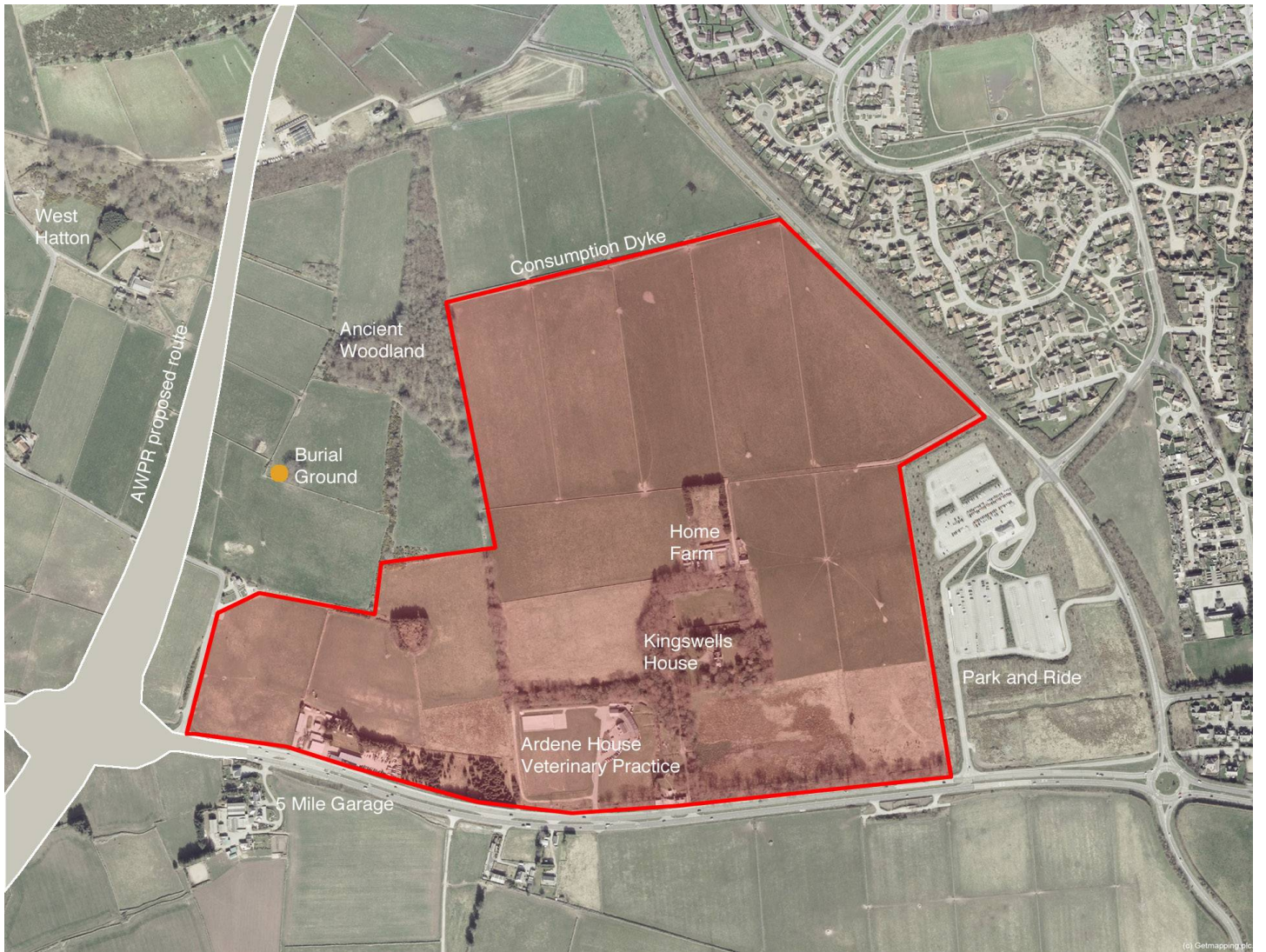




**Summary Document  
OP40 - Kingswells**

Development Framework and Phase One Masterplan  
September 2011

Prepared by Halliday Fraser Munro on behalf of Drum Property Group Ltd



OP40 Kingswells site plan

# Preface

This summary document has been produced to provide a synopsis of the OP40 Kingswells: Development Framework and Phase One Masterplan. It discusses key guidance and principles. For a comprehensive understanding of the process, aims and outcomes of the Framework and Phase One Masterplan, the document itself should be consulted.

