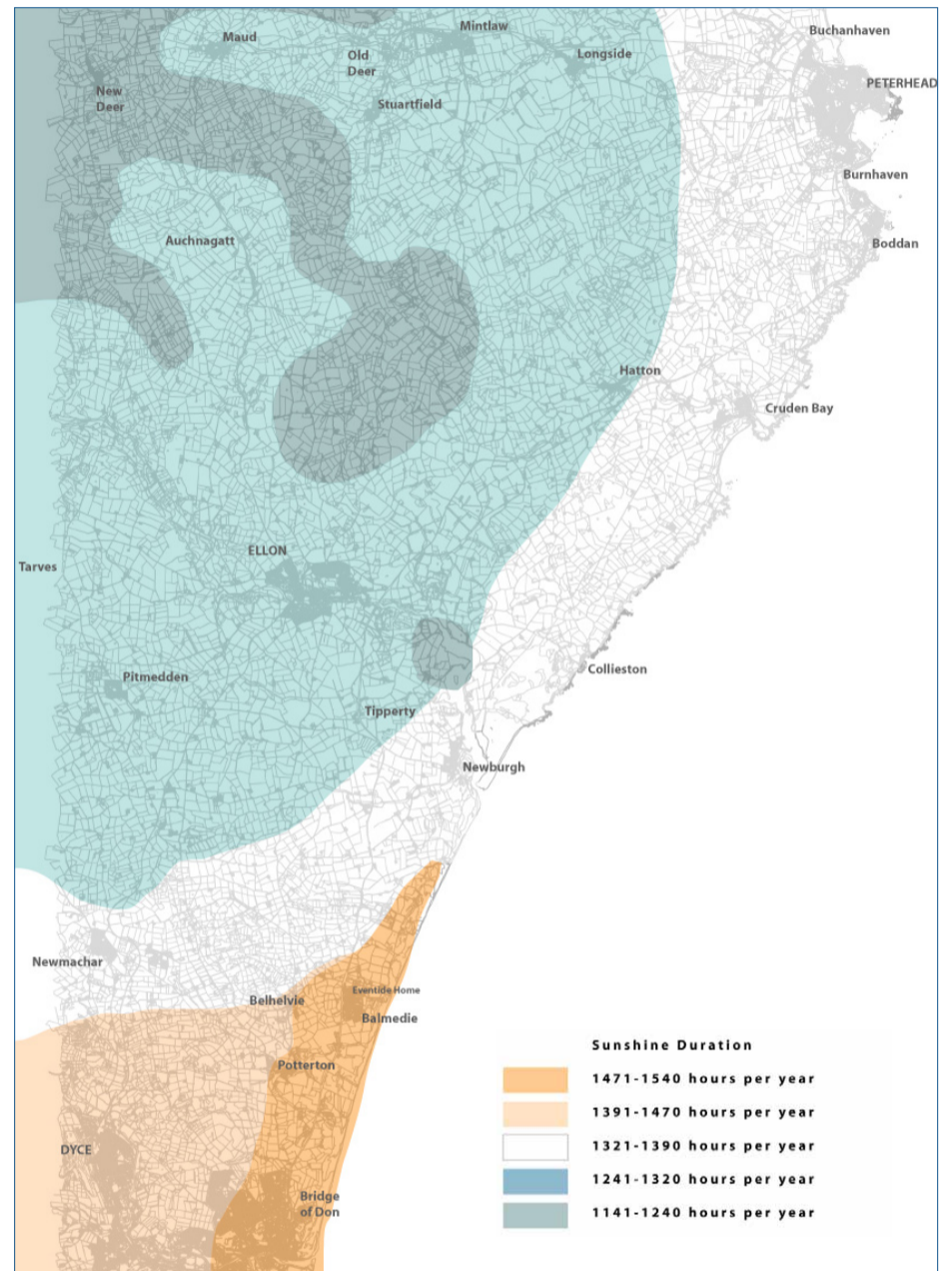
Climate

The climate map indicates the level of rainfall, snow, sunshine and temperatures in the Energetica Corridor. The maps clearly show the impact that the coastal location has on the local climate within the Corridor.



