Archibald B (Brian)

From: Archibald B (Brian)
Sent: 09 May 2016 16:31
To: Andrew Brownrigg (ABROWNRIGG@aberdeencity.gov.uk)
Cc: Donna Laing (DLaing@aberdeencity.gov.uk)
Subject: FW: PROPOSED ABERDEEN LOCAL DEVELOPMENT PLAN - FURTHER INFORMATION REQUEST 07 - ISSUE 12 - ALTERNATIVE SITES - DEESIDE
Attachments: FIR07 AD01 - PAN75 Extract.pdf; FIR07 AD03 - Aberdeen Hydrogen Strategy.pdf; FIR07 AD05 - ChargePlace Scotland.pdf; FIR07 AD02 - Refuelling Provision Map.pdf; FIR07 AD04 - Switched On Scotland.pdf

Tracking:

Recipient	Delivery
Andrew Brownrigg (ABROWNRIGG@aberdeencity.gov.uk)	
Donna Laing (DLaing@aberdeencity.gov.uk)	
[redacted]	[redacted]

Hello Andy

I acknowledge receipt of your response for FIR 07

Thanks
Brian

From: Andrew Brownrigg [mailto:ABROWNRIGG@aberdeencity.gov.uk]
Sent: 05 May 2016 15:34
To: Archibald B (Brian)
Cc: Donna Laing
Subject: PROPOSED ABERDEEN LOCAL DEVELOPMENT PLAN - FURTHER INFORMATION REQUEST 07 - ISSUE 12 - ALTERNATIVE SITES - DEESIDE

Hello Brian

Please find our response to Further Information Request 7 on Issue 12 in respect of a proposal at Guttrie Hill East. The Further Information Request askes the Council whether there is any policy or strategy for the provision of services, and particularly sustainable energy refuelling services, in relation to the Aberdeen Western Peripheral Route (AWPR); and if so, whether the suggested facility at Guttrie Hill East would be compatible with the policy or strategy.

Response

In considering the AWPR specifically, there are no specific policies or strategies on the provision of services, be they 'traditional' vehicle refuelling stations (i.e. petrol / diesel only) or sustainable energy refuelling such as is proposed at Guttrie Hill East. Instead, the assumption is that facilities within the existing urban area of Aberdeen will be competent to meet driver demand as there are a high number of opportunities for motorists to stop for rest and to obtain essential services.

Planning Advice Note 75 – Planning For Transport notes, in paragraph 60, that "Policy on roadside services is contained within SPP17" (**FIR07 AD01**). SPP17 – Planning For Transport was replaced in 2010 by the composite Scottish Planning Policy document, which was refreshed in 2014. The current Scottish Planning Policy 2014 does not

specifically address the provision of additional roadside services, such as is proposed at the Guttrie Hill East site. Mention is however given briefly in SPP paragraph 282 (**CD05**) to the safeguarding of existing roadside facilities, and this could be considered to offer some protection to the existing vehicle refuelling service station (petrol / diesel / shop / café / toilet) on the A93 (North Deeside Road) in Peterculter, which will be approximately 1 mile drive from the proposed Guttrie Hill East site upon the completion of the AWPR. There are a number of other existing refuelling stations / roadside services in close proximity to the Aberdeen Western Peripheral Route, such as at Wellington Circle, Kingswells and Dyce. A map showing the location of these existing facilities is attached for ease of reference (**FIR07 AD02**).

Aberdeen City Council's 2020 Strategy Framework "A Hydrogen Economy for Aberdeen City Region" and the accompanying "Aberdeen City Region Hydrogen Strategy and Action Plan 2015 – 2025" frame the city's ambition to become at the forefront of hydrogen technology in Europe. The City Council has to date initiated a number of major hydrogen-related deployment projects, including a large hydrogen refuelling station and a dedicated maintenance facility at Kittybrewster, and an additional publically available refuelling station at Cove. The publically available Cove site is approximately 1.5 mile drive from the AWPR junction at Charleston, and 7.5 miles from the proposed site at Guttrie Hill East. The location of this facility is shown on the attached map, as is the location of the Kittybrewster station, which is owned and operated by BOC and refuels the 10 hydrogen buses currently operating in the city.