The Framework and Masterplan document has been prepared in the context of guidance prepared by Aberdeen City Council on the Masterplanning Process. It is the hope that the document will be adopted by Aberdeen City Council as Interim Planning Advice until the adoption of a new Aberdeen Local Development Plan (ALDP) in 2012. After the ALDP is adopted, the document would become Supplementary Guidance.

The OP40 site is within the Aberdeen City Council local authority boundary, four miles to the west of Aberdeen city centre and adjacent to the settlement of Kingswells.

Within the North East of Scotland the site is unrivalled in respect of opportunities to provide a high quality, properly masterplanned, business park. The site is located adjacent to a key junction of the proposed Aberdeen Western Peripheral Route and an existing public transport hub (Park and Ride). A large residential catchment is also located within walking distance.

Drum's main objective is to ensure the confirmed demand from International energy companies for high quality accommodation can be met at Kingswells, thus ensuring that these companies stay and expand within Aberdeen City.

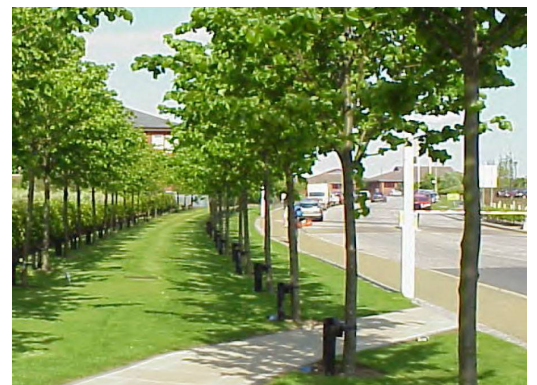
Drum envisage a Business Park which will set a new standard in the provision of employment space in the North East of Scotland. They see the site developing an acclaimed status, commensurate with the City's own status as the energy capital of Europe.

In their endeavours to achieve this vision, Drum have assembled a multi-disciplinary design team to prepare this Development Framework and Phase One Masterplan. The design team have worked closely with the local community to provide a well considered and appropriate masterplan response to the site. The opportunity to enhance existing community facilities with a new 'Community Hub' area has also been considered.

The document is set out in five parts:

- 1. Introduction**
- 2. The Site**
- 3. Development Framework**
- 4. Phase One**
- 5. Delivery**

The following provides a brief description of the key principles and guidance contained within each of these parts.



