

**Energy Transition Zone  
Masterplan Document**

Final Submission Draft | V08

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*“The Energy Transition Zone, which will be located adjacent to Aberdeen’s new £400 million south harbour development, is expected to directly support 2,500 green jobs by 2030, alongside a further 10,000 transition-related jobs.”*

Final Submission Draft

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# Executive Summary

Aberdeen and North East Scotland has a proud reputation as a thriving global hub for the oil & gas industry – driving job creation and growth across the region for decades. It is critical to the future sustainability of the region’s economy to diversify its established knowledge, skills, and infrastructure and be a key driver of energy transition toward meeting net zero targets. To enable and accelerate this, ETZ Ltd is advancing a targeted programme of investment and development to create a new globally recognised green energy cluster in Aberdeen.

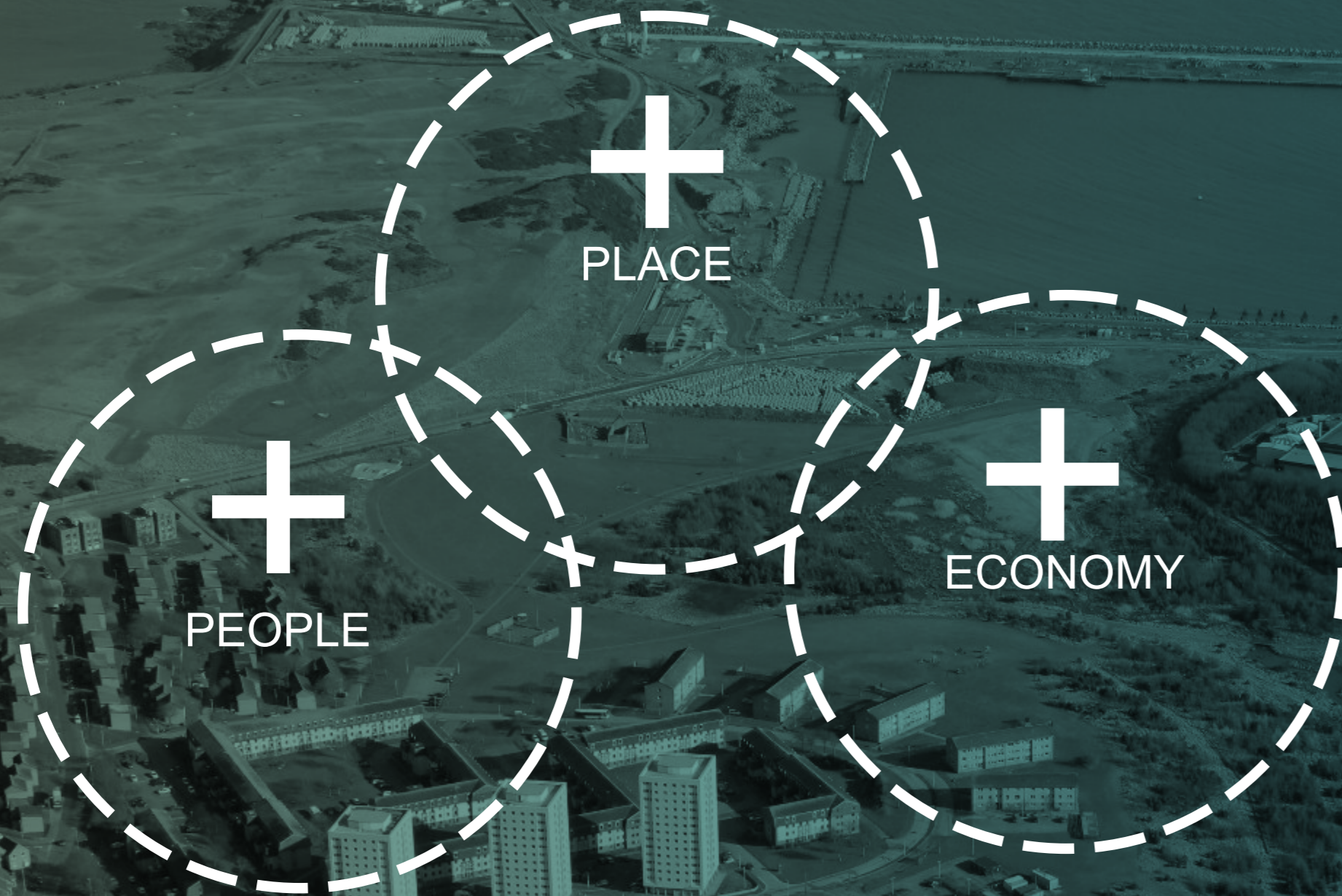
The Energy Transition Zone Masterplan has been prepared to provide a spatial framework for Local Development Plan allocated sites around Aberdeen South Harbour, as well as wider areas of brownfield land, green and open space, and communities in Torry and Cove.

It provides the basis for future development of energy transition industries, skills, innovation and investment in high-value manufacturing. It also focuses on the delivery of wider benefits in terms of job-creation, place-making, and the local environment. It has been prepared in consultation with a wide range of statutory and non-statutory stakeholders and following an extensive period of local engagement including three community consultation events held in Torry.

- The Masterplan is structured around the development of a specialist campus model:
- **Community & Energy Coast** – a programme of investment in local greenspace, biodiversity, and community infrastructures to deliver tangible local benefits across the area.
  - **Marine Gateway** – a hub of high-value manufacturing and port-integrated activity forming a catalyst for wider investment across ETZ – sited at Aberdeen South Harbour and a reduced development area within the OP56 Opportunity Site at St Fittick’s.
  - **Hydrogen Campus** – a specialist Campus for manufacturing, R&D, and test & demonstration of hydrogen technologies, strengthening Aberdeen’s position as a sector leader – sited at the OP61 Opportunity Site (Doonies) and adjacent brownfield land for future expansion.
  - **Offshore Wind Campus** – a cluster of manufacturing, supply-chain, R&D, and test & demonstration activity for offshore wind and wider energy transition uses – sited in Altens.
  - **Innovation Campus** – a purpose-developed mix of flexible industrial and commercial units for innovative start-up and growing energy transition businesses – sited in Altens.
  - **Skills Campus** – a new net zero education & training facility to accelerate the next generation of energy skills and knowledge and support delivery of ETZ Jobs & Skills Plan – sited in Altens.

Informed by the process of engagement, detailed review of local context, and in alignment with LDP and NPF4 priorities, the masterplan provides guidance for sustainable development and place-making across these sites. Its key outcomes and conclusions include:

- Development should maximise the potential of Aberdeen South Harbour to support energy transition – with limited land adjacent to the Harbour safeguarded for specialist activity with specific co-location requirements.
- While still enabling sites for high-value manufacturing, development within St Fittick’s Park should minimise greenspace land-take and retain the East Tullos Burn, with a reduced developable area representing just over half of the area allocated in the Park within Opportunity Sites OP56 and OP62.
- Opportunities to redevelop brownfield land as part of an integrated cluster should be maximised – applying Circular Economy principles to develop sites suitable for a range of energy transition activities.
- The environmental mitigation hierarchy should be followed across all development - seeking to avoid, minimise, mitigate and compensate environmental impacts.
- Opportunities for strategic environmental and place-making measures have been identified across the masterplan, including enhancement of East Tullos Burn, local greenspace, biodiversity, and active travel. These should be coordinated through further detailed planning and developed with local stakeholders to support a more inclusive, resilient and successful place.



# 01

## Introduction

Aberdeen and North East Scotland has been home to a globally recognised energy industry for over 50 years. The region has experienced significant growth and developed a world-renowned ecosystem of innovation, skills, and infrastructure. There is now a clear imperative to de-carbonise the economy and achieve net zero by 2045 and, with its existing expertise and proximity to planned offshore renewables in the North Sea, Aberdeen has a key role in enabling the transition away from fossil fuels and towards a low carbon future.

### Energy Transition Zone Masterplan

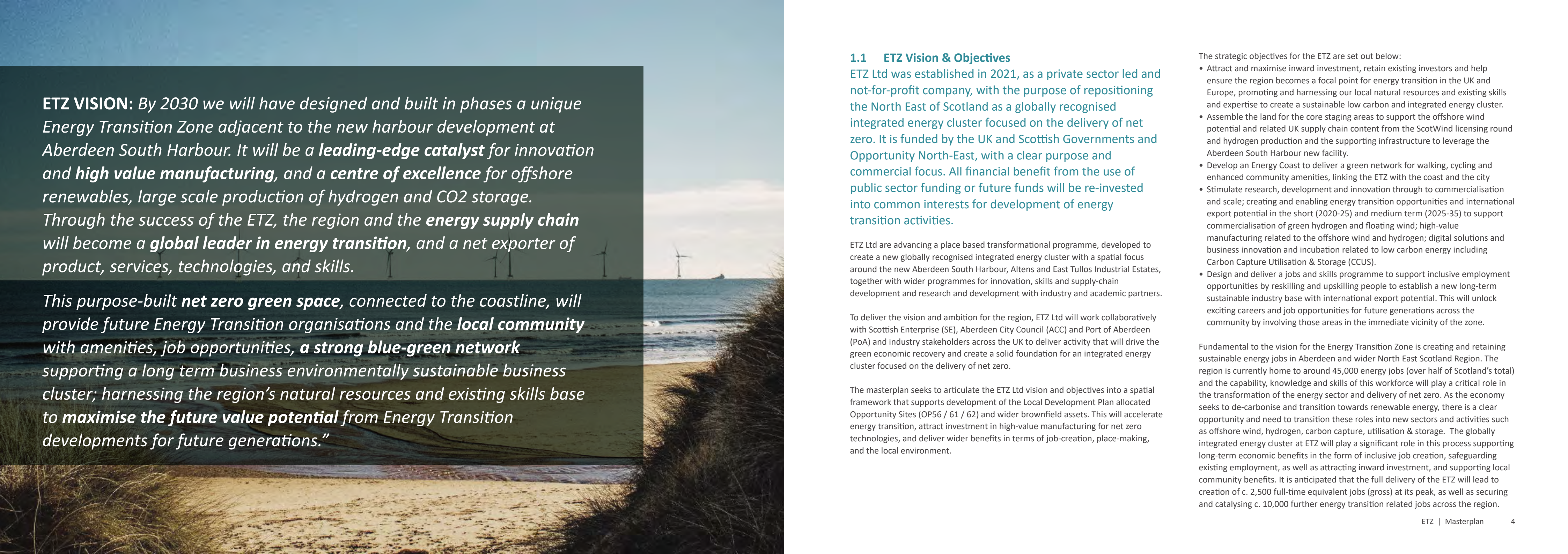
The Aberdeen City Council (ACC) Local Development Plan (LDP) has identified land around Aberdeen South Harbour for development of the Energy Transition Zone, including land within Opportunity Sites at St Fittick's Park (OP56), Bay of Nigg (OP62) and Doonies (OP61).

The sites contain a range of environmental and infrastructure assets, and the LDP recognises that potentially significant opportunities exist in the area for net zero development and specialist port co-located activity.

The LDP requires that a comprehensive masterplan should be prepared to ensure a coordinated approach to development of an Energy Transition Zone across the LDP Opportunity Sites. It should also incorporate wider brownfield industrial land at Altens and East Tullos which can form part of an integrated cluster focused on delivering net-zero.

The Masterplan has been prepared to ensure development across this area is properly planned in accordance with the LDP. It seeks to ensure development provides opportunities for high value renewables activity, new investment, growth and jobs, as well as promoting and enhancing the green and blue infrastructures across the area that collectively will accelerate the transition to net zero and deliver a range of benefits for local communities.

It has been developed through iterative design development and technical review, in parallel with detailed engagement with statutory bodies, stakeholders and local communities. This has shaped a place-based framework to guide development, support investment into identified Opportunity Sites as well as brownfield industrial land, deliver enhancement to local community infrastructures, greenspaces, and biodiversity, and strength both active travel and wider connectivity across the area.



**ETZ VISION:** *By 2030 we will have designed and built in phases a unique Energy Transition Zone adjacent to the new harbour development at Aberdeen South Harbour. It will be a **leading-edge catalyst** for innovation and **high value manufacturing**, and a **centre of excellence** for offshore renewables, large scale production of hydrogen and CO2 storage.*

*Through the success of the ETZ, the region and the **energy supply chain** will become a **global leader in energy transition**, and a net exporter of product, services, technologies, and skills.*

*This purpose-built **net zero green space**, connected to the coastline, will provide future Energy Transition organisations and the **local community** with amenities, job opportunities, **a strong blue-green network** supporting a long term business environmentally sustainable business cluster; harnessing the region's natural resources and existing skills base to **maximise the future value potential** from Energy Transition developments for future generations."*

### 1.1 ETZ Vision & Objectives

ETZ Ltd was established in 2021, as a private sector led and not-for-profit company, with the purpose of repositioning the North East of Scotland as a globally recognised integrated energy cluster focused on the delivery of net zero. It is funded by the UK and Scottish Governments and Opportunity North-East, with a clear purpose and commercial focus. All financial benefit from the use of public sector funding or future funds will be re-invested into common interests for development of energy transition activities.

ETZ Ltd are advancing a place based transformational programme, developed to create a new globally recognised integrated energy cluster with a spatial focus around the new Aberdeen South Harbour, Altens and East Tullos Industrial Estates, together with wider programmes for innovation, skills and supply-chain development and research and development with industry and academic partners.

To deliver the vision and ambition for the region, ETZ Ltd will work collaboratively with Scottish Enterprise (SE), Aberdeen City Council (ACC) and Port of Aberdeen (PoA) and industry stakeholders across the UK to deliver activity that will drive the green economic recovery and create a solid foundation for an integrated energy cluster focused on the delivery of net zero.

The masterplan seeks to articulate the ETZ Ltd vision and objectives into a spatial framework that supports development of the Local Development Plan allocated Opportunity Sites (OP56 / 61 / 62) and wider brownfield assets. This will accelerate energy transition, attract investment in high-value manufacturing for net zero technologies, and deliver wider benefits in terms of job-creation, place-making, and the local environment.

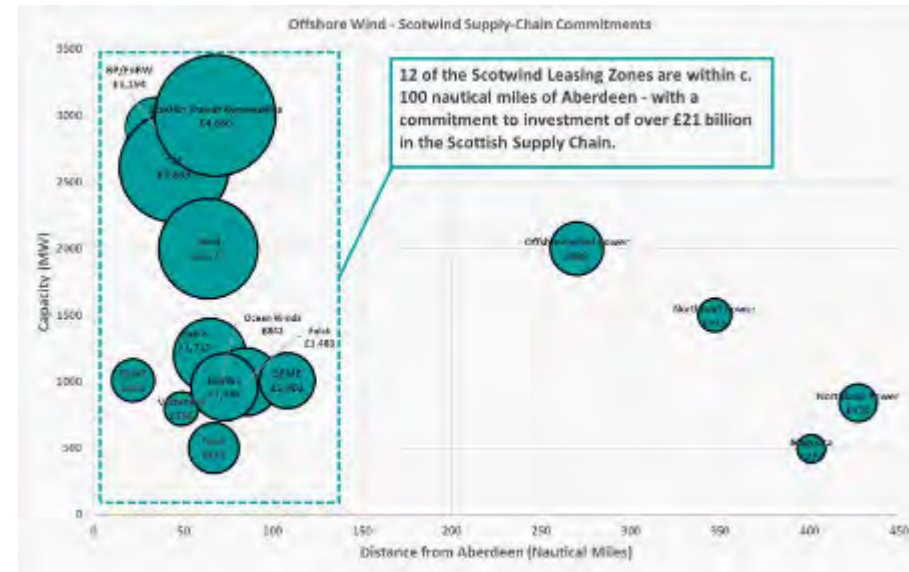
The strategic objectives for the ETZ are set out below:

- Attract and maximise inward investment, retain existing investors and help ensure the region becomes a focal point for energy transition in the UK and Europe, promoting and harnessing our local natural resources and existing skills and expertise to create a sustainable low carbon and integrated energy cluster.
- Assemble the land for the core staging areas to support the offshore wind potential and related UK supply chain content from the ScotWind licensing round and hydrogen production and the supporting infrastructure to leverage the Aberdeen South Harbour new facility.
- Develop an Energy Coast to deliver a green network for walking, cycling and enhanced community amenities, linking the ETZ with the coast and the city
- Stimulate research, development and innovation through to commercialisation and scale; creating and enabling energy transition opportunities and international export potential in the short (2020-25) and medium term (2025-35) to support commercialisation of green hydrogen and floating wind; high-value manufacturing related to the offshore wind and hydrogen; digital solutions and business innovation and incubation related to low carbon energy including Carbon Capture Utilisation & Storage (CCUS).
- Design and deliver a jobs and skills programme to support inclusive employment opportunities by reskilling and upskilling people to establish a new long-term sustainable industry base with international export potential. This will unlock exciting careers and job opportunities for future generations across the community by involving those areas in the immediate vicinity of the zone.

Fundamental to the vision for the Energy Transition Zone is creating and retaining sustainable energy jobs in Aberdeen and wider North East Scotland Region. The region is currently home to around 45,000 energy jobs (over half of Scotland's total) and the capability, knowledge and skills of this workforce will play a critical role in the transformation of the energy sector and delivery of net zero. As the economy seeks to de-carbonise and transition towards renewable energy, there is a clear opportunity and need to transition these roles into new sectors and activities such as offshore wind, hydrogen, carbon capture, utilisation & storage. The globally integrated energy cluster at ETZ will play a significant role in this process supporting long-term economic benefits in the form of inclusive job creation, safeguarding existing employment, as well as attracting inward investment, and supporting local community benefits. It is anticipated that the full delivery of the ETZ will lead to creation of c. 2,500 full-time equivalent jobs (gross) at its peak, as well as securing and catalysing c. 10,000 further energy transition related jobs across the region.

To support inclusive job creation, ETZ Ltd is developing a Jobs & Skills Plan in collaboration with Aberdeen City Council, Skills Development Scotland and NESAs (National Energy Skills Accelerator). The Plan will complement development and investment proposals guided by the Masterplan, and support delivery of training facilities and programmes within the Zone to position the North East as a world class region for skills development and training in support of energy transition.

In summary, the Energy Transition Zone will contribute significantly to the Inclusive Growth agenda. Direct investment in new education and training facilities will help advance the understanding and equality of opportunities in the energy sector and support the development of skills required to succeed. It will support a transition to high quality, well-paid, and sustained employment and facilitate the provision of a highly skilled workforce.



ScotWind leasing zones & supply-chain commitments. The bubble represents the relative size of each leasing zones' committed investment into the Scottish Supply Chain with the developer and exact figure noted inside (£M). The majority of offshore wind leasing zones including the largest proposed developments, are all within c.100 nautical miles of Aberdeen.

## 1.2 Strategic Context & Need

### Aberdeen and North East Scotland has been a thriving global hub for the oil & gas industry driving growth across the region and supporting the UK's economic and energy security for over 50 years. It is a centre of excellence for offshore engineering, especially around service support and sub-sea operations.

In order for Aberdeen and the North East to be a leading player in the transition to net zero, and to leverage its established knowledge and expertise, there must be investment now in the development of the skills, infrastructure and innovation capacity that will support and service renewable energy needs. It is critical to the future sustainability, to jobs and economic prosperity of the region's economy.

This strategic need has been recognised and embedded within policy at local and national government levels – which support the safeguarding and coordination of key development sites and infrastructures around Aberdeen South Harbour and nearby greenfield and brownfield sites for energy transition.

- **NPF4** sets out an integrated strategy to bring together within the Planning Framework the governments priorities to achieve sustainable development. The framework defines a national spatial strategy to support the development of sustainable places, liveable places and productive places.

Aberdeen Harbour is designated as a 'National Development' – recognising the potential of the South Harbour as a cluster of port accessible offshore renewable energy research, manufacturing and support services.

- The **LDP** designates specific Opportunity Sites (OP56/61/62) around the Harbour for Energy Transition Zones and applies a presumption in favour of development for renewable energy related development (LDP) within these areas.

- **Scottish Government Policy** including National Strategy for Economic Transformation (2022), Draft Energy Strategy and Just Transition Plan (2023), Offshore Wind Policy Statement (2020), and Hydrogen Policy Statement (2020) all support development of ETZ (and projects therein) to accelerate Scotland's transition to net zero, deliver jobs, innovation and skills development, and strengthen the North East's position as a leading hub for renewables.

### ScotWind Offshore Renewables

Crown Estate Scotland's ScotWind leasing round was completed in January 2022 and was the first round of seabed leasing in Scottish waters for over a decade. This has initiated a major new tranche of offshore wind development that will be central to achieving Scotland's net zero ambitions. It sets out seabed option agreements for 20 offshore wind farms, with a total potential capacity of up to 28 GW. 12 of the ScotWind sites, with a combined potential capacity of 17 GW (60% of current ScotWind Licences), are situated within c. 100 nautical miles of Aberdeen, making it a natural hub for the sector.

Collectively the developers of these sites are committed to supply-chain investment of £21 Billion into Scotland's supply chain, across development, manufacturing, installation, and operational phases. The Scottish Government has recognised there is an urgent need to develop the manufacturing and supply-chain capacity within Scotland to meet this demand, and to ensure the full extent of economic, environmental and social benefits of offshore wind are realised.

Scottish Offshore Wind Energy Council's (SOWEC) Strategic Investment Assessment (2021) reflects this, highlighting that: "without access to sufficient high quality port space, Scotland cannot hope to attract critical activities like manufacturing". It recommends stronger collaboration between Ports, industry, and the public sector to bring forward investment and grow capacity, so that Scotland is attractive as a location for manufacturing and fabrication, and so that Scottish expertise in subsea engineering can transition effectively from oil and gas to offshore wind.

In modelling options for growing Scottish and UK content in the offshore wind supply chain, SOWEC's analysis estimates that up to 15 new manufacturing facilities will be required in the UK and up to 6 of these in Scotland. Particular priorities for Scotland were manufacture of: turbine towers, floating foundations, jacket foundations, substation platforms, and sub-station foundations. In each of these cases, facilities need to be located in close proximity to a Port to allow for importing of raw materials (e.g. steel) and the mobilisation and export of finished products due to their size and inability to transport by road.

In addition to those items listed, there is significant investment interest around manufacture of large component parts such as landing platforms or transition pieces, and other elements of the offshore supply chains such as anchors and cables which can also support energy transition activities in the de-carbonisation of the oil & gas sector.

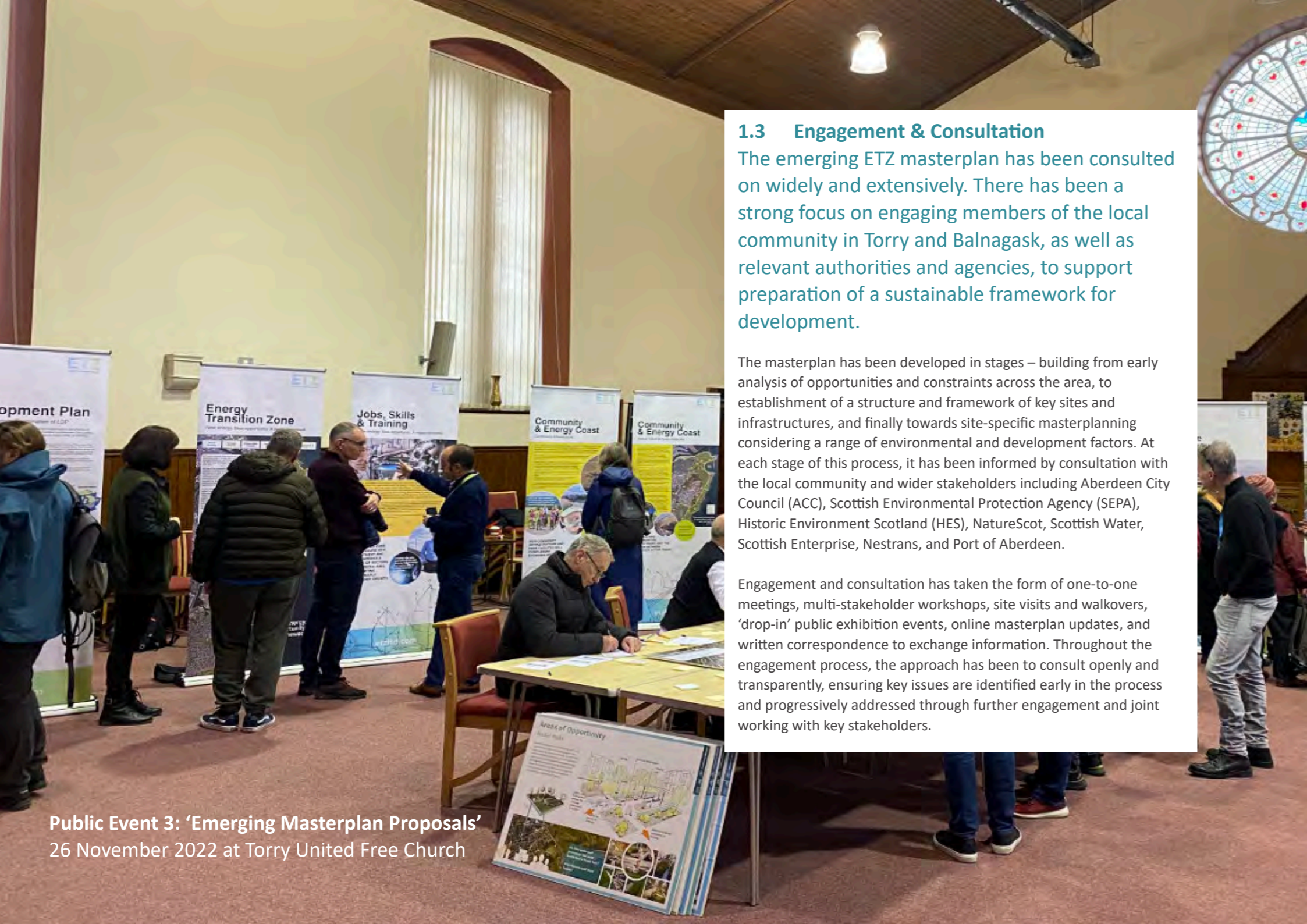
### Green Hydrogen

Hydrogen is also rapidly emerging as central to the future net zero economy. Aberdeen and North East Scotland has already emerged as a leading hub of hydrogen activity, with current and planned projects expected to generate 200 MW+ by 2025-27, and potential for up to 1GW of production by 2030-32. The city's wealth of experience in the oil & gas sector is capable of being re-utilised for hydrogen-based activity, with identified potential for up to 29,000 jobs in the sector by 2040. There is already significant interest and planned activity in the Zone to support hydrogen production, distribution, and use – including BP, ERM Dolphyn, and Vattenfall among others who are seeking to base leading edge technologies and projects within Aberdeen.

### Energy Transition Manufacturing & Supply Chain

Within sectors like offshore wind and hydrogen, energy transition will require the progressive development and commercialisation of new technologies. This will involve the reorganisation of existing manufacturing capacity together with new manufacturing activities and all associated supply-chains. For offshore wind this can involve specialist fabrication of moorings, semi-submersible, tension and other sub-sea structures, power electronics and cables, turbine components, mono-piles and transition pieces. The rapid growth of hydrogen as a green fuel presents opportunities for the manufacture of electrolysers and associated components, hydrogen fuel cells, and specialist equipment for distribution and storage. Aberdeen is ideally positioned to attract significant investment as a manufacture, supply-chain and service hub for offshore wind, hydrogen and the wider renewables sectors, both in terms of geography and existing knowledge and skills-base.

To maximise this transformational economic opportunity, it requires early, catalytic investment into land and infrastructure. This is especially critical for land which can integrate with the port and accommodate the specialised high-value manufacturing processes associated with offshore renewables. Offshore renewables also bring long-term opportunities in the supporting Operations & Management (O&M) activity that requires port co-location, and related services around remote sensing, technical monitoring and performance management skills. The masterplan has been informed by detailed review and input from specialist advisors working within these energy transition sectors, to establish future needs to support ScotWind and the key opportunities and areas of growth for Aberdeen. ETZ Ltd and Port of Aberdeen are working with Scottish Enterprise, Scottish Development International and Invest Aberdeen to progress inward investment inquiries linked to ScotWind delivery, including manufacturing, fabrication, service support and technology providers.



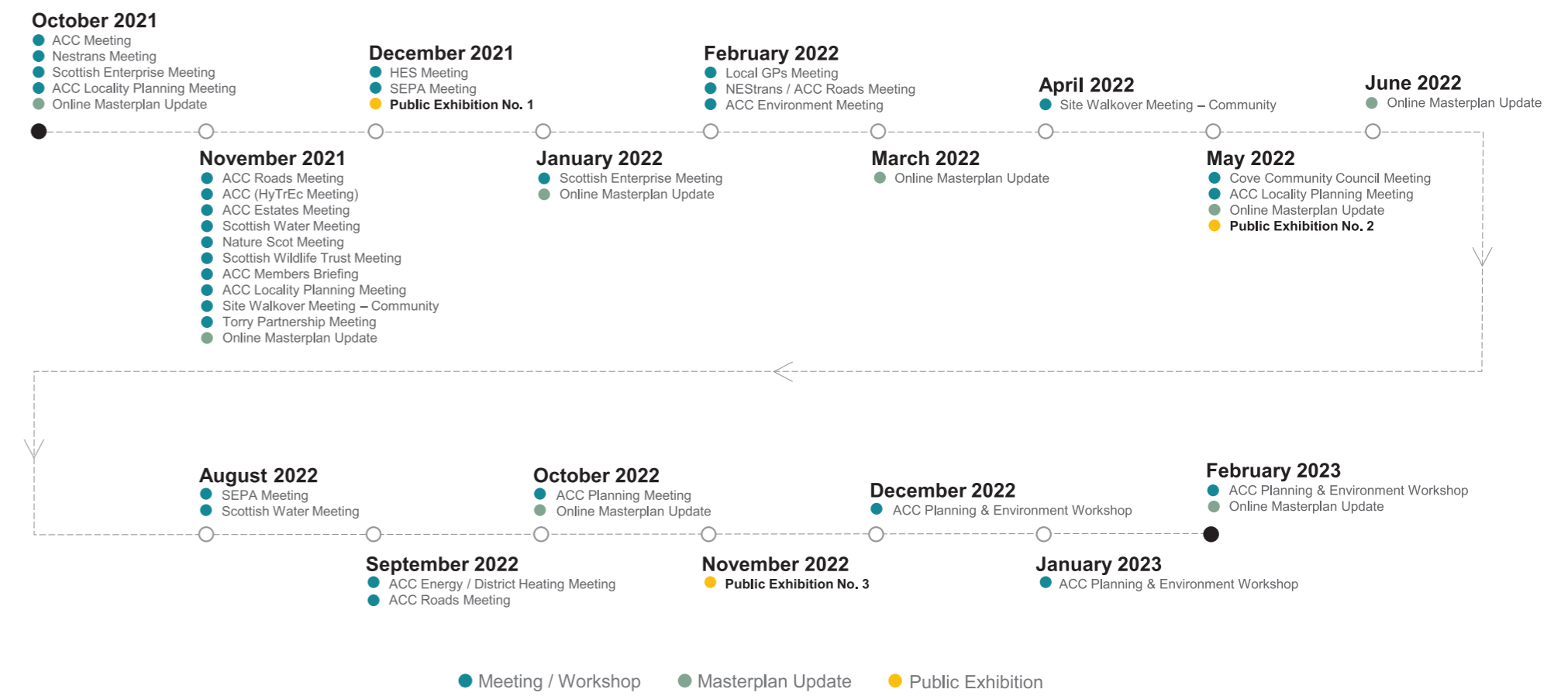
**Public Event 3: 'Emerging Masterplan Proposals'**  
26 November 2022 at Torry United Free Church

**1.3 Engagement & Consultation**  
The emerging ETZ masterplan has been consulted on widely and extensively. There has been a strong focus on engaging members of the local community in Torry and Balnagask, as well as relevant authorities and agencies, to support preparation of a sustainable framework for development.

The masterplan has been developed in stages – building from early analysis of opportunities and constraints across the area, to establishment of a structure and framework of key sites and infrastructures, and finally towards site-specific masterplanning considering a range of environmental and development factors. At each stage of this process, it has been informed by consultation with the local community and wider stakeholders including Aberdeen City Council (ACC), Scottish Environmental Protection Agency (SEPA), Historic Environment Scotland (HES), NatureScot, Scottish Water, Scottish Enterprise, Nestrans, and Port of Aberdeen.

Engagement and consultation has taken the form of one-to-one meetings, multi-stakeholder workshops, site visits and walkovers, 'drop-in' public exhibition events, online masterplan updates, and written correspondence to exchange information. Throughout the engagement process, the approach has been to consult openly and transparently, ensuring key issues are identified early in the process and progressively addressed through further engagement and joint working with key stakeholders.

## Stakeholder Engagement Timeline





**Public Event 1: ‘Listening’**  
4 December 2021 at Torry United Free Church

**Community Consultation**

The local communities in Torry, Balnagask, and Cove have been and will continue to be key stakeholders and partners in the development of the Energy Transition Zone. Local people, and representative groups, have been actively engaged throughout the period of masterplan preparation, as well as through liaison with Community Planning Officers (Torry Locality Planning).

The focus of community engagement on the emerging masterplan has been through ‘drop-in’ public exhibitions – held on three occasions across 2021 and 2022 at the Torry United Free Church. For all three events, flyers were delivered to all households (5000+) within the Torry community, and advertised online through the ETZ website, social media, and via email to contacts within the ETZ mailing list. All consultation material presented at events was published online (via a dedicated consultation website) to ensure it was accessible to a wide audience, and available for local people unable to attend in person.

The ‘drop-in’ public exhibitions provided an open forum for members of the public to review the latest information on masterplan proposals. The events were attended by ETZ Ltd and their consultants and gave the opportunity for people to feedback directly on the issues most important to the community. While the exhibition events provided the focus of community engagement at key stages in the masterplan process, these were complemented through the period by a combination of:

- Online masterplan updates published to a dedicated webpage.
- One-to-one meetings and site walkovers with local representatives (Torry Partnership) and local interest groups (Friends of St Fittick’s)
- Written feedback and correspondence via a dedicated email address for the project.



**Event 1: ‘Listening’**

**4 December 2021 at Torry United Free Church  
C. 110 Attendees**

Consultation Event 1 focused on introducing the masterplanning process and ETZ’s vision. It was a ‘listening exercise’ to hear the views of the community, build understanding of local context, and ensure key issues for planning and development could be raised at an early stage.

**Event 2: ‘Exploring Opportunities’**

**28 May 2022 at Torry United Free Church  
C. 45 Attendees**

Consultation Event 2 sought to update the local community on the developing masterplan programme and explain the emerging response to key issues including East Tullos Burn and brownfield land. The event introduced potential areas of opportunity that the masterplan could support and enable, including active travel connections, pocket parks, enhanced access to Tullos Wood, and renewed park facilities.

**Event 3: ‘Emerging Masterplan Proposals’**

**26 November 2022 at Torry United Free Church  
C. 110 Attendees**

Consultation Event 3 was held after publication of the Examiners Report into the Proposed ACC LDP and provided an update on the proposed Modifications to the Plan and requirements for the masterplan. Plans, graphics, and illustrations showed emerging illustrative layouts for key sites, including St Fittick’s Park and Doonies, along with identified areas of environmental mitigation and compensation. Consultation also sought further feedback on emerging proposals for investment in community infrastructure, active travel, green networks, and biodiversity within the masterplan.





Public Event 2: 'Exploring Opportunities'  
28 May 2022 at Torry United Free Church



Through the engagement outlined above and in dialogue with the local community a wide range of issues and perspectives were raised, with a particularly strong interest in the allocated Opportunity Sites at St Fittick's Park and Bay of Nigg (OP56 and OP62), and the potential for resultant impacts on access to greenspace, biodiversity, and local environmental quality. The key issues and themes of feedback that emerged across the community consultation are summarised below:

#### Land Use & Economy

- Recognition and support for the principle of energy transition in Aberdeen, reducing reliance on oil & gas and transferring skills to the green economy.
- Brownfield land should be prioritised for development over greenfield sites, making the most of existing land within Altens and East Tullos.
- Interest in what type of energy transition users, sectors and activities would locate on identified Opportunity Sites, and if there was demand or need for these in Aberdeen.
- Doonies Farm has been on the current site for many years, and some felt it should be protected by the City Council rather than allocated for energy transition use.
- Clarity sought on how economic development within ETZ would deliver opportunities for local people in terms of jobs, skills, training.

#### Parks & Greenspace

- There was significant concern around the loss of a portion of St Fittick's Park, which is highly valued by the community in Torry as its main green and open space.
- Uncertainty as to how much of the park may be temporarily used and restored, or developed, either by ETZ or by Port of Aberdeen as part of their construction of the South Harbour.
- Concern around the potential impacts on local health & well-being (including mental health) as a result of the loss of greenspace.

#### Local Environment

- East Tullos Burn was significantly enhanced in 2014 through a SEPA / ACC / Community partnership project, creating new wetlands which add to the quality of the park, as well as providing local biodiversity and drainage benefits. Strong views the Burn should be retained as a key local asset.
- Development at St Fittick's Park is close to residential properties within Torry, and there was concern around potential for impacts on local amenity, including from noisy port-related activities.
- Potential impacts from construction must be carefully managed given the sensitivity of the local environment and proximity to communities.
- There has been previous development in the area, including Ness Energy-from-Waste Facility (East Tullos) and Aberdeen South Harbour (Bay of Nigg) and the cumulative impact of development on the local environment must be considered.

#### Access & Connectivity

- The programme for delivery of improvements to the Coast Road must be coordinated and aligned with delivery of major development, including South Harbour, to ensure sufficient capacity within the road network.
- In particular, the potential for construction and operational traffic from either South Harbour or ETZ Development routing through Torry (Victoria Road) was raised as a significant concern.
- Recognition that local access and connectivity to the Green Network in South Aberdeen, including Tullos Wood and Balnagask-Cove Coast, could be improved.

#### Decision Making and Local Influence

- Some in the community felt that local voices have not been heard or listened to in previous decision making around other developments, including Ness Energy-from-Waste and Aberdeen South Harbour.
- There was some mistrust within the community of local institutions and organisations, in particular around how local benefits and committed actions and mitigations have been delivered from development.



**Public Event 3: 'Emerging Masterplan Proposals'**  
26 November 2022 at Torry United Free Church

In addition to public consultation undertaken through 'drop-in' exhibition events open to the public, local representative groups and bodies have been engaged and fed-back into the masterplan process. This has included attendance at the exhibition events, one-to-one meetings with ETZ Ltd and consultants, informal site visits, and written feedback. Specific groups and local bodies that have been engaged and the key issues arising from discussion and feedback are summarised below:

Organisation	Key Interests and Areas of Discussion
<b>Torry Partnership &amp; Aberdeen South Locality Planning</b>	<ul style="list-style-type: none"> <li>All areas of activity and development that impact on local communities with specific concerns around any loss of greenspace and impacts on local amenity.</li> <li>Nature and scale of proposed land uses and activities within ETZ.</li> <li>Traffic and transport impacts – Coast Road delivery programme and impacts on local road network within Torry.</li> </ul>
<b>Cove &amp; Altens Community Council</b>	<ul style="list-style-type: none"> <li>All areas of activity and development that impact on local communities with specific concerns around any loss of greenspace and impacts on local amenity.</li> <li>Traffic and transport impacts – Coast Road delivery programme.</li> </ul>
<b>Torry GP Practice &amp; Health Practitioners</b>	<ul style="list-style-type: none"> <li>Potential for development proposals and loss of greenspace to impact on health outcomes in an area of significant deprivation / health and well-being issues.</li> </ul>
<b>Friends of St Fittick's Group</b>	<ul style="list-style-type: none"> <li>Impacts of development on St Fittick's Park as a key community asset, particularly around local amenity, biodiversity, and health and well-being.</li> <li>Protection of local environmental features – including East Tullos Burn and associated habitats.</li> </ul>
<b>Local Representatives &amp; Community Leaders</b>	<ul style="list-style-type: none"> <li>Impacts of development on St Fittick's Park including local amenity, biodiversity, health and well-being.</li> </ul>

**Statutory Bodies & Agencies**

In parallel with the programme of consultation at the local community level, engagement has been ongoing with statutory agencies and organisations to identify areas of sensitivity, shape emerging proposals, and ensure a framework for development that is sustainable. The following bodies have been engaged through a series of meetings and workshops across the period of masterplan preparation.

