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1. Introduction

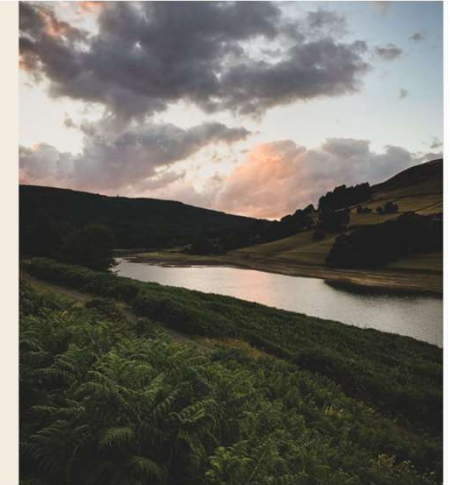
- 1.1 This Planning, Design and Access Statement has been prepared on behalf of CoCity in support of its application for planning permission for the construction of the largest electric vehicle charging hub in the north-east of Scotland on a brownfield site in a commercial area of Dyce, Aberdeen.
- 1.2 Comprising 22 charging stations and capable of charging 200,000 vehicles over the next 5 years, the development will support the growth and adoption of electric vehicles in the Aberdeen area by providing convenient, reliable access to charging infrastructure, while helping to meet Scottish Government targets for net zero emissions.
- 1.3 There is a nationally acknowledged demand for more publicly accessible electric vehicle charging infrastructure across Scotland to enable a just and fair transition to electric vehicles, especially for those who do not have access to charging points either at home or at work.
- 1.4 In addition to the new EV car charging hub, the development will include four commercial business starter units and 2 ancillary café/restaurant facilities, together with associated car parking and soft landscaping.
- 1.5 The development will provide a high-quality environment which will encourage use of the EV hub, while also providing commercial units sized to current market needs and supporting facilities which can be used by local residents and workers in the Stoneywood and Dyce areas, as well as people making use of the charging hub/working within the commercial units.
- 1.6 This Statement provides details on the history of the application site; on the vision for the proposed development and summarises the site analysis and design process. It demonstrates that the proposed development complies with relevant planning policies.
- 1.7 This Statement requires to be read alongside the following documents which have also been submitted in support of the application:
 - 1.7.1 Application drawings/plans
 - 1.7.2 Drainage Impact Assessment
 - 1.7.3 Tree Schedule/Constraints Plan and Strategy
 - 1.7.4 Landscape Proposals
 - 1.7.5 Noise Impact Assessment
 - 1.7.6 Transport Statement / Assessment

2. The Applicants

- 2.1 CoCity is a regenerative real estate developer whose approach strives to create harmony between people, places and the planet.
- 2.2 Its developments are designed through the application of the 5 capitals approach: human (health, wellness and leisure); social (communities); economic; (circular economy); manufactured (whole life development); and natural (positively impacting on the environment).
- 2.3 With a focus on the reduction of carbon emissions, the Applicants look to support local authorities in achieving their net zero carbon targets. CoCity also works with local residents to provide community infrastructure which will target a circular economy and improve employment and community welfare.

Regenerative Real Estate **creates harmony between People, Places, and Planet** through the application of the 5 Capitals Approach

-  **Human** - Health, Wellness & Leisure
-  **Social** - Communities
-  **Economic** - Circular Economies
-  **Manufactured** - Whole of Life Development
-  **Natural** - Positively impacting the environment

