

Public Document Pack



To: Councillor Boulton, Convener; Councillor Stewart, the Depute Provost, Vice-Convener; and Councillors Allan, Cooke, Copland, Cormie, Greig, MacKenzie and Malik.

Town House,
ABERDEEN 12 April 2022

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

The Members of the **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE** are requested to meet in **Council Chamber - Town House** on **THURSDAY, 21 APRIL 2022 at 10.00 am**. This is a hybrid meeting and Members may also attend remotely.

Members of the press and public are not permitted to enter the Town House at this time. The meeting will be webcast and a live stream can be viewed on the Council's website. <https://aberdeen.public-i.tv/core/portal/home>

FRASER BELL
CHIEF OFFICER - GOVERNANCE

BUSINESS

MEMBERS PLEASE NOTE THAT ALL LETTERS OF REPRESENTATION ARE NOW AVAILABLE TO VIEW ONLINE. PLEASE CLICK ON THE LINK WITHIN THE RELEVANT COMMITTEE ITEM.

MOTION AGAINST OFFICER RECOMMENDATION

- 1.1. Motion Against Officer Recommendation - Procedural Note (Pages 3 - 4)

DETERMINATION OF URGENT BUSINESS

- 2.1. Determination of Urgent Business

DECLARATION OF INTERESTS AND TRANSPARENCY STATEMENTS

- 3.1. Members are requested to intimate any declarations of interest or connections

MINUTES OF PREVIOUS MEETINGS

- 4.1. Minute of Meeting of the Planning Development Management Committee of 17 March 2022 - for approval (Pages 5 - 8)

COMMITTEE PLANNER

- 5.1. Committee Planner (Pages 9 - 10)

GENERAL BUSINESS

- 6.1. Prime Four Business Park Development Framework - PLA/22/045 (Pages 11 - 76)

DATE OF NEXT MEETING

- 7.1. Thursday 26 May 2022 - 10am

To access the Service Updates for this Committee please click [here](#)

Website Address: aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Lynsey McBain, Committee Officer, on 01224 522123 or email lymcbain@aberdeencity.gov.uk

MOTIONS AGAINST RECOMMENDATION

Members will recall from the planning training sessions held, that there is a statutory requirement through Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 for all planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. All Committee reports to Planning Development Management Committee are evaluated on this basis.

It is important that the reasons for approval or refusal of all applications are clear and based on valid planning grounds. This will ensure that applications are defensible at appeal and the Council is not exposed to an award of expenses.

Under Standing Order 28.10 the Convener can determine whether a motion or amendment is competent, and may seek advice from officers in this regard.

With the foregoing in mind the Convener has agreed to the formalisation of a procedure whereby any Member wishing to move against the officer recommendation on an application in a Committee report will be required to state clearly the relevant development plan policy(ies) and/or other material planning consideration(s) that form the basis of the motion against the recommendation and also explain why it is believed the application should be approved or refused on that basis. Officers will be given the opportunity to address the Committee on the competency of the motion. The Convener has the option to call a short recess for discussion between officers and Members putting forward a motion if deemed necessary.

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PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

ABERDEEN, 17 March 2022. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE. Present:- Councillor Boulton, Convener; Councillor Stewart, the Depute Provost, Vice Convener; and Councillors Allan, Cooke, Copland, Greig, Henrickson (as substitute for Councillor Cormie), MacKenzie and Malik.

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

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

MINUTE OF MEETING OF THE PLANNING DEVELOPMENT MANAGEMENT COMMITTEE OF 17 FEBRUARY 2022

1. The Committee had before it the minute of the previous meeting of 17 February 2022, for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE PLANNER

2. The Committee had before it a planner of future Committee business.

The Committee resolved:-

to note the information contained in the Committee business planner.

105 WATERTON ROAD ABERDEEN - 211813

3. The Committee had before it a report by the Interim Chief Officer – Strategic Place Planning, **which recommended:-**

That the application for detailed planning permission for the erection of a single storey extension with canopy to the rear of 105 Waterton Road, Aberdeen, be approved unconditionally.

The Committee heard from Jemma Tasker, Planner, who spoke in furtherance of the application.

The Committee resolved:-

to approve the application unconditionally.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

17 March 2022

690 - 692 KING STREET ABERDEEN - 220097

4. The Committee had before it a report by the Interim Chief Officer – Strategic Place Planning, **which recommended:-**

That the application for detailed planning permission for the change of use from public house (sui generis) to 2 hot food takeaways (sui generis); installation of extract flues; formation of entrance door and alterations to a shop front with associated works at 690-692 King Street, be approved subject to the following conditions:-

Conditions

1. Hours of Operation

The hereby approved use shall operate between the hours of 11am and 10pm Sunday to Thursday, and 11am and 10.30pm Friday to Saturday, and at no other time whatsoever.

Reason: In order to preserve the amenity of neighbouring residential properties during the more sensitive late evening and early morning hours.

2. Noise

The hereby approved use shall not commence unless the mitigation measures recommended in the approved Noise Impact Assessment (Reference: 0897212314 – V1, Version: n/a, Date: 13 December 2021) have been carried out and implemented in full. Thereafter the mitigation measures, or similar as may be agreed in writing with the planning authority, shall remain in place for the duration of the use.

Reason: In order to preserve the amenity of neighbouring residential properties from noise emissions associated to the new use.

3. Odour

The hereby approved use shall not commence unless the mitigation measures recommended in the approved Odour Assessment (Reference: 0897212314 – V1, Version: n/a, Date: 13 January 2022) have been carried out and implemented in full. Thereafter the mitigation measures, or similar as may be agreed in writing with the planning authority, shall remain in place for the duration of the use.

Reason: In order to preserve the amenity of neighbouring residential properties from odour emissions associated to the new use.

4. Litter Bin Provision

The use hereby approved shall not commence unless a waste management scheme, detailing litter disposal and, if appropriate, recycling facilities immediately adjacent the application site has been submitted to and approved in writing by the

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

17 March 2022

planning authority. Thereafter, the scheme shall be implemented in accordance with the agreed details and retained for the duration of the operation of the units as Sui Generis uses.

Reason: in order to preserve the amenity of the neighbourhood and in the interests of public health.

The Committee heard from Jemma Tasker, Planner, who spoke in furtherance of the application and answered questions from members.

The Committee resolved:-

to approve the application conditionally.

106 -108 FORREST AVENUE ABERDEEN - 220015

5. The Committee had before it a report by the Interim Chief Officer – Strategic Place Planning, **which recommended:-**

That the application for detailed planning permission for the change of use from pavement and installation of raised decking to form an outdoor seating area with access ramp (retrospectively), be approved subject to the following conditions:-

Conditions

1. Timescale for removal

The structure hereby approved shall be wholly removed from the site by 17th March 2023.

Reason: to ensure timely removal of a structure which has been assessed as being acceptable only on a temporary basis due to its design, materials and resultant adverse impact on the character and appearance of the surrounding area.

2. Hours of use

The structure hereby approved shall not be made available for use by patrons outwith the hours of 10.00am-10.00pm.

Reason: in the interests of safeguarding residential amenity by restricting use at unsociable hours.

3. Amplified music

The outdoor seating area hereby approved shall not be utilised for the performance of live or amplified music, nor the use of microphones/speakers.

Reason: in the interests of protecting residential amenity from potential noise nuisance.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

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The Committee heard from Gavin Evans, Senior Planner, who spoke in furtherance of the application and answered various questions from members.

The Committee resolved:-

to approve the application conditionally.

- **Councillor Marie Boulton, Convener**

	A	B	C	D	E	F	G	H	I
1	PLANNING DEVELOPMENT MANAGEMENT COMMITTEE BUSINESS PLANNER The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.								
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3			21 April 2022						
4	Prime Four Development Framework	Updated DF for the remaining part of Prime Four Business Park		Laura Robertson	Strategic Place Planning	Place	1		
5	OP51, Peterculter - 190314	To approve or refuse the proposed residential development including mix of private, affordable and retirement housing consisting of approximately 49 homes with associated access roads and landscaping.		Gavin Evans	Strategic Place Planning	Place	1	D	Awaiting amendments to the proposal from the applicant
6			26 May 2022						
7	7 Lochside Drive - 220278	To approve or refuse the application for erection of log cabin to the side (retrospectively)		Rebecca Kerr	Strategic Place Planning	Place	1		
8			Future applications to PDMC (date of meeting yet to be finalised.						
9	Queens Link Leisure Park - 211715	To approve or refuse the application for proposed drive-thru restaurant/ take away		Robert Forbes	Strategic Place Planning	Place	1		
10	33 Holburn Street - 201409	To approve or refuse the application for change of use from class 1 (shops) to class 3 (food and drink) with hot food take away (sui generis) including installation of vents and 3no. wall mounted air condition units with associated works		Gavin Clark	Strategic Place Planning	Place	1		
11	94 Sunnyside Road - 220050	To approve or refuse the application for sub-division of residential curtilage and erection of end-terraced dwellinghouse		Roy Brown	Strategic Place Planning	Place	1		
12	3 Whitehall Road - 220210	To approve or refuse the application for change of use from class 1(shops) to class 3 (food and drink) and installation of extract grills		Roy Brown	Strategic Place Planning	Place	1		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2									
13	Wellington Road Cove - 211072	To approve or refuse the application for residential development (27 units)		Robert Forbes	Strategic Place Planning	Place	1		
14	56 Park Road - 211224	To approve or refuse the application for erection of 47 flats		Robert Forbes	Strategic Place Planning	Place	1		
15	Millbank House - 211430	To approve or refuse the application for conversion to form 10 flats		Robert Forbes	Strategic Place Planning	Place	1		
16	Former Treetops Hotel site - 211528	To approve or refuse the residential development of 89 units (including 25% affordable) comprising 54 houses and 35 flats over 3, 4 and 6 storey blocks and associated roads and parking, drainage infrastructure, open space and landscaping.		Matthew Easton	Strategic Place Planning	Place	1		
17	26 Hollybank Place - 211807	To approve or refuse the application for demolition of an existing commercial unit and erection of 11 no. residential apartments over 4 storey with associated hard and soft landscaping works		Roy Brown	Strategic Place Planning	Place	1		
18	Aberdeen Grammar School FP's Club, 86 Queens Road - 211806	To approve or refuse the application for erection of 3no. villas, 4no. apartments and 2no. maisonette apartments with associated works		Jane Forbes	Strategic Place Planning	Place	1		
19	Aberdeen Local Development Plan 2022 – Draft Aberdeen Planning Guidance: Masterplans and Planning Briefs			Andrew Brownrigg	Strategic Place Planning	Place	4 and 5		
20	PRE APPLICATION FORUM - Causewayend Bridge of Don - 201365 - date to be confirmed.	To hear from the applicant in relation to an application for Major residential development of approximately 350 units (at least 25% affordable) with associated infrastructure, open space and landscaping		Gavin Evans	Strategic Place Planning	Place			
21	PRE DETERMINATION HEARING - Tillyoch - 211699 - Wednesday 1 June 2022	Residential development (circa 250 units) with associated infrastructure, open space, landscaping and community facilities.		Aoife Murphy	Strategic Place Planning	Place			

ABERDEEN CITY COUNCIL

COMMITTEE	Planning Development Management Committee
DATE	21 April 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	Aberdeen Planning Guidance: Draft Prime Four Business Park Development Framework 2021
REPORT NUMBER	PLA.22.045
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Laura Robertson
TERMS OF REFERENCE	6. develop and adopt non-statutory development management guidance (supplementary planning guidance)

1. PURPOSE OF REPORT

- 1.1 This report presents the updated Prime Four Business Park Development Framework, the findings of the public consultation, proposed changes to the draft document and seeks approval to adopt the document as Aberdeen Planning Guidance (non-statutory planning guidance).

2. RECOMMENDATION(S)

That Committee:-

- 2.1 Approve the responses proposed by Officers to those consultation representations that were received on the Draft Prime Four Business Park Development Framework, as approved for public consultation by the Planning Development Management Committee on 9 December 2021 (Appendix 2); and
- 2.2 Approve the revised content of the Draft Prime Four Business Park Development Framework 2021 (Appendix 1) as Aberdeen Planning Guidance (non-statutory planning guidance)

3. BACKGROUND

- 3.1 Appendix 1 contains the draft Prime Four Business Park Development Framework. A summary of the representations received, Officers' responses to these representations, and details of any resulting action as a result of the consultation is contained in Appendix 2. Full, un-summarised copies of representations are provided in Appendix 3. The IIA is contained in Appendix 4.
- 3.2 On 13 September 2011 the OP40 Kingswells Business Park Development Framework and Phase 1 Masterplan were agreed at the Enterprise Planning and Infrastructure Committee as Interim Planning Advice then was adopted as

Supplementary Guidance to the Aberdeen Local Development Plan (2012). It was then subsequently taken forward as Supplementary Guidance in the Aberdeen Local Development Plan 2017. Subsequent Phase 2 and Phase 3 Masterplans, as well as a Development Framework for OP63, were also all adopted as Supplementary Guidance to the 2017 plan. Given the age of these documents and the fact that a large part of the site is now built out, the Developer has taken the decision to update, refresh and collate the existing document into this Revised Prime Four Business Park Development Framework 2021 document. The general principles, aspirations and design quality across the site will remain the same and are a key part of this development.

3.3 The current documents which are to be refreshed by this Revised Development Framework are:

- The Development Framework and Phase 1 Masterplan - found [here](#),
- Phases 2 and 3 Masterplans - found [here](#),
- OP63 Development Framework - found [here](#).

Once the Proposed Local Development Plan is adopted, and once Supplementary Guidance ceases to hold the status afforded to it (as described below) this document shall supersede that Supplementary Guidance.

3.4 On the 9th December 2021 Members of the Planning Development Management Committee approved the content of the Draft Prime Four Business Park Development Framework for a consultation exercise and agreed to report back to the same committee within the next 6 months (PLA/21/316). Public consultation ran from 17 December 2021 until 31 January 2022 for a total of 6 weeks. The additional 2 weeks, beyond what would normally be carried out, were added to allow for the Christmas break. The consultation responses from this 6 week period are the basis of this report.

Local Planning policy

3.4 Though originally allocated in a previous Local Development Plan, the Proposed Local Development Plan (PLDP) continues the specialist employment allocation for Prime 4 and the plan has submitted to the Department for Planning and Environmental Appeals (DPEA) to consider via the Examination Process, which is due to start on 1st December.

3.5 Although the provision is not yet in force, the Planning etc (Scotland) Act 2019 (Part 9) will repeal the ability to produce and adopt new Supplementary Guidance. In the meantime Supplementary Guidance under the current plan continues to hold the status as forming part of the development plan. However, in anticipation of this forthcoming change, the Planning Authority now proposes to initiate the process to approve such documents as non-statutory Aberdeen Planning Guidance, to sit alongside the next Local Development Plan once it is adopted. This document in its updated form, is proposed to be taken forward as said Aberdeen Planning Guidance.

- 3.6 The Aberdeen Local Development Plan (2017) allocates two Opportunity Sites as follows:
- OP29 Prime Four Business Park Kingswells: 50ha of employment.
 - OP63 Prime Four extension: 13ha of employment.
- 3.7 Of the original 63 hectares of employment land that was allocated across the two sites there is around 32 hectares remaining undeveloped and which this Development Framework relates to.

