

LOCAL REVIEW BODY

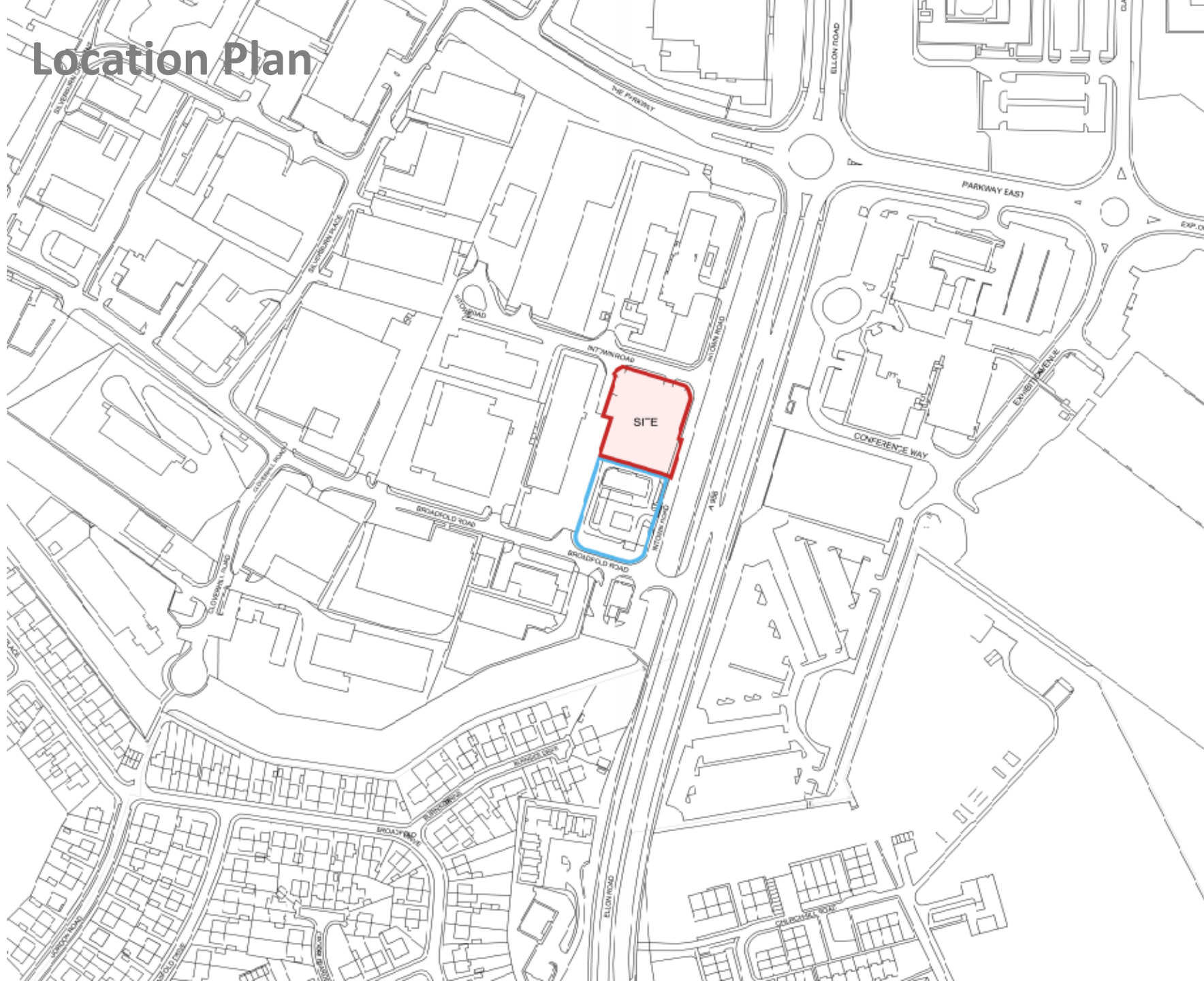


191277/DPP– Review against refusal of planning permission for:

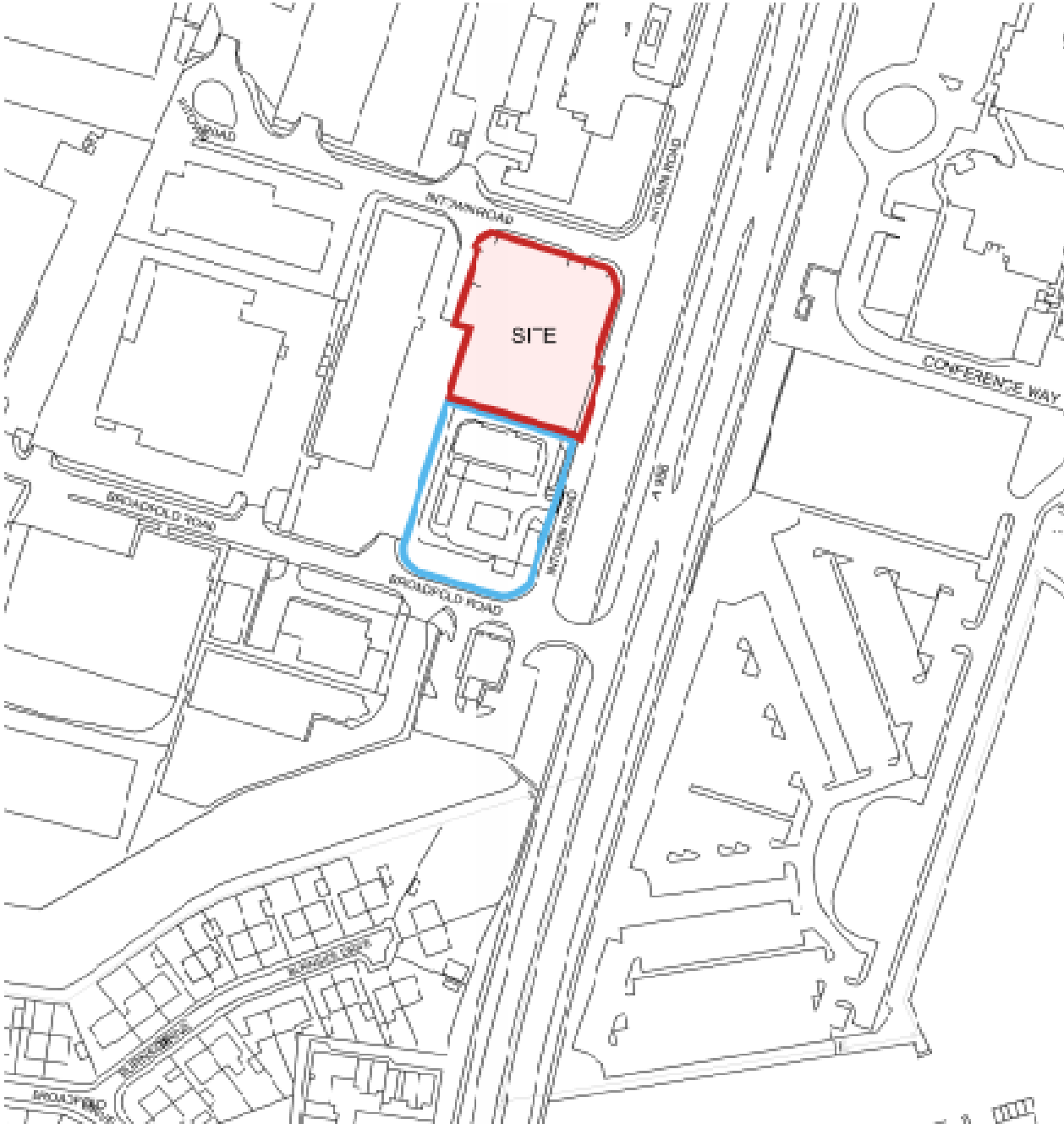
Erection of coffee shop with 'drive-thru' (sui generis) and associated infrastructure and landscaping works