# Part One

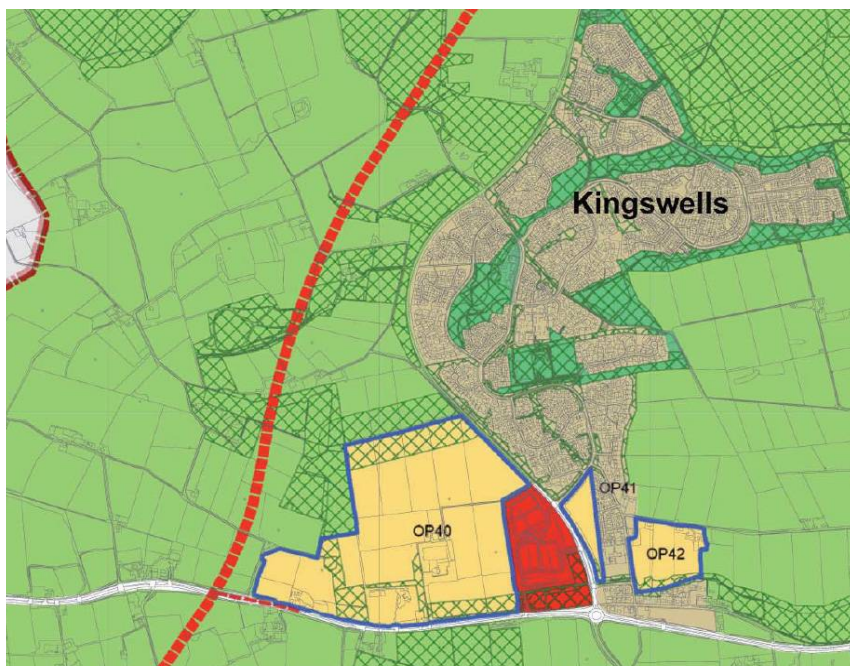
## Introduction

Part One looks at setting a Vision for the site, and provides a town planning context by identifying relevant national, regional and local town planning policies and guidance. Part One also discusses the extensive consultation which has been undertaken with local residents, Kingswells Community Council, and other key stakeholders over the last 18 months.

### Town Planning Context

The approved Aberdeen City and Shire Structure Plan notes that the Aberdeen City Strategic Growth Area has a target to achieve at least 60 hectares of land available to businesses at all times and in a range of places. Of this 60 hectares, at least 20 hectares should be of a standard which would attract high-quality businesses or be suitable for company headquarters.

Within this context, The Proposed Aberdeen Local Development Plan was published in August 2010 identifying the OP40 Kingswells site as suitable for the provision of employment opportunities in a part of the city where there is currently no allocated employment land.



OP40 site allocation in local development plan



Consultation

## Community Consultation

Consultation with the local community on the Kingswells site first began in November 2009 and from the start has adopted a strategy of 'consultation with' the community rather than 'presentation to'.

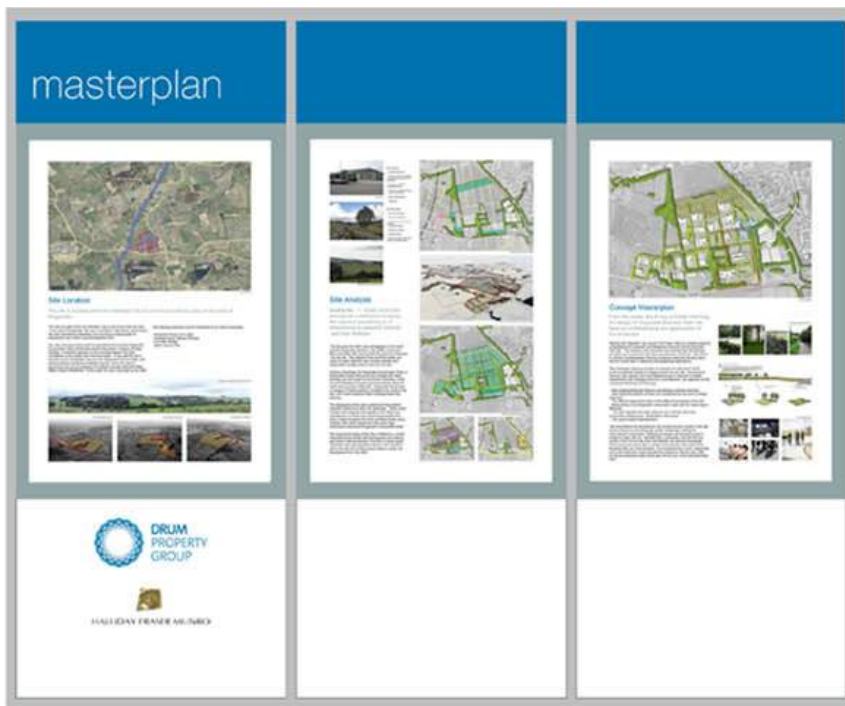
As detailed site analysis and concept ideas have evolved, meetings with Kingswells Community Council representatives have also proved invaluable in providing feedback on, and input to, our early conceptual ideas.

A detailed table of consultation is provided within Part One of the Development Framework, along with specific details of the public events which have been undertaken, and how feedback from such has informed the production of the Development Framework and Phase one Masterplan.