Public Consultation

- 3.8 Stakeholder, the public and other interested parties have been given the opportunity to comment on the Development Framework and a number of other documents and planning applications for Prime Four Business Park over the last 10 years. This includes the Aberdeen Local Development Plans preparation processes, a programme of consultant-led community and stakeholder engagement on Masterplans and Development Frameworks, and through the statutory planning application process.
- 3.9 The public consultation for the Draft Prime Four Business Park Development Framework ran for a period of 6 weeks from 17 December 2021 to 31 January 2022. The draft document was publicised and available as follows:
- Publication of document on Aberdeen City Council 'Consultation Hub' <https://consultation.aberdeencity.gov.uk/>
 - Press release on the Council's website advertising the consultation period, how to view and comment on the Draft Framework,
 - Notification (email) of the consultation issued to statutory consultees such as Community Councils,
 - Press advert placed in the P&J newspaper to advertise the consultation period.
- Unfortunately given the Covid pandemic it was not possible to have hard copies but these were available on request, but no requests were received.
- 3.10 A total of 8 responses were received to the consultation, primarily from agencies and statutory consultees. Full, un-summarised copies of the representations received are provided in Appendix 3.

Summary of key issues arising from engagement and consultation

- 3.11 A full and detailed list of comments received to the consultation is contained in Appendix 2, including Officer's responses and recommended changes to the matters raised. A summary of key issues is outlined below:
- Welcome dedicated section to the historic environment,
 - Reference to the wrong Sewers for Scotland edition,
 - A90 including the AWPR have no easily accessible fuel stop between Ellon to the north and Stracathro/ Bridge of Fiddes to the south. The south-west corner of the site would make a good refuelling stop or the redevelopment of the Five Mile Garage site.

- Any new development should provide refuelling, electric vehicle charging and preferably hydrogen refuelling facilities,
- Any development should enhance mixed use walking and cycling path,
- Woodland network not as extensive as previous Framework document showed,
- Support key principles and in particular, in relation to the Green Space Network and using footpath and cycling connections to encourage sustainable travel to and around the site,
- Benefit in carrying out an assessment on the impact and success of previous Framework,
- Incorporation of blue-green infrastructure within the development,
- Strongly support identification of design principles, particularly in relation to the active travel path network, active frontages, public spaces, the integration of existing natural features and opportunities to incorporate enhancements to biodiversity into the design,
- Pedestrian and cycle links should be prioritised over vehicles, particularly between office buildings, shops etc,
- Consider that the principles protecting natural features, biodiversity and improve wildlife should be strengthened,
- Improve cycle connections to A944, make the plans clear,
- The heights of the existing buildings in Prime Four should be used as a guide for any new development,
- Strongly support the inclusion of the buffer and localised areas of open space in relation to the ancient woodland,
- Welcome recognition of amenity opportunity presented by the SUDS basin,
- The protection and integration of key landscape features, such as the ancient woodland to create, a sense of place is supported.

3.12 As a result of the representations received, several actions and amendments were recommended to the Prime Four Business Park Development Framework. A full and detailed list of actions and recommended amendments is contained in Appendix 2 however a summary is provided below:

- Ensure correct policy and guidance is referenced in the document,
- Consider further to the tree belts around the Friends Burial Ground and the western boundary per the previous Framework and update fig 24 accordingly,
- Incorporate the reference to Blue- Green infrastructure in a number of locations throughout the Development Framework including figure 16, figure 24 and within the key principles,
- Add in an extra “proposed cycle network” dashed line alongside the “proposed footpath network” dashed line between the A944 frontage and the western hub in order to allow this link between these areas to be both pedestrian and bike ,
- Add text to state any proposal will include and be informed and shaped by (but not exclusive to) Landscape Visual Impact Assessments, 3D visuals, boundary treatment assessments and sections through the site.

On completion of the changes to the Development Framework it is proposed the document is adopted as Aberdeen Planning Guidance.

Strategic Environmental Assessment

3.13 A Strategic Environmental Assessment (SEA) for the Prime Four site has been undertaken as a part of the Aberdeen Local Development Plan process

4. FINANCIAL IMPLICATIONS

4.1 The Draft Framework has been produced by planning and design consultants Halliday Fraser Munro (HFM) on behalf of the landowners (DRUM), who have met the cost for its preparation, including all consultation and engagement to date.

5. LEGAL IMPLICATIONS

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

6. MANAGEMENT OF RISK

Category	Risk	Low (L) Medium (M) High (H)	Mitigation
Strategic Risk	Not having an up-to-date Framework could result in longer timescales to manage and process planning applications for the area and affect the planning authority's obligation to determine applications within a set time period.	L	Agree the content of a Development Framework for the area to publicly agree acceptable forms of development upfront and in advance of planning applications being submitted.
Compliance	N/A		
Operational	N/A		
Financial	N/A		
Reputational	The absence of an approved Framework may mean that development could be piecemeal and result in missed opportunities to maximise development potential in a cohesive way.	L	Agree the content of a Framework to guide future development and maximise land use efficiency.
Environment / Climate	In the absence of a Framework there would not be set principles for the	L	Agree the content of a Framework to guide future development and maximise land use efficiency.

	landscaping, protection of the environment or drainage provision.		
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7. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
	Impact of Report
Aberdeen City Council Policy Statement	The proposals in this report have no impact on the Council Policy Statement
Aberdeen City Local Outcome Improvement Plan	
Prosperous Economy Stretch Outcomes	The Prime Four site is allocated for 62.7 ha with this revised Draft Framework identifying around 33 ha still to be developed, thereby supporting a ready supply of employment land which would result in job creation (Key Driver 2.1, 2.2).
Prosperous People Stretch Outcomes	The Framework has been designed to include a series of green spaces to support health and well-being of all ages (Key Driver 11.3).
Prosperous Place Stretch Outcomes	The Draft Framework supports the delivery of an attractive landscape network, including green spaces and the development would support active travel options (Key Driver 13.2 and 15.2). All new development is required to reduce emissions and the development included electrical charging points to future proof. The Development provides walking and cycling routes and is next to the Park and Ride. (Key Driver 14.1).
Locality Plan – North	
Economy	The proposal will deliver employment land and as such will result in job creation. (Income and Employment)
People	The site provides cycle and pedestrian routes through the site and through open space provision (Physical health)

8. IMPACT ASSESSMENTS

Assessment	Outcome
Impact Assessment	Stage 1 Impact Assessment completed; Stage 2 impact assessment not required.

Data Protection Impact Assessment	Not Required
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9. BACKGROUND PAPERS

- 5.2 Aberdeen Local Development Plan 2017
<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan>
- 5.3 Proposed Aberdeen Local Development Plan 2020
<https://www.aberdeencity.gov.uk/sites/default/files/2020-05/Proposed%20Aberdeen%20Local%20Development%20Plan%202020.pdf>
- 5.4 Technical Advice Note: Aberdeen Masterplanning Process
<https://www.aberdeencity.gov.uk/services/planning-and-building/local-development-plan/aberdeen-local-development-plan/supplementary-guidance-and-technical-advice>

10. APPENDICES

- Appendix 1: Draft Prime Four Business Park Development Framework**
Appendix 2: Summary of Consultation Responses
Appendix 3: Full consultation responses

11. REPORT AUTHOR CONTACT DETAILS

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HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Prime Four Business Park - Revised Framework November 2021



DRUM

DEVELOPMENT
& INVESTMENT

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Prime Four Framework

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1. Introduction

1. Introduction

Purpose of Document

Drum Property Group Ltd, working with Aberdeen City Council, has produced Development Frameworks to guide the development at the allocated employment sites OP29 and OP63, now partially developed and established as Prime Four Business Park. Previous Frameworks have been adopted as supplementary guidance and have provided high level guidance on the development of Prime Four as it progressed. The OP29 Development Framework also informed detailed masterplans for earlier phases which have now been substantially implemented.

This document consolidates the key principles of the previous Frameworks, building on their success and establishing a Framework across the remaining undeveloped zoned area. Future development will retain the key principles of the original Frameworks so that the quality of Prime Four Business Park is maintained whilst allowing flexibility to meet changing market requirements. The process of adopting a strong set of design principles and working within these to reflect market demand has already created a very successful business park at Prime Four.

The purpose of this Framework review is to ensure that Prime Four continues to be a successful employment focus for the City. This Framework document is being prepared to guide the future development of site OP29 and OP63, both allocated for employment use in the Local Development Plan 2017. Benefits of having a consolidated framework approach include:

- Greater understanding of the site-wide context;
- Easily identified key principles to be applied throughout the development;
- Identification of development areas and the general form of that development; and
- Creation of a single source Framework for reference.

This new consolidated Framework is intended to replace the existing OP29 and OP63 Frameworks as Aberdeen Planning Guidance.

Applicant

Drum Property Group Ltd

Architect & Planning Consultant

Halliday Fraser Munro

2. Previous Frameworks

2. Previous Frameworks

2.1 Framework History

Since the adoption of the original OP29 Development Framework and Masterplan much of what was described in that document has now been successfully delivered. It recognised, however, that its content was “...only a guide and must be flexible enough to respond to market requirements and changing economic circumstances”. It also included a Framework Drawing indicating one possible permutation of an indicative layout. The purpose of that conceptual drawing was to illustrate key principles to be addressed in future development options rather than being an absolute masterplan. The Prime Four Business Park as it stands today is very similar to that suggested by the original Framework but not a direct copy of the Framework Drawing.

A number of factors can affect the delivery of a framework or masterplan. These can broadly be categorised into two main groups - technical requirements or market driven.

- Technical factors could be any number of site issues that only become apparent during the detailed site investigations or new information coming to light that was not available at the time of the preparation of the masterplan or the detailed design requirements associated with infrastructure delivery.
- Market factors include the changing requirements for tenant space or tenant type. These are driven by economic circumstances and in turn the changing demand for the scale of building or type of occupier. When Prime Four was conceived it catered for large scale HQ office demand to serve the oil and gas market. That allowed phases 1, 2 and 3 to move quickly and attract new or expanding business to the park. The market for that type of operator has changed and although earlier phases have been developed to that model the remainder of the business park will have to adapt to current and future market requirements to continue to be successful.

The previous OP63 Framework examined the comparison between the Framework and the developed business park. That clearly illustrated how adopting a framework approach with key principles can allow flexibility but still deliver a quality development.

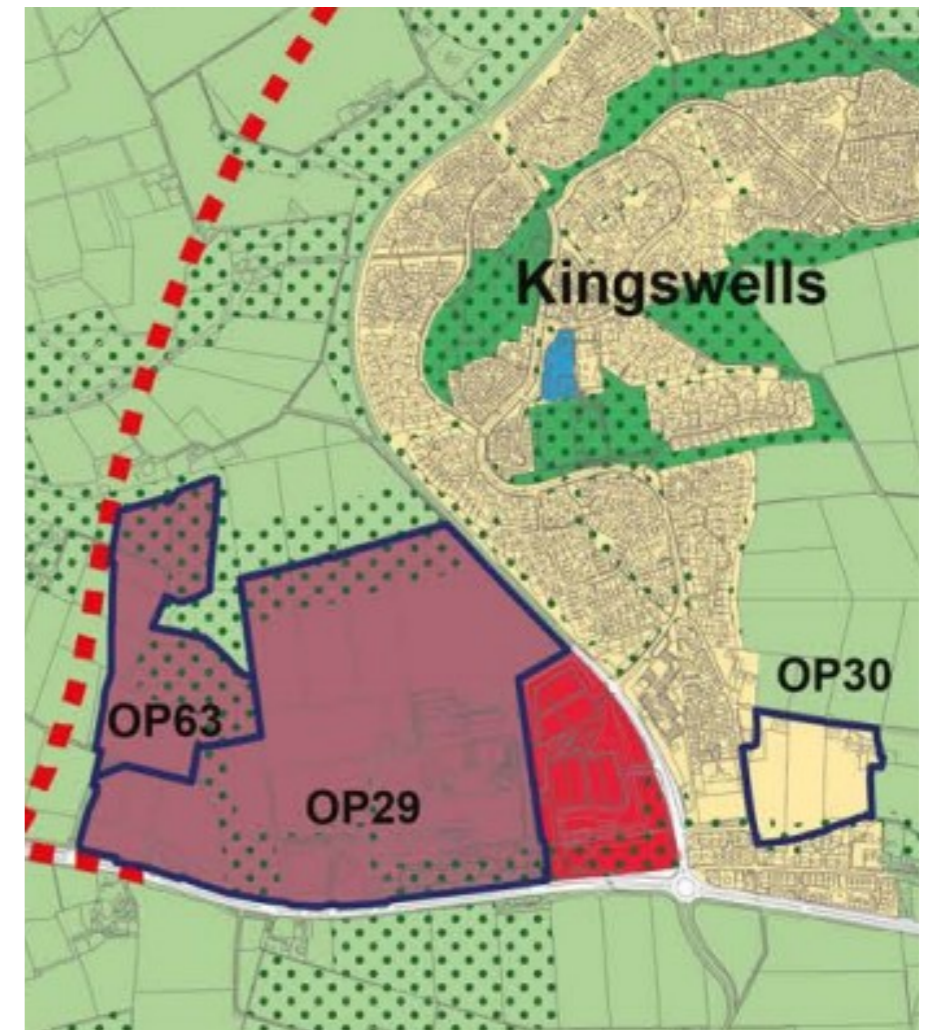


Figure 1: Local Development Plan Extract - Note: OP29 (2017 LDP) was previously referred to as OP40 (2012 LDP)

2.2 Development History









The existing development at Phases 1-3 were identified as site OP40 in the 2012 Local Development Plan. This land was the subject of a development framework and Phase One Masterplan, which was adopted as supplementary guidance in January 2013. Almost all land released in Phases 1-3 has now been built out with only a few plots remaining. The site was expanded in the 2017 LDP with the addition of OP63 and an associated Framework to help inform and guide the future development of the Business Park. OP63 was identified for “*expansion to existing allocation. Masterplan required. A TIA will be required. In addition, adequate buffer zones for the Friends Burial Ground and the woodland will need to be identified on the masterplan.*”

OP40 Circulation Update

The key circulation concepts set out in the original OP40 Framework have been carried through in the actual development. This includes the main access from the A944 and a secondary access to the north east and pedestrian/cycle links throughout the site. Technical and site specific context has led to a slightly different arrangement of these elements in the as-built development.

OP 40 Development Zones Update

The form of development zone has remained very similar between the original and as-built elements of the business park. The introduction of the new public hub at the east of the site has altered the public realm element of the development but has provided a focal point at that location as per the original Framework





-  Main access points
-  Indicative access points
-  The 'Fourcourt'
-  Linear tree planting
-  pedestrian routes
-  cycle routes
-  current vehicular routes
-  Indicative vehicular routes



Original Framework Drawing—circulation



Updated Framework Drawing reflecting as-built Phases

-  Notional building
-  constructed building
-  direct building
-  wider building



Original Framework Drawing - in-principle built form



Updated Framework Drawing reflecting as-built Phases

Figure 2: Previous Framework Extracts

2.2 Development History

OP 40 Framework Update

The previous OP63 Framework analysed the site as developed versus the Framework principles in the original OP40 Framework document (now OP29 in the current LDP). The Framework drawing (Figure 3) was updated to provide an accurate illustration of Prime Four as developed to date and its relationship with future development plots. The inclusion of the OP63 land to the west of OP40, however, also required a rethink on issues such as access. A separate Framework was prepared for OP63—see over.