Site 2, Intown Road, Broadfold Road, Aberdeen

Location Plan



Location Plan



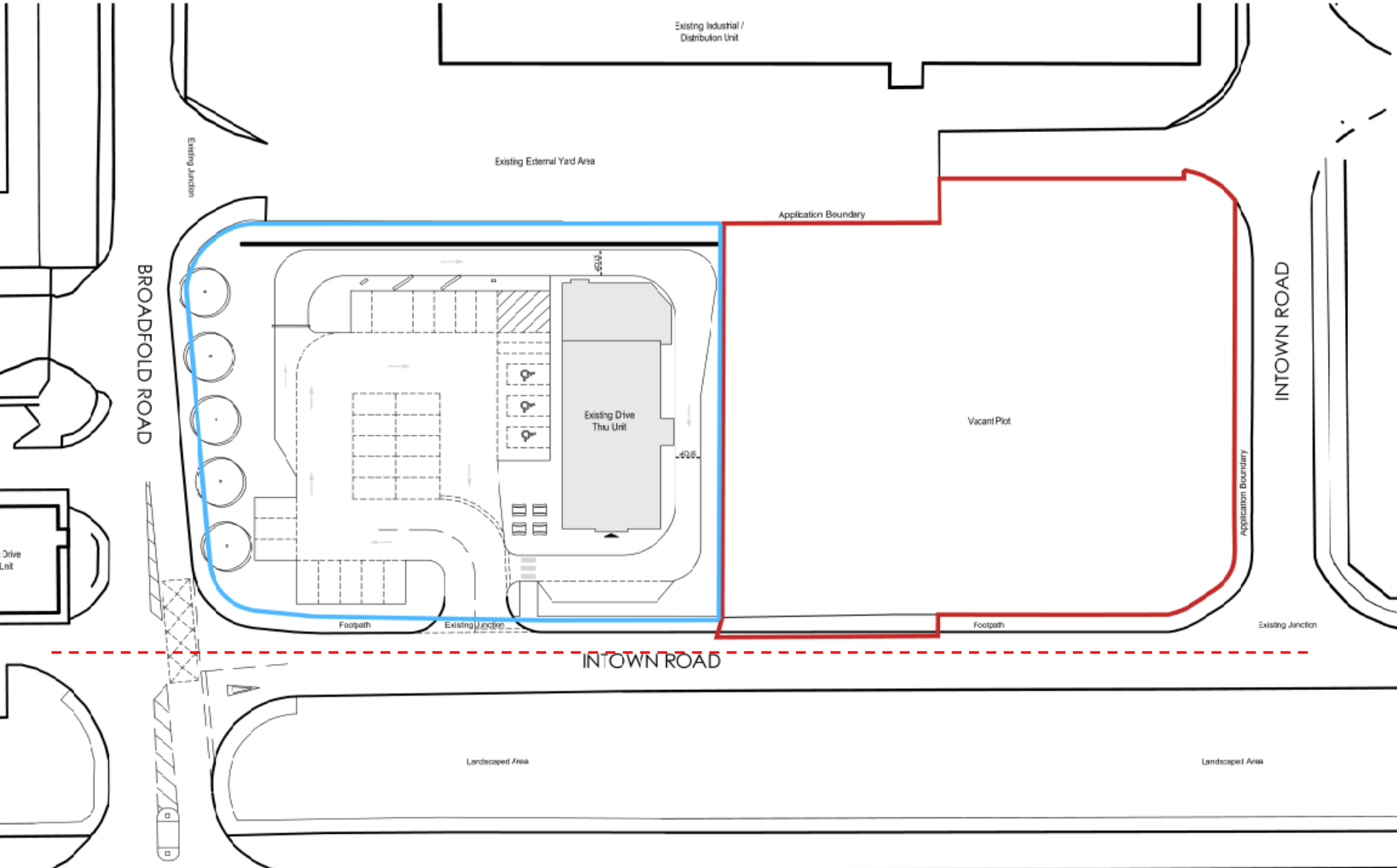
Location Plan



Street View image (July 2018)