Organisation	Key Interests and Areas of Discussion
<b>NatureScot</b>	<ul style="list-style-type: none"> <li>Approach to protecting local environmental, particularly designated assets (SSSI, Geological Conservation Review, Local Nature Reserves).</li> <li>Local landscape character and environment &amp; place assets.</li> <li>Impacts on local greenspace and biodiversity / habitats (St Fittick's Park).</li> </ul>
<b>HES</b>	<ul style="list-style-type: none"> <li>Setting of local heritage assets, in particular St Fittick's Church (Scheduled Monument).</li> <li>Opportunities for enhancement and appreciation of Tullos Hill Cairns (Scheduled Monuments).</li> </ul>
<b>SEPA</b>	<ul style="list-style-type: none"> <li>Maintaining hydrological and ecological function of East Tullos Burn, including wetlands within St Fittick's Park.</li> <li>Opportunities for environmental enhancement and improvement of water quality, drainage functions.</li> </ul>
<b>Scottish Water</b>	<ul style="list-style-type: none"> <li>Protection of Scottish Water assets &amp; infrastructure serving Nigg Waste-Water Treatment Works.</li> <li>Potential service diversion requirements to facilitate / enable development.</li> </ul>
<b>Nestrans</b>	<ul style="list-style-type: none"> <li>Regional Transport Strategy</li> <li>Development of Regional Transport initiatives addressing all modes (active travel / Public transport/marine/rail/road).</li> <li>Freight requirements and intersection of marine/rail/road modes within masterplan.</li> <li>Coast Road Assessments and coordination of delivery across the area between parties.</li> </ul>



**Public Event 3: 'Emerging Masterplan Proposals'**  
26 November 2022 at Torry United Free Church

Direct engagement on the emerging masterplan has been undertaken with Port of Aberdeen to coordinate development programmes, operational needs, and to ensure a strong combined proposition for inward investment. Engagement and project review has also been undertaken at regular intervals with Scottish Enterprise and Nestrans to gather feedback on emerging proposals and share information.

More broadly, ETZ Ltd have undertaken significant engagement with operators, sector specialists, and industry bodies within the masterplan area and across Aberdeen to guide the masterplan process. This has included ongoing dialogue with landowners in Altens and East Tullos, oil & gas operators, offshore wind suppliers and developers, hydrogen production / technology companies, and industry bodies such as Net Zero Technology Centre.

**Aberdeen City Council**

Detailed engagement has been ongoing with Aberdeen City Council across the period of masterplan preparation. This has sought to ensure coordination with Council-led works programmes and initiatives relevant to development in the area (e.g. Hydrogen Hub, Coast Road upgrade), land & property issues, and organisation of consultation activity around Local Elections (May 2022) and the process of LDP preparation.

Specific engagement with the Council as Local Planning Authority in relation to the Masterplan development has taken place post publication of the Independent Examiners Report into the Proposed LDP (in September 2022) and agreement of the findings and proposed modifications by the City Council. It has included a series of workshop meetings with officers from across Council service areas.

**Engagement Summary**

The consultation and engagement processes outlined above have been integral to the process of preparing the masterplan, and have directly informed the approach to development, environmental mitigations, and place-based interventions across the area. Across the various modes of consultation and from the range of perspectives heard, it has clearly emerged that the Opportunity Site at St Fittick's Park represents the confluence of key masterplan issues, with co-location to the port presenting a unique opportunity for high-value energy transition activity, balanced against the existing greenspace and biodiversity within the park.

Council Service Area / Team	Key Interests and Areas of Discussion
<b>ACC Planning &amp; Design Officers</b>	<ul style="list-style-type: none"> <li>• Design and development management principles for masterplanning.</li> <li>• Land use and planning policy requirements (Local Development Plan and NPF4).</li> <li>• ACC Masterplanning Process.</li> <li>• Planning for 'Successful Places'.</li> </ul>
<b>ACC Roads &amp; Transport Planning</b>	<ul style="list-style-type: none"> <li>• External Transportation Links to ASH (Coast Road) – design, timescales, and coordination.</li> <li>• Masterplan road and connectivity options – including potential road re-alignments.</li> <li>• Traffic / transport impacts.</li> </ul>
<b>ACC Environment, Landscape &amp; Biodiversity Officers</b>	<ul style="list-style-type: none"> <li>• Environmental mitigation hierarchy – avoiding, minimising, mitigating impact on key environmental assets (incl. East Tullos Burn, local biodiversity / habitats / wildlife, woodland).</li> <li>• Local landscape character areas.</li> <li>• Integration of existing Green Network and opportunities for enhancements.</li> <li>• Approach to environmental assessment across key sites.</li> </ul>
<b>ACC Archaeology &amp; Historic Environment</b>	<ul style="list-style-type: none"> <li>• Approach to mitigating impacts on the setting of local heritage assets, in particular St Fittick's Church (Scheduled Monument).</li> </ul>
<b>ACC Estates</b>	<ul style="list-style-type: none"> <li>• Property and ownership arrangements across the masterplan area.</li> <li>• ACC held land and property assets.</li> </ul>
<b>ACC Capital Projects &amp; Energy</b>	<ul style="list-style-type: none"> <li>• Local green energy opportunities arising from future ETZ development.</li> <li>• Potential for District Heating Network connections and future hydrogen integration.</li> </ul>

The masterplan has therefore sought to provide a sustainable framework for development that fully realises the area's potential to lead the City's energy transition, while protecting the most important environmental assets and comprehensively mitigating impacts and enabling wide-ranging benefits that are accessible to local people. It has adopted a place-based approach – integrating the delivery of economic, social, and environmental infrastructures across the area into a single framework.

Beyond the submission of the masterplan, there is an ongoing commitment from ETZ to work in partnership with the local community and stakeholders to ensure local issues, along with wider considerations around social, environmental and economic imperatives are positively addressed as the masterplan progresses and through future development planning processes. This will also ensure that mitigation and compensatory measures are planned and developed to align with community priorities through a partnership working approach.





# 02

## Place Context & Strategy

The masterplan is developed from a detailed understanding of existing local assets, context and character across Torry, Balnagask, Cove, Altens, and East Tullos. It seeks to establish a framework for energy transition development that will positively enhance this area through design quality, job-creation, active travel connections and integration, and environmental investment across the area and in surrounding communities.



### Masterplan Study Area

While development will be principally focused towards LDP allocated 'Opportunity Sites' and designated 'Business & Industry' Land, the place-based approach to masterplanning has involved consideration of a wider area. This includes the communities of Torry & Balnagask and Cove, green and open spaces connecting these including Tullos Hill and the Coast, existing brownfield land in East Tullos & Altens, and associated transport and services infrastructure that serve these areas.

The masterplan seeks to identify where and how ETZ development can be delivered across this area in a form that is sustainable, as well as integrating and enabling wider initiatives that can effect positive change in the area delivering a broad range of social, environmental and economic outcomes and benefits.

### Land Ownership

Within the masterplan area there are a range of land ownerships and development interests. All land within St Fittick's Park and on the coastal strip encompassing land at Girdleness, Gregness, Doonies is in the ownership of Aberdeen City Council.

The Port of Aberdeen have current lease and ownership interests on land associated with their development of the South Harbour around Nigg Bay, including land within St Fittick's Park and at Gregness which are currently being used for construction compounds and storage.

Within the industrial estates of Altens and East Tullos there is a mix of private ownership interests, reflecting their commercial nature and development pattern. The City Council own the ground lease to a number of sites within East Tullos on Greenwell Road and Greenbank Crescent.

ETZ Ltd has acquired three brownfield sites within the Masterplan area, all on Hareness Road. These are the Former Richard Irvin House, Former Muller Dairy Site, and the 6-acre brownfield site of former Trafalgar House. These will be refurbished, extended, and developed to the highest feasible energy performance standards, and will provide key hubs of activity within the Masterplan to be operated by ETZ Ltd and partners (specific detail is provided within Section 4).

ETZ Ltd do not otherwise own land within the masterplan area but have a purpose and remit to facilitate development and investment, collaborating with the City Council and wider partners (including private sector landlords), to form a new globally recognised integrated energy cluster providing new jobs and wider benefits for the city and region. Across the area they will seek to create developable sites, accelerate enabling infrastructure and site servicing works, and lead the development and delivery of wider environmental and community infrastructure projects.



Figure 3. Summary ACC Estates Plan showing areas of land owned by Aberdeen City Council – including land at St Fittick's Park, Nigg Bay, Tullos Wood, and within East Tullos Industrial Estate. (Nb. Plan is illustrative and may not reflect exact title boundaries or lease agreements within areas of ACC ownership)

## 2.1 Place Context: Planning & Policy

The place-based approach to masterplanning is a direct response to policy priorities at both national and local levels, where there is a clear policy drive for planning and development to deliver positive outcomes for Place, Inclusive Growth, Health & Well-being, Just Transition and Net Zero.

The Scottish Government has established a nationwide target of reaching net zero emissions by 2045, among the most ambitious carbon reduction programmes in the world. Meeting ambitious net zero targets will require a rapid transformation across all sectors of the economy and society, coupled with large-scale development and deployment of renewable energy technologies. Recognising the scale of transformation and change that will be involved, the Scottish Government have prioritised ‘Just Transition’ to ensure that the journey to net zero is fair for everyone, with opportunities for people to participate in and benefit from the investment, development and innovation that will drive energy transition.

Linked to Place Principle and net zero priorities, the delivery of ‘20-minute neighbourhoods’ is now Scottish Government policy embedded in the NPF4 and Programme for Government 2020-21.

The recently adopted **National Planning Framework 4** (NPF4) embeds all the above Scottish Government priorities in its approach to planning and development. Priorities for the ‘North-East’ are identified as: transition to net zero, improving local liveability, regenerating coastal communities, and decarbonising connectivity.

NPF4 forms part of the Development Plan, alongside the Local Development Plan, and future planning applications within ETZ must therefore demonstrate compliance with specific policy requirements and priorities around:

- **Sustainable Places** (Climate Mitigation & Adaptation, Biodiversity, Natural Places, Forestry, Woodland and Trees, Historic Assets and Places, Coastal Development, Energy, Zero Waste, Sustainable Transport).
- **Liveable Places** (Design Quality & Place, Local Living & 20-Minute Neighbourhoods, Infrastructure First, Heating & Cooling, Blue & Green Infrastructure, Flood Risk & Water Management, Health & Safety).
- **Productive Places** (Community Wealth Building, Business & Industry).

The NPF4 also defines the six qualities of ‘Successful Places’ which all development should seek to support and deliver, and which the masterplan has incorporated and sought to positively address. These are:

- **Healthy** – Supporting the prioritisation of women’s safety and improving physical and mental health.
- **Pleasant** – Supporting attractive natural and built spaces.
- **Connected** – Supporting well connected networks that make moving around easy and reduce car dependency.
- **Distinctive** – Supporting attention to detail of local architectural styles and natural landscapes to be interpreted, literally or creatively, into designs to reinforce identity.
- **Sustainable** – Supporting the efficient use of resources that will allow people to live, play, work and stay in their area, ensuring climate resilience, and integrating nature positive, biodiversity solutions.
- **Adaptable** – Supporting commitment to investing in the long-term value of buildings, streets and spaces by allowing for flexibility so that they can be changed quickly to accommodate different uses as well as maintained over time.

Of direct relevance to ETZ and aligned with the LDP it identifies Aberdeen Harbour as a National Development (No.14). Land outwith the Harbour is not included in the National Development, though there is support for reorganisation of land use around the Harbour in line with the spatial strategy of the LDP, and optimisation of the Harbour to support net zero and stimulate economic investment. NPF4 states that: “the South Harbour can act as a cluster of port accessible offshore renewable energy research, manufacturing and support services”.

The Scottish Government’s **National Strategy for Economic Transformation** was published in March 2022 and also recognises the significant economic potential of energy transition, where Scotland has potential first-mover advantage and ability to become a world-leader in renewable energy, hydrogen economy, and wider industrial de-carbonisation.

The Scottish Government has also recently published its **Draft Energy Strategy and Just Transition Plan** (January 2023) for consultation. The Plan sets out measures to deliver a fair and secure zero-carbon energy system for Scotland, further accelerating the transition from oil & gas and maximising the potential of renewable energy to meet energy needs in a secure and affordable way that supports new economic opportunities. The Plan reinforces and strengthens Scotland’s ambitious renewable energy and de-carbonisation targets and seeks a Just Transition by maintaining or increasing employment in Scotland’s energy production sector and maximising the use of Scottish manufactured components in the energy transition, ensuring high-value technology innovation.

The Energy Transition Zone is highlighted within the Plan as a future focal point and catalyst for high-value manufacturing, research, development, testing and deployment with significant opportunities in offshore wind, hydrogen, and carbon capture storage.



### Local Development Plan Policy for Energy Transition

The Local Development Plan (anticipated to be adopted in May 2023) has identified Opportunity Sites and Policies to support development of an Energy Transition Zone. The Policies recognise that the construction of Aberdeen South Harbour creates the opportunity to accommodate location specific energy transition developments that capitalise on supporting the rapid delivery of offshore developments.

Following prior consultation, the LDP was subject to Independent Examination during 2022 by Scottish Government appointed Reporters. After representations by local stakeholders, statutory bodies, ACC, and ETZ Ltd, the Reporter recommended Modifications to the Plan to require additional detail around environmental protection measures within the ETZ, which were subsequently accepted by ACC and incorporated into the Final Plan.

Specific LDP policy requirements are considered and addressed in detail within Section 4, but key extracts are summarised below and shown on the LDP Proposals Map:

#### OP56 (St Fittick's Park)

"The site, along with OP61, will support renewable energy transition related industries in association with Aberdeen South Harbour. Any development at this site must have a functional association with the South Harbour which precludes it being located elsewhere".

#### OP61 (Doonies)

"This area, along with OP56, will support renewable energy transition related industries in association with Aberdeen South Harbour.

#### OP62 (Bay of Nigg)

"Aberdeen Harbour expansion in accordance with Bay of Nigg Development Framework".

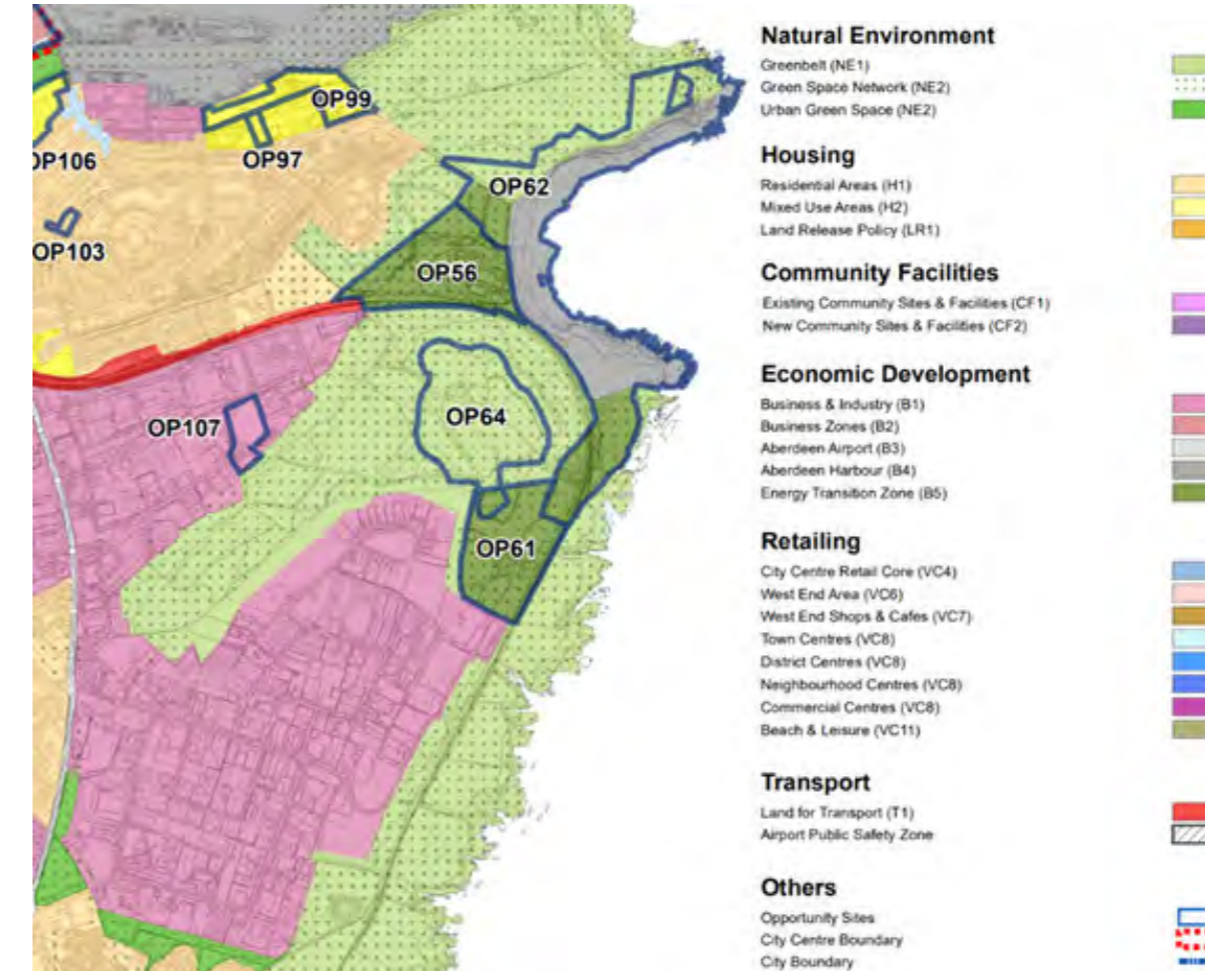
The Local Development Plan requires a joint masterplan for Opportunity Sites OP56, OP61, and OP62 and that this specifically considers the following matters:

- The extent of developable areas within B5 Energy Transition Zone zoning.
- Areas which should remain undeveloped and the extent of any buffer zones.
- Mitigation measures to ensure the continued viability of linear habitats including the East Tullos Burn, recreation and Core Path network.
- Options for the use of the waste-water treatment plant.
- Measures to avoid, minimise, mitigate, and compensate potential impacts on biodiversity / greenspace that will ensure at least no net loss of biodiversity across the masterplan area.

Complementing the Opportunity Site designations, Policy B5 of the LDP ('Energy Transition Zone') relates to land areas within OP56, OP61 and part OP62, and provides a presumption in favour of development, production, assembly, storage and/or distribution of infrastructure required to support renewable energy related industries including offshore wind, tidal, hydrogen, and solar.

The masterplan has been developed to incorporate these Opportunity Sites and wider surrounding areas. It forms a comprehensive framework that considers and addresses the specific requirements outlined in the LDP, along with wider opportunities for positive place-shaping and environmental enhancement.

The Bay of Nigg Development Framework was adopted (2016) as proposals for Aberdeen Harbour expansion were developed, to plan for necessary infrastructure and how to maximise impacts of investment for business and communities. The Bay of Nigg Development Framework pre-dates the current planning policy context (LDP and NPF4) as well as wider acceleration of Scotland's transition net zero (Climate Change Plan and Draft Energy Strategy & Just Transition Plan) and the significantly increased scale of offshore renewables ambition (ScotWind Leasing Round). The purpose of this ETZ Masterplan is in-part to provide a refreshed and renewed plan for development across the area, reflecting this focus on energy transition.



The Local Development Plan

ETZ sits at the centre of overlapping agendas around Place, Net Zero, Just Transition, Health & Well-being, and Inclusive Growth. The Masterplan promotes a balanced approach based on sustainable place making that includes the following:

- A masterplan area that incorporates and considers all aspects of Place within the communities of Torry, Balnagask and Cove and how ETZ can contribute meaningfully to improvement for these communities.
- Working closely with the local community and other stakeholders through a programme of consultation and engagement to provide direct input and shape the Masterplan outcomes.
- A framework for delivery of energy transition development and infrastructure that addresses national priorities, whilst ensuring opportunities for local employment, inclusive skills development, and spin-off community benefits are embedded.
- Supporting local liveability and 20-minute neighbourhoods through mixed-use development and greenspace enhancement that is accessible through active travel and complementary to wider service and place-shaping improvements in the area.

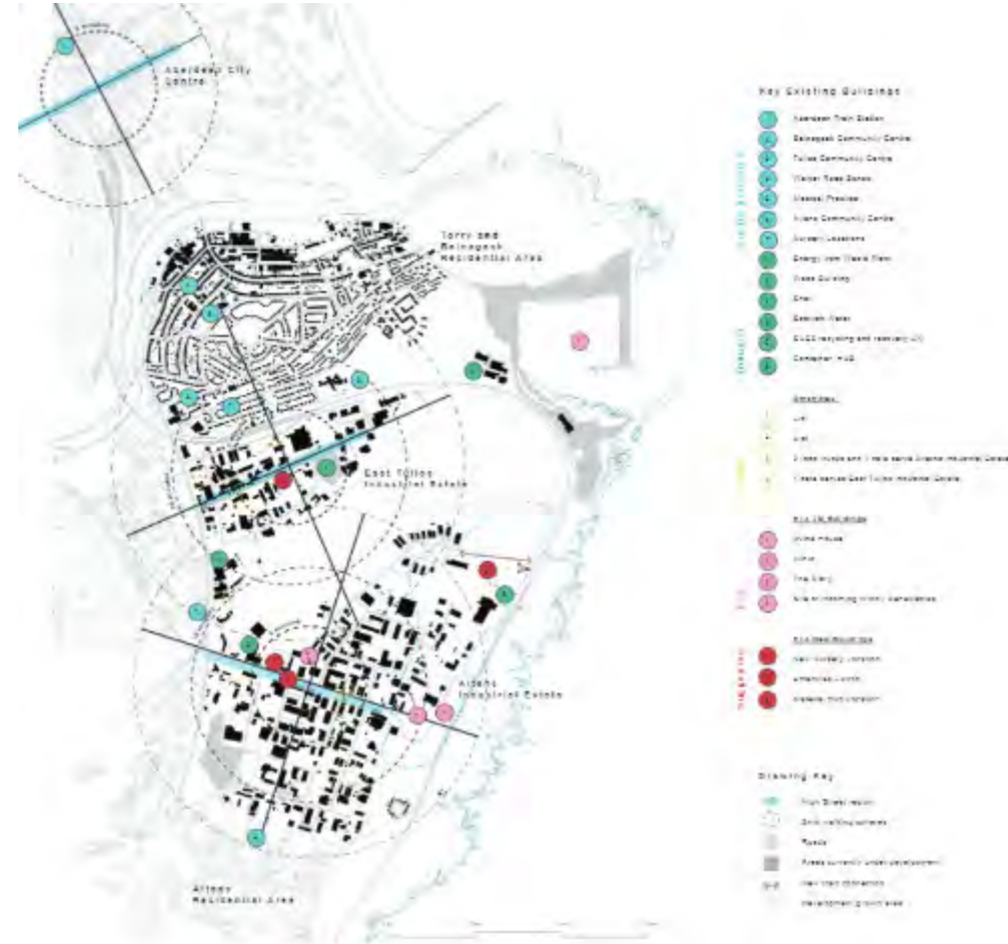
## 2.2 Place Context: Community & Social

The area of Torry (population of around 10,500) with Cove (population of around 8170) sit north and south of the masterplan area with the two communities having different place profiles and qualities.

### Historical Context

The urban form of Torry and surrounding areas emerged through growth of Aberdeen in the late 19<sup>th</sup> century. After construction of the Victoria Bridge new municipal housing was developed in the area, particularly from the mid-20<sup>th</sup> century onwards, including as a planned ‘Garden Suburb’ with new housing and estates such as at Tullos Circle. Around the same time, areas of former agricultural land at East Tullos and Altens began to be developed into commercial use, which continued to accelerate through oil & gas growth of the 1970’s and 1980’s into the industrial estates that exist today.

Through the recent development of the Aberdeen South Harbour the capacity and character of the masterplan area has changed significantly, in particular around the Balnagask-Cove Coast and St Fittick’s Park. The Energy Transition Zone along with other infrastructure (Ness Energy-from-Waste, Aberdeen South Harbour Transportation Links) will evolve this further. It must be developed sensitively and with an integrated approach that supports place-based investment and delivers wider benefits around the Green Network, active travel connectivity, and enhanced local biodiversity.



**Circular Economy Study** (Collective Architecture)  
Integrating facilities, buildings and community assets across the Zone.

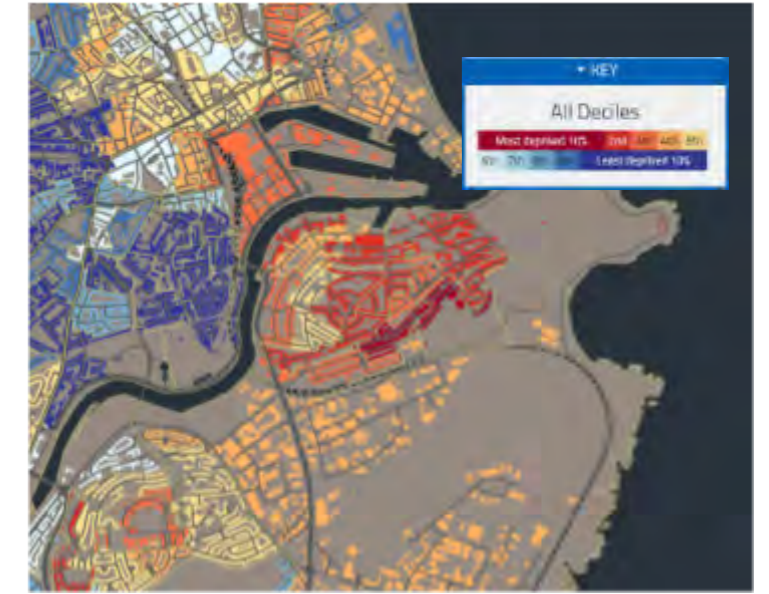
### Torry Neighbourhood

The neighbourhood of Torry is in close proximity of identified Opportunity Sites at St Fittick’s Park and Bay of Nigg. It is a community that has experienced a range of deprivation across indices of employment, housing, health, household income, education and crime. As identified through Locality Planning, communities within Torry feel unsupported with and wish to see improvement across many of the characteristics within the Place Standard Toolkit. The topic areas with the greatest positivity are around natural space, play and recreation, facilities and amenities, which the Opportunity Site allocations indicates may change and be at risk.

Through engagement, communities have expressed that the development of Aberdeen South Harbour, Ness Energy from Waste facility, Former Ness landfill, and Nigg Bay Waste Water Treatment Works (WWTW), along with limited investment in housing stock combine to negatively impact on local place quality and community health and well-being.

Health professionals within the community (GP Practice) have raised concerns around health and well-being associated with loss of greenspace and its impact on mental and physical health. The housing stock in Torry is mainly flatted, and many homes have limited outdoor or garden space. Access to public greenspace for passive and active recreation, contact with nature, and outdoor activity is therefore considered to be an important health measure.

Within Torry there is an engaged and active network of community groups and initiatives. The Locality Plan (2017-2027) estimates there are 150 community activities taking place every week with about 1,500 participants – including Torry Dancers, Community Garden, Torry Youth Action Group, Torry Recovery Group, Big Noise Torry (After School Music Club), and ongoing activities at Old Torry Community Centre (Tai Chi, Yoga, Fitness Classes, Dancing).



**Scottish Index of Multiple Deprivation (SIMD)**

### Cove Neighbourhood

The Cove neighbourhood is a popular residential location owing to its village-like status. It is a quiet suburb at the southern edge of Aberdeen City. It suffers significantly less deprivation than Torry. Operating as a smaller nuclear settlement with positive place attributes the index of deprivation records geographic access as the most significant area of disadvantage for some parts of the neighbourhood. Primary issues for Cove relate to the impacts on transport, place and environmental quality from any future development.



### 2.3 Place Context: Environment and Biodiversity & Landscape

The masterplan area contains a range of environmental and local biodiversity features, including locally designated sites and areas well used by local communities and which contribute to place quality and health & well-being.

There is a mix of open, semi-natural greenspaces and more defined urban parks that provide a range of habitats and biodiversity. The area has undergone significant change over the past decade, affecting the balance between urban, industrial and greenspace character and local amenity. Improvements have included investment in the East Tullos Burn and wetlands, and planting in St Fittick's Park, but the area has also been characterised by significant development of industrial and energy infrastructure through Aberdeen South Harbour and the prominent Energy from Waste facility in East Tullos.

Greenspaces are typically diverse and provide a range of habitat and biodiversity – particularly within St Fittick's Park, Tullos Wood, and on the Balnagask-Cove Coast. A Site of Special Scientific Interest (SSSI) is located to the south of Nigg Bay (designated for its quaternary geology and geomorphology).

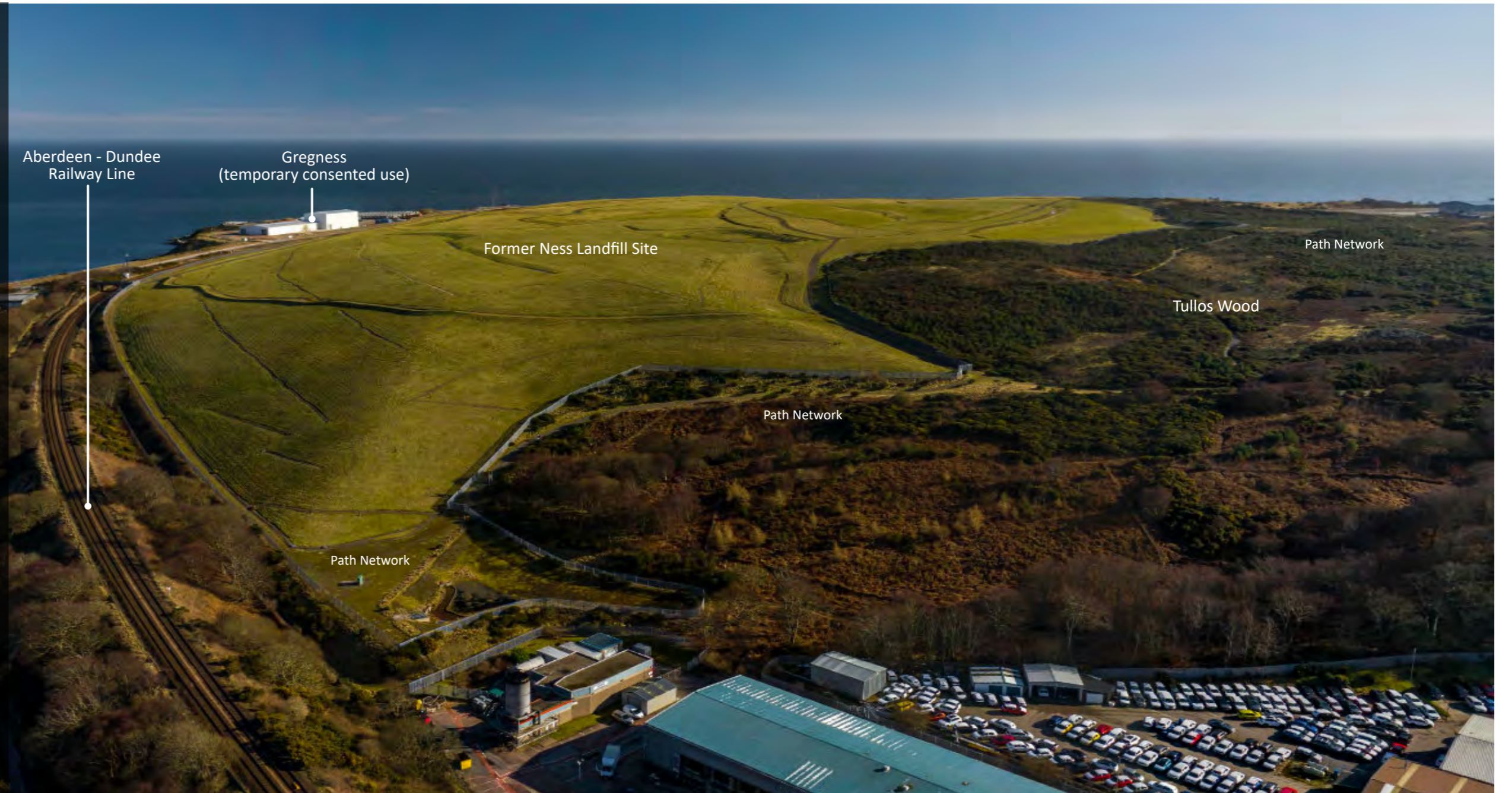
In addition to those core greenspace and landscape assets the area includes:

- **Walker Park** - sited next to Girdleness Lighthouse and has recently been utilised as a temporary construction site associated with Aberdeen South Harbour. It is to be reinstated upon completion of the Harbour and will be re-integrated into the Green Network.
- **Nigg Bay Golf Club / Balnagask**- occupies the Greyhope Bay headland and while operational as an 18-hole course remains publicly accessible and is a popular location for dog-walking and local recreation. The Masterplan does not propose any development of the Golf Course.
- **Former Ness Landfill** – situated to the west of the railway as it curves toward Aberdeen, the former landfill is not publicly accessible but is maintained as an open grassland by the City Council. Proposals for a solar farm on the site have been submitted and there is potential for complementary grassland management for biodiversity to be delivered through development.

**Tullos Hill** is designated as a Local Nature Conservation Site and includes a mix of habitats including broadleaved woodland, neutral grassland, scrub woodland, bracken, acid grassland, dry heath, and small patches of lowland birch woodland and wet heath. Species of bullfinch, red-backed shrike, Eurasian tree sparrow have been recorded on the site. A roe deer population on Tullos Hill has previously been identified and is actively managed by the City Council to encourage natural regeneration.

- At its north-western edge the LNCS includes areas of Ancient Woodland (NatureScot) and upland birchwood included within the Native Woodland Survey of Scotland
- A programme of Tree Planting was undertaken in 2012 as part of the city-wide 'Tree for Every Citizen' initiative, predominantly focused on areas of acid grassland. The existing path network connects key vantage points and historic burial cairns on the hill but is poorly connected to communities.
- Areas within the LNCS include landfill sites (landfill ceased in 2001) restored to grassland including the former Ness Landfill to the north which is not publicly accessible.
- Tullos Hill also contains a grouping of well preserved pre-historic burial Cairns – Tullos Cairn, Baron's Cairn, Cat Cairn, and Crab's Cairn all of which probably date from 2<sup>nd</sup> Millennium BC. They are all designated by HES as Scheduled Monuments.

## Tullos Hill

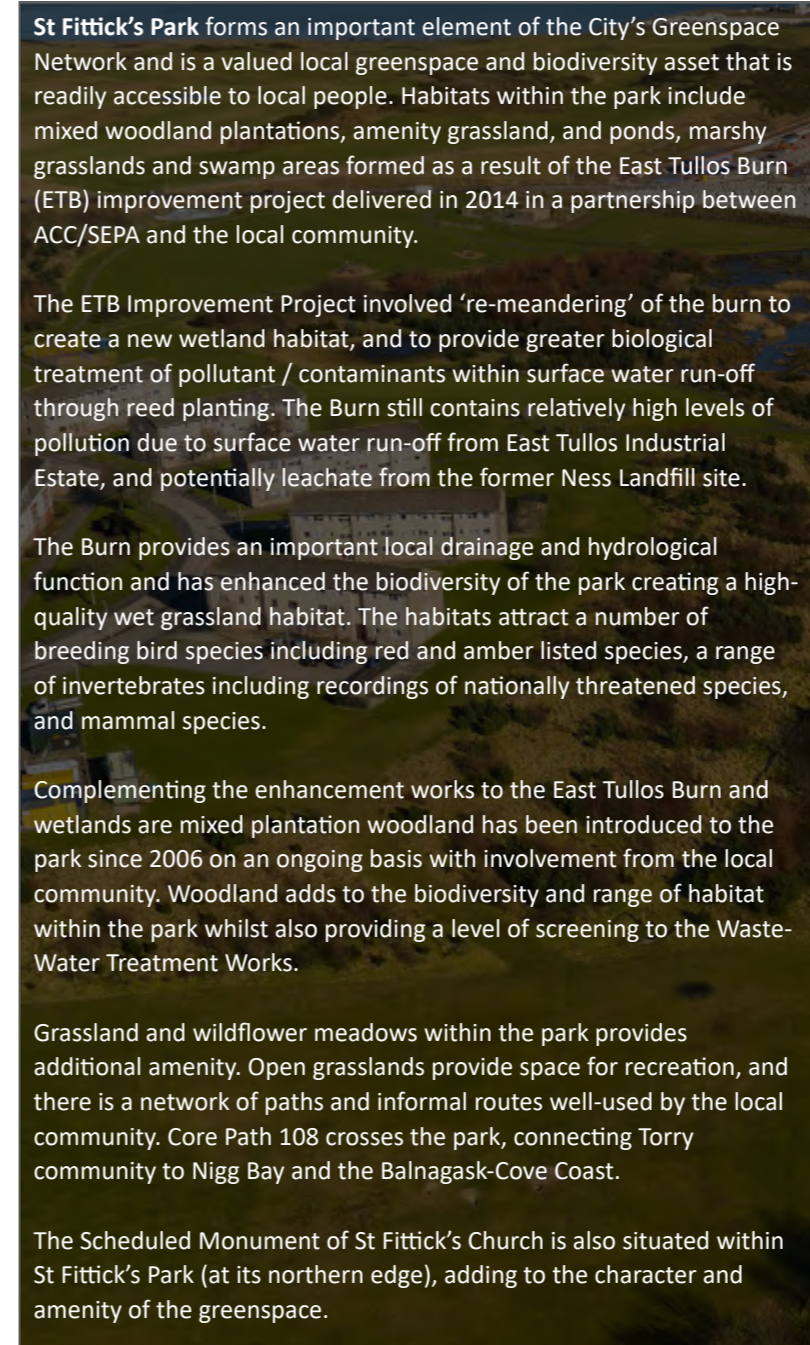




The **Balnagask to Cove Coastline** is also designated as a Local Nature Conservation Site, including the cliffs, caves, and beaches along the stretch of rugged and largely undeveloped coast. Habitats include coastal and neutral grasslands, European dry heath and coastal heath and areas of gorse scrub. As a result, there are numerous coastal plants and associated insects and invertebrates, and the site attracts a variety of coastal birds. There is also geological interest with andalusite in regionally metamorphosed magmatic rocks and areas of Nigg Bay towards the north of the site are designated as a geological SSSI.

- The Core Path (No. 78) connects and provides accessibility across the coastal greenspace, tracking the cliff-top ridge. It is well-used primarily as a walking route, connecting into local routes within Altens, Torry, and Cove.
- The coastal fringe to east of the railway is part of agricultural grazing operated by Doonies Rare Animals Farm. Coastal exposure and agricultural management limit current ecological status with the area managed as a productive grazing sward.

**The Balnagask to Cove Coastline**



**St Fittick's Park** forms an important element of the City's Greenspace Network and is a valued local greenspace and biodiversity asset that is readily accessible to local people. Habitats within the park include mixed woodland plantations, amenity grassland, and ponds, marshy grasslands and swamp areas formed as a result of the East Tullos Burn (ETB) improvement project delivered in 2014 in a partnership between ACC/SEPA and the local community.

The ETB Improvement Project involved 're-meandering' of the burn to create a new wetland habitat, and to provide greater biological treatment of pollutant / contaminants within surface water run-off through reed planting. The Burn still contains relatively high levels of pollution due to surface water run-off from East Tullos Industrial Estate, and potentially leachate from the former Ness Landfill site.

The Burn provides an important local drainage and hydrological function and has enhanced the biodiversity of the park creating a high-quality wet grassland habitat. The habitats attract a number of breeding bird species including red and amber listed species, a range of invertebrates including recordings of nationally threatened species, and mammal species.