-  OP29 Boundary
-  Constructed Buildings
-  Constructed Connections
-  Existing Tree Belts
-  Proposed Buildings
-  Indicative Connections
-  Proposed Tree Belts



Figure 3: Previous Updated OP40 Development Framework Drawing

2.2 Development History

OP 63 Framework Update

The inclusion of OP63 west of the main business park was Adopted in the 2017 Local Development Plan. A new separate OP63 Framework was prepared to help guide development. Figure 4 is an extract from that Framework and illustrates the key development principles including access, relationship with the woodland and historic features. The key features of the O63 Framework are being carried forward into this replacement Aberdeen Planning Guidance document.

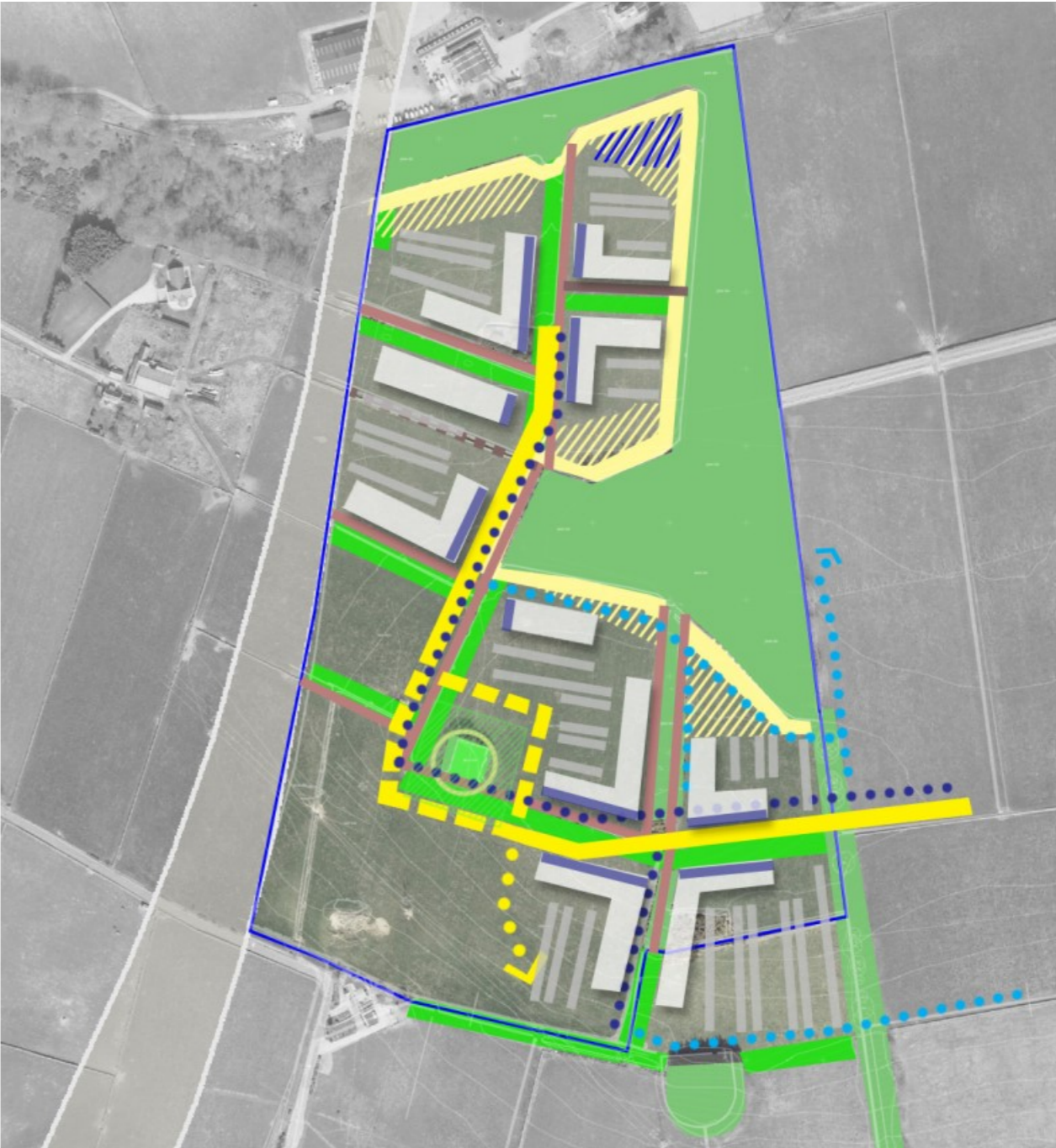
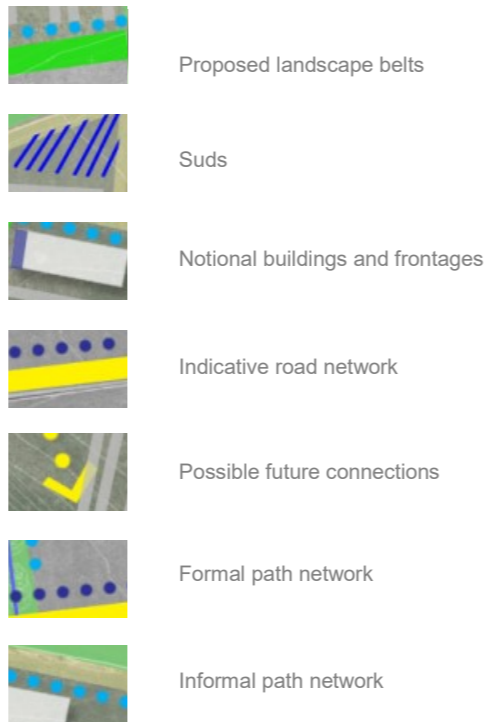


Figure 4: Previous OP63 Indicative Framework drawing

3. Framework Context

3. Framework Context

3.1 Key Principles

The following key principles were identified in the previously agreed Frameworks and are carried forward through this consolidated Framework:

- **Recognition and enhancement of existing landscape features and planting;**
- **Using traditional field patterns and woodlands as design inspiration;**
- **Differing approaches to be taken depending on the differing topography of the site;**
- **The relationship to the Kingswells Consumption Dyke and Green Space Networks; and**
- **Using footpath, cycle, and road networks to support and encourage sustainable travel to and around the site.**

Figures 5, 6 & 7 opposite illustrate the type of development, open space and infrastructure delivered in earlier phases. This clearly shows that key principles embedded in the original Frameworks and Masterplans can be applied in a flexible manner to deliver a high quality development.

The Northern Park, and the Consumption Dyke to which it relates, are key landscape features in the developed site. The existing field setting of the Consumption Dyke will be retained, protected and enhanced by the development of the Northern Park. Amenity value has been improved by the inclusion of accessible, bound gravel formal paths and informal mown paths. A car park for the use of

visitors to the park has also been provided. Feature earthworks have been constructed to highlight the eastern entrance to the business park and will act as a future local landmark on this main route to and from the Aberdeen airport.

The Green Space Network to the south eastern edge of the development has been enhanced considerably. The creation of the wetland adjacent to plot one has introduced new opportunities for semi-aquatic plant species into the site, establishing a new habitat and enhancing the site's overall biodiversity. Options to continue this on appropriate elements of future development will be examined.

Retaining and enhancing existing features will continue to be prioritised as the development continues westwards into future development phases.

Local Development Plan (LDP) - the site is allocated for specialist employment use in the LDP. Much of the history and background has been set out in this Framework. The business park has proven successful but as the City and the world changes, most recently with the focus on how people live and work as a result of the COVID 19 pandemic, energy transition and economically, this existing employment allocation also needs to respond in order to remain a successful, viable and sustainable employment focus for Aberdeen.



1.



Figures 5, 6 & 7: Landscaping & Infrastructure delivered on Phases 1-3

3.2 Vision

The vision for this Development Framework builds on the success of the Business Park to date.

Prime Four has been true to the original principles as set out in previous Frameworks and has delivered a unique, highly accessible business location that links with the existing community at Kingswells and provides facilities and opportunities that have historically been lacking.

The market for high quality business accommodation has, however, altered significantly since the original vision for Prime Four was set out. There is now less demand for large HQ office accommodation associated with the carbon-based energy industry. This Framework approach therefore updates the vision and overall development objective to allow flexibility to introduce new uses. The vision for the continuing development of Prime Four is:

Vision:

“To provide Aberdeen City with an innovative, desirable, high quality development opportunity that supports inward investment in one of the City’s most recognised and successful business locations. This development is unique in the North East of Scotland in providing occupiers with operational benefits associated with a highly accessible location, close to the local workforce and all within a quality award winning setting. Prime Four will continue to provide a sustainable, well-integrated extension to Kingswells, that can accommodate high quality business uses, leisure, research/education and employment opportunities to enhance the economic growth of the wider City Region.”

3.3 Framework Context

The 2017 Local Development Plan allocates two areas of land at Prime Four for development—OP29 and OP63. Figure 8 illustrates those zonings, the remaining development land and the buildings currently completed. This Framework document relates to the remaining development land as indicated by the red outline.



Figure 8: OP29/OP63 Development to Date and remaining development land

4. Development Principles

4. Development Principles

4.1 Framework Geographical

The purpose of the following sections is to provide guidance for future planning proposals for the site. They set out key principles to shape future applications so that they collectively deliver the vision set out previously. Collectively the key principles have been pulled together in an indicative framework drawing on page 33. Similar to previous Frameworks that indicative framework drawing should only be seen as a potential development option and as illustrating the general principles of development. The Framework sets out the main principles for the development of the remainder of the site. This Framework also allows for future changes in market forces or technical requirements during detailed stages of design whilst still reflecting key principles set out in this document.

The site lies to the north west of the current Prime Four Business Park. Within the wider context, the site is located four miles to the west of Aberdeen City Centre, adjacent to the settlement of Kingswells. Its western boundary abuts the Aberdeen Western Peripheral Road (AWPR). The settlement of Kingswells is adjacent, to the east of Prime Four, however visual links to the site from the settlement are limited due to ground levels and extensive shelter belt tree planting and the longer established woodland on site. The Prime Four Business Park also restricts views from Kingswells and the C89 Kingswells bypass. Westhill, just under 2km to the west, is visible from the site.

The area immediately surrounding the site has undergone a considerable change. The AWPR to the west of the site has dramatically affected the character of the area. To the east, the Prime Four Business Park has transformed the once agricultural setting to an award winning, international business hub.

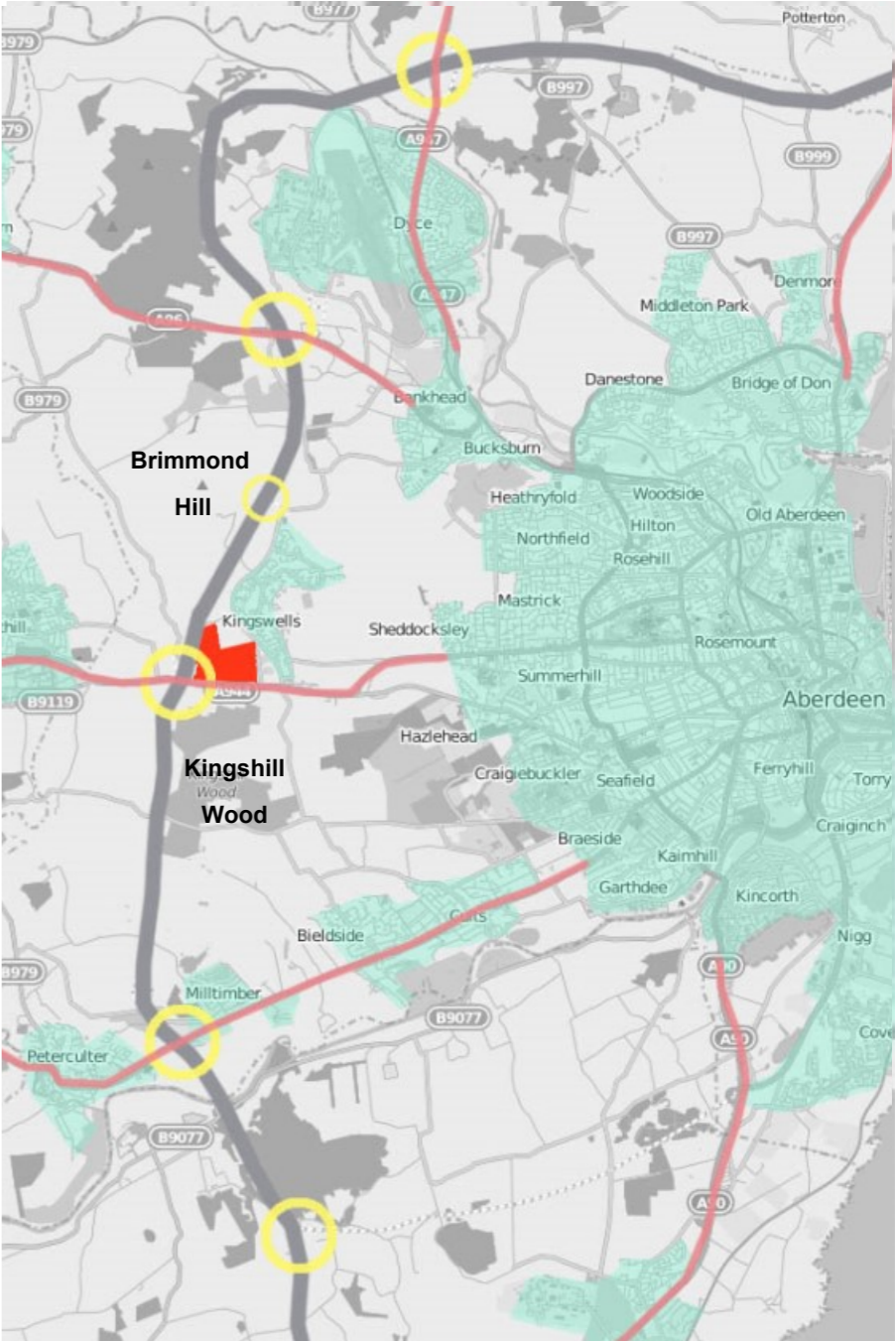
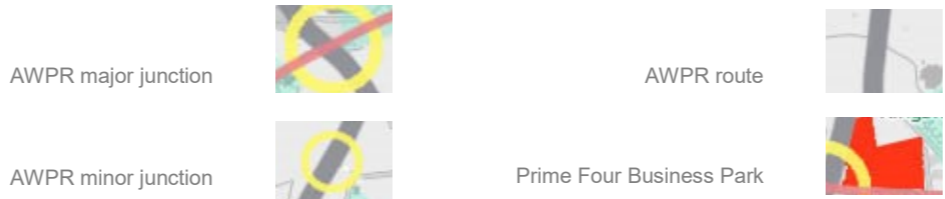


Figure 9: Framework Wider Context Plan

4.2 Development Area

This Framework applies to the development areas remaining at OP63/OP29 as shown in Figure 10 and illustrated in Figure 11. Detailed guidance on site sensitivities and the form of development is contained in the following pages.