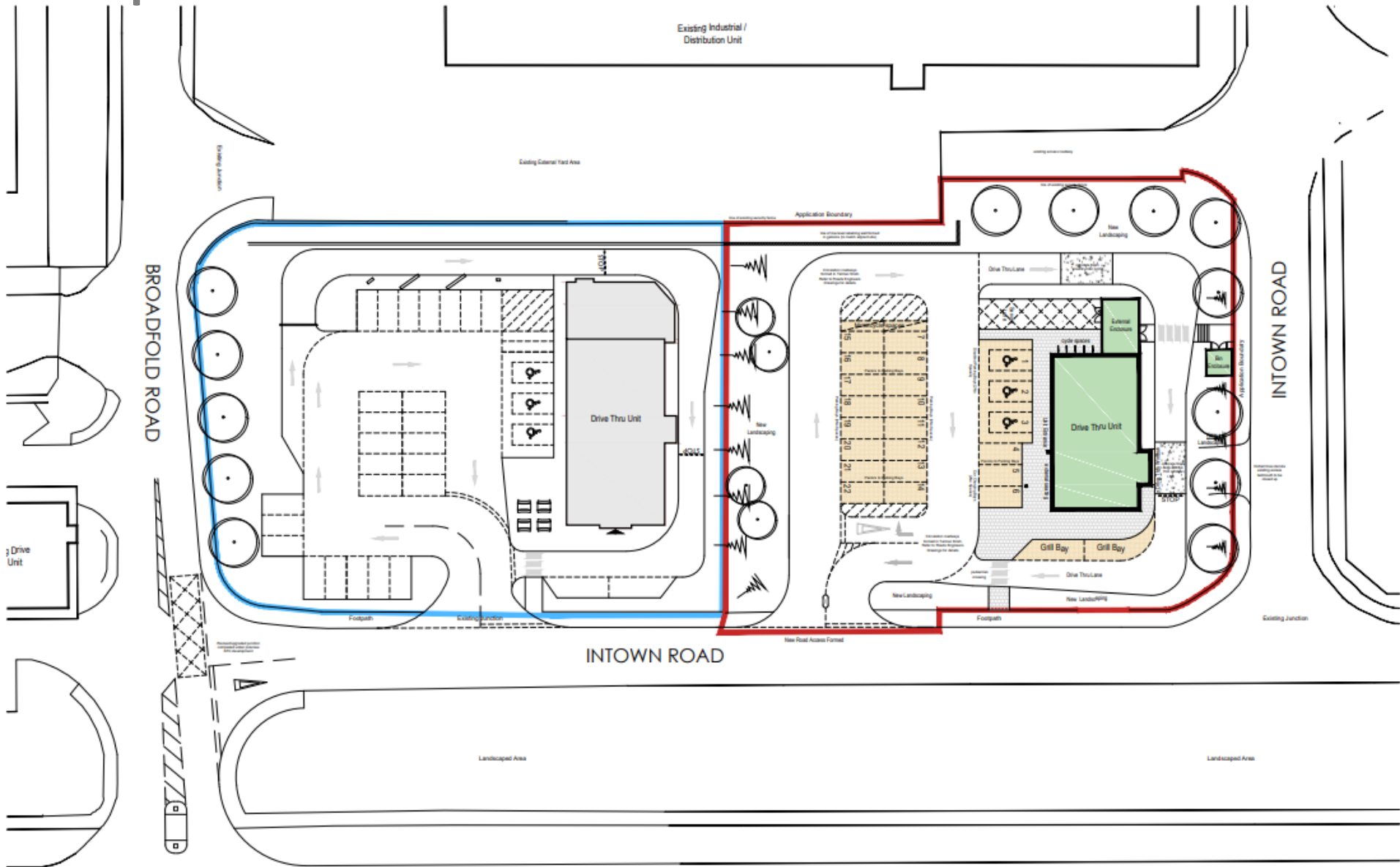


Existing Site Plan



A 9 5 6

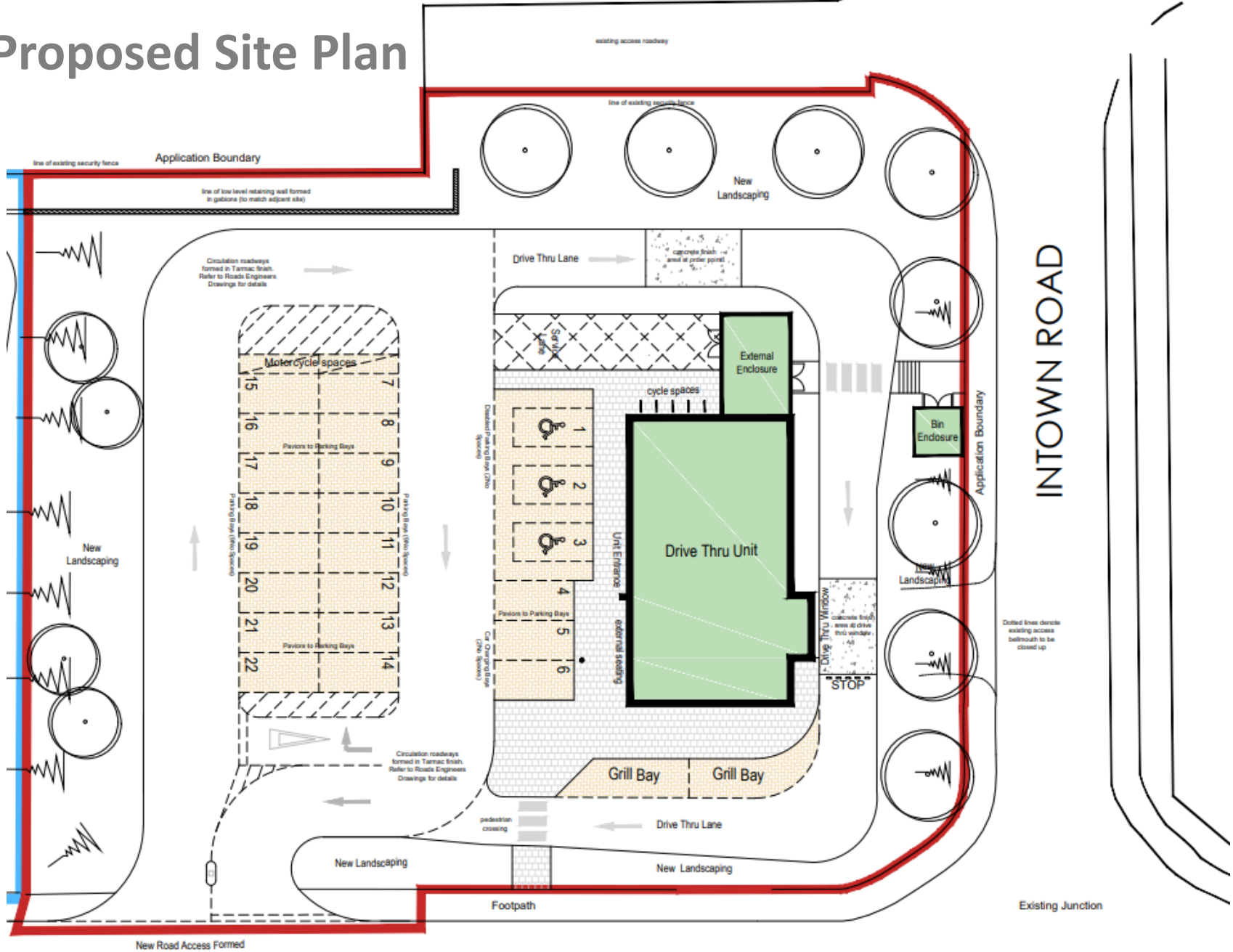