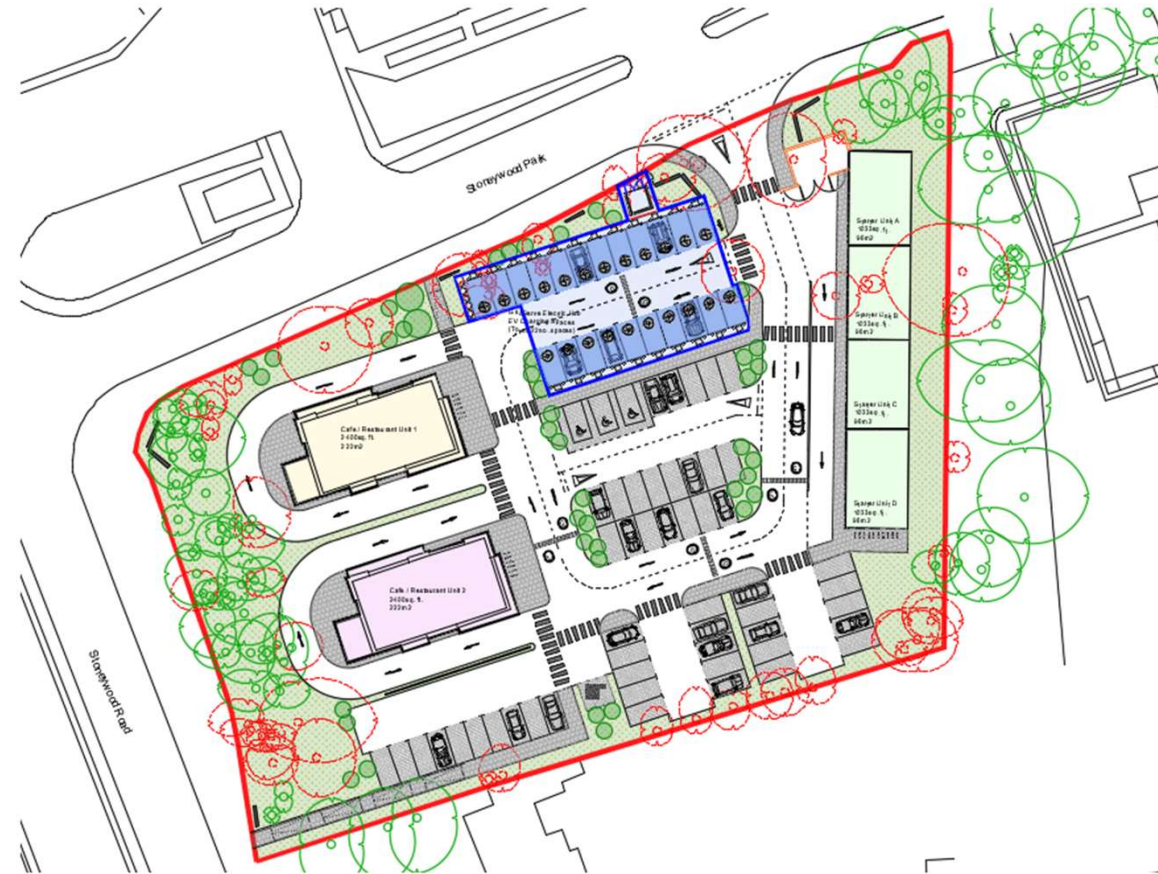


3. Background

- 3.1 The site is currently occupied by a derelict office building that has lain empty for over 3.5 years.
- 3.2 Alba Gate was marketed by the then proprietor for office use for 6 months prior to being purchased by CoCity in 2020. Despite being continually marketed by CoCity since then, there has been only one viewing of the property since February 2020.
- 3.3 The lack of interest in the building for office use reflects the ongoing challenges facing the office market in Aberdeen, with a significant oversupply of employment land in the city at present. Specifically, as highlighted by CoStar in a recent review of the UK office market, Aberdeen has the greatest percentage of vacant office space of any of the 52 cities reviewed and ranks second worst for 12 month market rent growth, resulting in it being identified as one of the worst performing of the cities.
- 3.4 Post COVID, the need for large office spaces has declined further as many people continue to work from home for much of the time.
- 3.5 In an effort to bring the building back into use, CoCity obtained planning permission reference 200833/DPP in September 2021 for conversion of the building to a community-centred flexible living development comprising 50 one and two bed apartments, communal break out space, commercial space and co-working office and makers' space.
- 3.6 With rising construction costs and interest rates; shortage of materials and labour; and lack of interest in the site for housing (including Council housing), CoCity has been unable to implement the permission and sees no prospect of market conditions changing in the near future.
- 3.7 Meanwhile the fabric of the building continues to deteriorate and it has been broken into, vandalised and set on fire. CoCity is concerned that the site is becoming a centre for anti-social behaviour to the detriment of the surrounding community. They have, therefore, explored other development options which would enable the site to be brought back into functional use to the benefit of the wider area.
- 3.8 Following consultation with the local community council, local businesses and the Council, the Applicants have been encouraged to redevelop the site for an electric vehicle charging hub, commercial units and ancillary facilities.

