

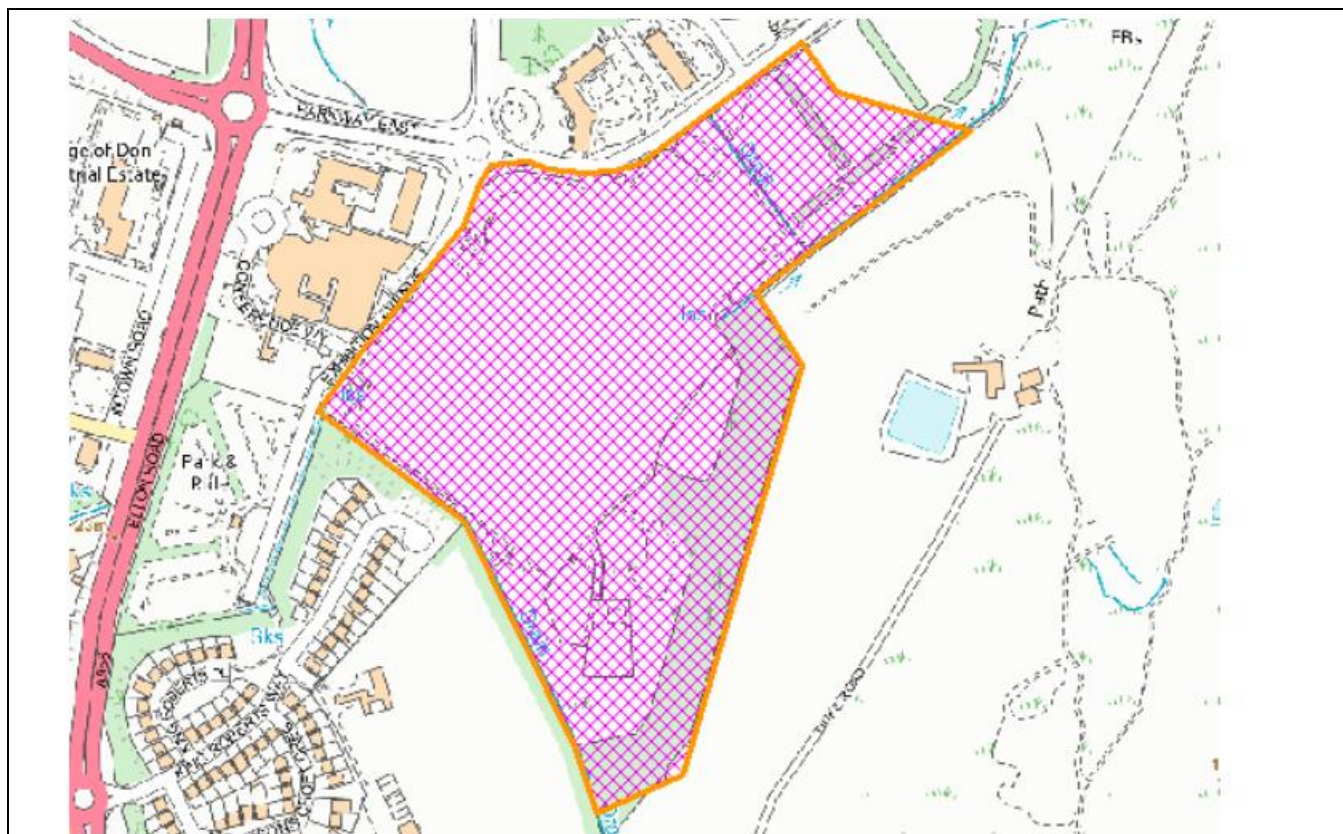


Planning Development Management Committee

Report by Development Management Manager

Committee Date: 4 December 2025

Site Address:	Former Aberdeen Exhibition And Conference Centre, Exhibition Avenue, Aberdeen AB23 8BL
Application Description:	Approval of matters specified in conditions 1 (phasing),2 (design),2a (levels),2b (drainage),2c (foul water connection),2d (cut/ fill),2e (roads),2f (walls/fences),2g (landscaping),2h (layout, siting, design, finish),2j (waste collection),3 (landscaping),4 (access),5 (safe routes to schools),8 (travel plan),9 (framework of travel plan),11 (public transport strategy),12 (flooding),13 (waterways),13 (CEMP),14 (SUDS),15 (drainage maintenance),16 (street design),17 (air quality assessment),19 (protected species),20 (archaeology),21 (energy/sustainability),22 (tree protection),23 (tree management),24 (green belt zone) in relation to Planning Permission in Principle (ref P150824) for erection of 333 homes and associated works
Application Ref:	240850/MSC
Application Type	Approval of Matters Specified in Cond.
Application Date:	19 July 2024
Applicant:	Persimmon Homes (North Scotland) And Aberdeen City Council
Ward:	Bridge Of Don
Community Council:	Bridge Of Don



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RECOMMENDATION: Approve conditionally

APPLICATION BACKGROUND

Site Description

The irregularly shaped site is just under 14.23 hectares, lying approximately 5 miles north of Aberdeen city centre. Previously occupied by the Aberdeen Exhibition and Conference Centre and associated car parking, the site is accessed off Exploration Drive, which joins Ellon Road (A92) at the Parkway roundabout. A former satellite communications centre, and areas of plantation and self-seeded planting, including tree belts, lie mainly around the site boundaries. The site is cleared following demolition of the main AECC buildings and largely comprises areas of hardstanding formerly used for parking.

The site is bounded to the west by Exhibition Avenue and to the north by Exploration Drive. The King's Church building with coffee bar and associated car parking and Belvilla Hotels with associated car park including decked parking adjacent to site boundary are on the opposite side of Exhibition Avenue. The former AECC building also includes office space for Sport Aberdeen and British Red Cross. To the southwest is the Bridge of Don Park and Ride, which is available for parking for people catching buses on Ellon Road, although is effectively disused. A residential area (King Robert's Way) and playing fields for Gordon Barracks lie to the south with a tree belt along the site boundary; the Royal Aberdeen Golf Course lies to the east, also separated by a tree belt and fence and beyond is the North Sea. Immediately to adjacent to the north end of the site is the recently built household waste and recycling centre, with re-use shop and workshop. In the wider area to the north is the Aberdeen Science and Energy Park including a café / sandwich shop opposite the application site. The former Silverburn House site to the northeast, diagonally across the Parkway East / Claymore Drive / Exploration Drive / Exhibition Avenue roundabout is under development by Cala Homes for sixty seven homes.

The site is around fourteen to twenty six metres above ordnance datum (AOD), sloping down to the east and south.

Relevant Planning History

Application Site:

- 150824 Proposed demolition of existing buildings and erection of a mixed use development to include (approximately 498) residential units, commercial and business use, recycling centre and park and ride facility. Approved conditionally subject to legal agreement - 24 June 2021.

Silverburn House Site to north west:

- 191904/PPP - Erection of residential led, mixed use development of around 100 to 150 units (mix of house types and flats), including facilities consisting of up to 500 sqm of commercial floorspace (within classes 1(shops), 2(financial, professional and other services) and/or class 3(food and drink)) with associated works. Approved conditionally subject to S75 - 22 September 2022.
- 240839/MSC - Approval of matters specified in conditions 1 – 23 in relation to Planning Permission in Principle (Ref: 191904/PPP) for the erection of 67 homes, supporting infrastructure and open space. Approved 8 June 2024. Development under construction.
- 241301/MSC - Conditions 2a (siting design), 2j (landscaping, planting, screening) and 3 (landscaping information) amended landscaping proposals in relation to Planning Permission in Principle (Ref: 191904/PPP) for the erection of 67 homes, supporting infrastructure and open space. Approved 30 January 2025. Development under construction.

