

LOCAL REVIEW BODY



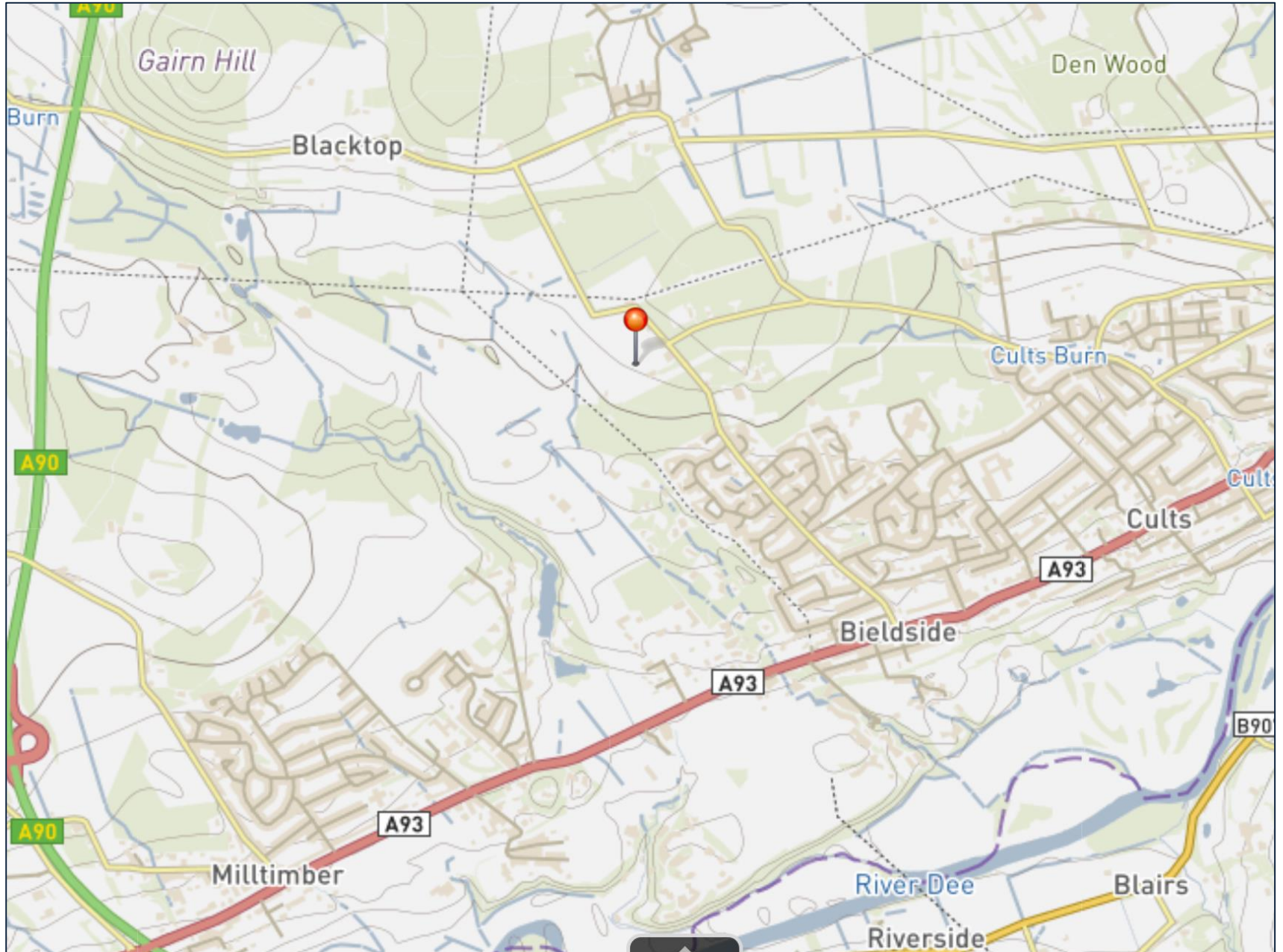
200818/DPP– Review against refusal of planning permission for:

“Erection of a detached 2 storey dwellinghouse, detached double garage, stable block, walled garden, and associated landscaping works including creation of pond, orchard and driveway. ”