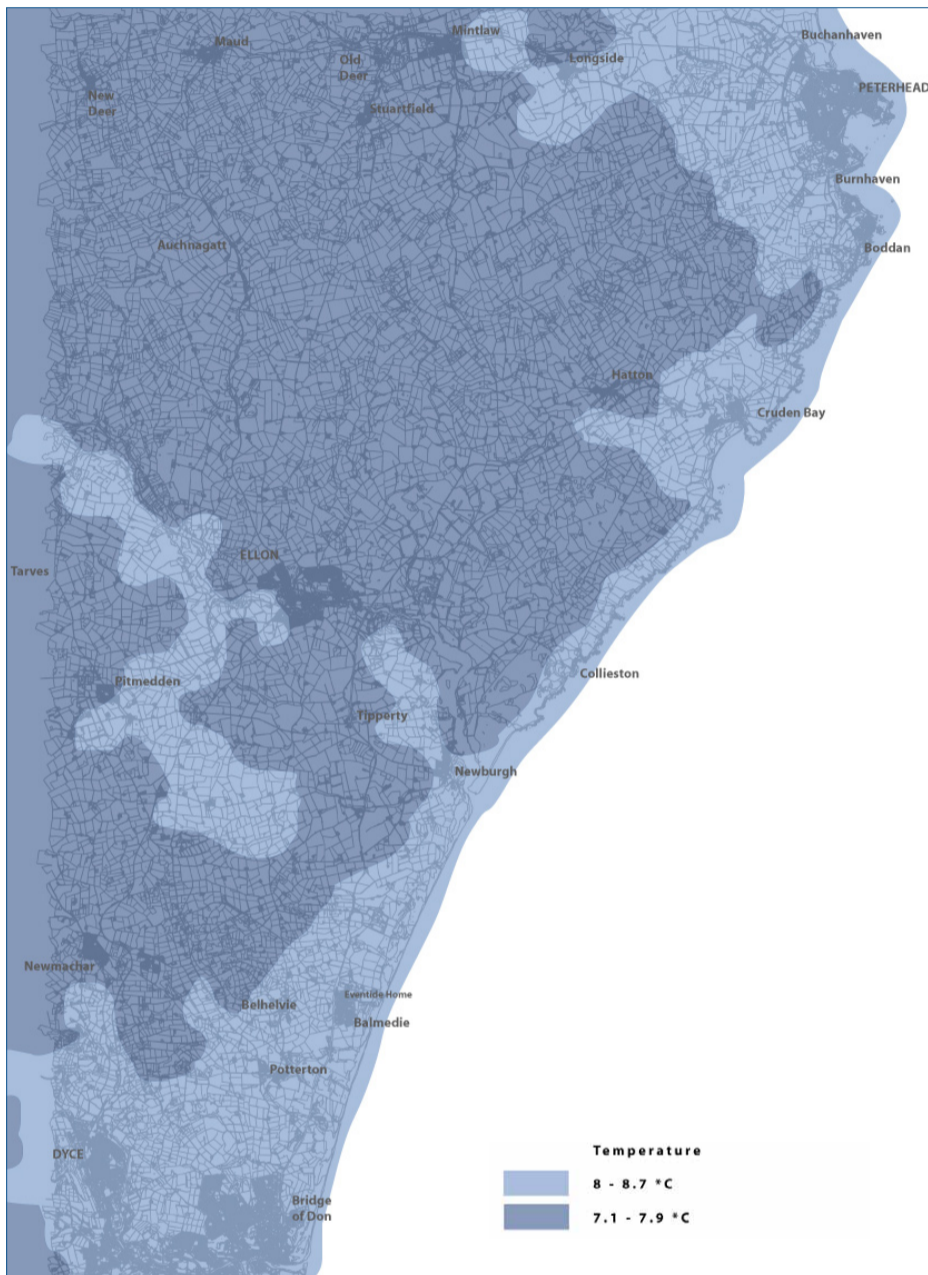
Rainfall

There is less rainfall in coastal areas. The level of rainfall gradually increases moving inland.



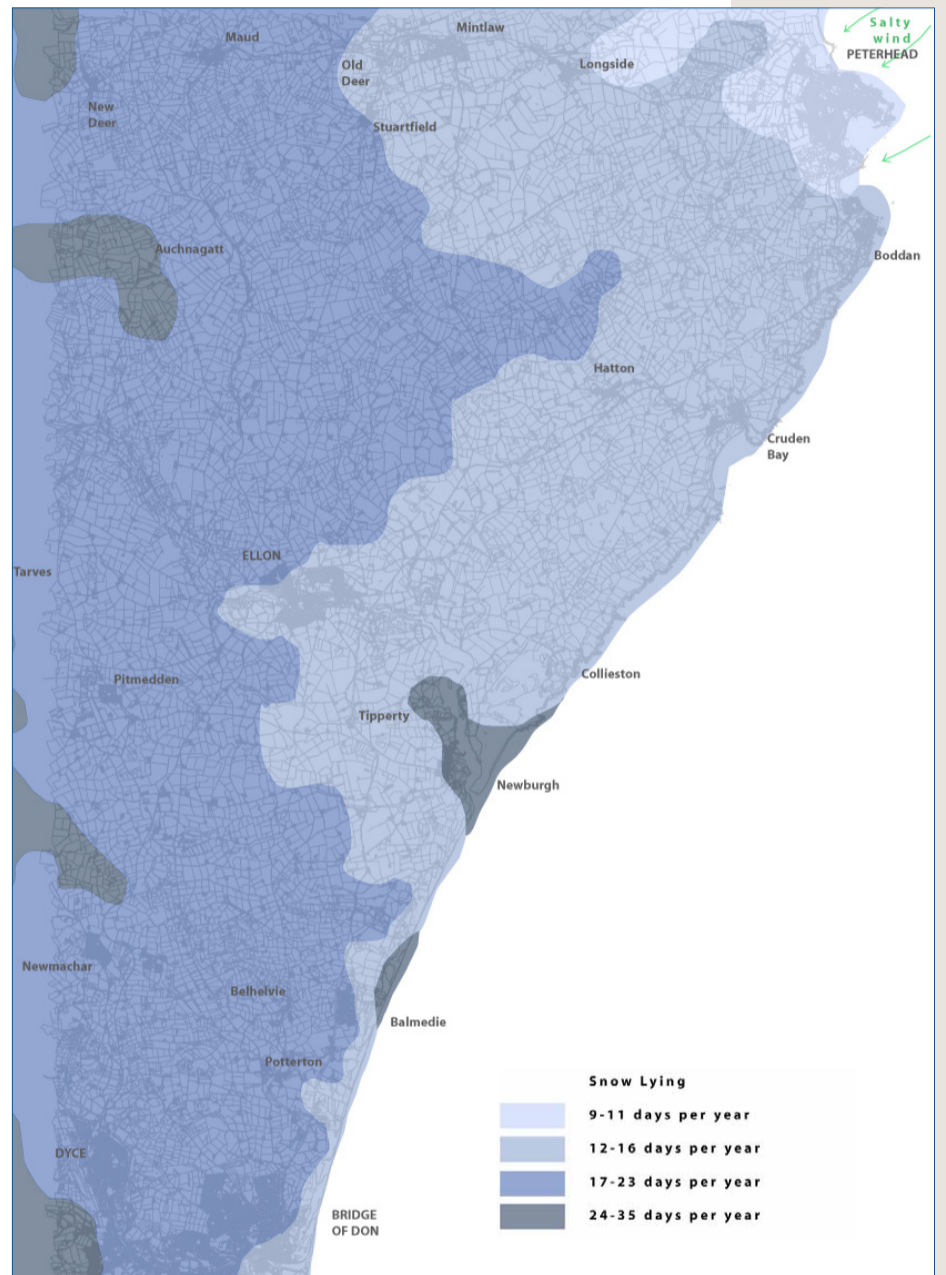
Sunshine

This map shows the areas with the most sunshine hours. The areas with the most sunshine hours are along the coast. Inland, the number of sunshine hours decrease.