4. The Proposed Development

- 4.1 The development proposes the demolition of the existing building on the site and the construction of the largest electric vehicle charging hub in the north-east of Scotland, comprising 22 charging stations which are capable of charging 200,000 vehicles over the next 5 years.
- 4.2 In addition to the new EV car charging hub, the development will also include four commercial business starter units and 2 ancillary café/restaurant facilities, together with associated car parking and soft landscaping.
- 4.3 This co-location of facilities means that users of the charge points have a safe and secure place to relax and wait while charging takes place while those working in the units can both charge their electric vehicles and make use of the café/restaurant facilities. These facilities can also be used by those working/living in the adjacent business and residential areas.
- 4.4 The charging units will be high powered rapid DC chargers capable of charging an electric car in 20 to 40 minutes, depending on the size of the battery and the state of charge upon arrival at the charging point. The power to the electric charging hub will be generated from renewable sources.



4. The Proposed Development

- 4.5 The development of an electric vehicle charging station in this location would address a deficiency in publicly available EV facilities in the north of the city. The nearest existing public charging location to the site being at Sclattie Park, Bucksburn.
- 4.6 Subject to obtaining planning permission, the Applicants have entered into a pre-let agreement with Gridserve Sustainable Energy Limited (GRIDSERVE) to provide all the charging infrastructure and operate the EV charging hub.
- 4.7 GRIDSERVE installs and operates a network of electric charging hubs, with over 650 charging stations in 180 locations across the UK. The hubs are located in retail car parks, restaurants, gyms and car parks to encourage the transition to net zero carbon transport.
- 4.8 It is anticipated that the development will generate over 30 local full-time equivalent (FTE) jobs and will contribute an estimated £2.48m per annum to the local economy.

5. Planning Context

- 5.1 The Development Plan for the application site comprises National Planning Framework 4 and the Aberdeen Local Development Plan 2023.
- 5.2 Policy 26 of NPF 4 supports proposals for business and industry uses on sites allocated for those uses in the LDP where they are compatible with the primary business function of the area. Other employment uses will be supported where they will not prejudice the primary function of the area and are compatible with the business/industrial character of the area.
- 5.3 Development proposals for micro-businesses will be supported where it is demonstrated that the scale and nature of the proposed business and building will be compatible with the surrounding area and there will be no unacceptable impacts on amenity or neighbouring uses.
- 5.4 The site is within an area zoned in the LDP for business and industrial uses under Policy B1 which looks to retain Classes 4, 5 and 6 uses. The policy permits other uses which are suited to a business and industrial location, including car showrooms and bus depots.
- 5.5 Facilities which directly support business and industrial uses may also be permitted where they enhance the attraction and sustainability of the city's business and industrial land and should be aimed at meeting the needs of businesses and employees within the business and industrial area rather than the wider area.
- 5.6 There is a presumption in favour of retaining green, open and landscaped spaces within existing B1 areas.
- 5.7 Policy 15 of NPF promotes local living and 20-minute neighbourhoods and aims to achieve a network of high-quality, accessible, mixed-use neighbourhoods which support health and wellbeing, reduce inequalities and are resilient to the effects of climate change. These neighbourhoods should include homes, employment uses and key local infrastructure, including sustainable transport opportunities.
- 5.8 Policy 25 of NPF4 supports development proposals which contribute to local or regional community wealth building strategies and are consistent with local economic priorities. This could include improving community resilience and reducing inequalities; increasing spending within communities; ensuring the use of local supply chains and services; local job creation; supporting community led proposals, including creation of new local firms and enabling community led ownership of buildings and assets.
- 5.9 Policy 9 of NPF4 encourages, promotes and facilitates the reuse of brownfield, vacant and derelict land and empty buildings to help reduce the need for greenfield development.