Figure 11: Aerial View looking north east

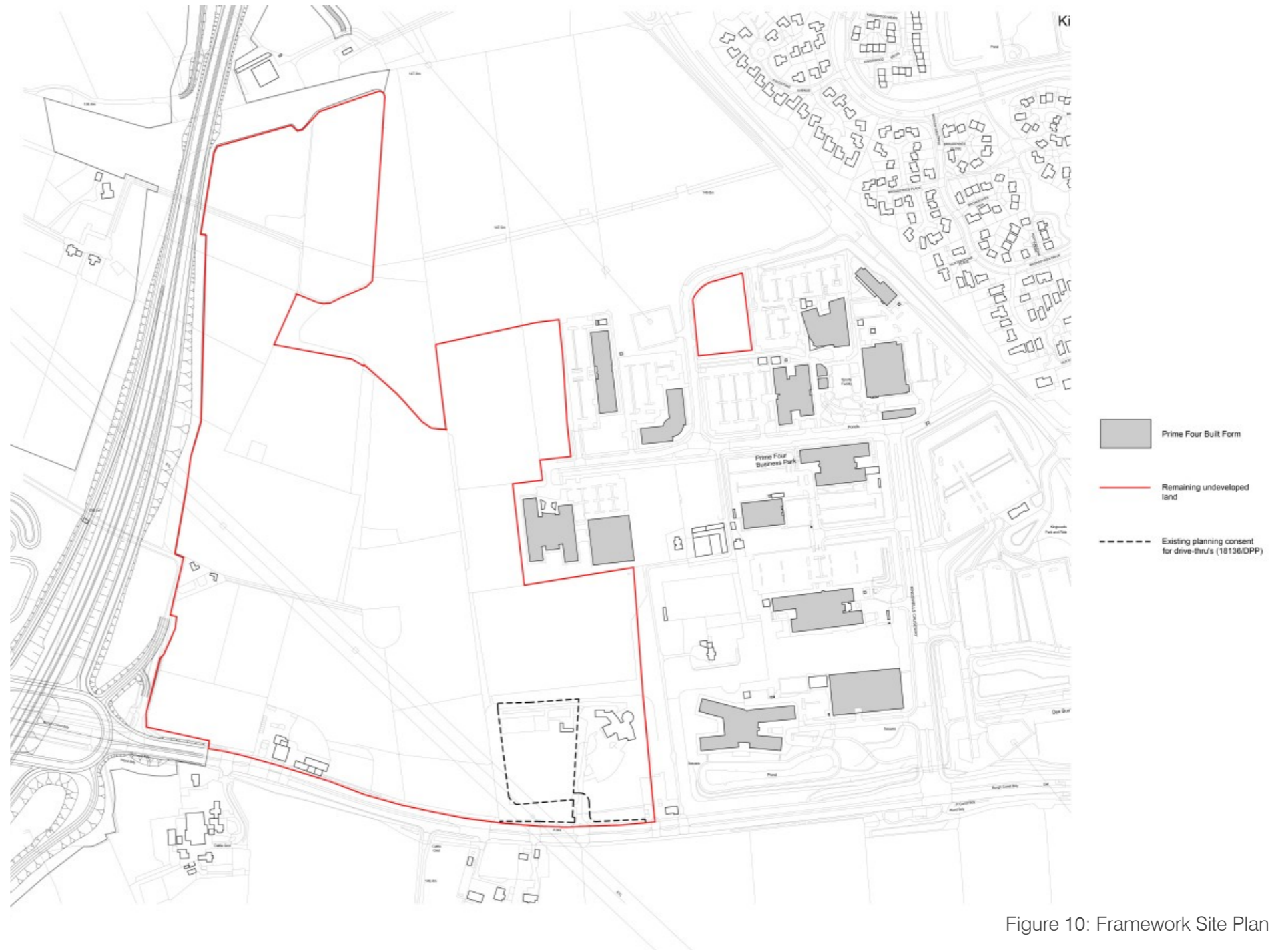


Figure 10: Framework Site Plan

4.3 Potential Uses

Prime Four will continue to offer opportunities for the development of high quality HQ type developments.

The existing business park includes a mix of complementary uses including: Childrens' Nursery, sandwich and coffee shop, management suite, permission for a mix of Classes 1,2 and 3 uses in the Fourcourt pods and a Hotel/Spa and Restaurant use at The Village Hotel. The initial phases include a few remaining vacant plots that could also be developed for a mix of uses complementary to the existing developed plots. This could include business/office use but also potentially research, appropriate industrial or storage and distribution uses, training centre, small-scale complementary service or food and drink uses, medical use or high-tech industries.

Other parts of the remaining site could include similar alternative employment uses or an expansion/replacement of the existing uses already on site (including refuelling/recharging stations). Proposed non-business use should be of a nature and appropriate scale that can be designed to sit contextually alongside the existing Prime Four Business Park uses.

All development should be in accordance with the general design principles set out in this brief. Any proposed non-business use should ensure that impact on the road network is acceptable generally through an appropriate Transport Assessment or equivalent.

New Western Hub – this area (detailed in later sections of this Framework) can be considered a transitional zone that allows the existing business park to the east with its larger-scale single office buildings to transition into potentially alternative uses to the west. This part of the site offers the most opportunity to be flexible and support a range of uses. This could include small-scale retail, service, food and drink and other support uses to serve the business park, potentially additional on-site accommodation (hotel or other forms of accommodation) to service the surrounding uses in the park and create a more mixed-use development. Where this is proposed a masterplan should be prepared to consider context and provide justification for that approach.

Where single plots are being developed for employment or complementary uses in line with this Framework a masterplan should not be required.

A statement of conformity with this Framework will be required with all applications.

4.4 Key Design Principles

Distinctiveness

- The landscape strategy should be informed by existing natural features. Buildings, street patterns, spaces, skylines, building forms and materials are to enhance the sense of identity and reflect the high standard already delivered in earlier phases.
- The Framework supports the creation of a distinctive place, maintaining, as much as possible, the distinctive field pattern and character of the existing landscape.
- The proposed streets will be defined by a coherent and well-structured layout, and should function as a logical extension to earlier phases where these connect.

Easy Orientation

- The development will provide the opportunity for a visual marker at a key interchange for the passing AWPR/A944 traffic.
- Placement of buildings and the overall layout will make it easy for people to find their way around. .
- Existing views of the surrounding landscape will be incorporated into the development;
- Clear pedestrian/cycle links should be provided throughout.

Safe and Pleasant Environment

- The Framework allows for the creation of frontages to streets and will support safe, well lit and overlooked public spaces.
- Provision of public space will be well designed, and with suitable management arrangements put in place.

Adaptability

- The Framework allows for flexibility to deal with market changes and technical constraints.
- Provision will be made for a range of plot sizes depending on actual requirements and tenure mix.
- Future adaptability of buildings should be considered to reflect changing requirements

Easy to get to and move around

- A network of safe routes to well connected access throughout the development is required.
- Streets will be pedestrian and cycle friendly and provide good access to public transport.
- Car parking will be well-integrated into the overall site character.
- The Framework supports green networks in and around the proposed development area, and provisions be made to connect these to the site and wider area.

Resource Efficiency

- Significant natural features and other biodiversity elements should be protected and integrated into the overall development.
- The natural hydrology of the area will be considered and enhanced where possible.
- Opportunities to improve habitats and support wildlife should be considered in detailed design stages.
- Options for increased building energy efficiency should be considered
- Opportunities to incorporate enhancements to biodiversity should be considered at the detailed design stages

5. Design Principles

5. Design Principles

5.1 Access Strategy

The access strategy adopted is the same as that approved in the OP29 (previously OP40) OP63 Frameworks i.e. vehicular access from the existing roads infrastructure within the site and potentially from the A944 to the south of the site with a network of pedestrian and cycle connections throughout.

Circulation

The diagram opposite shows the how future development can be connected to the existing park as an extension of the current circulation strategy.

A clear strategy of pedestrian circulation has already been delivered throughout the park. Wide verges are provided alongside the primary streets and footpaths are set back beyond these verges. In and around The Fourcourt (the main pedestrian space) finishes have been enhanced to provide a multi-functional set of spaces. A secondary path network leads from the Forecourt to the Northern Park and the plots to the west. Footpath links have been formed north to south from the primary street to the Northern Park and connect with the informal path network alongside the Consumption Dyke.

Development heading westwards is primarily an integrated, logical extension to the previous phases of the business park. **The connectivity and circulation character will be a continuation of the strategy implemented in previous development phases.**

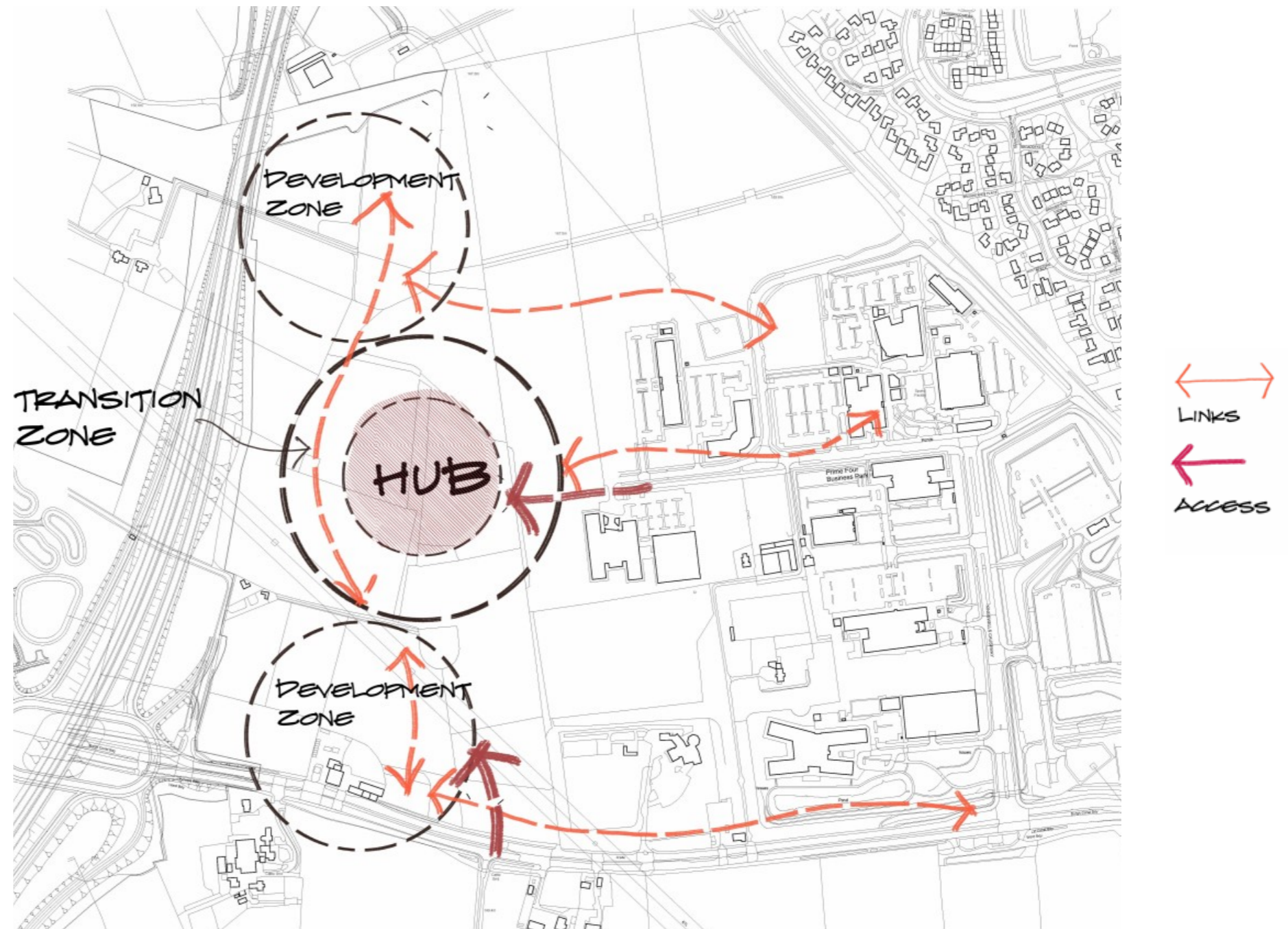


Figure 12: Access and Circulation Principles

5.2 Connectivity & Circulation

Vehicular Access

For the majority of the future development phase vehicular access will be through the continuation of the primary access, the Kingswells Causeway, which runs east-west. How junctions from the primary street should be dealt with has already been established within the existing business park. Any secondary roads from the primary street should aim to create areas of public space around them, and where appropriate provide areas of shared surfaces and enhanced hard landscaping.

Wide sloped verges should be provided either side of the primary street. Footpaths running adjacent should sit behind verges or retained existing dykes. The primary street will provide easy access to the proposed new transitional 'Hub' area.

A944 Access

For the south west section of the site a new vehicular access to/from the A944 may be possible. This new access opportunity is continued from previous Frameworks but will require detailed investigation to establish its location, form and capacity. Where proposals for a new access in this location are being considered applicants should engage with Aberdeen City Council officers at the early stage of any design process.

AWPR Junction

The AWPR is now operational and future applications will be required to demonstrate, through a Transport Assessment or equivalent, that the development proposed will not impact unduly negatively on the adjacent junction or that any impacts can be mitigated in an acceptable manner. Depending on the type of use being proposed, traffic modelling at a strategic level, using the ASAM model, could be useful to provide an indication of the scale and location of any potential impacts and help determine mitigation requirements.

