



HALLIDAY FRASER MUNRO
CHARTERED ARCHITECTS & PLANNING CONSULTANTS

Prime Four Business Park - Revised Framework November 2021



Contents

Prime Four Framework

1. Introduction	3	7. Development Framework	34
2. Previous Framework	5	7.1 Key Principles	
2.1 Framework History		7.2 Drainage	
2.2 Development History		7.3 Sustainability	
3. Framework Context	10	7.4 Infrastructure	
3.1 Key Principles			
3.2 Vision			
4. Development Principles	14		
4.1 Framework Geographical Context			
4.2 Development Area			
4.3 Potential Uses			
4.4 Key Design Principles			
5. Design Principles	19		
5.1 Access Strategy			
5.2 Connectivity & Circulation			
5.3 Key Views			
5.4 Building Form and Parking			
5.5 Historic Environment			
6. Landscape Framework	30		
6.1 Landscape Principles			
6.2 Landscape Zones			

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.

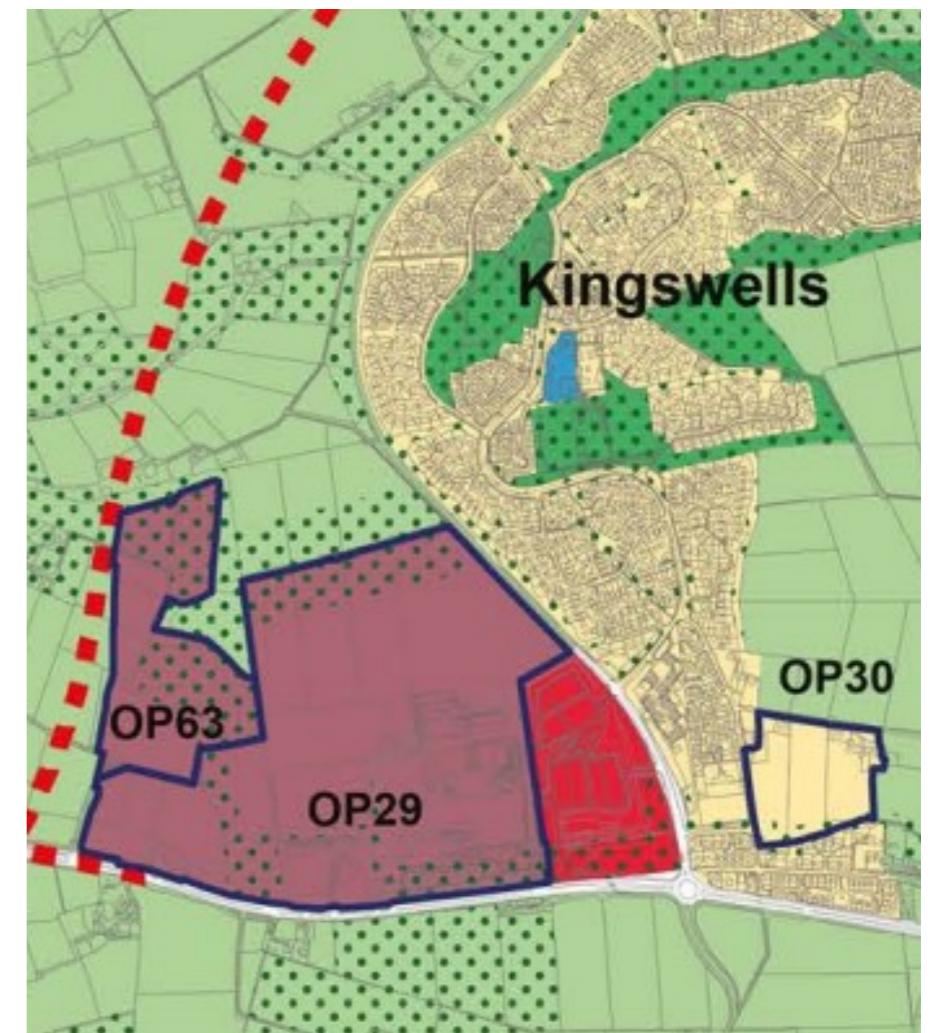


Figure 1: Local Development Plan Extract - Note: OP29 (2017 LDP) was previously referred to as OP40 (2012 LDP)

2.2 Development History

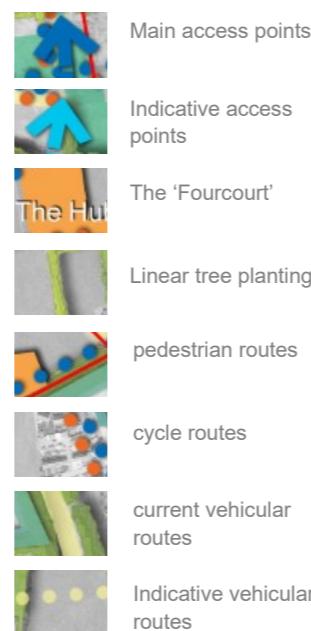
The existing development at Phases 1-3 were identified as site OP40 in the 2012 Local Development Plan. This land was the subject of a development framework and Phase One Masterplan, which was adopted as supplementary guidance in January 2013. Almost all land released in Phases 1-3 has now been built 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

