

Public Document Pack



To: Councillor McRae, Convener; Councillor Greig, Vice-Convener; and Councillors Alphonse, Boulton, Clark, Copland, Houghton, Lawrence and Macdonald.

Town House,
ABERDEEN 04 February 2026

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

The Members of the **PLANNING DEVELOPMENT MANAGEMENT COMMITTEE** are requested to meet in **Committee Room 2 - Town House on THURSDAY, 12 FEBRUARY 2026 at 10.00 am. This is a hybrid meeting and Members may also attend remotely.**

The meeting will be webcast and a live stream can be viewed on the Council's website.
<https://aberdeen.public-i.tv/core/portal/home>

JENNI LAWSON
CHIEF OFFICER – GOVERNANCE

B U S I N E S S

MEMBERS PLEASE NOTE THAT ALL LETTERS OF REPRESENTATION ARE NOW AVAILABLE TO VIEW ONLINE. PLEASE CLICK ON THE LINK WITHIN THE RELEVANT COMMITTEE ITEM.

MOTION AGAINST OFFICER RECOMMENDATION

1.1. Motion Against Officer Recommendation - Procedural Note (Pages 5 - 6)

DETERMINATION OF URGENT BUSINESS

2.1. Determination of Urgent Business

DECLARATION OF INTERESTS AND TRANSPARENCY STATEMENTS

3.1. Members are requested to intimate any declarations of interest or connections

MINUTES OF PREVIOUS MEETINGS

4.1. Minute of Meeting of the Planning Development Management Committee of 15 January 2026 - for approval (Pages 7 - 10)

COMMITTEE PLANNER

5.1. Committee Business Planner (Pages 11 - 14)

GENERAL BUSINESS

WHERE THE RECOMMENDATION IS ONE OF APPROVAL

6.1. Detailed Planning Permission for change of use from class 4 (business) to class 5 (automotive garage) and installation of cycle stand, roller shutter and door to rear and all associated works (partly retrospective) - 1 Anderson Avenue Aberdeen (Pages 15 - 26)

Planning Reference – 251199

All documents associated with this application can be found at the following link and enter the refence number above:-

[Link.](#)

Planning Officer: Dineke Brasier

6.2. Detailed Planning Permission for the erection of two-storey and single storey extensions to replace existing single storey extension, covered area and all associated external works and landscaping - 10 Hopetoun Court Aberdeen (Pages 27 - 42)

Planning Reference – 251110

All documents associated with this application can be found at the following link and enter the refence number above:-

[Link.](#)

Planning Officer: Gavin Clark

OTHER REPORTS

7.1. Land at Inchgarth Road - Process of Pre Determination Hearing (Pages 43 - 52)

DATE OF NEXT MEETING

8.1. Thursday 12 March 2026 - 10am

Integrated Impact Assessments related to reports on this agenda can be viewed [here](#)

To access the Service Updates for this Committee please click [here](#)

Website Address: aberdeencity.gov.uk

Should you require any further information about this agenda, please contact Lynsey McBain, Committee Officer, on 01224 067344 or email lymcain@aberdeencity.gov.uk

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Agenda Item 1.1

Members will recall from the planning training sessions held, that there is a statutory requirement through Sections 25 and 37 of the Town and Country Planning (Scotland) Act 1997 for all planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. All Committee reports to Planning Development Management Committee are evaluated on this basis. It is important that the reasons for approval or refusal of all applications and any conditions to be attached are clear and based on valid planning grounds. This will ensure that applications are defensible at appeal and the Council is not exposed to an award of expenses.

Under Standing Order 29.11 the Convener can determine whether a motion or amendment is competent and may seek advice from officers in this regard. With the foregoing in mind the Convener has agreed to the formalisation of a procedure whereby any Member wishing to move against the officer recommendation on an application in a Committee report will be required to state clearly the relevant development plan policy(ies) and/or other material planning consideration(s) that form the basis of the motion against the recommendation and also explain why it is believed the application should be approved or refused on that basis. The Convener will usually call a short recess for discussion between officers and Members putting forward an alternative to the recommendation.

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PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

ABERDEEN, 15 January 2026. Minute of Meeting of the PLANNING DEVELOPMENT MANAGEMENT COMMITTEE. Present:- Councillor McRae, Convener; and Councillors Alphonse, Boulton, Clark, Cooke (as substitute for Councillor Greig, the Vice Convener), Copland, Houghton, Lawrence and Macdonald.

The agenda and reports associated with this minute can be located here [here](#).

Please note that if any changes are made to this minute at the point of approval, these will be outlined in the subsequent minute and this document will not be retrospectively altered.

MINUTE OF MEETING OF THE PLANNING DEVELOPMENT MANAGEMENT COMMITTEE OF 4 DECEMBER 2025

1. The Committee had before it the minute of the previous meeting of 4 December 2025, for approval.

The Committee resolved:-

to approve the minute as a correct record.

COMMITTEE BUSINESS PLANNER

2. The Committee had before it the committee business planner, as prepared by the Chief Officer – Governance.

The Committee resolved:-

to note the business planner.

PLANNING APPEAL DIGEST

3. The Committee had before it a report by the Chief Officer – Strategic Place Planning, which provided an update in relation to various planning appeals.

The report informed Members about planning appeals and notifications in relation to Aberdeen City Council decisions that the Scottish Government's Division for Planning and Environmental Appeals (DPEA) had received or decided since the last Planning Development Management Committee meeting and also listed appeals that were still pending.

The Committee resolved:-

to note the information contained in the planning appeal digest.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

15 January 2026

LAND AT ST FITTICK'S PARK, PHASE 1 ZONE A, ABERDEEN - 250929

4. The Committee had before it a report by the Chief Officer – Strategic Place Planning, **which recommended:-**

That the application for Detailed planning Permission for the erection of an accessible entrance feature, path connections, social shelter, spectator seating, paved area and associated works at land At St Fittick's Park, Phase 1 Zone A, Aberdeen, be approved subject to the following conditions:-

Conditions

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(02) TREE PROTECTION

That no development of the path adjoining the frontage of Tullos Primary School site, steps or ramp shall take place unless there has been submitted to, and approved in writing by the planning authority, a layout plan and details of tree protection measures to the mature trees in the north east corner of the Primary School site.

Reason - In the interests of avoiding damage to trees.

(03) SITE INVESTIGATION AND DRAINAGE

That no development shall take place unless the following details have been submitted to and approved in writing by the planning authority:

- a) Infiltration rate at the site of the proposed soakaway based on a trial pit in that location, and details of proposed soakaway.
- b) Details of drainage arrangements / measures for areas of proposed new hardstanding.

The soakaway shall not, thereafter, be constructed other than in full accordance with the approved details.

Reason - In the interests of ensuring that additional surface water does not adversely affect the surrounding area.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

15 January 2026

(04) SHELTER

That within 6 months of development commencing there shall be submitted to and approved in writing by the planning authority details of the 'Twisted Youth' shelter noted on drawing number ETZ_SLR_AE_07_D_L_910307 Rev 00 or other such shelter of similar size and quality approved in writing by the planning authority. Thereafter the development shall be implemented in accordance with such details as so agreed.

Reason - In the interests of providing facilities for young people.

The Committee heard from Ms Lucy Greene, Senior Planner, who spoke in furtherance of the application and answered various questions from Members.

The Committee then heard from Mr David Fryer, Torry Community Council who objected to the proposed application.

The Committee then heard from Mr Neil Young and Mr Martin Forbes, ETZ, applicant for the proposed application, who spoke in support of the application.

The Committee resolved:-

to approve the application conditionally with condition 3 amended and a new condition 5 to read:-

(03) SITE INVESTIGATION AND DRAINAGE

That no development shall take place unless the following details have been submitted to and approved in writing by the planning authority:

- c) Infiltration rate at the site of the proposed soakaway based on a trial pit in that location, and details of proposed soakaway (location and design to ensure safety).
- d) Details of drainage arrangements / measures for areas of proposed new hardstanding.

The soakaway and hardstanding shall not, thereafter, be constructed other than in full accordance with the approved details.

Reason - In the interests of ensuring that additional surface water does not adversely affect the surrounding area.

(05) BINS

That no development shall take place unless there has been submitted to and approved in writing by the planning authority a plan showing the locations of proposed and existing litter bins within the site and existing bins within the wider area of Tullos playing fields. The proposed bins shall, thereafter, be installed in full accordance with the approved details.

Reason – In the interests of amenity.

PLANNING DEVELOPMENT MANAGEMENT COMMITTEE

15 January 2026

- **Councillor Ciaran McRae, CONVENER**

	A	B	C	D	E	F	G	H	I
1	PLANNING DEVELOPMENT MANAGEMENT COMMITTEE BUSINESS PLANNER								
The Business Planner details the reports which have been instructed by the Committee as well as reports which the Functions expect to be submitting for the calendar year.									
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
3			12 February 2026						
4	10 Hopetoun Court Aberdeen - 251110	To approve or refuse the application for the erection of two-storey and single storey extensions to replace existing single storey extension, covered area and all associated external works and landscaping		Gavin Clark	Strategic Place Planning	Place	1		
5	1 Anderson Avenue - 251199	To approve or refuse the application for change of use from class 4 (business) to class 5 (automotive garage) and installation of cycle stand, roller shutter and door to rear and all associated works (partly retrospective)		Dineke Brasier	Strategic Place Planning	Place	1		
6	Land at Inchgarth Road - 251313	To determine the route of the Pre Determination Hearing.		Roy Brown	Strategic Place Planning	Place	6		
7			12 March 2026						
8			23 April 2026						
9			21 May 2026						
10			18 June 2026						
11			20 August 2026						
12			17 September 2026						
13			29 October 2026						
14			03 December 2026						
15			Future applications to PDMC (date of meeting yet to be finalised.						

	A	B	C	D	E	F	G	H	I
2	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
16	490 King Street - 241451	To approve or refuse the application for extension to form 21 Student Flats		Robert Forbes	Strategic Place Planning	Place	1		
17	Oldfold, Milltimber Block G - 250750/S42	To approve or refuse the application for variation of condition 3 of 220466/S42 to change the number units (increase from no more than 400 to 500) that shall be completed before the proposed mixed-use centre within block G has been completed and is available for		Matthew Easton	Strategic Place Planning	Place	1		
18	Oldfold, Milltimber Phase 5A (block U) - 250755	To approve or refuse the application for residential development comprising 49 houses, including infrastructure and open space		Matthew Easton	Strategic Place Planning	Place	1		
19	Oldfold, Milltimber Block G - 250754	To approve or refuse the application for 37 units + commercial space		Matthew Easton	Strategic Place Planning	Place	1		
20	Land To South And West Of Forrit Brae, Bucksburn, Aberdeen (Rowett South) 251332	To approve or refuse the application for residential-led mixed use development including approx. 1700 homes, local retail and commercial provision, education, leisure and community uses and associated new and upgraded access roads, landscaping and ancillary engineering works (variation of condition 17 (noise mitigation for new homes) of 180650/S42 to reduce the required standards for noise in line with neighbouring developments		Gavin Clark	Strategic Place Planning	Place	1		
21	12 Salisbury Terrace - 251273	To approve or refuse the application for change of use from guest house to HMO (house in multiple occupation) for a maximum of 9 unrelated persons		Gavin Clark	Strategic Place Planning	Place	1		
22	Annual Effectiveness Report - Service Update	At the meeting of Council on 16 April 2025, it was agreed that Annual Effectiveness Report would now be a service update		Lynsey McBain	Governance	Customers Service	GD 8.7	R	Service update to be issued therefore recommended for removal.
23	Article 4 Directions	At the meeting on 19 September 2024, it was agreed to instruct the Chief Officer – Strategic Place Planning to report the outcomes of the public consultation and any proposed recommendations on the Article 4 Directions to a subsequent Planning Development Management Committee within the next six months.	Delayed consultation start due to begin early May. Will report back after this is completed.	Laura Robertson	Strategic Placing Planning	Place	5		