Site to north:

- 231516/DPP - Formation of household waste and recycling centre including a re-use shop and workshop, along with staff welfare facilities and associated works. Approved conditionally 7 June 2024. Development completed.

APPLICATION DESCRIPTION

Description of Proposal

This application is for the details required by conditions on the planning permission in principle (PPP) (Ref. 150824) approved in 2021. The current application relates to a smaller area than the PPP, as it excludes the land west of Exhibition Avenue that was proposed for commercial development through the PPP.

The proposed development would provide a total of 333 residential units. It is made up of 83 affordable dwellings (25%) and 250 (75%) open market dwellings. The proposed mix of open market and affordable dwelling sizes is set out as follows:

- 16 x 1 bedroom flats (all affordable)
- 62 x 2 bedroom units (42 private and 20 affordable, of these 16no. are affordable flats)
- 159 x 3 bedroom houses (128 private, 31 affordable)
- 96 x 4 bedroom houses (75 private, 16 affordable)

The houses range between single storey, two, and two and a half storeys, with the latter clustering more heavily along the external site boundaries facing onto Exhibition Avenue and Exploration Drive (to the north and west), as well as along principal roads to either side of the central area of the site. The site areas can be characterised as follows:

- Area of detached and semi detached houses within a conventional layout (with in curtilage parking) in the southern corner of the site bound by woodland to the east (golf course beyond) and west (with MOD playing fields – Gordon Barracks Army reserve centre beyond).
- At the southwest and north ends of the site are two groups each of around forty affordable units, including flats and a mix of mainly terraced houses.
- Within the central area of the site are a mix of houses within a hybrid layout. These mainly have parking to rear and footpaths to the front.

Housing within the southern area is generally larger units at a lower density than the remainder of the site.

The Silver Burn runs generally west to east through the site and is proposed to be 'daylighted' along an approximately 195m stretch, with two road links bridging the burn to access housing in the south eastern area. The burn would run within a naturalised channel with planting along the banks.

The linear woodland area to the east would largely remain, as would the tree belt along the southern site boundary. Alongside the eastern boundary there would be recreational enhancements such as a trim trail, footpaths, and a play area. Within the northern site area, some stretches of tree belt would remain whilst others would be lost for development.

Along Exploration Drive/Claymore Drive there is an existing avenue of trees alongside the footway, these would remain and a similar type of tree planting would be extended along the site boundary on Exhibition Avenue, opposite the rear of King's Church and the hotel buildings. Opposite the existing roundabout on Exploration Drive, the proposed housing would be set back, overlooking a landscaped area of public open space with footpaths, creating a focal entrance feature.

The main vehicular access would be formed off Exploration Drive, east of the roundabout, with two secondary access roads, one to the east and one from Exhibition Avenue to the west.

The PPP conditions applied for cover:

- 1 phasing
- 2 (design),2a (levels),2b (drainage),2c (foul water connection),2d (cut/ fill),2e (roads),2f (walls/fences),2g (landscaping),2h (layout, siting, design, finish),2j (waste collection),
- 3 (landscaping),
- 4 (access),
- 5 (safe routes to schools),
- 8 (travel plan),
- 9 (framework of travel plan),
- 11 (public transport strategy),
- 12 (flooding),
- 13 (waterways),
- 13 (CEMP),
- 14 (SUDS),
- 15 (drainage maintenance),
- 16 (street design),
- 17 (air quality assessment),
- 19 (protected species),
- 20 (archaeology),
- 21 (energy/sustainability),
- 22 (tree protection),
- 23 (tree management),
- 24 (green belt zone).

Amendments

Various amendments have been made to the layout, house types, materials and parking following an iterative design process.

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=SGGK2ABZHMJ00>

Biodiversity Enhancement Plan

Flood Risk Assessment, Flooding Supporting Information, and statement in response to SEPA comments

Drainage Assessment

Appendix C drainage calculations

Technical Note on Safe Routes to School
Travel Options Guide
Outline Public Transport Strategy
Noise Impact Assessment (NIA) and later Addendum Report
Archaeology Supporting Letter
Arboricultural Impact Assessment
Tree Survey Report
Energy and Sustainability Statement
Design and Access Statement
Play Strategy
Construction Environmental Management Plan (CEMP)
Preliminary Ecological Appraisal
Statement of Community Benefits

Reason for Referral to Committee

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

- There is an objection from the Bridge of Don Community Council.

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

CONSULTATIONS

Aberdeen City Council (ACC) Internal Consultees

- **ACC - Developer Obligations** – A Section 69 agreement was entered into by the applicant of the earlier planning permission in principle which allowed for approximately 498 new homes along with some commercial uses on this site. Ahead of the grant of any further planning permission on this site a S75 should be entered into. The applicant is the prospective owner of the site and able to negotiate the S75 terms as per Clause 3 of the S69 agreement. Clause 5 of the S69 agreement expressly states that the planning obligations set out in any S75 for this development shall be consistent with the terms of the draft forming Part 2 of the S69 agreement. That draft S75 agreement sets out the package of measures associated with mitigating the impact of this development. The draft S75 allows for a per unit rate to be paid towards infrastructure mitigation along with a local transport infrastructure improvement payment which is to be paid prior to development commencing on the site. Affordable Housing should be provided as per the policy requirement at a minimum of 25% and an Affordable Housing Scheme submitted for agreement by the Council prior to development commencement.
- **ACC - Environmental Health** – CEMP is acceptable in terms of dust management and light. The NIA submitted by Sandy Brown on 6 March 2025 (025231-RO2-A) has been reviewed. Environmental Health are satisfied that the noise criteria requested by this Service will be met if all noise mitigation measures are implemented as per this Noise Impact Assessment. These measures are detailed in the Summary section of the report. The upgrades are only required in a limited number of properties near the church.

ACC - Housing Strategy – Affordable Housing Policy requires a 25% affordable housing contribution from all housing developments of 5 units or more. For developments of 20 units or more, the expectation is that the affordable housing will be delivered on-site.

The policy outlines the following preferred hierarchy of affordable housing types:

- i. Social rent housing at an affordable rent, usually managed by an RSL or the Council

- ii. Intermediate housing including shared ownership, shared equity, low-cost home ownership, low cost entry level housing without subsidy, or mid-market rent
- iii. Off-site provision of AH in one of the forms in i) or ii) on an alternative site
- iv. Other options an alternative form of AH as agreed with the Council.

Social rented accommodation is in greatest need; therefore, the affordable housing provision should be a minimum of 83 units provided on-site as social rent. The 0.25 should be provided as a commuted sum. The Strategic Housing Investment Plan as a requirement for a minimum of 15% of all affordable housing to be provided as wheelchair accessible. Therefore, a minimum of 13 affordable homes should meet this requirement.