5. Planning Context

- 5.10 The site is a brownfield site and the LDP recognises that redeveloping the urban area can regenerate communities, maintain local services, remove local eyesores, bring land and buildings back into effective use, remediate contamination and reduce the need for car-based travel.
- 5.11 The LDP requires climate change effects on species, habitats and connectivity to be considered in development proposals. Careful choices in design, siting, construction methods and plant selection are seen as crucial as environmental enhancement net gains through development will have an overall positive effect on climate change mitigation and adaptation. Development will be expected to demonstrate that it safeguards and/or enhances biodiversity.
- 5.12 This is consistent with Policy 1 of NPF4 which requires significant weight to be given to the global climate and nature crises; Policy 2 which requires development proposals to be sited and designed to minimise lifecycle greenhouse gas emissions as far as possible and to be sited and designed to adapt to current and future risks from climate change; and Policy 3 which requires proposals for local development to include appropriate measures to conserve, restore and enhance biodiversity, in accordance with national and local guidance. Measures should be proportionate to the nature and scale of development.
- 5.13 Policy 20 of NPF4 seeks to protect and enhance blue and green infrastructure and their networks and looks for development proposals to incorporate new or enhanced blue and/or green infrastructure. Where appropriate, this will be an integral element of the design that responds to local circumstances.
- 5.14 Turning to the policies relating to the type and design of development, Policy 13 of NPF4 supports the development of electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy. It requires development proposals to provide low or zero emission vehicle and cycle charging points in safe and convenient locations.
- 5.15 Policy 18 of NPF 4 also supports development proposals which provide or contribute to infrastructure in line with that identified as necessary in LDPs and their delivery programmes will be supported.
- 5.16 The LDP advises that the Council has a duty to act in a way considered to be most sustainable and best calculated to deliver reductions in greenhouse gas emissions. The Council will support the development of and trial of technological advances, such as electric vehicles as these will help to curb carbon emissions from the transport network.
- 5.17 The LDP also supports the development of alternative fuel vehicle infrastructure.

5. Planning Context

5.18 Policy D1 of the LDP requires all development to ensure high standards of design, create sustainable and successful places and have a strong and distinctive sense of place which is a result of detailed contextual appraisal.

5.19 Proposals are required to demonstrate quality architecture, craftsmanship and materials and have a well-considered layout, including biodiverse open space, high quality public realm and landscape design. They should have a range of sustainable transportation opportunities ensuring connectivity commensurate with the scale and character of the development.

5.20 Development proposals will be considered against the following six essential qualities:

- distinctive
- welcoming
- safe and pleasant
- easy to move around
- adaptable
- resource efficient

5.21 Policy 14 of NPF4 also requires development to demonstrate six similar qualities of successful places, namely: healthy, pleasant, connected, distinctive, sustainable and adaptable.

5.22 The application has been prepared having regard to development plan policies and this Statement demonstrates that the development is policy compliant.

6. Site Context and History

Site Location

- 6.1 The site is located on the corner of the A947 Stoneywood Road and Stoneywood Park, approximately six miles north west of Aberdeen City Centre, between Dyce to the north and Stoneywood to the south.
- 6.2 Opposite the site on Stoneywood Park is the BP headquarters building, with several other business and industrial uses to the north and east of this in the Wellheads Industrial Estate, and to the west of Stoneywood Road. Beyond this, within Dyce itself, there is a wide mix of other uses, including residential development, a range of shops, a post office, primary and secondary schools, Dyce Community Centre, Dyce central park and other services and facilities.
- 6.3 The airport is approximately 3km away, while Dyce train station is less than 1km away, and bus stops on Stoneywood Road provide access to regular bus services between Aberdeen and Dyce and beyond (services 17A, 35, 172 and 305).
- 6.4 Likewise, there is a mix of uses to the south as part of recent residential led development at Stoneywood. This brings residential development right up to the southern boundary of the site and incorporates local shops, which would be easily accessible to residents of the proposed development.

- 6.5 Lastly, the River Don is just a short distance to the east, with access to walks along this, and with the Formartine and Buchan Way and other local cycle routes running very close to the site.



