DEVELOPMENT BRIEF

MIXED USE REGENERATION OF THE FORMER BP HEADQUARTERS COMPLEX
BURNSIDE ROAD, DYCE, ABERDEEN

Prepared by SMC Jenkins & Marr Ltd.
on behalf of Goodman International and in conjunction with BP Exploration Operating Company Ltd.
in partnership with Aberdeen City Council

April 2008
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Vision Statement

The Scottish Government places a high priority on Sustainable Development. BP’s company policy is closely aligned with this objective. The redevelopment of this land, as guided by this Development Brief will help meet national and local requirements for the use of these sites and improve public access to and through a part of the city that presently has very limited public access.

The vacation of the current BP buildings offers an excellent opportunity for the creation of a top quality development in a highly accessible and visible location close to key local, national and international transport hubs. The development of the new BP North Sea Headquarters at Dyce has set a benchmark in terms of design quality and site layout, which should guide the redevelopment of the former BP Headquarters office complex.

Following the relocation of BP to their new North Sea Headquarters building in 2008, they retain the use of two annexe buildings on Plots B and C potentially until 2011. Thereafter, it is proposed to progressively demolish all existing buildings on the site, phased to reflect BP’s relocation proposals.

Following an extensive assessment of the appropriate uses for the site and the individual development plots, and after consultation with the local community, the site will be redeveloped in a phased manner over a number of years. The development mix will reflect the principles contained in the approved Development Brief and will include a combination of mixed tenure residential development to the northern part of the site (Plot A), directly opposite the existing residential area in Dyce; with high quality commercial developments potentially encompassing a number of uses which could include business space, a hotel, retail and leisure facilities and supporting local services and facilities towards the western end of the site, adjacent the new North Sea Headquarters. The redevelopment will be set within the existing landscaped envelope of the site, thus creating an attractive environment and a distinctive development for this important brownfield site.
Executive Summary

Earlier this year a comprehensive exercise assessed the range of land use mixes that would work well within the opportunity site. The land use options were appraised on the following:

- Likely Traffic generation
- Planning policy
- Amenity

The preferred mix of development is likely to contain residential, business and small-scale retail development. Aberdeen City Council own land adjacent to the site, but believe that its inclusion at this stage would be premature.

Acceptable Land Uses for the three major plots include:

- Plot A (Blue): Medium-density, mixed tenure residential development
- Plots B (Green) and C (Red): Uses ranging from class 4 (office), residential, retail, leisure, crèche.
- Plot D (Yellow): No immediate plans to alter the current General Industrial Development.
1.0 INTRODUCTION

1.1. This Development Brief has been prepared by SMC Jenkins & Marr Ltd. on behalf of Goodman International, and in conjunction with BP and Aberdeen City Council to set a framework for the redevelopment of the existing BP landholdings at Riverview Drive/ Stoneywood Road, Dyce including BP’s current headquarters at Burnside Road, Dyce, which will become vacant once BP Exploration Ltd. fully relocates to its new North Sea headquarters building immediately to the South.

1.2. Once finalised, this document will become supplementary planning guidance and constitute a material consideration in the determination of planning applications for proposals to develop the site. Written in partnership with Aberdeen City Council, the guidelines contained in this brief will help utilise the site’s full potential and promote a high quality development.

1.3. BP’s decision to relocate to their new 235,000 sq.ft. (gross external floor area) North Sea Headquarters in early 2008 represents a major commitment to Aberdeen and to the North East of Scotland. The new facility involves the regeneration of an existing 15 acre brownfield site with a high quality, iconic, energy efficient three storey office building set in landscaped grounds. The completed building will have a value of some £55-60 million.

1.4. Purpose and Scope of this Document

The overall purpose of this brief is to outline proposals for the redevelopment of the former BP buildings and the land within the current BP campus at Dyce, which will become surplus to requirements following the relocation to their new North Sea Headquarters building in early Quarter 1 2008. The redevelopment of BP’s surplus land-holdings is inextricably linked to the development of the new BP North Sea Headquarters building to the south-west of the current site. Following BP’s relocation to the new North Sea HQ, which has been developed by Goodman. Goodman is legally committed to acquiring BP’s remaining landholdings for development. The Finalised Aberdeen Local Plan 2004 acknowledges this in its designation of the area as an ‘Opportunity Site’.
Development Briefs are produced as supplementary guidance to the Local Plan. While adopted briefs are a material consideration in assessing future applications related to the site, briefs do not have the statutory status of the Local Plan and developers are not constrained from proposing alternative schemes. Any proposals that adhere to the principles of the Development Brief will normally be considered favourably by the planning authority.

1.5. **Consultation**

This consultation draft has been prepared by a multi-disciplinary team of architecture, planning and urban design, property and transportation consultants on behalf of Goodman, in conjunction with Aberdeen City Council and BP. Consultations with Council services including Access, Roads, Planning Gain and Planning and Infrastructure were carried out prior to the preparation of this brief.