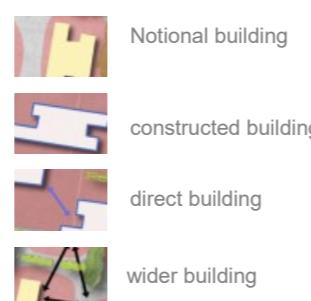
The key circulation concepts set out in the original OP40 Framework have been carried through in the actual development. This includes the main access from the A944 and a secondary access to the north east and pedestrian/cycle links throughout the site. Technical and site specific context has led to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



Original Framework Drawing—circulation



Original Framework Drawing - in-principle built form



Updated Framework Drawing reflecting as-built Phases



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.

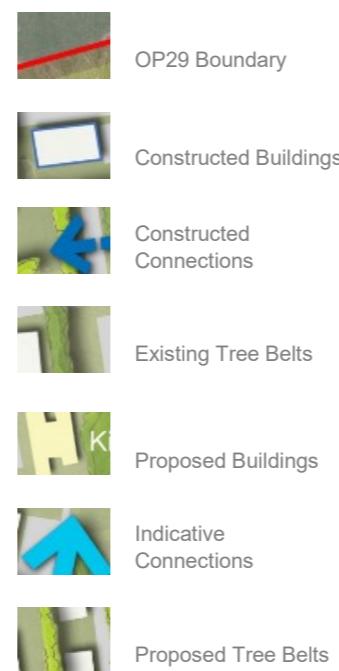


Figure 3: Previous Updated OP40 Development Framework Drawing

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.

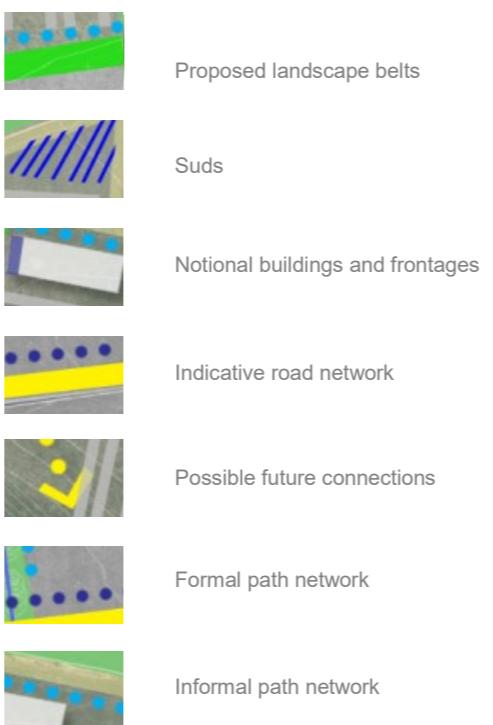


Figure 4: Previous OP63 Indicative Framework drawing

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.