6. Site Context and History

Site History

- 6.6 Referring to historic maps of the area, there is no evidence of the site being built upon prior to the construction of the Alba Gate building in 1974. The built fabric of the site appears to have remained relatively unchanged since, with the building not having been extended or altered externally. The building does not lie within a conservation area and is does not hold any historic listing or element of special architectural interest



Image from Map of 1865 – prior to development of the site and surrounding area



Image from Map of 1961 – prior to development of the site

6. Site Context and History

Existing Site

- 6.7 The site extends to just over 6,700m² and is a prominent corner site sheltered by surrounding trees and greenery. It is accessed from Stoneywood Park, with a band of mature trees and landscaping along this boundary, more extensive mature trees and landscaping between the site and the busy A947 Stoneywood Road to the west, and further landscaping to the east. The existing trees are predominantly native deciduous species and provide a natural buffer between the site and the adjoining roads, as well as nearby business and industrial uses beyond these.
- 6.8 As identified in the Drainage Impact Assessment, there are foul and surface water sewers running through the southern part of the site.
- 6.9 In terms of buildings, the site is currently occupied by a derelict two storey, glazed curtain wall building which is somewhat typical of the aesthetic of new build offices of the 1970s. The building comprises a steel grid structure with fully glazed frontages to each elevation of the solid cube form and includes an internal open courtyard with a mixture of open plan office space and private offices and meeting rooms and which is a dominant feature of the site at present.
- 6.10 Performance wise the building is no longer suitable for its intended purpose and there remains a question over the structural adequacy and make up of the flat roofs in particular. The associated redevelopment costs have been explored and in the current climate with lack of demand for secondary or tertiary office space the building cannot meet the demands of the current market. Safety and security have been breached many times over the last 21 months and despite numerous attempts to secure the site, it is still victim to crime, with several acts of vandalism and arson reported to the Police and Fire Brigade in the past 4 months.
- 6.11 Ancillary to the main building, there are a couple of small stores for bins/bikes towards the eastern boundary and a gas building in the north-east corner of the site.
- 6.12 As with access, services to the site are taken off Stoneywood Park.

7. Layout, Siting and Design

- 7.1 The proposal is for the removal of the existing building and associated car parking whilst retaining and improving the existing vehicular access.
- 7.2 The existing sewers passing through the site parallel to the south boundary (and associated wayleaves) have informed where buildings and deep excavations can and cannot be located.
- 7.3 The aim is to retain existing mature landscaping as far as is possible (and in line with the tree survey and tree report).
- 7.4 As experienced operators of EV charging hubs, GRIDSERVE requested that the charging locations have a public / street facing location within the site. As such the 22 charging bays are located immediately to the west of the access in the site. GRIDSERVE requires each bay to be 2.75m wide and 3.3m for accessible parking.
- 7.5 The four commercial (Class 4/6) units (each 96 square metres) are located immediately east of the access. CoCity is in discussions with a commercial operator who is interested in leasing one of the units.
- 7.6 Car parking for the commercial units is located in close proximity to the units. This level of provision has been informed by assessment of Aberdeen City Council's parking standards.



7. Layout, Siting and Design

- 7.7 The intention is to construct two café / restaurant buildings (Class 3 use) in the western part of the site. End users have not been identified and, as such, the buildings have not been designed. They will each be circa 222 square metres.
- 7.8 Aside from those using the site to charge electric vehicles, sustainable forms of transport to the site will be encouraged with plentiful cycling provision and good pedestrian routes throughout.
- 7.9 The internal road and parking layout will allow all appropriate vehicles (including emergency vehicle and deliveries) to safely manoeuvre around the site and access all areas.
- 7.10 Clearly marked and lit pedestrian footpaths, walkways and crossings are proposed at several points between the proposed buildings and the various car parking areas to ensure that people can safely access the café / restaurants on foot from within the site. Pedestrian / wheeling connections are available to those walking to the facilities from the surrounding areas.