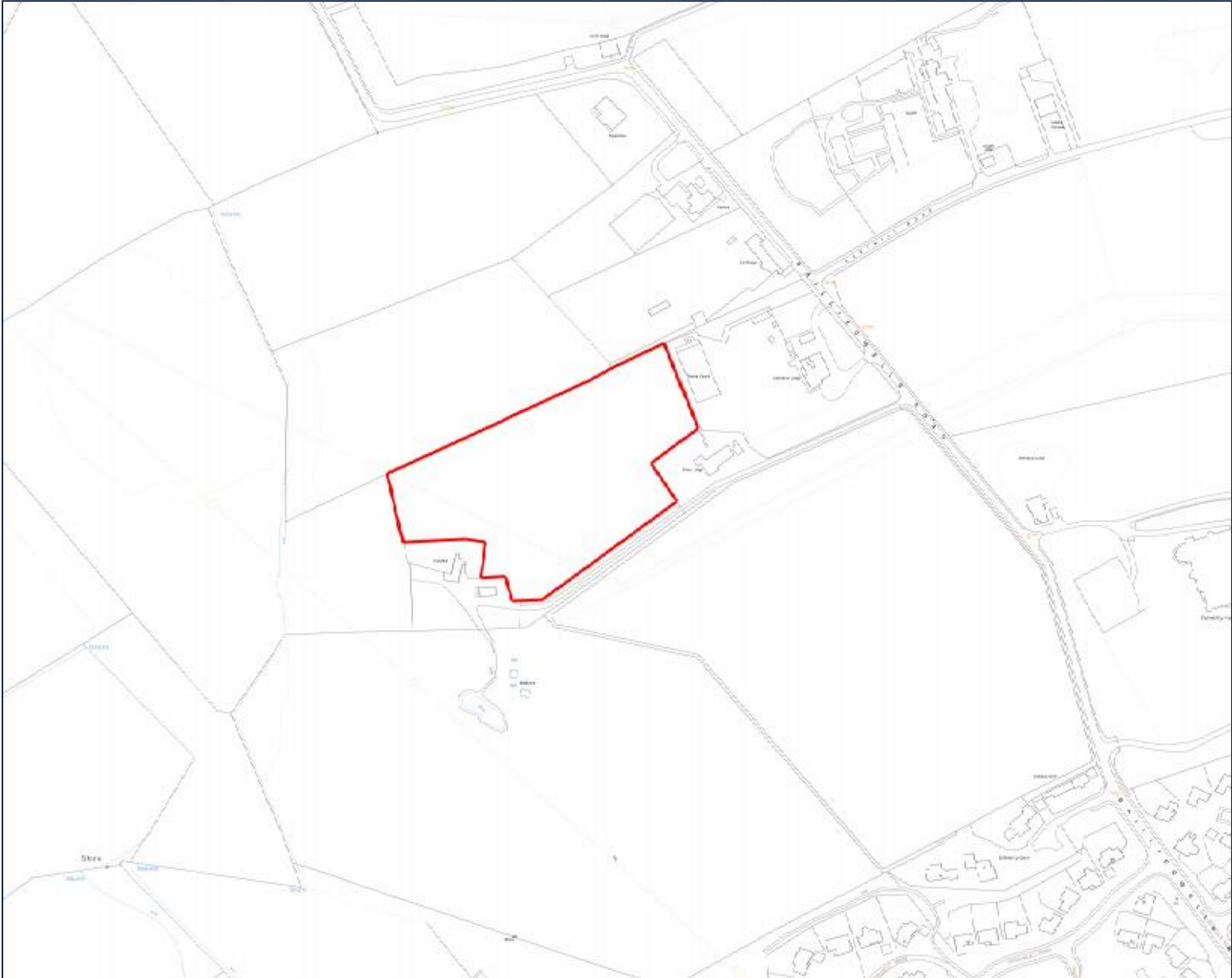
at Land At Baillieswells Road (East Of Drydykes)