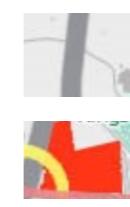
AWPR major junction



AWPR minor junction



AWPR route



Prime Four Business Park

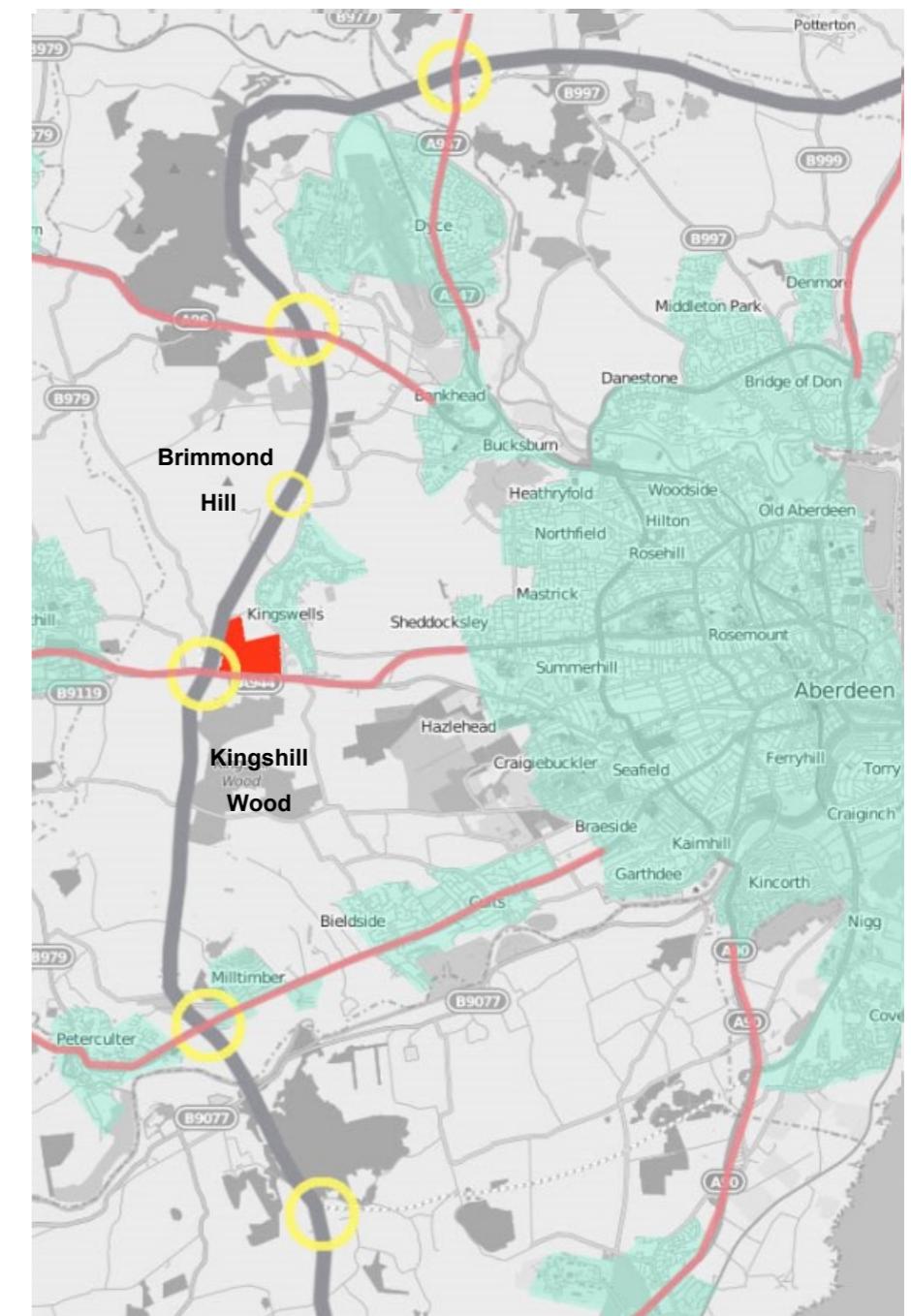


Figure 9: Framework Wider Context Plan

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.