7. Layout, Siting and Design

Design: Sustainability – Target Emissions

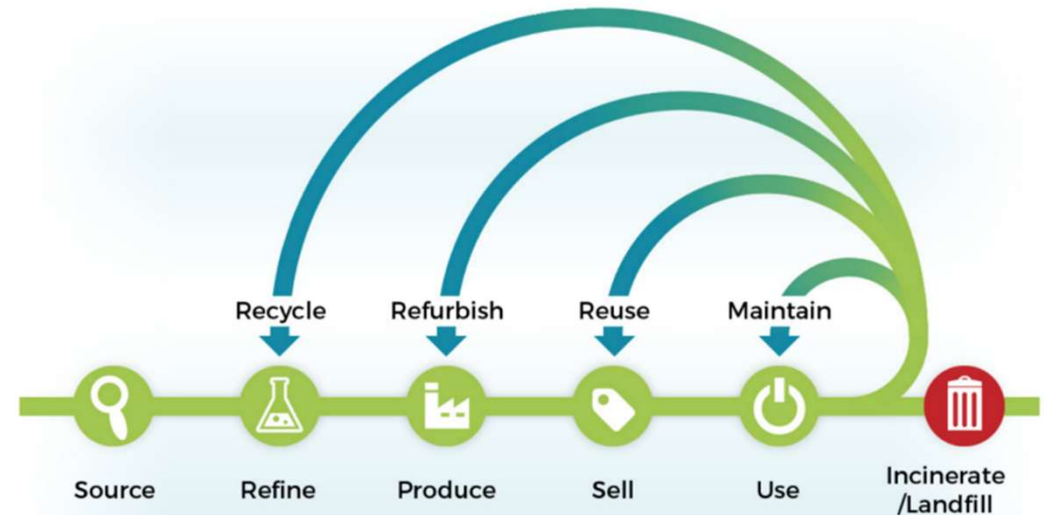
- 7.10 The sustainability aspirations of the development are to meet local Planning Authority requirements as a minimum standard.
- 7.11 To reduce the energy and carbon impact of the proposed development, we aim to undertake a detailed energy analysis of the scheme in order to establish carbon emissions in accordance with Section 6 of Scottish Building Standards. Following the guidance and requirements stated in the Technical Handbooks, the Aberdeen Local Development Plan and Supplementary Planning Guidance, the buildings aim to demonstrate full compliance with these standards.
- 7.12 To realise this improvement over the 2007 regulations on the new build elements, both passive and active energy efficiency measures will be adopted. The approach will be to firstly reduce the required energy for heating and cooling by careful and intelligent fabric design. Secondly, active elements such as heat recovery, photovoltaics, variable speed fans and pumps, energy efficient lighting and free cooling technology are all being considered to achieve this target, as well as the use of energy from 'green' sources.
- 7.13 Common sustainability targets aimed at reducing or mitigating greenhouse gas emissions to combat climate change and promote environmental sustainability will include:
- 7.13.1 Net Zero Emissions: Aiming to balance the amount of greenhouse gases emitted with an equivalent amount removed from the atmosphere.
 - 7.13.2 Carbon Neutrality: offsetting or reducing carbon emissions to a level where the overall impact on the climate is neutral.
 - 7.13.3 Emission Reduction Targets: Reducing the emissions by a specific percentage or quantity over a certain timeframe.

7. Layout, Siting and Design

Design: Sustainability – Target Emissions

7.14 The applicants strives, where possible, to facilitate the reuse of materials when demolishing a building. This helps to reduce carbon emissions and promotes a circular economy within the construction industry. In light of this, the Applicant has undertaken a Pre-Deconstruction Audit with Material Index Ltd to analyse the materials suitable for reuse. The audit report itemises the types and amounts of different materials likely to be removed during the deconstruction phase of the development, and identifies those suitable for reuse during the proposed development. It is primarily focused on components which are suitable to retain in-situ, or reuse either within the client portfolio or resale.

7.15 The report also recommends recycling pathways within the waste stream. The intention is to maximise the management of material in line with the principals of the circular economy waste hierarchy, whereby it is best to maximise retention in situ, then reuse (ideally within the Applicants' portfolio), then recycling and then waste to landfill.



7. Layout, Siting and Design

Design: Sustainability – Fabric Design and Thermal Properties

- 7.16 The focus of the design team's approach will be to limit building energy consumption and carbon emissions through consideration of the performance of the building envelopes. The approach will aim specifically to reduce heat losses to levels commensurate with good practice benchmarks as opposed to reliance on energy efficient measures adopted solely to offset the weakness of poor performing building fabric. We will look to make the fabric improvements on the development in order to make savings on the overall heating demand to the buildings.
- 7.17 Considering sustainability in the building fabric design and thermal properties will focus on creating structures that are energy-efficient, environmentally responsible, and comfortable for occupants.
- 7.17.1 Insulation: High-performance insulation materials will help reduce the energy required for heating and cooling.
- 7.17.2 Thermal Mass: Incorporating thermal mass materials into a building's design will help stabilize indoor temperatures by absorbing and releasing heat slowly. This can reduce the need for active heating and cooling systems.