Since the publication of the Hydrogen Strategy and Action Programme in 2015, BOC have successfully secured funding to upgrade the Kittybrewster station to provide additional public refuelling for cars and vans once demand for such increases. The planned development of a "second publically accessible hydrogen refuelling station" stated in the Aberdeen City Region Hydrogen Strategy and Action Plan (**FIR07 AD03**) will therefore be met at the Kittybrewster site. Any additional, third, station would likely only be required in the short/medium term for further bus development, and this would likely be within an existing bus operator site, or located near a major bus intersection. As such, the Council considers that there is a sufficient hydrogen fuel supply to meet expected demand in the short/medium term (based on current industry predictions), and there is no specific need for an additional hydrogen refuelling station at Guttrie Hill East at this time.

In considering electric provision, the Council does not have a specific strategy; however Scottish Planning Policy refers to "Switched On Scotland - A Roadmap to Widespread Adoption of Plug-in Vehicles" (2013) (**FIR07 AD04**). Chapter 7 of this document, Recharging, states in Section 7.9 that Transport Scotland plans to deploy a network of rapid chargers on Scotland's primary road network. This document refers to 50-mile spacing on strategic routes between rapid chargers, however Transport Scotland have since updated this target to 35-mile spacing via their ChargePlace Scotland strategy (**FIR07 AD05**), which is being developed in tandem with local authorities.

The enclosed map highlights the location of existing and committed rapid chargers for the strategic routes coming into Aberdeen, assuming the AWPR is in place. Although there may be merit in providing additional facilities, the current and committed network would conform with the aspirations of Transport Scotland in relation to provision of 35-mile spacing distances between rapid chargers.

In summarising the above, there is no specific policy or strategy, either generally or specific to sustainable energy refuelling services, in relation to the Aberdeen Western Peripheral Route against which the proposal at Guttrie Hill East could be assessed against. Although local and national strategies on the provision of hydrogen refuelling infrastructure and electric charging points do suggest a general support for additional infrastructure of this type, it is not considered that the Guttrie Hill Site would be a suitable candidate for the reasons set out above.

It remains the Council's position that this is an unsuitable development site, as is set out in the Proposed Plan Site Assessment Report (CD31). The site retains its formal status as Ancient Woodland, is isolated from existing settlements and is inaccessible by walking, cycle or public transport. The Council would also be concerned that development at this location could encourage further development proposals along the AWPR corridor.

Regards, Andy

Andrew Brownrigg

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ROADSIDE SERVICES

60. Policy on roadside services is contained within SPP17. Annex F to this PAN sets out the background definitions and conditions under which development can be signed as roadside services on the trunk road and motorway network.

INFLUENCING TRAVEL MODES

61. Influencing the choice of travel mode an individual takes requires knowledge of how people travel and understanding why people travel the way they do. The use of measures and resources can then be targeted directly and efficiently to influence behaviour.

General

62. SPP17 refers to the contribution different travel modes make to sustainable personal access. In order of preference and as priorities for integrated land use and transport planning they are walking, then cycling, public transport and finally motorised modes. A variety of measures can be implemented that encourage the use of alternative modes of transport other than the car.[20]