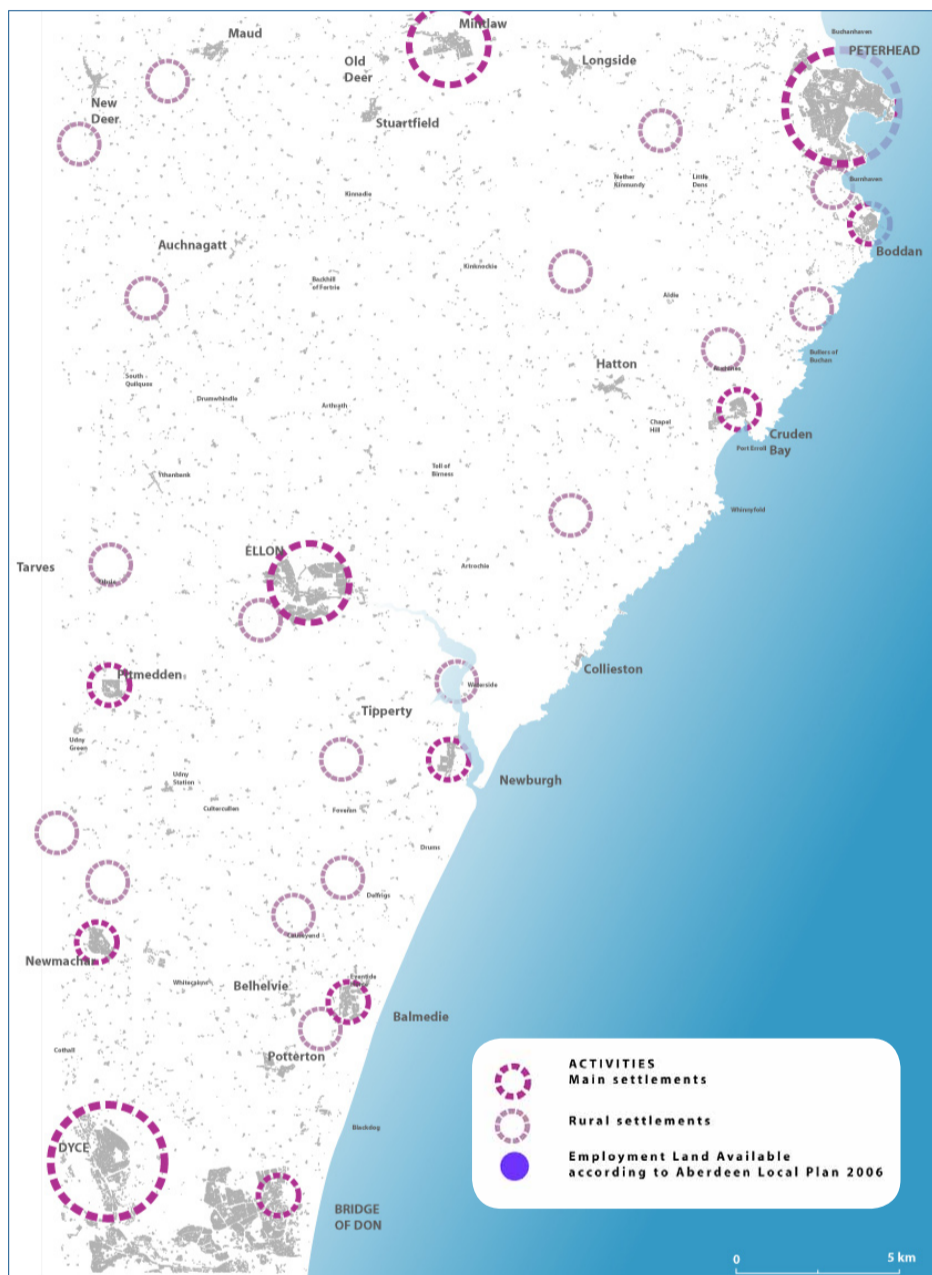
Temperature

The average temperature is higher in coastal than in rural areas, which can partially be attributed to the warming effect of the sea.