Bielside, AB15 9BQ

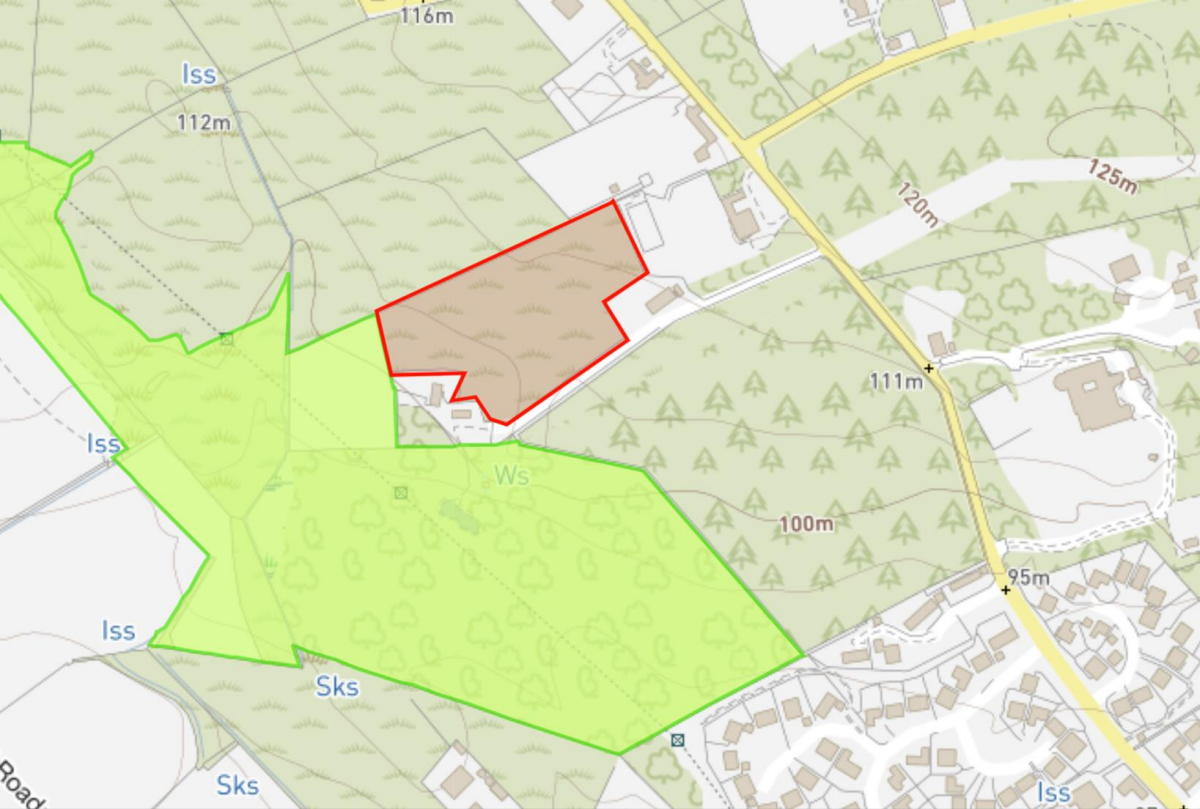
Location Plan (GIS)



Location Plan



Location Plan (GIS)