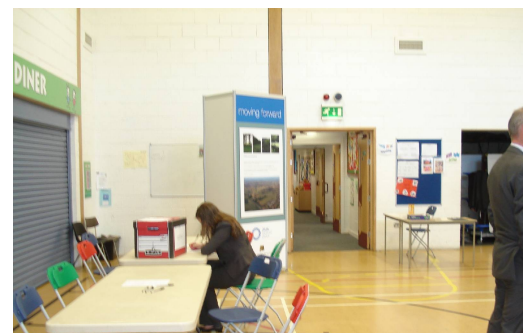
Detail is also provided within this Section on the website launched after the public event in order to consult a larger proportion of the community on the proposals. An opportunity to fill in a Comments Form / Questionnaire was included within this website.

Key issues raised during the consultation process included transport, provision of community facilities and design approach.

We intend to continue a process of active consultation with the community as proposals for the site develop. We are especially keen to ensure any community facilities provided reflect local needs and aspirations.



Consultation display board



# Part Two

## Site Analysis

Part two provides a detailed analysis of the site and surrounding environs. The site is within the Aberdeen City Council local authority boundary, four miles to the west of Aberdeen city centre and adjacent to the settlement of Kingswells. It is approximately two miles from Westhill (Aberdeenshire Council) and its southern boundary abuts the A944 Aberdeen/Westhill dual carriageway and Core Path / Cycle Network.

The site area comprises a collection of farmland, woodland and existing residential and commercial operations. A series of overhead power lines and three pylons also occupy the site. The site area is noted as 50ha.

To the north the site is bounded by the Kingswells Consumption Dyke (Scheduled Ancient Monument and Category B Listed Building). Archaeological survey work has been undertaken to consider any impacts on this feature. Appendix 1 of the Framework reports on the findings of this assessment.

Kingswells House (Category B Listed Building) is also within the site area, but excluded from the area proposed for development.

In terms of its topography, the site is undulating, its highest point being an east/west ridge just above the Park and Ride.

From this ridge, the ground slopes to the north towards the Consumption Dyke, and more significantly to the south towards the A944.

The site topography therefore creates three distinct landscape character areas:

- **Northern Zone** comprising a broad, flat topped ridge and northerly slope
- **Central Zone** comprising a south facing southern slope facing the A944
- **Southern Zone** comprising the low lying, flat area immediately adjacent to the A944.



Zone Plan



Green Space Network Plan



Site Accessibility Plan

To the immediate west of the site lies an area covered by the West Hatton Local Nature Conservation Site. This area is also on the Ancient Woodland inventory as long established woodland (of plantation origin).

The site area also includes trees covered by Tree Preservation Orders (TPOs), predominately along the southern edge of the site, adjacent to the A944.

Aberdeen City Council have identified areas to the west, the north and the south of the site as Green Space Network (GSN). The aim of the GSN is to help ensure that existing areas of green space are linked so as to improve wildlife habitats, landscape and access opportunities.

Part Two concludes by summarising the detailed analysis undertaken and demonstrating how this can be identified as 'opportunities' and 'constraints' for future development proposals.

# Part Three

## Development Framework

Part Three is the Development Framework for the site.

This Framework sets the strategic parameters for development and guidelines for building and landscape design. The Framework has been informed by the site analysis exercise and consultation with the local community.

It is the intention that the OP40 site will provide a balance of high quality business land, exemplary working environments, meaningful public open spaces, and a Community Hub with a mixture of uses.

Part Three therefore sets out the key elements of the Development Framework which will be a reference point in the development of future stages. These include establishing a landscape framework, consideration of connectivity and circulation, and establishing public spaces, development rooms and building heights.

### Landscape Framework

A Landscape Framework has been prepared for the site, the principle aim of which is to incorporate new buildings into the landscape in a manner which is sympathetic to the rural character of the area.

The existing landscapes provides an architectural design vocabulary which lends itself to this aim.

This Landscape Framework indicates that the existing regular field grid identified during the site analysis should be maintained and restored to define development plots and circulation routes



Landscape Framework



## Connectivity and Circulation

The Development Framework demonstrates a high level strategy for the delivery of the key transport Infrastructure, internal and external pedestrian and cycle links and public transport for the site.