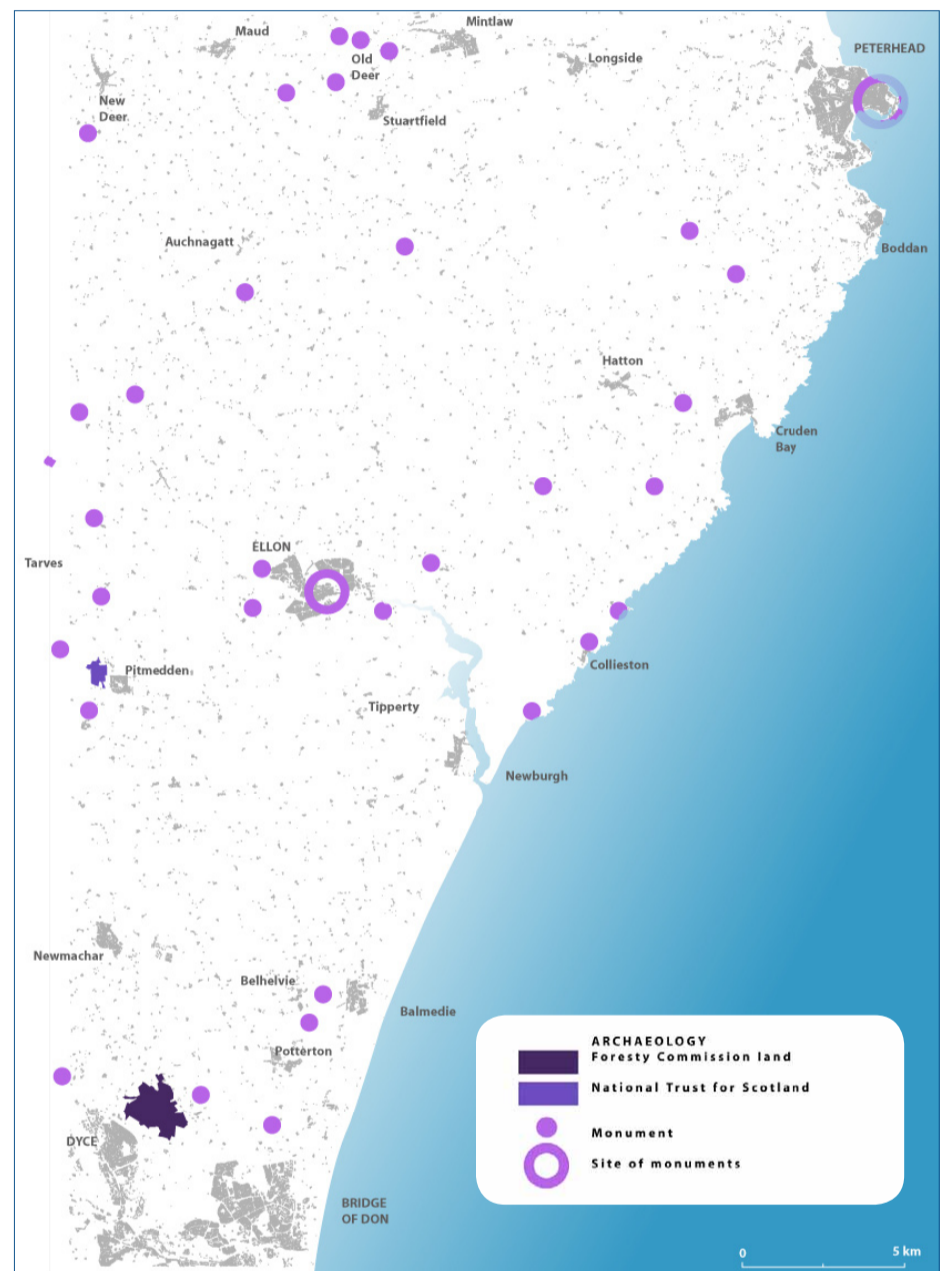
Snow

Aberdeenshire's location in the North of Scotland means that it is more susceptible to snow. Peterhead is the area that has the least amount of snow days per year. In Peterhead, a microclimate consisting of salty winds means that snow does not lie on the ground for long. Around the Ythan Estuary where the land dips in height, the snow remains on the ground for longer.



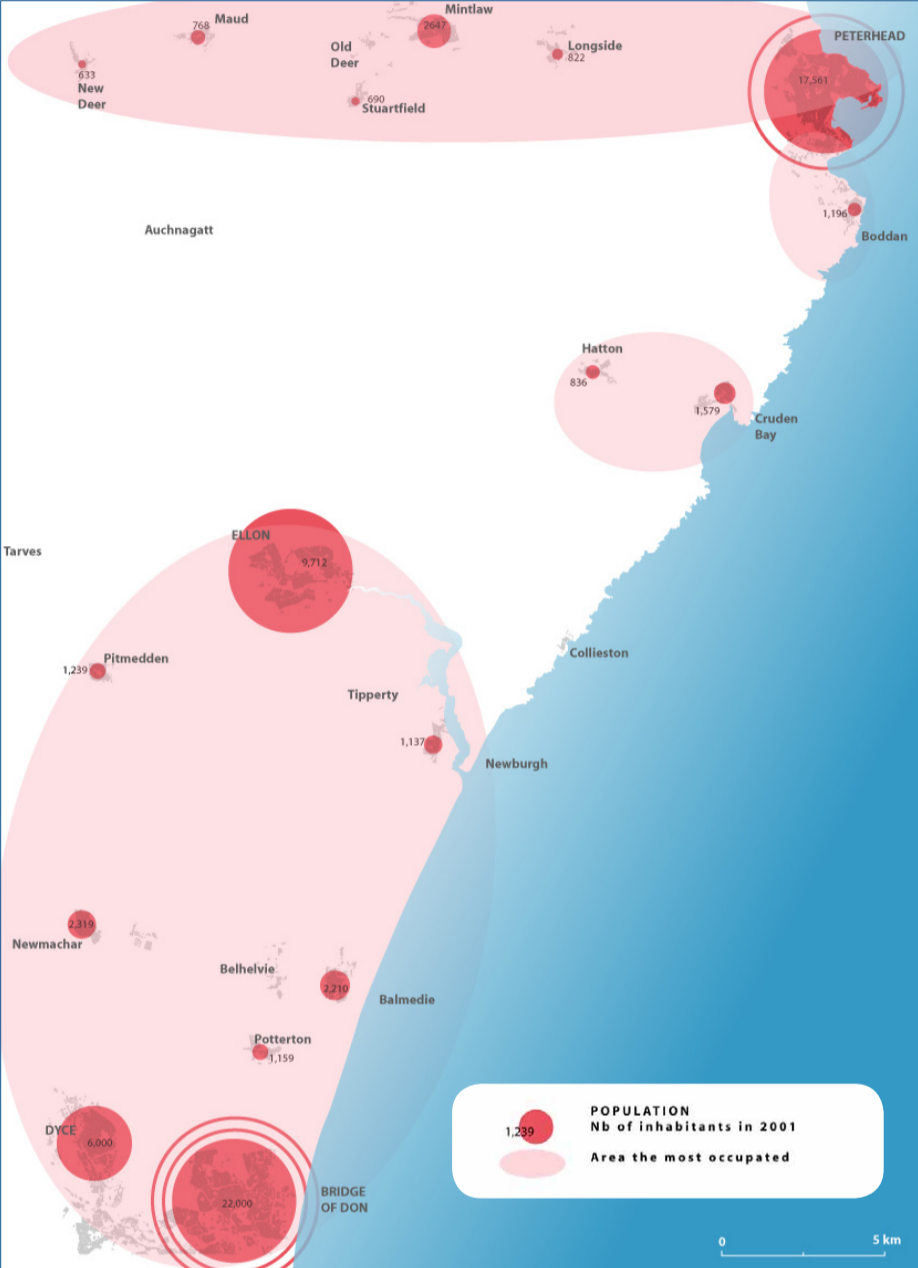
Settlement

This map indicates the existing settlements in the Energetica Corridor. These include the main settlements of Peterhead, Ellon, Dyce and Bridge of Don and the rural service centres including Cruden Bay, Boddam, Newburgh and Balmedie.



Archaeology

Aberdeenshire is an archaeologically rich area and the earliest remains suggest a presence from Neolithic times. There are 513 scheduled monuments in the area. Recumbent stone circles are a common, and unique, feature of the area. A number of other sites of archaeological interest are shown on analysis maps.



Population

The main centres in the Energetica study area are Peterhead, Ellon and Bridge of Don. Peterhead, with a population of 17,000, is the largest settlement outside of Aberdeen city followed by Ellon, with a population of 9000. A number of smaller settlements exist between these settlements including Cruden Bay, Newburgh, Balmedie and Potterton.