Aerial Photo

Site Plan



Site Photos

Looking north east



Site Photos

Looking north west



Looking west

Site Photos



Existing field access

Existing private road
looking west



Existing private road
looking east



Elevations – Dwelling & Garage



NORTHEAST ELEVATION



SOUTHEAST ELEVATION

Elevations – Dwelling & Garage



SOUTHWEST ELEVATION



NORTHWEST ELEVATION

Elevations – Garage



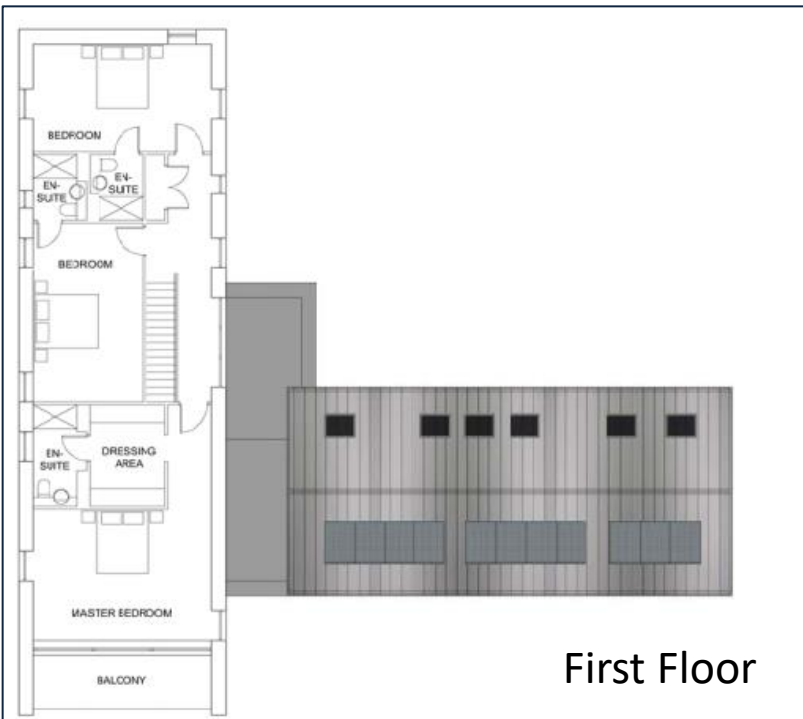
Proposed Materials

- | | |
|--------------------------------------|------------------------------------|
| ① STONE/FACING BLOCK (GREY) | ⑦ ROOFLIGHTS |
| ② BLACK TIMBER CLADDING (VERTICAL) | ⑧ INSULATED GARAGE DOOR |
| ③ BLACK TIMBER CLADDING (HORIZONTAL) | ⑨ BLACK TIMBER DOOR |
| ④ STANDING SEAM METAL ROOF CLADDING | ⑩ PROTECTIVE BARRIER (GLASS) |
| ⑤ PHOTOVOLTAIC PANELS | ⑪ FRESSED ALUMINIUM FASCIAS/SOFFIT |
| ⑥ TIMBER/ALUMINIUM COMPOSITE WINDOWS | ⑫ BLACK TIMBER FENCE/GATE |