1.6. The strategy for the redevelopment of the surplus land has been the subject of detailed discussions within the Goodman appointed Consultancy Team, led by Goodman and including BP, SMC Jenkins & Marr Ltd. (Chartered Architects and Chartered Planning Consultants), Mott MacDonald (Chartered Transportation Engineers) and Ryden (Property Consultants). This draft has been drawn up in consultation with third parties including: Aberdeen City Council Planning and Infrastructure, Roads, Asset Management, Planning Gain, and Access.

1.7. In order to further engage the views of the local community the brief is available to the public for consultation for a period of 6 weeks between 31/01/08 and 13/03/08. During this period the draft development brief can be accessed at www.aberdeencity.gov.uk/ or at Planning & Infrastructure, Aberdeen City Council, 8th Floor, St Nicholas House, Broad Street, Aberdeen.

Please address your comments ‘BP DEVELOPMENT BRIEF CONSULTATION’ and send to either:
- Email: info@jenkinsmarr.co.uk
- Post: SMC Jenkins & Marr, 3 Bon Accord Crescent, Aberdeen, AB11 6XH

Chartered Architects, Chartered Town Planners, Urban Designers
2.0 LOCATION AND DESCRIPTION

2.1. The former BP North Sea Exploration complex lies to the South of Dyce, 3 miles north of Aberdeen City Centre. The opportunity site is located between Stoneywood and Burnside Roads, on the edge of the Farburn Industrial Estate.
2.2. The extent of the BP redevelopment sites extend to 29 acres (11.7 hectares), comprising:

- 14-acre site of existing 1970s/1980s office complex and multi-storey car park, which currently houses the majority of BP’s personnel in Aberdeen, and the;

- 15-acre former warehouse site, which forms the site of the new 235,000sq.ft. GFA BP North Sea HQ building and on-site car park.

- The current BP Headquarters site is bounded by a 32m wide strip of open space adjacent to Riverview Drive to the north, beyond which is an extensive residential area. Other adjacent land uses include business and industrial uses to the south, leisure club and bank to the west, and flats, a restaurant and a hotel to the east. The new BP North Sea Exploration Headquarters are currently being developed in the south west of the site.

Fig 4: Aerial Photograph (Copyright Google Earth 2007)
2.3. The amenity strip to the immediate south of Riverview Drive, which extends the length of the site forms part of a tranche of land to the south of Riverview Drive that was originally reserved by Aberdeen City Council at the time the current BP headquarters was developed in the 1970s for possible future dualling of Riverview Drive, however this now appears unlikely. The amenity strip is primarily open space, with mature trees at intervals.

2.4. **Site Information and neighbouring activity**

As illustrated in figure 6 below, the surrounding land uses are varied. Dyce is a suburb of Aberdeen with population of circa 5700; with a primary and secondary school, adjacent to a neighbourhood shopping centre, comprising primarily of an ASDA supermarket and ancillary stores and services. Dyce Academy has 525 pupils registered for 2007 and operates at 85% capacity. This is projected to grow to 88% in 2010, but progressively drop to 80% in 2015. Dyce Primary School currently operates at 71% capacity, with projections for 2010 and 2015 dropping to 63% and 53% respectively.

To the north of the site lies the main residential area of Dyce, with the Aberdeen Marriott Hotel...
to the north west of the site. To the north-western corner of the opportunity site lies a Bank, a Petrol Filling Station and a commercial unit. To the south of the site are the Stoneywood industrial estate and the remainder of the Farburn industrial estate.

**Aberdeen Airport**

Aberdeen Airport runway is situated approximately 535m west from the western boundary of plot C. As detailed in sections 4 and 6.1 below, the proximity of the airport may affect the height and noise attenuation measures on the most westerly development sites. Policy 40 *Housing and Aberdeen Airport* of the Finalised Aberdeen Local Plan requires that areas which experience airport noise levels in excess of 60 LEQ are unsuitable for residential development.
2.5. **Traffic**

The new North Sea Headquarters is accessed via an access road from a mini roundabout on the A947 Oldmeldrum/Stoneywood Road. The A947 is the principal commuter route through Dyce and serves the surrounding residential and industrial areas, carrying high volumes of commuter and industrial traffic throughout the working day.

2.6. **Pedestrian and Cycle Routes**

Aberdeen City Council is currently investigating the potential of upgrading cycle networks in the Dyce area. Redevelopment of the opportunity site will require to provide linkages to the existing and improved networks.

The employment areas of Stoneywood to the south and Kirkhill to the west are connected to the BP site through a local system of cycling routes, combining shared on-road routes with shared use paths. The pedestrian route along the River Don has been identified as a ‘Core Path’ in the Council’s ‘Core Paths Plan’. This route is currently being upgraded to form part of the National Cycle Network, to be connected to the Formartine-Buchan Way to the north, and to Seaton Park in Aberdeen. It is intended that this route will be of a standard to be used by a
12-year old, and that a quality, dedicated pedestrian/cycle route to Aberdeen will encourage cycle trips to work, in addition to the linkage with the wider cycle network. The Council are keen for any redevelopment of the site to seek to incorporate a linkage within the site to this network, in order to maximise the potential for cycle trips to work.