	A	B	C	D	E	F	G	H	I
	Report Title	Minute Reference/Committee Decision or Purpose of Report	Update	Report Author	Chief Officer	Directorate	Terms of Reference	Delayed or Recommended for removal or transfer, enter either D, R, or T	Explanation if delayed, removed or transferred
2	Draft Aberdeen Guidance - Wind Turbine	At the Council meeting on 3 November 2023, it was agreed to instruct the Chief Officer - Strategic Place Planning to update the draft Aberdeen Planning Guidance on Wind Turbine Development in light of consultation responses received and the policy shift within NPF4 and incorporate it within draft Aberdeen Planning Guidance on Renewable Energy Development, a draft of which should be reported to the Planning Development Management Committee within 12 months.	At the Committee meeting of 21 August 2025, it was noted that with the introduction of National Planning Framework 4, this would now be a Draft Aberdeen Planning Guidance on Energy. An update would be added to the planner once Scottish Government planning guidance on energy developments have been published, and officers would identify if there was a requirement for local guidance to be produced at this time.	David Dunne	Strategic Place Planning	Place	5		
24	Aberdeen Planning Guidance: Health Impact Assessments	At the meeting of 21 August 2025, it was agreed that a report be brought back to this Committee in one year, to provide details on how the guidance had been implemented		Donna Laing	Strategic Place Planning	Place	5		
25									

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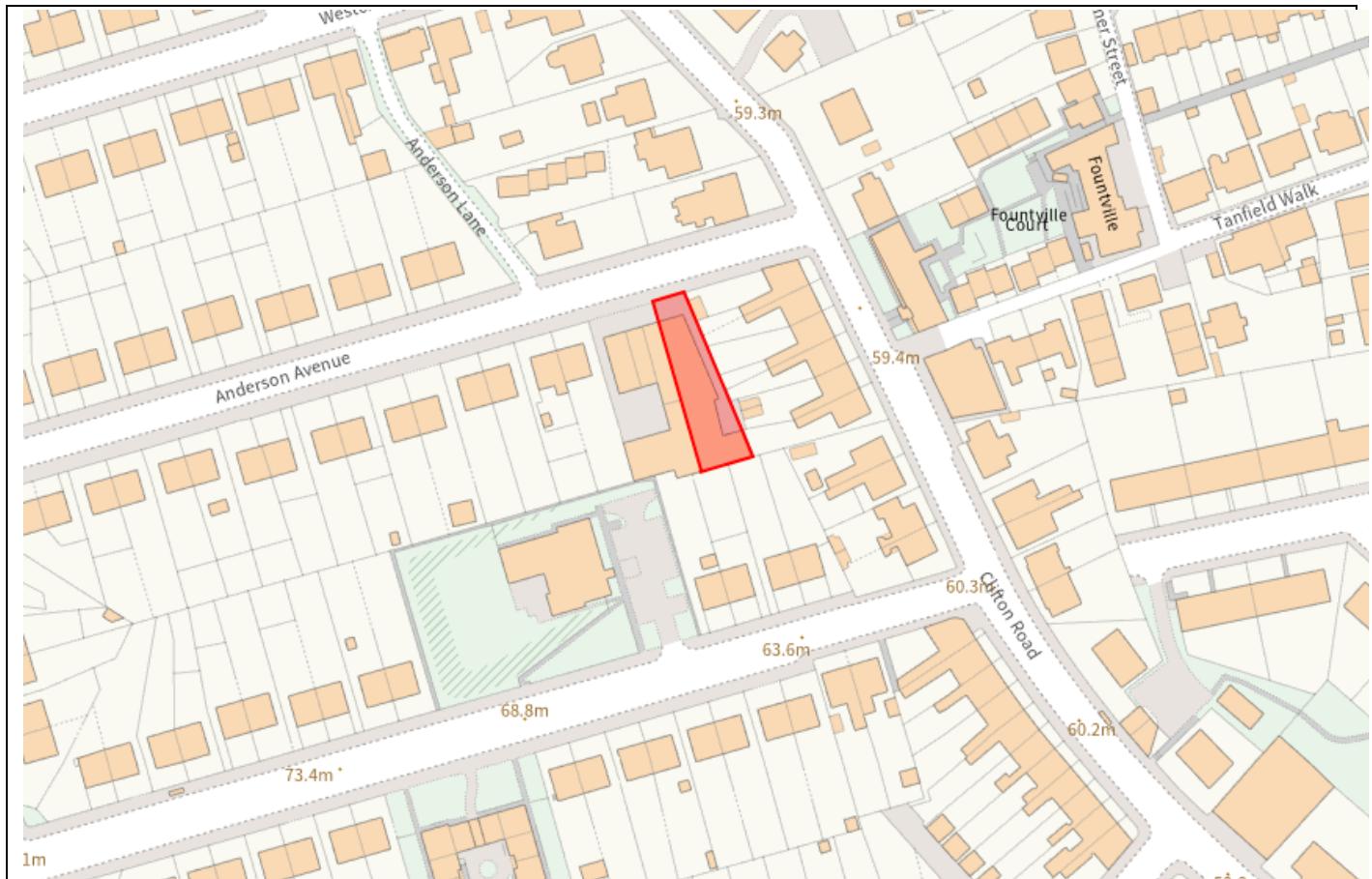


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 12 February 2026

Site Address:	1 Anderson Avenue, Aberdeen, AB24 4LR
Application Description:	Change of use from class 4 (business) to class 5 (automotive garage) and installation of cycle stand, roller shutter and door to rear and all associated works (partly retrospective)
Application Ref:	251199/DPP
Application Type	Detailed Planning Permission
Application Date:	18 November 2025
Applicant:	Plus Motors Ltd
Ward:	Hilton/Woodside/Stockethill
Community Council:	Woodside and Hilton



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application site comprises an existing single storey commercial unit, its streetside curtilage, and adjacent private access lane, all extending to c.610m². External finishes include white painted rendered walls, dark painted timber infill panelling and pedestrian door with small slated canopy to the front, series of windows and a white pedestrian access door along the side, grey roller shutter door in the rear section of the building accessed from the end of the lane, and a combination of a flat felted roof to the front and shallow pitched corrugated iron roof to the rear. To the front of the building is a driveway sufficiently wide to comfortably accommodate two vehicles, with existing dropped kerb access from the public street. The lane to the side which provides vehicular access to the rear part of the building further serves rear gardens with garage and pedestrian access associated with a number of residential properties facing out onto Clifton Road.

The site is the easternmost unit in a small cluster of five commercial properties set in an established residential area. Anderson Avenue runs to the north of the site; residential properties fronting onto Clifton Road are to the east; with further residential properties on Hilton Road and Anderson Avenue to the south and west. Hilton Community Centre and associated car park lies to the south west.

Relevant Planning History

- 241094/DPP – An application for detailed planning permission for a change of use to class 1A (shops and financial, professional and other services), alterations to frontage to install sliding door and glazing infill, form slap to install side door, build up doors and all other associated works was withdrawn on 27 February 2025.
- 250232/DPP – Detailed planning permission for a change of use from office to class 5 (workshop and warehouse for automotive garage) (retrospective) was refused under delegated powers on 20 August 2025. The application related only to the rear (southern) part of the building, with the front part, including the parking area, not included. The reasons for refusal included the absence of a noise and odour impact assessment and insufficient parking.
- ENF240171 – Enforcement case in respect of garage business operating without planning permission at 1 Anderson Avenue. A Stop Notice and Enforcement Notice were served on 4th December 2025, requiring the garage business to cease operating from the premises. These Notices were complied with.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought to change the use of the entire unit from a Class 4 (Business Use) of an office to a Class 5 (Automotive Garage) and external alterations to the building comprising installation of a roller shutter door and pedestrian pass door in the side elevation to the rear, and installation of a cycle stand to the front. The application is submitted on a part retrospective basis as the rear of the building has been in use as a garage since the Summer of 2024, with the front part vacant and the proposed rollershutter and pass door to the side elevation not yet installed.

The proposed drawings further include painting of existing timber linings to the front elevation of the building. This would not require planning permission and the changes to the front elevation are

therefore not included in this assessment.

The use of the rear part of the building has currently ceased following serving of an Enforcement Notice and Stop Notice in relation to the unauthorised use of the rear part of the building as a garage. This current application seeks the necessary permission to allow the business to lawfully operate.

Amendments

None.

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T4XVSSBZGAF00>

Noise Impact Assessment

Supporting Statement

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because:

- The application is being recommended for approval and has been the subject of more than six timeous letters of objection.

Determination of the application therefore falls outwith the scheme of delegation.

CONSULTATIONS

Aberdeen City Council (ACC) Internal Consultees

- **ACC - Roads Development Management Team – No objection.**

The site is located in the outer city boundary and is not in a controlled parking zone. It is fronted by good standard adopted footways. Cycling to and around the site is on carriageway with advisory cycle lanes present on Hilton Drive. The site is considered accessible by walking and cycling, and benefits from regular public transport services on Clifton Road and Hilton Drive.

Aberdeen City Council parking standards for the motor trade in the outer city are 0.5 space per staff member, 1 space per 25m² spares department, 3 per servicing bay and 2 per tyre and exhaust bays. Based on the submitted site plan and stated staff levels, the proposed parking provision appears broadly compliant. However, service bays should not be counted as parking spaces. It is noted that an additional two vehicles could be accommodated in front of the area shown as spaces 3-5 and that small garages commonly undertake limited internal manoeuvring or stacking controlled by staff. One accessible parking space is proposed which, given the small size of the site, is acceptable. It is noted that customer parking to the front is to be resurfaced and appropriately lined.

As noted, the site is not in a controlled parking zone but there are restrictions where parking

would be inappropriate (e.g. the junction protection). Where there are no parking restrictions and it is appropriate and safe to do so, Anderson Avenue and Clifton Road can accommodate kerbside parking. This is on a first come first served basis and applies to any road legal vehicle. If there were vehicles parked long term on the public road, where they could be considered abandoned, the Council could take action to remove such vehicles.

Given the low number of staff and the proposed operational method it is expected that the vast majority of vehicles visiting the site would be able to be accommodated on the premises.

Two cycle parking spaces would be provided, which is acceptable.

The applicant proposes an appointment based drop off system, with staff moving vehicles between the front of the site, workstations, and internal parking areas. No public access is proposed along the side lane. Deliveries are expected to use the front customer parking bays and are unlikely to require extended dwell times. This operational method would be acceptable.

- **ACC - Environmental Health** – No objections.

The submitted Noise Impact Assessment (FEC Acoustics, 15 December 2025) is considered reasonable. The proposed development is therefore accepted, subject to the following conditions/ controls to protect the amenity of existing neighbours from noise:

- The premises shall be used only as an automotive garage and shall not be used for any other purpose within Use Class 5 without an express grant of planning permission;
- The automotive garage shall not carry out bodywork or MOT testing (Section 1); and
- The premises shall only be operational 9am to 6pm Monday to Friday, and 9am to 2pm Saturday.

- **ACC - Waste and Recycling** – No objections

General comments in relation to commercial waste collection.

External Consultees

- **Woodside and Hilton Community Council** – No comments received

REPRESENTATIONS

21 representations have been received (8 objections and 13 in support). The matters raised can be summarised as follows –

Material Considerations

Material considerations arising from letters of objection:

1. Private lane would not be capable of accommodating the amount of cars and delivery trucks a garage would have coming and going;
2. Insufficient parking in the surrounding area to accommodate the number of cars served by the garage;
3. Residential amenity of neighbouring properties affected by noise, including during the evening, and smells coming from garage.
4. Proposed system of operation is impractical;

Material considerations arising from letters of support

5. Would see an empty unit back into use, which would contribute to security of the area;
6. Proposed parking solution incorporating front section of the building would overcome current parking issues;
7. Residential amenity of neighbouring property not affected by noise and smells coming from the garage;
8. Proposed use is not out of character in this area which includes a mix of services;
9. Bringing the operation fully under planning control allows appropriate conditions to be applied to matters such as hours of operation, parking management and general site organisation, which benefits both the residents and the business;
10. Supporting local businesses and employment aligns with the broader aim of maintaining a sustainable neighbourhood where people can live and work without unnecessary travel.