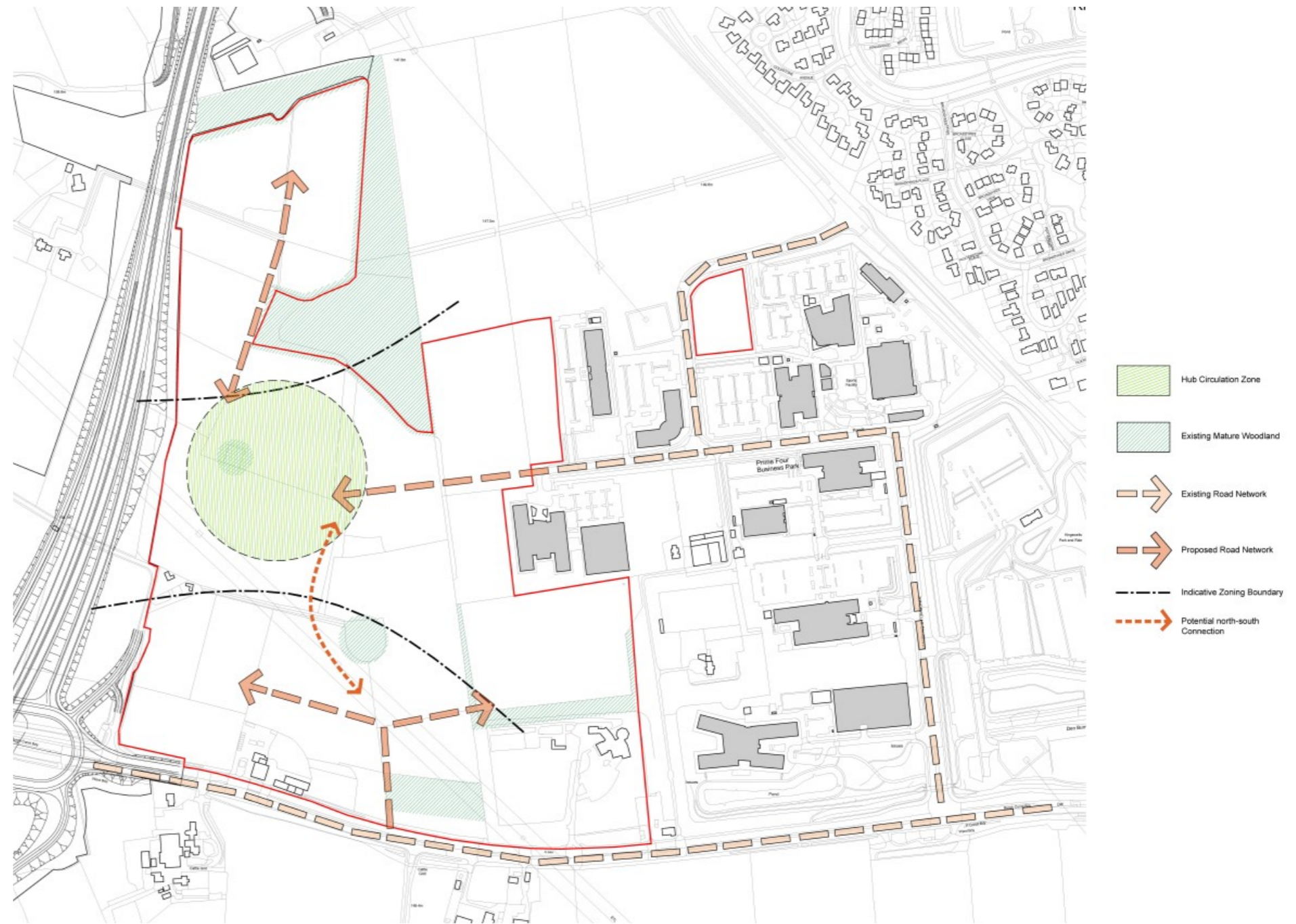


Figure 13: Existing & Proposed Connectivity

5.2 Connectivity & Circulation

Footpath / Cycle Connection

A cohesive pedestrian / cycle path network will be provided within the site. This should connect seamlessly into the existing business park and where possible, provide future connections into the later phases of development. Emphasis should follow the east-west access laid out in previous phases, however in order to access all parts of the site it is recognised that a north – south approach will be required in some areas. **In this situation the network should respect the ancient woodland and exiting field boundaries as well as site topography.**

A combination of formal and informal footpaths should be provided. Formal footpaths following the main vehicle roads will offer easy access to the main areas of the park. A network of informal paths has the potential to provide pleasant safe and secluded walks connecting to the already established the Northern Park. These informal paths will deliver a valuable contribution to the open space. The option of relocating the existing cycle path and footpath along the A944 into the site should be explored.

Active Travel and Public Transport

Aberdeen City Council and its partners are carrying out a number of studies to review and help improve active travel and public transport connectivity along the A944 and the A9119 corridors. **Active travel and public transport should be considered in relation to the relevant local and national policies and strategies in force at the time relevant applications are lodged in order to assist with choice of travel modes.**

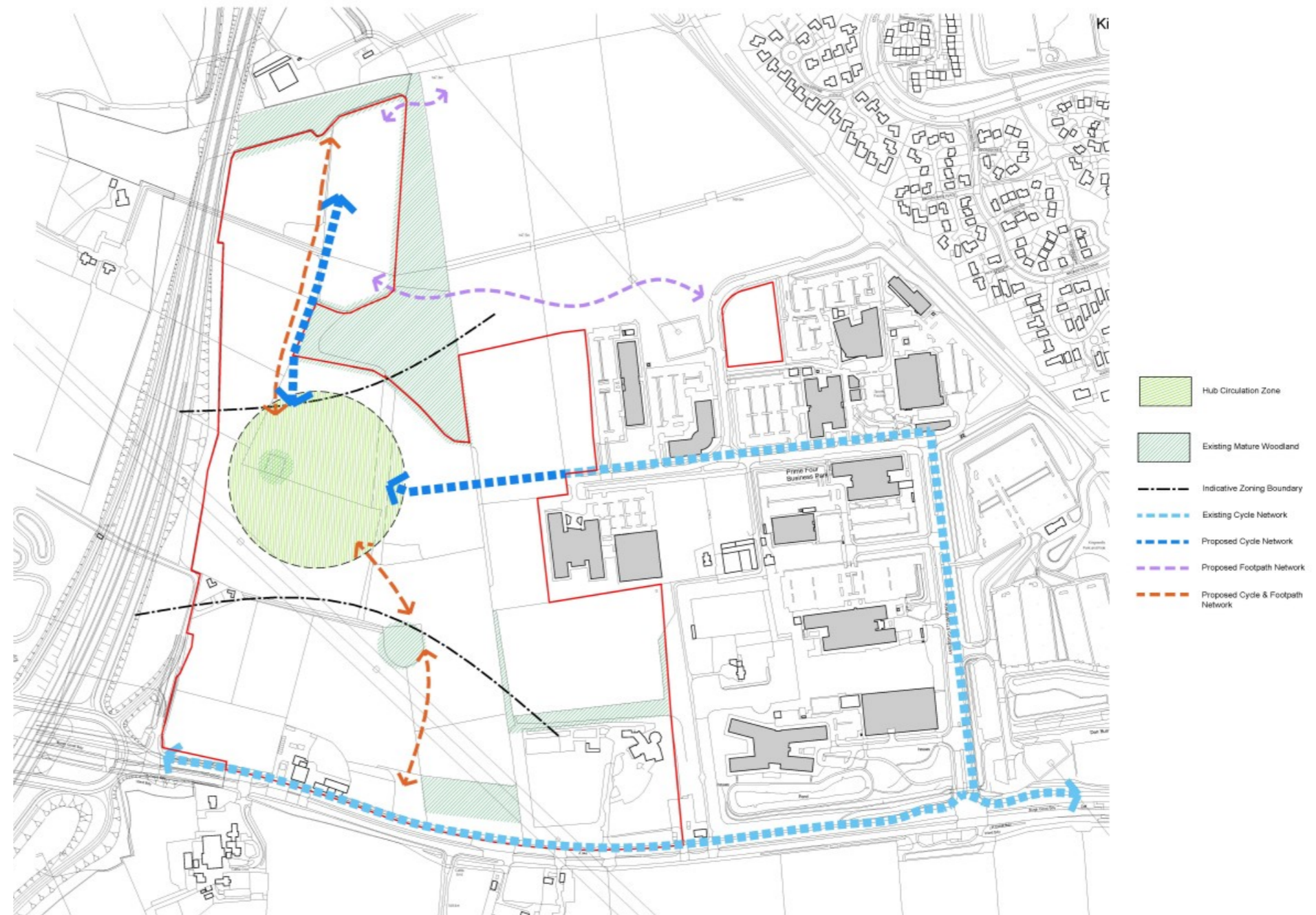


Figure 14: Existing & Proposed Connectivity

5.3 Key Views

Views To

The site has intervisibility from a number of locations but also benefits from woodland screening and topographical screening. From the north the elevated position of Brimmond Hill will give views over the site, although the site will be partially screened by landscaping to the north of OP63. The site can also be seen intermittently from the A944 and the AWPR, although only certain sections of the site are visible, with the AWPR and other local developments either providing foreground and background visual context. **Buildings will generally face onto internal road networks but the views into the site should be considered for appropriate applications including elevational treatments onto the site boundaries.**

Views From

Views from the site are predominantly to the west and the south and only from certain areas of the site (Fig 15). The ancient woodland and current Prime Four development restrict views to the north and east.

Immediate views will look over the AWPR. Southern views will look over future phases of development and over the A944 towards Kingshill Wood. Views south will be limited to the plateau and the south facing sloped area of OP63 due to topography.



Figure 15: Views from Site

5.4 Building Form & Parking

Form

Phases 1-3 of site OP29 employed a consistent approach to building design with the aim being to create a cohesive business environment. This approach should be carried through the whole site although slightly different approaches may be required for different end users.

The success of Fourcourt area has also shown that larger buildings can be accommodated within the masterplan if suitable amenity space and considered landscaping are provided. Larger or taller buildings could be accommodated in the form of a new transitional hub / focal point zone to the west providing visual landmarks and helping with orientation through the site. Applications of this nature should be supported with design analysis to illustrate the opportunity and impact. These two key hub zones will be linked by a continuation of the strong tree east-west boulevard road to provide a highly legible layout.

Buildings

As per previous phases, building orientation and position will be an important factor in delivering a quality and legible environment.

The OP29 Development Framework set guidelines for the creation of building clusters, and the relationships between neighbouring plots. This new Framework proposes to continue with a similar approach across the site and Figure 16 illustrates indicative building frontages and plots to reflect the character of each area. Buildings in the south west section of the site have the opportunity to address the A944.

Buildings should, where possible, cluster together to form relationships. Pedestrian routes between the buildings will encourage interaction and activity at street level. Parking should be designed in to the overall layout, carefully sited and not visually intrusive. The buildings will provide screening to the parking or operational areas which could be located to the north or south of the building cluster. Building orientation and form should also consider views to and from A944 and AWPR with well-designed, good quality elevational treatment.



Figure 16: Indicative Plot Layouts & Frontage

5.4 Building Form & Parking

Building Heights

Building heights will be determined by a number of factors, however the three main considerations are visibility, topography and existing tree heights. Over the entirety of the site there is a range of topographical situations, which broadly align with the differing landscape character zones (fig. 22).

As a major interchange along the AWPR the Kingswells south junction acts as a key node into the city. Given this and the proximity of Prime Four to this junction there is opportunity to provide a visual marker or statement signalling the ambition and aspirations of the city of Aberdeen and the important role it plays globally through the many international tenants of Prime Four Business Park.

A building of height i.e. greater than 5 storeys in the correct location could act as this marker although the exact location will be determined in relation to its context at the time of the proposal. Further analysis of the visual impact relating to scale massing and siting should be undertaken when a detailed application is brought forward on any proposed building. This should consider views in to the site, building heights in relation to the surrounding context and the wider visual impact of a taller building in this location.

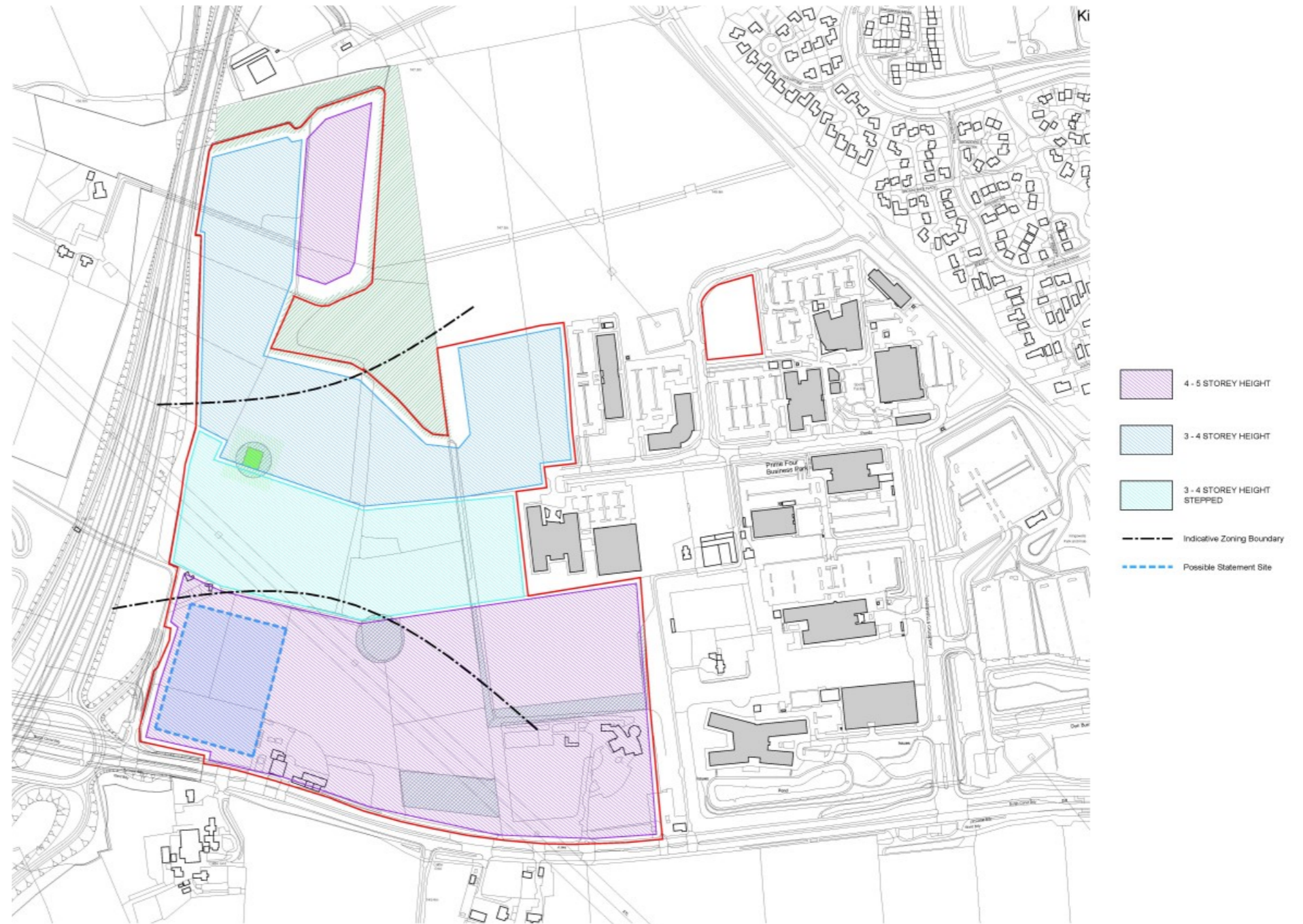
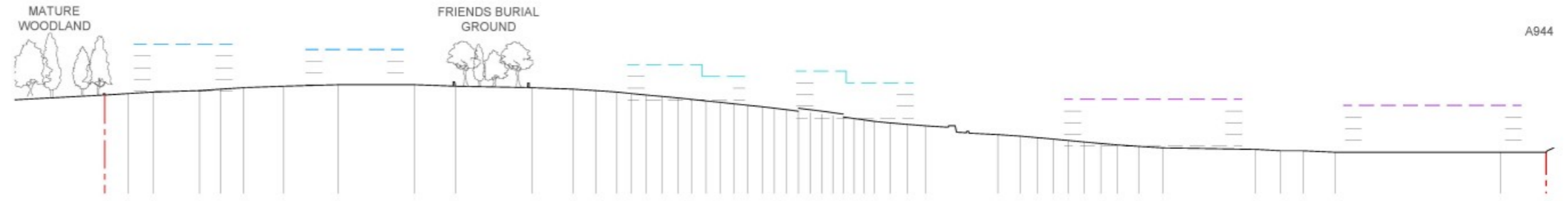


Figure 17: Indicative Building Heights Strategy

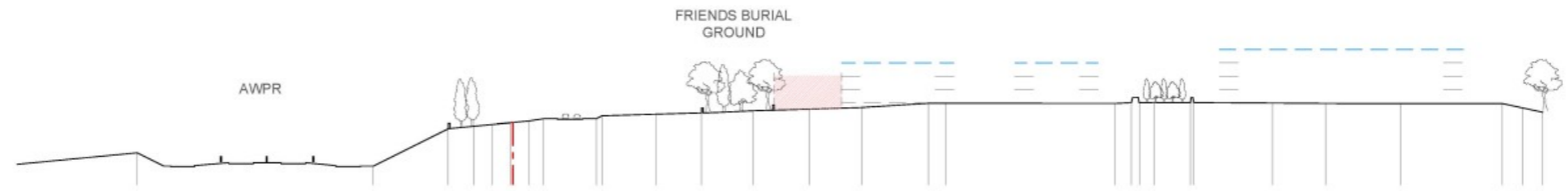
5.4 Building Form & Parking

Building Heights

Indicative site sections showing notional building height zones. Building platforms are indicative.



