



**Den Burn Restoration Project  
Funding Update  
30 June 2025**

At the Net Zero, Environment and Transport Committee on 10 June 2025 the Committee received the report [CR&E/25/061- Den Burn Restoration Project – Funding Update](#)

The Committee resolved to :-

- (a) note the content of the report;
- (b) note the limited time remaining for the Council to source match funding to retain the existing SEPA grant towards Detailed Design of the Den Burn Restoration Project, and continue the project; and
- (c) instruct the Chief Officer - Strategic Place Planning, following consultation with the Chief Officer - Finance and Chief Officer - Capital to explore funding options which may be available to support the project, and report the outcome to the Finance and Resources Committee on 6 August 2025.

The Den Burn Restoration Project aims to re-naturalise a 2.3km section of the burn which will benefit wildlife and biodiversity through habitat creation, and people through associated health and wellbeing benefits with active travel and connection to nature. The project also aims to be designed and delivered considering climate adaptation and sustainability.

The original committee instruction to officers regarding funding the Den Burn Restoration Project was to seek external funding. As detailed in the original report, the external funding environment remains challenging, and although some new funding opportunities have emerged in the last few weeks, there are still no options available which could fully fund the project solely from external sources.

The Den Burn Restoration Project is estimated to cost £3M in total to deliver. The project has been allocated priority funding through the Water Environment Fund which is managed by SEPA. This is an annual year funding programme from the Scottish Government to support the delivery of the 3rd River Basin Management Plan which completes in 2027. SEPA have confirmed they will be a significant funder towards the project but match funding is required. For financial year 2025/2026, SEPA have provided Aberdeen City Council with £250K to go towards the Detailed Design stage of the project. SEPA have stated their high confidence in the project and have indicated a willingness to increase their funding profile towards the project on the condition that the Council secure or provide match funding.

A combination of new funding streams, which have been confirmed since 10 June 2025 has been assembled to generate a £3 million project budget as detailed below:

## Proposed Funding Model for Den Burn Restoration Project

A combination of new funding streams, which have been confirmed since 10 June 2025 has been assembled to generate a £3 million project budget as detailed below:

Funding Model for Denburn Restoration Project		£'000	Notes
Assumed total financial envelope required		3,000	
<b>Funding secured</b>			
SEPA grant towards Design Development	(250)		Funds paid in 2024/25 and held by Council
<b>Sub-total</b>	<b>(250)</b>		
<b>Funding balance to be found</b>		<b>2,750</b>	
<b>Funding Options to be explored</b>			
SEPA - additional funding from Water Environment Fund	(750)		Per draft award letter received from SEPA - requires match funding from ACC
New external funding	(1,436)		Climate Emergency - new line on Capital Programme per Capital Grant / settlement.
BLE - Core Path funding	(564)		New Bus Lane funds generated in Quarter 1 2025/26 - propose priority use to Den Burn Project. The Core Path elements of the project comply with the defined use of the BLE surplus; helping to meet the objectives of the Local Transport Strategy, as per the requirements of the Bus Lane Contraventions (Charges, Adjudication and Enforcement) (Scotland) Regulations 2011.
<b>Sub-total</b>	<b>(2,750)</b>		
<b>Total to be confirmed</b>		<b>0</b>	<b>Target is zero - fully funded project</b>

The Committee is recommended to approve the above funding matrix for the Den Burn Restoration Project, in order to respond to SEPA to secure their funding offer, and allow progression of the full project.

The Committee should note that once delivered, the extension to the Core Path network created by this project will require to be maintained. The report [CR&E/25/140 – Bus Lane Enforcement and Low Emission Zone Project 2025/26](#) confirmed Core Path Maintenance would be prioritised from future BLE funds.