Non-Material Considerations

Non-Material considerations arising from letters of objection

1. Questions why application is resubmitted following previous refusal;
2. Garage has been trading on an unauthorised basis prior to submission of current and previous applications;
3. Historic use of garage is irrelevant;
4. Disputes lane ownership;
5. Full access to lane required by properties on Clifton Road for removal of trees and shrubs;
6. Operator of garage does not adhere to opening hours as set out in Supporting Statement;
7. Pothole at beginning of lane will only get bigger;
8. Sufficient other garages in the surrounding area;
9. Broken and immobile cars parked on the streets outside the building;
10. Selective use of Google Street View to show sufficient parking in the surrounding area;
11. Letters of support should not be considered as they are not from people living directly in the area;

Non-Material considerations arising from letters of support

12. Provides a good service to the local community;
13. Experienced no problems with business.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan.

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings)
- Policy 12 (Zero Waste)
- Policy 14 (Design, Quality and Place)
- Policy 15 (Local Living and 20 Minute Neighbourhoods)
- Policy 23 (Health and Safety)
- Policy 26 (Business and Industry)

Aberdeen Local Development Plan 2023

- Policy D1 (Quality Placemaking)
- Policy H1 (Residential Areas)
- Policy R5 (Waste Management Requirements for New Developments)
- Policy T3 (Parking)
- Policy WB3 (Noise)

Aberdeen Planning Guidance

- Noise
- Transport and Accessibility

EVALUATION

Key Determining Factors

The key determining factors in the assessment of this application are:

- The principle of the development;
- The impact of the development on the residential amenity of neighbouring properties, especially in relation to noise and odours;
- The impact of the development on local highway conditions, especially in relation to parking;
- The impact of the proposal on the character and appearance of the surrounding area.

Principle of the development

Policy 26 (Business and Industry) of NPF4 seeks to encourage, promote and facilitate business and industrial uses. Part (d) sets out that development proposals for business and industrial uses outwith areas identified for those uses in the Local Development Plan (LDP) will only be supported where:

- i. It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and*
- ii. The nature and scale of the activity will be compatible with the surrounding area.*

Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4 seeks to encourage, promote and facilitate the reuse of empty buildings. It sets out in part (a) that '*development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings (...) will be supported*', and in part (d) that '*development proposals for the reuse of existing buildings will be supported*'.

Policy 15 (Local Living and 20 Minute Neighbourhoods) of NPF4 encourages the creation of connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home.

The site is located in a residential area as designated in the 2023 Aberdeen Local Development Plan (ALDP) and Policy H1 (Residential Area) of ALDP applies. This policy sets out that in existing residential areas, non-residential development will only be supported if:

- *They are considered complementary to the residential use; or*
- *It can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.*

This application is submitted on a part retrospective basis. The proposal would be located in an existing commercial building, which was briefly vacant prior to being occupied by the garage business in the Summer of 2024. The use of the building as a garage would ensure that the building would remain in use, and would thus allow for the sustainable reuse of an existing building, in compliance with Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4 (*Issue 4 in representations*). In addition, the proposal would increase the number and variety of businesses and services in the local area in accordance with Policy 15 (Local Living and 20-Minute Neighbourhoods) of NPF4 (*Issue 9*).

No evidence has been submitted demonstrating that other commercial units in designated industrial areas were considered prior to occupation of the current building. Furthermore, given the amount of industrial and commercial units currently available within the wider Aberdeen City Council area, it is not accepted that this location would be the only suitable premises to base the car repair garage. Given that the site is located in an area designated as residential, albeit in a small cluster of commercial properties, the proposal would fail to meet the first section of part (d) of Policy 26 (Business and Industry) of NPF4.

The second sections of both policies 26 (Business and Industry) of NPF4 and H1 (Residential Areas) of ALDP seek to ensure that commercial uses would be complementary and not have an adverse impact on the amenity of the surrounding area. It is noted that the unit forms part of a small cluster of commercial properties set in a wider residential context (*Issue 7*), however, none of these existing businesses would be considered a Class 5 (General Industrial) use.

In general, business uses falling under Class 4 (Business) of the Town and Country Planning (Use Classes) Order 1997 are considered capable of sitting alongside residential uses. A car repair garage is a Class 5 (General Industrial) use. These types of Class 5 uses are considered 'general industrial' and are more likely to have an adverse impact on residential amenity compared to a Class 4 use. It will therefore need to be suitably evidenced that the use as proposed would not have an adverse impact on residential amenity, and this will be discussed in detail below.

Impact on residential amenity

The site is located in a residential area, with the rear gardens of properties on Clifton Road to the east and Hilton Road to the south bounding the building and the lane. This lane provides direct access into the rear gardens of a number of residential properties at 283 to 305 Clifton Road. As such, the impact on the proposal on the residential amenity of these properties, and those in the wider area needs to be carefully assessed. The main concerns are in relation to noise and odours arising from the works undertaken to vehicles being worked on (*Issues 3 and 6*). Issues related to parking and movement of vehicles are considered below.

Policy 23 (Health and Safety) part (e) of NPF4 and Policy WB3 (Noise) of ALDP both require the submission of a Noise Impact Assessment (NIA) for development where significant noise impacts are likely to arise from the development. An NIA was submitted as part of this application. This NIA sets out that the garage operations are limited to work on engines, suspension, steering and braking,

and will not do MOT testing or bodywork, which echoes services to be delivered by the garage as set out in the Supporting Statement submitted with the application. The NIA states that the operating hours of the garage would be during typical working daytime hours, again matching information as set out in the Supporting Statement and submitted drawing LAS25049-03/RevA.

In general, it is stated that the doors to the garage (onto the access lane) are kept closed during operating hours with ventilation provided through an extraction fan. This should be sufficient to ensure that overall sound levels inside the nearest houses would be sufficiently low as not to cause disturbance. Whilst sounds may be audible in the nearest gardens, in particular the extraction fan motor, the NIA concludes that data demonstrates that this would fall within acceptable background noise limits. Environmental Health have checked the submitted NIA and agreed with its conclusions in their consultation comments. However, it is recommended that conditions are added restricting the use of the site to that of a car repairs garage only, and that no bodywork or MOT testing shall be carried out. A further condition is recommended restricting opening hours to those as set out in the NIA and submitted Supporting Statement and drawing LAS25049-03/RevA, which would be between 09:00 and 18:00 Mondays to Fridays and 09:00 to 14:00 on Saturdays only. On this basis, the garage would not have an unacceptable impact on the residential amenity of neighbouring properties through noise.

In terms of odours, an odour impact assessment was not considered necessary in this instance due to the nature of the car repair garage, which does not include MOT testing and therefore would not require the regular running of engines to measure emissions.

Subject to the recommended conditions, the proposal would thus not have an unacceptable adverse impact on the residential amenity of neighbouring properties, in compliance with Policy 23 (Health and Safety) and the second part of both Policy 26 (Business and Industry) of NPF4 and Policy H1 (Residential Areas) and WB3 (Noise) of ALDP (*Issue 3*).

Parking and Access

Policy T3 (Parking) of ALDP seeks to ensure that sufficient parking is provided as part of all development proposals. In this case, the site is located in the outer city area. The site is not located in a controlled parking area and there are no restrictions on parking. The surrounding area is characterised by a mix of flatted residential properties both on Anderson Avenue and on Clifton Road to the south of its junction with Anderson Avenue. Properties along Clifton Road north of this junction are a mix of detached dwellings set in generous plots and flats in converted larger buildings. A dance school is located on Clifton Road near its junction with Anderson Avenue, and a pharmacy lies south of this. Whilst some properties have driveways, the vast majority of residents are dependent on the availability and use of on-street parking spaces.

Aberdeen Planning Guidance: 'Transport and Accessibility' sets out the following parking standards for a car repair garage: 0.5 space per staff member; three spaces per servicing bay; two spaces per tyre and exhaust bay; and one space per 25m² spares department. The Supporting Statement submitted with the application clarifies that the garage would have two servicing bays and one minor servicing area. There would be no designated zones for tyre changing or exhaust replacement and there is no spares department offering direct part sales to customers. The garage would have two members of staff. The proposed site layout shows that a total of six visitor parking spaces would be provided within and to the front of the building, with a further space to the front allocated for staff parking. A cycle stand would also be installed to the front of the building.

Based on the parking standards and information set out above, a total of ten parking spaces would be required for the business as proposed. Even though the proposed floorplan includes the three servicing bays as parking spaces, these should generally not be included in this figure and therefore

a total of seven parking spaces are proposed to be provided within the site. Whilst this would fall below the expected ten, it is further noted that there would be space to accommodate a further two cars within the building, in front of parking spaces 3-5, not marked on the submitted drawing LAS25049-03/RevA. It is recognised that it is not unusual for a small garage to undertake limited internal vehicle manoeuvring or stacking controlled by staff.

The Supporting Statement sets out in Section 4.2 that all customers should have an appointment. They would drop their car off in the parking spaces to the front of the building, and would only access the reception area of the building through the front door. A member of staff would then drive customers' cars along the lane and into the building. This in itself would restrict access to the lane for customers and would only allow staff to move vehicles into the building (*Issue 1*). It is anticipated that delivery vehicles would use the street parking areas to temporarily park and deliver parts to the garage reception area.

Whilst it is acknowledged that there is some pressure on existing parking within the immediate surrounding area, (*issue 2*), there are no restrictions on kerbside parking. The proposal would allow sufficient space for the parking of cars to be within the building, with the method set out in Section 4.2 of the Supporting Statement adequate to ensure there would be no unacceptable overflow of cars requiring kerbside parking. Based on all information taken together, the proposed site layout and small size of the garage, it is considered that sufficient parking would be provided inside and to the front of the building to service the proposed use adequately and minimise vehicle movements on the lane (*issue 1*), and that the requirements of both Policy T3 (Parking) and Aberdeen Planning Guidance: 'Transport and Accessibility' are met (*Issues 2 and 5*) subject to a condition requiring the applicant to implement all internal and external alterations proposed prior to use of the building as a garage.

Impact on character and appearance of the building and the surrounding area

Policy 14 (Design, Quality and Place) of NPF4 sets out that all development proposals will be designed to have a positive impact on the quality of an area. Policy D1 (Quality Placemaking) of ALDP sets out that not all development will be of a scale to make a significant placemaking impact. However, all good design and detail adds to the attractiveness of the built and natural environment and careful consideration is crucial.

The only external alterations to the building are the installation of a new roller shutter door and separate pedestrian pass door in the east (side) elevation. The roller shutter door would have a width of 5.6m by a height of 2.3m and would have a dark grey finish. The pedestrian pass door would be a solid door and would also have a dark grey paint finish. This is considered acceptable and would meet the requirements of Policy 14 of NPF4 and Policy D1 of ALDP.

Waste

Policy 12 (Zero Waste) of NPF4 sets out that all development should provide sufficient space for bin storage, including for recyclables. This is generally reiterated in Policy R5 (Waste Management Requirements for New Development) of ALDP. Sufficient space is allocated within the building for bin storage, and the applicant has confirmed that this will be privately collected by a commercial waste operator. This is acceptable and compliant with the requirements of Policy 12 (Zero Waste) of NPF4 and Policy R5 (Waste Management Requirements for New Development) of ALDP.