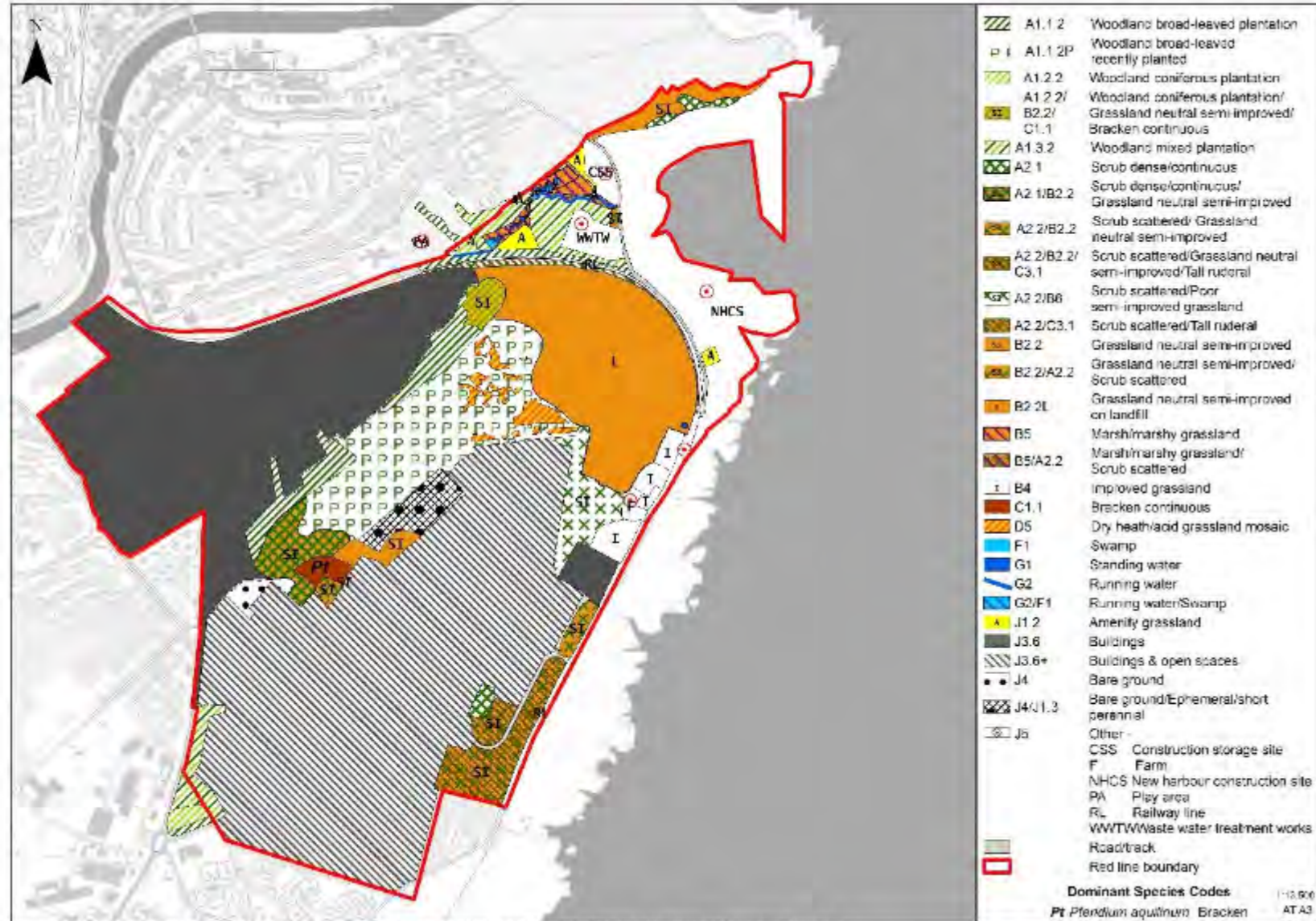
Complementing the enhancement works to the East Tullos Burn and wetlands are mixed plantation woodland has been introduced to the park since 2006 on an ongoing basis with involvement from the local community. Woodland adds to the biodiversity and range of habitat within the park whilst also providing a level of screening to the Waste-Water Treatment Works.

Grassland and wildflower meadows within the park provides additional amenity. Open grasslands provide space for recreation, and there is a network of paths and informal routes well-used by the local community. Core Path 108 crosses the park, connecting Torry community to Nigg Bay and the Balnagask-Cove Coast.

The Scheduled Monument of St Fittick's Church is also situated within St Fittick's Park (at its northern edge), adding to the character and amenity of the greenspace.



**St Fittick's Park**



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Overview Plan from Phase 1 Habitat Survey. The area contains a mix of grassland and woodland habitats, and the wetland habitats associated with East Tullos Burn in St Fittick's Park.

**Landscape Character**

The area includes a mixture of landscape character types from a rugged coastal strip to wooded semi-rural hill and from the urban residential area of Torry/Balnagask to industrial estates at East Tullos and Altens. Landscape character and capacity can be referenced to the NatureScot Landscape Character Types (LCT's) that include:

- Cliffs and Rocky Coast – Aberdeen LCT covers the coastal strip between the Dee and Cove Bay and includes Nigg Bay Golf Course, Girdle Ness, St Fittick's Park, Nigg Bay and, to the south, the coastal strip lying mainly east of the railway.
- Low Hills – Aberdeen LCT covers the ridge of Tullos Hill south of the railway loop, lying between Tullos and Altens Industrial Estates. This is the southernmost of several hills on the periphery of Aberdeen which form prominent landmarks seen across the city.



Cliffs and Rocky Coast



Tullos Hill

### Flood Risk

SEPA Flood Risk Mapping indicates instances across the masterplan area where there is surface water flood risk, including within St Fittick's Park associated with the drainage and hydrological function of the East Tullis Burn. Elsewhere across the masterplan area there are pockets of identified surface water flood risk within East Tullis Industrial Estate, and on the Coast Road around its junction with Hareness Road and at the SUEZ Recycling Centre. Future development proposals will need to be informed by Flood Risk Assessment and Drainage Assessment to fully consider implications on local flood risk and water environment.

SEPA Mapping does not identify risk from river or coastal flooding (including future scenarios), which is limited to those areas around the River Dee.



Figure 8. SEPA Flood Risk Mapping. Purple shading indicates areas currently at risk from surface water flooding. Future Flood Risk Assessment must consider potential impacts of development on local flood risk and any necessary mitigation measures.

### Cultural Heritage

Associated with the historic development of Torry there are a number of important cultural heritage assets within the area. The Masterplan seeks to preserve and positively incorporate these assets.

- Torry & Cove settlements including a varied assemblage of Listed Buildings (Category A/B/C Listed) including Girdleness Lighthouse & east/West Leading Lighthouses, Smoke House, Church Buildings, cottages, historic tenements and architectural structures.
- St Fittick's Church (Scheduled Monument) – situated at the northern edge of St Fittick's Park it comprises the remains of a former parish church founded between 1189 and 1199. It was reconstructed and enlarged in the 18<sup>th</sup> century, but parts of the walls are 13<sup>th</sup> century. The setting and surrounding context of the Church has changed significantly in recent years following the development of Aberdeen South Harbour and associated infrastructure.
- Torry Battery (Scheduled Monument) – situated to the north of Balnagask Golf Course and overlooking Aberdeen Harbour entrance, the Battery was built in 1860. The remains comprise the perimeter wall, gateway and guardhouse, gun mounts and footings of some interior buildings.
- Girdleness Lighthouse (Category A Listed) – built in 1833 to aid navigation to Aberdeen Harbour and the River Dee.
- Tullis Hill – Tullis and Doonies Hill has a rich history with around 200 historic and archaeological features, including Barons, Cat, Crabs and Tullis Cairns – four Bronze-Age burial cairns that are Scheduled Monuments.



Cultural Heritage Designations (HES Designations Map Search)

## 2.4 Place Context: Infrastructure & Development

Infrastructure including travel, employment, education, recreation and health are all additional element of place that sit alongside the cultural and environmental aspects of place.

### Regional Transport Strategy

Aberdeen City Council, Nestrans and regional partners are within the Regional Transport Strategy advancing a range of studies to set out the strategic needs 2020-240 building on the completion of the AWPR and other planned investments. Key elements of this relevant to ETZ include proposals associated with:

- A952 Wellington Road Corridor.  
Key corridor facilitating Energy Transition Zone, South Harbour and community linkages.
- Craiginches Railfreight Facility.  
Key rail freight opportunity site to south of City, part of ETZ masterplan area, adjacent to South Harbour.
- Regional Hydrogen Fuelling Facilities.  
Expanding the network of hydrogen refuellers is key to the region's hydrogen ambitions.
- Transport Mobility Hubs.  
Key to enabling a move to decarbonised and integrated transport system.

### Transport Connectivity & Movement

Active travel choices within the area are relatively limited. Routes are primarily on-road that connect Aberdeen City Centre to Torry/ Cove/Kincorth via Wellington Road or Victoria Road and the Coast Road. An off-road cycle route for sections of NCR1 has recently been delivered through the Aberdeen South Harbour project – running parallel to the East Coast Main Line. Public transport routes similarly follow the same city arterials Wellington Road (Services 3/3A/3B) with circular services in Torry (Services 12 /15).



Aberdeen City Council Core Paths

Leisure and recreational access are provided by the Coastal Path (NCR1 / CP 78), National Cycle Route (NCR1), local path networks (Torry (CP108/104) /Girdleness (CP78)/ Tullos Wood (CP103) /Coastal Path (CP78) and connections to Kincorth Hill (CP79/103) and Cove Bay (CP78/95/83/81). Gradient, path quality and connections make many of these routes less than fully accessible.

The primary transport corridors for South Aberdeen comprise the A96 (Wellington Road) and the Coast Road together with the Aberdeen-Edinburgh Rail Line which runs from Aberdeen to the southern edge of Bay of Nigg and along the coast.

Proposals are being coordinated through ACC Roads and Nestrans for upgrading to the existing strategic road network, including development of the External Transportation Links to Aberdeen Harbour project (Wellington Road to ASH) to secure improved access to Aberdeen South Harbour. This will include upgrade to the Coast Road to provide additional capacity, a new bridge crossing to replace the existing signalise one-way crossing of the East-Coast Main Line, and active travel provision. ACC Roads Team and Nestrans are currently advancing the Coast Road design to DMRB Stage 2/3. Subject to ongoing design development and approvals, it is understood that the current programme provides for completion in 2026/27.

In parallel, ACC Roads and Nestrans have undertaken early options appraisal and consultation on future travel options for Wellington Road – seeking to enhance its function as a key multi-modal corridor serving South Aberdeen and strategic development within the Energy Transition Zone and Aberdeen South Harbour. The potential for signalisation of the Hareness Road – Wellington Road Junction (currently a roundabout) has been identified as a potential option, along with additional crossings, bus lanes and active travel infrastructure. The projects are subject to further detailed feasibility, design appraisal, and costing, together with the development of a Scottish Transport Appraisal Guidance (STAG) Report and further work to define the project elements, scope and programme.



Strava 'Heatmap' showing most frequently used pedestrian and cycle routes across the area (by Strava App users). This illustrates the strong movement corridor along the coast. Connections from St Fittick's to Walker Park and Girdleness Lighthouse, as well as around Gregness, have been interrupted during construction of the South Harbour. There are relatively weak connections between Torry and Tullos Wood.

### Aberdeen South Harbour

The development of Aberdeen South Harbour provides strategic marine infrastructure and is one of the key catalysts for the Energy Transition Zone. It commenced initial operations in Q4 2022 and will become fully operational in 2023.

The £400million infrastructure development, transforms the marine capacity of the Port of Aberdeen through the creation of over 1,400 metres of deep-water quay and over 125,000 m<sup>2</sup> of quayside laydown area.

The South Harbour creates a deep-water multi-use facility capable of offering facilities for a range of port and logistic operations. This includes supporting Port of Aberdeen's existing customer base as well as major new opportunities associated with the pipeline of offshore wind activity through ScotWind, with developers actively seeking deep-water port capacity required for deployment.



Aberdeen South Harbour

### Rail Infrastructure

The Craiginches rail halt and sidings are situated within East Tullos (Greenwell Road). The facility has limited capacity and currently handles inter-modal container traffic and bulk cargoes primarily concrete. Opportunities for electrification of the Dundee-Aberdeen rail line are being progressed by Network Rail but are yet to be detailed in full. An EIA Screening was undertaken in 2022 (22/0591/ESC) highlighting works likely to include Overhead Line Equipment, modification to existing bridge structures including potential demolition of bridge access to Ness Landfill (adjacent to Waste Water Treatment Works).

Craiginches Rail Sidings offer opportunity to develop railfreight for the region. A detailed Railfreight Feasibility Study is currently being advanced by Nestrans to assess the opportunity for expansion of rail freight and modal shift from road to rail / freight servicing. Nestrans are looking to develop a regional infrastructure to support the sustainable movement of freight (marine/rail) and identify areas of opportunity associated with decarbonising rail and connecting Craiginches to nearby hydrogen fuelling facilities.



Rail Infrastructure

### Employment Land & Local Infrastructure

East Tullos and Altens industrial estates developed in the 1970's and comprise a diverse mix of industrial, service and distribution users (Class 4 /5 /6) together with research and educational institutions. There are significant voids and under-developed plots and buildings within each of the estates. Land ownership is fragmented with a combination of freehold/leasehold properties.

A large proportion of the available stock is towards the end of its beneficial life and now no longer suits occupiers' needs, especially as tenants seek more energy efficient buildings. Industrial occupiers continue to seek good quality modern industrial space but there is limited new build stock on the market requiring more advanced and speculative development to address shortage. However, build costs and market uncertainty creates a challenging property investment market.

There continues to be a need to extensively refurbish and repurpose buildings and provide industrial space aligned to industry needs.



East Tullos Industrial Estate

### • Altens Industrial Estate

Large industrial estate with accommodation ranging from modern office 'HQ' buildings to dilapidated industrial units. It remains well occupied with a high number of energy (oil & gas/renewable) companies with available capacity and well positioned to support energy transition and create new jobs. Through undeveloped plots and poorer quality and vacant buildings, there is potentially significant areas of brownfield land within Altens suitable for development and renewal, including land on Hareness Road and Peterseat Drive.

### • East Tullos Industrial Estate

East Tullos has a more diverse user base than Altens, including retail, car showrooms, scrap metal processing, and the newly developed Ness Energy-from-Waste facility. Beyond the higher-value Wellington Road frontage, there are a number of lower quality buildings within the estate and a number of properties are vacant or on interim and short-term lettings. There has been little renewal or investment over recent years (aside from NESS EfW).

Significant opportunity exists to promote brownfield land development and secure further regenerate of the Altens and East Tullos Estates. Integrating both sites into the Energy Transition Zone and will support a diverse cluster of economic activity with on-site training and skills facilities.



Altens Industrial Estate

### Net Zero & Energy Infrastructure

Within the masterplan area there has been recent development of energy and utilities infrastructure with the potential to positively complement future ETZ development.

#### Ness Energy-from-Waste facility

Developed on the former gas holder site in East Tullos, and due to become operational in 2022. It incinerates non-recyclable waste from Aberdeen, Aberdeenshire and Moray Council areas and operates as a CHP plant, with electricity generated sold back to the National Grid.



Ness Energy from Waste Facility

#### District Heating Network

Linked to the Energy-from Waste Facility Aberdeen City Council are developing a District Heating Network. The development involves up to 2,500m of underground pipework / ductwork / cabling to distribute heat to local housing and community buildings including: Tullos Primary School and community pool, Torry Community Hub, Balnagask Social Work office, and dwellings within Torry. Planning permission (211700/DPP) was granted in 2022 and the first customers are anticipated to be connected in 2023. The proposals would integrate with the existing 'HEATNET' district heating system (installed 2020) that supplies heat from gas boilers to Grampian, Brimmond, Morven Court, Deeside Family Centre, Balnagask House and Provost Hogg sheltered housing.



District Heating Network

#### Nigg Waste Water Treatment Works (WWTW)

Nigg WWTW was constructed in 2002, at the eastern edge of St Fittick's Park. It processes waste-water from the majority of homes and businesses in Aberdeen – serving a population equivalent of roughly 250,000. Sub-terrain infrastructure (rising mains, combined sewer overflows, outfalls, surface water drains) associated with the WWTW sits beneath St Fittick's Park and at Gregness and are considered in detail in site-specific masterplanning.

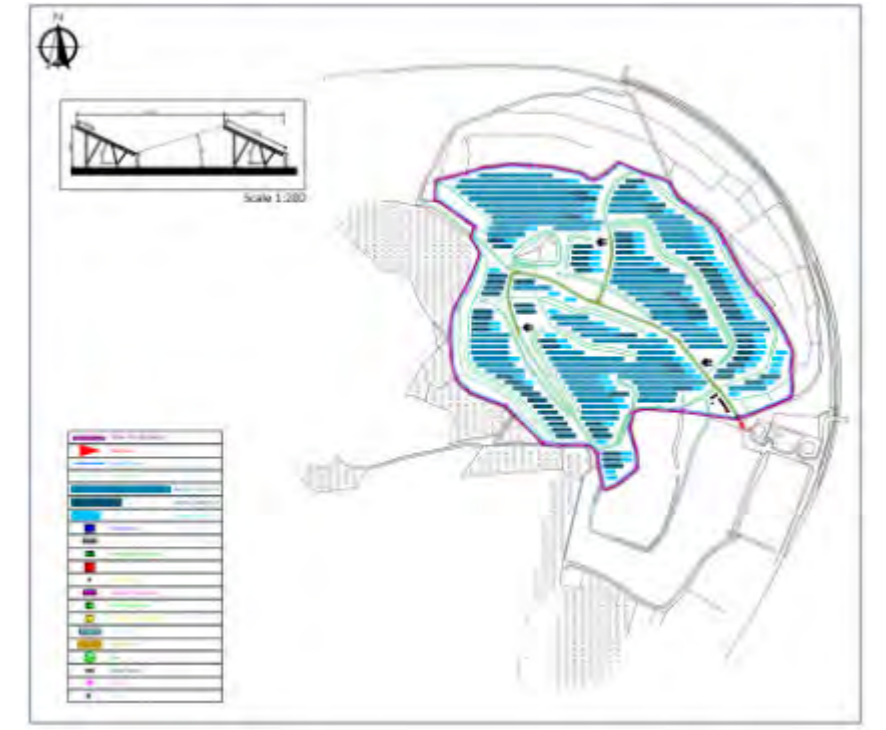


Nigg Waste Water Treatment Works

#### Solar Farm & Hydrogen Hub

bp Aberdeen Hydrogen Energy Ltd (a joint venture between bp and Aberdeen City Council) are progressing proposals for a Solar Farm on the site of former Ness Landfill to connect to and enable production of green hydrogen at a 'Hydrogen Hub' re-fuelling facility. A planning application was submitted in March 2023 and is currently under consideration.

The Hydrogen Hub is to be located on brownfield land at Hareness Road (on the eastern edge of Altens Industrial Estate), connected to the Solar Farm via a below-ground cable. It is anticipated this will utilise ground-mounted photovoltaic panels and have potential for 8MW of green electricity generation. Subject to consents, construction is expected to start during 2023 with hydrogen production beginning by the end of 2024.



Solar Farm & Energy Hub



Wetland habitats to be developed and enhanced for amenity & biodiversity benefit



Active and informal greenspace important for residents without gardens



Retained St Fittick's Park areas upgraded in consultation with local communities



Improving water quality will support biodiversity

## 2.5 Place Context: Community Infrastructure & Local Development

The Aberdeen South Locality Planning Partnership identifies Torry as a priority neighbourhood and provides a partnership forum to plan and deliver improved outcomes across the area. The Torry Partnership has developed a plan aligned with the city-wide Local Outcome Improvement Plan to tackle issues which are of most importance to the local community.

The South Aberdeen Locality Planning Partnership in developing the Locality Plan engaged closely with local communities. Workshops have promoted broad based participation and used the Place Standard to explore local needs and to develop an Action Plan.

The key priorities for the Torry Partnership are summarised below. Development of the ETZ has the potential to support and accelerate delivery of these priorities, especially around employment opportunities, skills & training, and positively shaping place.

### SOUTH ABERDEEN LOCALITY PLANNING PARTNERSHIP KEY PRIORITIES:

#### Economy

- Improving and creating employment opportunities, developing skills, training and support for young people and businesses.
- Reduce number of people living in poverty. Address food poverty and fuel poverty by identifying and using local assets.

#### People

- Support children and young people to achieve maximum potential
- Focus on early intervention, prevention and re-enablement actions reduce inequalities and improve physical / mental well-being outcomes

#### Place

- Identify and maximise use of green space; Community food growing and community garden access (inter-generational community gardens)

The Torry Partnership Locality Plan (Aberdeen City – South) Identified Community Priorities.





Wetland management to include control of invasive species



Developing a new boardwalk to provide close contact with nature



Upgraded paths and path networks to extend access



Retaining and enhancing waymarking and local place features

A programme of investment and regeneration includes a number of active projects currently identified by the community which are either being advanced or for which funding is sought. They include:

#### **Torry Community Hub**

Development on the site of the former Torry Academy to include a Primary School (434 pupils), Early Years Provision (100 pupils), Community Hub, Café, Library, sports pitches, Community Space, and access to a range of services. Construction is expected to complete by Summer 2023.

#### **Torry Battery & Greyhope Bay Centre**

A viewing and interpretation space (overlooking Greyhope Bay) sited within Torry Battery using re-purposed shipping containers. It provides a café and community space with outdoor seating. It has a decked access walkway for dolphin spotting. The facility opened in 2022 and provides a new destination and focus for activity at Girdleness.

#### **Torry Skate Park – Seeking Funding Support**

Through ACC Locality Planning, the prospect of a proposed extension to the existing Skate Park has been explored in order to create a more ambitious and testing experience for young people including incorporation of a bowl, pool and quarter pipes.

#### **Torry Pump Track / BMX or similar – Seeking Funding Support**

ACC Locality Planning have also consulted on the potential for development of a new BMX (Pump / Cycle) Track within St Fittick's Park, providing extended sport and recreation opportunities for young people.


#### **Community Gardens**

Within Torry there are several community gardens and areas for local food growing which are well supported and used as places for local gatherings and outdoor social activity.

- Tullos Community Garden has been supported by ACC grant funding since 2018 to regenerate an area of disused land between Tullos Place and Tullos Crescent and has continued to grow.
- St Fittick's Edible Garden has been created at the former St Fittick's Council Depot, providing raised planting beds for fruit & vegetables, outdoor seating and space for education, and has plans for herb garden, potting shed and greenhouse.



Torry Community Hub being developed in the heart of the community



# 03

## ETZ Masterplan Framework

Based upon detailed review of local context the Masterplan sets out a framework for development based on core place-shaping principles and aligned to the policy requirements and priorities of the LDP and NPF4. This is expressed in specific development guidance for core sites, and proposals for community and environmental infrastructure across the masterplan area to provide sustainable place-making.

The Masterplan has been prepared in line with ACC's 'Masterplanning Process' Technical Advice Note (TAN) (2010).

It seeks to provide an integrated approach to site planning, urban design, sustainable transport, ecology, landscaping, and community involvement for a range of sites in multiple ownerships over a large area. As required by the Supplementary Guidance the Masterplan includes mapping of local context and key features, key site locations and development proposals, and a framework for landscape and biodiversity across the area. It considers in detail the issues of:

- **Context** – baseline information, planning policy, development vision and objectives, development options and feasibility.
- **Identity** – planning & design principles for successful places – buildings, open spaces & landscape, ecology & biodiversity, infrastructure & services, sustainability.
- **Connection** – accessibility by sustainable modes of transport, external links and access to services, and infrastructure impacts and requirements
- **Communication and Engagement** – Local community and representative groups / bodies, elected Members, statutory bodies and agencies across areas of transport, local environment, cultural heritage, and infrastructure.

Consultation on draft Aberdeen Planning Guidance to be adopted and sit alongside the revised Local Development Plan was undertaken between 24 February and 21 April 2023. This included a revised 'Aberdeen Placemaking Process' which will replace the 'Masterplanning Process' TAN that has informed masterplan preparation, though reflects the same key principles and requirements summarised above.

### 3.1 Masterplan Vision and Opportunity

The vision for the Masterplan is to support the creation of a thriving Energy Transition Zone for the benefit of local people, Aberdeen & the North East, and Scotland as a whole. It must provide a comprehensive framework for development of essential energy transition uses on core Opportunity Sites and integrate enhancements to local environment & biodiversity, community infrastructure, and active travel connectivity.

It aims to support long-term, sustainable economic growth for Aberdeen by developing a cluster of energy transition business activity with a strong focus on innovation, high-value manufacturing and supply-chain growth supporting energy transition and the delivery of new and emerging technologies.

Delivering these objectives requires a coherent long-term plan with clear focus to exploit the regions significant competitive advantages supported by multi-partnered investment to create jobs and accelerate the transition to net zero.

The region is an internationally recognised Centre of Excellence in Offshore Energy (Oil & Gas) and is now transitioning that expertise into Offshore Energy (Wind / Hydrogen) through innovation, inward investment and new business activity. ScotWind and the continued growth in wider renewable energy sectors will transform commercial opportunities, supporting new energy and hydrogen technologies and applications, and growing the business network that links academic/ institutional /regulatory organisations based in Aberdeen with global players, partners and operators.



Apprenticeships and Training Based Employment



Certification and Pre-Deployment Engineering Jobs



Construction & Project Management Jobs

To realise this opportunity the masterplan proposes a framework that supports investment in the core areas of energy transition where Aberdeen has the opportunity to have a leading role. The masterplan focusses on delivery of:

- Market-Ready land supply facilitating development within core sites for business growth, inward investment, new process manufacturing / services including land enabling port-centric activity for high value co-located essential users.
- Measures that address ‘whole-place needs’ and ensure development positively contributes towards delivery of ‘Successful Places’ – especially around health & wellbeing, local connectivity, attractive and distinctive spaces, and nature positive biodiversity solutions.
- Sustainable development of environment, transport and community infrastructures - including new travel connections, innovative low-carbon energy solutions, and efficient use of land, buildings and resources to support net zero targets.

### 3.2 Masterplan Principles

The Masterplan has defined a series of high-level principles to support sustainable place-making across different sites and contexts. These principles have been derived from local and national planning priorities, arise from key issues and opportunities identified from site analysis, and feedback from local community, consultees and key stakeholders. They establish a set of guiding principles and reference point for the development of more detailed proposals for specific sites.

#### 1. Design & Place Quality

##### Development within the Masterplan should:

- 1.1 Incorporate high-quality design and landscaping – demonstrating contextual understanding that is sensitive to local qualities of place, landscape, ecology, the wider natural environment and built environment.
- 1.2 Contribute to the delivery of ‘Successful Places’ – designing for Healthy, Pleasant, Connected, Distinctive, Sustainable, and Adaptable places as defined in NPF4.
- 1.3 Provide buildings with high standard of architectural design and detailing that positively adds to the attractiveness of the built environment. Design should have consideration to siting, scale, massing, colour, colour, orientation, details, footprint, proportions and materials to provide a strong and distinctive sense of place.
- 1.4 Positively integrate existing natural and landscape features and identify opportunities to enhance biodiversity and connect to greenspace.
- 1.5 Incorporate and reflect Just Transition principles, ensuring that local communities are able to influence and shape energy transition development and that benefits and opportunities from development are accessible to local people.

#### 2. Environmental Protection & Enhancement

##### Development within the Masterplan should:

- 2.1 Follow the environmental mitigation hierarchy of avoid, minimise, mitigate, compensate, with particular regard for potential impacts to local environmental assets and the amenity of local communities.
- 2.2 Ensure no net loss of biodiversity and, in line with the mitigation hierarchy set out in Policy 3 of the NPF4, restore and enhance biodiversity within the Masterplan area, and evidence through appropriate assessment and reporting.
- 2.3 Respect local environmental constraints and designations, and identify opportunities to positively integrate existing environmental features, such as woodlands, local greenspaces, and watercourses.
- 2.4 Have regard to local context in the scale and massing of buildings and seek to minimise and/or mitigate impacts to the setting of local heritage sites and landscape character.
- 2.5 Positively enhance the local environment (including biodiversity) across all sites.



Development should positively integrate existing environmental features, such as woodlands, local greenspaces, and watercourses, and seek to enhance connections within and between elements of the Green Network.

#### 3. Land Use Integration

##### Development within the Masterplan should:

- 3.1 Support delivery of designated Opportunity and Business & Employment sites for energy transition uses with a priority towards securing high-value and employment generating activity.
- 3.2 Integrate with and complement activity at Aberdeen South Harbour, optimising the potential of this critical marine infrastructure as a catalyst for energy transition across the masterplan area.
- 3.3 Safeguard limited land adjacent to the Harbour for specialist activity with specific co-location requirements
- 3.4 Maximise opportunities to redevelop brownfield land within Altens and East Tullos as part of an integrated cluster linked to Opportunity Sites and Aberdeen South Harbour.
- 3.5 Avoid development on Green Belt and Greenspace Network areas unless specifically supported by LDP policy.



Development should complement activity at Aberdeen South Harbour and optimise the potential of this critical marine infrastructure as a catalyst for energy transition.

#### 4. Local Connectivity & Sustainable Travel

##### Development within the Masterplan should:

- 4.1 Be focused towards key transport and movement corridors that are accessible and have existing or future potential for multi-modal connectivity.
- 4.2 Utilise transport corridors and strategic routes on the Coast Road, Hareness Road, Souterhead Road – avoiding vehicle movements routing through residential areas.
- 4.3 Incorporate active travel connections and infrastructure to link communities, greenspace, employment sites, cultural heritage assets, and local services – supporting local living and the strengthening of 20-minute neighbourhoods.
- 4.4 Support and facilitate planned road infrastructure enhancements, including the Coast Road and Hareness Road upgrades being delivered by ACC (Aberdeen South Harbour External Transportation Links).
- 4.5 Explore opportunities for new road connections that add capacity and connectivity benefits and/or positively complement planned road infrastructure enhancements.

#### 5. Planning for Net Zero

##### Development within the Masterplan must:

- 5.1 Incorporate principles of sustainable design, taking account of whole-life carbon emissions, energy and resource efficiency, and circular economy.
- 5.2 Seek to conserve and maximise the potential of existing buildings and infrastructure assets through net zero focused retrofit, upgrade, and extension/ redevelopment.
- 5.3 Incorporate flexibility in design and function, allowing for adaptive re-use of buildings and materials over their lifetime, and ‘future-proofing’ for renewable energy technologies.



### 3.3 Core Masterplan Elements & Enabling Infrastructures

Based on designated LDP 'Opportunity Sites', brownfield land sites, and the surrounding Green Network, the masterplan is structured around five 'Campuses' across the ETZ which will be the principal focus of development for high-value manufacturing and wider supply-chain, innovation, and skills development around energy transition.

The 'Community & Energy Coast' is the sixth core element of the masterplan – comprising a range of projects and place-based interventions to improve the quality of active travel connections across the Green Network, local greenspaces and associated habitats and biodiversity, and local community infrastructures.

#### Community & Energy Coast

A programme of place-based projects across the masterplan area – representing the investment in enhancing greenspace and green networks, the East Tullos Burn and associated wetlands, local biodiversity, and active travel connections. These projects seek to support and accelerate commercialisation and innovation. High-quality campus design will be suitable for attracting new high-value manufacturing opportunities and supporting supply chain companies.

#### Marine Gateway

A specialised cluster of activity centred around Aberdeen South Harbour and including land at St Fittick's and Gregness. It is fully equipped to service and supply offshore wind and other renewables markets with deep-water port, marine infrastructure and co-located development sites suitable for high-value manufacturing that will serve as a catalyst for wider ETZ investment.

### Hydrogen Campus

The Hydrogen Campus will support the significant low carbon hydrogen production growth opportunity across the region. Green Hydrogen Test and Demonstration Facilities (GHTDF) will form the transformational anchor project to provide “on demand” hydrogen to industrial users and accelerate commercialisation and innovation. High-quality campus design will be suitable for attracting new high-value manufacturing opportunities and supporting supply chain companies.

### Offshore Wind Campus

Situated on brownfield land at the eastern edge of Altens, the Offshore Wind Campus will provide a cluster of commercial, manufacturing, test & demonstration, and innovation facilities anchored by the National Floating Wind Innovation Centre (FLOWIC). The Campus will support the growth of a strong offshore wind supply chain as well as opportunities for complementary energy transition activities including a potential site for the bp Aberdeen Hydrogen Energy Ltd ‘Hydrogen Hub’.

### Skills Campus

NESCol is situated at the heart of the ETZ Masterplan area and will form the centre of Skills Campus, including new development of an Advanced Manufacture Skills Hub. It will be operated in collaboration with North East Scotland College and provide a range of new training facilities for net zero to deliver the next generation of supply-chain skills & knowledge for Aberdeen.

### Innovation Campus

An Energy Incubator and Skills Hub will anchor the Innovation Campus to foster supply chain community building, technology research and development, commercialisation and manufacturing, alongside targeted business support to drive entrepreneurship, innovation and growth. It will include commercial and industrial manufacturing units and space, purpose designed for innovative start-up and growing SME businesses in the energy transition supply chain.

Alongside those core elements the masterplan has considered and identified enabling infrastructures that are either being developed, or will require investment to support activity within the Energy Transition Zone:

### Brownfield Land Renewal

A programme of renewal, re-purposing, and re-development of existing industrial land across Altens and East Tullos, with a focus on circular economy and energy efficiency. Maximising the potential of existing assets, enabling market-ready sites, and strengthening the Place quality of industrial estates.

### Road Network Infrastructure

Development of the Coast Road with full supporting active travel measures and connections promoting enhanced connectivity including new linkages connecting brownfield land assets and long-term definition of the port boundary and buffer to St Fittick’s Park.

**Rail & Freight Infrastructure-** incorporating the East Coast Main Line crossing through the masterplan area and the Craiginches Rail Facility providing opportunities for low-carbon freight (potential hydrogen fuelling) integrated within the Energy Transition Zone.

### Energy Infrastructure

Sustainably powering and heating buildings across the Zone through renewables and energy-saving technologies. Potential future opportunities will include incorporation of Hydrogen as a low-carbon fuel source and development of local heating networks subject to feasibility.

### Utilities Infrastructure & Waste Management

Develop sustainable utility and waste management should be in-built into site development arrangements promoting a Construction & Environmental management approach on all site developments.



Core Masterplan Elements



# 04 ETZ Campuses

The core elements around which the Energy Transition Zone masterplan is focused are the 5 development Campuses, together with the Community & Energy Coast.

For each of these elements the masterplan sets out a vision for development, identifying potential activities and uses, and taking into account key opportunities and constraints and wider site context. Site specific development and planning guidance is provided through core design parameters and reflecting specific policy and sustainable place-making requirements. These should be followed in the future development of detailed proposals while allowing for future changes in market requirements, technologies and infrastructures which may emerge during future design development and approval stages.

The masterplan seeks to capture placemaking opportunity to ensure all development is well integrated within the specific context and qualities of each site. Across all sites, potential environmental mitigations, compensations and enhancements are identified and reflected in development and planning guidance, along with supporting place infrastructures such as active travel connections, biodiversity measures, landscape planting, and SuDS.



**Projects**

- Burn Channel Extension
- Water quality enhancement
- Habitat enhancement
- East Tullos boardwalk
- Invasive species control
- Park access improvements



**Projects**

- Park facility enhancement
  - Skate Park / Pump Track / Play
  - Community Growing
- New local parklets
- Tullos Wood Gateway
- Path improvements



**Projects**

- Pollinator Coast
- Compensatory Tree Planting
- Habitat Management
- Green Roof Developments



**Projects**

- Coastal Footpath
- Tullos Wood path network
- Coast Road Cycleway Link
- Trim Trail & Waymarking

# Community & Energy Coast

## 4.1 COMMUNITY & ENERGY COAST

A key focus of the Energy Transition Zone is to build and support sustainable place through more than just economic development. As well as creating jobs and supporting skills and training, ETZ Ltd will work with partners, businesses and the community to accelerate the transition to net zero, positively shape the area, enhance biodiversity and local environmental capacity, and across the Masterplan realise opportunities to build a more sustainable, liveable and productive place in accordance with the principles of NPF4.

The Community and Energy Coast programme is a combination of projects, initiatives and measures across the masterplan area. It seeks to develop a supporting environmental and community infrastructure alongside economic and investment activity. It will involve partnership with communities, Aberdeen City Council, businesses, and third-sector organisations, focused towards realising stronger benefits at the local level and ensuring development is geared towards delivering 'Successful Places'. The programme will form the basis for ongoing community and third-sector engagement, and create opportunities for local participation and empowerment in the delivery of local development that enhances and add to local resources, capacity, assets, and place qualities.

### Development Vision

Developed as a diverse programme of investment in the local environment and community – the Community & Energy Coast vision is to support a more inclusive, resilient and successful place that reflects a 'Just Transition' with strong and tangible benefits realised locally. The programme prioritises investment in local greenspaces and community infrastructure, habitats and biodiversity, green networks and active travel connections. It will connect development within ETZ and local communities to the coastline and the wider Green Network – harnessing and building on the area's natural qualities. In parallel to direct investment, ETZ Ltd will also seek to establish a Community Fund to enable community-led activity and participation.

### Community & Energy Coast – Key Areas of Opportunity

The Community & Energy Coast programme looks to develop, extend, and enhance core social and environmental assets that serve local needs and priorities. In parallel to the ETZ development proposals on Opportunity Sites, the masterplan has identified the potential for investment and delivery of projects that overlap and intersect around the priorities of:

East Tullos Burn and Wetlands – Protecting the Burn and wetlands and investing in their further enhancement as a thriving wetland eco-system. Enhancement can address invasive species and water quality, building on the previously delivered East Tullos Burn Enhancement Project, and supporting the hydrological and ecological functions of the Burn.

- **St Fittick's Park, Greenspace & Green Networks** – *Greenspace is an important local asset, and St Fittick's Park is valued by the community in Torry. The value of greenspace is determined through a combination of quality, quantity and accessibility. The loss of quantity can be compensated for through enhancement to quality and accessibility. Investing in St Fittick's Park and access to wider facilities across the Green Network can support a higher value, more inclusive greenspace that supports wider participation and use.*

- **Local Biodiversity, Eco-systems & Landscape** – *Providing for no net loss and enhancement of biodiversity across the masterplan area, through protection of key existing habitats, creation of new habitats for priority species, management of existing habitat for biodiversity management and the development of a new landscape framework comprising blue-green infrastructures and woodland planting.*

- **Active Travel & Healthier Communities** – *Supporting new enhanced active travel routes across the masterplan area that provide contact with nature and strengthen accessibility and connections between the Green Network and communities. Providing opportunities for outdoor activity, recreation & leisure, and supporting stronger and healthier communities.*

Across these priorities the Masterplan identifies a range of potential measures and interventions to address the impacts of development, and ensure positive enhancement of local place and environment. At this masterplanning stage proposals are at concept design level – with limited project definition. Through future planning processes they will be subject to detailed feasibility, review, design development, and consultation and collaboration between ETZ Ltd, ACC (both as landowner and local planning authority), and key community and statutory stakeholders. This will assist in finalising the scope, form, and delivery of projects within the Programme – ensuring they are properly coordinated and delivered alongside economic investment, and meet the needs and priorities of the local community as established through further engagement and Locality Planning.





East Tullis Burn & Wetlands

## East Tullis Burn & Wetlands

The East Tullis Burn and the associated wetlands within St Fittick’s Park are highly-valued features of the local environment, providing eco-system services in terms of drainage & hydrology, wetland riparian habitats for wildlife, and adding to the amenity and quality of the park. These are important assets to the community and have a key role in the amenity of the St Fittick’s Park greenspace.

Significant investment was made in the Burn through the 2014 East Tullis Burn Enhancement Scheme, delivered through collaboration between SEPA, the City Council, and the local community. The scheme created improvements to the biodiversity, amenity and water quality of the Burn, and ‘meandered’ the previously straight engineered channel to form the wetlands as they exist today.