APPENDIX 2

Engagement Summary



The Charrette

As an element of the study requirements, Gillespies held a stakeholder workshop where invited stakeholders participated in the development of the framework. The aim of the workshop was to produce a viable masterplan that reflects the aspirations of all the parties involved enabling the process to move forward. A programme was developed for a 5 day long charrette process from 27th March to 31st March 2008. The design team were based in Aberdeen and the process moved to Ellon for the Stakeholders Workshop and Woodhill House in Aberdeen. The itinerary included an initial site visit and a stakeholder workshop, followed by a two day strategy and design session that culminated in the feedback presentation on Monday 31st March.



Thursday 27th March Site Visit

On arrival in Aberdeen, the team was joined by a representative from Scottish Enterprise and taken on a site visit of the Energetica Corridor:

Bridge of Don and Dyce was the first port of call. Many companies have chosen to locate headquarters in Bridge of Don and Dyce, taking advantage of the proximity to the airport. The remnants of the initial oil boom are evident in some of the 1970s office buildings, which are interspersed with some modern office buildings. The team visited the two science parks located in the Bridge of Don and were shown planned expansion areas. The team did not feel any sense of arrival at the airport. There was no indication that this was an international airport serving one of the most oil rich locations in Europe.



After leaving Bridge of Don and the airport, the team continued along the coast to Ellon. The team was driven along the highstreet and shown planned expansion areas to the north and south of Ellon. The team agreed that any future development should not compromise the built and natural environment of Ellon.

After leaving Ellon the bus continued north along the A90, and the view of the powerstation was the first indication of arrival in Peterhead. The consensus was that Peterhead should be a key priority for the development framework. There are a number of industrial units around the harbour and the consensus was that the harbour offered excellent opportunities for development. The town centre, which has recently undergone some public realm work, seemed to be a relatively vibrant, busy place.



After leaving Peterhead, the team travelled south to the Ythan Estuary. The team agreed that the framework should promote the Estuary as a place to visit for recreational purposes. The natural route of the Ythan Estuary led to Newburgh, where it was agreed that there was development potential. Additionally, the team agreed about the potential for utilisation of the natural link (Ythan Estuary) between Ellon and Newburgh. Finally, the trip concluded with a tour around Aberdeen. The consensus was that the strategic priority areas would be Peterhead, Ellon and Bridge of Don/ Dyce. It appeared that Peterhead and Bridge of Don/ Dyce could anchor the development while Ellon and Newburgh would serve as the natural heart of the Corridor.





Friday 28th March 2008 – Stakeholder Workshop

On the second morning, the team held a stakeholder workshop at the New Inn Hotel, Ellon. The aim of the workshop was to gather opinions and explore various options for Energetica.

Following introductions from Scottish Enterprise and Gillespies participants, stakeholders were asked to record the strengths and weaknesses of the area, which led to some lively debate. Stakeholders then broke into workshop groups under the themes of;

- Economy and Energy
- Transport and Infrastructure
- Living and Community
- Environment
- Constraints and Opportunities



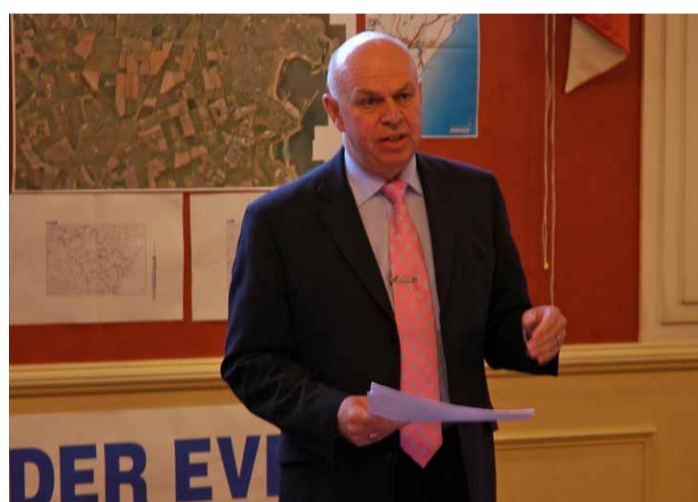
Introductory session and group work at the Stakeholder Event

A number of issues were emerging, particularly in relation to transport and the environment, that the team would need to consider over the following days. After lunch a hands on planning exercise took place discussing issues and options for the following areas;

- Strategy and Programming
- Bridge of Don
- Peterhead
- Ellon
- The bigger picture –landscape and transport

Later that evening, the team discussed some consensus points that had emerged over the day as well as a number of dilemmas that would require consideration over the following days.

At the end of the day, the team visited the Aberdeenshire Council offices in Ellon where the Ellon masterplan model was on display.



Capturing ideas in groups and reporting back conclusions



Ellon masterplan model

Feedback from Stakeholder Workshop

Strengths

- Good business profile-talent and new challenges
- Commitment from stakeholders to make Energetica work
- Global hub of energy- The existing strength of the region's role in the world energy market.
- There are established industries, efficient ports/facilities and established trade routes.
- Expertise based in the area –good knowledge and skills base.
- Willingness to diversify.
- Global engineering technology expertise- Innovative workforce with global contacts.This has the potential to be a showcase for energy technology
- The economic drive of the area – 9% of population, 14% of product (In relation to Scotland)-structures to make it work
- The joint public/private sector agenda for change. Also, a large private sector presence in the area.
- Commitment to change and develop the city region
- Global leader in sub sea developments.
- The North Sea is a ready-made laboratory for research-more specifically in subsea. There are high-pressure wells. The North Sea can lead ahead.
- The availability of wind/wave energy.
- Technical spin off from the oil industry
- Specific skills and knowledge relevant to "energy" industry
- The high quality environment – people stay because of the good lifestyle
- Education-successful schools, universities and colleges
- There is a high tech engineering infrastructure
- Long term importance of Peterhead's deep water harbour
- The use of low carbon/hydrogen economy as a key driver towards diversification of the oil and gas sector.
- The City and Shire is still a largely unspoilt and attractive area –both urban/built and landscape.
- Environment, quality of life and workforce.
- Support from community in general.