A Transport Assessment is currently being developed for the delivery of Phase One and will be subject to agreement with the Aberdeen City Council as Roads, Access and Transport Authority. The same exercise will be carried out for later phases of the Development.

A key aim for establishing a connectivity strategy for the site has been to continue and enhance existing linkages wherever possible, and to consider future connections to the Aberdeen Western Peripheral Route (AWPR)

A hierarchy of routes and their different functions is recognised in this section, with pedestrians and cyclists considered in advance of private vehicles.

A major asset of the site is its proximity to the Park and Ride facility, and a large proportion of the site lies within 400m of this public transport hub. Discussions with public transport operators (First and Stagecoach) have taken place in order to discuss provision of public transport to the site.

Connections with the Park and Ride should form a key feature of the Park to ensure maximum numbers of staff and visitors are encouraged to use sustainable transport modes to get to and from the site

In terms of vehicles, the community consultation exercise undertaken on the Development Framework identified that traffic is a key concern to local residents.

The internal network and connections to the wider network will be informed by a Transport Assessment.

Proposals will comply with the emerging Local Development Plan Policy and the Structure Plan Supplementary Guidance for delivering Identified Projects through a Strategic Transport Fund

This is a major development area which will require to contribute to a Strategic Transport Fund via an emerging model to deliver the strategic transport interventions identified in the Cumulative Impact Assessment.



Transport Links

## Development Rooms and Clusters

In considering the landscape and connectivity strategies, a layout is then proposed within the Development Framework which shows development “rooms” of varying size contained within the original field patterns and woodland planting. This concept is derived from historical precedent (e.g. as demonstrated at Kingswells House).

These “rooms” allow a variation in terms of possible building sizes and heights depending on their location within the overall site.

The “rooms” also offer opportunities to ‘cluster’ buildings together within the site to maximise external spaces and opportunities for effective rural landscaping. Clustering also promotes greater interaction between buildings, and greater pedestrian activity, dialogue, sociability etc.

## Buildings

An initial assessment of site topography and the heights of surrounding tree belts suggest a variety of building heights could be accommodated across the site, ranging from 4 storeys at the lowest part of the site, adjacent to the A944, to 2 storeys as the site rises to the north.

These general principles will be considered when assessing individual proposals. All new buildings must demonstrate that they are sympathetic to setting and relate to the scale of landscape features.



Development Rooms and Clusters

## Development Framework

Part 3 concludes by presenting a Development Framework for the site. This drawing illustrates the following key principles that will have to be addressed in future development:

- How existing landscape features and planting could be enhanced
- How traditional patterns of fields and woodlands can be used as design inspiration
- The different approaches taken to the different topography across of the site.
- Relationship to the Kingswells Consumption Dyke and the Green Space Networks
- The footpath, cycle, and road networks and how they support and encourage sustainable travel to and around the site, as well as how they link to the surrounding infrastructure.