The project is illustrative of what can be achieved in nature-based solutions and in providing blue-green infrastructure to support place-making. The masterplan recognises this and has identified retention and further enhancement of the East Tullis Burn as a priority project. Development of an East Tullis Burn 2.0 Scheme would further enhance both amenity and biodiversity, and be essential to delivering a successful and sustainable development within St Fittick’s Park.

While highly successful as a project, there remain issues around water quality and management of the riparian habitats around the watercourse and within the wetlands. In particular, a number of invasive and non-native species (Typha) are impacting on native species and closing out the open-water and hampering the function of the Burn. There is an opportunity to continue investment in the Burn, extend its qualities as a wetland habitat, and positively manage for greater biodiversity whilst also enhancing its functional hydrology. Targeted investment in nature-based solutions can positively and pre-emptively enhance the local blue-green infrastructure, enhance amenity, add capacity and resilience, whilst also protecting and enhancing biodiversity and safeguarding natural systems.

The masterplan therefore identifies the delivery of an East Tullis Burn 2.0 Project as an opportunity to address existing issues around water quality and landscape management while enabling creation of an accessible development site within the St Fittick’s Park Opportunity Site. This can ensure the Burn is retained within St Fittick’s Park and can sustainably co-exist with future development, and enhance its overall function in terms of hydrology, biodiversity, and amenity.

The East Tullis Burn 2.0 Project would comprise the following elements:

- East Tullis Channel Extension of the Burn through local re-alignment, to the north of its current alignment, while still flowing to the existing outfall within Nigg Bay. re-aligned section of the Burn would provide at least equivalent channel width / depth and recreate the ‘meandering’ course of the current Burn to ensure water flow is slowed and wetlands maintained, along with a corridor of native species landscape planting to provide buffer to adjacent development.
- **Water Quality Enhancement** through the introduction of management and pre-treatment of surface water run-off from East Tullis Industrial Estate which flows into the Burn. Measures would attenuate flows to improve water quality and reduce the level of contaminants within the water, enhancing the amenity of the Burn and supporting biodiversity.
- **Wetland Habitat Enhancement** through a combination of landscape management around the Burn with priority for native species, and potential utilisation of vacant land within East Tullis Industrial Estate that could provide additional wetlands complementary to water quality treatment (subject to technical feasibility and ACC Estates agreement).
- **East Tullis Boardwalk** provision to allow closer integration and access to blue-green network and closer contact with nature. Boardwalk (or other similar pathway provisions) should be designed with durable materials and to minimise future maintenance requirements.
- **Invasive Non-Native Species management programme** to manage non-native invasive species and associated local native re-stocking within the landscape around the Burn and wetlands, in particular targeting Typha species which have overgrown around the watercourse and wetlands.
- **Burn and Park Access Improvements** As part of park mitigation improve blue-green network with access points to water/burn margins and signage.

Delivery of the project is to be led by ETZ Ltd, Aberdeen City Council, and the local community, seeking to build on the success of the 2014 East Tullis Burn Enhancement Scheme. SEPA will be consulted at all stages and closely involved in development of the project as regulator under The Water Environment (Controlled Activities) (Scotland) Regulations 2011.

Detailed design and feasibility must be informed by further development of baseline information around water quality, technical appraisal of existing hydrology and water flow through the burn, and review of channel length, dimensions and capacities to ensure that any amendment to these elements addresses existing issues and enhances the Burn’s hydrological and biodiversity function. Further review of land ownership and surface water infrastructure arrangements within East Tullis Industrial Estate should also inform future technical feasibility and detailed design of measures to address water treatment and quality.

Specifically, the local re-alignment of a section of the Burn will be designed to reflect local topography, with preliminary review of site levels indicating there is not significant technical constraint to local re-alignment. The re-aligned section will continue to flow through the low-lying section of the park and re-connect to the same Nigg Bay outfall. Targeted earthworks will be required to form a diversion and new meandering channel which will be informed by detailed survey and modelling of contours, levels and associated water flow.

The re-alignment of the Burn would be developed in accordance with best-practice and guidance established by SEPA, informed by and forming an extension of technical design work undertaken for the 2014 East Tullis Burn Enhancement Scheme. A CAR License will be required for channel modifications and would be progressed in accordance with the Practical Guide and associated licensing requirements and specific guidance therein for engineering works.

<b>Partners</b>	ETZ / Local Community / Aberdeen City Council / SEPA / Scottish Water.
<b>Lead Delivery</b>	ETZ Ltd.
<b>Programme</b>	2023-2026 Implementation



**St Fittick's Park, Greenspace & Green Networks**

## St Fittick's Park, Greenspace & Green Networks

Access to good quality open spaces is important in contributing to a greener, healthier, smarter, safer, stronger, wealthier and fairer places. The existing greenspace and green network are a significant asset across South Aberdeen, providing a wide variety of open spaces (PAN 65 typology) and with a diverse range of function and character that contribute strongly to the qualities of place around Torry and Cove. The greenspace importantly provides a range of local habitats, eco-systems, alongside its recreational function.

St Fittick's Park is valued by the local people both for its proximity, sited immediately next to the community and for its qualities as a greenspace including play facilities, skate-park, paths and trails, woodland planting, wetland habitats and wildlife, and areas of green open space suitable for a range of leisure, recreation, and outdoor activity and relaxation. Consultation and engagement have highlighted a community concern at any loss of greenspace quantity. In planning for greenspace, it is recognised that it is the quality and accessibility of greenspace that is often the most critical factor in determining whether greenspace meets the full range of local needs and delivers a broad range of inclusive benefits to local communities.

The South Aberdeen area and the Torry Community has a high quantity of greenspace (St Fittick's Park and Tullos Football Pitches / Girdleness / Walker Park / Torry Battery / Tullos Wood) and wider managed recreational greenspaces (Balnagask Golf Course) and green network links (Coastal Path / Core Paths / NCR1). Active sport (sports pitches), play (Skate Park / Play Stations / Zip Wire) health and exercise (Outdoor Gyms / Path Networks) community growing (Community Growing-Allotments) are provided for, together with a strong network of paths and informal routes allowing for walking/running and leisure and relaxation. Opportunities for innovative play and exploration are available within the park woodland and path networks.

Development proposals within the OP56 and OP62 'Opportunity Sites' will involve development of existing areas of the park, resulting in the loss of some woodland and a reduction in the quantity of greenspace. It is essential that this is appropriately mitigated and compensated for by enhancing both the quality and accessibility of the park to ensure the greenspace is as inclusive as possible and positively addresses the diverse needs of all age and user groups within the community.

Park enhancement to compensate for any reduction in quantity must include:

- Investing to enhance the function and amenity of greenspace, including greenspace close to homes with outdoor seating, small park amenity areas, and play facilities to encourage time outdoors and outdoor activity.
- Investing in facilities to encourage level of activity/participation and generate additional use. Areas identified within the South Aberdeen Locality Plan include enhancement to the Skate Park and support for a pump-track, extended community growing, and play facilities.
- Investing in improving accessibility to wider greenspace with paths/ trails and waymarking greenspaces that are difficult to access and where path connections offer low security/surveillance and restrict accessibility for those of limited mobility and in vulnerable groups.
- Investing to enhance the path/cycleway network to develop a clearer path hierarchy with primary paths connected to the NCR1 (Coastal Path/ Active Travel Routes) and local circular and exploratory walks creating an easily accessible network of routes for joggers/ dog-walkers /recreational walkers. Additional fitness/outdoor gym elements and measured routes (0.5km/ 1.km/ 3km) all help to extend participation.

Elsewhere, the masterplan has identified opportunities to more closely integrate other elements of the Green Network with communities within Torry and Cove. In particular, Tullos Wood and the Balnagask-to-Cove Coast have strong attributes as greenspaces with a mix of open space, woodland and other habitats, coastal path routes, and excellent views of the city and coast. However, currently these areas are a little more challenging to access with weaker existing connections to local community. The masterplan has identified opportunities for investment to improve their connectivity improve waymarking, add viewpoints and collectively strengthen the quality and accessibility to the Green Network across the South Aberdeen area.

In addition, St Fittick's Church (Scheduled Monument) is situated at the northern edge of St Fittick's Park, and is an important local feature in a prominent location at a 'gateway' to Aberdeen. The setting and surrounding context of the Church has changed significantly in recent years following the development of Aberdeen South Harbour and associated infrastructure, and would be further changed by development within Opportunity Sites at St Fittick's Park.



**St Fittick's Park, Greenspace & Green Networks**

The St Fittick's Park and Green Network Projects would therefore comprise the following elements:

**1. Park Facility Enhancements** to mitigate loss of quantity of greenspace with improvements to quality and accessibility of the greenspace, extending and encouraging use across the community, improving access for those of limited mobility and providing additional facilities and reasons to get outdoors and be active. The projects tabled at the consultation that could form part of the park enhancement (to be agreed with local community/ and advanced through co-design) proposed by ETZ are as follows:

- Extension to the small skate park and /or pump track.
- Additional play facilities – particularly facilities for explorative/innovative play.
- Enhancement of opportunities for community growing.

**2. Local Parklets** providing enhanced park greenspace facilities within currently under-utilised spaces within Torry. To be sited with good and easy access from housing to bring park and civic space close to residents and extend the qualities of the park into the community. Importantly these smaller spaces need to be fully accessible (Older People / Young People / Carers / Neighbourhood Groups, etc), and encouraging the many residents without gardens to be active and use the outdoors. The design and locations of parklets will be confirmed through consultation and be located to offer safe access and good natural surveillance.

**3. Tullos Wood Gateway** to create a new entrance to the area from within East Tullos to enhance accessibility to Tullos Wood /Tullos Hill and the wider Green Network from Torry. As noted above, existing routes to access the area are limited, and will be further reduced by the Network Rail's planned demolition of the footbridge access crossing the East Coast Main Line, adjacent to the Waste Water Treatment Works .

There is an opportunity to provide a more accessible, legible and direct entrance supported by improvements to surrounding pathways and landscape corridors to strengthen the connection to greenspace including Kincorth Hill / Dee Path Network and the Coastal Path. By providing a safe and accessible route, suitable for a wide range of users, it will extend opportunities for local recreational walking, cycling, outdoor exercise and contact with nature.

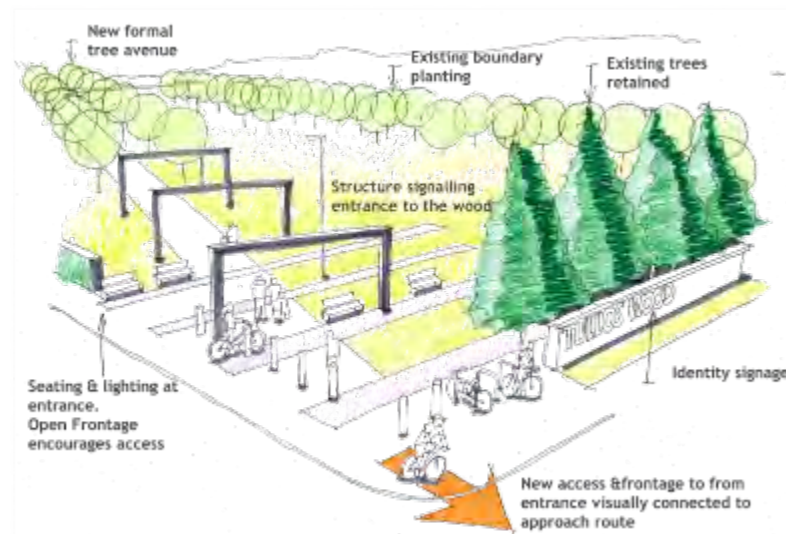
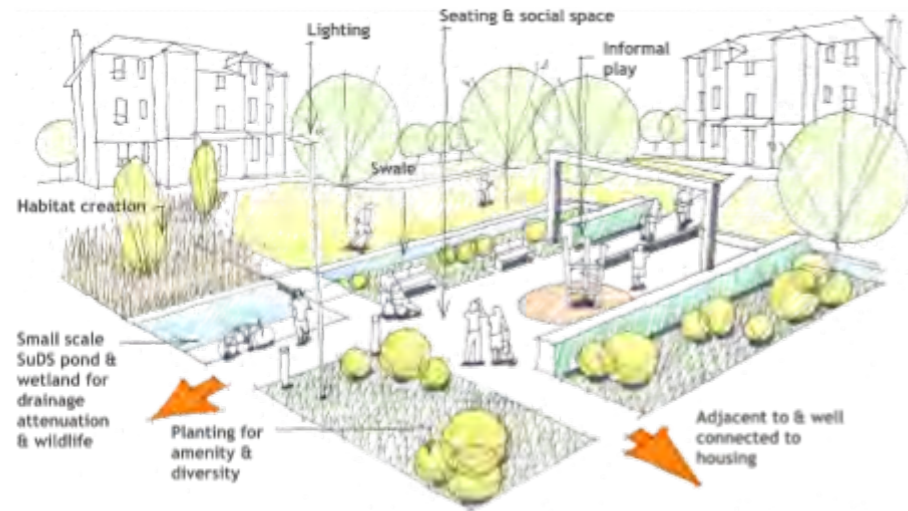
Approaches to improving Tullos Wood access have been considered and explored during community consultation and a detailed option appraisal addressing access, land ownership, gradients and user security is recommended.

**4. Path Realignments / Improvements** to quality and accessibility of St Fittick's Park will seek to further develop the path network and upgrade paths where necessary (e.g., Girdleness Road / Kirkhill Place / Balnagask Circle/ Coast Road) and strengthen the network to allow more ready accessibility. Improvements in the area of East Tullos Burn would provide for a boardwalk allowing safe access to water margins (wildlife interest/viewing waterfowl/ etc) and contact with nature. Path routing and management can also avoid sensitive habitats and support the sustainable operational management of the wetlands.

**5. St Fittick's Church – Interpretation & Restoration** – sensitive landscape treatments to the Church and surrounding boundary areas to adapt to changed local context and minimise impacts on setting arising from industrial development and potential road realignment. This would be developed in consultation with HES and ACC Archaeology, potentially incorporating low-level planting, living walls, and other landscape features having particular regard to potential level differences across the area. Additional measures to positively enhance the wider public benefit associated with the Church would also be agreed with HES and ACC, but would be anticipated to include new interpretative signage around the story of the Church and its position within local history, and provision of specialist stonework / fabric repair and/or sensitive up-lighting.

Delivery of the programme and the projects within is to be led by ETZ Ltd, in collaboration with the local community and Aberdeen City Council. Further detailed design and feasibility review will include development of baseline information, and definition of best practice for park, greenspace and habitat development in consultation with the local community and ACC Greenspace and Locality planning team.

<b>Partners</b>	ETZ / Local Community / Aberdeen City Council / Locality Planning / Young People / HES & ACC Archaeology (St Fittick's Church)
<b>Lead Delivery</b>	ETZ Ltd.
<b>Programme</b>	2023-2026 Implementation



## Biodiversity Protection & Enhancement

Within St Fittick's Park and across the masterplan area there are a range of wildlife habitats and biodiversity features – including wetlands, broad-leaved and coniferous woodlands, heath, coastal cliff-tops, and open grasslands. Phase 1 Habitat Surveys, along with protected species, wintering and breeding bird, and bat surveys have been undertaken to establish a robust baseline assessment of existing biodiversity, and these will continue to inform detailed site masterplanning in future.

The area has previously benefitted from investment in local biodiversity, including the East Tullos Burn Enhancement Scheme (2014) (described above), as well as the Diamond Woodland Initiative (2012) which involved planting across c. 30 hectares of Tullos Hill with a mix of broad-leaved and coniferous trees. The planting has seen some losses with selective infill and reinforcement required to extend the range of habitat, provide additional tree planting, replace stock losses and enhance amenity. Within St Fittick's Park mixed plantation has been introduced on an ongoing basis since 2006, to provide a woodland belt screening the Waste-Water Treatment Works.

The LDP provides a policy requirement to ensure at least 'no net loss of biodiversity' across the masterplan area, while NPF4 (Policy 3) seeks for development to contribute to the enhancement of biodiversity, including where relevant, restoring degraded habitats and building and strengthening nature networks and the connections between them. The masterplan is committed to achieving no net loss of biodiversity across the area and providing positive enhancement of biodiversity assets through a combination of targeted projects and management interventions focused on supporting local habitats.

Development within the Zone, especially on greenfield Opportunity Sites OP56, OP62, and OP61, will have the potential to impact on local biodiversity – most directly through the loss of existing woodland cover and areas of grassland. While avoided and minimised through reduced developable areas, buffer zones, and retention of the most valuable assets (East Tullos Burn), measures to mitigate and compensate are required to ensure a biodiversity net gain is achieved. This includes direct projects led by ETZ to offset and enhance biodiversity within the masterplan area, and more detailed site-specific measures to integrate biodiversity into development through landscape frameworks.

Areas within the masterplan with potential for enhancement to contribute to the area's biodiversity and habitat connectivity include Tullos Wood, and the former Ness Landfill and the coastal cliff-tops where there is amenity grassland that could be purposefully managed for biodiversity. The masterplan seeks to target these areas for biodiversity projects to mitigate the impacts of development, complement existing biodiversity features and create a connected range of habitats extending across the Green Network at Girdleness, St Fittick's Park, Tullos Wood, Ness Landfill, and coastal strip.

The Biodiversity Protection & Enhancement Projects would therefore comprise the following elements:

1. **'Pollinator Coast'** project creating new habitat / biodiversity opportunities within along coastal corridor and Ness Landfill site (invertebrates), adding to and complementing the B-Line initiative in partnership with ACC. The project will involve targeted coastal plant species (Kidney Vetch / Common Rock Rose) that support B-Lines priority invertebrate species Small Blue and Northern Brown Argus, addressing fragmentation and strengthening habitat connectivity across the Green Network. The project will directly enhance the grassland habitat value of the Ness Farm Landfill Site, which offers significant capacity to create habitat for pollinators and can positively co-exist with the bp Aberdeen Hydrogen Energy Ltd Solar Farm proposals. Pollinator planting will also be introduced at selected locations on the coastal path to provide further habitat enhancement and extend the connected nature corridor, taking advantage of linear elements to make habitat connections.
2. **Compensatory & Replacement Tree Planting** additional planting across the masterplan area to extend woodland cover, provide for new native tree planting and address woodland fragmentation. The main areas for new planting are identified as Tullos Wood (building on the Jubilee Woods Project) and Coastal Strip (Land East of the Railway) as primary planting areas. New native woodland planting will provide replacement for mitigation of areas of tree loss required to create a developable site at St Fittick's Park, and ensure no net loss of woodland cover.
3. **Habitat Management** Pro-actively identifying areas within the site for biodiversity enhancement through new work or enhanced ecological management. Development of local biodiversity will be closely aligned to the Local Biodiversity Action Plan and Nature Conservation Strategy working with

the City Council and NE Scotland Biodiversity Partnership and third sector organisations. The community have expressed clear support for biodiversity enhancements and local participation in design, monitoring and management rimes will be encouraged.

4. **Development Landscaping.** Significant areas of development are proposed within existing brownfield industrial estates and new investment within the LDP Opportunity Sites. Across all sites, development will provide green landscaping including tree planting, hedgerows, and other landscape features to enhance local amenity, integrate with surrounding Green Networks and support habitat connectivity. This should contribute to the enhancement of biodiversity in accordance with NPF4. Where appropriate design will look to incorporate green roofs into the roofscape of new and repurposed buildings. Green roofs can improve surface water drainage from buildings, boost thermal performance and support a wider range of habitat in brownfield and intensively used industrial areas.

In addition to the above, the retention and further investment into the East Tullos Burn (see above) is a separate enhancement project that can positively support a significant feature of the area's biodiversity and protect the wetland habitats within St Fittick's Park. Delivery of the projects is to be led by ETZ Ltd, in collaboration with the local community, Aberdeen City Council, and NatureScot. Detailed design and feasibility review will include further development of existing baseline information, and definition of best practice for the protection and enhancement of biodiversity and local habitat in consultation with NatureScot, SEPA, NESBREC and others.

Future development proposals should be informed and supported by appropriate assessment and measurement of biodiversity (eg. Strategic Biodiversity Action Plan), ensuring measures are coordinated across the area and demonstrate delivery of overall net-gain in accordance with the requirements of NPF4.

<b>Partners</b>	ETZ / Local Community / Aberdeen City Council / NatureScot / NESBP-NESBREC / Third Sector eg. Woodland Trust / Others
<b>Lead Delivery</b>	ETZ Ltd.
<b>Programme</b>	2023-2026 Implementation

## Active Travel & Healthy Communities

The existing Green Network in South Aberdeen is highly valued by the community for its contribution to local amenity, space for leisure and recreation, and positive impact on health & wellbeing. Across and between elements of the Green Network existing active travel routes have been developed through ACC’s Core Paths Network and Cycle Strategy. These offer off-road opportunities for active travel and movement and compliment on-road cycleways/footways.

The completion of Aberdeen South Harbour and the implementation of the Coast Road will include further investment in Active Travel including a new segregated cycle-way on Hareness Road and along the full length of the Coast Road. Active travel segregated cycleway routes will also be provided for within any of the additional links at Peterseat Drive and in the area west of Aberdeen South Harbour

Existing leisure trails and walks such as the Coastal Path, Kincorth & Tullos Hill Trail, and routes around the Torry Battery & Girdleness form part of the network, and across the masterplan area there is approximately 25km of existing routes and pathways. However, in places these are not fully integrated and connected or not fully accessible to all users. Network Rail’s planned demolition of the footbridge access to Tullos Wood (adjacent to the Waste Water Treatment Works) will remove an existing access and connection between elements of the Green Network.

Local improvements to paths, waymarking and signage could significantly enhance access and the quality of these routes and Green Network connections. ETZ is therefore seeking to facilitate the development of an integrated Active Travel Network across the area, with emphasis on connecting green spaces at Tullos Wood, Kincorth Hill, St Fittick’s, Walker Park, Balnagask Coast, including the National Cycle route 1 (NCR1) and ensuring that employment sites are fully and sustainably accessible.

The masterplan has identified a number of areas where improvements to connections and Active Travel choice can be enhanced and extended as an integral part of the masterplan. These will form part of masterplan-wide mitigation and compensation for the loss of greenspace, extending the range and accessibility of the Green Network, and creating enhanced routes, trails, and pathways that support active and healthy lifestyles.

Active travel interventions will strengthen and contribute to the creation of 20-minute neighbourhoods and liveable places across the communities of Torry, Cove, Balnagask. Creating easy access and providing safe, accessible well-connected walking routes can support active communities with wider health benefits. In addition to these identified projects, individual Campuses within ETZ will positively integrate Active Travel measures (Cycle path connections / Cycle parking/storage to ensure places of work are fully accessible, support low-carbon travel, and enable safe and easy connectivity through the area for all users.

The Active Travel & Healthy Communities Projects would therefore comprise the following elements:

1. **‘Energy Coast’ Coastal Path - Greyhope Road to Aberdeen South Harbour** – targeted upgrade to Coastal Path (Core Path 78) section around Aberdeen South Harbour and Girdleness to include re-surfacing / reinforcement of pathway where degraded, or addressing localised drainage issues, and adding accessibility, wayfinding, and interpretation features (Nigg Bay SSSI). Improving local Green Network quality and accessibility for all communities and provide for health & well-being. All works to be integrated with planned Port of Aberdeen works to footway on Greyhope Road, as well as tied into any future re-alignment of the Coast Road.

2. **Energy Coast’ Coastal Path – Gregness to Cove (Off-Road)** – targeted upgrade to Coastal Path (Core Path 78) section from Gregness to Cove to include re-surfacing / reinforcement of pathway where degraded, or addressing localised drainage issues, and adding accessibility, wayfinding, and interpretation features. Enhancements should maintain the character of the Coastal Path as a sea-cliff recreational walking route (up to 1m width), ensuring the Local Nature Conservation Site and local habitats (nesting birds) are not negatively impacted. Works to be integrated with and tie into planned Port of Aberdeen works to reinstate Coastal Path around Gregness headland upon completion of Aberdeen South Harbour construction.

3. **Tullos Wood Path Enhancements** to upgrade and waymark walking routes within Tullos Hill /Tullos Wood, creating accessible connections between the historic cairns (Scheduled Monuments) that positively draw on the area’s cultural heritage and link this to healthier and more active lifestyles with defined path routes. This should also incorporate vantage points with views to the Coast and City, and wider connections to the surrounding Green Network including Kincorth Hill, Coast, and Girdleness.

Path upgrading, connections and waymarking can help support easier access and encourage more active lifestyles. Being more active, spending time outdoors and doing regular moderate exercise provides major and long-lasting health benefits.

4. **Coast Road Cycleway Links** completion of segregated cycle lanes within the upgraded Hareness Road Corridor / Coast Road and provision of connecting link roads at Peterseat Drive ASH Road Links.

5. **Outdoor Exercise and Health/Well-being** exercise stations can form a useful addition on path networks to support active recreation and promote regular exercise - supporting ‘Healthy’ Places in accordance with NPF4. NHS Choice advises that undertaking regular exercise offers a wide range of health benefits and promotes walking for health, cycling and gentle, daily exercise. ‘Trim trails’ and exercise stations can make exercise fun and be part of family or group exercise.

Delivery of the projects is to be led by ETZ Ltd and in-part by Aberdeen City Council in connection with planned works to the Coast Road. They will be delivered in collaboration with the local community, Aberdeen City Council, Nestrans and NatureScot. Detailed design and feasibility review will further development of the baseline information around local walking and cycling connectivity, and define best practice for development of active travel infrastructure in consultation with ACC Officers, Nestrans and others.

<b>Partners</b>	ETZ / Local Community / Aberdeen City Council /
<b>Funding</b>	NESTRans / NatureScot
<b>Programme</b>	Lead Delivery
	2023-2026 Implementation



### COMMUNITY & ENERGY COAST

The range of potential measures and projects identified through the 'Community & Energy Coast', and how these relate to development and other features across the masterplan area are shown on the indicative plan below.

Further detail of these measures will be set out within future planning application(s) and subsequently secured through planning conditions / obligations.

These are further expressed in relation to specific development sites within Campus Guidance in Section 4 and Masterplan Delivery in Section 6.

### Illustrative Plan Community & Energy Coast

- 1 **Tullis Wood Gateway & Path Connections** – enhancing accessibility to Tullis Wood from Torry through provision of a more accessible, legible and direct entrance to the Wood, utilising brownfield land within East Tullis Industrial Estate. Associated pathway and landscaping improvements will connect to the new Gateway, enhancing connectivity across the Green Network.
- 2 **St Fittick's Park Facilities** – improving the quality of facilities within St Fittick's Park through a combination of extension to the skate park and/or BMX Pump Track, provision of additional play facilities, or creating opportunities for community good growing. To be developed and defined through further engagement with the local community and advanced through process of co-design.
- 3 **East Tullis Burn 2.0 Project** – retention and enhancement of the East Tullis Burn and wetlands, building on the success of the 2014 improvements works. Local realignment of a section of the Burn is proposed to enable development, and measures are identified to improve water quality, manage invasive non-native species, and enhance wetland habitats as part of overall biodiversity enhancement.
- 4 **Local Parklets** - providing enhanced park and local greenspace facilities within currently under-utilised open space in close proximity to housing – extending access and adding to local amenity. Specific locations and amenities within Parklets to be confirmed through further consultation and in coordination with ACC.
- 5 **Pathway & Active Travel Improvements** - Core Path and other walking routes through development sites at St Fittick's, Gregness, and Doonies to be re-instated and enhanced to maintain connectivity through the area and ensure full accessibility across the Green Network. Tying into and connecting to wider active travel routes across the masterplan area including NCR1 and enhancements being delivered through ACC upgrade of Coast Road and Hareness Road.
- 6 **'Energy Coast' Coastal Path** – upgrade to existing Coastal Path to include targeted re-surfacing / reinforcement of pathway where degraded, and provision of interpretation and way-finding features to enhance overall quality– while maintaining current character as a sea-cliff recreational walking route and avoiding impacts on adjacent habitats.
- 7 **Pollinator Coast** - strengthening habitat connectivity and overall enhancement of biodiversity at locations across the Masterplan (including Development Sites) through targeted pollinator planting – complementing ACC B-Line initiative with coastal plant species to support priority invertebrates.
- 8 **Compensatory and Replacement Tree Planting** – provision of tree planting across the masterplan area (with a priority for native species) to extend woodland cover and provide replacement for areas of tree loss as a result of development. Specific locations and species to be informed by woodland survey and developed through a Landscape / Biodiversity Framework.
- 9 **Outdoor Exercise** – outdoor exercise and fitness stations can be integrated to path networks or around existing park facilities – adding to the quality and range of facilities within the Green Network and supporting local health & wellbeing.
- 10 **Development Plot Landscape Frameworks** - incorporating a range of measures within Development Sites to support overall enhancement of biodiversity and habitat connectivity – including landscape planting to support amenity and integrate with surrounding Green Network as well as potential green roofs and living walls adding to the 'Pollinator Coast'.
- 11 **St Fittick's Church Interpretation & Restoration** – addressing the impact on the setting of the Scheduled Monument through landscape mitigation, and enhancing its status as a key asset to St Fittick's Park through new interpretive signage and specialist stonework / fabric repair (to be developed in consultation with ACC Archaeology / HES).

## Community Fund

In addition to the potential for direct investment and delivery of projects through the Community & Energy Coast Programme, ETZ Ltd are exploring the establishment of an annual Community Fund for 2023-2028. This would provide support to local community groups and charities meet their aspirations and ambitions.

The Fund would operate as a stand-alone commitment by ETZ Ltd to the communities in closest proximity to planned development. It aims to support smaller, local initiatives and programmes led by the community and directly addressing their priorities. Funding would be awarded on a grant application basis to local projects that supported or enable community participation, local social and environmental resilience, energy transition, youth activity and out-reach – example projects might include community events, food-growing and community garden expansion, or energy-efficiency improvements to community assets.

<b>Partners</b>	ETZ / Locality Planning Team / Aberdeen City Council / Local Community / Young People
<b>Lead Delivery</b>	ETZ ltd.
<b>Programme</b>	2023-2028 Implementation

## Development & Delivery

The Community & Energy Coast programme comprises committed projects across the masterplan area, that will be led by ETZ Ltd working in collaboration with partners over a phased programme of delivery.

The projects provide essential mitigation and compensation for the potential impacts that may arise from economic development within the ETZ, particularly at St Fittick’s Park, Gregness, and Doonies. Projects identified within the Community & Energy Coast programme will be aligned to wider development site delivery and infrastructure, with the timing of delivery secured through pre-commencement planning conditions / obligations to ensure core elements of mitigation are delivered in advance of, or in parallel with, development as agreed with Aberdeen City Council.

Outside of development sites / Campuses, the future management and maintenance of environmental enhancements and physical infrastructures delivered as part of the Community & Energy Coast will be subject to future arrangements between ETZ Ltd., ACC, and developers. In all cases maintenance and upkeep requirements should be minimised at design stage, and it is recognised that funding endowment(s) for ACC adoption and/or private agreement(s) around maintenance may be required, depending on the final nature of projects and infrastructures.

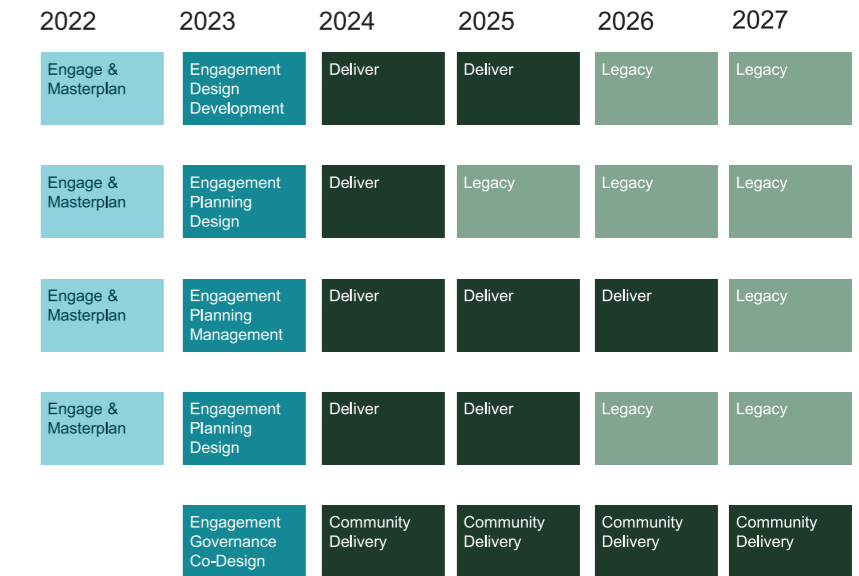
### St Fittick’s Park & Greenspace / Green Networks

### East Tullos Burn

### Biodiversity Protection / Enhancement

### Active Travel & Healthier Communities

### Community Fund



Indicative Delivery Timeline - Community & Energy Coast



# Marine Gateway

## 4.2 MARINE GATEWAY

Offshore renewables, especially offshore wind, is major economic opportunity for Aberdeen and the North-East. Aberdeen South Harbour has been developed as a major infrastructure asset with the capability to service and support investment in offshore renewables generated through the ScotWind licensing for the period 2025-2050 and beyond.

The Marine Gateway is centred around Aberdeen South Harbour and incorporates land at St Fittick's Park and Gregness which are within Opportunity Sites OP56 and OP62 allocated within the LDP. It provides a focus within the Energy Transition Zone for specialised offshore renewables activity that has specific operational requirements linked to marine infrastructure and logistics, including uses requiring port co-location to enable direct transshipment of manufactured and fabricated goods for offshore deployment. The Harbour was conceived in advance of the current energy crisis and ScotWind Licensing, which has significantly advanced the scale of Scotland's offshore wind ambition and created additional demand for land across all Scottish East Coast ports in order to achieve this. The Harbour has very limited developable land suitable for large-scale manufacturing, component fabrication and service support. Optimising available space and efficient use of land around the Harbour will be critical to meet future demand and to seize significant economic opportunities from energy transition – as recognised by the LDP and NPF4.

### Development Vision

*Developed as a high value integrated port and manufacturing hub the Marine Gateway is the leading deep-water port of the NE Coast with activity forming a catalyst for wider investment across the ETZ and Region. Port co-located investment in manufacturing, fabrication and renewable technologies supports an extensive local supply chain providing goods and services for offshore activity. Direct port access has secured specialist manufacturing investment creating a regional cluster of renewable energy companies supporting ScotWind.*

### Marine Gateway – Planning & Policy Overview

The Marine Gateway incorporates land at St Fittick's Park, Gregness and within Aberdeen South Harbour. These areas are included within the Opportunity Sites OP56 (St Fittick's Park) and OP62 (Bay of Nigg) as designated within the LDP, as well as being covered by Policies B4 and B5 relating to Aberdeen Harbours and Energy Transition Zones, respectively.

The Bay of Nigg Development Framework was adopted in 2016 as proposals for Aberdeen Harbour expansion were developed, to plan for necessary infrastructure and to maximise impacts of investment for business and communities. The Framework pre-dates the current planning policy context (LDP and NPF4) as well as wider acceleration of Scotland's transition net zero (Climate Change Plan and Energy & Just Transition Plan) and the significantly increased scale of offshore renewables ambition (ScotWind Leasing Round). While identifying a potential road link from East Tullos to the Harbour (across St Fittick's) it did not identify land within St Fittick's Park or Gregness as potential development opportunities (consistent with LDP policy at the time).

The OP56 Opportunity Site allocations contains a significant area of St Fittick's Park (along with the Nigg Bay Waste Water Treatment Works and Railway). A small area at the north of the park is within the OP62 Opportunity Site and has been used as a temporary storage area associated with construction of the Harbour.

The OP62 Opportunity Site contains the Bay of Nigg and associated coastal land required for development of the Harbour. This includes Gregness as a large coastal site sitting above the Harbour, which currently has a temporary consent (170156/MSC) for marine revetment structure manufacturing and construction compound associated with the Harbour construction.

As previously noted, the recently adopted NPF4 supports the regeneration of existing industrial land and re-organising land use around the South Harbour in line with the spatial strategy of the LDP. It recognises that Aberdeen Harbour is a strategically important asset for the economy of North-East Scotland, and that the South Harbour specifically can act as a cluster of port accessible renewable energy research, manufacturing and support services.

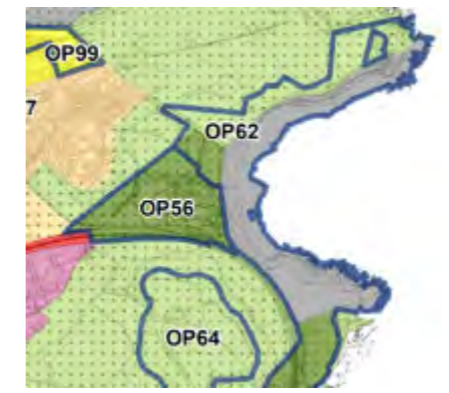




POLICY	Summary Extract
OP56	<i>"This site, along with OP61, will support renewable energy transition related industries in association with Aberdeen South Harbour. Any development at this site must have a functional association with the South Harbour which precludes it being located elsewhere, such as the size of the infrastructure preventing transport from other locations or requiring 'roll on / roll off' level access to the South Harbour".</i>
OP62	<i>"Aberdeen Harbour expansion. Bay of Nigg Development Framework approved"</i>
Policy B4	<i>"There will be a presumption in favour of harbour infrastructure and ancillary uses, which are required for the effective and efficient operation of the harbour, and which have a functional requirement to be located there. This may include administrative offices, warehousing and storage (including fuel storage), distribution facilities and car/HGV parking. Other harbour-related uses will be treated on their merits".</i>
Policy B5	<i>"There will be a presumption in favour of the development, production, assembly, storage and/or distribution of infrastructure required to support renewable energy related industries; this includes offshore wind, tidal, hydrogen and solar...Development proposals will be required to include suitable open space and landscape enhancements for the well-being of people and wildlife"</i>

The LDP requires for Opportunity Sites OP56, OP61 and OP62 that masterplanning specifically considers the following matters:

- The extent of developable areas within B5 Energy Transition Zone zoning.
- Areas which should remain undeveloped and the extent of any buffer zones.
- Mitigation measures to ensure the continued viability of linear habitats including the East Tullos Burn, recreation and Core Path network.
- Options for the use of the waste-water treatment plant.
- Measures to avoid, minimise, mitigate, and compensate potential impacts on biodiversity and greenspace that will ensure at least no net loss of biodiversity across the masterplan area.



Local Development Plan (LDP)

**Marine Gateway – Opportunities & Constraints**

**St Fittick's Park & Aberdeen South Harbour**

The Marine Gateway incorporates both the essential marine infrastructure and co-located high value manufacturing sites that will be the catalyst for investment across the zone. The Harbour and development sites can provide a port-integrated cluster of energy transition activity, forming a competitive market proposition that is well positioned to attract major inward investment by specialist operators.

The Harbour provides 1,400 metres of quay at water depths of up to 10.5 metres (LAT), with a turning circle of 300 metres and a channel width of 165 metres. The quays provide operators with flexibility and capacity to accommodate heavy lift capability and transfer of extra-heavy loads (6,000 tonnes plus) with fully segregated quay and apron drainage systems, incorporating interceptors, for controlled operations.

Land within the Opportunity Sites OP56 and OP62 offers the potential to create development platforms with direct and contiguous access to deep-water quaysides at the Harbour, and to be functionally integrated with Harbour operations. Integration with the port and capacity to transport extra-large and/or heavy and specialised equipment between manufacturing facility and quays (e.g., Anchors, Cables, Sub-Sea Structures), or to provide specialist quayside services (Operation & Maintenance / Certification) is key for offshore renewable operators.