BUILDING HEIGHTS SECTION A - A



BUILDING HEIGHTS SECTION B - B

Figure 18: Site Sections

5.5 Historic Environment

Friends Burial Ground

The Friends Burial Ground is located to the west of the site. It stands on a south-facing slope, with views across the surrounding area. A blocked entrance in the south east of the enclosure wall faces the house at Kingswells suggesting a possible connection between the house and the burial ground.

The burial ground at Kingswells has a strong historical association with the Kingswells Estate and Kingswells House. However, whilst historical associations with the estate are strong, visual links between the burial ground and Kingswells House are not possible given the location of Kingswells house in a dip, and the relationship between the burial ground and house at Kingswells cannot be discerned from its observation in the field alone. The landscape which the burial ground overlooks to the south has been altered by roads and other modern intrusions. The visual sensitivity of the Friends Burial Ground has also been affected by the AWPR. **Future development of this part of the site can sensitively integrate it within the development and acknowledge its valued contribution to the cultural and natural landscape.**

As an important historical site and listed structure, it is to be retained within the development. **A minimum 20m buffer zone (fig. 19) will be provided between the proposed development and the Friends Burial Ground, in order to prevent direct impacts on this listed building and significant indirect impacts on its setting.**

Visual screening between the Burial Ground and any proposed development, particularly to the north of the Burial Ground, should be considered. Views towards the Burial Ground from the south should be kept open, with no trees planted within the southern area of the buffer zone. Here, native grasses and meadow plants would be seeded, encouraged and managed to retain an element of the informal rural character that currently exists. **Any building within close proximity to the buffer zone will require to take cognisance of its setting through material selection and the use of sensitive design including building height and massing.**

Notwithstanding the above, and whilst an important historical site, the Friends Burial Ground has the potential to be an integral part of the site.



Figure 19: Friends Burial Ground - Existing Boundaries

5.5 Historic Environment

Friends Burial Ground

- 20 meter buffer zone required
- Views to/from the south protected

Indicative Road Layout Options

- North option—road screened behind burial ground keeping southerly views clear
- South option—topography used to screen road from southerly views



Figure 20: Friends Burial Ground

5.5 Historic Environment

Woodland Exclusion Zone

Figure 20 indicates woodland in and around the site. The area of woodland to the north is identified as Ancient Woodland. The important areas of mature woodland identified on this plan are to be protected as indicated, including a 10 metre minimum buffer zone and the inclusion of additional localised areas of open space. Areas of plantation woodland to the south are not protected and are proposed to be removed to accommodate the allocated development site.

The exact details of the buffer zone should be informed by an up to date tree survey to identify appropriate root protection zones, canopy spread and tree heights. These will help establish widths and locations of tree protection zones to be agreed with the Planning Authority and ultimately will inform future proposed layouts. No development should take place within the root protection zone and careful consideration will be given to the location of buildings in relation to tree canopies (mature future height). Where necessary woodland buffer zones will be wider than 10m.



Figure 21: Woodland Exclusion Zones

6. Landscape Framework

6.1 Landscape Principles

Landscape Principles

Landscape Principles set out in the previous Masterplans and Frameworks for OP29 and OP63 and the related aspirations and objectives contained in those documents will be taken forward in future phases, a **key objective being to incorporate new buildings into the landscape in a manner which is sympathetic to the character of the area.** The existing landscape features such as the ancient West Hatton Wood, the Friends Burial Ground, the dykes and tree belts provide both constraints and opportunities to construct a Framework within which development can be sensitively located.

Although the West Hatton Wood and The Friends Burial Ground need to be protected and treated with respect and care, they will provide a valuable asset in terms of amenity value, visual interest and a woodland backdrop that can be enjoyed by local residents, future employees and visitors to the Business Park.

Detailed Tree Survey reports and recommendations will help identify and retain trees in good or fair condition wherever possible. Where trees are to be felled, they will be replaced with specimens and species that are suited to the characteristics of the site. Best practice guidance as defined within BS 5837: 2012 'Trees in relation to design, demolition and construction' will also be followed.

As part of any detailed applications, Landscape Plans will be provided showing hard and soft landscape proposals, materials and tree and planting species. Careful consideration will be given to the area around the burial ground in view of its sensitivity.

Development proposals should consider opportunities to enhance

connectivity between open spaces and key green and blue infrastructure in line with emerging policy

Open Space

Open space and amenity space is to be provided through a connected network of informal areas. Improved access to the area around the burial ground will contribute to this. Informal paths leading from there can connect through the landscape, using existing features to define routes. The woodland periphery with its perimeter buffer zone provides the opportunity to create an informal path network. This will need to be established with input from an ecologist to ensure the buffer zones remain suitable for wildlife.

A potential SUDS basin in the northern zone of the remaining site has the opportunity to provide a high degree of amenity.



Figure 22: Established Landscape at the main entrance to Prime Four

6.2 Site Wide Landscape Zones

- The Southern Zone consists of the low lying area to the south of the site. This area is associated with the Denburn and in places sits below the level of the A944. The ground here is occasionally marshy and the vegetation of this area reflects this, giving a distinct character. There is a mature belt of tree planting running adjacent to the A944 along some of this length. A number of trees in this area are covered by Tree Preservation Orders (TPOs)
- The Central Zone consists of south facing agricultural fields divided by stone dykes. In some locations the slopes are considerable. The area is further subdivided by the policy planting of Kingswells House and the adjacent woodland belt of the Park and Ride site, as well as the walled enclosure to the west, thereby giving the landscape a different scale and a distinct character.
- This flat topped area running east to west includes Phase 2 and 3 of Prime Four Business Park. It is bordered to the north by the Northern Park & the Ancient Woodland. The area is characterised by agricultural fields defined by drystone dykes on a broadly flat open site. The Friends Burial Ground sits within this zone.
- Northern Park comprises grass fields with drystone dykes, with field boundaries running north to south in a regular formal arrangement and meets the Consumption Dyke at 90 degrees. These dykes define agricultural field patterns and are a distinctive and intrinsic feature of the site and wider North East of Scotland countryside. A network of informal mown paths through the landscape provides amenity to this area.
- The Northern Zone comprises grass fields with drystone dykes, with field boundaries generally running north to south with cross walls at 90 degrees in a regular formal arrangement. The ground falls away to the north. The Ancient Woodland provides enclosure to the east and north of this area with fair consistency in trees of approximately 15-25m high.

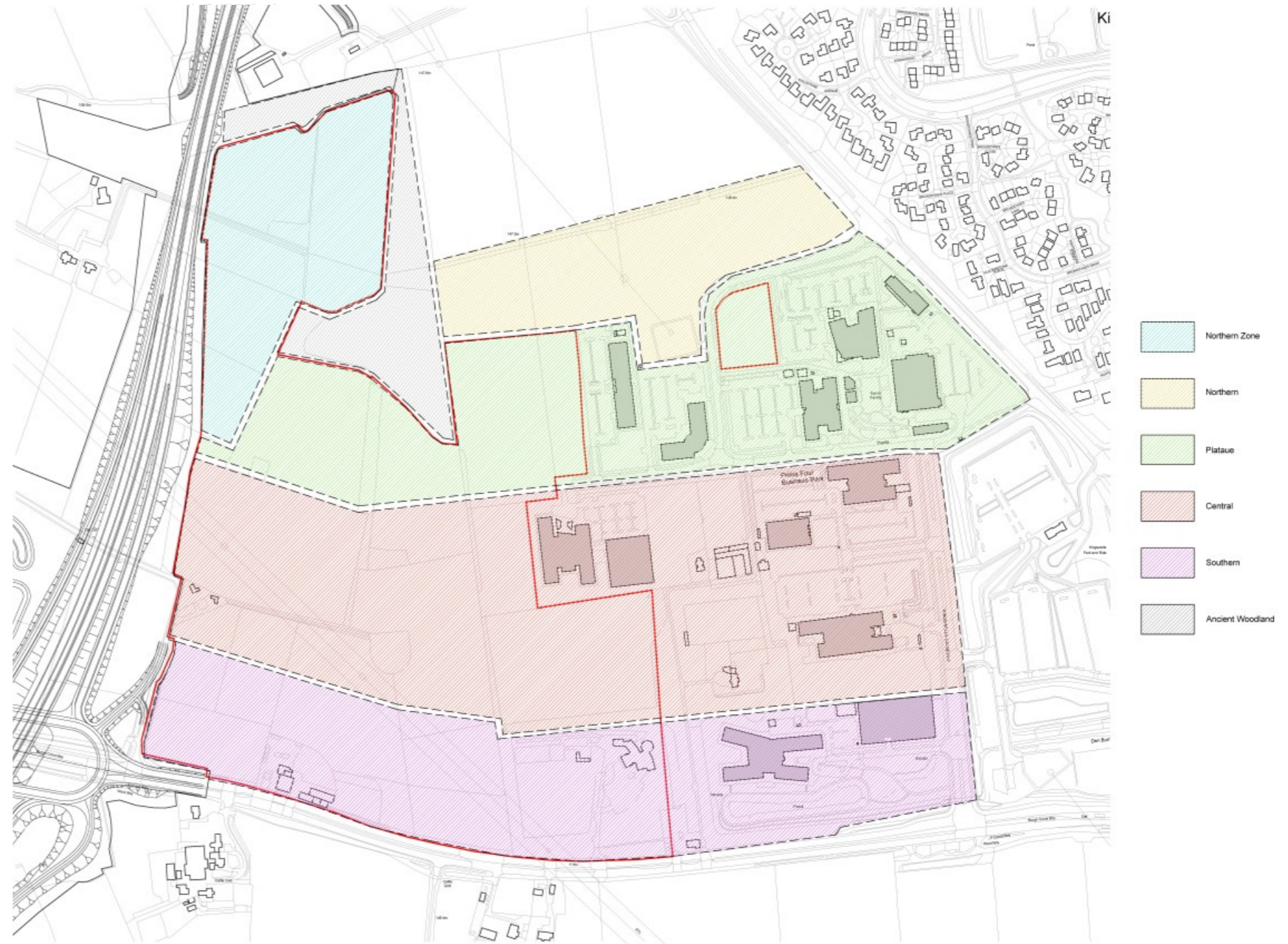


Figure 23: Landscape Zones

6.3 Landscape Framework

Landscape Framework

The landscape framework across the site is informed by the existing network of fields and natural boundaries. These have been successfully integrated into the existing developed section of Prime Four through a combination of retention and re-use. **In the remaining section of the site the key landscape elements are the ancient woodland and the Friends Burial Ground which are both protected through this Framework. These provide the basis for additional landscape elements to help define development rooms and integrate new with old and create a sense of place.**

Strategic locations for enhanced landscape treatment are indicated on Figure 20. This should include enhancements to the nature and function the green space network where appropriate.

Tree and shrub planting using appropriate native species will enhance the biodiversity value of the site. Species rich grassland can also be added to further enhance the ecological value of the green network, enhance the seasonal interest of the area, and increase the amenity value and the enjoyment of people using the network for recreational purposes.

The western edge of the OP63 is defined by the AWPR. The edge of the AWPR is delineated by a new drystone dyke. **A 'soft' boundary behind the new drystone dyke through a series of intermittent birch groves will provide an degree of screening when viewed from distance and will embed the development into its context.**



Figure 24: Landscape Network

7. Development Framework

7. Development Framework

7.1 Key Principles

This new Development Framework has outlined how the principles brought forward from the previous Frameworks and Masterplans can be combined to allow development at Prime Four Business Park to continue in a sustainable manner appropriate to current and future market conditions. The conceptual drawing in Figure 23 illustrates the following key principles which should be addressed in future development:

- Extending existing infrastructure appropriately into future phases.
- Continuing development in a coordinated manner.
- Flexibility of uses and plot sizes to support changing market requirements over time.
- Different zones can be considered individually to suit their particular context or opportunity.
- Enhancing existing landscape features and planting and using existing landscape features as design context.
- Connected footpath, cycle, and road networks to help support and encourage sustainable travel to and around the site.

This is however only a guide, and is flexible enough to respond to market requirements and changing economic circumstances.



Figure 25: Development Framework Diagram

7.2 Drainage

Foul Water Drainage

All foul drainage within the bounds of each plot will remain private and will be designed and constructed in accordance with the current building regulations. All of the proposed foul sewer infrastructure including any Waste Water Pumping Stations will be adopted by Scottish Water and be designed in accordance with the regulations noted within Sewers for Scotland 3rd Edition.



Figure 26: Indicative Drainage Diagrams

7.2 Drainage

SUDS & Drainage

All SUDS proposals will be designed in accordance with CIRIA SuDS manual C753. The proposed surface water sewers will be adopted by Scottish Water, with the proposed extended detention basins and grass conveyance swales being subject to a Section 7 agreement between Scottish Water and Aberdeen City Council's Roads Department. All drainage within the bounds of each individual plot will remain private.



Figure 27: Indicative Drainage Diagrams

7.3 Sustainability

Energy Management

BREEAM (Building Research Establishment Environmental Assessment Method) Scheme guidance was incorporated within Phase 1 of the business park. The aim was to increase the overall efficiency of the development through energy efficient design and management. This should be considered in any future phase and a minimum BREEAM rating of 'Very Good' shall be the target for each applicable building on the development. An energy strategy has been developed to optimise the incorporation of energy efficiency measures into the buildings on the site – including as a minimum the following design principles and studies:

- A lean mean green approach utilising passive solutions wherever possible
- Option appraisals utilising virtual environment modelling ensuring a holistic approach
- Minimising energy demand for the site through orientation and passive solar design
- Maximising the thermal efficiency of building envelopes
- Minimising consumption of energy used for water heating, space heating and cooling, lighting and power in individual buildings through efficient equipment and controls
- Harnessing of natural daylight and presence detection to reduce artificial lighting loads
- Use of Low or Zero Carbon (LZC) technologies including solar PV

- Compliance with Building Standards and Carbon Reduction Planning Policy
- The strategy will also consider the requirements of the Scottish Planning Policy in respect of carbon emissions and Proposed Local Development Plan Policy R7 which requires a percentage of the buildings energy to be met by low and zero carbon technologies.

Sustainability should be investigated at the initial stages of design including building orientation and layout and opportunities for passive sustainability measure should be investigated. The high-performance buildings currently constructed at Prime Four use the right blend of passive and active design strategies to minimize energy, materials, water, and land use.

Passive measure include direct solar gain, massing and orientation, thermal mass and shading for excess solar gain. Intelligent systems such as automatic daylighting sensors controlling lighting and photovoltaics as currently used on earlier phases, will be promoted here.