Tackling the Climate and Nature Crises, Climate Mitigation and Biodiversity

Consideration must be given to Policy 1 (Tackling the Climate and Nature Crises); Policy 2 (Climate Mitigation and Adaptation); and Policy 3 (Biodiversity) of NPF4. Policy 1 gives significant weight to

the global climate and nature crises in order to ensure that it is recognised as a priority in all plans and decisions; Policy 2 states that emissions from new development are minimised as far as possible; and Policy 3 sets out that all development proposals will contribute to enhancement of biodiversity.

In this case, the development is a small scale vehicle repair garage in an existing empty building. Due to the scale of the proposal, it is not considered to have a material impact on the global climate crises nor on climate mitigation and adaptation, nor would it offer any opportunities for meaningful biodiversity improvements. The proposal is thus compliant with Policy 1, Policy 2 and Policy 3 of NPF4.

Matters Raised in Representations

All material planning considerations raised in both letters of objection and support have been addressed in the evaluation above.

Whilst ownership of the lane is a non-material consideration, the applicant has submitted details confirming that the lane falls within their title deeds, with a right of access being granted to neighbouring residents.

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The proposal would see a previously vacant commercial building lawfully brought back into use, in compliance with Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4. In addition, the proposed vehicle repair garage would provide a further service for the local community, and would thus further contribute to local living and the creation of a 20-minute neighbourhood in compliance with Policy 15 (Local Living and 20-Minute Neighbourhoods) of NPF4.

Through the submission of a Noise Impact Assessment and the use of a suitably worded condition limiting opening hours, it has been suitably demonstrated that the vehicle repair garage would not have an unacceptable adverse impact on the residential amenity of neighbouring properties in compliance with Policy 23 (Health and Safety) and Policy 26 (d)(ii) (Business and Industry) of NPF4 and Policy H1 (Residential Areas) and Policy WB3 (Noise) of 2023 Aberdeen Local Development Plan.

Whilst the applicant has not demonstrated that there are no other available sites in the city that would be suitable for the vehicle repair garage, contrary to the requirements of Policy 26 (d)(i) (Business and Industry) of NPF4, this is accepted as the proposal would ensure continued occupation of an existing commercial unit and that it would have an acceptable impact on residential amenity as set out above.

The proposed floorplan demonstrates that a sufficient level of seven car parking spaces would be provided on-site. Whilst this would sit a little below the maximum parking standards as set out in Aberdeen Planning Guidance: Transport and Accessibility, taking into account the internal layout of the garage, small size of the business and the nature of the surrounding area, which is not a controlled parking zone and where there is some availability of on-street parking spaces, the proposed layout is acceptable and would suitably comply with Policy T3 (Parking) of the Aberdeen

Local Development Plan 2023.

The proposed external alterations to the building would not have an adverse impact on the character and visual amenity of the existing building and the surrounding area, in compliance with Policy 14 (Design, Quality and Place) of NPF4 and Policy D1 (Quality Placemaking) of the Aberdeen Local Development Plan 2023, and sufficient space would be available for bin storage in compliance with Policy 12 (Zero Waste) of NPF4 and Policy R5 (Waste Management Requirements for New Development) of the Aberdeen Local Development Plan 2023.

Due to its small scale and type of development, the proposal would not have a significant impact on the climate and nature crises, nor would it offer any opportunities for climate mitigation or biodiversity improvements. The proposal thus takes sufficient cognisance of Policy 1 (Tackling the Climate and Nature Crises), Policy 2 (Climate Mitigation and Adaptation) and Policy 3 (Biodiversity) of NPF4.

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(02) USE CLASS RESTRICTION

That notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 or the Town and Country Planning (Use Classes) (Scotland) Order 1997 or any order amending, revoking or re-enacting these Orders, the premises shall be used only for the purpose hereby approved as a vehicle repair garage and shall not be used for any other purpose within Use Class 5 (General Industrial) without the express grant of planning permission from the planning authority. For the avoidance of doubt, an express grant of planning permission will be required for the use of the premises as a MOT testing centre or as a vehicle bodywork repair shop.

Reason: To ensure that a good level of amenity can be maintained and to allow the planning authority to suitably consider the implications of any other use falling within Use Class 5 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended).

(03) OPENING HOURS

That the use hereby approved shall not operate outwith the hours of 09:00 – 18:00 Monday to Friday and 09:00 - 14:00 on Saturdays.

Reason: To ensure that the use hereby approved would not result in undue loss of residential amenity for nearby properties.

(04) PARKING PROVISION

That the use hereby approved shall not commence until the internal and external alterations to the building as shown on the hereby approved drawing LAS25049-03/RevA have been completed and the parking spaces as shown on this drawing are available for use.

Reason: In the interest of residential amenity and to ensure sufficient parking spaces are available for the use hereby approved.

ADVISORY NOTES FOR APPLICANT

(01) ADVERTISEMENT CONSENT

The applicant is advised that any signage in the locations indicated on drawing LAS25049-03/RevA might require separate advertisement consent. For further information, please contact Planning at pi@aberdeencity.gov.uk or 01224-053746.



Planning Development Management Committee

Report by Development Management Manager

Committee Date: 12 February 2026

Site Address:	10 Hopetoun Court, Aberdeen, AB21 9QS
Application Description:	Erection of two-storey and single storey extensions to replace existing single storey extension, covered area and all associated external works and landscaping
Application Ref:	251110/DPP
Application Type	Detailed Planning Permission
Application Date:	10 October 2025
Applicant:	Aberlour Children's Charity
Ward:	Dyce/Bucksburn/Danestone
Community Council:	Bucksburn and Newhills



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RECOMMENDATION

Approve Conditionally

APPLICATION BACKGROUND

Site Description

The application property is a large two storey detached building with a modern single storey side extension currently utilised as a children's care home/ day home by Aberlour Children's Charity. The property also has areas of car parking within the front curtilage and areas of garden ground laid to grass to the rear. The property is located on the western side of Hopetoun Court between the junctions of Hopetoun Grange and Hopetoun Drive with an access track running to the immediate north of the application property providing access to neighbouring domestic garages. The surrounding area is residential in nature with two, 1 ½ and single storey residential properties bounding the application site.

Relevant Planning History

- 250846/DPP – Detailed planning permission for the erection of two-storey and single storey extensions to replace existing single storey extension, covered area and all associated external works and landscaping was withdrawn by the applicant on 8 October 2025.
- 121196 – Detailed planning permission for a proposed single storey extension to side of existing childcare centre and upgrading of existing parking facilities with new accessible route to rear extension was approved conditionally on 26 October 2012. This permission was implemented.
- A0/1696 – Detailed planning permission for the erection of a summerhouse was approved unconditionally on 14 February 2001.

APPLICATION DESCRIPTION

Description of Proposal

Detailed planning permission is sought for the erection of two-storey and single storey extensions to replace the existing single storey side extension, formation of a covered area to the rear and all associated external works and landscaping to the side and rear of the existing building.

The two storey extension would project approximately 6m northwards along the street frontage from the side gable of the property, joined by way of a smaller two storey glazed link and with largely the same projection as the existing single storey extension. The extension would have an overall depth of approximately 20m (the two-storey element would project approximately 14.3m and the single storey element projecting a further 5.7m). The extension would project approximately 11.1m from the rear elevation of the existing building. The extension would have an overall height of approximately 7m (two storey element) and 3m (single storey element) and would have a 45 degree pitched roof on an east-west axis.

Internally the extension would include two bedrooms (within the single storey element), soft play/ day room, staff sleepover room, utility room, entrance, store and lift at ground floor level along with an office staff sleepover room and additional facilities at first floor level. Externally, windows and a door would be located on the northern elevation, with no windows proposed at first floor level. Two windows and an entrance set within a glazed link would be formed on the eastern elevation facing the street, two doors and windows at ground floor and two windows at first floor on the western elevation and a number of windows/ doors formed on the southern elevation. Three air source heat

pumps would be located on the northern boundary of the proposed extension, where a timber fence would be located. This timber fence would have a total height of 2.7m when measured from within the site, and would measure 1.8m including the existing brick boundary wall with 800 mm of fencing sitting above this in the western section of the site covering the enclosed garden ground. The access track to the immediate north sits at a higher ground level.

External materials proposed comprise white render (primarily to the upper floors on all elevations), a grey coloured facing brick (around the ground floor on all elevations, natural slate to the roof of the extension, solar panels on the southern roof plane of the extension, grey metal clad timber windows and doors and timber fencing and gates. The single storey element of the extension would have a green roof.

Parking and bin storage facilities would remain to the front of the premises, unchanged from the current arrangements.

Amendments

The following amendments have taken place since the submission of the application:

- The design of the building has been altered. This has included minor alterations to the window configuration at ground floor level and the provision of additional renders on the rear elevation;
- The number of air source heat pumps has been amended from one large unit to three smaller units and further details regarding the specification of these has been provided;
- An amended landscaping plan was submitted; and
- Revised staff and visitor parking guidance was provided.

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T3X5OHBZFQU00>

- Design and Access Statement
- Parking Guidance
- Supporting Statement
- Air Source Heat Pump Information

Reason for Referral to Committee

The application has been referred to the Planning Development Management Committee because:

- The proposal is being recommended for approval and has been subject to six or more timeous letters of objection.

Determination of the application therefore falls outwith the scheme of delegation.

CONSULTATIONS

Aberdeen City Council (ACC) Internal Consultees

- **ACC - Roads Development Management Team** – note that the applicant has highlighted that the proposal would result in no additional children visiting the site. Cycle parking is also being provided, which is welcomed. State that the proposals would have no material impact on existing parking provision and have no objection to the application.
- **ACC - Environmental Health** – have reviewed the microgeneration certification scheme calculation (MCS) (Drawing No. 24063-56T-XX-ZZZ-D-A-001 P03) and are satisfied that the proposed Air Source Heat Pumps (ASHPs) would meet the MCS 020 standard and are therefore unlikely to cause noise disturbance. No objection to the proposal.
- **ACC - Waste and Recycling** – have advised of the waste management requirements for the development and noted that bins should be presented onto Hopetoun Court on collection day and then stored in a specified bin storage area. Bins should not be permanently stored on the pavement.

External Consultees

- **Aberdeen International Airport** – the proposal has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. AIA therefore have no objection to the proposals. Requested the insertion of an informative in relation to the use of cranes.
- **Bucksburn and Newhills Community Council** – no comments received.

REPRESENTATIONS

Forty-two representations have been received (40 in objection and two in support). The matters raised can be summarised as follows –

Material Considerations

Objections

Traffic, Parking and Road Safety

1. Concerns regarding on-street parking congestion that currently exists, with staff and visitors parking on the road outside the site. Also note that the car park at Sclattie Park is regularly full and used for a number of other purposes including shoppers and attendees at events at the P&J Live;
2. Short term parking impacts creating the worst impacts (deliveries, taxi's, school transport etc);
3. Concerns that the existing parking guidance is ignored by staff;
4. Note that neighbours who do have a driveway rely on on-street parking and that the users of the premises do not utilise the on-side parking provision when dropping off and picking up;
5. Concerns that emergency vehicles would not be able to pass cars parked on the street and that drivers are often forced to reverse onto the main road because of obstructions. In

addition, concerns that building works would create additional parking demands and that larger vehicles would not be able to enter/ exit the site;

6. Concerns about safety impacts on children, who play on the surrounding streets;

Scale of Development and Impact on Character and Appearance of Surrounding Area

7. The proposals are too large for the plot, resulting in its overdevelopment, being out of keeping with the design and appearance of properties in the surrounding area and having an institutional appearance within a predominantly residential area;

Amenity Impacts

8. The proposals would result in a loss of privacy due to the location of windows overlooking neighbouring properties both at ground floor and first floor level;
9. The proposals would have an adverse impact in terms of overshadowing / overbearing neighbouring properties;
10. How will sunlight and overshadowing be mitigated for gardens adjacent to the extension;

Operational Concerns

11. Impacts on amenity due to an increased in operation of the premises (shift changes, deliveries etc) and impacts on the mental health of neighbours from the 24/7 operation of the premises;
12. A number of the representations expressed support for the use, but considered the location of the building, within a residential area, to not be appropriate;
13. Queries raised about the new parking guidance and how this differed from previous guidance, query as to how if bedroom numbers are increasing how staff numbers would not be increasing and why a building of this size is necessary if the number of residents is not increasing;

Support

14. Importance of the service for children with disabilities with an emphasis on the home-from-home environment and positive impacts on wellbeing;
15. Comments that the parking is no worse than any other residential streets and the improvements proposed are beneficial; and
16. The extension would allow for the continued delivery of care facilities.