The Coast Road currently forms the boundary between St Fittick's Park and the Harbour – linking northwards into Torry (Victoria Road) and southwards towards Gregness and industrial land within Altens. To maximise land area contiguous with the Harbour, strengthen connectivity between manufacturing sites and the Harbour, and to minimise potential for road user conflicts, the potential for the re-alignment of the Coast Road within the Marine Gateway has been identified as an opportunity. Realignment could provide a defined boundary and partial buffer between industrial activity within the Harbour and nearby greenspace and be designed to facilitate movement of heavy goods to quayside. Subject to specific operational requirements this may involve a managed crossing to facilitate inter-connectivity between the OP56 site and Harbour.



St Fittick's Park is a public greenspace that is valued by the community for its amenity and contribution to local environment and character. The Park is part of the ACC Core Green Space Network, and provides a large, multi-use open space extending from Balnagask and bounded by St Fittick's Road, Coast Road and the East-Coast Mainline Railway

The Park also contains St Fittick's Church (Scheduled Monument) and the East Tullos Burn which serves an important drainage and hydrological function and provides wetland habitats. The Waste-Water Treatment Works situated within the park is served by significant sub-terrain infrastructure, including rising mains and sea outfalls. Each of these features and assets require careful consideration in development proposals to ensure that impacts are minimised, and in the case of St Fittick's Church and East Tullos Burn to explore opportunities to enhance their contribution to the overall amenity of the Park.

In particular, the East Tullos Burn and wetlands is a key feature within the park which was subject to significant investment in 2014 to improve water quality, enhance biological capacity, and create a biodiverse wetland habitat. Delivered through collaboration between ACC, SEPA, and the community the project 're-meandered' the Burn and provided new landscaping (wetland / wildflower planting) along with new access paths. The project and surrounding greenspace woodland has now matured and provides an important biodiversity, hydrological, and amenity function, enhancing the qualities of the park as a local greenspace.

The Nigg Bay Waste-Water Treatment Works (WWTW) situated within the park is served by significant sub-terrain infrastructure, including rising mains and sea outfalls which must be considered in the siting and configuration of development. The potential for odour from the WWTW must also be considered for future development, and the potential for an Odour Impact Assessment may be required depending on end user.

Opportunities for incorporation of the WWTW into the Marine Gateway have been considered through masterplanning. The facility has specific operational requirements and specialist infrastructure associated with large-scale water treatment, limiting opportunities for future integration into energy transition development. The facility serves a significant proportion of the Aberdeen City and Aberdeenshire region, such that its re-location or change to treatment processes

would incur significant disruption and have implications for waste-water treatment across the area and is not considered feasible. Potential synergies around utilisation of waste-heat or effluent from the facility may still emerge depending on end-users within development sites and future technical innovations, and these should be explored through ongoing coordination with Scottish Water.

Potential development within St Fittick's Park and at Aberdeen South Harbour is also in close proximity to existing homes within Torry (Balnagask Circle / Pentland Crescent). Ensuring that impacts on local amenity are minimised may constrain the scale and type development that can be delivered.

**Gregness**  
The development area at Gregness is not capable of direct co-location with the Harbour but benefits from immediate proximity and ability to transport materials to the Harbour over a very short downhill distance (c. 500m) via the Coast Road. Site development is constrained by sub-terrain Scottish Water infrastructure (rising main and sea outfall), access requirements to the Harbour breakwater, and placement of its sector light which is essential to ship navigation. A coast-guard lookout station and antenna sit at the western edge, with a fenced boundary and functionally separated from the remainder of the site. The site's exposed coastal cliff-top setting makes it a prominent and visible location, necessitating careful consideration of landscape in building design and configuration.

Areas within the OP62 Opportunity Site at both Gregness and St Fittick's Park have been utilised as compounds by Port of Aberdeen during the course of Aberdeen South Harbour construction. Development of these areas must be coordinated with the Port, taking account of committed reinstatements and wider mitigations associated with the South Harbour and incorporating these where feasible alongside future development proposals, whilst ensuring delivery against latest LDP Opportunity Site allocations and land use priorities therein.

In particular, the Coastal Path (Core Path 78) routes around the cliff-top edge of the Gregness site, though has been inaccessible as a result of the construction compound on the site. There is an existing planning requirement for the Coastal Path to be re-instated upon completion of the Harbour construction works which should be reflected in future proposals for the site.



Aberdeen South Harbour

Illustrative Concept  
High Value Energy Transition Manufacturing Co-located with Port

The Nigg Bay Site of Special Scientific Interest is located at the south-west of Nigg Bay, consisting of exposed cliff face and foreshore. It is designated for its geological features, noted as a classic locality for quaternary stratigraphy in north-east Scotland. It is separated but in close proximity to developable areas at Gregness, and will require careful assessment of the potential for impacts from development, including during the construction period.

These constraints limit the principal development area to the north of the site, broadly mirroring the footprint of the existing construction compound. It presents the opportunity for manufacturing / industrial development producing large-scale components, materials, goods to support energy transition. Areas to the south of the site may be appropriate for associated storage, or smaller-scale energy transition uses that may benefit from a coastal location and/or proximity to the Harbour.

While the Harbour and OP56 and OP62 Opportunity Sites represent a major economic and energy transition development opportunity, existing land uses, site infrastructure, and blue-green network assets provide constraint, and a balance is required between development and protecting both greenspace and biodiversity assets.

Development within the Marine Gateway therefore requires coordinated planning that appropriately addresses opportunity and constraint to achieve sustainable development. This means incorporating measures to avoid and minimise environmental impacts such as landscape buffers, as well mitigation and compensatory provision including investment in local biodiversity, amenity, and retaining and improving accessibility to greenspace.

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Co-located investment sites with potential Aberdeen South Harbour integration.</li> <li>• Development site(s) suitable and safeguarded for high-value manufacturing and energy transition use.</li> <li>• Enhancement of St Fittick's Park &amp; East Tullos Burn.</li> <li>• Coast Road re-alignment to unlock additional contiguous land areas.</li> </ul>	<ul style="list-style-type: none"> <li>• Valued local greenspace and park.</li> <li>• East Tullos Burn and wetlands – key hydrological and ecological asset.</li> <li>• St Fittick's Church Scheduled Monument and local landscape character.</li> <li>• Scottish Water Waste-Water Treatment Works and associated below ground infrastructure.</li> <li>• Proximity to existing residential communities within Torry &amp; Balnagask.</li> </ul>



**Investment & Development Proposition**

The Marine Gateway is a location of active investment interest from energy transition and offshore renewables operators. Identified sectors for high-value, energy transition related development with strong co-locational requirement that could be accommodated on development plots within the Marine Gateway include:

High-Value Energy Transition Activity	Port Co-Location Requirement
<b>Cable Manufacture</b>	Large scale manufacturing of offshore cable Requirement for spooling of specialist HV cables directly from quayside to factory and factory to quayside for offshore deployment.
<b>Sub-sea Engineering (Seabed Infrastructure, Chains, Anchors, Moorings)</b>	Large/heavy components manufacturing requiring marine import/export of goods and requiring deployment ship-shore. Scale and weight limits mobility and require port integrated site for offshore deployment.
<b>Tower and Foundation Structures, transition piece, floating offshore wind platforms, spars, etc</b>	Large/heavy components manufacturing requiring marine import/export of goods and requiring deployment ship-shore. Scale and weight limits mobility and require port integrated site for offshore deployment.
<b>Certification / Testing, Remote Sensing, Sub-sea Inspection, Robotics</b>	Specialist port servicing and technology-based testing at final deployment linked to O&M activity.
<b>Operations &amp; Maintenance - Fixed &amp; Floating Assets - (Offshore Wind)</b>	Quayside 24/7 requirement for Operational and Maintenance of windfarm assets (fixed/floating) including operational management and transfer of crew to/from vessels.

The Scottish Government and Crown Estate Scotland (CES) have established within the ScotWind Leasing process a requirement on local content for offshore wind projects.

The Offshore Wind Sector Deal set a target of 60% lifetime UK content in domestic projects and a commitment to increase UK content in the capital expenditure phase. Under the agreement, offshore wind developers are required to set out their supply chain commitments and a total of £21bn has been committed to the Scottish supply-chain from ScotWind North Sea offshore wind farms. Port access is fundamental to much of the offshore wind supply chain and Aberdeen has the potential to attract a significant share of this investment.



In 2022 CES also launched the Innovation and Targeted Oil & Gas Leasing Round (INTOG) for offshore wind projects that will directly reduce emissions from oil & gas production, adding to the future pipeline of North Sea offshore renewables activity.


As a port co-located development proposition, the Marine Gateway is a critical component of the Energy Transition Zone. It provides the opportunity to attract highly specialised and employment generating activity such as high-value manufacturing for renewable energy technologies and servicing the full life-cycle of offshore renewables. Development within the Marine Gateway should be a catalyst for wider investment and supply-chain development across the area, including in Altens and East Tullos, through active management and coordination by ETZ Ltd, Port of Aberdeen, ACC, and private landowners to maximise combined impact.

**Development Guidance**

Development within the Marine Gateway should work within the identified constraints as far as possible. It must seek to achieve a balance that provides high-value, employment generating development that contributes to net zero objectives, while limiting its footprint and preserving key assets within the park including East Tullos Burn and wetlands. As a result, the overall maximum developable area identified by the masterplan is approximately 7-8 ha, compared to the 15.3 ha of OP56 and OP62 Opportunity Site designations within the Park.

Within a reduced developable area, the Masterplan seeks to configure multiple plots that are functionally integrated within the Harbour, with scale and typology that respects site constraints. Two principal plots suitable for high-value manufacturing and close integration with the Harbour are identified (St Fittick’s and Gregness), plus a flexible plot directly contiguous with the Harbour enabled by a potential re-alignment of the Coast Road.

<p>Land Use</p> 	<p>Land use within the Marine Gateway should comprise flexible Class 4 (Business)m Class 5 (General Industrial) and Class 6 (Storage &amp; Distribution) uses. Larger development plots within St Fittick’s Park and Gregness should be suitable for specialised high-value manufacturing activity associated with energy transition. Development elsewhere within the Marine Gateway should support renewable energy and/or marine-related activities that deliver economic benefits around job creation and add value to the local economy.</p> <p>As required by the LDP, any development at the OP56 site must have a functional association with the South Harbour which precludes it being located elsewhere, such as the size of the infrastructure preventing transport from other locations or requiring ‘roll on / roll off’ level access to the South Harbour.”</p> <p>Opportunities for future collaboration around sustainability or circular economy associated with WWTW operations should be coordinated with Scottish Water.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>• Local Development Plan Policies: B4 (Aberdeen Harbour) and B5 (Energy Transition Zone).</li> <li>• National Planning Framework 4 – National Development 14.</li> </ul>
<p>Design Quality</p> 	<p>Development within the Marine Gateway should:</p> <ul style="list-style-type: none"> <li>• Create flexible investment sites capable of meeting future market requirements, while minimising greenspace land-take and safeguarding key local environmental assets.</li> <li>• Provide industrial buildings of high-quality design, incorporating sustainable and durable cladding, materials, and detailing that positively add to the built environment and local character.</li> <li>• Provide building heights reflecting standard industrial typologies, typically in the range of 10-15m (eaves height) subject to land uses and specific end-user requirements. Further design development should be informed by Landscape &amp; Visual Impact Assessment to inform plot specific approach to height, massing and building form.</li> <li>• Secure and allow for close integration with the Aberdeen South Harbour operational areas and quays – while providing clear long-term and secure port boundaries.</li> <li>• Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development.</li> <li>• Where feasible, incorporate green / living walls and roofs, landscape planting, and creative elevational design to the west-facing building façades.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>• Local Development Plan Policy: D1 (Quality Placemaking), D2 (Amenity), D3 (Big Buildings), D4 (Landscape), D5 (Landscape Design), D6 (Historic Environment), R6 (Low and Zero Carbon Buildings).</li> <li>• ACC Supplementary Guidance: Big Buildings, Landscape, Resources for New Development.</li> </ul>

<p>Transport &amp; Connectivity</p> 	<p>Development within the Marine Gateway should:</p> <ul style="list-style-type: none"> <li>• Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks.</li> <li>• Consider options for road re-alignment across an area of St Fittick’s Park (within areas zoned for Energy Transition Zone), to provide a contiguous developable area linked to the Harbour and forming a new boundary with the Park. Road re-alignment should be closely coordinated with Port of Aberdeen to arrange points of access and ensure connectivity (including for public transport) to/from the Harbour. Inter-connectivity and operational association between development within OP56 and the South Harbour is likely to require a managed crossing (depending on end-user operational requirement) which will require careful coordination and management to ensure appropriate road safety (in consultation with ACC and Port of Aberdeen).</li> <li>• Options for road re-alignment should incorporate full active travel provision (walking and cycling) and maintain continuity of existing routes (Core Path 78 and National Cycle Network).</li> <li>• Provide access points to development sites from priority junctions, suitable for heavy-load vehicle movements. Points of access should promote traffic movements south-ward, connecting to the Coast Road /Hareness Road corridor. Access to the OP56 site will require crossing over re-aligned section of the East Tullos Burn which should be designed to minimise impacts on the watercourse.</li> <li>• Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys).</li> <li>• Proposals should be coordinated with planned ACC enhancement work (including road widening) to the Coast Road, noting potential for associated land requirements within the OP62 site at Gregness to enable construction of planned bridge crossing.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>• Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking).</li> <li>• ACC Supplementary Guidance: Transport &amp; Accessibility.</li> </ul> <p>In addition to planning requirements, the detailed design of any road infrastructure within the Marine Gateway should have regard to relevant standards within the Design Manual for Roads &amp; Bridges, National Roads Development Guide (SCOTS), and be developed in close consultation with ACC Roads officers.</p>
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Infrastructure



Development within the Marine Gateway should:

- Ensure wayleaves and stand-off zones to below-ground infrastructure connected to WWTW are agreed with Scottish Water. Any future proposals that may involve re-configuration of this must ensure advance review of technical feasibility in collaboration with Scottish Water.
- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Support improvements to water quality within East Tullos Burn (see Landscape & Environment Guidance).
- Ensure that all development is designed to be flood resilient and does not increase the current or future risk of flooding to surrounding land, especially within St Fittick’s Park. Surface water management must be incorporated including sustainable flood risk management (SuDS) and appropriate blue-green infrastructures.
- Retain current outfall to Nigg Bay for re-aligned section of the East Tullos Burn.
- Ensure operational access is maintained from Gregness to essential port infrastructure (breakwater / sector light).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



**Opportunities to enhance access to St Fittick’s Park and wetlands, and integrate new or existing active travel routes should form part of development.**



**Development should ensure wayleaves and stand-off zones to the WWTW and associated infrastructure are agreed with Scottish Water.**

Landscape & Environment



Development within the Marine Gateway will result in some impacts to the local environment, and the loss of some existing greenspace within St Fittick’s Park. Development should be designed and delivered in accordance with the environmental mitigation hierarchy to reduce these impacts as far as possible, integrate effectively with environmental projects in the Community & Energy Coast Programme, and contribute to the overall net gain of biodiversity across the masterplan area. The principles of environmental mitigation that all development within the Marine Gateway should follow are scheduled overleaf.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: NE1 (Green Belt), NE2 (Green & Blue Infrastructure), NE3 (Our Natural Heritage), NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise), D6 (Historic Environment).
- ACC Supplementary Guidance: Landscape, Natural Heritage, Trees & Woodlands, Green Space Network and Open Space, Air Quality, Noise.



**There are opportunities to enhance water quality within East Tullos Burn and manage for improved biodiversity.**



**Development should be integrated with Aberdeen South Harbour and provide high-value activity that is a catalyst to further investment across ETZ.**

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>East Tullos Burn &amp; Wetlands</b> Development within OP56 has the potential for direct impacts on the hydrology and ecology of the East Tullos Burn, and associated wetland habitats within the park.	<ul style="list-style-type: none"> <li>Complete survey/mapping of East Tullos Burn to protect hydrology and wetland system.</li> <li>Reduced development footprint – compared to 21ha OP56/OP62 combined allocation.</li> <li>Retention of East Tullos Burn as key design principle informing configuration of development plots.</li> </ul>	<ul style="list-style-type: none"> <li>Provide minimum 40m buffer zones to East Tullos Burn to ensure separation from development and minimise impact on setting and ecology.</li> <li>Retain Nigg Bay outfall as per current arrangements.</li> <li>Avoid culverts or enclosed sections other than for road/ pedestrian footway-cycleway crossings.</li> <li>Ensure all development sites have full SuDS measures to treat/attenuate flows before discharge.</li> </ul>	<ul style="list-style-type: none"> <li><b>Upgrade Burn Management</b> (East Tullos) to extend annual management programme and retain open water/ de-silting works.</li> <li><b>Invasive Non-Native Species management programme</b> to manage non-native species and associated local native re-stocking.</li> <li><b>Burn/Park Access Improvements</b> – linked to greenspace mitigation, improve blue-green network with access points to water/burn margins.</li> </ul>	<ul style="list-style-type: none"> <li><b>East Tullos Burn 2.0 Project</b> to re-align and extend the channel (northern section) ensuring meandering of watercourse.</li> <li><b>Water Quality Enhancement</b> through management and treatment of surface water from East Tullos Industrial Estate.</li> <li><b>Wetland Habitat Enhancement</b> including landscape management and potential provision of additional wetlands to support treatment of surface water discharges.</li> <li><b>East Tullos Boardwalk</b> – for closer integration / access to blue-green network and contact with nature.</li> </ul>
<b>Trees &amp; Woodland</b> Development within St Fittick's Park will result in the direct loss of trees and mature woodland habitats– principally in the area surrounding the existing WWTW.	<ul style="list-style-type: none"> <li>Reduced development footprint - compared to 21ha OP56/OP62 combined allocation.</li> <li>Retain woodland belt along railway line and elsewhere in St Fittick's Park.</li> </ul>	<ul style="list-style-type: none"> <li>Minimise losses to woodland wherever possible and safeguard boundary trees through CEMP.</li> <li>Provide buffer zones to site perimeters (WWTW / Park) with retained woodland planting.</li> </ul>	<ul style="list-style-type: none"> <li><b>New Native Woodland Planting</b> to ensure replacement of an equivalent area of tree planting to mitigates loss of trees and ensure no net loss of woodland cover.</li> <li><b>Native Amenity Trees &amp; Hedgerows</b> to be incorporated into site/plot landscape scheme.</li> </ul>	<b>Compensatory Tree Planting</b> additional planting across masterplan area to extend woodland cover and address woodland fragmentation – Tullos Wood and as potential priority planting area (subject to further survey and Landscape Framework)

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Biodiversity Protection &amp; Enhancement</b> Ensure existing biodiversity is protected and enhanced by completing full habitat mapping and developing an ecological based response plan to address long-term enhancement of natural capital and biodiversity.	<ul style="list-style-type: none"> <li>Complete detailed habitat mapping of core sites within the Marine Gateway</li> <li>Identify areas that contribute to local biodiversity and target / priority species.</li> <li>Integrate environmental / ecological mapping into early planning and design development.</li> </ul>	<ul style="list-style-type: none"> <li>Identify and minimise direct impacts on areas of biodiversity value.</li> <li>Minimise losses to habitats wherever possible and build ecological / habitat protection into CEMP.</li> </ul>	<ul style="list-style-type: none"> <li><b>Habitat Management</b> - identify areas within the site for biodiversity enhancement through new planting / landscaping or enhanced ecological management.</li> <li><b>Park &amp; Wider Managed Grasslands</b> (see Pollinator Coast)</li> </ul>	<ul style="list-style-type: none"> <li><b>'Pollinator Coast'</b> - programme creating new habitat / biodiversity opportunities (invertebrates) along coastal corridor.</li> <li><b>Habitat Connectivity</b> - Enhance existing habitats / natural capital to address habitat fragmentation and link Green Network elements.</li> <li><b>Green Roofs</b>- incorporated where feasible as part of Plot Landscape Frameworks.</li> </ul>
<b>Heritage (St Fittick's Churchyard)</b> Development is proposed in close proximity to St Fittick's Churchyard (Scheduled Monument) with potential for impacts on its setting.	<ul style="list-style-type: none"> <li>Reduced development footprint - compared to 21ha OP56/OP62 combined allocation.</li> <li>Potential road re-alignment sited within OP62 boundary to maximise separation from churchyard (reducing PoA development area).</li> </ul>	<ul style="list-style-type: none"> <li>Provide minimum 40m buffer zones to St Fittick's Churchyard from development and/or re-aligned road to ensure separation from development and minimise impact on setting.</li> </ul>	<ul style="list-style-type: none"> <li><b>Boundary Treatment</b> to church and boundary areas incorporating combination low-level planting, living walls, and landscape features. Detailed measures to be agreed in consultation with ACC and HES - reflect changed landscape context surrounding the Church, and ensuring impact on setting of the Scheduled Monument are minimised and appropriately mitigated.</li> </ul>	<ul style="list-style-type: none"> <li>Provision of new / replacement <b>Interpretative Signage</b> at site to ensure the story of Church and its position within local history positively contributes to amenity within the Park.</li> <li>Enhancing status of the Church as key asset for St Fittick's Park, in prominent location at a 'gateway' to Aberdeen, potentially through sensitive up-lighting specialist stonework / fabric repairs (to be developed in consultation with ACC Archaeology / HES).</li> </ul>

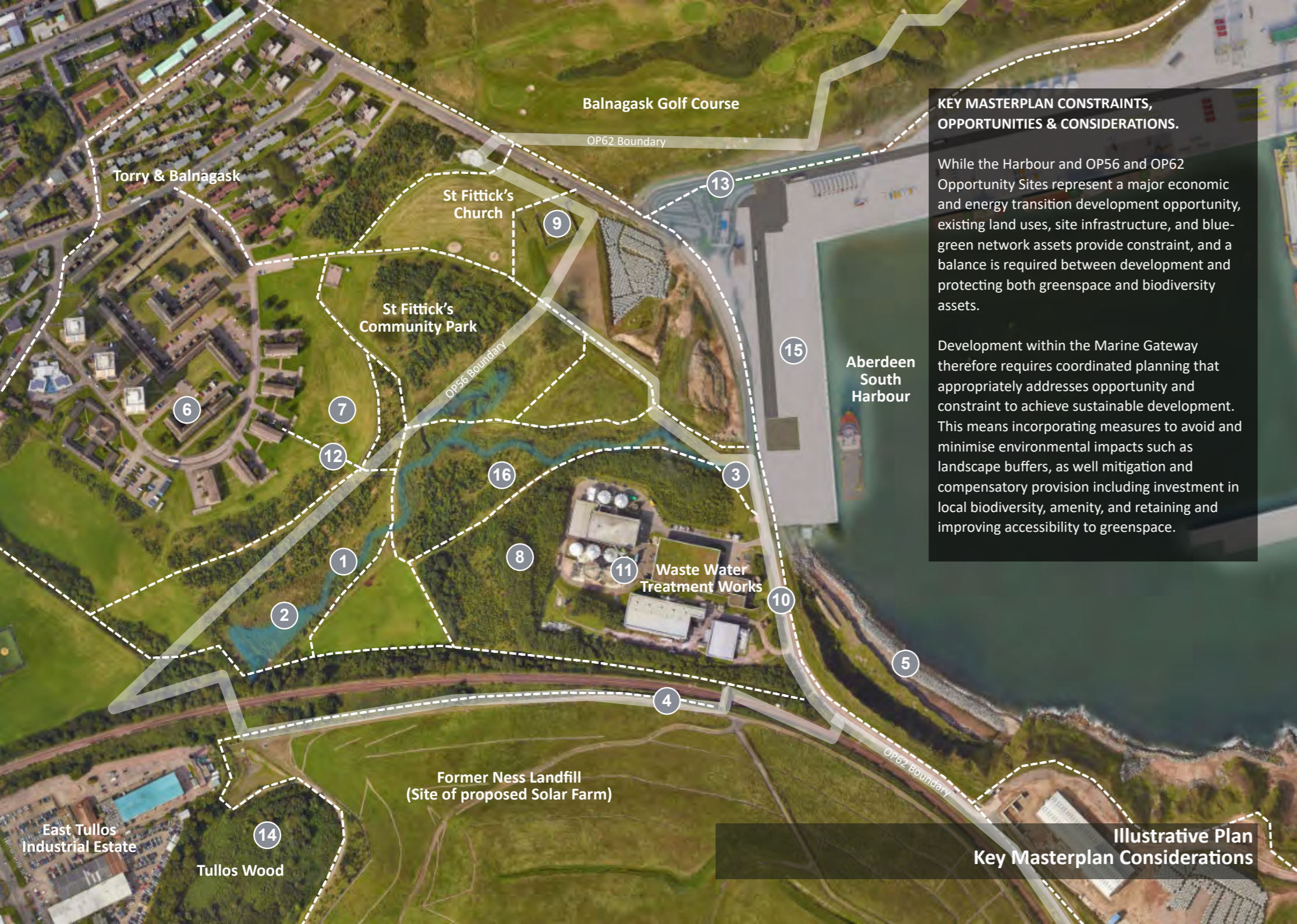
St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMIADIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Park, Greenspace &amp; Green Networks</b> Development within OP56 and OP62 will involve the loss of some local greenspace and functions / features of the existing public park.	<ul style="list-style-type: none"> <li>Reduced development footprint – compared to 21ha OP56/OP62 combined allocation.</li> <li>Avoid greenspace adjacent to housing/ core park areas and main access points to park.</li> </ul>	<ul style="list-style-type: none"> <li>Retain most valuable / significant park features – East Tullos Burn + Wetlands, play facilities, Core Paths.</li> <li>Provide buffer zones to site perimeters (WWTW / Park) with retained woodland planting.</li> </ul>	<ul style="list-style-type: none"> <li><b>Path Realignments / Improvements</b> - to enhance quality and accessibility of St Fittick's Park – including potential boardwalk and integrated with biodiversity and landscape management works.</li> <li><b>Park Enhancements</b> to mitigate loss of quantity of greenspace with improvements to quality and accessibility. Extending use, improving access, and provision of additional facilities (e.g. skate park / pump track/ play/ community growing - to be agreed with local community).</li> </ul>	<ul style="list-style-type: none"> <li><b>Local Parklets</b> enhancing park and local greenspace facilities immediately adjacent to housing. Extending access (Older People /young People / Carers / etc), 'offsetting' loss of greenspace and adding to local amenity.</li> <li><b>'Energy Coast' Coastal Path</b> upgrade to improve local Green Network quality and accessibility for all communities and support local health &amp; well-being.</li> <li><b>Tullos Wood Gateway</b> – enhancing accessibility to local Green Network from Torry.</li> </ul>

St Fittick's Park (OP56 / OP62)	PREVENTIVE MEASURES		REMIADIATIVE MEASURES	
Development providing for potential re-alignment of Coast Road and creation of platforms for high-value manufacturing and port-integrated activity.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Local Amenity</b> Development will involve industrial / commercial activity in relative proximity to existing sensitive receptors with the potential for impacts on local amenity – especially in terms of noise and visual impact.	<ul style="list-style-type: none"> <li>Reduced development footprint - compared to 21ha OP56/OP62 combined allocation.</li> <li>Ensure a clear stand-off between development areas and residential properties.</li> </ul>	<ul style="list-style-type: none"> <li>Development within OP56 site to be primarily 'built development' with limited external operations.</li> <li>Planning conditions to define parameters for height &amp; massing reflecting standard industrial typologies and based on Landscape &amp; Visual Impact Assessment.</li> <li>Planning conditions to provide operational controls on hours of use / outdoor activity. - Planning conditions to provide operational controls on hours of use / outdoor activity – based on Noise Impact Assessment.</li> <li>Noise control measures for construction period (including controlled working hours) to be agreed through CEMP / Noise Impact Assessment.</li> </ul>	<ul style="list-style-type: none"> <li><b>Plot Landscape Frameworks</b> for all sites addressing detailed layouts to protect amenity, incorporate screening and boundary treatments (living walls, shelterbelt, other landscape measures) to mitigate visual impact of built development and associated external areas.</li> <li><b>Landscape Planting &amp; Boundary Treatments</b> within park / buffer zones to provide partial screening to built development.</li> </ul>	<ul style="list-style-type: none"> <li><b>Architectural/ Design Treatments</b> Architectural and design measures associated with building detailing and combination of site planning / plot development, landscape treatments appropriate to the nature of future development and amenity needs.</li> </ul>



Gregness (OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing platform suitable for manufacturing associated with ASH, and areas suitable for external storage and other energy transition uses.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Biodiversity Protection &amp; Enhancement</b> Ensure existing biodiversity is protected and enhanced by completing full habitat mapping and developing an ecological based response plan to address long-term enhancement of natural capital and biodiversity.	<ul style="list-style-type: none"> <li>Complete detailed habitat mapping of core sites within the Marine Gateway.</li> <li>Identify areas that contribute to local biodiversity and target / priority species.</li> <li>Integrate environmental / ecological mapping into early planning and design development.</li> </ul>	<ul style="list-style-type: none"> <li>Identify and minimise direct impacts on areas of biodiversity value.</li> <li>Minimise losses to habitats wherever possible and build ecological / habitat protection into CEMP.</li> </ul>	<ul style="list-style-type: none"> <li><b>Habitat Management</b> - identify areas within the site for biodiversity enhancement through new planting / landscaping or enhanced ecological management.</li> <li><b>Native Amenity Trees &amp; Hedgerows</b> to be incorporated into Plot Landscape Framework.</li> </ul>	<ul style="list-style-type: none"> <li><b>'Pollinator Coast'</b> - programme creating new habitat / biodiversity opportunities (invertebrates) along coastal corridor.</li> <li><b>Habitat Connectivity</b> - Enhance existing habitats / natural capital to address habitat fragmentation and link Green Network elements.</li> <li><b>Green Roof Developments</b> - incorporated where feasible as part of Plot Landscape Frameworks.</li> </ul>

Gregness (OP62)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development providing platform suitable for manufacturing associated with ASH, and areas suitable for external storage and other energy transition uses.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Park, Greenspace &amp; Green Networks</b> Development at Gregness (OP62) may impact on accessibility to the local Green Network.	<ul style="list-style-type: none"> <li>Reduced development footprint to core areas of site – ensuring that Coastal Path can be retained and re-instated (as required by conditions linked to Aberdeen South Harbour construction).</li> </ul>	<ul style="list-style-type: none"> <li>Provide buffer zones to site perimeters – Coastal Path and clifftop so that these remain fully accessible and provide amenity value as part of the Green Network.</li> </ul>		<ul style="list-style-type: none"> <li><b>'Energy Coast' Coastal Path</b> upgrade to improve local Green Network quality and accessibility for all communities and support local health &amp; well-being.</li> </ul>
<b>Local Amenity</b> Development will involve industrial / commercial development on an exposed coastal site, with the potential for impacts on local amenity – especially in terms of visual impact.	<ul style="list-style-type: none"> <li>Reduced development footprint – situating primary built development to the north of the site closest to ASH and within parts of the site previously developed (Concrete Batching facility).</li> </ul>	<ul style="list-style-type: none"> <li>Planning conditions to define parameters for height &amp; massing reflecting industrial typologies and based on detailed Landscape &amp; Visual Impact Assessment.</li> <li>Planning conditions to provide operational controls on hours of use / outdoor activity.</li> </ul>	<ul style="list-style-type: none"> <li><b>Path Network Connections</b> - (See Green Networks above).</li> <li><b>Plot Landscape Frameworks</b> - addressing detailed layouts to protect amenity, incorporate screening and boundary treatments (living walls, shelterbelt, other landscape measures) to mitigate visual impact of built development and associated external areas.</li> <li><b>Landscape Planting &amp; Boundary Treatments</b> within buffer and boundary zones to provide partial screening to built development.</li> </ul>	<ul style="list-style-type: none"> <li><b>Architectural/ Design Treatments</b> Architectural and design measures associated with building detailing and combination of site planning / plot development, landscape treatments appropriate to the nature of future development and amenity needs that positively complement the industrial / infrastructure setting around Aberdeen South Harbour.</li> </ul>



**KEY MASTERPLAN CONSTRAINTS, OPPORTUNITIES & CONSIDERATIONS.**

While the Harbour and OP56 and OP62 Opportunity Sites represent a major economic and energy transition development opportunity, existing land uses, site infrastructure, and blue-green network assets provide constraint, and a balance is required between development and protecting both greenspace and biodiversity assets.

Development within the Marine Gateway therefore requires coordinated planning that appropriately addresses opportunity and constraint to achieve sustainable development. This means incorporating measures to avoid and minimise environmental impacts such as landscape buffers, as well mitigation and compensatory provision including investment in local biodiversity, amenity, and retaining and improving accessibility to greenspace.

**Illustrative Plan  
Key Masterplan Considerations**

- 1 **East Tullos Burn** – improved and ‘re-meandered’ in 2014 through SEPA / ACC Community Partnership. Important hydrological and ecological function and key asset for St Fittick’s Park. Approximate route illustrated diagrammatically here.
- 2 **Wetland habitats** providing locally important biodiversity – in places overgrown by non-native species (Typha) closing out open water and hampering function of the Burn.
- 3 **East Tullos Burn outfall to Nigg Bay** (beneath Coast Road).
- 4 **Railway footpath** crossing to be closed by Network Rail
- 5 **Nigg Bay SSSI** – designated for its quaternary geology and geomorphology
- 6 **Existing residential communities** in Torry & Balnagask – in close proximity to allocated Opportunity Sites within St Fittick’s Park.
- 7 **Valued local greenspace** and community park – providing space for leisure and recreation.
- 8 **Existing Woodland** – screening Waste Water Treatment Works.
- 9 **St Fittick’s Church** (Scheduled Monument).
- 10 **Coast Road**
- 11 **Nigg Bay Waste Water Treatment Works** – major water treatment facility for Aberdeen and wider region, including sub-terrain rising mains and combined sewer overflows situated within the Park.
- 12 **Local Path Network** – including Core Path 78 which connects to Cove via the coastal cliff-top path and Core Path 108 crossing St Fittick’s Park.
- 13 **Footpath** to be provided as part of re-aligned Greyhope Road, associated with Aberdeen South Harbour construction.
- 14 **Tullos Wood** – a Local Nature Conservation Site with excellent views over the City and a number of Scheduled Monuments, but challenging to access from Torry.
- 15 **Aberdeen South Harbour** - £400m investment in deep-water marine infrastructure capable of serving offshore renewables sectors and catalysing investment.
- 16 **Co-located LDP Opportunity Site (OP56)** – designated for energy transition uses which have a functional association with Aberdeen South Harbour.



Railway Crossing (to be closed)



East Tullos Burn Outfall



Local Greenspace



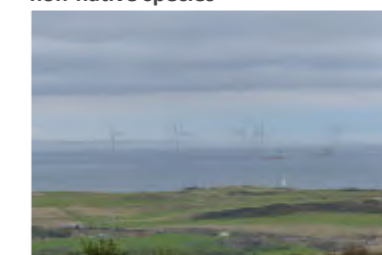
Local Path Network



Wetland Habitats including invasive non-native species



Tullos Wood



Aberdeen Bay Windfarm



St Fittick's Park



**STRATEGIC MITIGATIONS & COMPENSATIONS**  
 As set out within the 'Community & Energy Coast', the Masterplan identifies a range of mitigation and compensatory measures including specific proposals within and around St Fittick's Park to address the impacts of development on greenspace, local landscape and biodiversity, East Tullos Burn, cultural heritage, and local connectivity. These respond to specific requirements set out within the Local Development Plan (OP56 Allocation) and NPF4, as well as incorporating wider measures to ensure a sustainable development that positively contributes to local place-making.

Locations shown are indicative and the precise nature of mitigations and compensations will be informed through further detailed environmental and technical assessment (including EIA), as well as consultation and engagement with key stakeholders including ACC and local community. The full detail of proposed mitigation and compensation measures set out will be developed and secured through future planning processes, recognising that additional site specific mitigation and compensation may also be required as an outcome of EIA / Transport Assessment and other technical studies.

**Illustrative Plan  
 Strategic Mitigations & Compensations**

- 1 **Local Parklets** – providing enhanced park and local greenspace facilities within currently under-utilised open space in close proximity to housing – extending access and adding to local amenity. Specific locations and amenities within Parklets to be confirmed through further consultation and in coordination with ACC.
- 2 **Heritage Interpretation and Restoration** – boundary treatment and landscaping to reflect changed setting of St Fittick's Church, along with provision of replacement interpretation signage and sensitive conservation repair (to be developed in consultation with HES / ACC Archaeology)
- 3 **Path Network** - Core Path and other walking routes through St Fittick's Park to be re-instated and enhanced to maintain connectivity through the area and ensure full accessibility across the Green Network.
- 4 **Boardwalk and Wetland access** – to allow closer integration, access, and contact with nature within St Fittick's Park and wetlands.
- 5 **Pollinator Coast Biodiversity** – strengthening habitat connectivity and biodiversity within the Coastal corridor through targeted pollinator planting – complementing ACC B-Line initiative with coastal plant species to support priority invertebrates.
- 6 **Tullos Wood Access & Path Connections** – to enhance accessibility to Tullos Wood and the wider Green Network from Torry – providing more accessible, legible and direct entrance along with associated pathway and landscaping improvements.
- 7 **Retained East Tullos Burn** – key ecological and hydrological asset retained and separated from proposed development sites through landscape buffer zones.
- 8 **Burn Re-Alignment** - Partial re-alignment and extension of eastern section of the channel to enable formation of development plots – replicating the 'meandering' course of the current section.
- 9 **Native Species Planting and Wetlands Habitat Management** – targeted removal of overgrown invasive non-native species (Typha) to improve areas of open water and functional hydrology, and associated re-stocking of native species around the Burn with wetland landscape to be managed for biodiversity.
- 10 **East Tullos Drainage Infrastructure** – management and pre-treatment of surface water run-off from East Tullos Industrial Estate to support water quality improvement within the Burn.
- 11 **Energy Coast 'Coastal Path'** – maintained Coastal Path (Core Path 78) incorporating pathway provisions arising from Aberdeen South Harbour construction, and tied in to planned Coast Road re-alignment with opportunity for interpretation around Nigg Bay SSSI.
- 12 **Plot Landscape Framework** – incorporating a range of measures within the Development to support biodiversity and habitat connectivity – including landscape planting to support amenity and integrate with surrounding Green Network as well as potential green roofs and living walls, adding to the 'Pollinator Coast'.
- 13 **Skate Park / BMX Pump Track** – potential extension and enhancement of Skate Park facility and/or BMX Pump Track to add to facilities within the Park – to be agreed with local community and Locality Planning Partnership, and advanced through co-design.
- 14 **Play Facilities** – potential extension or enhancement of existing play provision within St Fittick's to add to the overall quality of the Park, particularly around facilities for explorative or innovative play.
- 15 **Compensatory Tree Planting** – development in St Fittick's Park will result in the loss of trees and mature woodland, to be replaced and compensated across the masterplan area.



Path Network



Heritage Interpretation & Restoration



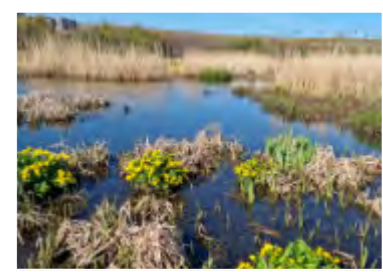
Pollinator Cost Biodiversity



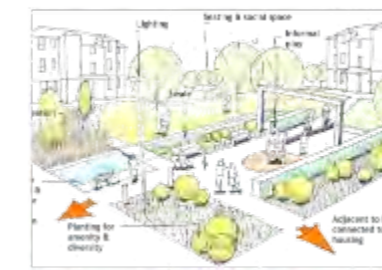
Skate Park



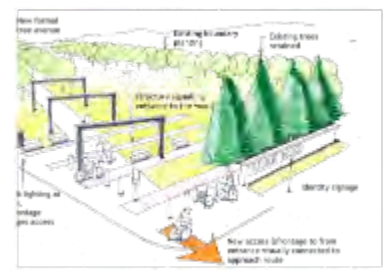
Boardwalk and Wetland Access



Enhanced Wetland Habitat



Local Parklets



Tullos Wood Access & Paths



## INDICATIVE MASTERPLAN - ST FITTICK'S

The layout and design principles are captured within the illustrative campus layouts for the Marine Gateway. Developable areas shown are indicative and will be defined through further assessment and review but must reflect design guidance and address site constraints and opportunities on a reduced development area within the allocated Opportunity Site boundaries, along with issues and points raised during engagement with partners, stakeholders and the local community.