Dedicated spaces for recycling storage will be provided, as per earlier phases, in compliance with Breeam guidelines.

7.4 Infrastructure

General Infrastructure

The substantial investment in infrastructure for existing development in this location has already delivered a robust network of new utility services within the Business Park which now need to be extended and supplemented where required to serve future phases. These utility services have been strategically coordinated and planned to ensure flexibility yet ensuring maximum efficiency of distribution with minimum visual impact.

Easy access shall be provided to site services and communications infrastructure, with minimal disruption and need for reconstruction, allowing for future growth in services.

Wherever possible a single point of access shall be provided for each service running through the public realm. This should be remote from footpaths, cycle ways or roads to allow minimal disruption for maintenance and upgrade. Wherever possible additional ducting is also to be provided to allow for future expansion of services.

Relevant waste facilities will be provided on site in appropriate locations, and will take account of recycling requirements.

Natural Gas

A new gas supply was established to serve the site under the first phase of development and low pressure main distribution pipe work, with capacity to the overall development, has been laid underground following the main roadway routes. It is proposed to extend this distribution pipe work into this site again following the route of main roadways with individual gas meter kiosks being provided for each development plot so the supply of gas to the site will not be a constraint to development.

Electricity

A new electricity supply was established to serve the site under the first phase of development and an 11kV ring circuit for improved resilience with 7MVA capacity has been laid underground following the main roadway routes. It is proposed to extend this circuit into the remainder of the site following the main roadway routes where possible with individual substations being provided for each development plot. When this capacity is exhausted it is proposed to bring in a second 11kV ring circuit which it is anticipated would serve the remainder of the development so the supply of electricity will not be a constraint to development.

Water

A new water connection was established to serve the entire site under the first phase of development and it was taken from a branch connection off the existing water main crossing the site as recommended in the WIA report by Scottish Water. The new water main has been laid underground following the main roadway routes and it is proposed to extend this distribution pipe work across the remaining site following the main roadways where possible with individual water meters being provided for each development plot so the supply of water will not be a constraint to development.

Telecommunications

New telecommunication connections were established to serve the entire site when development commenced and these comprise of connectivity from the existing Openreach network as well as new infrastructure from the SSET network. These networks have been extended into the site by means of underground ducting laid underground following the main roadway routes but with diverse

routing to give a resilient telecommunications solution. It is proposed to extend these networks into the remaining site following the route of main roadways where possible with individual draw boxes being provided for each development plot.

The development has delivered 'future proofed' technology to ensure future occupiers are able to access up-to-date and efficient telecommunications.



Figure 28: Plot One solar panels



Figure 29: Plot One landscaping and external lighting

PLA/22/045. Aberdeen Planning Guidance: Draft Prime Four Business Park Development Framework		
Summary of responses and issues arising from public consultation held from 17 December 2021 until 31 January 2022		
<i>Key issue</i>	<i>Officers Response</i>	<i>Action as a result of Representation</i>
1. William Thomson		
1.1 The plans set out regarding the further development of the Prime Four development as a positive sign of growth and would bring welcomed change to the area of Kingswells.	Comment noted	No action required
2. Historic Environment Scotland		
2.1 Welcome dedicated section within the document to the Historic Environment.	Comment noted	No action required
2.2 Given the majority of the unbuilt site is in OP29 and the west of OP63 it is understandable that the document focusses on the Category C listed Friends Burial Ground. Welcome the consideration given to this site and its setting.	Comment noted	No action required
2.3 note that the detail on the consumption dyke is not carried forward into this document. It is essential that the document continues to safeguard the site and setting of the scheduled monument. Welcome the acknowledgement of the role played by the consumption dyke in understanding the landscape and historic context of the site as relayed in Section 6: Landscape Framework.	Within the key principles the document still acknowledges the importance of the consumption dyke and states “the existing field setting of the Consumption Dyke will be retained, protected and enhanced by the development of the Northern Park.”	No action required
3. Transport Scotland		
3.1 Have no particular issues with the draft report.	Comments noted.	No action required.

4. SDPA		
SDPA no longer statutory body and no longer permanent staff. Nevertheless on the basis that “The general principles, aspirations and design quality across the site will remain the same and are a key part of this development.” They have no comments or observations to make.	Comments noted.	No action required.
5. Scottish Water		
5.1 There is reference to ‘Sewers for Scotland’ 2 nd edition. The this should be the 4 th edition.	Comments noted.	Amend Draft Prime Four Business Park Development Framework to refer to the 4 th edition of this guidance.
5.2 Recommend that ACC or developers contact Scottish Water at their earliest convenience for any specific enquiries.	Comments noted.	Advise agents of comment.
6. Cults, Bieldside and Milltimber Community Council (adjoining community council)		
6.1 Section 4.3 mentions the possibility of refuelling and recharging facilities onsite. The A90 including the AWPR currently has no easily accessible fuel stop between Ellon to the north and Stracathro/ Bridge of Fiddes to the south. The south/ west corner of OP63 would make an attractive location for either a new build refuelling stop or the redevelopment of the existing Five Mile Garage. From this roundabout it could serve A944 and A90. Any new development should provide refuelling, Electric vehicle recharging and preferable hydrogen fuel facilities.	It is not appropriate for a Development Framework to go into such detail in relation to specific uses. It mentions a number of possibilities which will be considered in line with policy at the time of any application. There will be a requirement for EV charging points as part of the Prime Four Business Park development.	Add a note that EV points will be required throughout the site as part of the development.
6.2 Any new development should not preclude and ideally should enhance any proposals for mixed- use walking and cycling path	Comment accepted.	On page 22, Figure 14 – add in an extra “proposed cycle network” dashed line

brought forward from the A944 Corridor Study.		alongside the “proposed footpath network” dashed line between the A944 frontage and the western hub in order to allow this link between these areas to be both pedestrian and bike.
7. NatureScot		
We support the preparation of this Development Framework which builds on the previous Framework and the continued aspiration to produce a design-led framework for ongoing and future phases at Prime Four. Detailed comments provided in Annex.	Comment noted	No action required.
<p>7.1 Woodland - Figure 2 of the previous framework extracts on page 7 that compare the two documents shows a notable loss in the number and extent of proposed woodland belts.</p> <p>The largely wooded character of the existing phase appears to peter out while the notional buildings stay the same size. It does not reflect the character (thickness and extent) of the existing woodland in the extended network of the adopted framework.</p> <p>Section 3.1 states “Retaining and enhancing existing features will continue to be prioritised as the development continues westwards into future development phases” therefore keen to see an increase and strengthening of the proposed wooded character belts(linear extent and thickness) per the original framework. This would fulfil the key design principles of the framework.</p>	<p>The building footprints as built were larger than those shown in the proposed site layout.</p> <p>In terms of site OP68 the proposed tree areas are actually more meaningful and substantial than those shown in the adopted document and in particular to the north, north east and south of the ancient woodland. This said the area around the Friends Burial Ground has less planting that previously proposed and agree that further consideration should be given to extending a tree belt around this area per previous Framework .</p> <p>There may also be scope to provide more tree cover to the western boundary. This said the Development Framework does acknowledge the importance of AWPR corridor visually</p>	Give further consideration to the potential of tree belts around the Friends Burial Ground and the western boundary per the previous Framework and update fig 24 accordingly.

	and states on page 23 where it discussed that there will be areas of interest or elevational treatments to the AWPR.	
7.2 Key principles(p11) – support the key principles and in particular in relation to the Green Space Networks and using footpath and cycle connections to encourage sustainable travel to and around the site. Framework presents an opportunity to integrate green and path networks.	Comments noted.	No action required.
7.3 Would be beneficial to carry out an assessment on the impact and success of the principles of the previous frameworks and the earlier phases of development. Not clear from the aerial photos of the site whether “recognition and enhancement of existing landscape features and planting” has been achieved.	Comments noted. This would not be something that would be stipulated in the Development Framework but would be an interesting project for ACC planning to carry out in conjunction with the developer/ agent.	No change proposed to the document but ACC planning to engage with the agent to consider a peer review of previous framework onsite for lessons learnt.
7.4 Principles which seek to recognise and enhance the existing landscape features and use the traditional field patterns and woodlands as design inspiration are also welcomed.	Comments noted.	No action required.
7.5 Vision (p12) – Generally support vision and pleased it seeks to provide “sustainable , well integrated extension to Kingswells” however given the urgency of the climate change and biodiversity loss crises the framework should be more ambitious in creating nature-rich development. Therefore recommend rewording the vision to <i>“To provide Aberdeen City with an innovative, desirable, high quality development on a nature-rich site that is access by active and sustainable transport links. The site supports inward investment in one of the City’s most recognised and successful business locations...</i>	The proposed changes to the draft covered elsewhere in this table include increase in blue- green infrastructure and the potential of habitat creation around the SUDs and the woodland buffers areas. The vision does not require a change.	No action required.
7.6 Potential uses (p17) – Developing the new western hub as a flexible mixed use site will help to create a vibrant space which is adaptable to the future. In order to fully deliver this need to incorporate multifunctional blue- green infrastructure which will help to tackle the climate change and biodiversity emergencies as	Note that this site would be ideal for incorporating blue- green infrastructure into it. Also not the importance of high quality	Page 17, at the end of ‘New Western Hub’ paragraph add “ The masterplan would consider green and blue infrastructure to support the proposed development.”

<p>well as provide valuable green space.</p> <p>The Covid 19 pandemic has highlighted the importance of high quality green space. Recommend this is also included on the list.</p>	<p>green space.</p> <p>Other comments have raised this and suggest how it can be incorporated into the development.</p>	<p>Page 24, figure 16. In the key, after 'hub circulation zone' add "with opportunities for green and blue infrastructure"</p> <p>Page 33, figure 24. In the key after 'Extended landscape network' add "with opportunities for green and blue infrastructure"</p> <p>Page 35, 5th bullet, re-word to "enhancing landscape features and planting using existing landscape features as the design context with opportunities for green and blue infrastructure".</p>
<p>7.7 Key design principles (P18) Strongly support identification of design principles, particularly in relation to the active travel path network, active frontages, public spaces, the integration of existing natural features and opportunities to incorporate enhancements to biodiversity into the design. This said the document should reflect on previous development and identify how it could be improved.</p> <p>Ped and cycle links should be prioritised over vehicles, particularly between office buildings, shops etc. This document puts emphases on safe routes within the site and vehicular access rather than the emphasis of the previous framework which had a stronger focus on active travel and this should be carried through to this document.</p>	<p>Comment noted and accepted.</p> <p>Greater emphasis should be placed on the strong focus of active travel to and within the site.</p>	<p>Stronger emphasis needs to be made within the document of the priority of pedestrians then cyclist over vehicles.</p> <p>On page 22, Figure 14 – add in an extra "proposed cycle network" dashed line alongside the "proposed footpath network" dashed line between the A944 frontage and the western hub in order to allow this link between these areas to be both pedestrian and bike.</p>
<p>Consider the principles protecting natural features and biodiversity and improve wildlife should be strengthened. This is particularly important given the twin climate change and biodiversity loss crisis. Suggest text amended as follows :"</p> <p><i>"All opportunities to maximise the biodiversity value of the site should be taken from the outset of the design process".</i></p>	<p>Comments noted and accepted</p>	<p>Add a key design principles on page 18 to state "All opportunities to maximise the biodiversity value of the site should be taken from the outset of the design process".</p>

<p>7.8 Access Strategy(p20)- To truly create a multifunctional spaces around the Fourcourt recommend the inclusion of multifunctional blue-green infrastructure, integrated with the network of paths.</p>	<p>Comments noted and accepted</p>	<p>Amend per 7.6 above</p>
<p>7.9 Connectivity and circulation(p21) - the Framework states that “For the south west section of the site a new vehicular access to/from the A944 may be possible”. Give that there is a cycle path along the A944, we think it is important to provide access for pedestrians and cyclists. The connection seems to be apparent in some figures but is less clear on others.</p>	<p>Comments noted and accepted</p>	<p>On page 22, Figure 14 – add in an extra “proposed cycle network” dashed line alongside the “proposed footpath network” dashed line between the A944 frontage and the western hub in order to allow this link between these areas to be both pedestrian and bike.</p>
<p>Blue -green network within the path network should be clearly shown in figure 13 to ensure developers are clear to what is expected.</p>	<p>Comments noted and accepted</p>	<p>Amend per 7.6 above</p>
<p>7.10 Building form and parking(p24) – welcome creation of building clusters to create vibrancy, interaction and activity at street level.</p>	<p>Comments noted.</p>	<p>No action required.</p>
<p>7.11 Building heights- the intention to develop a building of height ie no greater than 5 storeys” requires further surveys and direction to ensure that there are no landscape or visual impacts. This is not a city centre location and, as such, lower heights of buildings are preferable to respond to the surrounding more rural/peripheral context. If the landscape framework is to accommodate the development and provide setting, the scale of the buildings needs to consider the likely mature heights of any proposed woodland planting. Greater elevation means there is less opportunity or buildings to be above a certain height without introducing significant landscape and visual effects.</p> <p>Ideally the heights of the existing buildings in Prime Four should be used as a guide for any new development.</p> <p>We recommend that the Framework clearly sets this out and stipulates the appropriate number of storeys for the development rather than</p>	<p>Having looked at the previous DFs again if would appear that the area to the southwest was originally in the DF as 3 storeys up to 16 metres. This should be carried forward to the new DF particularly given no detailed masterplan has been provided for this area.</p> <p>Agreed that there are a number of factors that can determine the height from scale, massing and siting with the plot. As such text should be added to state that the heights are indicative and further detailed assessments including Visual Impact Assessments (considering a number of vantage points will be</p>	<p>Change fig 17 so show the southern zone adjacent to the A944 to be up to 3 storeys unless a further justification is submitted at the time of an application.</p> <p>Add additional text to page 25 stating that all heights are indicative and will be fully considered and assessed as part of any planning application. State that any proposal will include and be informed and shaped by (but not exclusive to) Landscape Visual Impact Assessments, 3D visuals, boundary treatment assessments and sections through the site.</p>

leaving this to be considered at “the time of the proposal” .	required at the time of any application.	
7.12 Historic Environment(p29) : Woodland Exclusion Zone – Strongly support the inclusion of the buffer and localised areas of open space in relation to the ancient woodland.	Comments noted.	No action required.
7.13 Landscape principles(p31) – welcome the objective to incorporate the development into the landscape and presents the opportunity to reinforce the landscape character across the site. Welcome acknowledgement of existing features like dykes, ancient woodland etc. Pleased to note a detailed tree survey will be carried out to inform tree retention.	Comments noted.	No action required.
7.14 The Framework states that “Development proposals should consider opportunities to enhance connectivity between open spaces and key green and blue infrastructure in line with emerging policy”. However, we think that the Development Framework itself should identify where opportunities for this exist and provide direction. It would be useful to include a diagram setting out blue-green infrastructure assets and identify opportunities. This could be in conjunction with the active travel network.	Comment accepted.	Amend per 7.6 above.
7.15 Welcome recognition of amenity opportunity presented by the SUDS basin in the northern zone and consider this could be integrated into the site design as a multifunctional feature which is attractive and accessible. Ensuring that opportunities are taken to maximise the biodiversity value of the site.	Comments noted and accepted.	Add a sentence at the end of page 31 identifying the potential for the SUDs basin to contribute to and maximise its biodiversity potential.
7.16 Landscape Framework(p33) - The protection and integration of key landscape features, such as the ancient woodland to create, a sense of place is supported. We also welcome tree and shrub planning using appropriate native species to enhance the biodiversity value of the site. This aligns with the outcomes of the emerging NPF4 which seeks to secure positive	Comments noted.	No action required.

effects for biodiversity.		
7.18 Key Principles (p35) – welcome the principles but need to include that multifunctional blue – green infrastructure including green space should be a key principle.	Comment accepted.	Amend per 7.6 above.
7.19 Infrastructure (p39) It would be useful to have a section here on blue-green infrastructure identifying the existing assets and opportunities as well as information on incorporating it into the design. This would align with the emerging NPF4.	Comment accepted.	Amend per 7.6 above
8. SEPA		
8.1 reviewed the attached Prime Four Business Park Development Framework 2021 and had no site-specific comments in relation to SEPA's interests.	Comments noted.	No action required.