Weaknesses

- The transport and infrastructure of the region
 - No railway north of Dyce
 - Need to dual the A90 to Peterhead
 - Roads are at capacity at peak times
 - Lack of infrastructure to accommodate proposals
 - Connectivity
- There is a lack of clarity of what exactly 'Energetica' is.
- We don't have a history of delivery and there is no crisis to drive action
- Weakness is driven by public sector; private sector cynicism- public sector thinking in short term while private sector are concerned with the long term economy.
- We do not perceive ourselves as a 'city/region'. Threat from 'can do pirates' and a weak local resolve
- There is resistance to economic growth due to 'NIMBYISM' impact on environmental sustainability and climate change.
- There is a lack of confidence in place, history, culture and value
- The perceived peripherality of Aberdeen and Peterhead - distance from markets, population centres etc
- Long way from centres of decision making-heads of companies are in Canada and the States
- Why would anyone locate in the north if the south and west (of Aberdeen) is more accessible?
- Global connections- airport size and ability to support desire for global travel- need to maintain connections to hub airports
- There are conflicting priorities in the region
- Aberdeen city centre is a threat to the rest of the area
- The planning system –time it takes for applications to go through the system
- The high cost and limited availability of land in Aberdeen
- Market failure in commercial property sector
- Lack of economic diversification
- Availability of skilled people
- We need to have Scottish Water and Transport Scotland committed, water supplies, rural wells –poses a threat
- What is the marketability and deliverability of Peterhead Corridor?
- Population/workforce-needs to be grown and maintained
- Haar; climate coastal fog stops leisure development and residential development
- Housing and other public sector infrastructure
- Marine renewables

Themes and Strategies

Economy and Energy

1. Notion of Corridor itself
2. Importance of bookends, development should be seen as complementary
3. Connectivity
4. Premises – ‘String of pearls’ – series of business locations
5. Could this be ‘silicon valley’ for renewables
6. Development of low carbon economy - businesses that reduce consumption
7. Hydrogen buses

Transport and Infrastructure

Strengths

Schemes committed; AWPR
 Partial dualling of the A90
 Rail improvements
 Haudagain roundabout/junction

Weaknesses

Multiple layers of planning
 Overcoming bureaucracy
 Lack of Rail
 Cost of Park and Ride

Priorities

- Need for global connections
- Air - more direct services
- Peterhead – expand deep water facilities
- Aberdeen to Peterhead – better road surfaces
- Sustainability
- Utilities capacity
- Chronic problem-lack of connection between transport/land use and infrastructure/planning.

Living and Community

- This needs to be of
 - Significant scale
 - High quality
 - Appropriate
- Deliverable
 - Demand
 - Infrastructure
- Need Incentives :
 - Financial
 - Planning
- Environment
 - Mixed use and variety of housing
- ‘Emphasise quality of life’
- Lifestyle
 - Reducing commuting
 - Congestion
 - Bringing life to towns and villages
- Financial driver to deliver environmental standards
- Distribution of business growth in the city
- Unmet demand for low energy and sustainable housing
- The role of the science parks
- Mixed uses – commercial and residential
- Housing demand in cities and villages
- Relocation of housing land in Aberdeen
- Attractiveness of the area
- Environmental standards
- There has not been appropriate investment in the region
- ‘Bridge of Don is ugly’
- Will there be sustainable communities – schools, houses, employment etc?
- Need for the right type of housing
- Access to housing
- Is it the right type of housing?
- Is there access to schools?
- Unmet demand – low energy/sustainable housing

Environment

Opportunities

- Ythan Estuary, Sands of Forvie and Meikle Loch
- Clean environment attracts business space
- Low-density environment
- Accessibility to environment/Cairngorms/coast
- Potential for more positive use of greenbelt in city
- Quality of life that the environment offers
- Test on hydrogen Corridors, this has to be affordable but must be thinking in the longer term
- Strength of the Corridor is its environment compared to other strategic Corridors
- Scottish and Southern Energy keen to look at Energetica as carbon neutral area
- Combined heat and power in Peterhead and potential elsewhere
- Sustainable exemplars projects
- 25-50 year impacts on erosion
- Wind- threat and opportunity (NIMBYISM)
- Birds and sea cliffs – European importance
- Geese population in inland areas
- Conflict: bird population/habitat v wind farms
- Confusion over windfarms – further investigations, noise, construction
- Water supply across area and services
- Opportunity – use environment for economic development
- Tourism
- Leisure
- Surfing
- Footpath/coastal routes
- Ythan Estuary
- Strathbeg comparators and Cruden Bay
- Visitor centre
- Better promotion marketing of natural/environmental attractions footpaths
- Improvements to built environment

10 Key requirements

1. We need to enhance what we already- a need for marketing and awareness.
2. Use the environment as a resource-wind, water, solar, bio-mass etc
3. Growth used to improve the environment
4. Sustainable exemplar projects
5. Utilisation of undeveloped space
6. Encourage better use of protected areas so that people will understand why they are special. There are more people living and using the same environment
7. Should be better environmental standards for all new development
8. Strategic growth of Peterhead
9. Environmental enhancements
10. Planting for bio-mass, opportunities for new planting but it will involve long term loss of land and there could be possible farming restrictions.

Constraints / Opportunities

Constraints

- Financial constraints
- Attracting professionals to the area
- There is a lack of excellent housing in the area
- Transport infrastructure
- Little access to sea between Aberdeen and Peterhead
- Financial constraints concerning the growth of Ellon
- School capacity

Opportunities

- Area contains 30% of the arable land in Scotland
- There is capacity at Peterhead
- The coast and the sea
- The availability of large plots for housing

Strategy and Programme

What will we do?

What are the priorities and timing

How will we achieve it?

What will the combination of product and process be?

WHAT

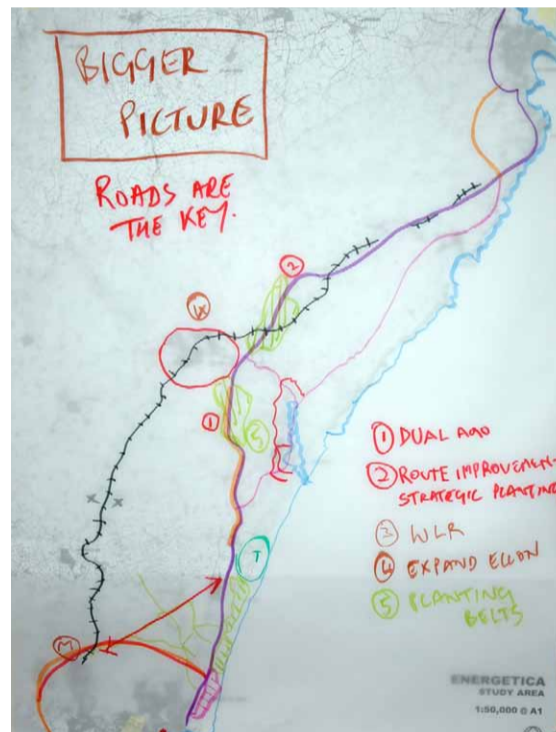
- AWPR/upgrade A90
- Digital advantage
- New business locations
- Peterhead edge (bookend)
- Housing offer
- 'Anticipating' projects