### St Fittick's

- 1 Buffer zones to setting of St Fittick's Church for landscaping and screening treatment – with detailed consideration of levels and final road alignment. Detail to be agreed with HES and ACC Archaeology.
- 2 Buffer zones to retained East Tullos Burn incorporating native planting and landscaping – separating development from key wetland environments as far as possible.
- 3 Potential coast road re-alignment incorporating full active travel provision. Enabling creation of development plot contiguous with Aberdeen South Harbour. Detailed design to be agreed with ACC Roads.
- 4 Port integrated activity contiguous with Aberdeen South Harbour and with direct access to quayside.
- 5 High-value energy transition activity, such as manufacturing, with functional association to Aberdeen South Harbour which precludes it being located elsewhere. High-quality design incorporating durable materials, with height and massing informed by landscape & visual impact assessment.
- 6 Primary site access from re-aligned Coast Road – crossing the re-aligned section of the East Tullos Burn. Potential managed crossing of Coast Road for inter-connectivity with Aberdeen South Harbour dependent on end-user requirement.
- 7 SuDS provision (shown indicatively) to be incorporated into development plots – ensuring development is flood resilient and does not increase current or future risk of flooding to surrounding land, especially within St Fittick's Park.

○ Strategic Mitigations & Compensations – shown overleaf.



Aberdeen South Harbour



Jack-up Vessel



High Value Manufacturing



## INDICATIVE MASTERPLAN - GREGNESS

The layout and design principles are captured within the illustrative campus layouts for the Marine Gateway. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

### Development Proposals:

- 1 Principal site access from Coast Road – utilising existing site entrance.
- 2 High-value manufacturing activity – benefitting from immediate proximity and ability to transport materials downhill over a very short distance. Building footprint to be configured around Scottish Water sub-terrain infrastructure
- 3 Access to Aberdeen South Harbour breakwater and sector light maintained through development.
- 4 Development plot at the south of the site – configured around Scottish Water sub-terrain infrastructure and suitable for complementary, smaller-scale energy transition activity that may benefit from coastal location and/or proximity to the Harbour.
- 5 Planned coast road re-alignment including new rail crossing. All future development to be closely coordinated with ACC Roads, noting potential for associated land and/or phasing requirements to enable construction.

### Strategic Mitigations & Compensations:

- 6 Landscape screening and treatment within buffer and boundary zones, incorporating native species suitable for coastal cliff-top environment and adding to site biodiversity.
- 7 Coastal path (Core Path 78) to be retained / re-instated (requirement of Aberdeen South Harbour planning consent) and form part of 'Energy Coast' with enhanced interpretation and wayfinding, including around Nigg Bay SSSI.
- 8 Native species amenity landscaping and planting around site boundaries within coastal corridor, to add to 'Pollinator Coast' and overall site biodiversity.
- 9 Building height and massing to be determined through Landscape & Visual Impact assessment, accounting for potential local landscape sensitivity as well as changing setting and character as a result of new marine infrastructure around Aberdeen South Harbour.



Gregness



Aberdeen South Harbour



Development must ensure access and functionality of Harbour infrastructure is maintained.



# Hydrogen Campus

## 4.3 HYDROGEN CAMPUS

The production and distribution of low-carbon hydrogen, especially green hydrogen, will be a key part of Scotland’s future net zero economy. Hydrogen can be stored, liquified and transported via road / rail / sea / pipelines and has wide-ranging applications as a zero-carbon energy source especially in industry and transport.

Aberdeen has been an early adopter of hydrogen – and North East Scotland has the potential to produce >20% of Scotland’s low carbon hydrogen production target by 2030. A series of hydrogen production projects are being progressed within the ETZ area, including BP Aberdeen Hydrogen Energy Ltd.’s Aberdeen Hydrogen Hub, Vattenfall’s HT-1 project and ERM’s Dolphyn project.

The ETZ masterplan is seeking to further strengthen the City’s position as a centre for innovation and excellence in this specialist and growing sector. Doonies (OP61) is identified as a suitable and well-positioned site for a purpose-developed technology campus, providing new development and infrastructure to address challenges associated with hydrogen production, storage and distribution, and growing the hydrogen supply-chain and industrial / manufacturing base. Development of the site will seek to provide a multi-use cluster of industry operators, researchers and innovators, and institutional partners active in the emerging hydrogen sector.

### Development Vision

*Developed as a specialist Energy Transition campus anchored around a Green Hydrogen Test and Demonstration Facility (GHTDF) the campus will reinforce Aberdeen’s position as the leading centre in green hydrogen technology, production and application. Commercial partner investment will drive additional applications and form a key part of the emerging Scottish hydrogen technology ecosystem. The Hydrogen Campus will additionally attract green hydrogen high-value manufacturing opportunities, such as electrolyser manufacturing, and support supply chain companies exploiting green hydrogen production potential associated with ScotWind, INTOG and onshore wind developments.*

### Hydrogen Campus – Planning & Policy Overview

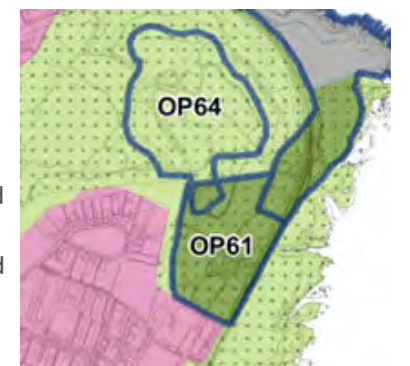
The Hydrogen Campus incorporates land at Doonies, situated on the west side of the Coast Road at the edge of Altens Industrial Estate. Land within Altens Industrial Estate (Peterseat Drive) also has the potential to support future expansion of the Campus and is designated as Business & Employment Land. The Doonies site is designated as Opportunity Site OP61 (Doonies) within the LDP, as well as being covered by Policy B5 relating to the Energy Transition Zone.

The OP61 Opportunity Site allocation includes areas of the former Ness Landfill to the north of the farm, overlapping slightly with the OP64 Opportunity Site which relates to development of a Solar Farm linked to the bp Aberdeen Hydrogen Energy Ltd. “Hydrogen Hub”.

POLICY	Summary Extract
<b>OP61</b>	<i>“This area along with OP56 will support renewable energy transition related industries in association with Aberdeen South Harbour...Other issues which need to be addressed include landscape impact of development, recreational access and habitat connectivity.”</i>
<b>Policy B5</b>	<i>“There will be a presumption in favour of the development, production, assembly, storage and/or distribution of infrastructure required to support renewable energy related industries; this includes offshore wind, tidal, hydrogen and solar...Development proposals will be required to include suitable open space and landscape enhancements for the wellbeing of people and wildlife”</i>

The LDP requires for Opportunity Sites OP56, OP61 and OP62 that masterplanning specifically considers the following matters:

- The extent of developable areas within B5 Energy Transition Zone zoning.
- Areas which should remain undeveloped and the extent of any buffer zones.
- Mitigation measures to ensure the continued viability of linear habitats including the East Tullos Burn, recreation and Core Path network.
- Options for the use of the waste-water treatment plant.
- Measures to avoid, minimise, mitigate, and compensate potential impacts on biodiversity and greenspace that will ensure at least no net loss of biodiversity across the masterplan area.



Local Development Plan (LDP)



### Site Opportunities & Constraints

The Doonies site is currently greenfield and has been in use as a rare breeds farm, though the lease on the farm is due to end subject to agreement with ACC. The site is not subject to any environmental or cultural heritage designations and is relatively unconstrained for development. It offers strong potential for creation of a specialist technology campus with a mix of plot sizes suitable for different users.

The site has a direct access from the Coast Road and is sited directly opposite a single-track railway crossing linking to National Cycle Route 1 and the Coastal Path. There is an opportunity for creation of enhanced access to the site, delivered in coordination with the planned upgrade of the Coast Road (Aberdeen Harbour External Transportation Links) which will strengthen its connection to the South Harbour. In particular, masterplanning has identified an opportunity for creation of a new road link across the site, connecting the Coast Road directly to Peterseat Drive. This would deliver access to plots within the Campus and integrate the site closely with Altens Industrial Estate creating further opportunity for brownfield land renewal on vacant and under-utilised sites for future growth of the Campus.

The site is well removed from sensitive receptors and close to the shoreline providing an opportunity for connection to offshore renewables, including pipeline supply of green hydrogen produced offshore which is already being actively explored (see 'Investment & Development Proposition' below).

The former Ness Landfill sits immediately to the north of the site. Ground conditions and the potential for associated contamination would require thorough assessment as part of any development. At the northern boundary (between the landfill and the site) a narrow pathway provides access to/from Tullos Wood and the Coast, which should be integrated into development with opportunities for enhancement considered.

The site sits at the interface between the heavily industrial character of Altens (to the south and west) and the undeveloped, open coastal landscape (to the north and east), requiring careful design consideration to positively integrate development and provide a strong landscape quality.

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Specialist Campus to support / catalyse Hydrogen technologies.</li> <li>• Creation of new Link Road connecting Peterseat Drive to Coast Road.</li> <li>• Connection / expansion to future brownfield land renewal (Peterseat).</li> <li>• Create strong landscape amenity.</li> <li>• Strengthen active travel links and support Coast Road infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>• Site availability limited by current lease termination date.</li> <li>• Adjacency of former Ness Landfill Site.</li> <li>• Coastal landscape character.</li> </ul>



**Illustrative Concept  
Green Hydrogen Test & Demonstration Facility**

**Investment & Development Proposition**

The Hydrogen Campus is a location of active investment interest. Development interests are seeking a range of facilities that will include a mix of building typologies (Office and R&D (Class 4), Manufacturing (Class 5), Distribution (Class 6) suitable for research & innovation, advanced manufacturing, and production-based activities for hydrogen and its linked supply-chain. This includes:

Hydrogen Investment	Masterplan Requirements
<b>Green Hydrogen Test and Demonstration Facilities (GHTDF)</b>	R&D Facility utilising hydrogen from ERM’s Dolphyn project to demonstrate and test hydrogen (meters, valves, compressors etc) and equipment provide an innovation and technology test centre for new and emerging suppliers and service companies.
<b>Enabled Sites for strategic green hydrogen production projects</b>	Enabled land for strategic green hydrogen projects, such as the ERM Dolphyn project’s onshore facilities.
<b>Manufacturing Facilities</b>	Manufacturing associated with large / industrial scale hydrogen electrolyzers (and associated components) through to manufacture of hydrogen refuelling and battery cell technologies.
<b>Large Scale Manufacturing</b>	
<b>Manufacturing Facilities</b>	Cross-cutting innovation and academic and industry partnership will be required in the creation of Scotland's hydrogen economy. R&D and proof of concept / incubator and commercial workshop space for early-stage hydrogen companies.
<b>Proof of Concept / Incubator</b>	
<b>Manufacturing Service &amp; Support Technology Providers</b>	Specialist sector leading companies associated with hydrogen and fuel cell technology, PEM fuel cell management, liquid/molecular hydrogen distribution systems and management.

The Hydrogen Campus will seek to offer a range of buildings suitable for innovation, research & development, start-up businesses, and institutions operating in the hydrogen sector such as ORE Catapult, EMEC, and Net Zero Technology Centre. Subject to future planning and development arrangements these may include co-working space, flexibly let offices, technology labs, technology demonstration facilities, and shared amenities, that together facilitate a high-quality environment for research, innovation and commercialisation.

The scale of site also offer potential for larger-scale industrial units suitable for high-value manufacturing and wider supply-chain activity, supporting the development of technologies and processes involved in hydrogen production, storage and distribution. These could include large scale specialist manufacturing of electrolyzers required to produce hydrogen, or production of hydrogen fuel cells used in low carbon transport and industrial processes.



As noted above, the site’s coastal location provides opportunity for onshore landing of offshore green hydrogen production. ERM Dolphyn is in advanced discussions to make landfall of their offshore green hydrogen production project at a site within the Hydrogen Campus, providing a ready supply of green hydrogen to the site for research, test & demonstration purposes, and for onward distribution to power the city of Aberdeen’s rapidly growing hydrogen sector. The Campus could be suitable as a landfall location for other offshore green hydrogen production, subject to future development and feasibility.


The emergence of new markets and supply-chains within the hydrogen sector will provide diversification opportunities for local companies that have previously serviced oil & gas sectors. The Campus will seek to provide a focus for leveraging and re-purposing the region’s expertise in these areas to create new economic value and jobs.

**Development Guidance**

Development within the Hydrogen Campus will promote a cluster supporting a regional Centre of Excellence that builds on the early adoption of hydrogen technologies by Aberdeen City Council and the opportunities for green hydrogen production associated with ScotWind, INTOG and the significant planned expansion of the onshore wind sector in Scotland.



<p>Land Use</p> 	<p>The Hydrogen Campus is proposed to be developed on a site currently in agricultural use operating as Doonies Farm, with future expansion potential on brownfield land at Peterseat Drive.</p> <p>Development within the Campus should principally comprise a mix of Class 4 / 5 with ancillary Class 6 uses. It should provide facilities suitable for a range of users in the energy transition and hydrogen sector, including research, test &amp; demonstration / commercialisation of hydrogen technologies, and high-value manufacturing associated with production, storage, distribution, and use of hydrogen. A small portion of the on-site infrastructure may be Sui-Generis use class, reflecting its highly specific nature, and should be considered on its merits and with regard to their suitability within an energy transition and industrial cluster.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>• Local Development Plan Policies: B5 (Energy Transition Zone).</li> <li>• National Planning Framework 4 – National Development 14.</li> </ul>
<p>Design Quality</p> 	<p>Development within the Hydrogen Campus should:</p> <ul style="list-style-type: none"> <li>• Develop a coherent and structured Campus layout facilitating development of strategic green hydrogen projects, with development plots sited around the alignment of a Peterseat-Doonies Link Road.</li> <li>• Incorporate landscape and amenity features to provide the qualities of a Campus site. Higher amenity and design quality buildings should be located towards the Coast Road frontage and taking advantage of prominent / principal views offered by the site.</li> <li>• Provide building heights reflecting standard industrial typologies, typically in the range of 10-15m (eaves height) subject to land uses and specific end-user requirements. Further design development should be informed by detailed review of landscape &amp; visual impacts to inform plot specific approach to height, massing and building form – taking account of scale/massing of adjacent sites and surrounding landform.</li> <li>• Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>• Local Development Plan Policies D1 (Quality Placemaking), D2 (Amenity), D3 (Big Buildings), D4 (Landscape), D5 (Landscape Design), D6 (Historic Environment), R6 (Low and Zero Carbon Buildings).</li> <li>• ACC Supplementary Guidance: Big Buildings, Landscape, Resources for New Development.</li> </ul>

<p>Transport &amp; Connectivity</p> 	<p>Development within the Hydrogen Campus should:</p> <ul style="list-style-type: none"> <li>• Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks.</li> <li>• Ensure connectivity from the site to the Tullos Hill path network and support the creation of new routes through the site connecting to the Coast and NCR1.</li> <li>• Provide direct access via a priority junction from the upgraded Coast Road, with specific siting and design requirements to be agreed in consultation with ACC Roads &amp; Highways. Proposals should be coordinated with planned ACC enhancements work (including road widening) to the Coast Road, noting potential for associated land requirements within the OP61 site.</li> <li>• Incorporate a new link road crossing the site, to service development plots within the Campus and connect the Coast Road directly to Peterseat Drive. The road should be suitable for heavy-load vehicle movements and incorporate full active travel provision (walking and cycling).</li> <li>• Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys).</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>• Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking).</li> <li>• ACC Supplementary Guidance: Transport &amp; Accessibility.</li> </ul> <p>In addition to planning requirements, the detailed design of any road infrastructure within the Hydrogen Campus should have regard to relevant standards within the Design Manual for Roads &amp; Bridges, National Roads Development Guide (SCOTS), and be developed in close consultation with ACC Roads officers.</p>
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## Infrastructure



Development within the Hydrogen Campus should:

- Ensure that all development is designed to be flood resilient and does not increase the current or future risk of flooding to surrounding land. Surface water management must be incorporated including sustainable flood risk management (SuDS) and appropriate blue-green infrastructures. Where possible, development should seek to provide SuDS ponds to the Coast Road frontage of the site, reflecting site topography and complementing landscape planting.
- Give careful consideration to the adjacent Former Ness Landfill site and the potential for contaminated land, ensuring ground conditions suitability is fully considered and any remediation works are programmed.
- Consider regulatory requirements that may arise from on-site production and/or storage of hydrogen – potentially including COMAH / HSC / PPC licensing. Development involving hydrogen storage should be consulted at an early stage with the Health & Safety Executive, SEPA, and ACC to ensure risk management, health & safety, and operational processes are fully coordinated.
- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ. (including for distribution of hydrogen).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



**Development of the Campus, including delivery of a new Link Road, should be closely coordinated with the planned upgrade of the Coast Road by ACC.**

## Landscape & Environment



Development of the Hydrogen Campus has the potential to result in impacts to the local environment. Development should be designed and delivered in accordance with the environmental mitigation hierarchy to reduce these impacts as far as possible integrate effectively with environmental projects in the Community & Energy Coast Programme and contribute to the overall net gain of biodiversity across the masterplan area. The principles of environmental mitigation that all development within the Hydrogen Campus should follow are scheduled overleaf.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: NE1 (Green Belt), NE2 (Green & Blue Infrastructure), NE3 (Our Natural Heritage), NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise), D6 (Historic Environment)
- ACC Supplementary Guidance: Landscape, Natural Heritage, Trees & Woodlands, Green Space Network and Open Space, Air Quality, Noise.



**Development should incorporate active travel routes connecting to the local Green Network, including the Coastal Path.**



**Brownfield land within Altens (Peterseat Drive) presents opportunity to integrate existing industrial sites and further expand the Campus**

Doonies (OP61)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development area providing for a Doonies-Peterseat Link Road and creation of development platforms for hydrogen test & demo, on-shore landing site, high-value manufacturing and supply-chain activity.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Biodiversity Protection &amp; Enhancement</b> Ensure existing biodiversity is protected and enhanced by completing full habitat mapping and developing an ecological based response plan to address long-term enhancement of natural capital and biodiversity.	<ul style="list-style-type: none"> <li>Develop within defined OP61 boundaries – excluding areas of former landfill and associated drainage to reduce developable area.</li> <li>Complete detailed habitat mapping of the existing Doonies site.</li> <li>Integrate environmental / ecological mapping into early planning and design development.</li> </ul>	<ul style="list-style-type: none"> <li>Minimise losses to woodland and other habitats wherever possible and build ecological / habitat protection into CEMP.</li> <li>Provide buffer zones and separation to site perimeters (Landfill / Coast Road / SUEZ) with retained woodland planting where existing.</li> <li>Identify and minimise direct impacts on areas of biodiversity value.</li> </ul>	<ul style="list-style-type: none"> <li><b>Invasive Non-Native Species management programme</b> to remove non-native invasive species on the site (Giant Hogweed) and associated local native species re-stocking.</li> <li><b>New Native Woodland Planting</b> to ensure no net loss of woodland cover.</li> <li><b>Native Amenity Trees &amp; Hedgerows</b> to be incorporated into site/plot landscape scheme to support biodiversity.</li> <li><b>On-site SuDS infrastructure</b> complementing landscaping and adding wetland biodiversity where possible.</li> </ul>	<ul style="list-style-type: none"> <li><b>Compensatory Tree Planting</b> additional planting across masterplan area to extend woodland cover and address woodland fragmentation – Tullos Wood and Coastal Strip as potential priority planting areas.</li> <li><b>‘Pollinator Coast’</b> programme creating new habitat / biodiversity opportunities (invertebrates) along coastal corridor.</li> <li><b>Green Roofs-</b> incorporated where feasible as part of Plot Landscape Frameworks.</li> </ul>

Doonies (OP61)	PREVENTIVE MEASURES		REMEDIATIVE MEASURES	
Development area providing for a Doonies-Peterseat Link Road and creation of development platforms for hydrogen test & demo, on-shore landing site, high-value manufacturing and supply-chain activity.	<b>AVOID</b> <i>Avoiding</i> impacts on biodiversity and local environment through site selection, retention of valuable assets, sensitive design development, and scheduling of works.	<b>MINIMISE</b> <i>Minimising</i> the significance / extent of impacts through controls and limits on the physical extent of development, and/or construction and operation of development.	<b>MITIGATE</b> <i>Mitigating</i> impacts where these occur through targeted environmental interventions -such as the on-site re-establishment of habitats, landscape management, or incorporating blue-green infrastructure into development.	<b>COMPENSATE + ENHANCE</b> <i>Compensating</i> for unavoidable environmental impacts through provision of new or enhanced environmental assets / features / habitats – with specific and direct relationship to residual project impacts.
<b>Local Amenity</b> Development will involve industrial / commercial development on an exposed coastal site, with the potential for impacts on local amenity – especially in terms of visual impact.	<ul style="list-style-type: none"> <li>Site located away from sensitive receptors (residential, education, health)</li> <li>Develop within defined OP61 boundaries – excluding areas of former landfill and associated drainage to reduce developable area.</li> </ul>	<ul style="list-style-type: none"> <li>Campus primarily of ‘built development’ with limited external operations.</li> <li>Planning conditions to define parameters for height &amp; massing reflecting standard industrial typologies and based on detailed Landscape &amp; Visual Impact Assessment.</li> <li>Planning conditions to provide operational controls on hours of use / outdoor activity</li> </ul>	<ul style="list-style-type: none"> <li><b>Plot Landscape Frameworks</b> for all sites addressing detailed layouts to protect amenity, incorporate screening and boundary treatments (living walls, shelterbelt, other landscape measures) to mitigate visual impact of built development and associated external areas.</li> <li><b>On-site Path Networks</b> connecting to Tullos Wood to as part of Green Network – and connected to Peterseat-Doonies Link Road Active Travel provision.</li> </ul>	<b>Architectural / Design Treatments</b> – Design measures associated with building detailing and combination of site planning / plot development, landscape treatments appropriate to nature of future development and amenity needs – creating a high-quality ‘Campus’ development.



**Illustrative Concept  
Hydrogen Campus incorporating Manufacturing, R&D, Demonstrator and Support Services**

## INDICATIVE MASTERPLAN

The masterplan layout and design principles are captured within the campus layouts for the Hydrogen Campus. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

### Development Proposals

- 1 Flexible development sites in a range of industrial and commercial typologies, suitable for manufacturing, R&D, and wider supply-chain.
- 2 Test & Demonstration facilities supporting innovation for hydrogen production, distribution, utilisation, and storage.
- 3 Brownfield land with Altens Industrial Estate suitable for potential future expansion of Campus, subject to future feasibility.
- 4 Primary site access from the Coast Road – with specific siting and design requirements to be coordinated and agreed with ACC Roads.
- 5 Provision of a new link road crossing the site and connecting the Coast Road to Peterseat Drive, suitable for heavy-load vehicle movements and incorporating active travel (walking and cycling) provision.

### Strategic Mitigations & Compensations

- 6 Boundary treatments and landscape buffers incorporating native planting and trees to ensure no loss of woodland cover, and enhance local amenity and biodiversity
- 7 Plot Landscape Frameworks across the Campus incorporating planting and landscaping within development plots to mitigate the visual impact of development and add to site biodiversity – potentially including green roofs, living walls, and other landscape features.
- 8 On-site SuDS infrastructure integrated with landscaping and complementing overall site amenity, and adding to wetland biodiversity where possible.
- 9 Coastal Path (Core Path 78) forming part of 'Energy Coast' to be upgraded through targeted re-surfacing / re-instatement where pathways is degraded and with new interpretation and wayfinding – maintaining existing character as a coastal clifftop recreational walking route.
- 10 Retention and upgrade of on-site path networks connecting to Tullos Wood as part of the Green Network – integrated and connected to active travel provision within new Link Road.
- 11 Former landfill to be partially developed as Ness Solar Farm. Targeted native species planting as part of 'Pollinator Coast' to strengthen habitat connectivity and biodiversity within the Coastal corridor – complementing ACC B-Line initiative with species to support priority invertebrates.



**Illustrative Concept  
Hydrogen Campus incorporating Manufacturing, R&D,  
Demonstrator and Support Services**



# Offshore Wind Campus

## 4.4 OFFSHORE WIND CAMPUS

Complementing the Marine Gateway, the Offshore Wind Campus will provide a cluster of commercial, manufacturing, test & demonstration, and innovation facilities within brownfield land at Altens, supporting the growth of a strong offshore wind supply chain within the Zone, as well as providing opportunities for wider energy transition uses.

The key investment catalyst for the Campus is ETZ Ltd's co-investment with the Offshore Renewable Energy (ORE) Catapult to create a world leading National Floating Wind Innovation Centre (FLOWIC). The Centre is being developed to accelerate the commercialisation of floating offshore wind throughout the UK, capitalise on demand for floating offshore wind created by ScotWind, and support the incubation of new products, services and businesses within the sector.

### Development Vision

*Anchored by the National Floating Wind Innovation Centre (FLOWIC) the Offshore Wind Campus is a cluster supporting the development of offshore wind commercial applications, technologies and services, alongside complementary renewable energy activities. The Campus supports developers, operators, equipment manufacturers, supply chain companies and small innovators with research, test, deployment and validation facilities and small-medium scale business space. It will enable and support collaboration between academia, national innovation partners and industry creating a cluster of energy transition investment and activities.*

### Offshore Wind Campus – Planning & Policy Overview

The Offshore Wind Campus is situated on land at Hareness Road, on the eastern edge of Altens Industrial Estate. The site is designated as 'Business & Industry' land within the LDP. Immediately to the east of the site land around the Coast Road, East-Coast Main Line and on the coastal fringe is designated as Greenbelt and Greenspace Network.

The site contains the existing Irvin House building (now renamed W-Zero-1), a vacant mixed-use office, industrial and storage and distribution facility.

POLICY	Summary Extract
<b>Policy B1</b> 	<p>"Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.</p> <p>...</p> <p>New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Open Space Strategy and any approved non-statutory planning guidance, planning briefs or masterplans"</p>



Local Development Plan (LDP)



**Illustrative Concept  
Floating Offshore Wind Innovation Centre within Existing Irvin House**

**Site Opportunities & Constraints**

The site is brownfield land with relatively few constraints to development across multiple plots for industrial use supporting energy transition. Boundaries to the site are well defined by Altens Industrial Estate to the west and north, woodland screening to the south, and the Coast Road and East-Coast Mainline to the east.

The presence of FLOWIC at the site along with renewal of existing buildings (such as ETZ Ltd’s W-Zero-2 Building on Minto Avenue) presents a clear opportunity for co-located activity around offshore wind and/or wider renewable energy supply chain, forming a cluster integrated with the existing industrial character in Altens.

Across the site there is potential to form access to multiple plots directly from Hareness Road. Opportunity exists for access to be enhanced through positive integration with the planned upgrade of this section of road through the Aberdeen Harbour External Transportation Links which will strengthen its connection to the South Harbour. The siting of junctions / access points will need to be sited carefully to ensure appropriate visibility and spacing given the curvature of Hareness Road and existing site entrances.

The site is relatively well removed from sensitive receptors, though residences at Burnbanks Village (approximately 220m from the southernmost plot) will require consideration of local amenity impacts.

The site slopes from west-to-east and further review of site topography and levels will inform more detailed proposals. British Geological Survey mapping indicates there is two areas of Made Ground at the western and southern edges of the site, which will also require further investigation as part of detailed planning.

Existing services at the site include Scottish Water infrastructure (sub-terrain foul sewers and surface water sewers) which cross east-west across the site. On the east side of Hareness Road are open drainage ditch and basins linked to surface water drainage from Altens Industrial Estate and Hareness Road.

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Redevelopment of Brownfield land.</li> <li>• Co-located business space &amp; Innovation Centre (FLOWIC).</li> <li>• Co-located investment sites with Altens Industrial Estate.</li> <li>• Key corridor through Altens Industrial Estate to Coast Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Ground conditions / made ground.</li> <li>• Existing local service and utility infrastructures.</li> <li>• Hareness Road curvature and siting of plot access.</li> </ul>



**Illustrative Concept  
Floating Offshore Wind Innovation Centre within Existing Irvin House**

#### **Investment & Development Proposition**

The Offshore Wind Campus seeks to provide flexible business space for a mix of energy transition activity, (industrial / R&D / commercial) forming a multi-use campus alongside the FLOWIC facility. The main components of the Campus are anticipated to include:

- National Floating Wind Innovation Centre – situated in former Irvin House (now renamed W-Zero-1) which has been acquired, renovated and re-purposed as the centrepiece of the Campus to support innovation and commercialisation in floating offshore wind.
- FLOWIC will anchor the Offshore Wind Campus and be a key early enabler for researchers and innovative / transitioning companies to locate within ETZ as part of a strong industry cluster that is immediately accessible to Aberdeen South Harbour and the 18GW of offshore wind development that is planned within 100 nautical miles of Aberdeen.
- The FLOWIC Centre is to be operated by Ore Catapult provide facilities for the following:
  - Digital Simulation and Modelling
  - Testing and validation of floating wind components / structures
  - Collaboration and joint working between academia and industry
- In addition to housing FLOWIC, the refurbished W-Zero-1 building will provide flexible office and light industrial accommodation for innovative companies operating in the energy transition supply chain and renewable sectors.
- Offshore wind supply chain development within flexible industrial units – new-build development opportunities where suitable to provide modern high-value manufacturing capabilities and allowing for co-locations within existing sites and buildings within the Altens Industrial Estate



- Linked to FLOWIC the plots within the site are well suited to accommodating facilities for test, validation and certification processes associated with offshore wind and the renewable energy supply-chain. These uses will benefit from close proximity to Aberdeen South Harbour and may require external areas for operation and/or specialist equipment which benefit from co-location to FLOWIC, other energy transition users, and setting adjacent to Altens Industrial Estate.


Brownfield land within the Campus may also be utilised for wider energy transition activity that can positively complement FLOWIC and associated offshore wind supply chain. Land within the Campus at Hareness Road has been identified as a preferred site for development of the ‘Hydrogen Hub’ to be delivered by bp Aberdeen Hydrogen Energy Ltd.

The Hydrogen Hub is proposed to operate as a green hydrogen production and re-fuelling facility, which would serve the Council’s fleet of buses, HGVs, and large vans to support transport decarbonisation and advance the take-up of hydrogen technologies in the city. Hydrogen will be produced on-site via electrolysis, utilising green power from the planned Ness Solar Farm, located approximately 1.5km to the north and connected via an underground cable.

#### **Masterplan Development Guidance**

The Offshore Wind Campus incorporates brownfield land for a mix of energy transition activities, anchored by the National Floating Wind Innovation Centre delivered in partnership with ORE Catapult.

<p>Land Use</p> 	<p>Development within the Campus should be for a mix of building typologies in Class 4 (Commercial / Light Industrial), Class 5 (Industrial) and Class 6 (Distribution) - providing flexible units with scale / facilities suitable for energy transition activities and supply chain.</p> <p>The National Floating Wind Innovation Centre will operate as a centre for innovation and house facilities for research, test &amp; demonstration, and start-up / SME / innovator businesses in the energy transition supply chain – within Class 4 (Business) and potentially an element of Class 10 (Non-residential institutions).</p> <p>Elements of on-site infrastructure and development may be Sui-Generis use class, reflecting their highly specific nature and should be considered on their merits and with regard to their suitability within an energy transition and industrial cluster.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: B1 (Business &amp; Industrial Land)</li> </ul>
<p>Design Quality</p> 	<p>Development within the Offshore Wind Campus should:</p> <ul style="list-style-type: none"> <li>Develop a coherent and structured Campus layout with high-quality amenity, landscaping and frontages that enhance place quality on Hareness Road.</li> <li>Ensure development integrates with local landscape and townscape character. Building form and massing should reflect standard industrial typologies with heights in the range of 10-15m (eaves height) subject to land uses and specific end-user requirements.</li> <li>Develop a signage strategy for the Campus integrated and referenced with wider Hareness Road signage and ETZ branding.</li> <li>Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and integrate renewable energy technologies within development.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: D1 (Quality Placemaking), D2 (Amenity), D3 (Big Buildings), D4 (Landscape), D5 (Landscape Design), R6 (Low and Zero Carbon Buildings).</li> <li>ACC Supplementary Guidance: Big Buildings, Landscape, Resources for New Development.</li> </ul>

<p>Transport &amp; Connectivity</p> 	<p>Development within the Offshore Wind Campus should:</p> <ul style="list-style-type: none"> <li>Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks.</li> <li>Provide principal access from Hareness Road – with detailed junction siting / design requirements to be agreed in consultation with ACC Roads &amp; Highways and integrate with planned upgrades to Hareness Road. Proposals should be coordinated with planned ACC enhancement work (including road widening) to the Coast Road, noting potential for associated land requirements within at Hareness Road.</li> <li>Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys).</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking).</li> <li>ACC Supplementary Guidance: Transport &amp; Accessibility.</li> </ul>
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## Infrastructure



Development within the Offshore Wind Campus should:

- Ensure that all development is designed to be flood resilient and does not increase the current or future risk of flooding to surrounding land. Surface water management must be incorporated including sustainable flood risk management (SuDS) and appropriate blue-green infrastructures. Where possible development should integrate with existing SuDS and drainage infrastructure between Coast Road and Hareness Road.
- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Consider regulatory requirements that may arise from on-site production and/or storage of hydrogen (if required) – potentially including COMAH / HSC / PPC licensing. Development involving hydrogen storage should be consulted at an early stage with the Health & Safety Executive, SEPA, and ACC to ensure risk management, health & safety, and operational processes are fully coordinated.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment),
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Existing industrial sites and brownfield land should be incorporated with a focus on sustainable retro-fit and re-purposing.



Vacant Business & Employment allocated land at the edge of Altens – suitable for a range of potential energy transition activities and supply-chain..

## Landscape & Environment



Development of the Offshore Wind Campus has the potential to result in impacts to the local environment. Development should be designed and delivered in accordance with the environmental mitigation hierarchy to reduce these impacts as far as possible, integrate with environmental projects in the Community & Energy Coast Programme, and contribute to the overall net gain of biodiversity across the masterplan area.

The principles of environmental mitigation that all development within the Offshore Wind Campus should follow will include:

**Avoiding** impacts through

- Developing within designated Employment Land allocations and outside of Green Belt / Green Network areas, and well removed from sensitive receptors.
- Retaining existing woodland / hedge-row belts to site perimeter and ensuring appropriate separation from development.
- Completion of comprehensive pre-development surveys of ecology / ground conditions / drainage to inform design development.

**Minimising** the significance of impacts through:

- Pro-active management of potential construction impacts through a CEMP
- Operational controls on hours of use / outdoor activity for noise-generating uses and siting potential noise generating uses to be distant from noise-sensitive receptors. Future development may be informed by Noise Impact Assessment to inform specific mitigations.

**Mitigating** impacts through:

- Defined landscape framework for development plots, emphasising strong amenity frontage supported by landscape shelterbelts/native woodlands to site boundaries and along Hareness Road.
- SuDS infrastructure should be positioned to complement landscaping and provide additional campus amenity. Where possible SuDS features should integrate into existing blue-green infrastructure and network corridors.
- Delivering high-quality of design and detailing to site development – contributing positively to character and local amenity of Altens Industrial Estate.

**Compensating** for impacts through

- Incorporation of tree planting and other habitat features within the soft landscaping of development plots to provide amenity and support biodiversity. Planting should include native tree species & hedgerows to support habitat connectivity.
- Incorporation of green roofs to development plots where feasible to soften visual impact of buildings and create additional roofscape habitat.
- Relevant planning policies and associated guidance to be considered in the development of future planning applications include:
- Local Development Plan Policies: NE1 (Green Belt), NE2 (Green & Blue Infrastructure), NE3 (Our Natural Heritage), NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise).
- ACC Supplementary Guidance: Landscape, Natural Heritage, Trees & Woodlands, Green Space Network and Open Space, Air Quality, Noise.



**Illustrative Concept  
Floating Offshore Wind Innovation Centre with Hydrogen Hub and R&D and Support Facilities**

## INDICATIVE MASTERPLAN

The masterplan layout and design principles are captured within the campus layouts for the Offshore Wind Campus. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

### Development Proposals

- 1 Flexible re-purposing and retro-fit of existing building to house innovation / R&D / commercialisation facilities for the energy transition supply chain – including National Floating Wind Innovation Centre (FLOWIC).
- 2 Hydrogen Hub to be developed by BP Aberdeen Hydrogen Energy Ltd as a production and re-fuelling facility – complementing wider energy transition activity.
- 3 Flexible industrial units suitable for offshore wind and wider energy transition supply chain – benefitting from proximity to Aberdeen South Harbour and planned upgrade to Coast Road.
- 4 Flexible external areas suitable for test & demonstration activity – complementing activity with FLOWIC and/or energy transition supply chain.
- 5 Opportunities for renewal and investment of brownfield land within Altens Industrial Estate enabled by ETZ.

### Strategic Mitigations & Compensations

- 6 SuDS integrated with existing blue-green infrastructure and network corridors, complementing landscaping and adding to overall site amenity.
- 7 Site boundary treatments and landscape buffers incorporating native planting and trees to ensure no loss of woodland cover, and to enhance overall campus amenity and biodiversity
- 8 Plot Landscape Frameworks across the Campus incorporating planting and landscaping within development plots to mitigate the visual impact of development and add to site biodiversity – potentially including green roofs, living walls, and other landscape features.



**Illustrative Concept  
Floating Offshore Wind Innovation Centre within Existing Irvin House**



# Innovation Campus

## 4.5 INNOVATION CAMPUS

The Innovation Campus will seek to deliver a mix of industrial / commercial typologies (offices/ workshop/ services support space) providing space for energy transition businesses to locate within the Zone and have ready access to educational and commercial partners and related services infrastructure.

Anchored by ETZ Ltd’s Energy Incubator & Scale-Up Hub and seeking to grow to other sites over time, the Campus will be targeted at smaller businesses, providing flexible industrial, workshop, and office units for innovative companies looking to start-up, expand, or diversify within energy transition sectors. It will support the growth of a renewed industrial cluster in Aberdeen that builds on existing strengths and attracts new innovations in renewable technologies, services, and manufacturing.


### Development Vision

*Innovation and support for new and growing business is at the core of the ETZ mission and requires the provision of space and service/enterprise support for energy transition activity that includes small start-up business to large international inward investment. ETZ will be the location for starting and growing an energy transition enterprise, providing support for commercialisation of industry applications and services. The Innovation Campus will provide the space, facilities and networks that drive this, accelerating investment and attracting smart, ambitious, entrepreneurial companies to the region.*

### Innovation Campus – Planning & Policy Overview

The Innovation Campus will be anchored by ETZ Ltd’s delivery of the ‘Energy Incubator & Scale-Up Hub’ (EISH) to be situated on vacant land (formerly Trafalgar House) at Hareness Road, at the centre of Altens Industrial Estate. The site and all surrounding areas with Altens which are potentially suitable for future expansion are designated as ‘Business & Employment’ land within the LDP. The EISH site benefits from two extant planning permissions:

- Detailed planning permission (210429/DPP) was granted in July 2021 for development at the western portion of the site (approximately one third), adjacent to Ian Wood House. Approved development was for: *“erection of multi-let / start-up units in Class 5 and 6 with ancillary office and associated parking, infrastructure and landscaping”*
- Planning permission in principle (210138/PPP) was granted in May 2021 for development at the eastern portion of the site. Approved development was for: *“Commercial development, Class 5 and 6 use (circa 5,000 sqm floorspace), with associated infrastructure and landscaping”*.

POLICY	Summary Extract
<b>Policy B1</b> 	<i>“Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.</i> ... <i>New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Open Space Strategy and any approved non-statutory planning guidance, planning briefs or masterplans”</i>



Local Development Plan (LDP)



**Illustrative Concept  
Innovation Campus with Serviced Offices, Flexible Workspace, R&D and Support Services**

**Site Opportunities & Constraints**

The site of the former Trafalgar House is cleared brownfield land with few constraints to flexible / multi-user industrial development supporting energy transition activity. Site boundaries are well defined relative to surrounding industrial users and Hareness Road from which the site is accessed via a roundabout (shared with Ian Wood House to the west).