Non-Material Considerations

17. Doubt / concerns about claims that staff and service user numbers won't increase along with concerns about inconsiderate parking and previous assurances over parking arrangements not being honoured.

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan.

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 12 (Zero Waste)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 23 (Health and Safety)

Aberdeen Local Development Plan 2023

- Policy B3 (Aberdeen International Airport and Perwinnes Radar)
- Policy D1 (Quality Placemaking)
- Policy D2 (Amenity)
- Policy D5 (Landscape Design)
- Policy H1 (Residential Areas)
- Policy R5 (Waste Management Requirements for New Development)
- Policy T2 (Sustainable Transport)
- Policy T3 (Parking)
- Policy WB1 (Healthy Developments)
- Policy WB3 (Noise)
- Policy WB4 (Specialist Care Facilities)

Aberdeen Planning Guidance

- Amenity and Space Standards
- Noise
- Transport & Accessibility

Other Material Considerations

- The Equalities Act (2010)

EVALUATION

Key Determining Factors

The key determining factors in the assessment of this application are whether the proposed development would:

- impact upon the character and appearance of the existing property or the surrounding area;
- impact upon the amenity of the area, including the residential amenity of neighbouring properties; and
- transport impacts.

Principle of Development

The application property is located within an established residential area where Policy H1 (Residential Areas) of the Aberdeen Local Development Plan 2023 (ALDP) applies. Whilst Policy H1 is the principal policy in regards to the zoning of the site, other relevant policies in the ALDP and National Planning Framework 4 (NPF4) are used to assess the overall principle of development as detailed below.

Policy H1 of the ALDP states that within existing residential areas, proposals for non-residential uses will be supported if they are considered complementary to residential use; or it can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity. As the proposal is to extend the existing property to provide additional accommodation it does not involve any change of use. The impact of the works on existing residential amenity will be considered within the below evaluation.

Policy WB4 (Specialist Care Facilities) of the ALDP primarily relates to new care facilities and states “*proposals for new residential care facilities (such as Care Homes, Nursing Homes, Sheltered Living) should; be well-connected; located close to public transport links and community amenities for residents and staff, and provide visitor parking; and meet design and amenity standards in line with other types of ‘residential’ developments.*”

In relation to the above policy, whilst the proposal is an existing residential care facility, the above should be given some consideration. The existing facility is considered to be well-connected given it is located within the established area of Bucksburn and close to public transport routes (as discussed further below). The proposal would provide an enclosed outdoor facility via a private garden area for staff and residents and would provide a degree of off-street parking which could be utilised by visitors and staff. The proposal is also considered to meet the design and amenity standards required for such a development (as discussed elsewhere). The proposals therefore align with the aspirations of Policy WB4 of the ALDP (*Issue 16 in representations*).

Design and Impact on the Character of the Area

The interrelationship between overdevelopment, design and impact on character mean that such matters are considered together alongside other relevant policies and guidance which directly support Policy H1. The Council’s Amenity and Space Standards Aberdeen Planning Guidance (APG) and Householder Development Guide APG must be considered as well as Policy D1 (Quality Placemaking) of the ALDP and Policy 14 (Design, Quality and Place) of NPF4. Both Policy D1 and Policy 14 require high standards of design and development which contributes to successful places, consistent with the six qualities. The material submitted in support of this application is considered to be sufficient to assess the design impact on the character of the area.

With respect to the APG on Amenity and Space Standards and Householder Development Guide, this guidance is primarily applicable to extensions to residential curtilages and whilst the current application relates to the development of an established care home site, it is recognised that the guidance contained within this document is relevant to the determination of the current application.

Firstly, the guidance outlines that proposals for extensions should be architecturally compatible in design and scale with the original house and surrounding area, materials should be complementary to the original building and extensions should not overwhelm or dominate the original form or appearance of the dwelling and should be visually subservient in terms of height, mass and scale. It also states that on properties of two storeys or more, two storey extensions will generally be possible.

Regarding the architectural design of the proposed extension, this can be characterised as a modern extension to a 1970s dwellinghouse of little architectural merit. Materials proposed include light grey brick, white render and elements of grey zinc and metal flashings. The design of the extension has been amended since the original submission (and from the previously withdrawn application) to reduce its overall appearance and reduce its visual dominance, particularly when viewed from Hopetoun Court. Whilst it is appreciated it would have an element of dominance when viewed from the adjacent access lane and from the rear of the adjacent dwellings, windows have been removed from this northern elevation to alleviate any privacy and overlooking concerns, the extension also being set back slightly and reduced in scale so that any impacts would be minimised as much as possible.

Whilst this elevation would look quite “blank” as a result, it is considered to be acceptable in this instance and the variety of materials on both this elevation and on the extension in general would add some variety and character to the building. The extension has therefore been designed with due consideration for its context and would have no adverse impacts on the character or appearance of the surrounding area. A condition is to be utilised seeking samples of materials, prior to the commencement of development.

The guidance also states that the built footprint of a dwellinghouse (appreciating this is a children’s residential home) as extended should not exceed twice that of the original dwelling and that no more than 50% of the front or rear curtilage shall be covered by development.

In relation to the above, the overall plot coverage extends to approximately 960 sqm and there is approximately 526 sqm of private garden ground. The existing care home and single storey extension extend to approximately 170 sqm (noting the original dwelling covered an area of around 73 sqm) and including the existing outbuildings this extends the developed area within the plot to around 185 sqm and equates to around 20% of the overall plot being covered by buildings at present.

The proposal would add around an additional 75 sqm of floor space to the site covering an approximate 260 sqm or around 27% of the overall plot (excluding areas of hardstanding). The proposals would therefore result in more than 50% of the rear garden ground being retained. It is therefore the view of the Planning Service that given the large plot, existing development on site and the nature and design of the proposed extension, along with the minimal impacts on neighbouring properties, the overall envelope of development is acceptable.

The proposed extension is considered to be suitably positioned in the northern section of the plot (covering part of the site of the existing single storey extension that is to be removed to facilitate the extension) and its width, layout and design would allow for an appropriate separation distance between it and neighbouring adjacent properties (approximately 6 m to the boundary of the property to the north and 10 m to its rear elevation). Whilst it does sit at a higher level than the existing

extension it would not appear out of context, being of a similar height to the existing dwellinghouse and its slimline appearance when viewed from the western (principal) elevation.

The addition of other aspects to the proposal including fencing on the northern boundary are considered to be acceptable and would add an additional degree of privacy to both occupants of the property and neighbouring dwellings towards the area of private garden ground. The three air source heat pumps have been sited behind this boundary wall and would not be readily visible from any public vantage points, given that the ground level sits lower than the existing access track. The re-siting of the outbuildings within the rear curtilage would also have no adverse impacts on the character or appearance of the surrounding area.

Summary

The proposed development would not result in overdevelopment of the site and would be of a density, scale and layout which would not adversely affect the character or appearance of the surrounding area. The proposals are therefore considered to be compliant with the requirements of Policy 14 of NPF4, Policies H1 and D1 of the ALDP, and with the general aspirations of its associated APG on the Amenity and Space Standards, the Householder Development Guide and Materials (*Issue 7 and 14 in letters of representation*).

Impact on Residential Amenity

Both Policy D2 (Amenity) of the ALDP and the Amenity and Space Standards APG advise that *“amenity has an impact on many levels, an individual level, a neighbourhood level, a city level and a regional level. Amenity encompasses more than the home in which a person lives, good amenity is the benchmark for all development and enshrines the principles of placemaking. At all levels good amenity has a positive impact on people’s quality of life and health and wellbeing, and on being climate change ready.”* Consideration must be given to the quality of amenity for the future occupants of the proposed building, and also whether there would be any adverse impacts on the amenity of the existing neighbouring dwellings, taking into consideration aspects such as daylight and sunlight receipt, outlook and privacy.

In addition, criterion 2 of Policy H1, Policy D2, the Amenity and Space Standards APG, all advise that new development should not borrow amenity from, or prejudice the development of adjacent land, or adversely affect existing developments in terms of impact on privacy, daylight, general amenity, and immediate outlook. In addition, new development should be afforded a reasonable amount of amenity in line with the prevailing characteristics of the surrounding area, and that an appropriate quality and quantity of internal floor space and private amenity space should be provided.

With regards to sunlight and daylight receipt, the proposed extension would be in receipt of sufficient daylight with the majority of the windows facing the internal garden area and having a western and southern facing outlook, maximising opportunities for sunlight and passive solar gain.

Daylight receipt is a requirement for living rooms, kitchens (where these are not internalised) and bedrooms. In assessing the potential impact of proposed development upon existing dwellings is the “BRE Guide, Site Layout Planning for Daylight and Sunlight – A guide to good practice” will be used. The HDG also states that no extension or alteration should result in a situation where the amenity of any neighbouring properties would be adversely affected. Significant adverse impact on privacy, daylight and general amenity will count against a development proposal.

Turning to the impacts on sunlight and daylight receipt for neighbouring properties, in particular those located at 6-8 Hopetoun Court, daylight and sunlight analyses has been submitted by the

applicant. The document confirms that, utilising the 45 degree method, the line when overshadowing would occur would not cross the mid-point of the nearest window in plan or elevation. The document also notes that utilising the 25 degree method, the proposed extension would not result in the loss of daylight to facing habitable room windows of the neighbouring properties to the north. The impact of the proposed extension on neighbouring properties is minimised by the presence of the access lane that lies between the application site and the dwellinghouse curtilage to the north, and rises to the west. The submitted information suggests that there would be no adverse impacts on sunlight or daylight receipt to these properties. Whilst there would likely be some impact on sunlight to the private garden ground of the neighbouring properties this would be negligible and not to a degree that would warrant refusal of the planning application. There are no other properties, including those to the west and south which would be affected as a result of daylight and sunlight receipt as a result of site characteristics.

With respect to impacts on privacy and outlook, the main consideration is the presence of the new two storey extension, and the resulting impact on privacy from windows on properties to the immediate north and west. Whilst the amended extension design would include windows at first floor level facing north, these would serve a non-habitable space (stairwell) and would not offer a significant overlooking opportunity. The windows at ground floor level, which would serve a mixture of bedrooms, day rooms and utility space would be separated from the boundary by timber fencing and the existing boundary wall and would not introduce an unacceptable overlooking issue. The windows at upper level of the proposed extension on the western elevation would serve a staff sleepover room and office and would not directly overlook the windows of any neighbouring properties. As a result of the amendments to the design, it is concluded that the proposed extension would not have an unacceptable impact on neighbouring properties.

In terms of garden ground, it is noted that some of the existing garden ground would be lost to facilitate the development, however, a large majority of this would remain and sufficient garden ground would be retained for the property and would provide outdoor facilities and play equipment for the residents of the property. The landscaping and details proposed the levels of private amenity space are considered to be appropriate in this instance.

The APG also provides specific guidance for residential homes and care homes and states that *“particular attention should be paid to the orientation of care homes and long term residential homes. Residents should be able to access a garden space that is attractive, welcoming, well-lit by natural light throughout the year, and which allows a function walking route to be created.”* The proposals would provide an outdoor garden space that would comply with the guidance.