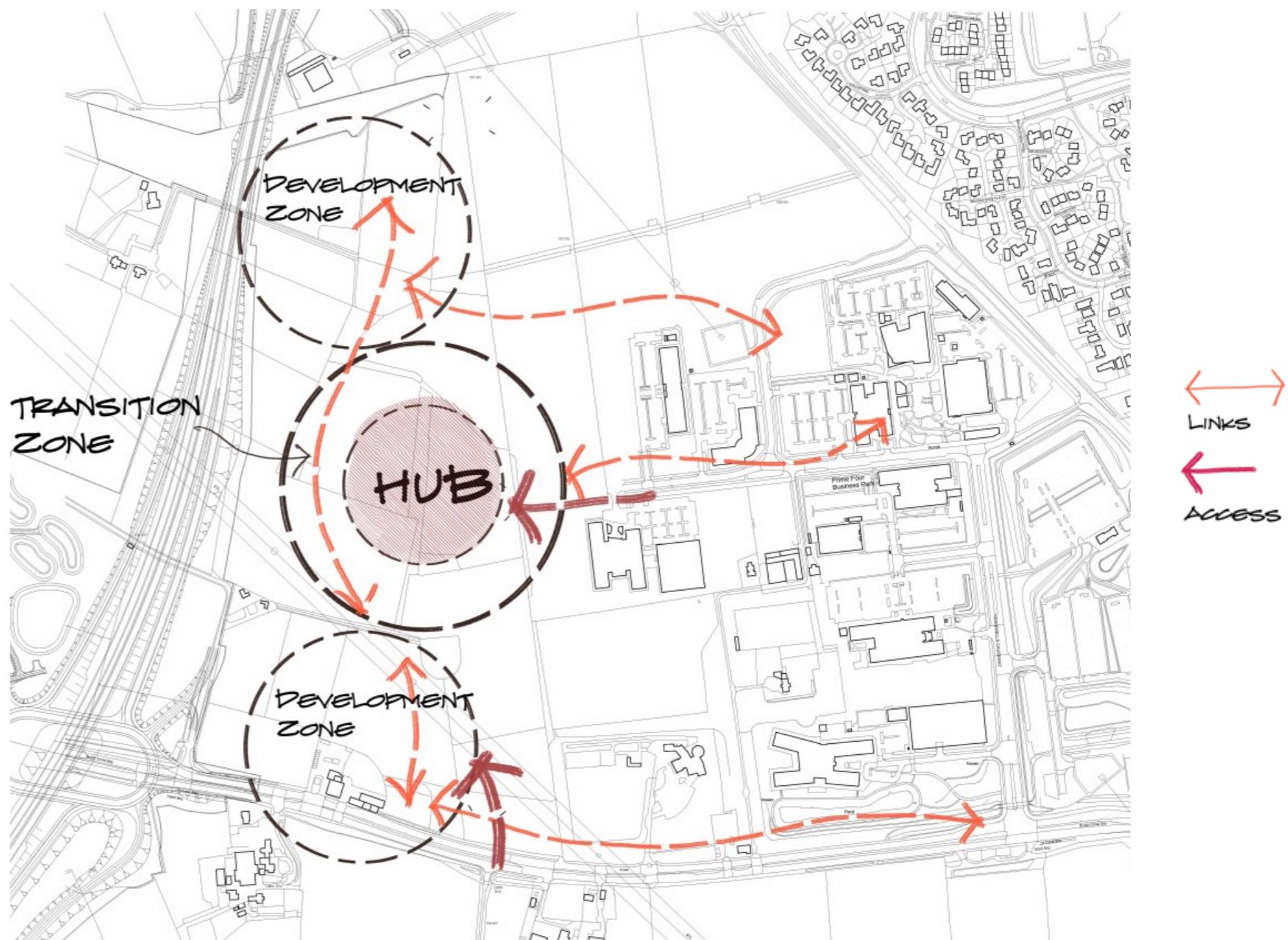


Figure 12: Access and Circulation Principles

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 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.

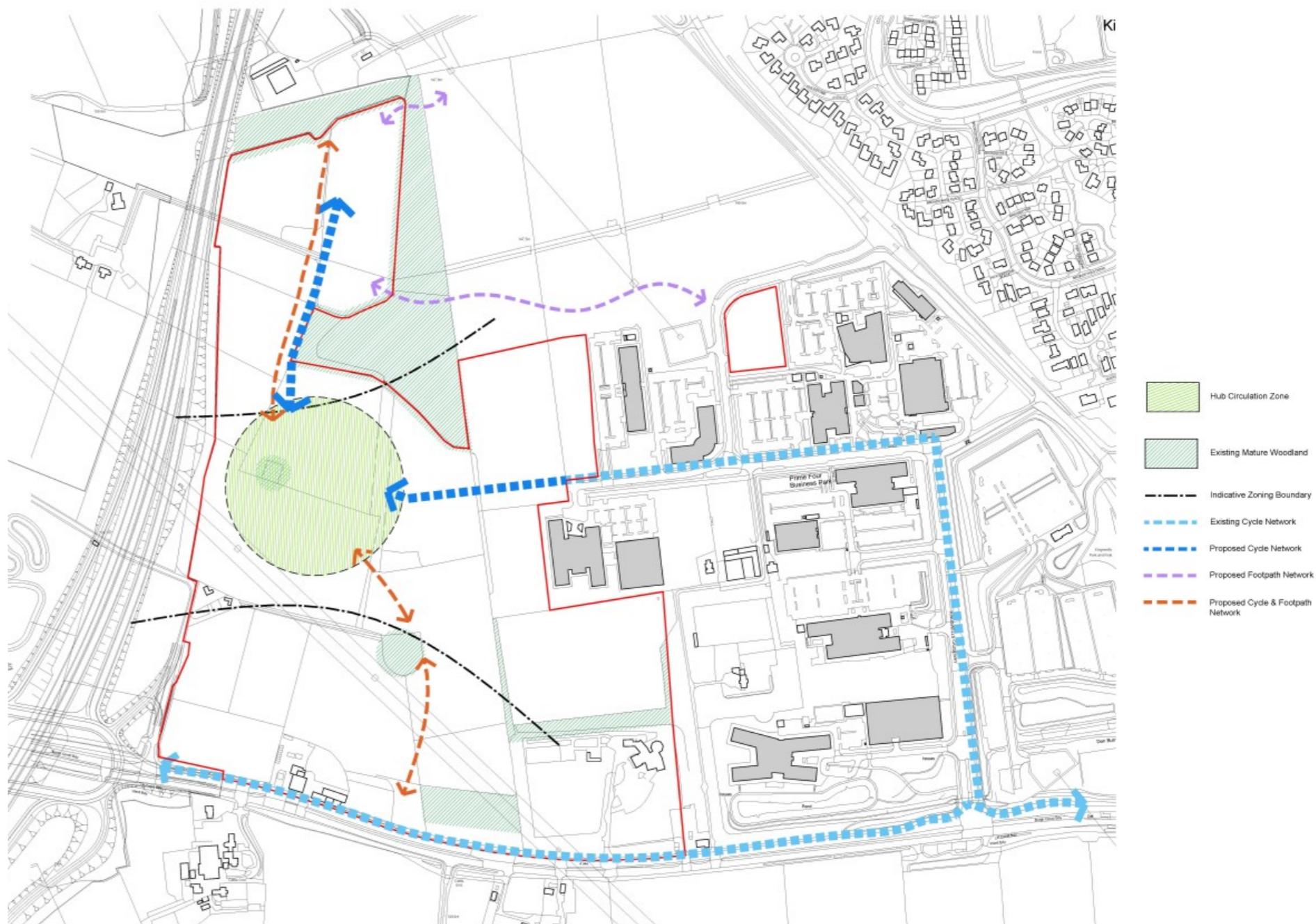


Figure 14: Existing & Proposed Connectivity

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.