The EISH site is centrally located within Altens Industrial Estate. In close proximity to this site and across the wider area there are a number of brownfield investment opportunities for future expansion to form a multi-site Campus.

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Cleared brownfield site suitable for industrial redevelopment – flexible configuration / layout for multi-let.</li> <li>• Direct access to Hareness Road and key movement corridor.</li> <li>• Situated at the heart of Altens Industrial Estate in a prominent and accessible location. Strong ‘anchor’ to support future growth of Campus to other sites.</li> <li>• Landscape / amenity frontage to site onto Hareness Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Existing residential unit located opposite on Hareness Road.</li> <li>• Potential for contaminated land associated with former industrial use.</li> </ul>

**Investment & Development Proposition**

The Innovation Campus seeks to provide flexible business space suitable for industrial, R&D, commercial energy transition activity in a highly accessible location, alongside targeted enterprise and business support from institutional partners. The main components of the Campus are anticipated to include:



- Priority development of the EISH on Hareness Road as the key ‘anchor’ investment in the Campus. Over time and as the Energy Transition Zone (and operators within it) matures, the Campus will grow and diversify. It will seek to incorporate additional brownfield land within Altens and East Tullos to provide a multi-site enterprise cluster with a greater mix and flexibility of units that can act as ‘grow-on’ space.


- Flexible industrial / commercial units across a range of sizes - allowing for companies looking for flexible office / hot-desk arrangements, up to medium-scale workshop / dry lab units for companies directly involved in technology development and supply chain services. Provision of a central ‘hub’ providing common facilities including conference / meeting space, café, networking, test & demo technologies (3d printing, VR).
- On-site presence from institutional and academic partners to provide on-site mentoring and support to businesses and facilitate the creation of pathways from R&D, to test & demonstration, to commercialisation, to scale-up. The EISH will be delivered and managed by ETZ Ltd in partnership with Scottish Enterprise, Net Zero Technology Centre (NZTC) and National Manufacturing Institute Scotland (NMIS), with NMIS operating a satellite facility within. Partnering arrangements are also proposed with University of Aberdeen and Robert Gordon University. In combination these partners will offer integrated technical and wider enterprise / commercial support to growing businesses to complement the physical accommodation and facilities within the Campus.
- Close integration and connection to facilities within other Campuses across ETZ including Hydrogen Test & Demonstration Facility and National Floating Wind Innovation Centre (FLOWIC) to provide opportunities for cross-collaboration and supply-chain growth, as well as connections to wider research and academic institutions that are driving net zero innovation across the region such as NESAs and OreCatapult.

**Development Guidance**

The Masterplan Development Guidance relates to the anchor development of the EISH at the former Trafalgar House site, comprising a total area of approximately 2.56 hectares situated on the north side of Hareness Road. It is anticipated that this may be delivered in two phases, to enable the facility (and businesses therein) to become established and then grow in scale over time.

Future growth of the Campus to additional sites will adhere to the same principles, with a focus on sustainable redevelopment of brownfield land for flexible industrial use suitable for start-up / SME / innovator companies and complementing wider ETZ investment programmes.

<p>Land Use</p> 	<p>Land use within the Innovation Campus should predominantly comprise flexible Class 5 (General Industrial) and Class 6 (Storage or Distribution), reflecting a mix of start-up / SME / innovator companies in the energy transition supply chain. Complementary Class 4 (Business / Light Industrial) uses may be provided, providing flexible / shared workspace environment as well as housing common amenities and facilities for occupiers of the Campus.</p> <p>It is anticipated that a first phase of the Campus will develop on the western portion of the site, providing up to 3,000 sqm in line with extant planning permission 210429/DPP. Development should be distributed across blocks providing multi-let industrial / commercial units in a mix of sizes / typologies.</p> <p>Future / later-phase expansion of the Campus may incorporate land to the east. Development should maintain parameters establish by extant Planning Permission in Principle (210138/PPP) for circa 5,000 sqm floorspace.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: B1 (Business &amp; Industrial Land)</li> </ul>
<p>Design Quality</p> 	<p>Development within the Innovation Campus should:</p> <ul style="list-style-type: none"> <li>Develop a coherent and structured Campus layout with high-quality amenity, landscaping and frontages that enhance place quality on Hareness Road.</li> <li>Ensure development integrates with local landscape and townscape character. Building heights should follow principles established within the current planning permissions, providing 2-3 storey commercial and industrial units.</li> <li>Develop a signage strategy for the Campus integrated/referenced with wider Hareness Road signage and ETZ branding.</li> <li>Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development.</li> <li>Create flexible development units that respond to market requirements and offer flexibility of tenure/licensing for small and growing businesses.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: D1 (Quality Placemaking), D2 (Amenity), D4 (Landscape), D5 (Landscape Design), R6 (Low and Zero Carbon Buildings).</li> <li>ACC Supplementary Guidance: Landscape, Resources for New Development</li> </ul>

<p>Transport &amp; Connectivity</p> 	<p>Development within the Innovation Campus should:</p> <ul style="list-style-type: none"> <li>Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. This should include positive integration with planned upgrade to active travel routes / connections on Hareness Road.</li> <li>Take principal access from Hareness Road, via the existing roundabout junction which currently serves the site. Specific design requirements to be agreed in consultation with ACC Roads &amp; Highways and integrate with planned upgrades to Hareness Road.</li> <li>Consider potential for delivery of a new priority access junction to the east of the roundabout that may be introduced to support larger vehicle access to the site (as per the current planning permission).</li> <li>Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys).</li> <li>Provide adequate areas within the site for loading / servicing for industrial / commercial occupiers.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking).</li> <li>ACC Supplementary Guidance: Transport &amp; Accessibility.</li> </ul>
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## Infrastructure



Development within the Innovation Campus should:

- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Ensure that development incorporates measures for treatment of surface water drainage and to minimise the risk of flooding – through combination of permeable surfaces, soakaways, and other SuDS features (as appropriate / required).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



**Vacant Business & Employment allocated land at the centre of Altens Industrial Estate – suitable for a mix of industrial typologies to support growing energy transition businesses.**



**Development should seek to provide landscape frontage that enhances the amenity and place-quality on Hareness Road.**

## Landscape & Environment



The Innovation Campus is situated on brownfield land within the Altens Industrial Estate, with limited potential for direct impacts to sensitive environmental receptors or local landscape. Development should nonetheless be designed and delivered to ensure that any potential for impacts is minimised in accordance with the mitigation hierarchy. Where possible it should incorporate enhancements to the local environment, including integration with environmental projects in the Community & Energy Coast Programme and contributing to the overall net gain of biodiversity across the masterplan area.

The principles of environmental mitigation that all development within the Innovation Campus should follow will include:

The principles of environmental mitigation that all development within the Innovation Campus should follow will include:

**Avoiding** impacts through

- Development within designated Employment Land allocations and outside of Green Belt / Green Network areas and well removed from sensitive receptors.
- Productive re-use / redevelopment of vacant brownfield land.
- Completion of comprehensive pre-development surveys of ground conditions / drainage to inform design development.

**Minimising** the significance of impacts through:

- Pro-active management of potential construction impacts through a CEMP.
- Operational controls on hours of use / outdoor activity for noise-generating uses (as appropriate) and siting potential noise generating uses to be distant from noise-sensitive receptors.

**Mitigating** impacts through:

- Defined landscape framework for the site emphasising strong amenity frontage supported by landscape shelterbelts/native planting to site boundaries. Development should maintain and seek to enhance existing set-backs from Hareness Road – providing landscape buffer with opportunities for planting.
- Opportunities for landscaping within the site forecourt / parking areas should also be considered to sub-divide areas and define boundaries.
- Delivering high-quality of design and detailing to site development – contributing positively to character and local amenity of Altens Industrial Estate.

**Compensating** for impacts through

- Incorporation of tree planting and other habitat features within the soft landscaping of development plots to provide amenity and support biodiversity. Planting should include native tree species & hedgerows to support habitat connectivity.
- Incorporation of green roofs to development plots where possible to soften visual impact of buildings and create additional roofscape habitat.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan: NE2 (Green & Blue Infrastructure), NE3 (Our NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise).
- ACC Supplementary Guidance: Landscape, Air Quality, Noise.



**Illustrative Concept  
Innovation Campus with Serviced Offices, Flexible Workspace, R&D and Support Services**

## INDICATIVE MASTERPLAN

The masterplan layout and design principles are captured within the campus layouts for the Innovation Campus. These reflect design guidance and address site constraints and opportunities along with issues and points raised during engagement with partners, stakeholders and the local community.

### Development Proposals

- 1 Flexible industrial units in mix of sizes and typologies suitable for start-up and innovator companies operating in energy transition supply chain.
- 2 Office / R&D / flexible workspace with shared amenities and on-site support services for growing energy transition companies – incorporating conference / meeting space, café, networking, test & demonstration technologies.
- 3 Defined areas for car / cycle parking and servicing – including adequate capacity for loading / servicing for industrial and commercial occupiers.
- 4 Principal site access from Hareness Road, via the existing roundabout junction which currently serves the sites. Specific design requirements to be agreed in consultation with ACC Roads and integrate with planned active travel upgrades to Hareness Road.

### Strategic Mitigations & Compensations

- 5 Development set back from Hareness Road creating well defined and attractive frontage, supported by landscaping and planting to enhance overall site amenity and add to biodiversity within Altens Industrial Estate.
- 6 Landscape Frameworks for the Campus incorporating planting and landscaping within site forecourt and parking areas to sub-divide and define boundaries and contribute to overall enhancement of biodiversity. Built development may also incorporate landscape measures potentially including green roofs, living walls to soften the visual impact of development and create additional habitat.



**Illustrative Concept  
Innovation Campus with Serviced Offices, Flexible Workspace,  
R&D and Support Services**



# Skills Campus

## 4.6 SKILLS CAMPUS

Essential to the long-term success of the Energy Transition Zone will be providing leading-edge education and training infrastructure that can support and enhance the existing local skills base in Aberdeen and renew its position as a global leader in the energy sector for the 21st century. To facilitate this the masterplan includes proposals for a Skills Campus, to provide specialist and purpose-designed facilities for education and skills development around energy transition technologies and industries.

### Development Vision

*The Skills Campus sits at the heart of the Energy Transition Zone, clustered around a core formed by the existing NESCoI Campus. Through ETZ investment and partnership working it will provide new bespoke education & training facilities for net zero, utilising brownfield land for development of an Advanced Manufacturing Skills Hub (AMSH) aiming to accelerate the next generation of supply-chain skills and knowledge for Aberdeen. The facility will be fully accessible to the community as a net zero hub offering flexible spaces suitable for a range of learning and networking activities, as well as widening access to training & re-skilling opportunities.*

### Skills Campus – Planning & Policy Overview

The Skills Campus is situated on brownfield land at Hareness Road, at the centre of Altens Industrial Estate. The existing building (Former Muller Dairies site) is in industrial use. The site and all surrounding areas are designated as ‘Business & Employment’ land within the LDP.

Planning permission (210775/DPP) was granted in September 2021 for “erection of extension to form cold store / dispatch area”, though the development has not been initiated.

POLICY	Summary Extract
<b>Policy B1</b> 	<i>“Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types.</i> ... <i>New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Open Space Strategy and any approved non-statutory planning guidance, planning briefs or masterplans”</i>



Local Development Plan (LDP)





**Illustrative Concept**  
**Skills Campus providing specialist and purpose-designed facilities for education and skills**

**Site Opportunities & Constraints**

The site is under-utilised brownfield land with few constraints to redevelopment and/or extension for development to support energy transition. Site boundaries are well defined relative to surrounding industrial users and Hareness Road / Minto Avenue from which the site is accessed.

The existing NESCol Campus is situated immediately to the east providing strong opportunity for co-located activity and a strong cluster of education and skills activity that complements the industrial function within Altens.

Opportunities	Constraints
<ul style="list-style-type: none"> <li>• Brownfield site suitable for industrial redevelopment / extension</li> <li>• Co-location to NESCol Altens Campus</li> <li>• Net zero retro-fit of existing industrial building for energy-efficiency.</li> <li>• Direct access to Hareness Road and key movement corridor</li> <li>• Situated at the heart of Altens Industrial Estate in a prominent and accessible location.</li> <li>• Landscape / amenity frontage to site onto Hareness Road.</li> </ul>	<ul style="list-style-type: none"> <li>• Potential for contaminated land associated with former industrial use.</li> </ul>

**Investment & Development Proposition**

NESCol Altens Campus is in the heart of the Energy Transition Zone, though is currently an understated facility in terms of its visible presence to Hareness Road especially, and in its wider connection to local communities, or to surrounding industrial users in the energy sector. The Skills Campus seeks to create a new cluster around NESCol, providing renewed opportunities for extension of its facilities and opportunities for enhanced skills and training.

The College’s current facilities are geared towards traditional engineering, automotive and construction skills. Opportunities to expand the College’s offering of training facilities are limited by the current configuration. In the face of changing technologies, increasing automation, and transition to net zero carbon there is a need to refresh and extend facilities to provide future student cohorts with more modern and advanced training in engineering trades, manufacturing, and service sectors that meet the needs of a changing energy industry.

The creation of a purpose-developed skills and training facility , extending space available to NESCol may also allow for the provision of new courses / training programmes within existing buildings, potentially tailored towards future trades / skills associated with energy transition such as electric vehicle maintenance, and domestic technology upgrades such as heat pump installation, hydrogen boilers, and new insulation techniques.

Alongside the new-build elements of the Skills Campus, the masterplan therefore supports longer-term enhancement and renewal of the existing NESCol facilities, to improve the student experience and to give a stronger profile and visual connection to Hareness Road frontage against which one of the Campus’ main blocks is sited.

Through development of the new-build elements of the Skills Campus, the masterplan supports and seeks to facilitate longer-term enhancement and renewal of the adjacent NESCol facilities. This will be led by NESCol and will consider opportunities to provide a stronger profile and visual connection to Hareness Road frontage against which one of the Campus’ main blocks is sited. Through future investment there is potential for NESCol to further strengthen its role as an ‘anchor’ institution within the ETZ, and to form a key part of the corridor on Hareness Road that provides facilities for innovation, skills development, and commercialisation around energy transition.



**Illustrative Concept**  
Skills Campus providing specialist and purpose-designed facilities for education and skills

#### Advanced Manufacture Skills Hub

Extending and adding to the existing NESCol facilities, the core project within the Skills Campus is the development of an Advanced Manufacturing Skills Hub (AMSH) to be situated on land adjacent to NESCol at Hareness Road. The AMSH is proposed to be developed through adaptive re-use and extension of an existing building and associated brownfield land, adopting Circular Economy principles and minimising its environmental impact. It will form an effective extension to the current NESCol facilities and provide new capabilities to grow and sustain the skills base within the Energy Transition Zone.

While continuing to be developed as a detailed project, it is anticipated that the AMSH will include the following facilities and features:

- Flexible teaching and demonstration space with equipment showcasing future green technologies and skills to students, visitors and the community.
- Welding & Fabrication Academy – modernised workshop facilities showcasing innovative practices, flexible welding booths, augmented reality welding zone for students and commercial clients. Key skill which will be in demand as offshore wind construction accelerates through 2020's and 2030's.
- Model “industrial lab” concept – in the form for a mobile manufacturing skills lab to engage regional schools in STEM subjects, demonstrate clean-fuel technologies.
- Advanced manufacturing demonstrator equipment including laser scanning, 3d printing, and remote-controlled robotics.
- Next-gen’ teaching including virtual reality / artificial intelligence to support advanced manufacturing processes and skills needed for the energy transition.
- The space will also support mobile manufacturing skills lab that can be used to extend the facility’s reach by visiting local schools to promote clean fuel technologies and energy sector careers.

Design and delivery of the building will also explore opportunities to provide net zero ‘exemplar’ development in terms of configuration, circular economy construction, and energy efficiency, including on-site renewable energy generation (wind / solar), battery storage , and potential for future hydrogen integration.



The facility will be open and accessible to the local community, with flexible space available for use by local groups for a range of activities and events that could include Men’s Sheds, local craft / activity groups, or simply as a meeting space for local organisations. While principally an educational facility, it is intended to be used throughout evenings and weekends, to make full use of its potential to support social and ‘third-sector’ activities around net zero, health & wellbeing, and community cohesion.

The future operation of the Skills Hub is to be led by NESCol as an extension of their existing facilities, while also extending local accessibility to programmes promoting upskilling and reskilling. NESCol will operate in collaboration and partnership with specialist institutions such as National Manufacturing Institute Scotland (NMIS), National Energy Skills Accelerator (NESA), Engineering Construction Industry Training Board (ECITB), Offshore Petroleum Industry Training Organisation (OPITO), as well as industry partners seeking to support specific training cohorts which can lead to direct employment opportunities for students. This will support delivery of a specialised curriculum so that students are trained in the skills required for energy transition employment, as well as ensuring that there is a skilled local workforce that meets the needs of offshore wind, hydrogen, and wider renewables sectors.

The Skills Campus will strengthen the profile and capacity for engagement for NESCol as the key education and training asset within the ETZ, in particular with the community and local industrial sectors. It will support career pathways within ETZ for young people, providing access to applied education and skills development opportunities that are directly relevant to energy transition and the changing face of the energy sector.

#### Development Guidance

Retain and support the extension of existing education and training facilities. Support new development and renewal / regeneration of currently under-utilised land around Hareness Road and Minto Avenue where this provides additional education and training facilities for energy transition / net zero activity. Extensions and amendments to existing buildings to enhance the provision of education and training facilities are also supported where these enhance the character and townscape of the area and incorporate high-quality materials.

<p>Land Use</p> 	<p>Land use within the Skills Campus should seek to extend and complement the existing uses within NESCol's Altens Campus. It should provide facilities for practical training and skills development in energy transition and associated sectors –supporting the industrial cluster at Altens and around Aberdeen South Harbour. This should principally comprise Class 10 (Non-residential institution), and potential elements of ancillary Class 4 (Business), purpose developed and operated as an educational facility.</p> <p>New facilities should be accessible and available for use by the community, with operation seeking to facilitate evening and weekend use for local groups / activities.</p> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: B1 (Business &amp; Industrial Land).</li> </ul>
<p>Design Quality</p> 	<p>Development within the Skills Campus should:</p> <ul style="list-style-type: none"> <li>Regenerate and re-purpose existing building(s) on the site in line with the principles of Circular Economy and sustainable design. This may include adaptive re-use and enhancement of existing building fabric, and extension to create space for new facilities.</li> <li>Create strong street frontages including site landscape and amenity features, enhancing the place quality on Hareness Road and shaping a defined Campus identity that positively complements existing NESCol Campus.</li> <li>Incorporate signage / wayfinding for the Campus and educational facilities therein – complementing wider Hareness Road signage and ETZ branding.</li> <li>Design for multi-purpose, flexible and adaptable buildings that can serve wide range of training / teaching / educational uses and suitable for wider community functions.</li> <li>Provide for sustainable development that minimises resource use and total energy demand through passive and active measures, and where feasible integrate renewable energy technologies within development.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: D1 (Quality Placemaking), D2 (Amenity), D4 (Landscape), D5 (Landscape Design), R6 (Low and Zero Carbon Buildings).</li> <li>ACC Supplementary Guidance: Landscape, Resources for New Development.</li> </ul>

<p>Transport &amp; Connectivity</p> 	<p>Development within the Skills Campus should:</p> <ul style="list-style-type: none"> <li>Create safe and attractive routes for walking and cycling across the area - ensuring active travel routes link to employment sites and make connections to wider Core Path and leisure path networks. This should include positive integration with planned upgrade to active travel routes / connections on Hareness Road.</li> <li>Take principal accesses from Hareness Road / Minto Avenue, via existing junctions which serve the site. Any proposed amendment to site access / junctions should be agreed in consultation with ACC Roads &amp; Highways and integrate with planned upgrades to Hareness Road.</li> <li>Support Active Travel integration with covered and secured cycle parking facilities, along with car parking in accordance with ACC Standards (including EV Charging to support low-carbon journeys).</li> <li>Provide adequate areas within the site for servicing of the development. Opportunities for external areas within the site to be utilised for clustering of food &amp; drink vans and other mobile/ temporary uses that add to the amenity and place-quality of Altens should be explored given the sites location at the heart of the Estate and adjacency to NESCol.</li> </ul> <p>Relevant planning policies and associated guidance to be considered in the development of future planning applications include:</p> <ul style="list-style-type: none"> <li>Local Development Plan Policies: T1 (Land for Transport), T2 (Sustainable Transport), T3 (Parking).</li> <li>ACC Supplementary Guidance: Transport &amp; Accessibility.</li> </ul>
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Development should complement the existing NESCol Campus in Altens.

## Infrastructure



Development within the Skills Campus should:

- Allow for ducting and wayleaves as appropriate to future-proof development connections to potential utility and renewable energy networks which may emerge within ETZ.
- Ensure that development incorporates measures for treatment of surface water drainage and to minimise the risk of flooding – through combination of permeable surfaces, soakaways, and other SuDS features (as appropriate / required).

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan Policies: R6 (Low and Zero-Carbon Buildings), R7 (Renewable and Low Carbon Energy Developments), R8 (Heat Networks), NE4 (Our Water Environment).
- ACC Supplementary Guidance: Flooding, Drainage & Water Quality, Resources for New Development.



Development should seek to enhance the frontage to Hareness Road and integrate with planned active travel measures.



Industrial land at the heart of Altens with potential for net-zero focused retro-fit and re-purposing to provide new skills & training facilities.

## Landscape & Environment



The Skills Campus is situated on brownfield land within the Altens Industrial Estate, with limited potential for direct impacts to sensitive environmental receptors or local landscape. Development should nonetheless be designed and delivered to ensure that any potential for impacts is minimised in accordance with the mitigation hierarchy. Where possible it should incorporate enhancements to the local environment, including integration with environmental projects in the Community & Energy Coast Programme and contributing to the overall net gain of biodiversity across the masterplan area.

The principles of environmental mitigation that all development within the Innovation Campus should follow will include:

**Avoiding** impacts through

- Development within designated Employment Land allocations and outside of Green Belt / Green Network areas and well removed from sensitive receptors.
- Productive re-use / redevelopment of vacant brownfield land.
- Completion of comprehensive pre-development surveys of ground conditions / drainage to inform design development.

**Minimising** the significance of impacts through:

- Pro-active management of potential construction impacts through a Construction & Environmental Management Plan (CEMP).
- Operational controls on hours of use / outdoor activity for noise-generating uses (as appropriate). and siting potential noise generating uses to be distant from noise-sensitive receptors.

**Mitigating** impacts through:

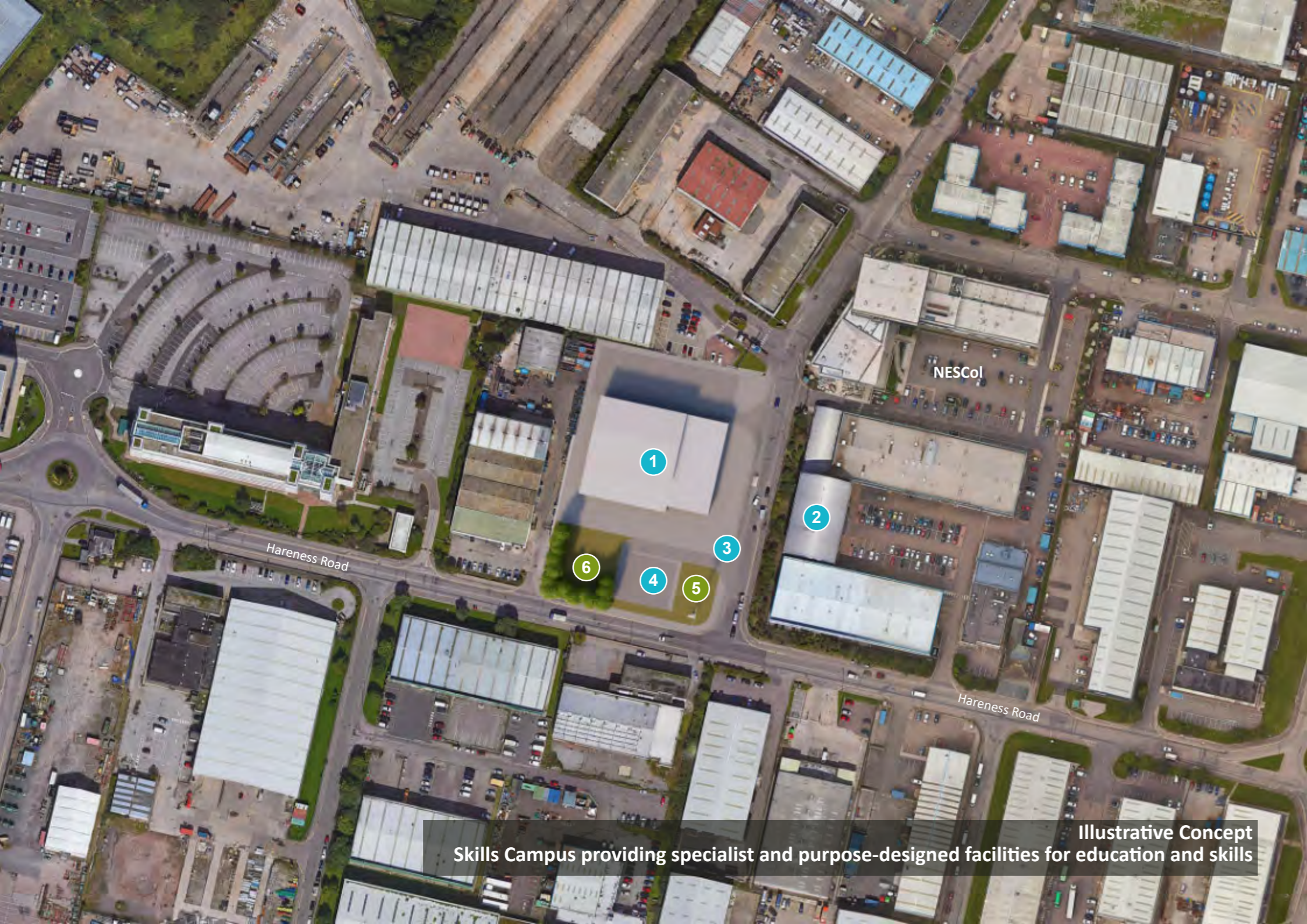
- Defined landscape framework for the site with a strong amenity frontage supported by landscape shelterbelts/native planting to site boundaries and along Hareness Road / Minto Avenue boundaries. Development should maintain and seek to enhance existing set-backs from Hareness Road – providing landscape buffer with opportunities for planting.
- Opportunities for landscaping within the site forecourt / parking areas should also be considered to sub-divide areas and define boundaries.
- Delivering high-quality of design and detailing to site development – contributing positively to character and local amenity of Altens Industrial Estate.

**Compensating** for impacts through

- Incorporation of tree planting and other habitat features within the soft landscaping of development to provide amenity and support biodiversity. Planting should include native tree species & hedgerows to support habitat connectivity and add to the amenity of Altens Industrial Estate.
- Incorporation of green roofs to development where possible to soften visual impact of buildings and create additional roofscape habitat.

Relevant planning policies and associated guidance to be considered in the development of future planning applications include:

- Local Development Plan: NE2 (Green & Blue Infrastructure), NE3 (Our NE4 (Our Water Environment), NE5 (Trees & Woodland), WB1 (Healthy Developments), WB2 (Air Quality), WB3 (Noise).
- ACC Supplementary Guidance: Landscape, Air Quality, Noise.



**Illustrative Concept**  
Skills Campus providing specialist and purpose-designed facilities for education and skills

## INDICATIVE MASTERPLAN

The masterplan layout and design principles are illustrated within the campus layouts for the Skills Campus. The site of the proposed Advanced Manufacturing Skills Hub comprises a total site area of approximately 1 hectare, situated on the north side of Hareness Road, with the existing NESCol Campus on the opposite side of Minto Avenue forming the remainder of the Campus.

### Development Proposals

- 1 Advanced Manufacturing Skills Hub (AMSH) – re-purposing and retro-fitting vacant and under-utilised building in line with Circular Economy principles to provide a new centre for training and skills development around energy transition.
- 2 Existing NESCol Campus to which AMSH will form an effective extension, strengthening the profile and capacity of NESCol as the key education and training asset within the ETZ.
- 3 Principal site access from Hareness Road / Minto Avenue, via the existing entrance to the site. Specific design requirements to be agreed in consultation with ACC Roads and integrate with planned active travel upgrades to Hareness Road.
- 4 Under-utilised land within the sites provides opportunity for clustering of food & drink and other temporary/mobile uses that add to Campus quality and amenity at heart of Altens – subject to further review with ACC and operators.

### Strategic Mitigations & Compensations

- 5 Development set back from Hareness Road creating well defined and attractive frontage, supported by landscaping and planting to enhance overall site amenity and add to biodiversity within Altens Industrial Estate.
- 6 Landscape Frameworks for the Campus incorporating planting and landscaping within site forecourt and parking areas to sub-divide and define boundaries and contribute to overall enhancement of biodiversity. Built development may also incorporate landscape measures potentially including green roofs, living walls to soften the visual impact of development and create additional habitat.



# 05

## Supporting Infrastructure

Long-term sustainable development across the ETZ area will require a range of enabling infrastructures to underpin place-making. As well as supporting development activity, infrastructure should positively contribute to wider qualities of Successful Places such as adapting to climate change, restoring biodiversity loss, improving health & well-being, and maintaining an active local economy.

The supporting infrastructure will help create a more sustainable, liveable and productive place and provide the basis from which economic, community, and environmental projects can be delivered across the Zone. It includes functional infrastructures such as road networks and connections, rail freight opportunities, low-carbon energy, utilities and services, as well Local Place infrastructures such as community facilities, habitat connectivity, active travel routes, and greenspace enhancements which ETZ is seeking to directly invest in through the 'Community & Energy Coast' programme.

## 5.1 BROWNFIELD LAND RENEWAL

ETZ are developing a major Brownfield Land Development programme across Altens and East Tullos Industrial Estates. ETZ's commitment to the circular economy starts with the maximising the value of existing allocated industrial land assets and ensuring brownfield land is prioritised and brought back into use.

The priorities are:

- Address the principals of the Circular Economy.
- Prioritise Brownfield Land for redevelopment.
- Support the re-development and re-purposing of existing buildings.
- Upgrading buildings to higher specification / Low Carbon / Energy Efficiency.
- Develop a portfolio of market-ready sites and buildings.

Brownfield land redevelopment helps support renewal of industrial land assets, strengthens place quality, safeguard and restore natural assets, promote re-use of vacant / derelict land and buildings and ensure the approach to development focuses has both a strong place and net zero focus. The re-use of vacant sites also provides opportunities to support restoration of environmental assets through enhanced biodiversity and habitat development as well as assisting in mitigating and adapting to the effects of climate change.

The programme is seeking to acquire or and/or invest with partners to redevelop land and buildings and ensure a portfolio of sites and buildings to meet a range of needs is available within the ETZ. The programme provides for:

- ETZ / landowner collaboration and investment to renew brownfield land and raise quality / profile of Altens and East Tullos Industrial Estates as key destinations for energy transition industries.
- Progressive site upgrading and the re-positioning of existing industrial land and building assets within Altens and East Tullos Industrial Estates to provide market-ready buildings that provide modern occupier requirements and are suitable for energy transition users.
- Building refurbishment will incorporate circular economy principles, promoting energy-efficiency improvements and take advantage of opportunities to generate low-carbon energy through roof-top solar panels and other renewables.
- Developing across the portfolio of new build and refurbished buildings a Net Zero Building Exemplar (Base: Standards Compliant/ Low Carbon: Upgrade Energy Efficiency / Net Zero: Full Building Retrofit Exemplar) as a demonstrator of energy efficiency/low carbon building refurbishment.
- Advancement of a number of Pilot Projects including buildings such as former Irvin House (W-Zero-1) and at Minto Avenue (W-Zero-2), Hareness Rd, Greenwell Rd and Peterseat Drive.
- Supporting as a priority brownfield land redevelopment and brownfield renewal across the ETZ masterplan area and maximising its potential as an industrial base for Aberdeen's energy transition and supply chain.
- Seeking to add stronger amenity and place-quality to Altens and East Tullos as business destinations – working with Aberdeen City Council and landowners to actively enhance key frontages, boundaries, property assets and signage.
- Working with Partners to support development common service facilities within the Hareness Road Corridor, including a potential Mobility Hub to integrate with local public transport, and to facilitate better management of food and beverage vans.

## 5.2 ROAD INFRASTRUCTURE

Transport connectivity for Aberdeen South Harbour, ETZ sites and local industrial has been subject to detailed Transport Assessments (STAG Appraisals) to ensure appropriate access between the strategic road network, harbour and proposed ETZ area.

These studies build on the ongoing Wellington Road Multi-modal Corridor Study and set out a preferred option for the Coast Road Upgrade (Wellington Road to Aberdeen South Harbour).

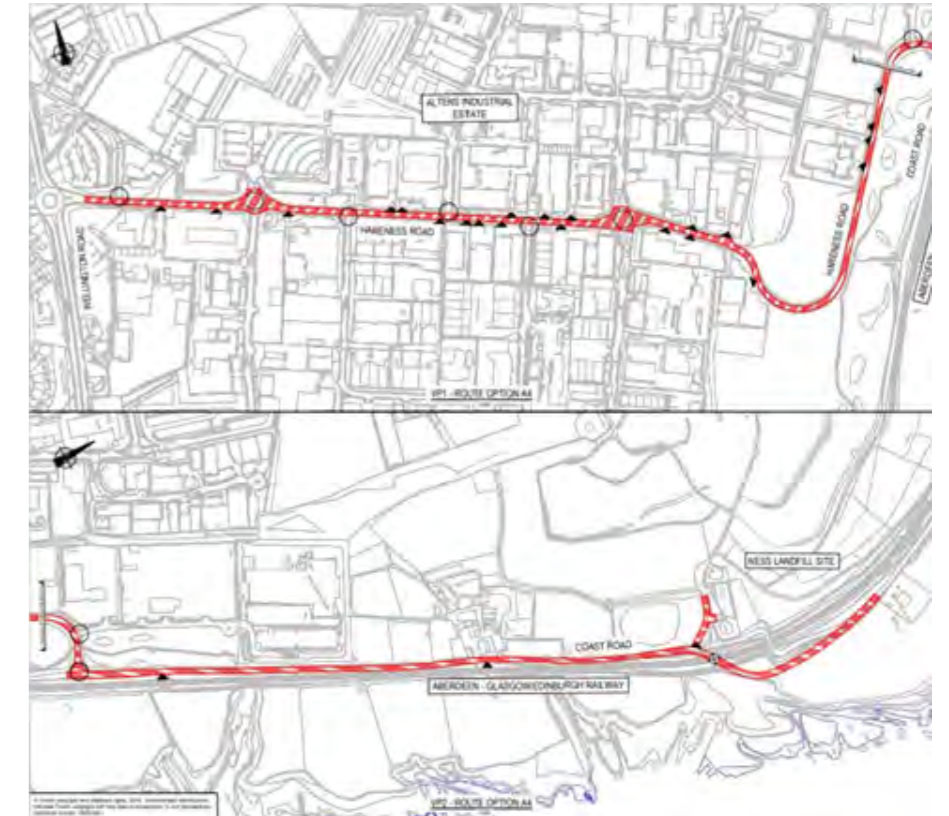
Essential to realising the full potential of development within ETZ will be the development of high-quality transport accessibility (marine/ rail/ road including integrated active travel) connecting the Aberdeen South Harbour, and all sites within the Zone. The proposals within the masterplan build on the ongoing Wellington Road Multi-modal Corridor Study and Coast Road Upgrade (Wellington Road to Aberdeen South Harbour) studies.

Within specific Campuses, the Masterplan has also identified opportunities where ETZ and Partners can actively invest in new infrastructure that will complement committed projects and create a highly connected and accessible net zero industrial cluster.

Planned road infrastructure enhancements within the Masterplan area are:

### Hareness Road & Coast Road

The Coast Road is the key access route to Aberdeen South Harbour from the A956 / A92 / A90, as well as connecting the LDP Opportunity Sites (OP56 /OP61/ OP62) and brownfield land within Altens. It is the primary vehicle movement corridor for the Masterplan and key sites within.



External Transportation Links to Aberdeen South Harbour (Updated Strategic Business Case – August 2021). Preliminary Feasibility Design Study for preferred Option – showing extent of potential works with key junctions and access on the existing route, and indicative railway bridge crossing

ACC are currently progressing through design stages and detailed options assessment for a full upgrade of the Coast Road and Hareness Road (known as ‘External Transport Links to Aberdeen South Harbour’). The project scope includes replacement of the existing signalised rail bridge crossing to address constrained horizontal geometry and limited accessibility for larger / wider abnormal loads, as well as improving journey times.

The upgraded Coast Road will therefore enable full accessibility to Aberdeen South Harbour including for freight transport and form the primary access route for vehicle movements to/from the Harbour, ensuring that freight movement through nearby communities in Torry and Balnagask is minimised.

The upgraded route will incorporate active travel measures – with dedicated footway and cycleway provision on sections of Hareness Road and Coast Road to strengthen low-carbon connectivity across the area.

While subject to ongoing design and detailed technical appraisal of route options, it is anticipated that the upgrade works will be completed in 2026-2027. ETZ Ltd and future Partners will continue to engage with ACC Roads to ensure alignment of works programmes and coordination of design and delivery through the Coast Road corridor.

#### **Wellington Road – Multi-Modal Corridor**

Wellington Road is currently the primary traffic route into Aberdeen and the Masterplan Area from the south. Issues of traffic congestion, air quality, and lack of walking / cycling accessibility have been identified. The northern section of the Wellington Road, from Balnagask Road to Victoria Bridge, is designated as an Air Quality Management Area.

In addition to the Coast Road upgrade works, ACC have preliminarily identified a programme of improvement works to Wellington Road, to support multi-modal accessibility across the corridor from the A92 junction to Wellington Bridge. The Project has progressed through STAG 1 & 2 and recommended a package of works including cycleways, bus lanes, pedestrian crossings to enable greater use of the corridor by multiple modes of transport. The project will support efficient freight movement to / from Aberdeen South Harbour and the ETZ, and positively complements the development of a fully accessible energy transition and industrial cluster.

Recommended works include conversion of Hareness Road roundabout to a signalised junction with integrated pedestrian and cycle crossing facilities. More detailed options appraisal and technical design work (including OBC/FBC) is to be undertaken to further define the scope of the project and a programme for delivery.

In addition to road infrastructure works planned by ACC, the Masterplan has identified potential delivery of new roads to enable development and strengthen connectivity within the area.

**Coast Road Re-Alignment (Marine Gateway)** – Within the Marine Gateway, the option of re-aligning a section of the Coast Road situated between St Fittick’s Park and Aberdeen South Harbour is identified. A re-alignment of the road in-land to cross a section of the park (within OP56 / OP62 Opportunity Sites) would segregate port activity from local travel and transport movement and create a long-term secure boundary to all port activity. The re-aligned road would incorporate full active travel provision to maintain Core Path and National Cycle Routes through the area. Further detailed design must consider and ensure coordination of the following (in consultation with ACC, Nestrans, and Port of Aberdeen):

- Design Manual for Roads and Bridges and National Roads Development Guide (SCOTS) standards and ensuring appropriate horizontal / vertical alignments for expected traffic volumes and vehicle loads.
- Accesses to/from Aberdeen South Harbour and ensuring freight / abnormal load vehicle movements are directed southbound from the Harbour.