- **ACC - Land And Property Assets** – No comments received.
- **ACC - Roads Development Management Team** – No objection. The following points are made:
 - Phasing plan acceptable in terms of access points.
 - Layout is acceptable follows revisions to avoid superfluous areas of hardstanding.
 - Street hierarchy is clear, with shared surface having no footways. Footways stop in suitable locations for pedestrians to move onto shared surfaces. Rumble strips used to highlight changes in street hierarchy.
 - Traffic calming build outs used on streets of more than 60m in length, this is appropriate.
 - Road widths and footways are 2m along general use roads and narrower where on lanes. This is suitable from a roads perspective. Paths used as bin routes have been widened to 2m.
 - Driveways are suitably located, generally these are grouped together to reduce width of continuous dropped kerbs.
 - Pend access indicates 'in' and 'out' which is acceptable.
 - Driveways and garages adhere to size requirements in APG.
 - Refuse collection points are at suitable distances from properties they serve.
 - Ellon Road footpath upgrades along site frontage are acceptable.
 - The existing pedestrian crossing on Ellon Road is proposed to be upgraded to a 'toucan crossing' and is accepted that there is not a need to re-locate it.
 - An additional dropped kerb crossing would be provided on Exploration Drive, near to the secondary access, and specifics of the crossing would be finalised as part of the RCC.
 - Existing bus stops are in suitable locations and are highly accessible.
 - Acceptable tactile crossings are proposed across the access to Park and Ride and at the crossing to the link to King Roberts Way.
 - Safer Routes to School measures are acceptable.
 - Travel Plan is acceptable and satisfies the requirements of conditions 8 and 9.
 - The provision of two car club spaces and cars would offset some of the parking shortfall and is accepted.
 - Public transport strategy considered acceptable.
 - The applicant is proposing to utilise both a swale and a detention basin, which provide mitigation indices in excess of the hazard indices.
 - Level of parking proposed, including disabled parking, is acceptable, given the car club cars.
 - Electric vehicle charging: this is accepted.
 - Visibility splays are to the satisfaction of the RDM Team and would be considered further at Roads Construction Consent stage.
 - Refuse vehicle swept paths have been submitted and are acceptable.

- Cycling on-street within the residential area (20mph) is acceptable. Footway on Ellon Road is to be widened to 3m and there is a bus, cycle and taxi land on Parkway East.
- **ACC - Structures, Flooding And Coastal Engineering** – No objection.
- **ACC - Waste And Recycling** – No objection subject to the application of double yellow lines within refuse vehicle turning areas.

External Consultees

- **Archaeology Service (Aberdeenshire Council)** – No objection, condition 20 is no longer required and should be discharged.
- **Bridge Of Don Community Council** – Objection, raising concerns about:
 - Traffic speed on A92 Ellon Road, that children need to cross to en route to school from the application site as well as new residential areas of Cloverhill and Silverburn – the limit is 40mph north of the roundabout and 30mph between Parkway and North Donside Road. It should be reduced to 20mph during school times with approximately 900 homes being built to the east of the road.
 - Children going to Bridge of Don Academy will have to also cross two roads serving the industrial estate and safe crossing of these should be reviewed.
 - Deterrents needed to ensure vehicle adhere to the speed limits.
 - Lack of capacity at schools and doctors' surgeries, with total number of houses being built.
 - It is noted that there is a contribution for an extension at Scotstown Primary, however, nothing for Bridge of Don Academy. The Community Council await information on numbers.
 - With regard to GPs, it is currently difficult to register and waiting times for appointments are three weeks.
- **Police Scotland** – Encourages developer to liaise with Architectural Liaison and attain 'Secured by Design'.
- **Scottish Environment Protection Agency** – No objection subject to a condition relating to maintenance. Further clarification has been provided on the existing culvert at the downstream end of the site which confirms it can convey the 1 in 200 year including climate change flows. This is based on flows calculated to reach the structure rather than full catchment design flows due to the upstream culvert arrangements where there is bifurcation and flow lost from the 'channel'. SEPA are satisfied that the methods used are appropriate given the heavily modified nature of the catchment and that CCTV surveys have been undertaken to establish flow pathways.

The information provided indicates that in the event of a 25% blockage at the structure there is sufficient capacity within the channel to contain the flows. To mitigate exceedance of this scenario an open manhole with grille is being installed immediately downstream of the inlet, below the overtopping level of the crossing, to allow flows to return to the culvert. SEPA are satisfied that, given there are a number of upstream culverts, the risk of blockage at this structure would be reduced. SEPA recommend a maintenance schedule is put in place to ensure all culverts are kept clear.

Therefore, based on the information that the culvert and channel capacity can convey the design flood event, including with an appropriate degree of blockage, without posing a flood

risk to properties, SEPA consider that this is sufficient to discharge condition 12 (flood risk) imposed on planning consent P150824 in terms of its interests.

- **Scottish Water** – No comments received.

REPRESENTATIONS

Two representations have been received (2 objections). The matters raised can be summarised as follows –

Material Considerations

1. Noise from King's Church affecting residents.
2. Queries whether drainage proposals are suitable, given potential impact on King's Church.
3. Flood risk mitigation measures should be proposed.
4. Pavements should not be blocked by refuse bins as this would impede pedestrians
5. Construction traffic must consider pedestrian movements to the Church.
6. Queries relating to neighbour notification.
7. Development risks increasing number of members of public on Royal Aberdeen Golf Course, which is of very high quality, having attracted a number of prestigious tournaments over the years. The driving tee range is located immediately to the east of the southern area of the application site. The only purpose for access is to cross the course to the beach. The dunes to the east are of such a height and gradient that regular access would cause erosion. The Golf Club are therefore putting in place an access strategy. Access is best taken alongside the burns, which are located north of the application site. Access will be directed towards these locations. It is requested that the applicant installs a fence along boundary within the site. With storm damage to trees and potential loss of screening, the Golf Club are considering installing a fence.
8. Concerns that increased use of paths within woodland would increase pressure on trees. Requested that enhanced woodland planting is included in landscape plans.
9. Surface water would be attenuated and drain to the existing burn that runs through the golf course. Due to higher tides flooding has been caused on golf course and concern that increased surface water would exacerbate the flooding.

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.

1. Tackling the climate and nature crises
2. Climate mitigation and adaptation
3. Biodiversity
4. Natural places
6. Forestry, woodland and trees
8. Green belts
9. Brownfield, vacant and derelict land and empty buildings
10. Coastal development
13. Sustainable transport
14. Design, quality and place
15. Local living and 20 minute neighbourhoods
16. Quality homes
18. Infrastructure first
19. Heat and cooling
20. Blue and green infrastructure
21. Play, recreation and sport
22. Flood risk and water management
24. Digital infrastructure
25. Community wealth building

Aberdeen Local Development Plan 2023

- H1 – Residential Areas
- H2 – Mixed Use
- NE1 – Green Belt
- NE2 – Green and Blue Infrastructure
- NE3 – Our Natural Heritage
- NE4 – Our Water Environment
- NE5 – Trees and Woodland
- D1 – Quality Placemaking
- D2 – Amenity
- D4 – Landscape
- D5 – Landscape Design
- H1 – Residential Areas
- H3 – Density

- H4 – Housing Mix and Need
 - H5 – Affordable Housing
 - CF2 – New Community Facilities
 - LR2 – Delivery of Mixed Use Communities
 - WB1 – Healthy Developments
 - WB2 – Air Quality
 - WB3 – Noise
 - R2 – Degraded and Contaminated Land
 - R5 – Waste Management Requirements
 - I1 – Delivering Infrastructure, Transport and Accessibility
 - I2 – Infrastructure Delivery and Planning Obligations
 - T2 – Sustainable Transport
 - T3 – Parking
 - CI1 – Digital Infrastructure
-
- OP13: Former AECC, Bridge of Don

Aberdeen Planning Guidance

Bridge of Don AECC Development Framework:

<https://www.aberdeencity.gov.uk/services/planning-and-building-standards/services/planning-and-building-standards/local-development-plan/aberdeen-local-development-plan/supplementary-guidance-and-technical-advice>

- Affordable and Specialist Housing;
- Amenity;
- Air Quality;
- Flooding Drainage and Water Quality;
- Landscape;
- Materials;
- Natural Heritage;
- Noise;
- Trees and Woodland;
- Transport and Accessibility;
- Waste Management Requirements for New Developments.