2.7. Public Transport
The site is located within 2.5 miles of Aberdeen Airport and less than a mile from the railway station at Dyce, which lies on the main Aberdeen – Inverness line. The site is serviced by the numbers 18/X18 and 20 buses which run at regular intervals. Existing public transport service frequencies to the site are considered acceptable. Onward and cross-town journeys would not be considered to meet the accessibility requirements for encouraging modal shift and less reliance on the private car as set out in the North East Scotland Together Structure Plan 2001 – 2016 (para.6.8), SPP17 (para.2.9) and the Local Transport Strategy for Aberdeen (para.6.29). Furthermore, Aberdeen Airport has frequent national and international flights 7 days a week.

2.8. Services
The existing site is serviced with the majority of the infrastructure dating from the early to mid 1970's when the site was first developed. At this stage it is not anticipated that major upgrading of services is likely to be required. The site is served by mains water, low pressure gas, electricity, telecoms and separate foul and surface water drainage systems. It is anticipated that existing private BP services on the site will be made redundant during site preparation works.

2.9. Contamination
Historical maps indicate that the site was greenfield until the construction of the existing office complex in the early 1970's. From an initial desk study and site investigation work carried out for BP in 2004 all contamination testing results were classified as generally low risk with two localised 'hot spots' of hydrocarbon contamination which was subsequently classified as a heavy oil, it is possible that these results are from naturally occurring hydrocarbons. It should be noted that the extent of the ground investigation was restricted by the location of the existing buildings and that further investigation would be recommended to complete the study which may lead to remediation.
3.0 PLANNING HISTORY

BP opened its first office in Aberdeen in 1969, employing fewer than 15 people. At the peak, in 2001, more than 2000 personnel were located at the current BP HQ complex. BP’s new North Sea Headquarters at Dyce is designed to accommodate around 1400 personnel and is expected to be complete at the end of 2007.

3.1 Development of the New North Sea Headquarters - S75 Agreement – Traffic Implications

At the time of the construction of the new BP North Sea Headquarters, the Council accepted that as the new building was smaller than the existing BP accommodation at Dyce, and that the majority of staff at the new building would relocate from the current BP campus to the north of the site; traffic generation onto the Dyce network would be less than at present, and that there would be no net detriment to the road network. In order to allow the development of the building to commence, a Legal Agreement was signed under S75 of the Town and Country Planning (Scotland) Act 1997 that sought to manage the redevelopment of the former BP office complex, (the remainder of the opportunity site). This agreement removed permitted development rights from the existing BP buildings, restricting the reoccupation of the vacated buildings without a fresh planning consent being obtained. This Agreement allowed the new BP North Sea Headquarters building to be developed to a tight timescale, with the full traffic implications of redevelopment to be considered in the context of the former office complex, once vacated and following the production of a planning brief for the site.

3.2 Traffic

As discussed in para. 2.7 above, the main A947 Oldmeldrum/Stoneywood Road runs along the western boundary of the opportunity site. The A947 and the A96 Auchmill Road serve the wider road network and carry high volumes of commuter and industrial traffic throughout the working day, experiencing peak period congestion.
With the development of the new North Sea HQ, BP seeks to consolidate its offices at the Farburn Industrial Estate, reducing capacity from its current level of over 2000, to around 1400 in the new office plus short-term retention of annexes. This will result in a considerable reduction in traffic generation and ease peak time congestion through Dyce. Furthermore, BP is committed to the continued operation of a Green Travel Plan for its new North Sea HQ in order to identify more sustainable travel to work methods, alongside other benefits to public transport users, including the provision of real-time bus information in the foyer of the new North Sea HQ and at the current bus shelters.

Aberdeen City Council would require a full Transport Assessment as part of any Planning Application for the redevelopment of the entire opportunity site, the scope of which is to be agreed with Aberdeen City Council Roads Department. However, Aberdeen City Council have agreed that the headroom created in the capacity of the road network through the reduction in trips when BP relocate, can be redistributed to accommodate new developments on the opportunity site which generate fewer trips than those removed from the system, thus avoiding a large degree of the traffic impact the opportunity site could have on the local road network. In line with the Section 75 agreement, the headroom will be quantified through ongoing monitoring and assessment.

3.3. **Land Use & Ownership**

For the purposes of this brief, the overall BP opportunity site has been broken down into four individual plots, defined by adopted road boundaries. Plots A, B, C and D are under BP’s control. The land to the north of plot C is in control of the former owners of the new BP office, with a Council-owned car-park to the west of the site and a Petrol Filling Station owned by BP. To the south of plot C, the south-western part of the site comprises the new BP North Sea Headquarters. In general terms, the area is predominantly commercial in character with plots A, B and C comprise the former BP headquarters accommodation, annexes, but there are other uses present – a leisure club, multi-storey car park and a Bank to the west of plot A and plot D houses low-storey light industrial units. Individual plots are discussed further in section 5.0 below.
4.0 PLANNING FRAMEWORK

The redevelopment of the surplus sites at BP Dyce will be guided by the emerging planning policy framework, specific site issues, opportunities and constraints and market demand for the sites. There is a wide range of national and local policy guidance which is relevant to the sites and set out in more detail below.