- Maintaining accessibility of buses to Aberdeen South Harbour and integrating with bus stop / turning areas within the Harbour.
- Provision of lay-by parking and potential for EV charging within re-aligned section of the road facilitating access for recreational users and people of limited mobility.
- Provision of dedicated footway and cycleways and connection to existing active travel routes through the area.
- Provision of road lighting and signage.
- Boundary treatments and landscaping within the road corridor, with particular regard to the setting of St Fittick’s Church (Scheduled Monument) and providing a long-term strong boundary for St Fittick’s Park. This must consider levels and sectional details as they relate to the Church and road corridor.
- Integration with planned Coast Road upgrade works programme being delivered by ACC.

**Peterseat Drive – Coast Road Link (Hydrogen Campus)** - Within the Hydrogen Campus, the Masterplan has identified opportunity to create a new road link between Peterseat Drive and the Coast Road (crossing the Doonies (OP61) site). The road link would serve development plots within the Campus and offer improved industrial access to Altens. It would situate Peterseat Drive at the centre of the Masterplan, extending travel connectivity and transforming the potential of existing industrial units, as well as wider catalysing effects for brownfield land within Altens.

The Link Road would complement the planned Coast Road upgrade. Subject to programme it can support delivery of the Coast Road and reduce disruption by providing an alternative route to the South Harbour and adding further capacity to the network south of Aberdeen South Harbour. Further detailed design must consider and ensure coordination of the following (in consultation with ACC and Nestrans):

- Design Manual for Roads and Bridges and National Roads Development Guide (SCOTS) standards and ensuring appropriate horizontal / vertical alignments for expected traffic volumes and vehicle loads.
- Potential further road re-alignment within Altens around Minto Avenue / Peterseat Drive to improve movement for heavy goods / extra wide loads and ensure brownfield sites can fully contribute to land availability within the ETZ.

- Design and siting of junction with the Coast Road.
- Provision of lay-by parking as part of the new road link, and potential for EV charging provision.
- Provision of dedicated footway and cycleways and connection to existing active travel routes through the area.
- Provision of road lighting and signage.
- Boundary treatments and landscaping within the road corridor.
- Integration with planned Coast Road upgrade works programme being delivered by ACC.

Both road infrastructure proposals within the Masterplan have been subject to preliminary design and technical review, including consultation with ACC Roads and Nestrans to identify key issues for further consideration. This has confirmed their in-principal feasibility and potential as complementary projects that can add to transport connectivity across the Masterplan area.

**ETZ Signage & Branding** – Linked to delivery of road infrastructure, the delivery of enhanced signage and branding within key movement corridors can support stronger sense of place and identify within the ETZ.

Hareness Road provides one of the primary spines and will develop as multi-user destination with industrial, innovation / start-up, and education / skills uses. Delivery of development sites and road infrastructure on Hareness Road and across Altens should take opportunity to incorporate ETZ branding and signage that enhances place quality and supports stronger awareness of the cluster. The Masterplan encourages a range of interventions to be developed in consultation with ACC and Development Partners (e.g. NESCol) that could include gateway features, banners, improved lighting, and signage and frontage treatments that form a complimentary package of works to the road improvements noted above.



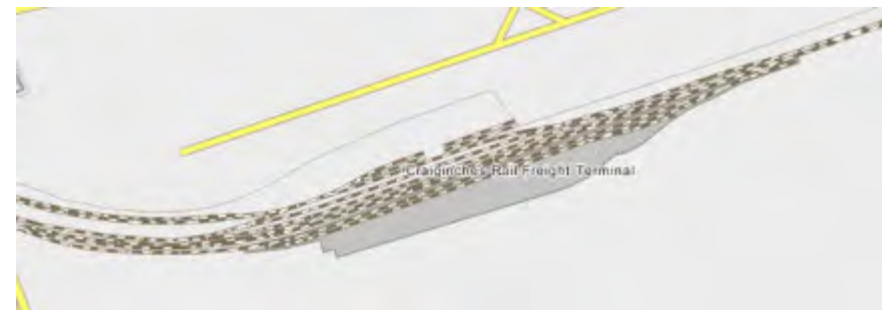
### 5.3 RAIL FREIGHT INFRASTRUCTURE

Craiginches Rail Halt and sidings at Greenwell Road (East Tullos) present a future development opportunity, which is currently under-utilised.

The site is relatively constrained by surrounding development, limiting opportunities for expansion beyond its current scale. It does provide opportunity for low-carbon rail freight to serve existing industrial activity and energy transition activity across the Campuses or elsewhere within East Tullos / Altens, facilitating modal shift from road to rail freight.

The integration within the Energy Transition Zone of a functional rail hub would complement the strong low-carbon marine and road transport accessibility and potentially create a differentiated offer for East Tullos which would support its longer-term renewal. In particular, the potential for Hydrogen re-fuelling and/or distribution should be explored as technologies continue to develop, working in partnership with ACC's Hydrogen Hub and long-term programme to promote the city as a market-leader in this sector, which has clear alignment with ETZ vision and objectives.

The masterplan therefore supports the long-term retention and renewal of the rail freight terminal as an asset. Opportunities to optimise the potential of the rail terminal should continue to be actively explored between ETZ Ltd, Nestrans, and Aberdeen City Council, including means to integrate effectively with energy transition activity within Altens and Marine Gateway.



Craiginches Rail Sidings

### 5.4 ENERGY & NET-ZERO INFRASTRUCTURE

Linked to the preparation of the Masterplan, ETZ Ltd have undertaken early review of future Energy Strategy to consider provision of low-carbon energy infrastructure within Campuses, suitable for the range of potential users across the Zone.

Detailed Energy Strategies for individual sites / Campuses will be developed as part of future planning, reflecting specific user needs and requirements, and seeking to incorporate the latest green energy technologies and best practices where feasible.

In the short term, it is anticipated that development within ETZ is likely to incorporate air-source heat-pump technologies – incorporated within Energy Centres serving specific buildings. Heat pumps are a relatively mature technology which utilise low grade heat and electricity to generate useable heat for space heating and hot water for buildings. New build development can be designed to accept lower temperate heat than traditional buildings. This enables heat pumps to operate at greater efficiencies.

In some instances, it may be feasible and offer greater energy efficiency to develop Campus Energy Centres and heat networks which can provide low-carbon, low-temperature heat across multiple plots / buildings within a Campus.

In parallel, opportunities across the ETZ to incorporate localised renewable energy production such as Solar PV or on-shore wind will be explored and positively considered where they can be integrated sustainably into development, and where they do not cause harm to the local environment, townscape / landscape character, or local amenity in accordance with LDP Policy R7.

Development of local heat networks and/or renewable energy should in all instances have regard to parallel green energy initiatives by Port of Aberdeen, Aberdeen City Council, Scottish Water, and other local development such as Ness Energy-from-Waste and associated Torry Heat Network and seek to positively coordinate and integrate delivery of green energy infrastructure across the area.

Subject to future development, technological advancement, and legislation, hydrogen may provide a significant opportunity to support local / Campus heat networks within the ETZ. Over the medium-longer term this could include transitioning to a higher temperature (if required) hydrogen boiler led network to serve new development. It is envisaged that in the short-term, generation of hydrogen will be restricted to a limited volume focussed on Test & Demonstration and for transport fuel replacement (bp Aberdeen Hydrogen Energy Ltd 'Hydrogen Hub').

Existing buildings within the ETZ (within Altens and East Tullos) are likely to require higher temperature heat. Opportunities to extend and connect local heat networks to serve existing buildings should be considered when the transition to hydrogen led heat is made. Hydrogen boilers can supply heat at temperatures equal to those currently required by existing building stock. Integrating existing buildings to a high temperature network could greatly reduce costs and disruptive retrofit requirements which would be required if they were to connect to a lower temperature, heat pump led network.

Complementary to ETZ Ltd's activity, Aberdeen City Council is actively exploring and developing District Heating Network opportunities. This includes developing a Heat Network connected to the Ness Energy-from-Waste Plant situated in East Tullos. Over time and subject to future feasibility this will seek to grow and connect with city-wide heating infrastructure, incorporating a range of low-carbon heat sources potentially including waste heat from processes within the Nigg Waste-Water Treatment Works and other industrial sources.

### 5.5 UTILITIES INFRASTRUCTURE & WASTE MANAGEMENT

The ETZ extends across a significant area combining a wide variety of land-uses sharing a range of utilities and with opportunity to develop utility networks delivering benefits across the zone. Existing utilities include power/water/drainage/digital and include a range of infrastructures including the Waste Water Treatment Works (WWTW) and SUEZ Recycling Facility and Ness EfW Facility.

Opportunities exist around developing energy generation connections with offshore wind, hydrogen, PV-solar production creating an energy network supporting industrial, transport (marine/railfreight/public transport) and commercial and domestic applications.

#### Energy & Utility Networks

Utility provision within development across the masterplan should include full suite of site servicing with digital, energy, and utility provision appropriately networked and future-proofed wherever possible to allow for future technologies / infrastructures to be incorporated.

#### Sustainable Urban Drainage

The masterplan will within plots require provision for sustainable drainage within all plots and sites integrated with site landscape and biodiversity measures and urban design detailing. Development areas sub-divided into plots will require a strategic site drainage strategy and appropriate planning for drainage and water impact assessments (DIA /WIA)

#### Water Infrastructure

The Nigg Bay Waste Water Treatment Works, situated within St Fittick's Park is a key element of water infrastructure for Aberdeen and the wider region. All proposed development adjacent to the WWTW and/or associated sub-terrain infrastructure must be closely coordinated with Scottish Water to ensure there are no operational impacts.

The masterplan area, including Opportunity Sites at St Fittick's Park, Gregness and Doonies Farm will be served by the Nigg Bay WWTW as well as the Invercappie Water Treatment Works and. Measures to provide for sustainable use of water across all development should be incorporated. A Pre-Development Enquiry should be submitted to Scottish Water at an early stage in design development to ensure appropriate future planning around network and capacity demand.

#### Waste Minimisation & Circular Economy

Promoting circular economy opportunity to minimise waste and adopt a Zero Waste planning approach should in all construction /related construction and operational activity promote waste minimisation and re-use of materials.



# 06

## Masterplan Delivery

### PLANNING & EIA

The Masterplan has been prepared for formal submission to Aberdeen City Council, for adoption as Supplementary Guidance in line with their established Masterplanning Process.

Aberdeen City Council will review and advance the Masterplan accordance with the *Aberdeen Masterplanning Process- Guide for Developers*. Following adoption as Supplementary Guidance the Masterplan will serve as a material consideration in the determination of future planning applications, and a framework for the assessment and setting of conditions and planning obligations.

The key reference documents for consideration in bringing forward this Masterplan are the Local Development Plan (LDP), National Planning Framework 4 (NPF4), and the relevant Aberdeen City Council Supplementary Planning documents and design guides.

The masterplan seeks to set an overall framework for development by a range of parties and stakeholders across the area, that will collectively contribute to the ambition of a thriving and market-leading cluster that places Aberdeen and the North-East at the heart of energy transition.



Indicative PPIp boundaries for development sites at OP56 (St Fittick's Park), OP61 (Doonies), and OP62 (Bay of Nigg).

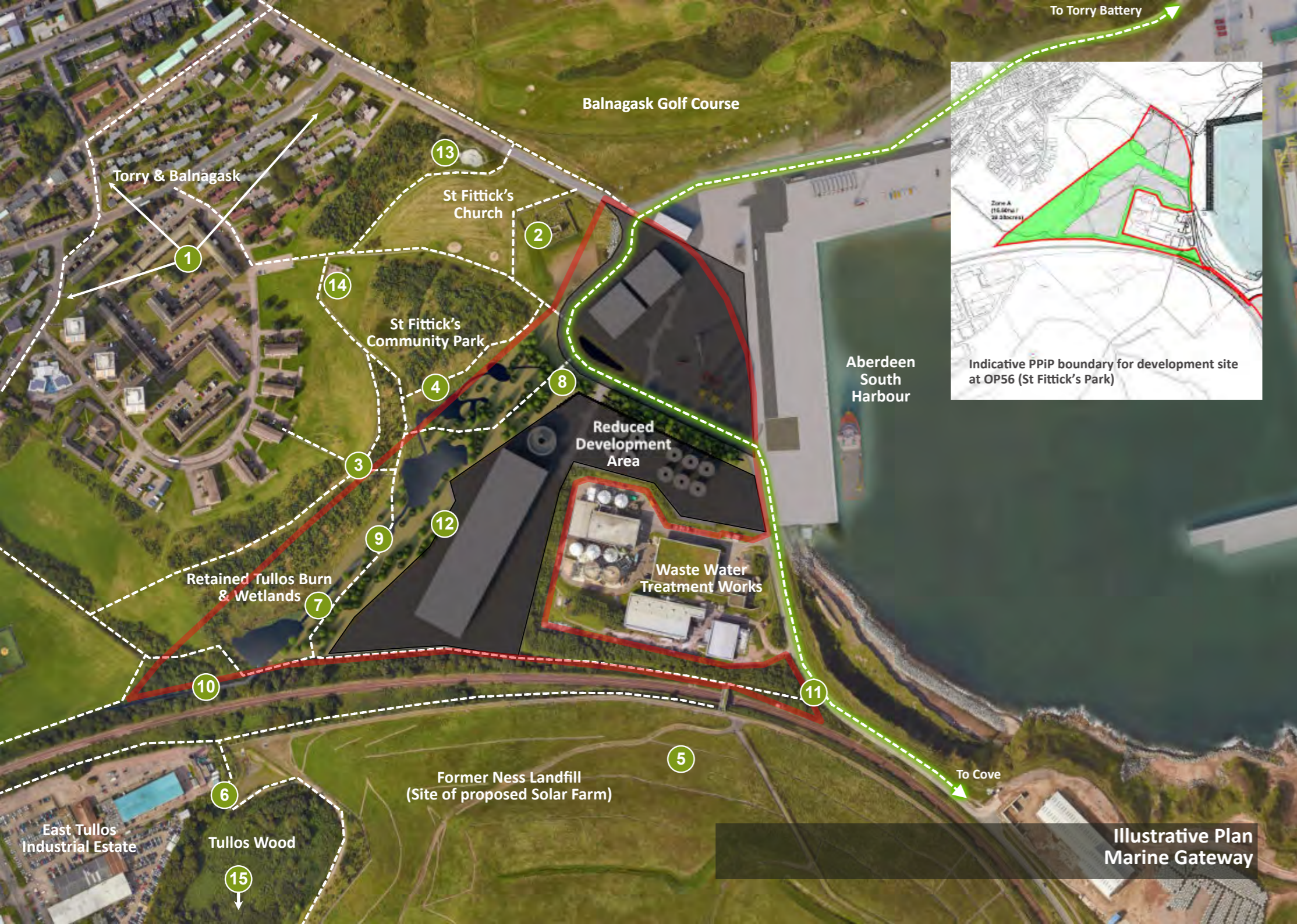
The masterplan therefore does not confer permission for development on any of the potential sites, though it is the current intention of ETZ Ltd to seek planning permission in principle for early-action development on land within the LDP identified Opportunity Sites OP56 (St Fittick's Park), OP61 (Doonies), and OP62 (Bay of Nigg) and directly adjoining areas required for delivery of linked infrastructure.

The indicative Site Location Plan for a future PPIp application is shown below, defining specific Development Zones (A,B,C) for these areas within an overall red-line boundary.

Subject to progression of the Masterplan, it is anticipated that a PPIp application will be submitted in Summer 2023, with advance pre-application consultation and engagement undertaken in line with Scottish Government and ACC requirements following submission of a Proposal of Application Notice.

In line with the framework and Development Guidance set out within the Masterplan it is anticipated that Planning Permission in Principle (PPIp) will be sought for a mix of industrial uses (Class 4 / 5 / 6) and associated infrastructure works across the defined Development Zones, supporting the creating of an energy transition cluster.

Tabled below is an indication of likely development description for each Zone within the PPIp, along with linked measures of mitigation or compensation which have been identified within the Masterplan – such as pathway improvements, planting & landscaping, and wetland enhancement. Further detailed preparation of the PPIp and assessment by ACC and wider stakeholders during the determination period would inform the detailed wording of planning conditions and obligations to secure these measures (including for off-site works within the Masterplan area). These would control the timing and delivery of mitigation and compensation measures relative to the delivery of development, ensuring clear coordination of development and linked mitigations in line with the framework set by the Masterplan.



Zone	Zone Name	Area (Ha)	Indicative GFA (m2)	Description	Linked Strategic Mitigation & Compensation Measures (identified through Masterplan) (further detailed site-specific mitigation to be confirmed through EIA / Transport Assessment and other technical assessments and conditioned as appropriate)
A	St Fittick's	15.5	10,000 – 15,000 sqm.	<ul style="list-style-type: none"> <li>Development of flexible Class 4/5/6 business/ industrial uses for Energy Transition – focused towards high-value manufacturing and other port-integrated activity</li> <li>Re-alignment of the Coast Road through site – connecting to St Fittick's Road</li> <li>Retention and partial re-alignment of East Tullos Burn to form development plots</li> <li>Associated infrastructure including site accesses, external areas for parking and storage, active travel connections, site landscaping, SuDS, utility &amp; service connections.</li> </ul>	<p><b>1</b> • Local Parklets – providing enhanced park facilities within currently under-utilised open space in close proximity to housing within Torry &amp; Balnagask. Specific locations and amenities to be confirmed through future consultation and in coordination with ACC and local community.</p> <p><b>2</b> • St Fittick's Church Interpretation &amp; Site Improvement Works – incorporating boundary treatment / landscaping along with provision of interpretive signage and conservation repair (to be developed in consultation with HES / ACC Archaeology)</p> <p><b>3</b> • St Fittick's Park Path Re-Alignment &amp; Improvements – re-aligned and enhanced Core and local Path networks within St Fittick's Park – maintaining connectivity and access across the Green Network.</p> <p><b>4 7 8 9 10</b> East Tullos Burn 2.0 &amp; Wetland Enhancement including:</p> <ul style="list-style-type: none"> <li>• INNS management</li> <li>• Native species planting and habitat management for biodiversity</li> <li>• Boardwalk and wetland access</li> <li>• Water quality enhancement</li> </ul> <p><b>6</b> • Tullos Wood Access &amp; Pathway Improvements – creating new entrance to Tullos Wood and more legible, accessible and direct route, along with associated pathway and landscaping improvements that can support interpretation and access to historic cairns</p> <p><b>11</b> • Coastal Path (Core Path 78 section from Aberdeen South Harbour and including Greyhope Road) – enhancement to path quality, interpretation and way-finding. Integrated with Coast Road re-alignment and South Harbour works.</p> <p><b>12</b> • Plot Landscape Frameworks – incorporating planting, landscaping (including Green Roofs where feasible) and Boundary Treatments to support biodiversity and habitat connectivity.</p> <p><b>13 14</b> • St Fittick's Park Enhancements – including potential extension and enhancement of Skate Park / BMX Pump Track / Play Facilities – adding to quality of facilities within the Park. To be agreed with ACC / local community and advanced through co-design.</p> <p><b>15</b> • Replacement &amp; Compensatory Tree Planting – replacing trees to be removed through development and ensuring no overall loss of woodland cover. Informed by arboricultural survey and Landscape Framework.</p>

\*Indicative floorspace ranges are derived from the illustrative layouts shown within the ETZ masterplan and would be confirmed within future PPIP application(s).



**Illustrative Plan  
Marine Gateway**

Zone	Zone Name	Area (Ha)	Indicative GFA (m2)	Description	Linked Strategic Mitigation & Compensation Measures (identified through Masterplan) (further detailed site-specific mitigation to be confirmed through EIA / Transport Assessment and other technical assessments and conditioned as appropriate)
<b>B</b>	Gregness	6.71	8,000 – 12,000 sqm	<ul style="list-style-type: none"> <li>Development of flexible Class 4/5/6 business / industrial uses for Energy Transition- focused towards high-value manufacturing and other port-integrated activity</li> <li>Associated infrastructure including site accesses, external areas for parking and storage, active travel connections, site landscaping, SuDS, utility &amp; service connections.</li> </ul> <p>*Annotations 1-5 on plan opposite relate to Development Proposals for the site, including buildings, roads and accesses, as described in more detail on pg 100.</p>	<p><b>6</b></p> <ul style="list-style-type: none"> <li>Plot Landscape Frameworks (including Green Roofs where feasible), native species planting and landscaping to add to campus amenity and biodiversity.</li> <li>Pollinator Coast &amp; Habitat Connectivity – native species amenity landscaping and planting targeted coastal plant species addressing fragmentation and adding to site biodiversity.</li> </ul> <p><b>7</b></p> <ul style="list-style-type: none"> <li>Coastal Path (Core Path 78 section between Doonies and Aberdeen South Harbour) – enhancement to path quality, accessibility, interpretation and way-finding. Integrated with planned re-instatement around Gregness headland (as required by Aberdeen South Harbour permission).</li> </ul> <p><b>8</b></p> <ul style="list-style-type: none"> <li>Landscape screening and treatment within buffer and boundary zones, including native species suitable for coastal environment.</li> </ul> <p><b>9</b></p> <ul style="list-style-type: none"> <li>Height and massing to have regard to landscape sensitivity as well as changing setting and character around Aberdeen South Harbour – informed by LVIA.</li> </ul>

\*Indicative floorspace ranges are derived from the illustrative layouts shown within the ETZ masterplan and would be confirmed within future PPIP application(s).



**Illustrative Plan  
Hydrogen Campus**

Zone	Zone Name	Area (Ha)	Indicative GFA (m2)	Description	Linked Strategic Mitigation & Compensation Measures (identified through Masterplan) (further detailed site-specific mitigation to be confirmed through EIA / Transport Assessment and other technical assessments and conditioned as appropriate)
C	Doonies	10.08	28,000 – 34,000 sqm.	<ul style="list-style-type: none"> <li>Development of flexible Class 4/5/6 business / industrial uses within a Campus focused towards hydrogen and associated energy transition supply-chain activity.</li> <li>Provision of new road link crossing the site – connecting Coast Road to Peterseat Drive.</li> <li>Associated infrastructure including site accesses, external areas for parking and storage, active travel connections, site landscaping, SuDS, utility &amp; service connections.</li> </ul> <p>* Annotations 1-5 relate to Development Proposals for the site, including buildings, roads and accesses, as described in more detail on pg 114.</p>	<p><b>6</b> • Landscape screening and treatment within buffer and boundary zones, including native species and woodland.</p> <p><b>7</b> • Plot Landscape Frameworks (including Green Roofs where feasible). INNS removal and management, native species planting and landscaping to add to campus amenity and biodiversity.</p> <p><b>8</b> • On-site SuDS infrastructure complementing overall site amenity and adding to biodiversity</p> <p><b>9</b> • Coastal Path (Core Path 78 section from Doonies to Cove) – enhancement to path quality, accessibility, interpretation and way-finding – maintaining existing character as coastal walking route.</p> <p><b>10</b> • Retention and upgrade of on-site path networks – including connection to Tullos Wood as part of Green Network and integrated with active travel provision within new Link Road.</p> <p><b>11</b> • Pollinator Coast &amp; Habitat Connectivity – native species amenity landscaping and planting targeted coastal plant species addressing fragmentation and adding to site biodiversity – including areas of former Ness Landfill in coordination with planned Solar Farm.</p>

\*Indicative floorspace ranges are derived from the illustrative layouts shown within the ETZ masterplan and would be confirmed within future PPIp application(s).

The PPIp will require comprehensive Environmental Impact Assessment. This will include assessment of full suite of environmental topics, assessing potential for environmental effects in line with EIA Regulations (2017) and where appropriate identifying necessary mitigation and compensatory measures to be provided. Significant baseline and technical appraisal / assessments have informed the masterplan process, and will continue to be built upon and extended as part of the full statutory Environmental Impact Assessment. While subject to EIA Scoping Opinion from Aberdeen City Council (in consultation with statutory consultees) to confirm the methodology and requirements of assessment, it is likely that and EIA for development of the Opportunity Sites will cover the following topics:

- Planning Policy
- Ecology, Nature Conservation & Biodiversity
- Water Environment, Drainage & Flood Risk
- Air Quality
- Landscape & Visual
- Traffic, Transport, Movement
- Disruption Due to Construction
- Population & Human Health
- Geology, Soils & Contaminated Land
- Greenhouse Gas Emissions
- Noise Environment
- Cultural Heritage
- Cumulative Impacts
- Others as Identified by Screening

In addition to Environmental Impact Assessment, further assessments and studies will be required to support a future PPIp application. The final list and scope of planning deliverables will be agreed with ACC through pre-application process but may include:

- Planning Supporting Statement
- Tree Survey
- Air Quality Assessment
- Flood Risk Assessment
- Construction Environmental Management Plan
- Biodiversity / Landscape Framework
- Transport Assessment
- Ground Conditions Report
- Noise Impact Assessment
- Drainage Assessment
- Ecological Surveys (incl. Habitats and Protected Species)

Separate from the planning consenting requirements, a CAR License will be required for the proposed re-alignment works to the East Tullos Burn. This will be developed in close consultation with SEPA and will require further detailed bathymetric / geomorphological survey, modelling, and design development of the Burn channel to ensure works are compliant.

The potential for works to St Fittick’s Church has also been identified within the Masterplan. The approach and detailed scope for mitigation and enhancement of the Church and its setting will be developed with HES and ACC Archaeology, but could require separate Scheduled Monument Consent.

Development of other projects and infrastructure identified within the masterplan and supporting wider growth of the cluster (ie. those within LDP designated employment land) would be delivered through separate consents as necessary either by ETZ Ltd or other parties, and in line with the vision and overall framework established through the Masterplan.

As noted above, where planning applications within the ETZ require specific planning obligations to mitigate the impacts of development, these will be agreed with Aberdeen City Council during the determination of planning applications as required for individual sites and secured where appropriate or necessary through planning conditions and the mechanisms of a ‘Section 75’ or similar legal agreement.

Developer contributions may be sought to support infrastructure interventions across the ETZ area, and other local infrastructure improvements or mitigations required by proposed development. The scale of contributions will be agreed with Aberdeen City Council through planning application assessment and in line with the requirements of the Council’s Supplementary Guidance on Developer Obligations and Circular 3/2012 (Planning Obligations & Good Neighbour Agreements).

The initial phases of development within ETZ will be assessed and consented against the current Local Development Plan (adopted 2022), however future development and renewal of sites within ETZ over a longer time horizon of 5+ years may be brought forward in the context of future Development Plan(s). The ETZ Masterplan will remain a material consideration and the development guidance within should be considered in the planning and development process to ensure coordinated delivery across the Zone.

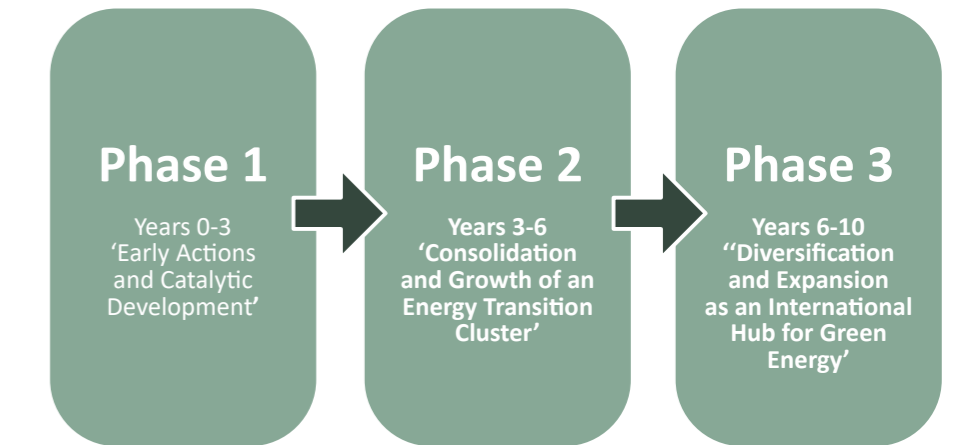
## PHASING & DEVELOPMENT TIMELINE

The ETZ Masterplan seeks to provide a long-term planning document that sets out the relationships between place, project elements and local environment, and creates a spatial framework for future investment and development.

The ETZ programme for transition is an initiative for the next decade and beyond and it is important to consider the masterplan as a dynamic document that can be flexed and adjusted based on changing place, and investment needs over time.

- An indicative phasing timeline has been identified for the delivery of elements within the masterplan, seeking to balance delivery of development in response to market / investor demand, provision of supporting infrastructure, and managing impacts on local environment and communities. The indicative timeline sets out actions and potential projects led by ETZ Ltd., as well as complementary projects which will be led and delivered by key stakeholders across the area such as ACC, Port of Aberdeen, Nestrans, and future inward investors.
- The Phasing Strategy seeks to gradually establish and then grow in scale the campuses across ETZ. Key early actions that will facilitate the establishment of the ETZ Campuses on existing brownfield land are already well advanced, either benefitting from extant consents or utilising existing buildings, including creation of the National Floating Wind Innovation Centre, and development of the Energy Incubator and Scale-Up Hub.
- Critical to phasing and timely delivery of market-ready sites will be securing planning permission for development on identified Opportunity Sites. As noted above, it is the current intention of ETZ Ltd to progress planning permission in principle application in 2023 for these key sites, following further pre-application consultation with ACC and local communities.

- At this stage, the outlined approach to phasing is indicative and it should be recognised that exact sequence and timing of development will change in response to market drivers, partnership arrangements, project funding and feasibility, and other development factors. There will be overlap between phases and depending on market cycles and technological development it is likely that elements of the masterplan may be delivered quicker than others, to which supporting infrastructure will need to respond. Across the ETZ, development opportunities will be managed in consultation with ACC (and wider stakeholders) to ensure impacts are mitigated and supporting infrastructures delivered.
- Ensuring market-ready land / development sites is critical to success of Energy Transition Zone, especially with regard to current round of ScotWind leasing for which supply-chain is being established to enable build-out across the 2020’s.
- In parallel with energy-transition focused development within Campuses, it is essential that supporting infrastructures are delivered, ensuring that benefits from development flow to local communities, that environmental assets are protected and enhanced through development, and that the physical transport and utilities infrastructures are in place to serve current and future phases of development.



## Years 0-3 – ‘Early Actions and Catalytic Development’



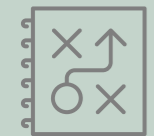
### Energy Transition Zone Campuses

- **Enable the Marine Gateway and Hydrogen Campus** sites for inward investment focused around high-value manufacturing and energy transition supply-chain.
- Deliver **Green Hydrogen Test & Demo facility** (linked to ERM) as early action to catalyse development of the Hydrogen Campus. Support and enable the delivery of pioneering Green Hydrogen project including ERM, Vattenfall, and Hydrogen Hub (by bp Aberdeen Hydrogen Energy Ltd).
- Establish FLOWIC as a national centre for floating offshore wind R&D, test and validation and to anchor the Offshore Wind Campus.
- **Develop Energy Incubator and Scale-Up Hub** for growing businesses to locate in ETZ and as a catalyst for the Skills Campus
- **Develop Advanced Manufacturing Skills Hub** facility adjacent to and linked to NESCol Altens Campus.



### Community & Energy Coast

- Progress design and delivery of **enhancements to St Fittick’s Park** and under-utilised green spaces in the locality – in collaboration with the local community.
- Enhanced access and **connectivity to Tullos Wood**.
- **East Tullos Burn 2.0 Project** to include re-alignment and lengthening of the Burn channel, improvement to water quality, and habitat development for Burn and wetlands.
- **Enhancement of biodiversity** across the area through Pollinator Coast, habitat management, and plot landscape frameworks.
- Enhancement of **active travel routes across the Green Network**, including the Coastal Path network as part of the ‘Energy Coast’.
- **Establish ETZ Community Fund** to help accelerate delivery of local development priorities.
- Implement **ETZ Jobs & Skills Plan** working with industry partners and local communities.



### Enabling Infrastructures

- Support ACC delivery of **ASH Transportation Links Project** to upgrade Coast Road and provide enhanced connection (incl. HGV capability) between key ETZ nodes.
- Deliver **Peterseat-Doonies Road Link** as key enabling action to support development of the Hydrogen Campus, in coordination with ASH Transportation Links Delivery.
- Subject to development and investment requirements, deliver **Coast Road re-alignment** as part of Marine Gateway– strengthening access to key sites enabling port-contiguous developable areas.
- Support development of **Craiginches Rail Freight Feasibility Study** to identify future options for de-carbonisation and integration of rail-freight into ETZ.
- Establish **a framework for net zero development**, including facilities management support throughout the ETZ Campuses.
- Utilise heat-pump technologies to sustainably meet building heat & energy needs. Support and enable delivery of **renewable energy technologies** including wind and solar across the Zone and linked to Campus development.
- Continue ETZ Ltd. programme of **partnering and co-investment in brownfield land** across Altens and East Tullos – renewing and strengthening the quality of industrial land assets with a focus on circular economy and energy efficiency.

## Years 3-6 – ‘Consolidation and Growth of an Energy Transition Cluster’



### Energy Transition Zone Campuses

- Attract and enable further high-value investment into ETZ Campuses to support their continued development and expansion. Focus towards high-value supply-chain services and activity meeting demand from ScotWind delivery and wider renewables sectors.
- Expansion of Hydrogen Campus from Test & Demonstration to provide specialised technology and industrial units as sector matures and further manufacturing and supply-chain opportunities emerge.
- Follow-on investment in brownfield land within the Offshore Wind Campus to meet growing supply-chain needs.
- Expansion of Energy Incubator & Scale-Up Hub within Altens, extending across the full extent of its Hareness Road site and providing additional flexible space for growing businesses.
- Consolidation of the Advanced Manufacturing Skills Hub and further development of specialist curriculum and training opportunities tailored to energy transition industries.



### Community & Energy Coast

- Support development and expansion of fully integrated active travel connections across Green Network, employment sites, and local community.
- Further collaboration and liaison with local communities to identify opportunities for development of enhanced community / greenspace facilities.
- Management and maintenance of East Tullos Burn and wetlands (in collaboration with ACC and community) to support enhanced water quality and biodiversity.
- Continued management and enhancement of landscape for local biodiversity through Pollinator Coast and Plot Landscape Frameworks – in partnership with ACC and wider stakeholders.
- Ongoing operation of ETZ Community Fund – supporting and enabling local priorities in collaboration with communities.
- Ongoing implementation of Jobs & Skills Plan to support local job creation and skills development.



### Enabling Infrastructures

- **Potential delivery by ACC of Wellington Road upgrade (subject to future programme review) to provide enhanced transport corridor suitable for all users, including priority junctions at Hareness Road providing key gateway to ETZ.**
- **Potential development of a Mobility Hub at Hareness Road (NESCol) to complement road infrastructure improvements and integrate active travel and public transport movement.**
- **Continue ETZ Ltd programme of partnering and co-investment in brownfield land across Altens and East Tullos – renewing and strengthening the quality of industrial land assets with a focus on circular economy and energy efficiency.**
- **Create green energy Campus heat & power distribution centres utilising air source heat pump technologies (subject to feasibility) to service multiple buildings at greater efficiencies.**



**Years 6-10 – “Diversification and Expansion as an International Hub for Green Energy”-**



**Energy Transition Zone Campuses**

- ETZ Campuses fully established and developed as a thriving industrial cluster – leading Aberdeen and Scotland’s transition to net zero through development for high-value manufacturing, energy transition supply-chain, innovation, research & development, and skills & training.
- Opportunities for further expansion and diversification of Campuses are explored in close collaboration with ACC, PoA, and local stakeholders – with priority on maximising potential of brownfield land to serve next generation of green energy development.
- Continued renewal and investment into brownfield land within East Tullos and Altens to further support and grow the market-leading cluster of Energy Transition activity.



**Community & Energy Coast**

- Collaborative management of local environment and landscape to enable long-term establishment of habitats that support biodiversity across the area, and support sustainable blue-green networks including East Tullos Burn.
- Opportunities for further renewal, integration and expansion of active travel routes across the Green Network are explored with ACC, Nestrans, and other stakeholders as part of city-wide network.
- Ongoing implementation and evolution of Jobs & Skills Plan in response to changing technologies and industry needs – supporting sustainable, long-term local job creation and skills development.



**Enabling Infrastructures**

- Following earlier feasibility and options review, support investment and renewal of Craiginches Rail Freight Facility to enable multi-modal low-carbon transport links within the Zone.
- Subject to future exploration of feasibility and technological readiness, seek to support Local Heat & Energy Networks. Incorporating hydrogen as primary zero-carbon fuel source and extending across Campuses to include existing and new-build development, as well as potentially connecting into city-wide district heating networks led by ACC.
- Sustainable investment and renewal of local and strategic road network by ACC and Nestrans – supporting a fully accessible industrial cluster.
- Subject to future demand and technological advancement, supporting opportunities for scaled-up hydrogen production and enabling connectivity and integration with city-wide infrastructures, facilities, and export capabilities.

**PROJECT PARTNERSHIPS & DELIVERY**

To help deliver the vision and ambition for the region, ETZ Ltd will continue to work with core partners including Aberdeen City Council, Port of Aberdeen, and Scottish Enterprise – supported through funding from Opportunity North East and Scottish and UK Government. They will work collaboratively to share knowledge, develop complementary programmes, and support the alignment of interests to create a globally integrated energy cluster.

In addition to successfully deliver the ETZ, the project will continue to engage with a wider partnership featuring organisations including (but not limited to); Invest Aberdeen, SDI, NZTC, National Manufacturing Institute Scotland (NMIS), Global Underwater Hub, ORE Catapult, Nestrans, Robert Gordon and Aberdeen Universities, NESCol, and SDS.

ETZ Ltd are committed to local engagement and supporting the widest participation of communities in the delivery of programmes and projects, including working alongside communities as they draw down and fund local initiatives through the proposed Community Fund.

- The process of coordinating and preparing the masterplan has been led by ETZ Ltd, but delivery of the full potential of the Energy Transition Zone will require ongoing collaboration and partnership working with a wide range of groups. Engagement with communities has played a major role in developing the masterplan and the contribution, local knowledge and indeed challenge to the scope of projects has helped to identify mitigation measures and identify areas of opportunity for mitigation, compensation and enhancement.

- Minimising environmental impacts and impacts on local communities whilst providing opportunity to develop a more sustainable, inclusive and productive place will offer significant opportunity for co-design and collaboration around the detailed planning and design phases of the project. The masterplan sets out a range of committed projects that can build upon previous initiatives and programmes and support the ambitions of the Aberdeen South Locality Plan and wider Development Plan.

The proposed Campuses and supporting infrastructures across ETZ will be developed through ongoing collaboration between a wide range of partners and stakeholders – with ETZ Ltd seeking to take a leading role in coordinating and facilitating delivery. The matrices below highlight potential range of interests and contributions that will support delivery of projects and infrastructures.

### ENERGY TRANSITION ZONE CAMPUSES - Partnership Delivery

	ETZ Ltd	ACC	Community	Port of Aberdeen	Energy Transition Operators	Inward Investment	NESCol & NESA	Industry Bodies	Statutory Bodies / Others
Community & Energy Coast Programme	✓	✓	✓	✓	✓	✓		✓	✓
Marine Gateway	✓	✓	✓	✓	✓	✓		✓	✓
Hydrogen Campus	✓	✓	✓	✓	✓	✓		✓	✓
Offshore Wind Campus	✓	✓	✓	✓	✓	✓		✓	✓
Skills Campus	✓	✓	✓		✓	✓	✓	✓	✓
Innovation Campus	✓	✓	✓		✓	✓		✓	✓

- ✓ Key Delivery Partner & Stakeholder
- ✓ Potential Delivery Support & Interest

### ENERGY TRANSITION ZONE - ENABLING INFRASTRUCTURES - Partnership Delivery

	ETZ Ltd	ACC	Community	Port of Aberdeen	Nestrans	Transport Scotland	Network Rail	Scottish Water	Statutory Bodies & Agencies (e.g. SEPA / NatureScot)
Rail Freight Infrastructure	✓	✓	✓	✓	✓	✓	✓		✓
Road Infrastructure	✓	✓	✓	✓	✓	✓	✓		✓
Energy & Net-Zero Infrastructure	✓	✓	✓	✓				✓	✓
Utilities Infrastructure & Waste	✓	✓	✓	✓				✓	✓

- ✓ Key Delivery Partner & Stakeholder
- ✓ Potential Delivery Support & Interest