EVALUATION

Key Determining Factors

The climate and nature crises are overarching considerations, together with fulfilling the need for quality and affordable homes. In considering the detailed submissions against the various conditions, considerations will be whether the proposal would provide a nature-positive place, designed to adapt to climate change, reduce emissions and protect and restore the environment. The layout and design of the proposed residential neighbourhood and 'place making' are also key matters for consideration.

The site is covered by Planning Permission in Principle (PPiP) Reference 150824 for a *'mixed use development to include (approximately 498) residential units, commercial and business use, recycling centre and park and ride facility'*. The application was approved subject to signing of a legal agreement. This requires the developer to sign a subsequent Section 75 legal agreement relating to developer obligations, prior to any approval of the current application.

The PPiP was approved subject to a number of conditions, which are set out below.

The site is subject to an agreed Development Framework dating from December 2014. Although the Development Framework is over ten years old, it still forms part of the Development Plan and is used to assess development proposals for the site.

Since approval of the PPiP and preparation of the Development Framework (DF), the development plan background has changed. National Planning Framework 4 has been adopted by the Scottish Government and forms part of the development plan, with the Aberdeen Local Development Plan 2023 also having been adopted.

The principle of development on the site is established by the LDP OP13 allocation for a mixed-use development, the AECC Bridge of Don Development Framework (December 2014) (DF) and Planning Permission in Principle (150824), for a mixed use development, including 498 homes, as noted above. The proposed development would comprise the eastern and northern extents of the OP13 allocation, it is noted that the western area, west of Exhibition Avenue is occupied by existing buildings and uses and does not form part of the current application.

The development would be on a brownfield site, which the LDP notes, as having a capacity for 498 residential units on 13.15 hectares (the site size difference is assumed to be due to the reduced buffer indicated adjacent to the Household Waste and Recycling Centre (HWRC)).

The following is an assessment of the submissions in relation to each condition:

Phasing

(1) That no development shall be undertaken in any phase unless a detailed phasing programme outlining the delivery of buildings, open space and roads infrastructure across the entire application site has been submitted to, and approved in writing by the planning authority via a formal 'Matters Specified in Conditions' application - in order to ensure development is progressively accompanied by appropriate associated infrastructure, and to inform the timescale for submission of further applications for 'Matters Specified in Conditions' specified in the planning authority's direction stated in this notice.

A phasing plan has been submitted which shows development commencing in the northern area of the site, which contains approximately half the affordable housing for the site, and progressing to the central area for phase 2. Phase 3 would be the southern area and finally Phase 4 in the south western area to the rear of King's Church, which contains the remainder of the affordable housing. The Roads Team area content that each phase would be provided with adequate road access prior to the next phase being built. In terms of affordable housing, the provision of this is further controlled by the requirement to agree an Affordable Housing Schedule prior to any development.

It is recommended that conditions be attached to ensure that the phases are implemented in the order implied by the numbering and to ensure that within each phase the communal areas (such as roads, open space, planting and play areas) are provided.

DESIGN AND LAYOUT

(2) No development in connection with each respective phase/block of the planning permission hereby approved shall take place until full details of the siting, design, external appearance and landscaping within the relevant phase of the development and the means of access serving the relevant phase/block of development have been submitted to and approved in writing by the Planning Authority. The development shall then be implemented in complete accordance with the approved details, or those subsequently approved. Depending on the phase/block, and unless otherwise agreed in writing with the planning authority, the MSC applications shall include:

a) A detailed levels survey of the site and cross sections showing proposed finished ground and floor levels relative to existing ground levels and a fixed datum point within the relevant phase/block of development; and

d) Details of all cut and fill operations in the relevant phase/block of the development;

These site levels details have been submitted and show the area alongside the burn and northern site areas as lower ground, with the central area and southern extremity on higher ground. The level changes between adjacent houses are most significant in the southern area with up to 2m between finished floor levels of houses backing onto each other. The rear gardens would provide a distance of approximately 18m between the houses. This relationship, where houses are elevated would be restricted to only a few plots, with others at less varying levels differences. Four houses are indicated as having exposed underbuilding.

e) The details of all roads, footpaths and cycleways throughout the relevant phase/block of the development;

These have been provided and the Roads Development Management and Waste teams are satisfied with the layout and traffic calming proposed, subject to conditions requiring double yellow lines within areas where refuse vehicles would require to manoeuvre.

f) Details of any screen walls/fencing to be provided within the relevant phase/block of the development;

These are provided as low hedges to frontage areas, artificial stone walls to rear gardens where they back onto public areas, timber fences with artificial stone piers on rear gardens behind landscaping and timber fences where boundaries are less visible. Boundary treatments are appropriate in terms of providing privacy and visual amenity.

g) Details of all landscaping, planting and screening associated with the relevant phase/block of the development;

This is considered below, with condition 3.

h) Full details of the layout, siting, design and finish of all residential properties, throughout the relevant phase/block of development;

Policies D1: Quality Placemaking in the LDP and Policy 14: Design, Quality and Place contain a number of essential qualities against which proposals should be assessed, with the aim of creating well-considered layouts that respond to the context, are of high quality design and include biodiverse open space. The Development Framework (DF) is of relevance here.

The proposed site layout includes houses facing out onto the two existing public roads bounding its edges, together with existing and proposed tree planting at regular intervals within the verges, this would create a strong and attractive frontage to these external roads and a setting for the housing. To the north end of the site adjacent to the household waste site, and to the south end opposite the rear of King's Church the houses would face into the site prioritising the creation of small communities of housing facing each other around shared courtyard areas. Elsewhere there would be houses fronting onto the Silver Burn corridor and onto the tree belt along the south west boundary, again providing an attractive setting and outlook for the housing. Straight streets are proposed to either side of the central area and these would be planted with street trees, with houses fronting along their length. These factors, in addition to extensive path networks around and through the development would contribute to a pleasant pedestrian environment with a number of alternative through routes to the various areas of housing. Connections outside the site are considered below.

In terms of the design of the houses, these have been amended through an iterative process of discussion, street elevations have been submitted and features such as windows on prominent gables and window surrounds, have been added to the proposed houses. The submissions show elevational design and massing that would create visual interest and a pleasant place to live for future residents.

The DF layout includes a higher density (55 units per hectare) within the central area of the site, with flats included in this area, with Mid density (45 units per ha) in the northern and western area and Low density (35 per ha) in the southern area. LDP Policy H3 : Density seeks 50 dwellings per ha, however, it also refers to density being appropriate. The application site does not contain any open market flats, whilst the affordable flats are within two storey blocks in the mid density areas. The layout addresses density within the central area by including two and half storey houses and a higher proportion of terraces and semi-detached; the ground is also at a higher level in this area. Thus, the central area would have the appearance of higher density in terms of massing of built form. Density across the site is cited as 43 units per ha in the Design and Access Statement, excluding areas of retained woodland, with the central area being slightly higher than this. Taking into account the character of the surrounding area and that there is currently little market demand for flats within outer areas of the city, as well as the requirements for parking it is considered that the densities proposed across the site are acceptable.

