

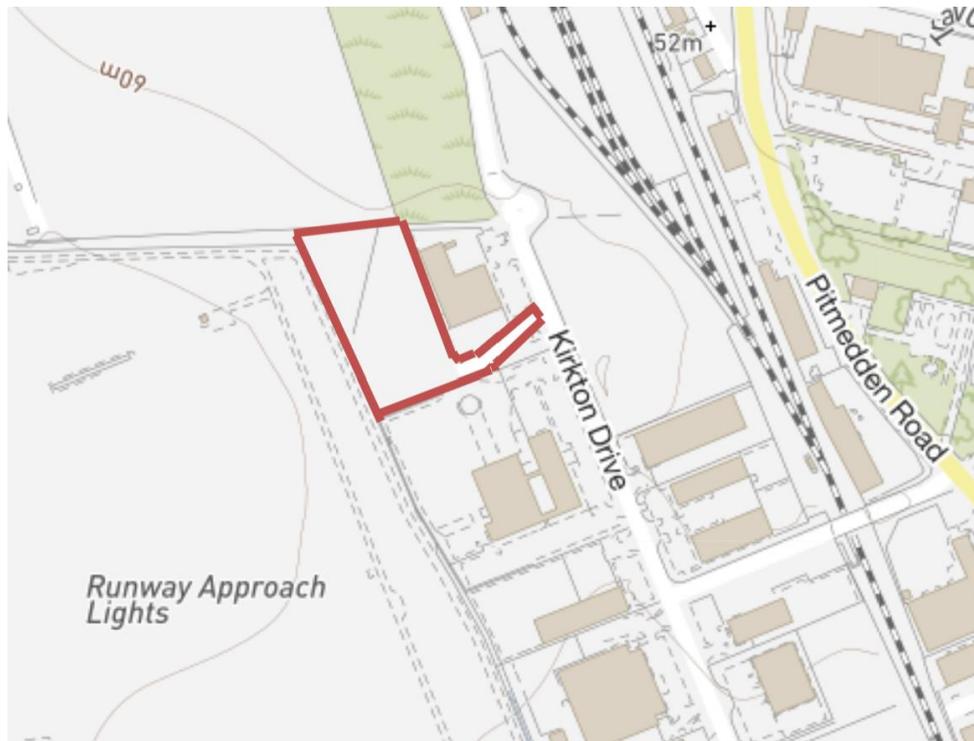


## Pre-Application Forum

Report by Development Management Manager

**Meeting Date: 30<sup>th</sup> September 2021**

<b>Site Address:</b>	Land At Raiths Industrial Estate, By Kirkton Drive, Off Pitmedden Road, Dyce AB21 0BG
<b>Description of Proposal:</b>	Major development for the erection of battery based energy storage facility
<b>Notice Ref:</b>	211081/PAN
<b>Notice Type:</b>	Proposal of Application Notice
<b>Notice Date:</b>	29 July 2021
<b>Applicant:</b>	Intelligent Land Investments Group Plc
<b>Ward:</b>	Dyce/Bucksburn/Danestone
<b>Community Council:</b>	Dyce And Stoneywood
<b>Case Officer:</b>	Lucy Greene



## **RECOMMENDATION**

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It is recommended that the Forum –

- a) note the key issues identified;
- b) if necessary seek clarification on any particular matters; and
- c) identify relevant issues which they would like the applicants to consider and address in any future application.

## **APPLICATION BACKGROUND**

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### **Site Description**

The 0.8ha site lies immediately to the north east of the airport boundary fence and is currently covered by self seeded vegetation, with one or two larger trees within the site and a narrow tree belt which appears to be along the boundary and within the site to the south. The application site is within and on the north-western edge of the Airport East industrial area, zoned as 'B1' Business and Industrial in the Local Development Plan. A packaging manufacture and supply company occupy relatively new premises to the east of the site, whilst an offshore energy related company occupies the site to the south, with offices, workshops and outdoor equipment storage. The nearest residential buildings are houses just to the east of the railway line on Pitmedden Road (approximately 220m from edge of the site) and further houses more than 400 m to the north also on Pitmedden Road.

The site is within the middle zone of the INEOS Forties Pipeline consultation area and is not covered by natural heritage designations.

### **Relevant Planning History**

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211091/ESC – EIA Screening for Proposed grid battery energy storage facility with generation capacity up to 50 megawatts - Land At Raiths Industrial Estate By Kirkton Drive Off Pitmedden Road Dyce. Pending.

150002 - Formation of Office and Workshop Unit with associated car parking and yard area, Kirkton Drive Site 2, Phase 3 Dyce Aberdeen.

Approved conditionally March 2015 – not implemented and now lapsed.