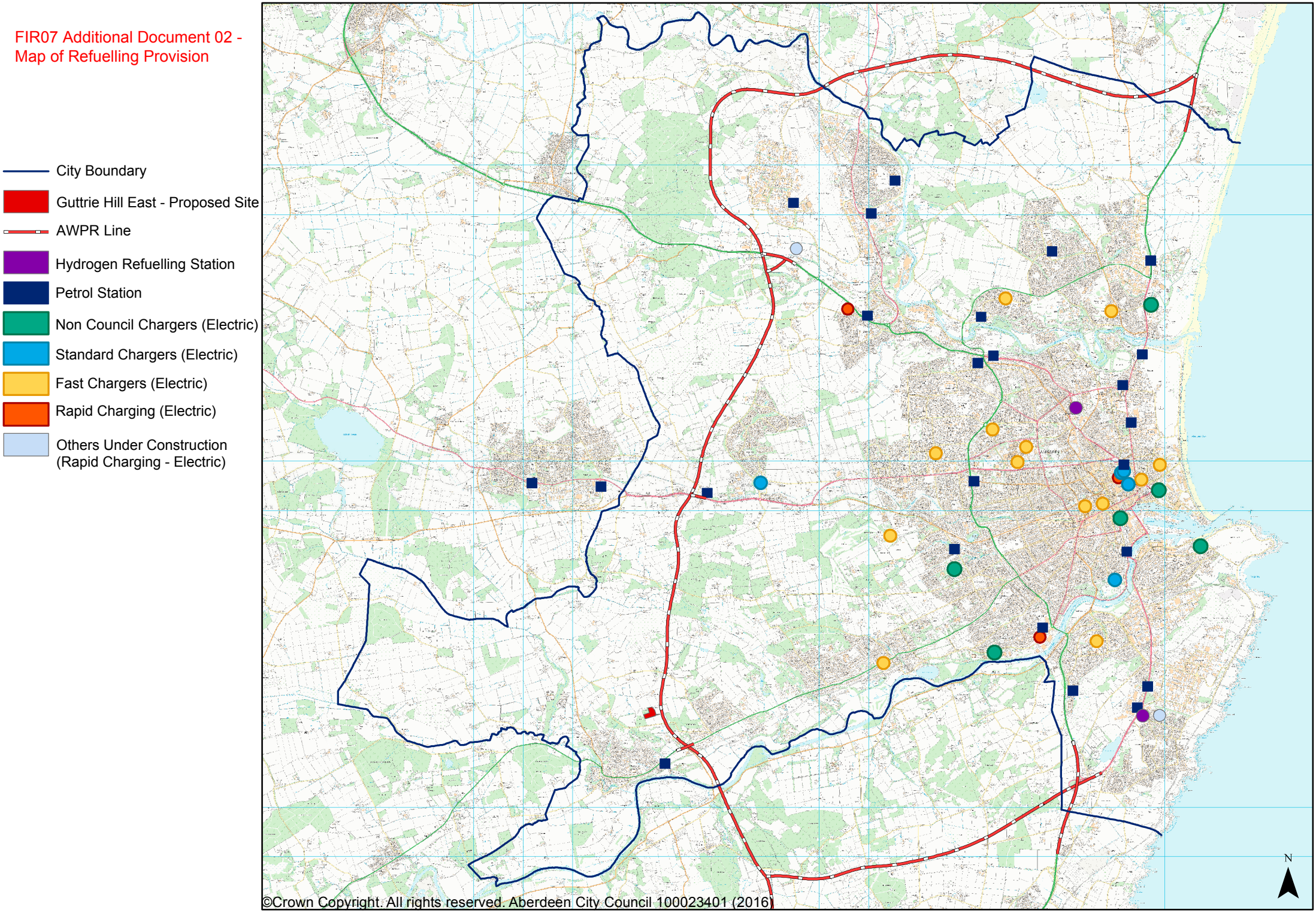
63. The implementation of the variety of measures given below will be more effective through consultation with interested parties. Both public and private sectors need to demonstrate innovative and entrepreneurial thinking along with a willingness to try alternatives. Linking with voluntary and community schemes can prove successful and provide good value solutions to local needs. Ideas can be developed to suit particular circumstances, for example, subsidised taxis for targeted groups.

64. When designing a proposal these measures can be built into the development as incentives and disincentives to reduce or alter trip making decisions and behaviour. The measures can be specific to a particular mode, examples of which are given below, or they can be more broadly applicable, for example:

- The use of urban design principles;[21]
- Setting up of a Transport Working Party for larger proposals;
- Appointment of a Travel Co-ordinator.