The houses and flats each have private useable amenity space, with boundary encloses of appropriate materials including artificial stone where boundary are onto more visible public areas.

Electric vehicle (EV) charging is provided as following: active provision for all plots with in-curtilage parking (149 units); passive provision (ducting and connection points) for all plots where parking is remote and ducting would run underneath footpaths (148 units); no EV provision where ducting would cross another plot, adopted road or constrained by existing services or wayleaves (30 units). It is also noted that building warrants have been approved pre-dating the requirement for EV on much of the site area, plots with no EV provision all fall within this area. Although EV charging does not fully comply with the APG, given that the majority of plots would have some provision and the building warrant situation, the proposal is considered acceptable in this respect.

i) Full details of the layout, siting, design and finish of all non-residential properties throughout the relevant phase/block of development. This shall include but is not limited to: commercial premises, the Park and Choose, household waste and recycling centre (HWRC), local scale retail units; and,

No non-residential properties are proposed, with the HWRC having been completed in the area immediately to the north of the site, this included the building of a bund and tree planting along the boundary between the housing and HWRC. Local scale retail units are not included within the proposal and their provision was not a requirement.

j) Full details of all waste/recycling collection points, for residential and non-residential properties;

Details of refuse storage and waste collection points have been provided and with the recommended conditions requiring double yellow lines as noted above, the proposal is acceptable.

(4) That the development shall not be brought into use and no residential units shall be occupied unless there has been implemented on site the works detailed below, in accordance with details submitted to and approved in writing by, the planning authority, unless otherwise agreed in writing with the planning authority. The works are:

- a) A shared use path alongside the frontage of the proposed site on Ellon Road;*
- b) The repositioning of existing pedestrian crossing facilities on Ellon Road and their upgrading to include toucan crossing facilities (to provide linkage to the northbound bus stop on Ellon Road).*
- c) Provision of dropped kerb crossing facility on Exploration Drive in the vicinity of the pedestrian access junction.*
- d) Upgrading of existing bus stop infrastructure and the provision of dedicated bus layby.*
- e) Provision of bus stops located at internal site on Exhibition Drive.*
- f) Relocating of existing bus stop outside AECC (on Ellon Road) to a layby close to the Park and Choose, timing of this shall coincide with the relocation of the pedestrian crossing;*
- g) Bus stops on the northern section of the upgraded Exhibition Avenue;*
- h) Layout of the footpaths within the site to provide linkage with the existing path leading through to King Roberts Way to the south west of the application site.*

- a) The footway along the site boundary on Ellon Road is proposed to be widened for shared use.
- b) The existing A92 Ellon Road crossing to south of the Ellon Road / Exploration Drive roundabout is to be upgraded to a toucan crossing, however, it is to be left in place as the rationale for moving it is unclear.
- c) There are existing dropped kerbs for the pedestrian crossing close to the roundabout on Exploration Drive, similar provision on Exploration Drive is to be made close to the secondary access into the site.
- d), e), f), g) The bus stops are considered to be in suitable locations bearing in mind the crossing.
- h) A 2m wide footway would lead out of the application site onto Exhibition Avenue, this would link to a footway on the west side of the road (running alongside the Park and Ride car park) with new tactile paving at the crossings of the access and egress routes into the car park.

(5) SAFE ROUTES TO SCHOOL

That no residential units shall be occupied unless there has been submitted, to and approved in writing by the planning authority, details identifying safe routes to schools within the proposed development. This shall include details of measures, including a timetable for implementation, required to help ensure safe travel to school. No residential units shall be occupied unless the works have been implemented on site including the works detailed below, unless otherwise agreed in writing with the planning authority. The works are in relation to providing safer routes to school and include the following:

- 1. Drop Kerb facilities with tactile paving at North Donside Road/ Broadfold Drive Junction*
- 2. Drop Kerb facilities with tactile paving at North Donside Road/ Gordon Road Junction*
- 3. Tactile pavers should be installed on pedestrian crossing link to Fraserfield Gardens.*
- 4. A crossing point on Scotstown Road to allow safe crossing point from Fraserfield Gardens.*

-in the interests of road safety and encouraging walking.

The catchment schools for the proposed site are Scotstown Primary School and Bridge of Don Academy. The applicant notes that these are well established schools whose catchments already incorporate high quality pedestrian facilities with footways and crossing provisions along with fencing and street lighting.

The above notwithstanding, the applicant is proposing several upgrades to the existing area to make the SRTS more suitable, these are:

- The widening of the existing eastern footway between Parkway and North Donside Road to create a 3m wide shared-use path;
- The upgrade of the existing pedestrian crossing on Ellon Road (adjacent to King's Church) from a Pelican to Toucan format, thereby better catering for active travel users;
- The incorporation of a new footway on Exhibition Avenue, better facilitating pedestrian movements between the western portion of the proposed development and the established Park and Ride site.

The above are all welcomed and accepted.

The Community Council have raised a number of concerns about routes to school, as follows:

- o Speed on Ellon Road, that children need to cross to en route to school from the application site as well as new residential areas of Cloverhill and Silverburn – the limit is 40mph north of the roundabout and 30mph between Parkway and North Donside Road. It should be reduced to 20mph during school times with approximately 900 homes being built to the east of the road.
- o Children going to Bridge of Don Academy will have to also cross two roads serving the industrial estate and safe crossing of these should be reviewed.
- o Deterrents needed to ensure vehicle adhere to the speed limits.

It is considered that the measures proposed would provide suitable pedestrian facilities, including for pupils travelling to school.

(16) STREET DESIGN

Prior to the commencement of any phase of development, as identified in the approved phasing plan required by condition 1, for each respective phase full details of the proposed street design for each block, which shall contain, but not be limited to, a parking strategy, road junctions and visibility splays, cycleway provision, gradients, level details, finishing/surfacing materials and crossing points, shall be provided for the further written approval of the Planning Authority in consultation with the Roads Authority. The development shall be carried out in complete accordance with such a plan and buildings shall not be occupied unless the streets and parking areas for the respective block are complete and available for use - in the interests of road safety.

Biodiversity, Landscaping, Trees and Green Belt

(3) The landscaping details to be submitted pursuant to Condition 2 above shall include:

- a) Existing and proposed finished ground levels relative to a fixed datum point;*
- b) Existing landscape features and vegetation to be retained. Tree survey, including layout plan showing proposed development together existing trees;*
- c) Existing and proposed services including cables, pipelines and substations;*
- d) The location of new trees, shrubs, hedges, grassed areas and water features;*
- e) A schedule of plants to comprise species, plant sizes and proposed numbers and density;*
- f) The location, design and materials of all hard landscaping works including walls, fences, gates, street furniture and play equipment;*
- g) An indication of existing trees, shrubs and hedges to be removed;*

- h) A Biodiversity Action Plan;*
- i) A Management Plan detailing appropriate management measures for all watercourse buffer strips;*
- j) A programme for the completion and subsequent maintenance of the proposed landscaping.*

All soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season

(22) that no development in any individual phase/block shall take place unless a plan showing those trees to be removed and those to be retained and a scheme for the protection of all trees to be retained on the site during construction works has been submitted to, and approved in writing by, the Planning Authority and any such scheme as may have been approved has been implemented - in order to ensure adequate protection for the trees on site during the construction of the development.