## **APPLICATION DESCRIPTION**

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### **Description of Proposal**

The proposal is to erect structures for the housing of energy storage batteries and associated equipment. 49.9MW of energy storage would be provided. The storage batteries would be stacked on racks within approximately 52 no. shipping container type structures (13m x 2.5m x 2.6m), which together with transformers and converters, a sub-station and other ancillary equipment and buildings would be contained within a fenced compound. Solid state lithium batteries would be used and the containers would also have air conditioning units for cooling.

The purpose of the facility would be to take excess power from the grid and stored it, to then be fed back into the grid for use at times of need. It is understood that the power would largely be from renewable energy sources which would otherwise be switched off when power is in excess of demand. Power would not be generated on site.

The applicant states that the site has been selected as it is close to the Dyce grid supply point, which is understood to be to the west at Cothal View. This would be linked by a cable laid within the road.

## **MATERIAL CONSIDERATIONS**

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### **Legislative Requirements**

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where, in making any determination under the planning acts, regard is to be had to the provisions of the Development Plan and that determination shall be made in accordance with the plan, so far as material to the application unless material considerations indicate otherwise

### **National Planning Policy and Guidance**

Scottish Government's Scottish Energy Strategy, 2018 and Position Statement 2021

Scotland's Climate Change Plan 2020

Scottish Planning Policy (SPP)

### **Aberdeen City and Shire Strategic Development Plan (2020) (SDP)**

The purpose of the SDP is to set a spatial strategy for the future development of the Aberdeen City and Shire. The general objectives of the plan are promoting economic growth and sustainable economic development which will reduce carbon dioxide production, adapting to the effects of climate change, limiting the use of non-renewable resources, encouraging population growth, maintaining and improving the region's built, natural and cultural assets, promoting sustainable communities and improving accessibility.

### **Aberdeen Local Development Plan (2017)**

- Policy B1: Business and Industrial Land
- Policy R8: Renewable and Low Carbon Energy Developments
- Policy T5: Noise
- Policy B4: Aberdeen Airport
- Policy B6: Pipelines, Major Hazards and Explosives Storage Sites
- Policy D1: Quality Placemaking by Design
- Policy D2: Landscape
- Policy NE6: Flooding, Drainage and Water Quality
- Policy NE8: Natural Heritage
- Policy I1: Infrastructure Delivery and Developer Obligations
- Policy R2: Degraded and Contaminated Land
- Policy R6: Waste Management Requirements for New Development
- Policy R7: Low and Zero Carbon Buildings, and Water Efficiency
- Policy T2: Managing the Transport Impact of Development
- Policy T3: Sustainable and Active Travel

### **Proposed Aberdeen Local Development Plan (PALDP)**

- Policy B1: Business and Industry
- Policy WB3: Noise
- Policy NE2: Green and Blue Infrastructure
- Policy NE3: Our Natural Heritage
- Policy NE5: Trees and Woodland
- Policy D1: Quality Placemaking

- Policy D4: Landscape
- Policy R2: Degraded and Contaminated Land
- Policy R5: Waste Management Requirements for New Development
- Policy R6: Low and Zero Carbon Buildings and Water Efficiency
- Policy T2: Transport
- Policy T3: Sustainable Transport
- Policy B3: Aberdeen International Airport and Perwinnes Radar
- Policy B6: Pipelines etc

## **Supplementary Guidance and Technical Advice Notes**

### Supplementary Guidance (SG)

- Landscape
- Transport and Accessibility
- Noise
- Natural Heritage
- Flooding, Drainage and Water Quality
- Resources for New Development

## **Principle of Development**

The site is zoned as B1 (Business and Industrial Land) in the Aberdeen Local Development Plan. Policy B1 retains land for office and industrial uses, including Class 4: Business, 5: General Industrial and Class 6: Storage and Distribution. It is stated that conditions may be imposed restricting levels of noise, hours of operation and external storage.

Policy R8: Renewable and Low Carbon Energy Developments supports in principle proposals for the development of renewable and low carbon energy schemes. Although the policy principally envisages renewable energy generating technologies it contains criteria for assessing schemes, indicating support where these involve technology operating efficiently and environmental and cumulative impacts are satisfactorily addressed. The criteria relate to: impact on the local environment, landscape and heritage; impact on air quality, tourism and residential amenity.

The Scottish Government's Energy Strategy Position Statement (2021) and Scottish Planning Policy support the renewable energy system in a number of ways, including by encouraging grid connections which can help decentralise power systems across Scotland, noting the role and value of energy storage solutions where the grid is weak.

The Update to the Climate Change Plan 2018 – 2032 (published December 2020), states:

“We will review and publish an updated Electricity Generation Policy statement by 2022 reflecting the contribution that renewable electricity generation is likely to have to achieving our Net Zero target in line with the CCC recommendation to do so. We will continue our efforts to ensure a sustainable security of electricity supply, and in 2021 we will launch a call for evidence and views on technologies including energy storage, smart grid technologies and technologies to deliver sustainable security of supply.”