20 Barriers to Modal Shift, Scottish Executive, 2003.
21 PAN68 Design Statements, Scottish Executive, 2003.

FIR07 Additional Document 02 -
Map of Refuelling Provision



H_2 ABERDEEN - A STRATEGIC HYDROGEN PROGRAMME

Under H_2 Aberdeen, the Council's strategic hydrogen programme, a series of targeted investments are being made to secure a position as a leading deployment centre for hydrogen technologies.

Aberdeen City Council's (ACC) 2020 Strategy Framework "A hydrogen Economy for Aberdeen City Region" frames the city's ambitions to become a high-profile, world-class energy hub across multiple energy vectors, leading to a low carbon economy and to be at the forefront of hydrogen technology in Europe.

Aberdeen has to date initiated three major hydrogen-related deployment projects, including:

1. Europe's largest hydrogen fuel cell electric bus (FCEB) deployment project, with 10 buses deployed, supported by a large hydrogen refuelling station (HRS) and a dedicated maintenance facility within the city centre;

2. Deployments of two H_2 - ICE dual-fuel hydrogen/diesel Transit vans and two fuel cell range extended electric light commercial vans;

3. The planned deployment of a second publically accessible hydrogen refuelling station to support further hydrogen vehicle deployments to the city.

   In addition, Aberdeen City Council is taking a leading role in:
   The HyTrEc (Hydrogen Transport Economy in the North Sea Region) project - which looks to support the validation, promotion and adoption of innovative hydrogen technologies across the North Sea Region (NSR). The project provides a platform to support the collaborative development of strategy and policy initiatives and that will inform and shape the development of infrastructure, technology, skills and financial instruments to support the application of hydrogen based technologies;

The Scottish Cities Alliance (SCA) Hydrogen Action Group which has to date delivered the SCA Hydrogen Economy Strategy. This strategy recommends four strands of work that the seven Scottish Cities should focus on. These include:

1. Large scale fuel cell electric bus deployment;
2. Hydrogen refueling infrastructure development;
3. Fuel cell electric vehicle deployment to Council fleet;
4. Renewables based "green" hydrogen production.

In mid-2014 a Scottish Cities Alliance Project Officer was recruited (hosted by ACC) to take forward the four strands of the strategy primarily concentrating on the coordination of a large scale fuel cell electric bus project which will see 500-1000 buses introduced across Europe. This will involve developing a Scotland wide business case in partnership with the Fuel Cell and Hydrogen Joint Undertaking (FCHJU) as part of the Europe wide FCHJU Fuel Cell Bus Commercialisation Project.

The Council is also investigating the public perceptions of hydrogen through the Hyacinth (Hydrogen Acceptance in the Transition Phase) project funded by the FCHJU. This project aims to understand public attitudes and perceptions and levels of acceptance of hydrogen technologies in various EU countries.

Ed Davey, Secretary of State for Energy and Climate Change launching Aberdeen's Hydrogen Strategy Framework, May 2013

Once the charge point is located, drivers should then be able to easily obtain access. This requires that where a publicly available charge point is in a restricted location, such as certain local authority car parks, necessary arrangements are in place to enable drivers to easily gain access. It is also necessary to ensure that any parking spaces at charge points are limited to plug-in vehicles which are actively recharging through clear stipulation and enforcement of parking restrictions. It may also be necessary to limit the duration of parking and recharging in some locations. This will ensure that charge points experience turnover and are available to potential users throughout the day.

Making payment for charging/parking as straightforward as possible is also an important element in providing easy access. To support this, Transport Scotland, under the ChargePlace Scotland brand, is rolling out a network of publicly available pay-as-you-go charge points in Scotland. This negates the need for membership of different charge point schemes or numerous specialist access keys.

Drivers of plug-in vehicles are a valuable source of information on issues related to access to charge points. Accordingly, relevant feedback mechanisms should be established to enable easy reporting of any issues as they emerge and they should be met with a rapid response by the responsible operator of the charge point.