4.1 National Planning Guidance

- SPP 1: The Planning System
- SPP 2: Economic Development
- SPP 3: Planning for Housing
- SPP 6: Renewable Energy
- SPP 8: Town Centres and Retailing
- SPP 17: Planning for Transport
- SPP 20: Role of Architecture and Design Scotland

4.2 Development Plan

The extant Development Plan comprises the Aberdeen and Aberdeenshire Structure Plan (2001) (NEST) and the Aberdeen City-Wide Local Plan (1991). As the statutory Local Plan is over 15 years old, the Finalised Aberdeen City Plan (2004) remains the Council's most up to date and relevant statement of policy and current thinking. The Finalised Aberdeen City Local Plan is therefore of considerable importance to the consideration of this Development Brief. The recommendations of the Scottish Government's Reporter's Unit in response to the Public Local Inquiry into objections to the Finalised ALP have been submitted to Aberdeen City Council and the plan is due for adoption by summer 2008.

North East Scotland Together (NEST) is the Aberdeen and Aberdeenshire Structure Plan (2000) and sets out strategic planning policies for both planning authority areas from 2001 to 2016 to be reviewed every 5 years. It sees Aberdeen as an international gateway, a regional centre and the driving force of the regional economy. Aberdeen City and Aberdeenshire Councils have begun consultation in anticipation of the preparation of a new ‘Strategic Development Plan’ (SDP), as defined in the Planning etc. (Scotland) Act 2006. The policies contained within NEST remain the current policy position; however these are likely to be replaced by the new SDP in 2009. NEST contains a number of policies that relate to the redevelopment of the sites at Far burn.

4.3.1. **Policy 1: Employment Land** sets out the requirement to maintain a “marketable supply of business and industrial land throughout the plan period in deliverable, attractive and sustainable business locations”. It states that there should be a “presumption in favour of maintaining existing, zoned sites for industrial and business use” with a clause which permits those zoned sites that stand little chance of development for business use, to be used for alternative purposes.

4.3.2. **Policy 6: Tourism** encourages tourism and tourist related development where they are compatible with policies to safeguard and enhance the built and natural environment.

4.3.3. **Policy 11: General Housing Considerations** sets out 4 general objectives for new housing relating to quality, choice, making use of available infrastructure and directing housing preferentially to brownfield sites (or previously used sites) within settlements.

4.3.4. **Policy 15: Retailing and Town Centres** follows national guidance by directing new retail development to town centres in the first instance, followed by edge of centre and then out-of-centre but sustainably accessible sites.

4.3.5. **Policy 16: Sport and Recreation Facilities** requires that new sports and recreation facilities should be close to where people live, reduce the need to travel, be highly accessible by all modes of transport and should not increase reliance on the use of the car.
4.4. **Local Planning Guidance: Aberdeen City-Wide Local Plan (1991)**

At the time the land was in industrial use, with ancillary leisure and retail uses and the policy context within which new development would be considered favoured industrial uses on the site. The Finalised Aberdeen Local Plan designates the area as suitable for Business and Industrial Use, in line with policy BI62, however a proposed modification to the Finalised Aberdeen Local Plan suggests that the site would be more suitable to accommodate a comprehensively masterplanned, mixed use development.

The land use allocations within these plans are as follows:

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<th>Land Use</th>
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<td>Adopted Plan (1991)</td>
<td>Industrial Land</td>
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As a part of the S75 agreement for the new BP HQ, all classes of development require planning permission, regardless of the current use of the site.

The Finalised Aberdeen Local Plan is nearing adoption. Having been through a Public Local Inquiry (PLI) into objections to this plan, the Council has responded to the reported findings from the PLI, which will require to be published once ratified by the policy and resources committee.

The modifications to the Finalised Aberdeen Local Plan agreed with the Council in 2005 identify the BP site at Farburn as an ‘Opportunity Site’ (OP103), with the land to the northern part of the site designated as M37 'Mixed Use' and the new BP North Sea HQ zoned as Business and Industry within the wider Opportunity Site. These are illustrated in figure 8 (right). The reported findings from the PLI exclude the new BP North Sea HQ building from this agreed Opportunity site and the Council’s Policy and Strategy Committee have accepted this amendment.

The Council considers that appropriate redevelopment of the former BP Headquarters could include a mix of Class 4 Offices, community facilities, leisure and residential uses. Retail uses should comply with policies 58 and 59 of this plan. It is however, important to consider that due to the proximity to the airport parts of the site may be adversely affected by noise from flights.
Relevant Finalised Aberdeen Local Plan Policies

Policy 1  Design
Policy 3  Brownfield Development
Policy 6  Design and Amenity
Policy 8  Design and Policy Guidance
Policy 2  Landscape Design
Policy 5  Design and Context
Policy 7  Crime Prevention and Community Safety
Policy 18 Degraded and Contaminated Land
Policy 20 Storage Areas for Refuse and Recycling
Policy 23 Eco Development
Policy 33 Access and Recreation Areas
Policy 34 Urban Green Space (GS34 on Proposals Map)
Policy 35 Green Space Provision in Residential Development
Policy 38 Affordable Housing
Policy 37 Mixed Use Areas (M37 on Proposals Map)
Policy 40 Housing and Aberdeen Airport
Policy 62 Business and Industrial Land (BI62 on Proposals Map)
Policy 66 Vehicular Access to Development
Policy 67 Pedestrian & Public Transport Access to Development
Policy 68 Transport Provision within Development
Policy 71 Transport Assessments
Policy 76 Developer Contributions