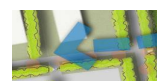
Development Framework



OP40 boundary



Agricultural Setting to Consumption Dyke



Potential Access



Indicative Building Positions



Hard Landscaping

# Part Four

## Phase One

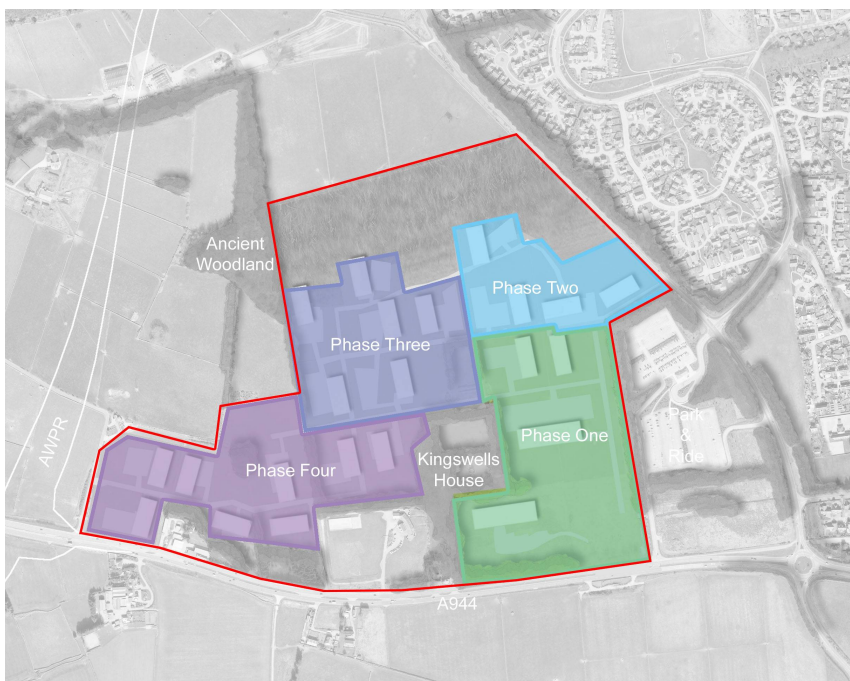
The Development Framework sets parameters on site layout, landscape design and building form.

These parameters will ensure a consistent approach is maintained throughout the lifetime of the development and ensure that the strong identity sought for the site is clearly defined from the start.

Part Four further develops the approach to design, landscape and access specific to the first phase of development.

It also addresses technical aspirations such as accessibility, infrastructure and sustainability measures. It describes in detail the key design elements relevant to this part of this site, and addresses real building requirements.

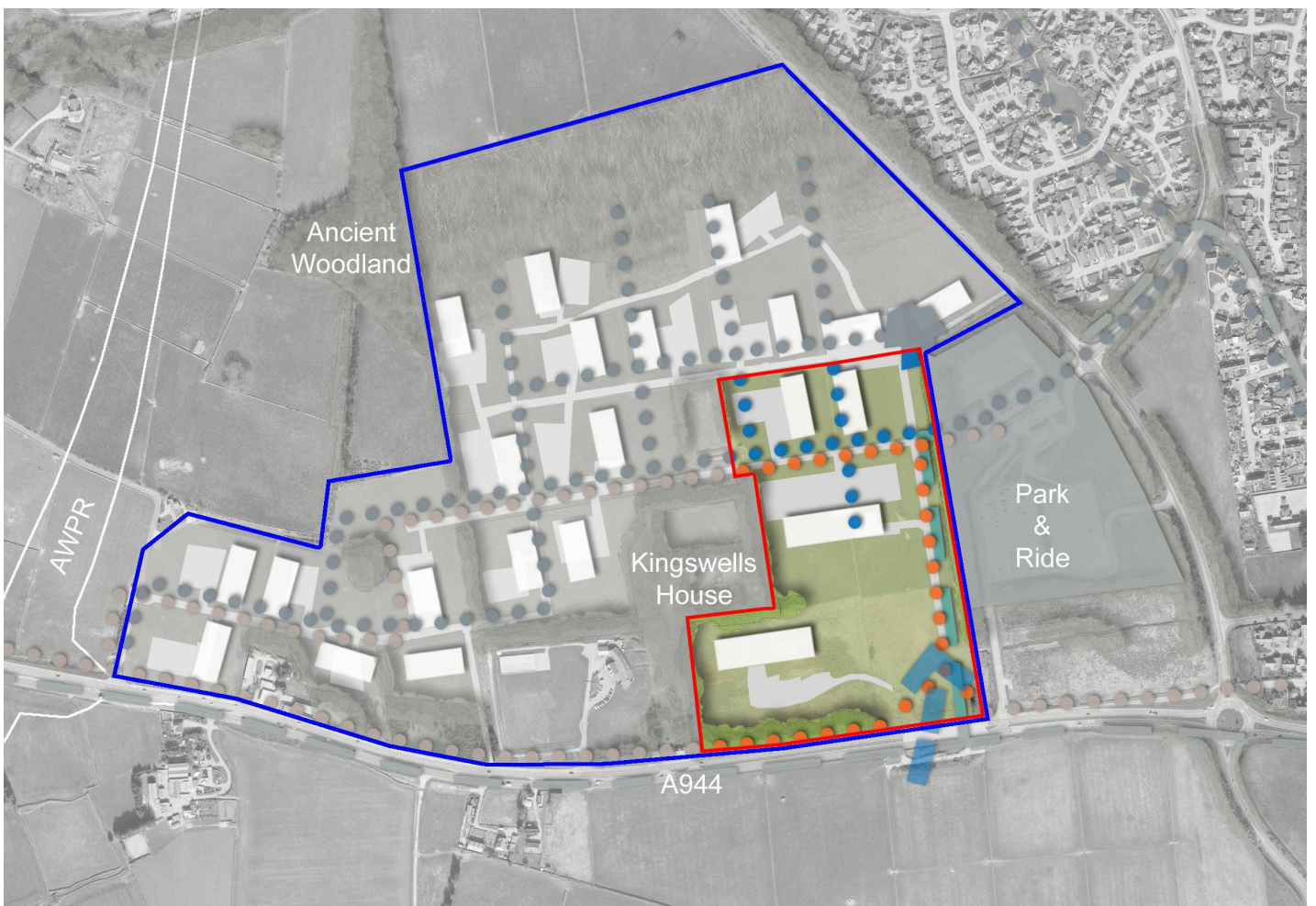
Accessibility strategies for the site and its wider context are also explored here.