Proposed Site Plan



INTOWN ROAD

A956

Proposed Site Plan



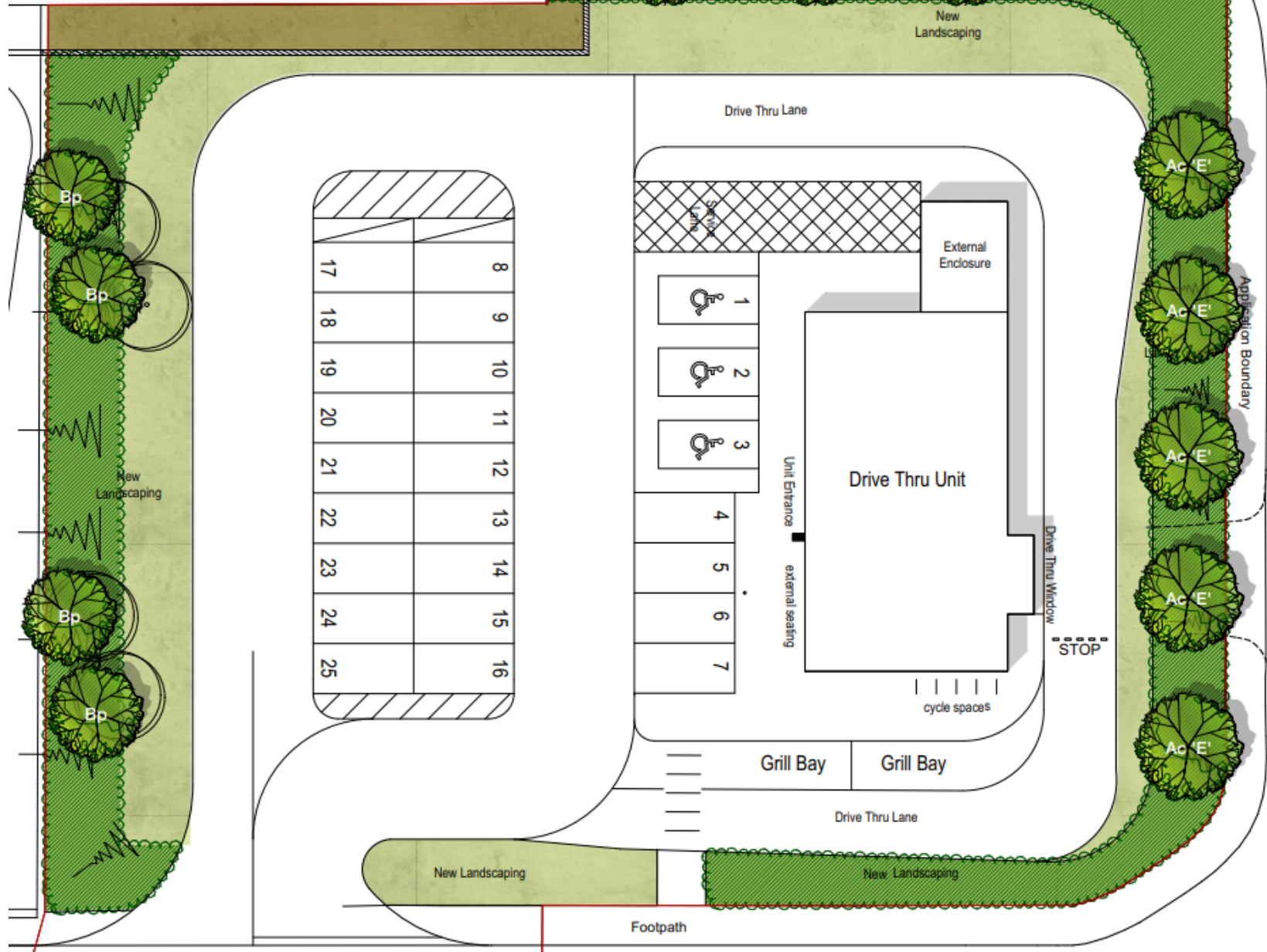