HOW

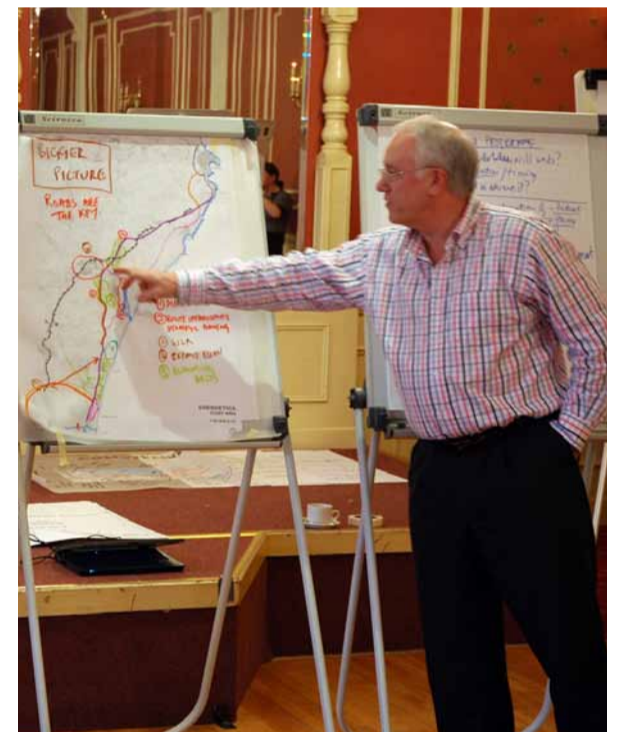
- Education
- New transport links - rail and hydrogen
- High level of employment within the community
- Low carbon development
- Consultation
- Joint venture company to deliver the project

The Bigger Picture, Landscape and Transport

- Roads are the key
- The A90 needs to be dualled to Peterhead
- Route improvements and strategic planting along main Corridors
- Importance of the AWPR to Energetica
- The effect of the expansion of Ellon
- There needs to be selective planting

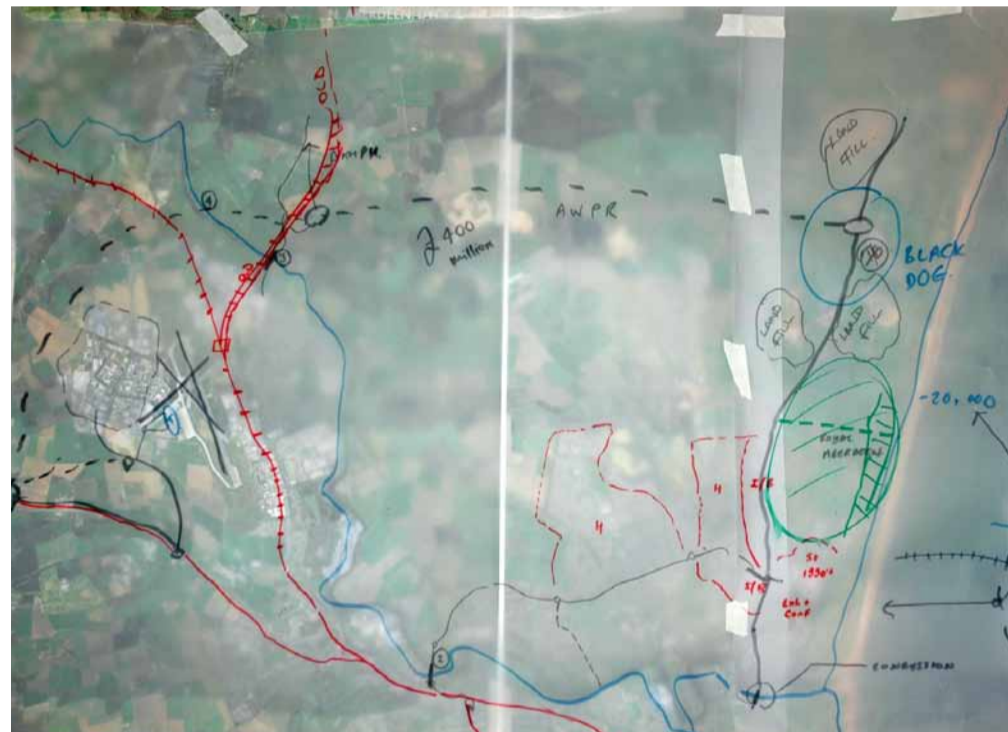


The Bigger Picture workshop



Bridge of Don

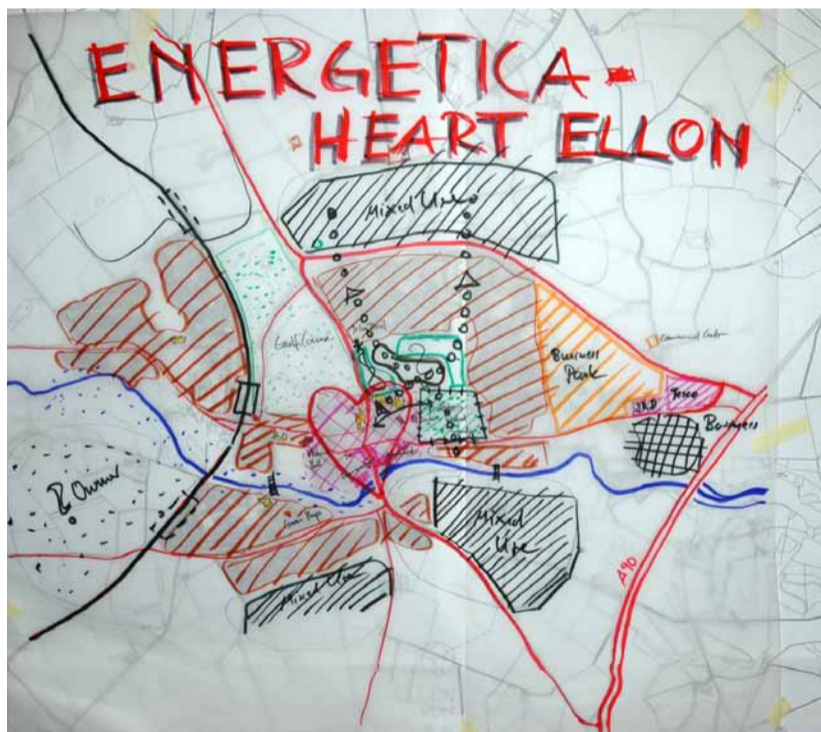
- Variety - Pulling power
- There is a need to change the perception of the place
- There needs to be improvements to the infrastructure
- Potential for connections between the airport, Aberdeen Exhibition and Conference Centre, and Science Park and Ellon
- There is a landfill site at Blackdog
- "Royal Aberdeen" and Murcar golf clubs
- Incidence of congestion at the Bridge of Don
- AWPR