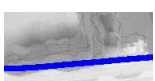
Phase one development strategy

Phase One includes four potential building plots. The overall design principles for this area are as follows:

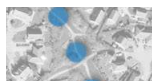
- Phase One sites should provide appropriate settings for major 'landmark' buildings.
- Buildings should be set within the landscape and not dominate their individual sites.
- Parking should be discrete and, where possible, provided below ground level.
- Development "rooms" should be enclosed with new or existing tree planting.
- The plot adjacent to the A944, if developed for a single building, can accommodate a four storey structure.
- Other sites within Phase One should demonstrate that they are sympathetic to setting.



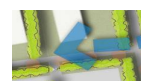
Phase One Masterplan



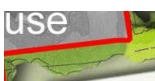
OP40 boundary



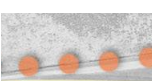
Path Network



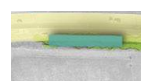
Potential Access



Phase One Boundary



Dedicated Cycle Path



Public Transport Routes

# Part Five

## Delivery

Drum Property Group Ltd are committed to delivering the proposals for the entire OP40 site, as set out within the Development Framework.

Drum is aware that the high quality of development envisaged will require them to adopt a strong leadership and management role to ensure that the overall vision is maintained, and inappropriate development is avoided.

Part Five of the document outlines a proposed Phasing Strategy and Infrastructure Delivery Plan for the site in order to ensure aspirations outlined in the Local Development Plan Action Programme can be fully considered as early as possible.

In terms of phasing, each Phase will be predominately Class 4 Office Use, with the obvious exception of the Community Hub, which will include complementary facilities, e.g. hotel, retail and restaurants. Community consultation on the specific uses to be located within this area will be undertaken as the masterplanning of this area progresses.

### Next Steps

As discussed, it is anticipated that the southern area of the site, encompassing the area between Kingswells House and the Park and Ride facility, will be developed as Phase One. This phase will likely include 4.no building plots. There may also be the opportunity to commence part of the Hub within this phase.

In the event that the Development Framework is adopted as interim advice, the developer intends to submit early planning applications for Plots 1 and 2 and, to this end, public consultation exercises are ongoing.

Drum have confirmed strong operator interest in both Plots 1 and 2 and with legal negotiations under way in Plot 2, Drum hope to be able to announce the identity of the operator shortly. If detailed planning consents are achieved then Drum hope to start construction on this part of the site in the first half of 2012





**DRUM**  
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GROUP



**ABERDEEN**  
CITY COUNCIL

Planning and Sustainable Development  
**Enterprise, Planning and Infrastructure**  
Aberdeen City Council  
Business Hub 4  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB  
[www.aberdeencity.gov.uk](http://www.aberdeencity.gov.uk)

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