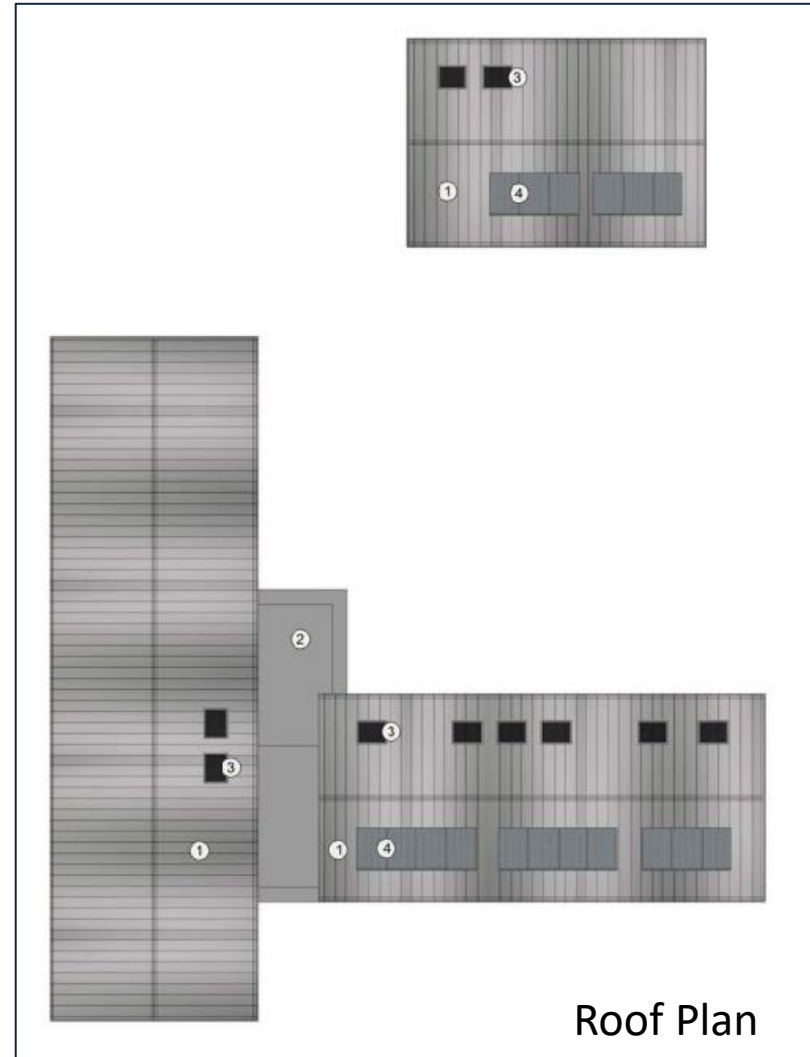
Floor and Roof Plans



Ground Floor



First Floor

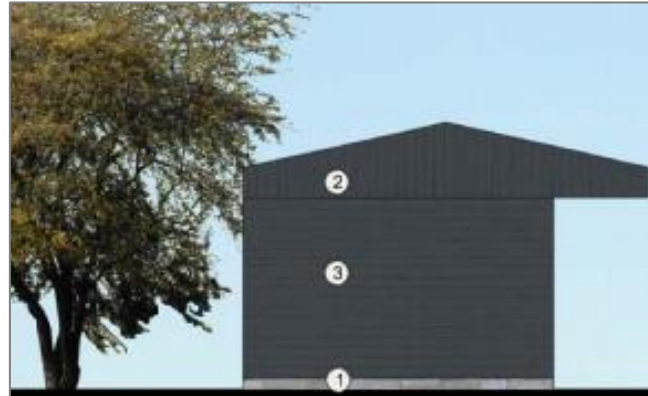


Roof Plan

Elevations – Stables



NORTHWEST ELEVATION



NORTHEAST ELEVATION

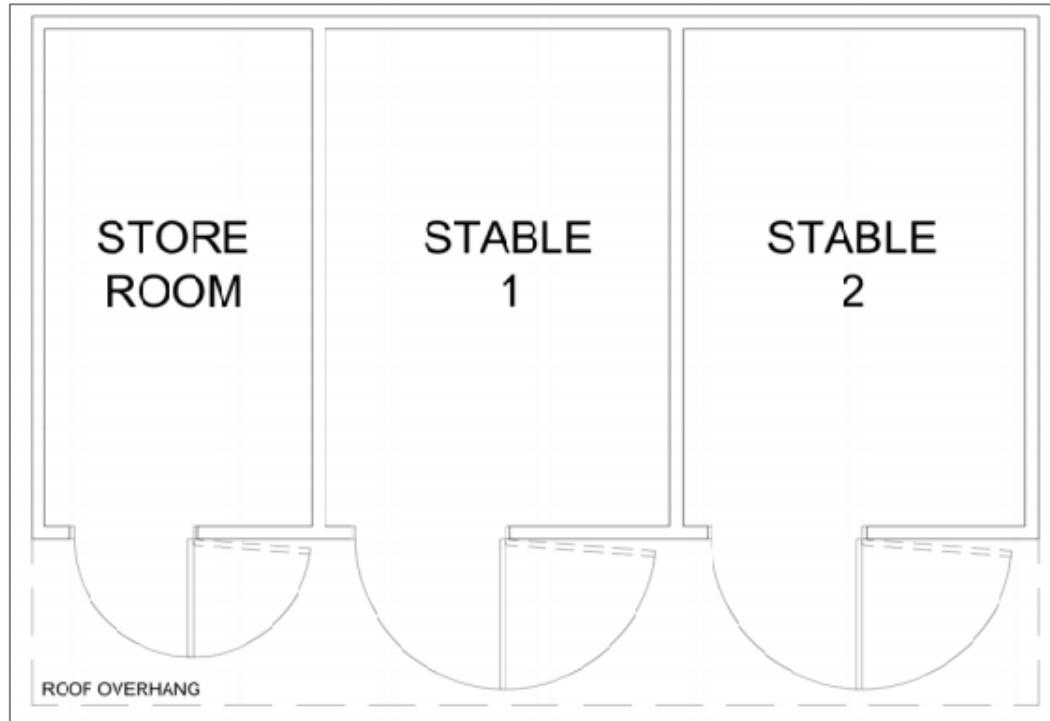
- ① STONE/FACING BLOCK (GREY)
- ② BLACK TIMBER CLADDING (VERTICAL)
- ③ BLACK TIMBER CLADDING (HORIZONTAL)
- ④ STANDING SEAM METAL ROOF CLADDING
- ⑤ BLACK TIMBER DOOR



SOUTHEAST ELEVATION



SOUTHWEST ELEVATION



Landscaping Plan



Proposed Access



Proposed Context Plan



- KEY:-
- INDIVIDUAL HOUSING IN LANDSCAPED PLOTS
 - TYPICAL SUBURBAN HOUSING DEVELOPMENT
 - AGRICULTURAL / FARM BUILDINGS
 - COMMUNITY FACILITIES (CHURCH)
 - APPLICATION SITE (INDIVIDUAL HOUSE IN LANDSCAPED PLOT)