Action 23	Transport Scotland to continue to develop the electric vehicle content on the Greener Scotland website to provide information on plug-in vehicles, recharging and respond to the needs of EV and PHEV drivers	2013-14
Action 24	Transport Scotland to roll out a network of pay-as-you-go charge points in Scotland – making payment for charging/ parking as straightforward as possible for plug-in vehicle drivers	2013-14
Action 19	Transport Scotland to establish a multi-stakeholder group on recharging to review the challenges and opportunities and prepare necessary guidance and advice for public and private sector organisations	2013-14

7.9 Extended all-electric journeys are enabled

The majority of journeys undertaken in Scotland are well within the driveable range of an EV. Ninety-four per cent of journeys in Scotland are under 40km, with the average trip length in a car being only 12.1km[23]. For many, ownership of an EV is unlikely to be a constraint on their ability to make longer distance journeys. For example, in 2010 the National Travel Survey showed that 37 per cent of households in Scotland with regular access to a car also had access to a second vehicle[24], which would allow the use of a fossil-fuelled vehicle for longer journeys. Also, as explained in section 6.6, a range of innovative business models are being developed to enable EV drivers to access different vehicles to meet specific needs, such as a requirement to undertake a longer journey. Furthermore, rail travel will also continue to present a viable alternative to the car for many people.

For drivers who regularly undertake longer journeys or place a high importance on being able to do so, PHEVs could provide a viable option. These vehicles use a petrol or diesel fuelled internal combustion engine to enable longer journeys.

All-electric journeys in EVs and PHEVs offer the greatest emissions reduction and therefore should be facilitated as much as possible. Transport Scotland plans to deploy a network of rapid chargers at intervals of least every 50 miles on Scotland's primary road network. These rapid chargers will enable an EV such as the Nissan LEAF, which has a 24 kilowatt hour battery, to be recharged to 80 per cent of capacity in under 30 minutes.

Transport Scotland will continue to have a role in ensuring that a suitable recharging infrastructure is in place to enable extended all-electric journeys to both meet the changing needs of the market and support widespread adoption of plug-in vehicles.

Action 25	Transport Scotland to deploy rapid charge points at intervals of at least 50 miles on Scotland's primary road network to enable extended all-electric journeys	2013-15

[23] Transport Scotland (2012) Scottish Household Survey: Travel Diary Results – All Editions, available at: http://www.transportscotland.gov.uk/analysis/statistics/publications/shs-travel-diary-results-previous-editions

[24] Scottish Transport Statistics, table 1.18, p. 60 (source National Travel Survey) http://www.transportscotland.gov.uk/files/STS_2012.pdf

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FIR07 Additional Document 05 - extract from ChargePlace Scotland website www.transport.scot/environment/low-carbon-vehicles/chargeplace-scotland

ChargePlace Scotland

Since 2012, Transport Scotland (in conjunction with the UK Office for Low Emission Vehicles) has offered funding to all local authorities in Scotland for the installation of publicly available electric vehicle charging infrastructure.

The scheme began with the largest centres of population in 2012/13, with the medium and small areas being funded in 2013/14 and 2014/15 respectively.

The installation process typically involves several stages, including site assessments, procurement and tender award, civil and electrical works and unit installation and commissioning. Generally installations take between 9 and 12 months to complete, however delays can occur due to a number of factors (e.g. planning restrictions at site, poor weather conditions or significant electrical upgrades).

The ChargePlace Scotland network is currently operated by Charge Your Car (CYC) Ltd, and so once commissioned, charge points are added to the CYC online map.

Although charge points are owned and maintained by the respective host (e.g. local authority or commercial premises), if drivers experience difficulties with a charger, they should contact CYC to report the fault. In some circumstances, CYC may be able to resolve the issue over the phone.

In addition to using en-route charging infrastructure, individuals and businesses can apply for a fully funded charge point through the domestic and commercial workplace schemes which are run by the Energy Saving Trust on behalf of Transport Scotland.

Transport Scotland will continue to develop the ChargePlace Scotland network to cater for the growth in electric vehicle ownership, with a key aspiration being to provide high powered rapid chargers at 35 mile intervals on strategic routes connecting Scotland's towns and cities.