- 7.17.3 Passive Solar Design: The building orientation and placement of windows will maximize natural sunlight and heat gain during the winter while providing shade and heat avoidance during the summer. This reduces the reliance on artificial lighting and HVAC systems.
- 7.17.4 Windows and Glazing: Energy-efficient windows with low-E coatings and multiple panes will help control heat transfer.
- 7.17.5 Air and Vapour Barriers: Properly designed air and vapour barriers will enhance the thermal performance of a building, preventing drafts and moisture infiltration that can affect insulation.
- 7.17.6 Sustainable Building Materials: Using environmentally friendly, recycled, or renewable building materials will reduce the carbon footprint of the construction.
- 7.17.7 Energy-Efficient HVAC Systems: The building fabric design will also consider the integration of energy-efficient heating, ventilation, and air conditioning systems that complement the thermal properties of the structure.
- 7.17.8 Monitoring and Control: Smart building technologies and advanced building management systems can help optimize energy usage by constantly monitoring and adjusting heating, cooling, and lighting based on occupancy and environmental conditions.

7. Layout, Siting and Design

Design: Sustainability - Minimising the Impact of Development

7.18 The design focuses on minimising disturbance to the surrounding area by retaining existing on-site trees and vegetation wherever possible. A tree survey has been carried out which recommends poor quality trees for removal. The existing bands of trees which are retained will continue to shelter the new buildings from the main road which the site sits adjacent to, and also from neighbouring development.

7.19 Additional tree planting and landscaped areas will be provided to compensate for any tree loss / removal, giving more opportunity for biodiversity. It is important to note the TPO tree belt to the eastern boundary will remain in place, with the correct protection mechanisms for development in that area already having been established in the previous mixed-use planning consent.

7.20 Some of the key principles and strategies that will be used for minimising the impact of the development and promoting sustainability are:

7.20.1 Resource Efficiency: Efficiently using resources to reduce waste and minimize environmental impact. This includes using renewable energy sources, optimizing water usage, and reducing material waste.

7.20.2 Biodiversity Conservation: Protect and restore ecosystems and wildlife habitats to maintain biodiversity such as conserving natural areas.

7.20.3 Reducing Pollution: Minimize pollution by implementing clean technologies, reducing emissions, and managing waste effectively. This includes air and water pollution control and waste recycling programs.

7.20.4 Energy Conservation: Promote energy efficiency and the use of renewable energy sources to reduce the carbon footprint and decrease reliance on fossil fuels.

8. Justification and Conclusion

- 8.1 CoCity is a regenerative real estate developer with a focus on repurposing buildings and sites in line with the 5 Capitals Framework. This includes reducing carbon emissions throughout the life cycle of its developments, supporting local authorities to meet their net zero carbon targets and perhaps most importantly, supporting local communities by providing much needed infrastructure and amenities to support economic growth and sustainability. Having explored every avenue, the Applicants consider that the proposed development is the best use for redevelopment of the application site.
- 8.2 The Electric Vehicle Charging Infrastructure Report which was prepared by Scottish Futures Trust and Transport Scotland in 2021 highlights that supporting the uptake of electric vehicles is an important component of the Scottish Government's Climate Change Plan and is aligned to phasing out the need for new petrol and diesel cars and vans by 2030.
- 8.3 To facilitate the uptake of electric vehicles, the Report notes that while the Scottish Government has implemented a wide number of interventions, including investing in a network of public electric vehicle charging points, the scale and pace of investment in electric vehicle charging infrastructure needs to accelerate to meet growing demand and the public sector cannot meet this challenge on its own. The Report estimated that over 4000 new public charge points could be required annually to meet the climate change targets.