Detailed plans and tree survey have been submitted showing trees to be retained and those proposed to be removed for development. The tree belts along the east and south edges of the site would be retained and these are the most significant tree groups on the site. There are no designations within the site and no veteran trees. There is one tree categorised as Category A which would be lost and is located centrally within the southern area of the site. Within the northern area of the site there are a number of linear groups of planting, including trees, that were planted as landscaping within the AECC car park. These extend across the site and the northern most of these groups is proposed to be removed. Pre-application discussions resulted in the layout being revised to accommodate retention of the landscaped/ treed area that extends across the site separating the northern area of housing and a further belt that extends across most of the eastern side of the site. These along with the existing verge planted tree line and the bund to the HWRC would encircle the northern site area with planting. The linear area to be removed is a group of relatively young trees being mainly Scots pine and alder, whilst part of a further similar group would also be removed for development. A line of semi-mature small whitebeam close to the eastern boundary would be removed due to proximity to an internal road and individual trees along the site frontages where access points are taken. However, the majority of the verge planted trees along the site frontages would remain and would be augmented with further tree and hedge planting to complete the avenues.

A group of trees would also be removed in the southern area of the site, these are partially within the area zoned as green belt. However, it is noted that a large number of these have fallen in storms over recent years and remain leaning on standing trees with no management having taken place. The group consists of a mainly broadleaf mix of elm, sycamore, Scots pine and alder, the tree report notes that most of the elm are dead. Lines of young whitebeam would also be removed in this area and other individual trees including most notably a Category A mature wild cherry.

Large areas between the remaining tree belts would be planted with a variety of structural shrubs and these include hazel, holly, cherry, elderberry, blackberry and dog rose.

Overall, it is accepted that the level of tree removal proposed could not be matched by compensatory planting on site. The areas between and adjacent to belts of large trees would not be ideally suited for the planting of larger tree species due to the root and canopy spread. It is acknowledged that the application proposal does not comply with Policy NE5 in respect of increasing tree cover

Existing services are shown on plans, and result in quite significant constraints on the design layout, due to areas that would be required to be free of buildings to meet existing wayleave requirements. These dictate the location and alignment of the two access roads either side of the central area.

(23) that no part of the development hereby approved shall be occupied unless a plan and report illustrating appropriate management proposals for the care and maintenance of all trees to be retained and any new areas of planting (to include timing of works and inspections) in any individual phase/block has been submitted to and approved in writing by the Planning Authority. The proposals shall be carried out in complete accordance with such plan and report as may be so approved, unless the planning authority has given prior written approval for a variation - in order to preserve the character and visual amenity of the area.

A Biodiversity Enhancement Plan has been developed following on from tree and ecology surveys and impact assessments. Measures that would enhance biodiversity are: tree, shrubs and wildlife hedge planting, daylighting of the burn together with riparian planting, bat boxes, bee and insect boxes, hedgehog boxes, meadow, wildflower and wet meadow seeding.

Management plans are included within the Biodiversity Enhancement Plan and are considered acceptable.

(24) that there shall be no development involving hard surfaces or buildings within the area of the application site zoned as green belt under Policy NE2 of the adopted Local Development Plan 2012. No development or works shall take place unless details have been submitted to and approved in writing by the planning authority – in the interests of the green belt and landscape areas setting of adjacent areas.

In respect of condition 24, there are no buildings within the area zoned as green belt. The boundary of plot 237 skirts the green belt area while elsewhere along the eastern boundary the built up area would sit back from the green belt zoning, with site landscaping along the green belt edge containing shrub planting adjacent to the retained woodland. The green belt boundary is shown on Brindley's Tree Protection Plan, this shows that it does not align exactly with tree groups.

PROTECTED SPECIES

(19) No development in any particular phase of the development hereby approved shall take place unless surveys for protected species (red squirrel / bats / badgers) for that phase have been carried out and submitted to and approved in writing by the Planning Authority. Thereafter no development shall take place within the relevant phase of the development unless detailed mitigation measures to safeguard any identified protected species have been submitted to and approved in writing by the Planning Authority. No development shall take place within the relevant phase unless the mitigation measures which have been agreed in writing by the Planning Authority are carried out in accordance with the agreed scheme - to ensure the protection of protected species.

An ecological appraisal was submitted and identified the presence of bats, red squirrels, nesting birds, reptiles and other protected species. The recommendations are that immediately prior to construction commencing, surveys would be required to be undertaken on site. Works potentially affecting active dreys or nesting habitats would need to take place outside the breeding and nesting seasons. Measures are advised regarding any disturbance of reptile refuges.

A bat survey was also conducted in relation to an electrical substation building. No bat roosts were identified. The building in question is located within phase 2 of the development. The survey states that if development works do not commence prior to 28 November 2025 then further surveys should be commissioned for completion during bat activity season (May to September). This is recommended to be conditioned.

DRAINAGE and FLOODING

A number of conditions require further details of drainage:

2 b) A detailed Drainage Plan for the relevant phase/block of development, including full details of the proposed means of disposal of surface water from the relevant phase/block of development, including how surface water run-off shall be addressed during construction, as well as incorporating the principles of pollution prevention and mitigation measures. The final location of SUDs, including ponds, should be appropriately positioned in accordance with an agreed flood risk assessment;

2 c) Full details of the connection to the existing Scottish Water foul water drainage network for the relevant phase/block of development;

(15) The details to be submitted pursuant to Condition 2 for each respective phase of the development shall show the proposed means of disposal of foul and surface water from the relevant phase of the development within the form of a Sustainable Urban Drainage System and include a development impact assessment and detailed design and methodology statement. Unless otherwise agreed in writing by the Planning Authority, in consultation with SEPA, the development shall connect to the public sewer and the relevant phase of the development shall not be occupied unless the agreed drainage system has been provided in its entirety and maintained thereafter throughout the lifetime of the consent in accordance with the approved maintenance scheme. The details required shall also include details of the future long term maintenance of the system covering matters such as:

- a) Inspection regime relating to matters such as outlets/inlets;*
- b) Frequency and method of cleaning of filter trenches, removal of silt etc.;*
- c) Grass cutting (and weeding) regime for swales;*
- d) Means of access for future maintenance;*
- e) How to ensure that planting will not be undertaken over perforated pipes;*
- f) Details of the contact parties for future factoring/maintenance of the scheme;*
- to protect the water environment and help reduce flooding.*

The Roads DM Team are satisfied that the drainage proposals are appropriate. Swales and SUDS basins are proposed.

(12) That no development shall take place unless there has been submitted to and approved in writing by, the planning authority in consultation with SEPA prior to any works on site:

- The hydraulic model is re-run to incorporate an allowance for Climate Change as part of the sensitivity analysis*

- Consideration is made of the flood events which have been documented at the Park and Ride car park on the site, by Aberdeen City Council in their 4th and 5th Biennial Flood Reports.*

- No development will be permissible within the 1 in 200 year flood plain outline. With the present information provided this is defined in Figure 11 of the Flood Risk Assessment for Planning Application in Principle, dated 12 October 2015, by Kaya Consulting Ltd for Goodson Associates.*

- In regard to the proposed opening up of a culvert on the site - detailed modelling of the new channel is provided.*

- to protect people and property from flood risk in accordance with Scottish Planning Policy.*

(13) Prior to commencement of any work in any phase of the development, a detailed scheme for the protection and enhancement of the water environment shall be submitted to, and approved in writing by, the Planning Authority in consultation with SEPA [and SNH or other agencies as appropriate]. This shall include:

Confirmation of the location of all existing water bodies on site and demonstration of how they have been positively incorporated into the layout of the development, including appropriate buffer zones between the top of the bank of the watercourse and the development.