Reasons for Refusal

1. Policy NE2 (Greenbelt) makes no provision for new/additional dwellinghouses in the countryside, unless it has been demonstrated as being essential for an existing agriculture or forestry enterprise, which has not been done in this case and does not accord with any of the 'exceptions' within the policy. In addition, the proposal is at odds with Scottish Planning Policy which seeks the implementation of 'green belts' to protect the landscape setting of cities and towns.
2. The site would be located outwith a 400m radius of a bus stop, within a rural/greenbelt area, and therefore it is likely that occupants of the development would be unduly dependent on use of the private vehicle to transport themselves from the site to other parts of the city / essential supporting services. The proposal, therefore, would conflict with the policy objectives of Policy T2 (Managing the Transport Impact of Development) and Policy T3 (Sustainable and Active Travel) and Transport and Accessibility supplementary guidance. Furthermore, the proposal would not accord with the Scottish Planning Policy expectation of sustainable development.
3. The proposed scale of the development would harm the open character of the rural landscape and its visual qualities to the west of Baillieswells Road, which would be particularly evident from western viewpoints by further extending residential development out into the countryside/greenbelt. As such, the proposal would not comply with policies NE2 (Greenbelt) and D2 (Landscape).

Applicant's Case

Reason 1 and 3

Whilst not specifically listed in Policy NE2 as an exception that would apply to development in the Green Belt, the proposal does not compromise the aims of the Green Belt and is consistent with previous planning decisions (181539/DPP & 181993/DPP).

The development has been informed by surrounding landscape context and has been specifically designed to be contained within existing landscape features so that it will not result in any coalescence.

The development would be well screened by broadleaf woodland supplemented by extensive new tree planting and would not, therefore, be visible from any public road or other public vantage point.

With regards to the impact of the proposed development on views from Hillhead Road and other locations to the west. It is noted that the site would only be partially visible from a short stretch of Hillhead Road, with only two properties accessed from that and the road being a dead end. As such, any impact would be extremely minor.

Applicant's Case

Reason 2

The target of 400m is dependent on the needs of the site, the scale of the proposal and its likely impact. This single dwelling house would generate minimal new traffic, particularly when it is taken into account surrounding larger developments.

Additionally, the site is in close proximity to core paths 50, 54, 55, 57 and 89, providing safe and attractive walking and cycling routes for residents to both Cults and Countesswells, with aspirational core path AP10 also close by.

Other Material Considerations

- Policy WB1 – Healthy Developments of the Proposed Aberdeen Local Development Plan 2020.
- Proposed Aberdeen Local Development Plan 2020 recognises the benefits of food growing projects in terms of placemaking, environmental and sustainability benefits and climate change mitigation, as well as other wellbeing benefits of this. Whilst not a food growing project, the proposed development includes extensive areas of garden ground to enable its occupants to experience the benefits of food growing.
- Policy D5 – Landscape Design specifically requiring new landscape design to maximise adaptation and resilience of the built and natural environment to the effects of climate change and mitigate the impacts of climate change.

Policies – Aberdeen Local Development Plan 2017

- Policy NE1 – Green Space Network
- Policy NE2 – Greenbelt
- Policy D1 – Quality Placemaking by design
- Policy D2 – Landscape
- Policy T2 – Managing the Transport Impact of Development
- Policy T3 – Sustainable and Active Travel
- Policy NE4 – Natural Heritage
- Policy NE5 – Trees and Woodlands
- Policy NE6 – Flooding, Drainage and Water Quality
- Policy R6 – Waste Management for New Development
- Policy R7 – Low and Zero Carbon Buildings, and Water Efficiency
- Policy CI1 – Digital Infrastructure

Supplementary Guidance

- Flooding, Drainage and Water Quality
- Green Space Network and Open Space
- Resources for New Development
- Transport and Accessibility

Scottish Planning Policy

The purpose of green belt designation is to:

- direct planned growth to the most appropriate locations and support regeneration,
- protect and enhance the quality, character, landscape setting and identity of towns and cities, and
- protect and give access to open space within and around towns and cities.

- **Policy NE1 – Green Space Network**

The Council will protect, promote and enhance the wildlife, access, recreation, ecosystem services and landscape value of the Green Space Network.

Proposals for development that are likely to destroy or erode the character and/or function of the Green Space Network will not be permitted.

Development which has a negative impact on existing wildlife habitats and connections, or other features of value to natural heritage, open space, landscape and recreation, should be mitigated through enhancement of the Green Space Network.

• Policy NE2 – Greenbelt

The aim of the Green Belt is to maintain the distinct identity of Aberdeen and the communities within and around the city, by defining their physical boundaries clearly. Safeguarding the Green Belt helps to avoid coalescence of settlements and sprawling development on the edge of the city, maintaining Aberdeen’s landscape setting and providing access to open space. The Green Belt directs planned growth to the most appropriate locations and supports regeneration.