8. Justification and Conclusion

- 8.4 The Report identifies an opportunity for the public and private sector to work together to improve the existing public charging base for electric vehicles and stresses the importance of everyone having access to a public charging network to ensure a just and fair transition to electric vehicles.
- 8.5 Against that background, the LDP advises that the Council will support the development of alternative fuel vehicle infrastructure, such as electric vehicles, as these will help to curb carbon emissions from the transport network. NPF4 Policy 13 also supports the development of electric vehicle charging infrastructure and electric vehicle forecourts, especially where fuelled by renewable energy, as is the case with the proposed development.
- 8.6 The nearest existing public EV charging station is located at Sclattie Park, Bucksburn, north of the application site and closer to the city centre. Siting an EV charging hub in Dyce, in close proximity to the Goval junction on the AWPR, provides an opportunity for people to charge their vehicles either before travelling or en route somewhere else.
- 8.7 It will provide an opportunity for public residents in Dyce to access rapid EV charging (20-40 minutes charge time) stations; a facility that is not available within the local area or at residential premises. This will support those wishing to transition to electric vehicles.



8. Justification and Conclusion

- 8.8 The application site is located within an area zoned for business uses. While there is an office building on site, it has been empty and derelict for over 3.5 years and continues to fall into further disrepair. The building itself is no longer suitable for reuse/conversion for modern requirements. As such, the site must be considered to be previously developed land (brownfield) land which is suitable for redevelopment.
- 8.9 Redevelopment of the site would be in accordance with LDP and NPF4 policies on the reuse of brownfield, vacant and derelict land and empty buildings to help reduce the need for greenfield development. Planning permission was previously granted for the redevelopment of the site to a mixed use development, including residential use, but market conditions have prevented its implementation.
- 8.10 Redeveloping the site for the proposed uses will help to remove a local eyesore and bring the land back into effective use. The Noise Impact Assessment demonstrates that the development will not generate any significant levels of noise and will thus have no unacceptable impacts on nearby residential and business areas. Rather, the development will contribute positively to the surrounding area through the provision of sensitively designed and laid out sustainable development.



8. Justification and Conclusion

- 8.11 The proposals are supported by a Transport Statement which demonstrates the acceptability of the proposals from a transport perspective, consistent with the sustainable transport hierarchy.
- 8.12 Located within an existing commercial area, the commercial units are fully supported by policy as is, it is submitted, the EV charging hub.
- 8.13 The ancillary café/restaurants are integral to the development with charging operators, in this case, GRIDSERVE, requiring such facilities in order to achieve a total 'dwell' time of circa 1 hour, as even with high speed chargers, charging time will take between 20 to 40 minutes depending on the charging speed and individual vehicle circumstances. These ancillary facilities encourage use by drivers, providing them with the ability to utilise the time working, taking a break or eating, which makes the charging hubs viable for the operators.
- 8.14 The ancillary facilities can also be used by the surrounding business and residential communities, consistent with the principle of a 20 minute neighbourhood. The cafe/restaurants are anticipated to generate circa 30 FTE local jobs, with the commercial units adding to that.

8. Justification and Conclusion

- 8.15 Overall the development can be considered to be in line with the principles of community wealth building.
- 8.16 The layout and design of the development has been informed by site constraints and opportunities, with the EV charging bays located on the street elevation to increase visibility and accessibility to encourage use.
- 8.17 The design of the commercial units will provide flexible internal spaces that can be adapted to any number of uses being attractive to a variety of potential tenants.
- 8.18 The provision of an EV charging hub, the largest in the north-east, encapsulates the principles of sustainable development and will assist significantly in helping to reduce carbon emissions and increasing the use of electric vehicles. The buildings have been designed and will be built with the aim of limiting building energy consumption and carbon emissions.
- 8.19 The site is currently a derelict brownfield site. The development has been designed to retain existing on-site healthy trees and vegetation which will be supplemented by additional planting thus enhancing the biodiversity of the site.

8. Justification and Conclusion

- 8.20 The Drainage Impact Assessment has demonstrated that the site can be satisfactorily serviced.
- 8.21 Taking all of the above into account, it is submitted that the proposed development accords with the extant development plan and will make a significant contribution to the growth and adoption of electric vehicle usage in the Aberdeen area by providing safe, convenient, reliable public access to high speed rapid DC charging infrastructure, while helping to meet Scottish Government targets for net zero emission.
- 8.22 There is therefore a presumption in favour of granting consent and there are no material considerations which would suggest that planning permission ought not to be granted.