All works on site must be undertaken in accordance with the approved scheme unless otherwise agreed in writing with the Planning Authority in consultation with SEPA.

- to protect and improve the water environment.

The proposals include the daylighting of the Silver Burn which is welcomed. SEPA were consulted on the proposals and are content with the proposals subject to a maintenance regime being in place to ensure that the burn is cleared of debris to prevent blockages at the culvert. The Council's Flooding Team also consider the proposals acceptable.

(14) SUDS

that no development in any individual phase/block shall take place unless a scheme detailing levels of sustainable drainage (SUDS) surface water treatment has been submitted for the written approval of the planning authority, in consultation with SEPA, and all work shall be carried out in accordance with the approved scheme. The scheme shall be developed in accordance with the technical guidance contained in The SUDS Manual (C697) and should incorporate source control.

- to ensure adequate protection of the water environment from surface water run-off.

As noted above two SUDS basins and swales are proposed and these are deemed acceptable by consultees.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

(13) No development shall take place on site in each independent phase/block pursuant to this planning permission unless a site specific Construction Environmental Method Plan (CEMP) has been submitted to, and approved in writing by, the Planning Authority in consultation with SEPA. All works on site must be undertaken in accordance with the approved CEMP unless otherwise agreed in writing with the Planning Authority.

Reason: In order to minimise the impacts of necessary demolition and construction works on the environment.

A construction environmental management plan has been submitted which satisfies the requirements of environmental health, in particular in terms of dust management.

TRAVEL PLAN

(8) No part of the development shall be occupied until a comprehensive Travel Plan for that part of the development that sets out proposals for reducing dependency on the private car has been submitted and approved in writing by the planning authority, after consultation with Transport Scotland, as the Trunk Roads Authority. In particular this Travel Plan shall identify measures to be implemented, the system of management, monitoring, review, reporting and the duration of the plan.- To be consistent with the requirements of Scottish Planning Policy (SPP) and PAN 75 Planning for Transport

(9) That no developments shall take place unless there has been submitted to and approved in writing by the Planning Authority, a Framework Travel Plan, setting out proposals for reducing dependency on the private car. – in the interests of reducing travel by private car.

The applicant notes that “Condition 8 of the PPP requires the submission of a comprehensive travel plan for the respective part of the development, while Condition 9 requires the submission of a framework travel plan. Through discussions with ACC, it has been agreed that only a comprehensive travel plan is to be provided in respect of the residential development for which permission is sought in this application. For clarity, the applicants also wish for Condition 9 to be discharged, so as to not leave a suspensive condition unaddressed.”

This is noted and, as such, condition 9 will be considered alongside condition 8.

The travel plan is acceptable and the Roads DM Team are content with Residential Travel Pack submitted. As the proposal involves only residential use the revised submission is acceptable.

PUBLIC TRANSPORT STRATEGY

(11) That no dwellings shall be occupied until such time as a public transport strategy, including proposals for the provision of either new or extended bus services linking the development with the existing public transport network, and details of the phased implementation of the strategy, have been submitted to and approved by the Planning Authority. Thereafter the agreed strategy shall be implemented in full in accordance with such a scheme, unless otherwise agreed in writing with the Planning Authority - in the interests of encouraging the use of public transport.

The Public Transport Strategy shows 400m isochrones indicating the distance from bus stops to all site points. The applicant has included inactive stops on Parkway East and the unused Bridge of Don Park and Ride, noting it cannot require bus operators to use these facilities—just ensure their presence.

The isochrones reveal that the site's eastern and southern edges are slightly beyond the 400m preferred walking distance. Without internal stops, this cannot be improved, and even new stops offer no guarantee of operator use given nearby alternatives.

The Council's Public Transport Unit (PTU) finds the proposal acceptable.

The applicant discussed options with First and Stagecoach, neither of which expressed interest in routing buses into the site. Both companies currently serve Ellon Road and may consider closer routes in the future, such as along Exploration Drive or into the Park and Ride.

ARCHAEOLOGY

(20) No development shall take place within any individual block until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority. The programme of archaeological work will include all necessary post-excavation and publications.

The Archaeology Service has reviewed the submissions and has no concern about the impact of the proposal on archaeological remains as the vast majority of the site lies on previously developed ground with only a small area undisturbed. The chances of anything archaeological being encountered is very limited.

AIR QUALITY

(17) No development shall take place until an assessment of emissions to air from road traffic associated with the whole development has been submitted to and approved in writing by the planning authority. The assessment shall be undertaken in accordance with a method approved by Council's Environmental Health Service and take into account additional traffic associated with other consented or proposed developments in the area, including the 3rd Don Crossing and Aberdeen Western Peripheral Route. Where the development is assessed as having an adverse impact on local air quality mitigation measures shall be specified in the report. The approved mitigation measures shall thereafter be implemented in accordance with a timetable agreed with the planning authority. Reason – in order to mitigate the impact of road traffic associated with the development on local air quality.

It was agreed with the Environmental Health Service that an air quality impact assessment would not be required, given the setback of the current application site east of the A92.

CARBON EMISSIONS

(21) that no development within any individual phase/block shall not be occupied unless a scheme detailing compliance with the Council's 'Low and Zero Carbon Buildings' supplementary guidance has been submitted to and approved in writing by the planning authority, and any recommended measures specified within that scheme for the reduction of carbon emissions have been implemented in full - to ensure that this development complies with requirements for reductions in carbon emissions specified in the City Council's relevant published Supplementary Guidance document, 'Low and Zero Carbon Buildings'.

This matter is now covered by Building Standards.

Matters Raised in Representations

1. Noise from King's Church affecting residents.

The noise impact assessment covers this matter and recommends measures to mitigate the impact on nearby residents including acoustically rated windows and trickle vents. These measures would be required on a limited number of houses near to the church.

2. Queries whether drainage proposals are suitable, given potential impact on King's Church.

3. Flood risk mitigation measures should be proposed.

Drainage and flood risk considerations are dealt with above and acceptable.

4. Pavements should not be blocked by refuse bins as this would impede pedestrians.

Paths have been widened to help ensure this does not occur.

5. Construction traffic must consider pedestrian movements to the Church.

Only residents of the development itself would be walking through the development on the way to Church, as the phases progress pedestrian routes to occupied houses would be available.

6. Queries relating to neighbour notification.

This was carried out correctly.

7. Development risks increasing number of members of public on Royal Aberdeen Golf Course, which is of very high quality, having attracted a number of prestigious tournaments over the years. The driving tee range is located immediately to the east of the southern area of the application site. The only purpose for access is to cross the course to the beach. The dunes to the east are of

such a height and gradient that regular access would cause erosion. The Golf Club are therefore putting in place an access strategy. Access is best taken alongside the burns, which are located north of the application site. Access will be directed towards these locations. It is requested that the applicant installs a fence along boundary within the site. With storm damage to trees and potential loss of screening, the Golf Club are considering installing a fence.

And,

8.Concerns that increased use of paths within woodland would increase pressure on trees. Requested that enhanced woodland planting is included in landscape plans.