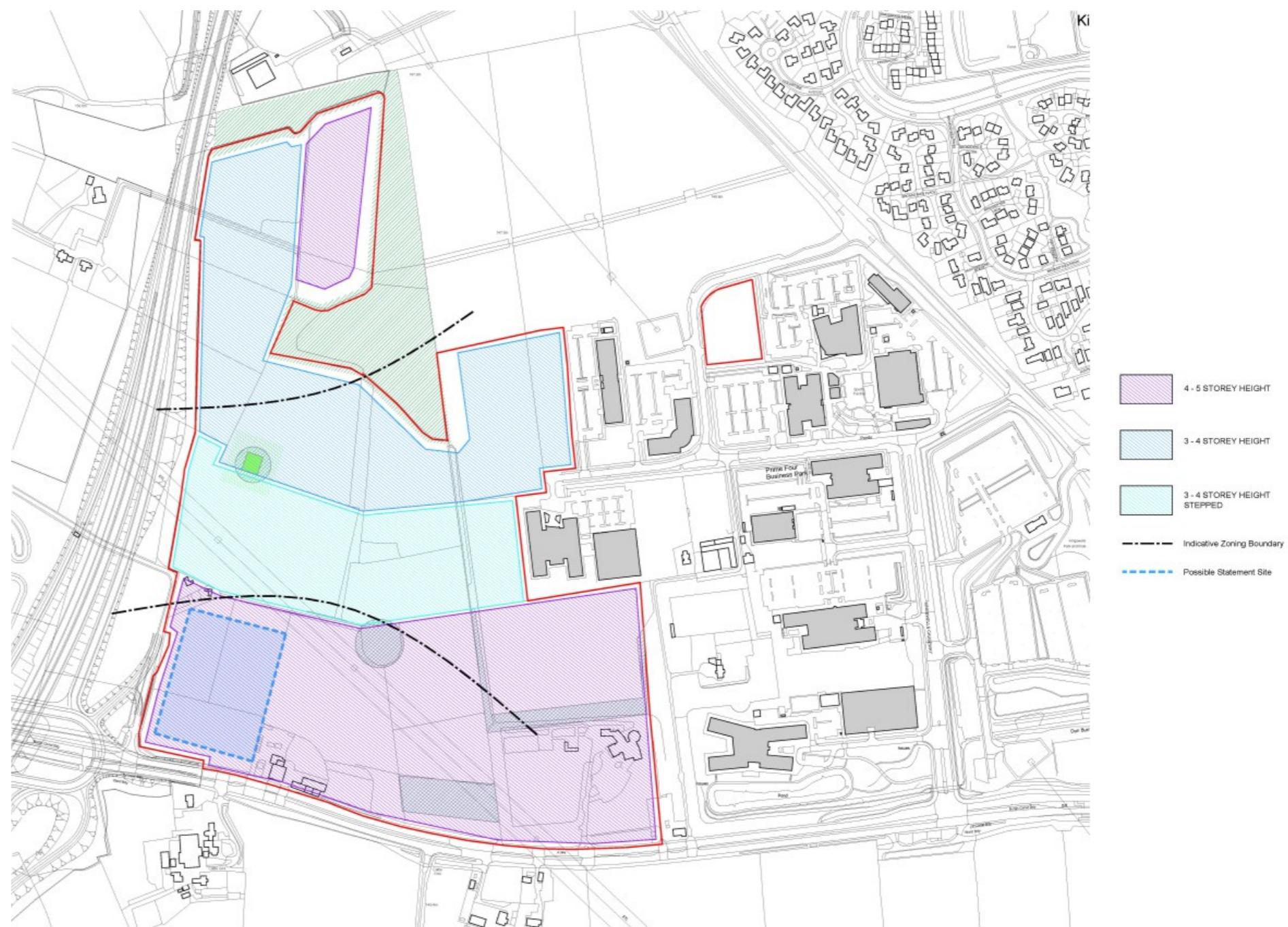


Figure 17: Indicative Building Heights Strategy

5.4 Building Form & Parking

Building Heights

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