## **Layout, Scale and Design**

Issues of layout, scale and design will need to be considered against Policy D1 – Quality Placemaking by Design and Policy D2 – Landscape. Policy D1 advises that all development must ensure high standards of design taking into account the context of the surrounding area.

## **Landscape**

Policy D2: A strong landscape framework is advocated, that improves and enhances the setting and visual impact of the development, unifies urban form, provides shelter, creates local identity, and promotes biodiversity. To secure high quality development, new development should include a landscape strategy and management plan incorporating soft and hard landscaping design

specifications. The level of detail required will be appropriate to the scale of development. Landscaping along the boundaries would be appropriate, including as the site is on edge of the industrial area, with farmland immediately adjacent to the north.

### **Natural Heritage**

Policy NE8 advises that development should seek to avoid detrimental impact on protected species. The applicant will be required to submit a Preliminary Ecological Assessment (an initial walkover survey to provide a quick assessment of the ecological interest of a site and helps to identify any need for further habitat and species surveys) in support of any planning application. Further surveys may be required depending on the findings of this report.

Policy NE5 presumes against the loss of trees including where these contribute to nature conservation, landscape character, local amenity and climate change adaptation. Existing trees should be protected with appropriate siting of buildings and protection during construction. Details of any compensatory planting should be provided.

### **Transport and Accessibility**

With regards to sustainable and active travel, Policies T2 - Managing the Transport Impact of Development and T3 - Sustainable and Active Travel will be used to assess the development. Policy T2 requires all new developments to demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel. In terms of Policy T3, new developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport. Links to the site should be looked at from the surrounding path and road networks.

### **Noise**

It is anticipated that the proposed development will introduce new noise sources which may impact on the amenity of existing noise sensitive receptors, although a relatively high level of existing background noise is noted. A Noise Impact Assessment will be required to support the application.

### **Drainage**

As per the requirements of Policy NE6: Flooding, Drainage and Water Quality, a Drainage Impact Assessment will be required for new development proposals comprising 250 square metres or more of non-residential floor space. The assessment should detail how surface water and wastewater will be managed.

### **Waste/Refuse**

The requirements of Policy R6 – Waste Management Requirements for New Development advise that all new developments should have sufficient space for storage of waste. Details of storage facilities and means of collection will be required as part of any planning submission.

### **Sustainable Development**

Policy R7 - Low and Zero Carbon Buildings, and Water Efficiency advises that, in terms of low and zero carbon, buildings must meet at least 20% of the building regulations carbon dioxide emissions reduction target applicable at the time of the application through low and zero carbon generating technology. With regards to water efficiency, all new buildings are required to use water saving technologies and techniques.

### **Contaminated Land**

Although considered low, there is potential for the application site to contain some contamination, as per the requirements of Policy R2 – Degraded and Contaminated Land, in the event that an application is submitted further information may be required in this regard and agreed prior to commencement of development.

## **Airport**

The site falls just outside the area zoned for Aberdeen Airport, but within the safeguarding area and as such Policy B4 – Aberdeen Airport applies. In terms of safeguarding Policy B4 describes the consultation that would take place with the Airport. Aviation impacts should be considered as part of the design of the proposed development in particular matters such as height of buildings, landscaping, impact on communication and navigation systems; bird hazards and lighting.

## **INEOS Pipeline**

Policy B6 describes the requirement for consultation with the Health and Safety Executive, which is required where industrial floorspace of more than 750m<sup>2</sup> is provided within a pipeline consultation zone. It is also advisable to consult with INEOS. These would be carried out as part of the planning application.

## **Proposed Aberdeen Local Development Plan**

In terms of the land use zoning and relevant policies contained within the Proposed Aberdeen Local Development Plan 2020, these substantially reiterate these in the adopted Local Development Plan.

## **PRE-APPLICATION CONSULTATION**

An online pre-application consultation event was held on 14<sup>th</sup> September for 4 hours, and included presentations. Details of the event were advertised in the local press. A website was set up where the presentation is available:

<https://meetings.ili-energy.com/dyce-energy-storage-project/>

Notification was sent to the Dyce Community Council and local Elected Members.

## **NECESSARY INFORMATION TO SUPPORT ANY FUTURE APPLICATION**

As part of any application, the following information would need to accompany the formal submission –

- Plans, including layout and elevations
- Design and Access Statement
- Landscape Plan, including planting to boundary.
- Tree survey, including protection measures for trees along southern boundary and bat roost potential of any trees proposed to be removed.
- Drainage Impact Assessment and SUDS proposals
- Preliminary Ecological Assessment
- Transport Statement and swept path analysis for emergency and refuse vehicles
- Noise Impact Assessment
- Planning Supporting Statement, including setting out how the proposal fits within the national and local policy framework regarding renewable energy and climate change.

## **RECOMMENDATION**

It is recommended that the Forum –

- a) note the key issues identified;
- b) if necessary seek clarification on any particular matters; and
- c) identify relevant issues which they would like the applicants to consider and address in any future application.