1. William Thomson - Resident

The plans set out regarding the further development of the Prime Four development as a positive sign of growth and would bring welcomed change to the area of Kingswells.

2. Andrew Stevenson - Historic Environment Scotland

We understand that this Development Framework is intended to consolidate and refresh a number of existing pieces of Supplementary Guidance from the Aberdeen Local Development Plan covering the Prime Four Business Park at Kingswells.

We welcome that the Development Framework has a section dedicated to the consideration of the historic environment in bringing forward the development sites. Given that the majority of the unbuilt section of the Prime Four Business Park lies in the Aberdeen Local Development Plan allocation of OP29 and the western extent of OP63 this section is understandably focused on the Category C listed Friends Burial Ground (LB15680) and we welcome the consideration given to the site and setting of this historic environment asset.

We also note that the historic environment section does not bring forward previous information relating to the scheduled monument Kingswells, Consumption Dyke (SM108) which is an important feature of the area and bounds the northern edge of the site. It will be important that the framework continues to ensure the continued safeguarding of the site and setting of the consumption dyke. We therefore welcome the acknowledgment of the role played by the consumption dyke in understanding the landscape and historic context of the site as relayed in Section 6: Landscape Framework.

3. Denise Angus - Transport Scotland

Thank you for the opportunity to review the Draft Prime Four Business Park Development Framework 2021. Following our review I can advise that Transport Scotland Development Management Team have no particular issues with the draft report.

4. Sheena Lamont – Former SDPA

Dear Laura

It is an assumption made by me that the reason for you contacting me regarding the changes to the Prime Four Business Park Development Framework is because I previously worked for the Aberdeen City and Shire SDPA. The SDPA is no longer a statutory body and as such no longer has permanent staff. I appreciate that I was probably the last person on the its books.

It might be worthwhile amending your consultation lists to reflect this changed situation.

Nevertheless, thank you for the opportunity to make comments on the updated the Prime Four Business Park Development Framework. You have advised that “The general principles, aspirations and design quality across the site will remain the same and are a key part of this development.”

On this basis I can advise that I have no comments or observations to make on the updated Development Framework.

Should you wish to receive local policy comment from Aberdeenshire Council, I suggest you contact Local Development Plan officers at Aberdeenshire Council.

Once again thank you for the opportunity to make comments.

Regards

Sheena Lamont

5. Scottish Water – David Carmichael

Laura,

I refer to your email dated 06 January 2022 regarding Prime Four Business Park Development Framework 2021 Consultation.

Scottish Water would like to thank you for the opportunity to provide feedback and would make the following comments shown below:

In section 7 Development Framework, subsection 7.2 Drainage, there is reference to ‘Sewers for Scotland 3rd Edition’, please note that the publication has been superseded by ‘**Sewers for Scotland 4th Edition**’. it is recommended that Aberdeen City Council or Developers contact Scottish Water at their earliest convenience for any specific enquiries regarding the development.

I trust that the above information is acceptable in line with your request for feedback. Should you require further clarification, please do not hesitate to contact me.

Kind Regards

David Carmichael

6. Cults, Bielside and Milltimber Community Council – Colin Morsley Planning Liaison Officer

Dear Laura

Prime Four Business Park Development Framework 2021 Consultation

Thank you for the opportunity to comment on this consultation. The Prime Four site lies just outside the Northern boundary of our Community Council area. There are only a few local residences in our area immediately South of the A944 which might have their amenity affected and we trust that they will be aware of the proposed new framework. We only have two comments.

1. The framework document mentions briefly at section 4.3 the possibility of providing refuelling and recharging facilities on the site. The A90 including the AWPR currently has no easily accessed fuel stop between Ellon in the North and Stracathro/Bridge of Fiddes to the South of Aberdeen. We suggest that the South West corner of the OP63 site with direct access from the A90/A944 roundabout might offer an attractive location for either a new build refuelling stop or a redevelopment of the existing Five Mile Garage. Access from the roundabout would serve both A90 and A944 traffic. We are aware of other early-stage proposals for fuel stops along the AWPR which should also receive consideration. Any new development should provide refuelling, electric vehicle rapid recharging and preferably hydrogen fuel facilities.
2. Any new development should not preclude and ideally should embrace any proposals for a mixed-use walking and cycling path brought forward from the recent A944 Corridor Study.

Yours sincerely

Colin Morsley

7. NatureScot- Katie Bain

Dear Laura,

PRIME FOUR BUSINESS PARK – REVISED FRAMEWORK – NOVEMBER 2021 – ABERDEEN CITY COUNCIL

Thank you for consulting us on the above Framework which we received on 16 December 2021. We have reviewed it in line with our remit and have provided some comments below. Our detailed comments can be found in Annex attached to this letter.

We support the preparation of this Development Framework which builds on the previous Framework and the continued aspiration to produce a design-led framework for ongoing and future phases at Prime Four. We particularly welcome the use of design principles and a landscape framework which present an opportunity to incorporate blue-green infrastructure and placemaking elements into the design of the site from the outset.

Whilst there is some consideration of open space we think that, given the climate change and biodiversity crises, the Framework could go further in creating high-quality, biodiversity-rich green spaces across the site. From the figures provided of the earlier phases the open space does not appear to be particularly biodiverse and so we recommend considering how this can be improved upon and delivered by this Framework.

The emphasis on active travel networks within the site is an important aspect of the Framework and we welcome this. However, we think it will be important to assess the success of the previous phases in delivering this and identify any improvements that could be made. We note that the previous Framework considered active travel access to the site but this Framework appears to focus more on the internal path network. There are also opportunities to incorporate multifunctional blue-green infrastructure with the path network. By linking this in with existing assets such as ancient woodland, this would create an interwoven blue-green network across the site providing recreational opportunities and well as enhancing habitat networks and creating a sense of place.

We hope you find our comments useful but if you have any questions, please do not hesitate to get in touch with myself at or on

Yours sincerely,

Katie Bain

Table of comments continued next page.

Annex – Detailed Comments Section NatureScot Comment

/ Page

Woodland

In Figure 2: Previous Framework Extracts (p. 7), which compares the original and updated Frameworks, there is a notable loss in the number and extent of proposed woodland belts for example at The Hub and within the network of green space north of Kingswell House. The largely wooded character of the existing phase appears to peter out and whilst the notational buildings remain of the same scale, the proposed wooded framework has reduced. This fragmentation of proposed woodland is reflected in Figure 3 (p. 8) which shows smaller thinner fingers of woodland within the framework. Section 3.1. (p. 11) states that *“Retaining and enhancing existing features will continue to be prioritised as the development continues westwards into future development phases.”* We are therefore keen to see an increase and strengthening of the proposed wooded character belts (linear extent and thickness) both in the overall framework (Northern zones and western zones – Section 6.2) and for O63 Framework as per the original Development Framework and to maintain the vision of a quality award winning setting. We consider that this in turn would better fulfil the Key Design Principles (Framework Section 4.4), in particular:

- Of enhancing the sense of identity
- Of creating a distinctive place, maintaining the distinctive field pattern and character of the existing landscape (where thicker tree belts and copses form part of)
- Supporting green networks in and around the proposed development area and provisions made to connect these to the site and wider area
- Opportunities to improve habitats and support wildlife, and biodiversity should be considered in detailed design (stemming from a strong framework)

As currently presented the proposed woodland framework does not, we consider, reflect the character (thickness and extent) of the existing woodland in the Extended Landscape Network (Section 6.3 page 33).

3.1 Key Principles (p. 11)

We support the key principles identified, particularly in relation to the Green Space Networks and using footpath and cycle networks to encourage sustainable travel to and around the site. The Framework presents an opportunity to integrate the green network and path network to lock in multiple benefits for the site.

However, we think it would be beneficial to carry out an assessment on the impact and success of the principles of the previous frameworks on the earlier phases of development. For example, *“Recognition and enhancement of existing*

landscape features and planting". From the aerial photographs of the site, it isn't clear whether this has been achieved on-site. Similarly in relation to footpath and cycle networks.

The principles which seek to recognise and enhance the existing landscape features and use the traditional field patterns and woodlands as design inspiration are also welcomed.

3.2 Vision (p. 12)

Generally, we support the Vision and are pleased that it seeks to provide a *"sustainable, well-integrated extension to Kingswells"*, however, given the urgency of the climate change and biodiversity loss crises we think the Framework should be more ambitious in creating a nature-rich development. Therefore we recommend amending the Vision to *"To provide Aberdeen City with an innovative, desirable, high quality development **on a nature-rich site that is access by active and sustainable transport links. The site supports inward investment in one of the City's most recognised and successful business locations...**"*

4.3 Potential Uses (p. 17)

Developing the New Western Hub as a flexible, mixed-use site will help to create a vibrant space which is adaptable to the future. In order to truly deliver this, we believe that it will also be important to incorporate multifunctional blue-green infrastructure which will help to tackle the climate change and biodiversity emergencies as well as provide valuable green space. The COVID-19 pandemic highlighted the importance of high-quality green space therefore we recommend that this is also included in the list of potential uses.

4.4 Key Design Principles (p. 18)

We strongly support the identification of design principles, particularly in relation to the active travel path network, active frontages, public spaces, the integration of existing natural features and opportunities to incorporate enhancements to biodiversity into the design. However, we think that it is important that the Framework reflects upon the success of previous phases of development and identifies how this can be improved. Pedestrian and cycle links should be prioritised over other vehicles, particularly where movement within the site is likely for example between office buildings, shops, nurseries etc. The previous key principles set out in Section 3.1 (p. 11) include active travel access both to and around the site. Whilst we understand that these will be carried forward through the consolidated Framework, the updated Key Design Principles in Section 4.4 (p. 18) focuses on safe routes throughout the development and vehicular access to the site. We recommend this is changed to ensure that it emphasises the need to consider active travel to the site as well as within it.

Whilst we generally support the principles protecting natural features and biodiversity and improving wildlife, we consider that these should be strengthened to ensure delivery which is particularly important given the twin climate change and biodiversity loss crises. Therefore we recommend amending the text as follows: *"All opportunities to maximise the biodiversity value of the site should be taken from the outset of the design process"*.

5.1 Access Strategy (p. 20)

The network of paths and creation of a multifunctional set of spaces in and around The Fourcourt. To truly create multifunctional spaces, we recommend including multifunction blue-green infrastructure which is integrated with the network of paths to create a blue-green network across the site.

- 5.2 Connectivity & Circulation (p. 21) As highlighted above, we strongly support the creation of a path network to and within the site however we note that in relation to the A944 the Framework states that “For the south west section of the site a new vehicular access to/from the A944 may be possible”. Given that there is a cycle path along the A944, we think it is important to provide access for pedestrians and cyclists. The connection seems to be apparent in some figures but is less clear on others. We also consider it important to provide multiple benefits and there are opportunities to deliver this through the integration of a blue-green network with the path network. It would be beneficial to clearly show this on in Figure 13 to ensure that developers are clear as to what is expected of them and that green networks are considered at the outset.
- 5.4 Building Form & Parking (p. 24) We welcome the creation of buildings clusters to create vibrancy, interaction and activity at street level. This also presents an opportunity to incorporate high-quality pocket green spaces as a focal point for interaction.
- Building Heights**
The intention to develop a “building of height i.e., greater than 5 storeys” requires further surveys and direction to ensure that there are no landscape or visual impacts. This is not a city centre location and therefore lower heights of buildings are preferable to respond to the surrounding more rural/peripheral context. Additionally, if the landscape framework is truly to accommodate and provide a setting to any built development, by turn the scale of any building needs to respond to the likely mature heights of any proposed woodland planting. Greater elevation means there is less opportunity to locate buildings above a certain height without introducing significant adverse landscape and visual effects. We think that ideally the heights of the existing buildings in the Prime Four development should be used as a guide for any new development to maintain a consistency of design. We recommend that the Framework clearly sets this out and stipulates the appropriate number of storeys for the development rather than leaving this to be considered at “the time of the proposal”.
- 5.5 Historic Environment: Woodland Exclusion Zone (p. 29) We strongly support the inclusion of a buffer and localised areas of open space relation to the ancient woodland. These are key features which should be part of the site design and used as an inspiration for further woodland across the site.

6.1 Landscape Principles (p. 31)

The key objective to incorporate new buildings into the landscape character in a sympathetic manner is welcomed and presents an opportunity to reinforce the landscape character across the site. We also welcome that landscape features such as the ancient woodland, dykes and tree belts have been acknowledged as assets and opportunities rather than simply constraints.

We are also pleased to note that detailed tree surveys will be carried out, informing the retention of trees and design.

The Framework states that “Development proposals should consider opportunities to enhance connectivity between open spaces and key green and blue infrastructure in line with emerging policy”. However, we think that the Development Framework itself should identify where opportunities for this exist and provide direction. It would be useful to include a diagram setting out the existing blue-green infrastructure assets as well as identifying the opportunities. As highlighted above, this could be done in conjunction with the active travel network to ensure that they are integrated and multiple benefits are embedded.

We welcome the recognition of the amenity opportunity presented by the SUDS basin in the northern zone of the remaining site and consider that this could be integrated into the site design as a multifunctional feature which is attractive and accessible.

6.3 Landscape Framework (p. 33)

The protection and integration of key landscape features, such as the ancient woodland to create, a sense of place is supported. We also welcome tree and shrub planning using appropriate native species to enhance the biodiversity value of the site. This aligns with the outcomes of the emerging NPF4 which seeks to secure positive effects for biodiversity.

7.1 Key Principles (p. 35)

We welcome these principles, however, we think that multifunctional blue-green infrastructure including green space should be included as a key principle.

7.2 Drainage: SUDS and Drainage (p. 37)

As noted above, there is an opportunity to integrate the SUDS basin into the site design as an attractive and multifunctional feature, ensuring that opportunities to maximise the biodiversity value are taken.

7.4 Infrastructure (p. 39)

It would be useful to have a section here on blue-green infrastructure identifying the existing assets and opportunities as well as information on incorporating it into the design. This would align with the emerging NPF4.

8. SEPA - Clare Pritchett

Dear Laura

Thank you for the consultation below (and for the meeting last week).

Just to confirm that I reviewed the attached **Prime Four Business Park Development Framework 2021** and had no site specific comments in relation to SEPA's interests.

Kind regards

Clare

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