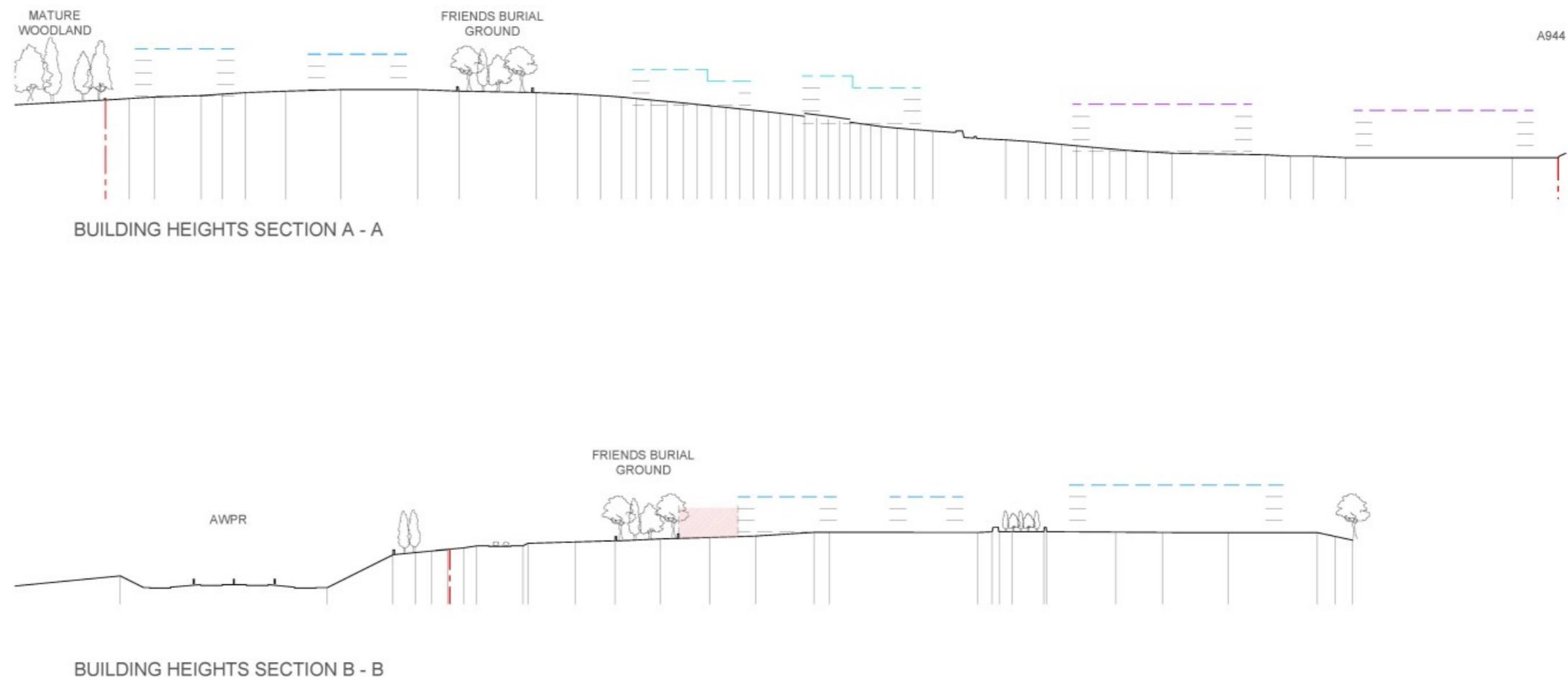
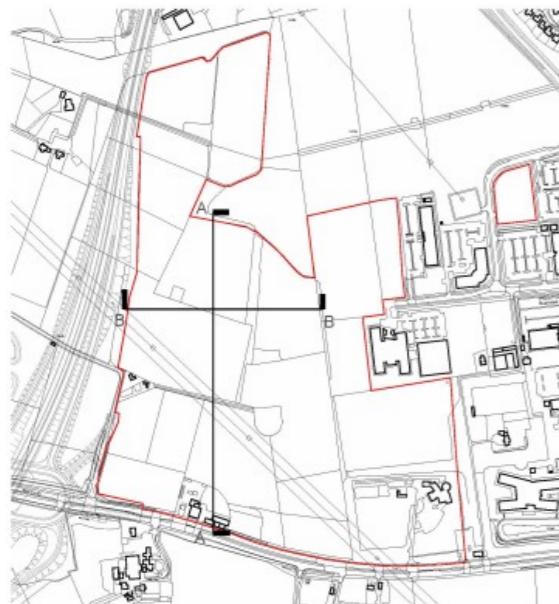


Figure 18: Site Sections

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.