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4.6. **Aberdeen & Aberdeenshire Retail Study (2005)**

The Aberdeen & Aberdeenshire Retail Study (2005) Volume 1 par. 5.44 does not identify the Dyce area (Zone 24), as one in which there is a shortfall for convenience retailing. In line with policy BI62 however, it is considered that small-scale retailing, of a size appropriate to serve the immediate area may be an acceptable as part of a larger masterplanned development. The Local Plan gives examples of such facilities as; children's nurseries, crèches, leisure/sports uses, restaurants and local shops.


The Neighbourhood Community Action Plan reflects the priority issues identified by the local community and partner organisations throughout various methods of community consultation, and agrees actions to address them. Main issues identified in this document include measures to tackle a wide range of issues in and around Central park and the primary school/community centre; concerns about traffic congestion; and a need for improved sport/leisure facilities, including a cinema club at Dyce Academy. Other than general concerns about the local traffic position, the plan is silent on the redevelopment of the BP opportunity site.

4.8. **Flooding**

Applications for planning permission require to be accompanied by a Drainage Impact Assessment and SUDS proposal to deal with surface runoff in a sustainable manner. There may be a requirement to submit a 1 in 200 year flood risk survey for certain parts of the site to the east, which lie close to the flood plain of the Far Burn, as depicted in the Scottish Environment Protection Agency’s *Indicative River and Coastal Flood Map*, shown right.

Fig 10: Indicative Flood Map. Copyright SEPA 2006
4.9. **Developer Contributions**

Policies 13 of the Structure Plan and policy 76 of the Finalised Local Plan set the context within which the Planning Authority may seek developer contributions towards the cost of infrastructure, community facilities and other measures. In line with Scottish Government Circular 12/1996, contributions will relate to the scale and kind of the development, and will require to be the subject of discussion with the Planning Authority. It is likely that developments in this area of Dyce will be required to provide contributions to infrastructure that may be necessary to accommodate any proposed redevelopment, recreational and community facilities. This is likely to encompass contributions to the upgrading of the pedestrian and cycle route along the River Don under the Core Paths Plan, potentially including the provision of a link from the site to the upgraded network.

4.10. **Affordable Housing**

Proposals for residential development should have regard to the relevant guidance on the provision of affordable housing. Planning Advice Note—“Affordable Housing” (PAN74), Scottish Planning Policy—“Planning for Housing” (SPP3), and Policy 14 of the Structure Plan set out the requirement to secure appropriate levels of affordable housing. Policy 38 of the Finalised Local Plan, together with the Council’s Supplementary Planning Guidance, outline the means and general level of provision, with the Finalised Local Plan levels of contribution currently being finalised.

4.11. **Results of Community Consultation**

[To Follow]
5.0 LAND USE OPTION APPRAISAL

Earlier this year a comprehensive exercise assessed the range of land use mixes that would work well within the site. The land use options were appraised on the following:

- Likely Traffic generation
- Planning policy
- Amenity

The preferred mix of development is likely to contain residential, business, small-scale retail development and crèche and leisure facilities, in line with the Council’s policies for the Opportunity site. However at this stage it is important to retain flexibility in the development mix that could be accommodated.

Two significant tranches of land to the north and the car park to the west of the site are owned by Aberdeen City Council.
5.1. **Acceptable Land Uses**

Aberdeen City Council favours a comprehensive mixed use redevelopment of the former BP HQ complex, which encompasses the site of the development of the new BP North Sea HQ and the soon to be surplus land and buildings to the north. This will consider land use, transportation, access, landscaping, design and other issues.

A wide ranging spectrum of land uses were considered for the site, in differing combinations. Optimum base-options are discussed in section 5.2 below, having been assessed for their viability through impacts on the traffic network and in planning policy terms.

Plot A: Residential, office, mixed office/ residential, nursing home, hotel
Plot B: Retail, industrial, mixed retail/ nursing home.
Plot C: Mixed use, business, hotel, retail (under 2500m²), petrol filling station, crèche and leisure facilities.

5.2. **Plot A**

- Plot A measures: 3.24ha (8.46acres) and is the site of the former BP North Sea Headquarters building which extends to approximately 400 000sq.ft.

- Business, residential, and hotel uses have been evaluated for this site; the option of retaining some of the existing buildings on site have been considered and rejected. Guidance from the Planning Department contains a presumption against high density residential use, as inappropriate to the area.
Medium density mixed residential use on plot A, within which a nursing home would be acceptable, as part of a larger mixed use proposal for the entire former BP HQ complex site, provides the optimum solution in terms of land use and presents the lowest risk in terms of traffic generation and mitigation and in terms of planning policy and amenity.