Bridge of Don workshop

Ellon

- Ellon is a commuter town with a mix of uses
- Walkable communities, improving public transport and disperse industrial sites
- Prince's Foundation master plan
- Park and ride facility
- Agriculture
- Nature resort at Ythan
- Historic walled gardens in Ellon centre
- Golf course to the North East



Ellon workshop



Peterhead

- Extension of port facilities – deep water berthing
- Road constraints going into Peterhead
- 65% increase in berthing
- Significant lay down area required for the port
- Conflict between historic fishing port and perception of Peterhead
- Economic potential of Peterhead
- Develop oil and gas, protect fishing
- Housing will be expanding westwards
- Development potential at the airstrip



Peterhead workshop





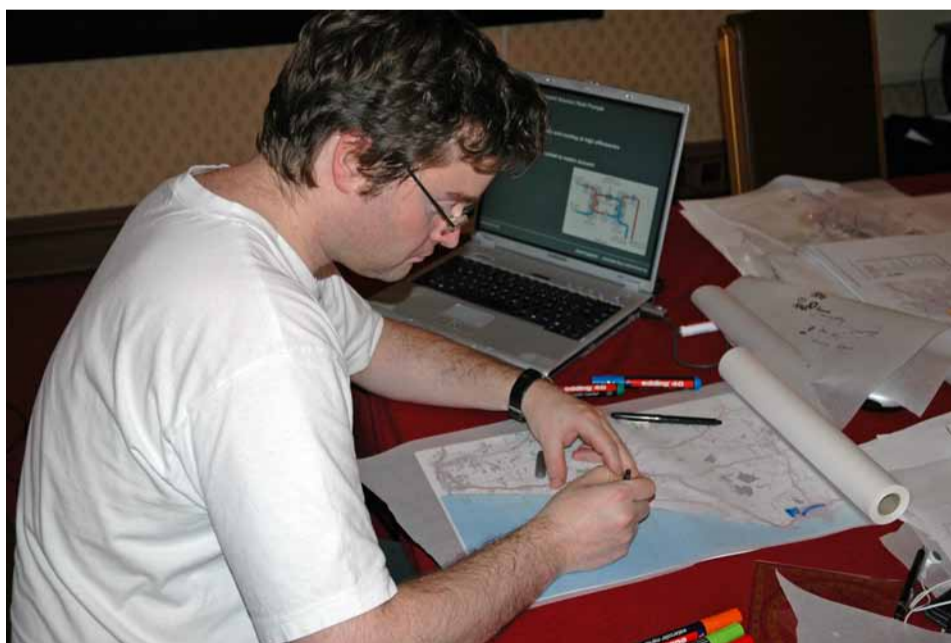
Saturday 29th & Sunday 30th March 2008 – Strategy Session and Planmaking

The team met for a strategy session to reflect on the previous days events. The team reviewed the plans from the group work exercise and conceptualised a strategy for the area. It was agreed that the Energetica strategy would comprise five different elements:

- Economic
- Energy
- Transport
- Landscape/Environment
- Building and development



Over the course of the following two days, strategies for development and regeneration were drawn up by the team, in preparation for the feedback session on Monday 31st March.



Monday 31st March 2008 – Feedback Event

Woodhill House, Aberdeen

Stakeholders were invited to a feedback session, where the team reviewed the full charrette, talked through the stakeholder events and presented the ideas and conceptual plans for the key settlements.

The team explained in full the principles of the economic, transport, energy, landscape and built development strategies and suggested how these strategies could be implemented in the short, medium and long term.

The team received positive and encouraging feedback from participants and it was felt on the whole that the team had encapsulated the spirit of 'Energetica'.



APPENDIX 3

List of Stakeholders

The following stakeholders were invited to the Stakeholder Workshop on Friday 28th March 2008 and the Feedback Presentation on Monday 31st March 2008.

- Aberdeen and Grampian Chamber of Commerce
- Aberdeen Business School
- Aberdeen City Council
- Aberdeen Renewable Energy Group (AREG)
- Aberdeenshire Council
- ACSEF
- Atlas Interactive
- Auchterless, Inverkeithny Community Council
- Barratt North Scotland Ltd
- Belhelvie Community Council
- BP Exploration Operating Group
- Buchan Area Manager
- Business Beacons
- Business Lab
- Business Plus Scotland Ltd
- Collieston Amenities Council
- East Grampian Coastal Partnership
- Ellon Community Council
- Facilitators Int LLP
- FG Burnett
- First Group
- Formartine Area Manager
- Foveran Community Council
- Fyvie, Rothie Monquhitter Community Council
- Graham & Sibbald
- Knight Frank
- Meldrum, Bourtie and Daviot Community Council
- Methlick Community Council
- NESTRANS
- Offshore Contractors Association
- Peterhead Port Authority
- Robert Gordon University
- RSPB East Scotland
- Ryden
- Schlumberger Professor of Petroleum Economics
- Scotia Homes Ltd
- Scottish Enterprise
- Scottish Hydrogen Fuel Cell Association
- SNH
- Stewart Milne Group
- Tarves Community Council
- The Prince's Foundation for the Built Environment
- Turriff and District Community Council
- Udry Community Council
- University of Aberdeen
- Wood Group
- Ythan Community Council