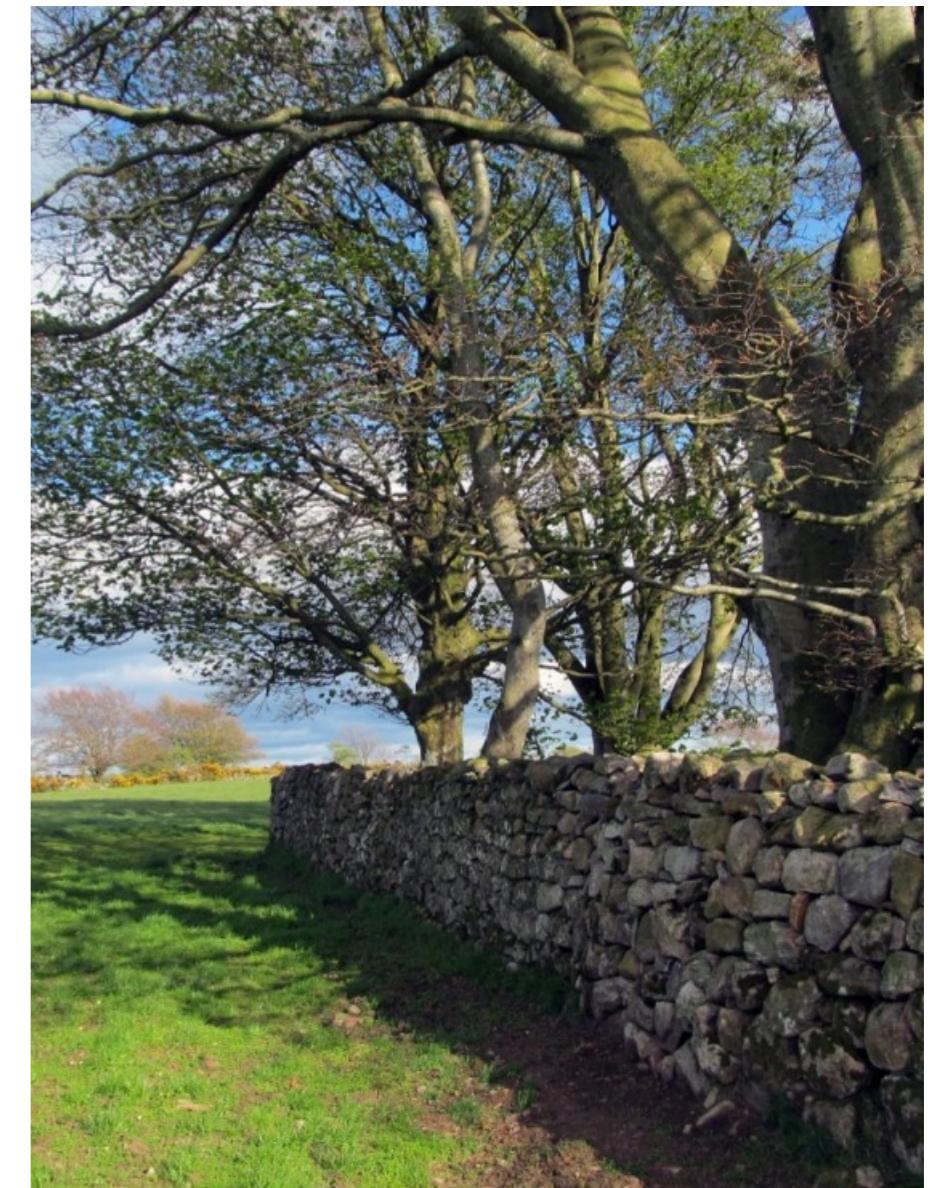


Figure 19: Friends Burial Ground - Existing Boundaries

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.