5.3. **Plot B**

- Plot B measures: 1.75ha (4.3 acres) and is situated to the east of the overall opportunity area, with a low-rise general industrial building to the south and a Travelodge, restaurant and flatted residential development further to the east.

- BP retain the right to occupy the annexe on this site for a further 3 years following the occupation of the new BP North Sea Headquarters. This entitlement ends in mid-2011.

- As the site is currently in business use, redevelopment for this use would provide no planning risk.

- Plot B has the potential to accommodate retail uses, of a size to meet a defined demand. In the context of para. 4.6, proposals for retail uses should be accompanied by the appropriate supporting information required to demonstrate compatibility with policies contained within the development plan.

- Should Plot A be developed for residential use, Plot B would be surrounded by residential use on three sides. Subject to compatibility with land uses to the south of the site, Plot B could also be suitable for residential development. In addition, Plot B was appraised for a...
residential care home type use and as with residential use, this would be acceptable as part of a larger, mixed use scheme for the opportunity site.

5.4. **Plot C**

- Plot C measures 1.22ha (3.03 acres) and is situated directly north of the new BP North Sea Headquarters, with the BP Petrol Filling Station and MB Services development to the north, and a car park, owned by Aberdeen City Council to the West.

- BP retains the right to occupy the annexe on this site for a further 3 years following the occupation of the new BP North Sea Headquarters. In addition, in recognition of the important contribution which the existing leisure club makes to local recreational provision and the Club’s investment aspirations, Goodman is actively trying to retain the existing ‘Exel’ leisure Club facility during this intermediate period.

- Appropriate uses for this site could comprise business and commercial uses, and complimentary uses including but not exclusively, hotel, retail, leisure and crèche facilities.

- The aim of the development of Plot C should be to create modern office, or other commercial accommodation, of contemporary architectural style, in response to the new BP North Sea HQ to the south of the site, and to act as a catalyst for the comprehensive redevelopment of the other older buildings within the extended plot.
5.5. **Plot D**

- Plot D measures 0.52ha and comprises low-rise, self-contained industrial units, with similar Council units to either side.

- No Change is proposed to this plot, although there is clear potential for a wider environmental improvement scheme covering the various small business premises located in this wider area.

Fig 15: Plot D
6.0 DEVELOPMENT GUIDELINES

6.1. Layout and Design
The layout and design of each site will primarily be dictated by the use for which the development is proposed:

Plot A: The current buildings on this site are bulky, of negligible architectural merit and do not provide a positive contribution to the visual amenity of the area. The site is bounded by multiple land uses, residential to the north, commercial and industrial to the south and east, and a financial bank to the immediate west. Any development of this site should demonstrate linkages to the Donside pedestrian and cycle route to the east of the site. Development of the site for residential use will require a carefully designed landscaping buffer to the southern elevation, while still providing a pedestrian linkage through to the employment-generating uses to the south of the site. The scale and grain of the residential development to the north of Plot A is represented by typical post-war residential cul-de-sac layouts of detached and semi-detached houses. The opportunity exists to provide medium density residential development, incorporating a mix of tenures, including detached, terraced, flatted and starter homes. The southern boundary adjoins Wellheads Road, and the light industrial uses to this location tend to comprise low-density, low-rise industrial sheds, with no particular rhythm. Residential development along the southern and western site boundaries should incorporate appropriate acoustic and visual screening to provide a buffer between the sites. Any acoustic and visual screening should incorporate native species, subject to consultation with BAA and Aberdeen City Council, and be designed to integrate organically with the built form and layout of the dwellings and the overall landscaping scheme for the area. Residential development of significant density is likely to generate traffic movements which may require significant mitigation measures.

Developments should have regard to the amenity of surrounding residential property. The proximity of Aberdeen Airport generally places restrictions on the height of buildings within its vicinity. In these terms, the former BP HQ multi-storey office complex currently on site should allow for development of a similar height.
Development of this site must principally address Burnside Road and Riverview Drive, with connections through to the developments to the south. Development that conspicuously turns its back on Riverview Drive would not be appropriate. The existing multi-storey development on this site is of significant density and proposals for commercial development along similar lines would be acceptable.

**Plot B:** Plot B currently contains a two-storey office building of low-rise bulky 1970’s design, with uninspiring architectural detail and associated car park. The northern and eastern boundaries are delineated with sparse rows of semi-mature trees. Surrounding land uses include residential to the north, hotel, residential and open space to the east, general industrial buildings to the south and commercial to the west. Development proposals should demonstrate linkages to the Donside pedestrian and cycle route and to the wider area. The opportunity exists on this site to provide a range of uses, including commercial, light industrial, residential and residential care facilities. There is potential for retail development of a size to serve the immediate area, however in line with the policies of the Finalised Aberdeen Local Plan, any retail component must be in scale with the mix of land uses proposed for mixed use development of the entire opportunity site.