In summary, due to the size of the existing plot and the surrounding context, the minimal impact on neighbouring properties, landscaping proposed and levels of garden ground that would be retained, the proposals are considered to be acceptable without having any significant adverse impact to any neighbouring properties, – in accordance with Policy 16 (Quality Homes) of NPF4, Policies D2 (Amenity) and H1 (Residential Areas) of the ALDP, and with the associated Amenity and Space Standards and relevant sections of the Householder Development Guide (*Issues 8-10 in letters of representation*).

Access and Parking

With regard to access and parking, the applicants have submitted a supporting document, ‘Hopetoun Court Aberlour Options Aberdeen: Staff and Visitor Parking Guidelines’ which advises that all staff are advised to park within the public car park at Sclattie Park, 110 m from the application property and are encouraged to utilise existing bus services and other sustainable modes of transport to visit the site. Overnight staff utilise the on-site parking facilities during their shift. Similarly visitors are encouraged to park within the public car park and any drop off of children is encouraged

within the curtilage of the property, with on-street parking for short periods only. A condition has been added to the permission to ensure that this guidance is complied with. (*Issues 3 and 4*).

The applicants have also noted that the addition of two ground-floor bedrooms is intended to improve physical accessibility for children with mobility impairments who are currently unable to access the service. These additions would not increase the overall capacity of the services provided at the application property but would enhance its flexibility and inclusivity, enabling the team to support a broader range of needs within the existing premises. (*Issues 11, 13 and 14*).

The site is located within the “outer city” and is not within an area with any controlled parking measures. There is capability for the parking of vehicles within the curtilage of the site. Roads Development Management reviewed the proposals and are content that the proposals would have no material impact on the existing parking provision. They are also content with the proposed cycle parking provision within the curtilage of the site. They have no objection to the application.

In terms of wider sustainability, the site is in close proximity to bus routes (an approximate 160m walk to Sclattie Park), which provide access to the city centre. In addition, there are local amenities within a short walking distance from the application site boundary. Provided the staff and visitor parking guidelines are adhered to, and this can be done by way of a planning condition, the development would be in accordance with Policy 13 (Sustainable Transport) and Policy 15 (Local Living and 20 Minute Neighbourhoods) of NPF4, with Policies T2 (Sustainable Transport) and T3 (Parking) of the ALDP, and with the associated Transport & Accessibility APG.

Landscaping and Biodiversity

Policy D5 (Landscape Design) of the ALDP advises that “*development proposals will be designed with an effective, functional and attractive landscape framework supported by clear design objectives. The level of detail required will be appropriate to the scale of development.*”

A landscaping plan has been submitted as part of the application. This proposes to add a sedum roof to the flat roof elements of the extension covering approximately 90 sqm of the available roof space. Hedging is also proposed within the front curtilage of the property along with a number of shrubs and plants. A green wall is also proposed with integrated planting (within the garden area of the property) The general layout of the landscaping is considered to be acceptable and a condition will be added to the permission to ensure that the landscaping and biodiversity features are carried out in accordance with the approved plan (see condition 2). This would ensure compliance with Policy D5 of the ALDP.

Climate Change and Noise

As outlined above, NPF4 Policy 1 (Tackling the Climate and Nature Crises) and Policy 2 (Climate Mitigation and Adaptation) requires significant weight to be given to the global climate and nature crises in the consideration of all development proposals, with Policy 2 requiring development proposals to be designed and sited to minimise lifecycle greenhouse gas emissions as far as possible. Policy WB3 (Noise)

The proposal includes the provision of energy saving measures via the installation of three air source heat pumps, which would be located on the northern boundary of the proposed extension. Environmental Health have reviewed the proposals and are satisfied that the proposed ASHPs would meet relevant standards and not cause a noise disturbance. They are therefore content that this element of the proposal would have no adverse impact on residential amenity and would thus comply with Policy WB3 (Noise) of the ALDP.

The provision of the above, along with elements of landscaping (including a green roof and landscaped garden areas), would ensure that the proposal include energy saving measure in accordance with Policies 1 and 2 of NPF4.

Waste Management

The proposed development provides sufficient and dedicated storage space for waste and recycling to the front of the premises, adjacent to the public road in accordance with Policy 12 (Zero Waste) of NPF4 and R5 (Waste Management Requirements for New Development) of the ALDP, and also with the associated APG.

Health and Wellbeing

Consideration has to be given to the impact on local air quality from dust during any demolition (of the extension) and excavation. As the development falls below the threshold in Table 1 of the Air Quality APG, there is no requirement for an air quality assessment to be submitted in this instance. The design of the proposal would have no material impact on suicide risk. The development would accord with the aspirations of Policy 23 (Health and Safety) of NPF4 and WB1 (Healthy Developments) of the ALDP.

Aberdeen Airport and Perwinnes Radar

Policy B3 (Aberdeen Airport and Perwinnes Radar) of the ALDP advises “*any development falling within safeguarded areas identified on the airport safeguarding map will be subject to consultation with Aberdeen International Airport. Any proposed development must not compromise the safe operation of the airport.*”

The proposals were subject to consultation with the airport who have noted that the proposals would not conflict with safeguarding criteria and they therefore have no objections to the proposed development. There would be no conflict with Policy B3 of the ALDP. They have requested the insertion of an informative in relation to the use of cranes and this has been added below.

Equality Considerations

Section 149 of the Equality Act 2010 requires the planning authority, in the exercise of its functions, to have due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Having due regard to the need to advance equality of opportunity between persons who share a protected characteristic and persons who do not share it requires to have cognisance, to the need to:

- remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;
- take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it.

Meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of such persons' disabilities. Compliance with the duties in this section may involve treating some persons more favourably than others; but that is not to be taken as permitting conduct that would otherwise be prohibited by or under this Act.

In this case, it is understood that the extension is required to improve enhanced facilities and therefore improve the safety and the quality of life of persons with a disability, which is a relevant protected characteristic under the act. The approval of the application would help to remove or minimise disadvantages related to that relevant protected characteristic, namely those with a disability. As outlined above, the proposed extension is nevertheless acceptable in terms of planning policy, therefore compliance with the duty does not require the applicant to be treated more favourably than would otherwise be the case.

Matters Raised in Representations

The matters not addressed in the above evaluation have been addressed below.

Objections

Traffic, Parking and Road Safety

1. Concerns regarding on-street parking congestion that currently exists, with staff and visitors parking on the road outside the home. Also note that the car park at Sclattie Park is regularly full and used for a number of other purposes including shoppers and attendees at events at the P&J Live. *Response: the parking arrangements for the site are considered to be acceptable and colleagues in Roads Development Management are content with the arrangements.*
2. Short term parking impacts creating the worst impacts (deliveries, taxi's, school transport etc); *Response: the parking arrangements for the site are considered to be acceptable and colleagues in Roads Development Management are content with the arrangements.*
4. Note that neighbours who do have a driveway rely on on-street parking and that the users of the premises do not utilise the on-side parking provision when dropping off and picking up; *Response: it is not anticipated that the proposed extension would exacerbate the issue to such an extent that would warrant refusal of planning permission.*
5. Concerns that emergency vehicles would not be able to pass cars parked on the street and that drivers are often forced to reverse onto the main road because of obstructions. In addition, concerns that building works would create additional parking demands and that larger vehicles would not be able to enter/ exit the site; *Response: this is an existing arrangement, and the parking of vehicles on the road requires to be in line with relevant traffic regulations. It is not anticipated that the extension and works would exacerbate the issue to an extent that would warrant refusal of planning permission.*
6. Concerns about safety impacts on children, who play on the surrounding streets; *Response: it is not anticipated that the proposed extension would exacerbate the issue to such an extent that would warrant refusal of planning permission.*
11. Impacts on amenity due to an increased in operation of the premises (shift changes, deliveries etc) and impacts on the mental health of neighbours from the 24/7 operation of the premises; *Response: given this is an existing use and the operational aspects would not be changing to a significant degree the proposed extension would not exacerbate this issue to a degree that would warrant refusal of planning permission.*
12. A number of the representations expressed support for the use, but considered the location of the building, within a residential area, to not be appropriate; *Response: comment noted,*

RECOMMENDATION

Approve Conditionally

REASON FOR RECOMMENDATION

The proposed development is acceptable when considered against the relevant policies of National Planning Framework 4 (NPF4), the Aberdeen Local Development Plan 2023 (ALDP), and the associated Aberdeen Planning Guidance (APG). The proposed extension to an existing residential care home, whilst large compared to the existing building footprint would be of a design, scale, siting and would utilise materials that would respect the character and amenity of the surrounding area. The works are also considered to have been designed with due regard to their context and would not adversely affect the amenity of any neighbouring residential property to a degree that would warrant refusal of the application. The proposals would also include an acceptable landscape layout and its implementation would be controlled via planning condition. The proposed development would therefore accord with Policy 14 (Design, Quality and Place) of NPF4, Policy H1 (Residential Areas), Policy D1 (Quality Placemaking) and Policy D2 (Amenity), Policy D5 (Landscape Design) and WB4 (Specialist Care Facilities) of the Aberdeen Local Development Plan 2023, and the Amenity and Space Standards and Householder Development Guide Aberdeen Planning Guidance.

The existing facility and proposed extension would be sufficiently accessed by vehicular and sustainable means and the appropriate level of parking and existing and proposed parking arrangements are acceptable. The proposals are therefore in compliance with Policy 13 (Sustainable Transport) of NPF4, Policy T2 (Sustainable Transport) and Policy T3 (Parking) of the ALDP, and with the Transport and Accessibility Aberdeen Planning Guidance. The development would not result in any health and wellbeing risks, in accordance with Policy 23 (Health and Safety) of NPF4 and WB1 (Healthy Developments) of the ALDP and would also provide adequate waste management in compliance with Policy 12 (Zero Waste) of NPF4, Policy R5 (Waste Management Requirements for New Developments) of the Aberdeen Local Development Plan and the Waste Management Requirements for New Developments Aberdeen Planning Guidance and would have no adverse impacts in terms of noise, from the air source heat pumps, in accordance with Policy WB3 (Noise) of the ALDP and its associated Noise Aberdeen Planning Guidance. The proposal would incorporate low and zero carbon generating technologies in accordance with Policy 1 (Tackling the Climate and Nature Crises), Policy 2 (Climate Mitigation and Adaption) of NPF4. In addition, the proposals would have no impact on the operation of the airport, in accordance with Policy B3 (Aberdeen International Airport and Perwinnes Radar) of the ALDP.

CONDITIONS

(01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

(02) LANDSCAPING/ BIODIVERSITY SCHEME

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme (as detailed on Drawing No: HCA-2510-LS) and shall be completed during the planting season immediately following the commencement of the development or as otherwise agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of the development, in the opinion of the Planning Authority is dying, being severely damaged or becoming seriously diseased, shall be replaced by plants of similar size and species to those originally required to be planted.

In addition, prior to the commencement of the implementation of the approved scheme, detailed proposals for a programme for the long term management and maintenance of all the approved landscaped and open space areas within the development shall be submitted for the further written approval of the Planning Authority. Thereafter, all management and maintenance of the landscaped and open space areas shall be implemented, in perpetuity, in accordance with the approved programme.

Reason: To ensure the implementation of a satisfactory scheme of landscaping which will help to integrate the proposed development into the local landscape in the interests of the visual amenity of the area and to ensure that the landscaping is managed and maintained in perpetuity.

(03) MATERIALS

That no development shall take place unless a scheme detailing all external finishing materials to the roof and walls of the development hereby approved has been submitted to, and approved in writing by, the planning authority and thereafter the development shall be carried out in accordance with the details so agreed.

Reason - in the interests of visual amenity.