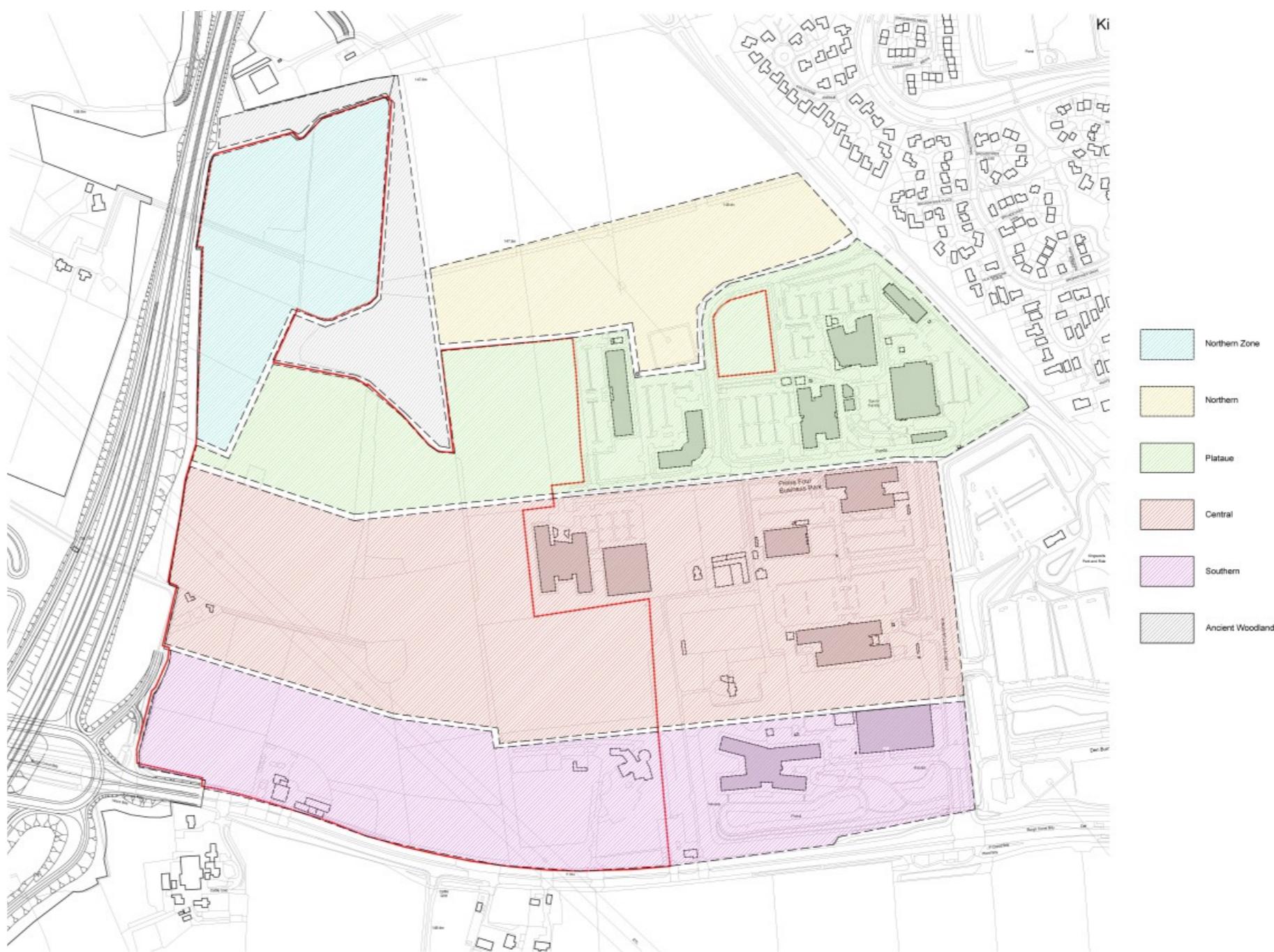


Figure 23: Landscape Zones

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.

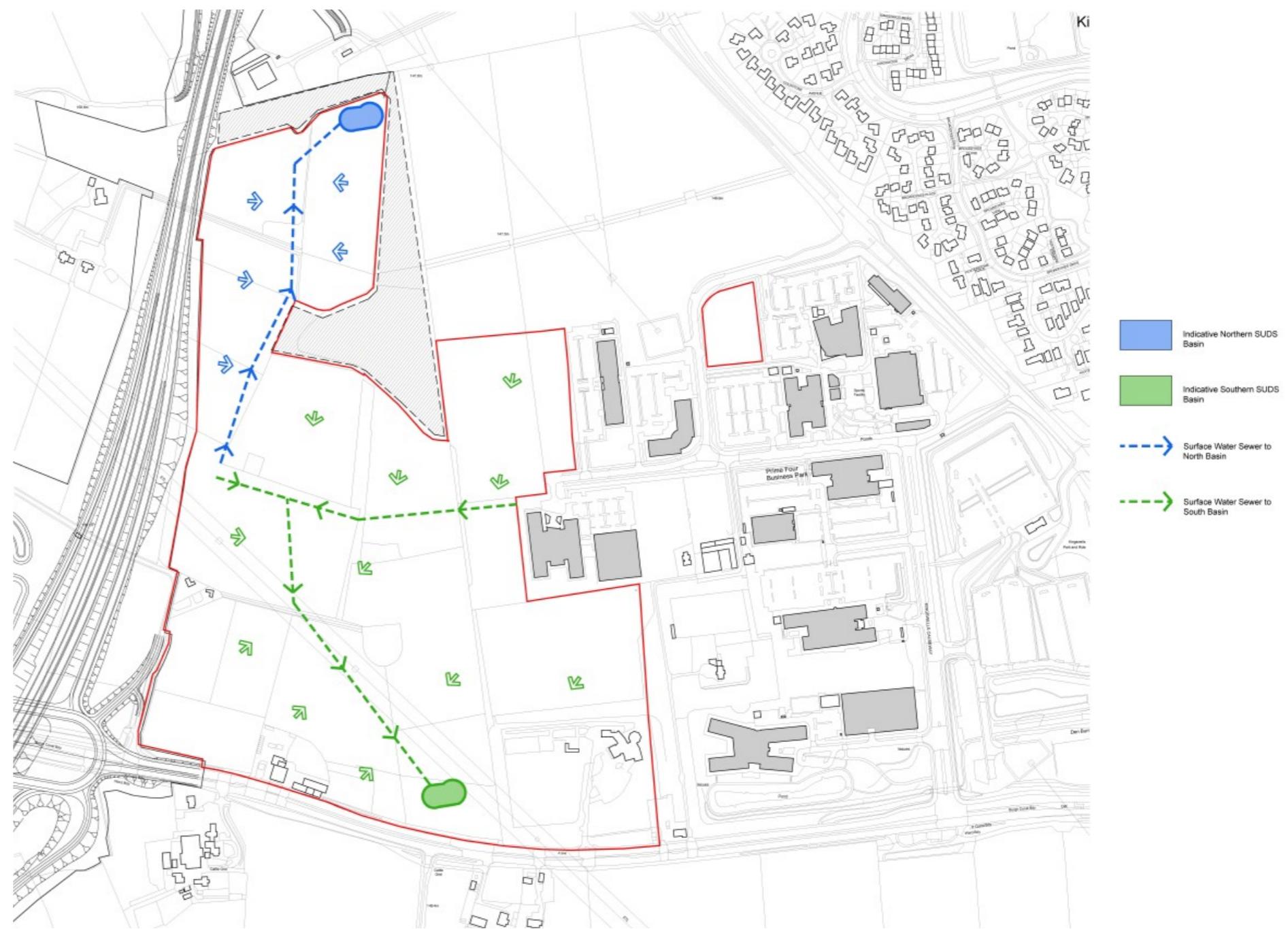


Figure 27: Indicative Drainage Diagrams

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 co-ordinated 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