A fence has been erected along the Golf Club's boundary. Strategic shrub planting is proposed between tree belts and management would take place. The shrubs / small trees proposed grow to a height of around 8m. The paths are intended to be natural and within woodland for recreational purposes. It is noted that the Golf Club would retain direct access northward through its land.

9.Surface water would be attenuated and drain to the existing burn that runs through the golf course. Due to higher tides flooding has been caused on golf course and concern that increased surface water would exacerbate the flooding.

The surface water would be attenuated on site, having been designed so that no more water than existing flows out of the site. It is noted that the site is a former car park with extensive areas of hard surfacing.

The Community Council also raised a concern about pressure on doctors surgeries and schools as a result of the development and cumulative impact of recent residential permissions and on-going developments. These would be addressed by the contributions towards such facilities as noted below.

Legal Agreement Heads of Terms

A S75 legal agreement has been drafted which requires the provision of 25% affordable housing and per unit contributions for community facilities £1828.50, education £914.76, healthcare £1023.57, sports and recreation £494 and a total car club contribution of £20,016. This requires to be signed and sent for registration prior to the issue of any planning permission.

RECOMMENDATION

Approve Conditionally subject to Legal Agreement.

REASON FOR RECOMMENDATION

The application complies with the Development Framework for the AECC. The Noise Impact Assessment and addendum indicates that with suitable mitigation measures for the housing close to the Church, a satisfactory residential environment would be achieved. The proposal thereby accords with policies WB3 Noise, WB1 Healthy Developments in the adopted Aberdeen Local Development Plan 2023 (LDP) and Policy 23: Health and Safety in National Planning Framework 4 (NPF4). The principle of residential development on the site was established by the granting of Planning Permission in Principle (Reference 150824).

The application proposal is satisfactory in terms of the mix of houses of varying sizes and types, with areas of green space, play areas and landscape planting and retention of tree belts along the east boundary as well as augmentation of the tree lined site frontage and includes submissions that satisfy the requirements of the relevant conditions from Planning Permission in Principle Ref. 150824. The proposal in terms of design, scale, massing, siting and landscaping would provide an acceptable level of amenity for residents, such that it would comply with the policies H1 – Residential Areas, H3 – Density, D1 – Quality Placemaking and D4 – Landscaping, all within the LDP, and 14. Design, quality and place and 16. Quality homes in NPF4.

The Biodiversity Action Plan, Arboricultural Impact Assessment and landscape plans together with conditions that require their implementation would result in a number of measures that would protect trees and continue to provide habitat with measures that would enhance biodiversity on the site. The proposal is thereby compliant with Policy 3: Biodiversity. There would be tensions with Policy 6: Forestry, Woodland and Trees in NPF4, and Policy NE5: Trees in the LDP as the tree removal would not be fully mitigated on site, as there is not sufficient site area remaining to increase tree cover. In this particular instance and as the site layout complies with the Development Framework, it is considered that the benefits of the proposal outweigh the lack of mitigation.

Flood risk measures and management is acceptable, with the recommended condition relating to ensuring burn maintenance. The drainage, refuse storage and parking, including provision of car club spaces and access proposals are acceptable and overall the proposal complies with policies T2: Sustainable Transport and T3 – Parking NE6 – Our Water Environment and R5 – Waste Management in the (LDP) and policies 12. Zero Waste, 22. Flood risk and water management.

Taking into account the measures to enhance biodiversity and protect trees, the location near to facilities such the church, to public transport and active travel links, the proposal would further the aims of policies 1. Tackling the climate and nature crises, 2. Climate mitigation and adaptation, 13. Sustainable transport and in NPF4, as well as policy T2: Sustainable Transport in the LDP.

CONDITIONS

1. PHASING ORDER

That the phases of the development hereby approved shall be implemented in the numerical order indicated by the Phasing Plan SILVR-HFM-ZZ-ZZ-DR-A-02 05 P06, with each phase being fully completed (with the exception of landscape planting) prior to the commencement of the subsequent phase unless otherwise agreed in writing by the planning authority. This shall include completion of the road, footways, footpaths, open spaces, play areas and SUDS measures.

Reason: In order to ensure that public realm infrastructure is implemented in full.

2. PARKING RESTRICTIONS

That no houses within phase 1 shall be occupied unless there have been installed double yellow lines or other such measures to avoid parking that would obstruct refuse vehicle movements, in accordance with a scheme that has been submitted to and approved in writing by the planning authority.

Reason: In the interests of road safety.

3. BURN AND MAINTENANCE

That no houses within phase 3 shall be occupied unless the Silver Burn has been daylighted as shown on the approved plans and there has been submitted to and approved in writing by the planning authority, a maintenance schedule to ensure all culverts are kept clear. Thereafter the maintenance shall be carried in accordance with the agreed schedule.

Reason: In order to ensure that the burn is daylighted to the benefits of the water environment and biodiversity and that maintenance takes place to avoid flooding of houses.

4.PLAY AREA

a) That no houses within Phase 3 shall be occupied unless there has been provided on site a play area and trim trail in accordance with a layout plan, details and specifications of equipment following the general principles set out in the Play Strategy. Tree planting shall also be included within the play area and details of species and size at planting shall be provided. Tree planting shall take place within or before the planting season following completion of the play area and any trees damaged or dying within five years shall be replaced with similar species.

b) That no houses within phase 2 shall be occupied unless there has been provided on site a play area in accordance with a layout plan, details and specification

Reason: To ensure provision of recreational facilities and amenity.

5. NOISE MITIGATION MEASURES

That the mitigation measures noted in the Noise Impact Assessment addendum report dated 6 March 2025, by Sandy Brown Consultants, or other such report as subsequently agreed in writing with the planning authority, shall be implemented in full prior to occupation of the houses indicated in Figure 8 of the aforementioned report.

Reason: In the interests of residential amenity.

6. PRE-CONSTRUCTION ECOLOGY SURVEYS

That no development shall commence within any individual phase unless pre-construction surveys for protected species for that phase have taken place in accordance with the timescales indicated in the Preliminary Ecology Survey. The survey results and recommendations shall be submitted to the planning authority prior to development commencing and any recommendations shall be implemented in full unless otherwise agreed in writing with the planning authority.

Reason: In order to ensure protection of the relevant species.

7.BAT SURVEY (PHASE 2)

That prior to the commencement of development in Phase 2 a bat survey shall be carried out on the electrical sub-station building in accordance with the recommendations of the Bat Activity Survey by Brindley Associates 31 May 2024 and the results and any recommendations. submitted to and agreed in writing by the planning authority. Any measures recommended shall be followed and implemented in full as appropriate.

Reason: In the interests of protecting bats.

8.BIODIVERSITY ENHANCEMENT PLAN

That no houses shall be occupied within any individual phase unless the biodiversity measures in the Brindley Associates Biodiversity Enhancement Plan Revision F for that phase have been installed or implemented in full as appropriate, unless other timing is agreed in writing with the planning authority.

Reason: In order to ensure biodiversity enhancement.

ADVISORY NOTES FOR APPLICANT

- 1) In accordance with Planning Permission 150824 all soft and hard landscaping proposals shall be carried out in accordance with the approved scheme and shall be completed during the planting season immediately following the commencement of each respective phase of the development or such other date as may be agreed in writing with the Planning Authority. Any planting which, within a period of 5 years from the completion of each phase 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 the interests of protecting trees and ensuring a satisfactory quality of environment.