(04) STAFF AND VISITOR PARKING GUIDANCE COMPLIANCE

That staff and visitor parking and access arrangements for the premises hereby approved shall be carried out in complete accordance with the 'Hopetoun Court Aberlour Options Aberdeen: Staff and Visitor Parking Guidelines' (Our Reference 251110-01) document approved as part of this planning permission.

Reason – to minimise the impact of staff and visitor parking on the surrounding area.

ADVISORY NOTES FOR APPLICANT

Use of Cranes

Given the nature of the proposed development it is possible that a crane may be required during its construction. There is a requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4 – Cranes (available at <https://www.aoa.org.uk/policy-campaigns/operations-safety/>).

Hours of Construction

No development works, including site/ground preparation, demolition and/or construction, causing noise beyond the site boundary should occur outside the following hours: Monday to Friday 07:00 hours to 19:00 hours and Saturday 08:00 hours to 13:00 hours.

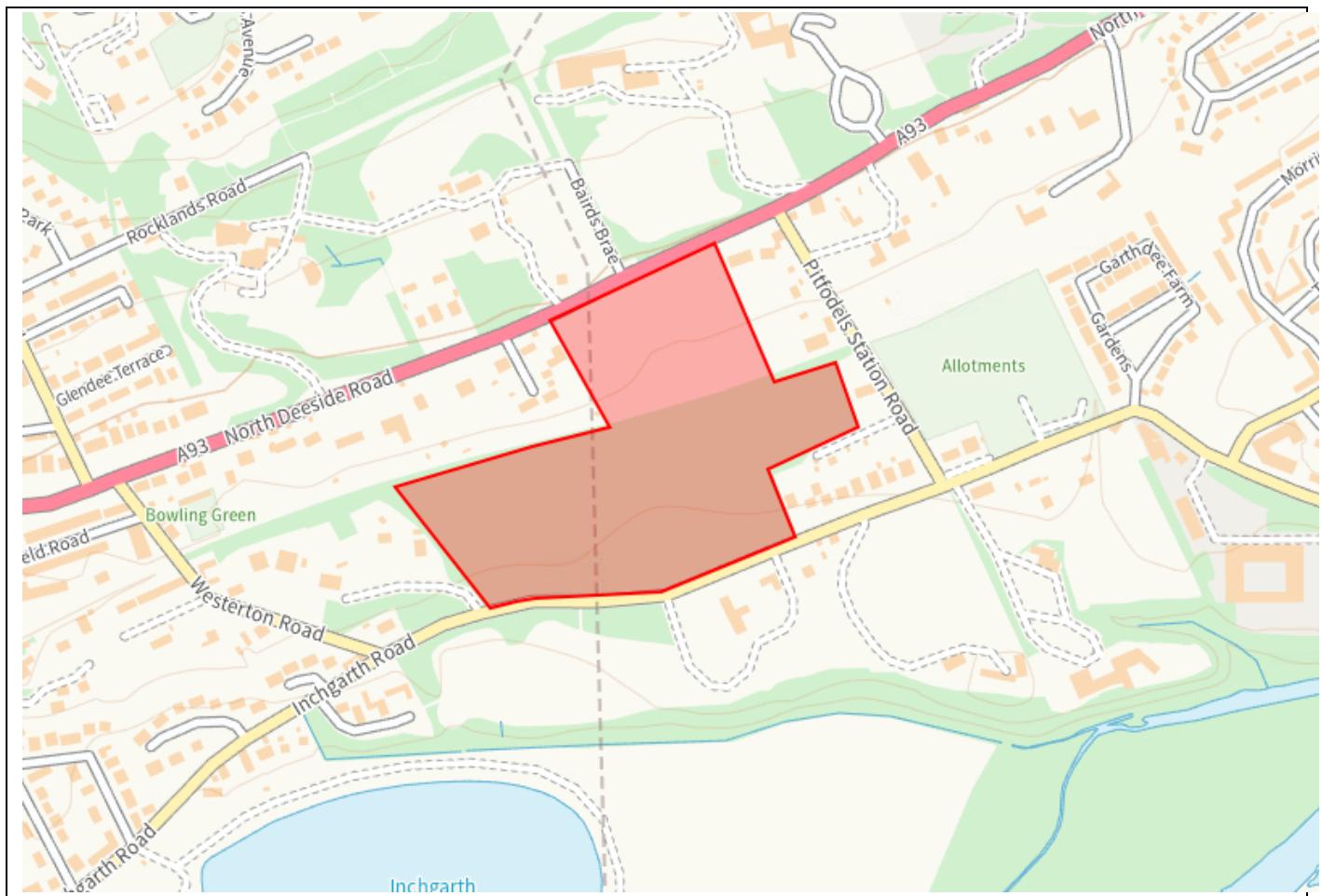


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 12 February 2026

Site Address:	Land At Inchgarth Road, Pitfodels, Cults, Aberdeen
Application Description:	Residential development of 103 units, including development of link road and road bridge, engineering works, associated infrastructure, open space and landscaping
Application Ref:	251313/DPP
Application Type	Detailed Planning Permission
Application Date:	4 December 2025
Applicant:	Cala Management Ltd
Ward:	Lower Deeside
Community Council:	Cults, Bieldside and Milltimber



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PURPOSE OF REPORT

The report considers if the application for detailed planning permission 251313/DPP should have its statutory pre-determination hearing held at:

- A special meeting of the Planning Development Management Committee and the application thereafter be determined by the Planning Development Management Committee on a future date within the committee schedule; or
- A Full Council meeting and the application thereafter be determined at Full Council on a future date.

RECOMMENDATION

That the Committee:

- Note the contents of the report; and
- Agree that the application be the subject of a statutory pre-determination hearing by a special meeting of the Planning Development Management Committee and that the application is then determined at a subsequent scheduled Planning Development Management Committee meeting.

BACKGROUND

A report to the meeting of the Planning Development Management Committee (PDMC) on 30 April 2020 (Report no. GOV/20/087) set out the process to be followed for reporting to this Committee and referral to Full Council where the relevant criteria for Pre-Determination Hearings are triggered. The recommendations of that report were agreed by the Committee.

APPLICATION BACKGROUND

Site Description

The site subject to this proposal comprises an area of 10.6 hectares within the green belt and the Pitfodels Conservation Area, broadly separating the established residential areas of Garthdee and Cults.

The site is on the northern side of the Lower Deeside Dee valley and slopes down from north to south towards the River Dee, which is located approximately 500m to the south. It is bisected by the Deeside Old Railway Local Nature Conservation Site (LNCS) and the Deeside Way (Core Path Number 66). The defined boundary of the River Dee Special Area of Conservation is, at its closest, approximately 300m to the southeast. The River Dee Corridor LNCS is approximately 130m to the south. North Deeside Road (A93) and Inchgarth Road bound the northern and southern extremities of the site respectively. The residential curtilage of low-density detached dwelling-houses within large residential plots bound the site to the west and east.

The site mainly consists of former fields that have largely become self-seeded with plants and woodland and is primarily identified as open space in the Open Space Audit 2024. The site represents a significant proportion of the green belt in this part of Aberdeen City.

A large proportion of the open space within the site is also included in the Aberdeen Local Development Plan 2023 as Green Space Network, primarily as undeveloped natural / semi-natural open space of open ground and woodland. There are several informal recreational paths within the open spaces and historic granite boundary walls. An overhead power line crosses the site from the north to the south, and a pylon is located at the western edge of the site near the Deeside Way. There are mature trees throughout the site visible from a range of public areas within and around the site. All these trees are protected by Tree Preservation Orders (TPO) 8, 21 and 237. An area to the south of the site is included within the Ancient Woodland Inventory. The nearest listed buildings are the category C listed (former) Pitfodels Station Building, which is approximately 20m outside the application boundary on the northern side of the Deeside Way. The boundary walls of the category C listed Inchgarth House lie to the south of the site, on the opposite side of Inchgarth Road. The entire application site is located within the Pitfodels Conservation Area. The following historic assets lie within the site boundary: part of the former Pitfodels Railway Station infrastructure (Historic Environment Record Reference (HER) NJ90SW0075); boundary stone (HER NJ90SW0171); milestone (HER NJ90SW0135), and war memorial (HER NJ90SW0891). The Pitfodels Castle Motte (HER NJ90SW1) is approximately 300 m to the south-east.

Relevant Planning History

- 181224/PPP – Planning permission in principle for a residential led development for the retired/elderly (including affordable housing), a 50-bedroom care home and approximately 500sqm of ancillary retail/community use, together with public open space and associated infrastructure including a link road was approved by the PDMC on 30 April 2020, subject to a legal agreement. The legal agreement places a restriction that the housing units can only be occupied by persons aged fifty-five or older; that no housing units can be occupied unless the link road, open space and community facilities are first completed and are capable of use by the community, and contains other planning obligations. The legal agreement was subsequently signed, and the decision notice was issued on 24 March 2023. The planning permission has not been implemented but remains valid until 23 March 2028. No matters specified in conditions applications pursuant to this planning permission in principle have been received.
- 241327/TPO – An application to carry out work to protected trees on the site within 5 m of the Craigton Road to Baird's Brae overhead power line that runs through the site was granted consent under delegated powers on 2 December 2024. The consented works to the trees on the site solely concerned the reduction in heights of trees, and no felling.
- 250723/PAN – A proposal of application notice was received for a major residential development with associated open space, landscaping, infrastructure including link road and engineering works (pre-empting the submission of application reference 251313/DPP) on 8 July 2025. The planning authority issued its response regarding the further consultation required on 23 July 2025. Further information regarding its statutory pre-application consultation is set out in this report under the Pre-Application Consultation heading.
- 250744/ESC – A request was made to the planning authority to adopt a screening opinion under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 to determine whether the proposed development (that is now the subject of application reference 251313/DPP) required an environmental impact assessment (known as an EIA Development). A screening opinion was adopted by the planning authority under delegated powers on 30 July 2025, which confirmed that the development is an EIA Development.

- 250936/ESP – A request was made to the planning authority on 29 August 2025 to adopt a scoping opinion under the Town and Country Planning (Environmental Impact Assessment) (Scotland) Regulations 2017 (regarding the scope and level of detail of information to be provided in the EIA report). A scoping opinion was adopted by the planning authority under delegated powers on 9 October 2025. The scoping opinion requires the EIA for this development (that is now the subject of application reference 251313/DPP) to include a study of reasonable alternatives to this specific residential development; and chapters on climate and lifecycle greenhouse gas emissions; population and human health; biodiversity, protected species and habitats, trees, cultural heritage and landscape and visual impact.

APPLICATION DESCRIPTION

Description of Proposal

Detailed Planning Permission is sought for a residential development of 103 units, including development of link road and road bridge, engineering works, associated infrastructure, open space and landscaping.

The development is categorised as a major development. It is also an EIA Development, and an EIA has been submitted with the application as required by scoping opinion 250936/ESP.

The proposed link road would run north-south through the site connecting Inchgarth Road and North Deeside Road. Due to the slope of the site, engineering works would involve land cutting and filling to create suitable levels for development. A road bridge would be constructed over the Deeside Way. A car park and path connection to the Deeside Way is proposed to the west of the proposed link road.

All residential streets and dwellings would be located to the east of the proposed link road. The proposed residential streets would be divided by the Deeside Way. There would be a residential street to the north of the Deeside Way accessed from the link road. The remainder of the residential streets would be to the south of the Deeside Way, all of which would be accessed by the link road apart from a row of dwellings, which would front Inchgarth Road to the south.

The majority of the dwellinghouses proposed are two storey detached properties, although 14 comprise semi-detached or terraced properties. 26 units of the total housing proposed is to be affordable, in the form of terraced houses and cottage flats. Drainage basins would be located at the south of the site and a significant number of the protected trees on the site would be felled for the development. Woodland and open space in the western part of the site and the SSEN transmission power line would remain.