Plot B may capable of accommodating development of a higher density than the current two-storey, medium density development on site. The scale and mass of proposed buildings will determine the visual impact of the development; proposals for the redevelopment of this site should demonstrate their relationship between the site and its environs. All proposals for redevelopment must respect the Council's policies in terms of design, car parking and open space. Noise-sensitive development on Plot B should provide adequate acoustic and visual screening from neighbouring uses to the south. Prominent views from Riverview Drive into the north-east corner of the site should be treated sensitively. Any acoustic and visual screening should incorporate native species, subject to consultation with BAA and Aberdeen City Council, and be designed to integrate organically with the built form and layout of the site, tying in to the overall landscaping scheme for the area. Development of this site must principally address Burnside Road to the northern and eastern boundaries, and Wellheads Road to the west.

**Plot C:** The redevelopment of Plot C should be of high quality, contemporary design to reflect the new BP North Sea Headquarters to the south of the site. This iconic building enhances the setting as a ‘gateway’ to Dyce and development should respect this elevation. Set in an
appropriate context, the scale and massing of the soon-to-be redundant multi-storey car park could allow for a design of similar scale and height. The design of buildings is central to the quality of the built environment and the use of good quality building materials will be encouraged. Carefully designed, contemporary architectural detailing can add interest to the building and is important in establishing character and identity which will contribute to a townscape that is memorable and easily understood. There is scope for extending these design principles to encompass adjoining land in private and Council ownerships. As above, development must demonstrate pedestrian linkages to the wider area, including the commercial and industrial development to the south, the existing settlement to the north and the redeveloped plot A.

6.2. **Height and density**

The heights of the existing buildings on site may be used as a guide for new development. Any applications for planning permission should include cross-sections illustrating the relationship between the new buildings on site, and the adjoining residential properties to the north.

6.3. **Design and Sustainability**

Good design is considered to add value to a development, will have a timeless quality and will create places that have a distinct identity that people will use and value. Good design can be expected to reduce the costs of energy, maintenance, management and security.

Sustainability is defined in the approved Structure Plan as “Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.”

Any development of the site should be carried out in accordance with the requirements of Scottish Government **Planning Advice Note** – “**Planning for Crime Prevention**” (Pan 46) issued by the then Scottish Executive Development in October 1994. Further advice on this can be obtained from Grampian Police’s Architectural Liaison Officer.
6.4. **Design Statement**

A design statement will be required to be submitted in support of any planning application for the site. This should be in accordance with the guidance within Scottish Government *Planning Advice Note 68: Design Statements* issued by the then Scottish Executive Development Department in August 2003.

6.5. **Sustainability Principles**

Development of this site should aim to demonstrate best practice in terms of sustainability, both in terms of the overall concept of any development proposals and also in respect of the constructional details. The purpose of this document is to allow for phased development within a unifying framework.

The Finalised Aberdeen Local Plan (2004) sets out broad policies for sustainable development. Among the numerous applicable policies, the following key themes emerge:

- Promotion of the redevelopment of vacant brownfield sites within built-up areas;
- Increased opportunities for sustainable transport, including walking, cycling, use of public transport and shared journeys.
- Promotion and enhancement of the quality of the natural and built environment.

The promotion of sustainable development is a key objective of the Council and this site is considered to offer significant potential in view of its location. The objective is broad and depends on a number of diverse and linked issues, including growth of the economy, sustainable design and layout of development, protection of environmental assets, building a strong community, transport policy, air pollution, re-use of previously developed land and buildings, crime reduction and provision of local facilities.
The purpose of the creation of a mixed-use development should contribute towards the sustainability of the character and community of Dyce, with new opportunities for small and large businesses and office development integrated into the overall fabric of the development to provide opportunities for greater diversity of employment land, reducing travel to work distances. The design of commercial accommodation should help to strengthen the high quality design of the environment, particularly the new BP North Sea HQ to the south, and complement the residential uses in design, scale, and massing, which sets the standard for future development of the area.

Key issues that should be taken into account in the preparation of any development proposal include the enhancement of waste minimisation, recycling and re-use of materials, energy use, transport links and sustainable urban drainage. The development should be designed to minimise any construction waste, to re-use materials where possible and to maximise the use of locally derived sustainable materials.

Maximum use of renewable energy opportunities should be taken such as the orientation of buildings to achieve solar gain perhaps through the layout of building plots. Designs should consider the use of initiatives including the location of photovoltaic panels for hot water, wind energy initiatives, grey water recycling and ground source heat where feasible. In addition to the installation of renewable energy systems the development will be expected to achieve high levels of energy conservation through careful design and use of materials.

6.6. **Open Space and Trees**

A study of the trees on the site should be undertaken at an early stage. Healthy trees should generally be retained, although the removal of a tree may be permitted if it can be demonstrated that its retention would unduly stifle the redevelopment of the site. Retained trees should be integrated into the development and areas of open space. Amenity space and
landscaping should be considered as an integral part of the layout and should meet the standards contained within the Statutory Local Plan.

Flatted housing should have private open space and should also relate to any areas of public open space, which could be a focal point to that part of the development. Consideration could also be given to the use of south or west facing balconies as private amenity areas in addition to public open space.

6.7. Urban Realm and Landscaping

Landscaping (soft and hard) should be treated as an integral consideration within the design and development of this site and a thorough scheme should accompany any planning application. High quality and imaginatively designed urban realm areas should be used to create an environment with a sense of place.