No development will be permitted in the Green Belt for purposes other than those essential for:

- agriculture;
- woodland and forestry;
- recreational uses compatible with an agricultural or natural setting;
- mineral extraction/quarry restoration; or
- landscape renewal.

Exceptions:

1. Development associated with existing activities in the green belt will be permitted, only if the criteria of this exception are met.
2. Essential Infrastructure.
3. Change of Use of existing buildings of historic or architectural interest, or otherwise a valuable traditional character.
4. Extension of existing buildings as part of a conversion/rehabilitation scheme, subject to limitations.
5. Replacement Dwellinghouse on a one-for-one basis, subject to restrictions.

In all cases, development in the Green Belt must be *“of the highest quality in terms of siting, scale, design and materials”*.

- **Policy D1 – Quality Placemaking by Design**

Requires all development to have high standards of design and have a strong and distinctive sense of place which is a result of context appraisal, detailed planning, quality architecture, craftsmanship and materials. Well considered landscaping and a range of transportation opportunities ensuring connectivity are required to be compatible with the scale and character of the developments.

Proposals to be assessment against the following six essential qualities:

- Distinctive
- Welcoming
- Safe And Pleasant
- Easy To Move Around
- Adaptable
- Resource Efficient

- **Policy D2 – Landscape**

Developments will have a strong landscape framework which improves and enhances the setting and visual impact of the development, unifies urban form, provides shelter, creates local identity and promotes biodiversity. In order to secure high quality development, planning applications for new development must include a landscape strategy and management plan incorporating hard and soft landscaping design specifications. The level of detail required will be appropriate to the scale of the development.

- **Policy T2 – Managing the Transport Impact of Development**

Policy T2 requires development to be proportionate in terms of scale and anticipated impact.

New developments must demonstrate that sufficient measures have been taken to minimise traffic generated and to maximise opportunities for sustainable and active travel.

- **Policy T3 – Sustainable and Active Travel**

While Policy T3 confirms that new developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration.

- **Transport and Accessibility SG**

The ability to access and to move around and through the built and natural environment by walking and cycling directly affects quality of life and is a major contributor to social inclusion. New development must be permeable to pedestrians and cyclists. Developments should be linked by the most direct, attractive, safe and secure pedestrian and cycle links to potential trip sources within 800 metres of the development.

All new developments should be accessible by public transport, suitable to the needs of the site. Sites should be designed to allow for public transport penetration and ideally public transport should be available within 400 metres of the origins and destinations of trips within the development. Where regular public transport services are not accessible from the site at present, developers should engage with commercial operators to ensure the site can be served by regular public transport services.

Other Relevant Policies

- Policy NE5 – Trees and Woodlands - There is a presumption against all activities and development that will result in the loss of, or damage to, trees and woodlands.
- Policy NE6 – Flooding, Drainage and Water Quality – requires sufficient foul and surface water drainage for all development.
- Policy NE8 – Natural Heritage – requires meaningful and useful open space in new residential development.
- Policy R6 – Waste Management for New Development - all new developments should have sufficient space for the storage of general waste, recyclable materials and compostable wastes where appropriate.
- Policy R7 – Low and Zero Carbon Buildings, and Water Efficiency – all developments are provide low and zero carbon generating technology and water saving technologies.
- Policy CI1 – Digital Infrastructure - all new residential development will be expected to have access to modern, up-to-date high-speed communications infrastructure.

Points for Consideration:

Does the proposal comply with the Development Plan when considered as a whole?

- Policy NE1 – Green Space Network: is the development likely to destroy or erode the character and/or function of the Green Space Network?
- Policy NE2 – Green Belt: would the development be appropriate in the Green Belt?
- Policy D1 – Quality Placemaking by Design: is the development acceptable in terms of layout, siting and design?
- Policy D2 – Landscape: would the development have a strong landscape framework which improves and enhances the setting and visual impact of the development?
- Policy T2 – Managing the Transport Impact of Development and T3 – Sustainable and Active Travel: would the development be acceptable for a sustainable travel perspective?

Do other material considerations weigh in favour of approval or refusal?

Such as, Scottish Planning Policy or the Proposed Aberdeen Local Development Plan

Decision and potential conditions (if approved number of conditions would be required and can be outlined by the Planning Advisor)