Supporting Documents

All drawings and supporting documents listed below can be viewed on the Council's website at:

<https://publicaccess.aberdeencity.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=T6G4KKBZH5Q00>

- Cover Letter
- Construction Environmental Management Plan
- Design and Access Statement Part 1

- Design and Access Statement Part 2
- Development Accommodation Schedule
- Drainage Assessment
- Environmental Impact Assessment
 - Chapters 1-4 – Introduction - Site and Location - Proposal - Legislative Context
 - Chapters 5-7 – Screening and Scoping - Consultation - Policy Context
 - Chapter 8 – Assessment of Visual Receptors
 - Chapter 9
 - Appendix 9.1 Tree Assessment Survey
 - Appendix 9.2 Preliminary Ecological Appraisal Report
 - Appendix 9.7 Tree Survey
 - Appendix 9.8 Biodiversity Action Plan
 - Chapter 10 – Cultural Heritage
 - Appendix 10.1 Extract from Previous Environmental Report
 - Chapter 11 – Climate Change
 - Appendix 11.1 Whole Life Carbon Assessment
 - Chapter 12 – Population and Health (Health Impact Assessment)
 - Chapter 13 – Summary and Conclusion
- Environmental Impact Assessment Non-Technical Summary
- Housetype Schedule
- Noise Impact Assessment
- Planning Statement
- Pre-Application Consultation Report
 - Appendix 1-9
 - Appendix 10-12
- Transport Assessment
- Written Scheme of Investigation (Archaeological Evaluation)

Pre-Application Consultation

As required by the Town and Country Planning (Pre-Application Consultation) (Scotland) Amendment Regulations 2021, the applicant undertook statutory pre-application consultation which included two public exhibitions. These were held on 5 August 2025 and 1 September 2025 at the Marcliffe at Pitfodels Hotel between 3pm and 7pm. Information on the proposed development and associated public consultation events were advertised in the Press and Journal seven days in advance. A copy of the Proposal of Application Notice was sent to Cults Community Council, Garthdee Community Council and Braeside and Mannofield Community Council and councillors of the Lower Deeside Ward. These parties were also notified of the public consultation events. A website was created which included [details of the proposed development](#) and the consultation events. As agreed with the planning authority, targeted mailshot was also undertaken with the residential properties in the surrounding area based on the specific postcodes and street addresses surrounding the site; direct electronic communication was issued which encouraged feedback with Garthdee Field Allotments Association, Robert Gordon University, Scottish Water, Sustrans and Aberdeen Cycle Forum. A poster drop regarding the public exhibitions and details of the website was also undertaken in businesses and community facilities in the wider area.

The applicant presented to the Council's Pre-Application Forum on 25 September 2025.

This application is accompanied by a Pre-Application Consultation Report, which is a requirement of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 for all applications for major development.

Requirement for a Pre-Determination Hearing

The proposed development is categorised as a major development in The Town and Country Planning (Hierarchy of Development) (Scotland) Regulations 2009. The proposal is considered to be a significant departure from the development plan by virtue of it being a major residential development within the green belt (zoned as such as Policy NE1 (Green Belt) in the Aberdeen Local Development Plan 2023) and green space network (zoned as such as Policy NE2 (Green and Blue Infrastructure) of the Aberdeen Local Development Plan 2023).

Policy NE1 (Green Belt) of the Aberdeen Local Development Plan 2023 has a general presumption against new residential development apart from one-for-one replacement dwellings. The development does not fall within any of the categories of development types listed in Policy 8 (Green Belts) of National Planning Framework 4 as being acceptable in the green belt. Therefore, the proposal for a major development of 103 residential units is significantly contrary to Policy NE1 (Green Belt) of the Aberdeen Local Development Plan 2023. The proposed development would also erode the character and function of an area of Green Space Network, contrary to Policy NE2 (Green and Blue Infrastructure) of the ALDP.

Under Regulation 27 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013 there is a requirement to hold a Pre-determination Hearing before such applications may be determined. The purpose of pre-determination hearings is to allow the views of applicants and those who have made representations to be heard before a planning decision is taken.

An agreed report to the meeting of the PDMC on 30 April 2020 (Report no. GOV/20/087) set out the process to be followed for reporting to this Committee and referral to Full Council where the relevant criteria for pre-determination hearings are triggered. It is therefore for the PDMC to decide whether the hearing and subsequent determination of this application are conducted in front of PDMC, or whether there are any particular issues that would warrant referral to Full Council in this instance.

CONSULTATIONS

A full list of consultations and their responses will be outlined in the subsequent Pre-Determination Hearing Report and Committee/Full Council Report.

Aberdeen City Council (ACC) Internal Consultees

- ACC - Developer Obligations Team
- ACC - Environmental Health
- ACC - Environmental Services
- ACC - Housing Strategy
- ACC - Land and Property Assets
- ACC - Local Development Plan Team
- ACC - Masterplan, Design and Conservation Team
- ACC - Climate and Environment Policy Service
- ACC - Roads Development Management Team
- ACC - Schools Estates Team
- ACC - Structures, Flooding and Coastal Engineering
- ACC - Waste and Recycling
- Archaeology Service (Aberdeenshire Council)

External Consultees

- Cults, Bieldside and Milltimber Community Council
- Braeside and Mannofield Community Council (adjacent ward)
- Garthdee Community Council (adjacent ward)
- Disability Equity Partnership
- Dee District Salmon Fishery Board
- Health And Safety Executive
- Historic Environment Scotland
- NatureScot
- NHS Grampian
- North East Scotland Biological Records Centre
- Police Scotland
- Royal Society for the Protection of Birds Scotland
- Scottish and Southern Electricity Networks
- Scottish Environment Protection Agency
- Scottish Forestry
- Scottish Government
- Scottish Water

REPRESENTATIONS

The period for receiving timeous representations for this planning application ended on 19 January 2026 and details of all comments received will be outlined in the subsequent Pre-Determination Hearing Report and Committee/Full Council Report. However, 2181 representations have been received (1669 objections, 505 in support and 7 neutral).

MATERIAL CONSIDERATIONS

Legislative Requirements

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

Section 64 of the Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997 requires the planning authority to pay special attention to the desirability of preserving or enhancing the character or appearance of conservation areas.

Development Plan

National Planning Framework 4

National Planning Framework 4 (NPF4) is the long-term spatial strategy for Scotland and contains a comprehensive set of national planning policies that form part of the statutory development plan.

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 4 (Natural Places)
- Policy 5 (Soils)
- Policy 6 (Forestry, Woodland and Trees)
- Policy 7 (Historic Assets and Places)
- Policy 8 (Green Belts)
- Policy 11 (Energy)
- Policy 12 (Zero Waste)
- Policy 13 (Sustainable Transport)
- Policy 14 (Design, Quality and Place)
- Policy 15 (Local Living and 20 Minute Neighbourhoods)
- Policy 16 (Quality Homes)
- Policy 18 (Infrastructure First)
- Policy 20 (Blue and Green Infrastructure)
- Policy 21 (Play, Recreation and Sport)
- Policy 22 (Flood Risk and Water Management)
- Policy 23 (Health and Safety)
- Policy 24 (Digital Infrastructure)

Aberdeen Local Development Plan 2023

- Policy C11 (Digital Infrastructure)
- Policy D1 (Quality Placemaking)
- Policy D2 (Amenity)
- Policy D3 (Density)
- Policy D4 (Landscape)
- Policy D5 (Landscape Design)
- Policy D6 (Historic Environment)
- Policy D7 (Our Granite Heritage)
- Policy H3 (Density)
- Policy H4 (Housing Mix and Need)
- Policy H5 (Affordable Housing)
- Policy I1 (Infrastructure Delivery and Planning Obligations)
- Policy NE1 (Green Belt)
- Policy NE2 (Green and Blue Infrastructure)
- Policy NE3 (Our Natural Heritage)
- Policy NE4 (Our Water Environment)
- Policy NE5 (Trees and Woodland)
- Policy R2 (Degraded and Contaminated Land)
- Policy R5 (Waste Management Requirements for New Developments)
- Policy R6 (Low and Zero Carbon Buildings and Water Efficiency)
- Policy T2 (Sustainable Transport)
- Policy T3 (Parking)
- Policy WB1 (Healthy Developments)
- Policy WB2 (Air Quality)

- Policy WB3 (Noise)

Aberdeen Planning Guidance

- Affordable and Specialist Housing
- Air Quality
- Amenity and Space Standards
- Flooding, Drainage and Water Quality
- Materials
- Natural Heritage
- Noise
- Open Space and Green Infrastructure
- Outdoor Access
- Planning Obligations
- Resources for New Development
- Transport and Accessibility
- Trees and Woodlands
- Waste Management Requirements for New Development

Other National Policy and Guidance

- Historic Environment Policy for Scotland
- NPF4 Planning Guidance: Policy 2 - Climate Mitigation and Adaptation

Other Material Considerations

- Pitfodels Conservation Area Character Appraisal

DISCUSSION

The PDMC can opt to determine the application itself, or to refer the matter to Full Council. The agreed procedures require this report to make a recommendation. It is suggested that the relevant factors for consideration are whether the development proposal would have city wide impacts, taking into account:

- The level of representation attracted by the application;
- The scale of development proposed;
- The nature and extent of the resultant departure from the development plan.

In terms of the number of representations, the application has been the subject of 2181 representations, 1669 (c.76.5%) of which are objections and 505 (c.23.2%) of which are in support. The level of representation is considered to be exceptionally high for a development of this scale. A very large majority of the representations that have been received are objections.

The three local community councils within close proximity of this site have objected to this application. This includes Cults, Bieldside and Milltimber Community Council (which covers the area within which this site falls), Braeside and Mannofield Community Council (the boundary of which bounds the site to the north and east) and the Garthdee Community Council (the boundary of which bounds the site to the east and south).

With regard to the nature of the departure from the development plan, the proposed development is a significant departure from the development plan in that it would be a major development of 103 dwellings within the green belt (zoned as such as Policy NE1 (Green Belt) in the Aberdeen Local Development Plan 2023) and green space network (zoned as such as Policy NE2 (Green and Blue Infrastructure) of the Aberdeen Local Development Plan 2023. The site performs an important role in maintaining a separation of the settlements of Cults, Braeside and Mannofield and Garthdee. The site covers a substantial area centrally within the Pitfodels Conservation area. All trees on the site are protected. As such, the development of 103 dwellings on this site would be a significant departure from the development plan, with the scale of development in this local context being such that it would contribute to the coalescence of the surrounding settlements as well as changing the character and appearance of the Pitfodels Conservation Area.

In terms of the scale of the proposal, at 103 units, the application is a major development in terms of The Town and Country Planning (Hierarchy of Developments) (Scotland) Regulations 2009 as it exceeds 50 units. However, the number is not high enough to have a strategic impact on city or regional-wide housing need and demand by any significant degree. The proposed link road and bridge over the Deeside Way does not form part of any adopted or proposed regional or local transport strategy. The development would be a significant departure from the development plan and the application has been the subject of a high number of public representation, including objections from three local Community Councils. It is however considered that the significant impacts resulting from the development would be localised and would not have a strategic regional or city-wide impact.

RECOMMENDATION

Taking into account the foregoing, the recommendation is that the Planning Development Management Committee is equipped to provide the necessary public scrutiny via a statutory Pre-Determination Hearing and determination of the application thereafter, and that referral to Full Council would not be necessary in this instance.

NEXT STEPS

A hearing will be arranged in accordance with the Committee's instructions, subject to there being interest in attending from those who have made representation in relation to the application. Following any hearing, a report will be prepared by officers for Full Council or Planning Development Management Committee (in accordance with the Committee's instruction). This will include an assessment of the proposed development and make a recommendation to members regarding the determination of the application.