There should be common themes; design approaches and a palette of materials should be identified for elements of the external environment within the development. Paved surfaces should be simple, robust and complement adjoining architecture and street furniture. The hierarchy of spaces should be reflected in the quality of materials; however, the importance of certain spaces may be reinforced through the use of additional innovative or artistic paving features. There is an opportunity for contemporary expression including feature lighting and environmental art. This will be encouraged dependent on their scale and location.

Tree planting should be functional as well as aesthetic, with the range of species limited and the planting principles bold and simple. In all instances, a variety of native species (preferably of local provenance) should be planted, in order to provide maximum biodiversity benefits, with all schemes and plant types being subject to consultation with BAA and Aberdeen City Council.
Landscaped areas should be linked throughout the development and should link in with the surrounding environment, including the existing linear park to the south of Riverview Drive; and link in with the acoustic and visual landscape buffer that may be required along the southern boundary of plot A; which should take into consideration the site’s proposed urban structure and views through the site.

6.8. **Car and Cycle Parking**  
Car and cycle parking should be provided to meet Aberdeen City Council’s maximum parking standards. Car parking should not dominate the site.

6.9. **Connectivity, Access, Movement and Drainage**  
6.9.1. Stoneywood Road and Riverview Drive are main transport arteries, with Riverview Drive to act as the main transport artery to Dyce neighbourhood centre. Pedestrian and cycle access to the wider local communities and links to shops, schools etc should be provided as an integral part of the development, in addition to links to public transport outwith the site.

6.9.2. Pedestrian and cycle access should be provided from the site to link to the National Cycle Network route to the south east of the site. This route links Dyce to Aberdeen and once implemented, will be a main artery for commuter cycle traffic between Dyce and the City. Riverview Drive will act as a barrier and safe crossing facilities should provided as necessary. Particular consideration should be given to site boundaries and entry points into the development. Well designed boundaries and entry points can contribute greatly to a development’s sense of place.

6.9.3. A transport assessment will be required and should address the requirements of SPP17, with the primary aim being the delivery of accessible and sustainable transport to the site. A “Scoping Study” should be agreed with Transport Scotland and Aberdeen City Council’s roads officials prior to proceeding. As part of the study, it will be necessary to assess the capacity of the affected network, taking into account current and related developments that may affect capacity. The transport assessment should be developed in accordance with the Scottish Government's Chartered Architects, Chartered Town Planners, Urban Designers
guidance document (August 2005) on transport assessment in Scotland, that is considered to be a concise model for good practice. The design of infrastructure improvements and works to the principal road network should adhere to the Scottish Government’s ‘Design Manual for Roads and Bridges’, Any new roads / junctions etc. should be designed in accordance with Aberdeen City Council’s own document, “Guidelines and Specifications for Roads within Residential and Industrial Developments.”

6.9.4. A Drainage Impact Assessment will be required in support of any planning application. Surface water run-off should be dealt with using Sustainable Urban Drainage Systems (SUDS). This requires that surface water should be treated within the site using appropriate SUDS measures. The SUDS scheme must be approved by the Local Planning Authority, in consultation with SEPA and Scottish Water. SUDS measures should be designed to have a natural form and appearance that can complement the general provision of open space and be integrated into the landscape.
7.0 SUMMARY AND CONCLUSIONS

7.1. Following their phased relocation to their new North Sea Headquarters building, BP’s current landholdings at Dyce will become surplus to requirements and, with the exception of certain annexe buildings – and potentially the Excel Club - which may be occupied for a further four years, the site and buildings may not be reoccupied for any use without fresh planning consent.

7.2. Aberdeen City Council favours a comprehensive mixed use development of the former BP HQ complex, preferably as the subject of a masterplan which encompasses the site of the development of the new BP North Sea HQ and the soon to be surplus land and buildings to the north. This will consider land use, transportation, access, landscaping, design and other issues. Appropriate development of the land could include a mixture of the following uses - Class 4 offices, residential, retail, community facilities and leisure uses (subject to proximity of Aberdeen airport). While the site is not suitable for large-scale convenience retailing, it is considered that small-scale/ roadside retailing; of a size appropriate to serve the immediate area could be acceptable as part of a larger, masterplanned development of the site. Building heights may be restricted in the interests of aircraft safety and depending on the use of the site, aircraft noise, including noise from night flights, may be an issue. Any proposals for residential development would be subject to consideration of aircraft noise under ALP policy 40. Consideration of amenity in relation to the existing Industrial uses to the south is also a factor.

7.3. Applications for development should be accompanied by a Transport Assessment, to address issues of accessibility, modal shift and the impact of new development on the existing road network at Dyce. Development proposals will require to be accompanied by a flood impact assessment and a strategy to dispose of site run-off via Sustainable Urban Drainage Systems, to meet the requirements of SEPA and Scottish Water.

7.4. Proposals for redevelopment of the former BP HQ complex will be considered favourably subject to compliance with the guidelines contained within this document and their acceptability in terms of siting, design and external appearance of the buildings, the means of access thereto, the landscaping of the site and on the further considerations of amenity, public safety and drainage.
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