INTOWN ROAD

Dotted lines denote existing access thorough to be closed up

Existing Junction

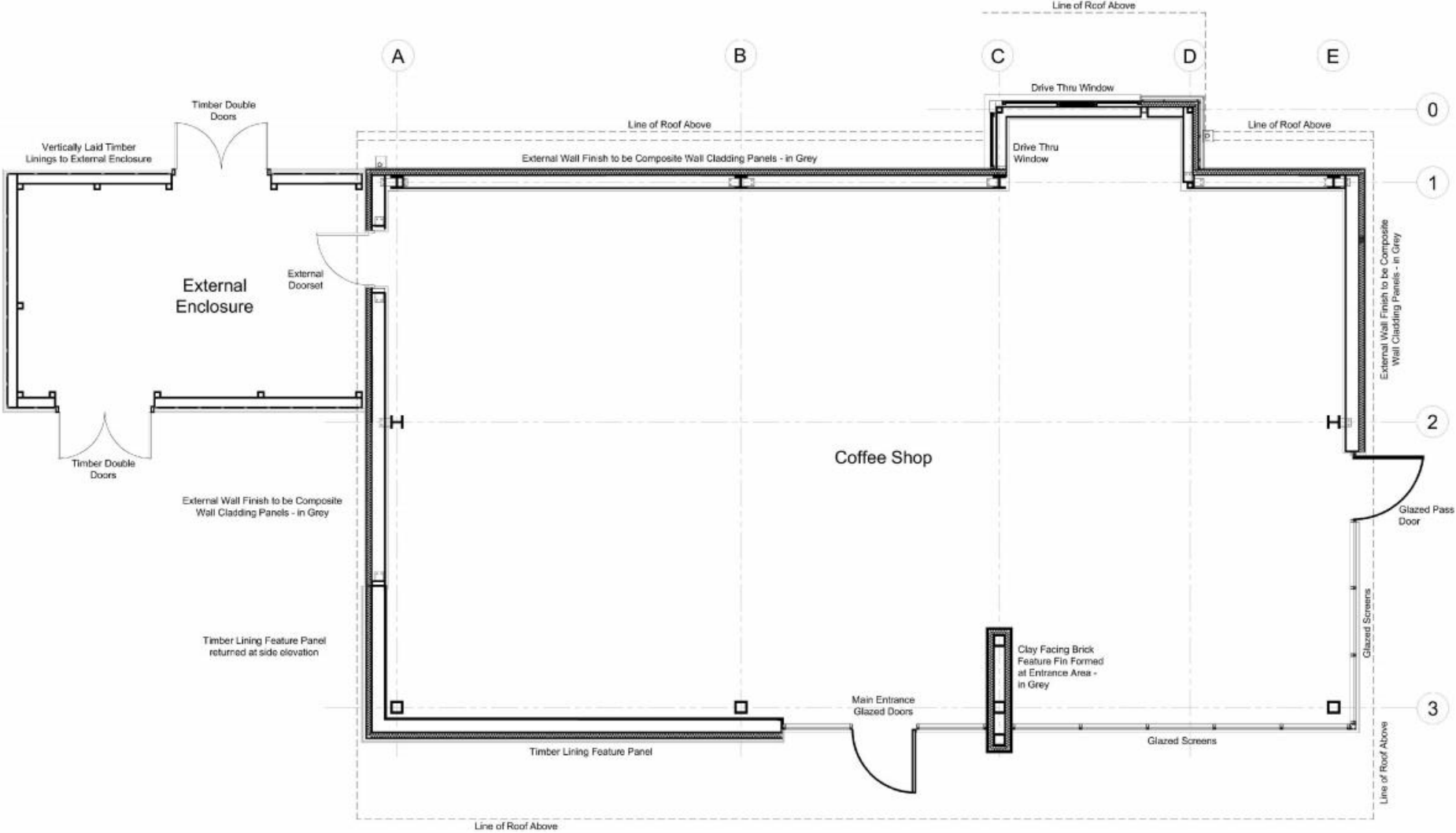
Proposed Landscaping

Application Boundary

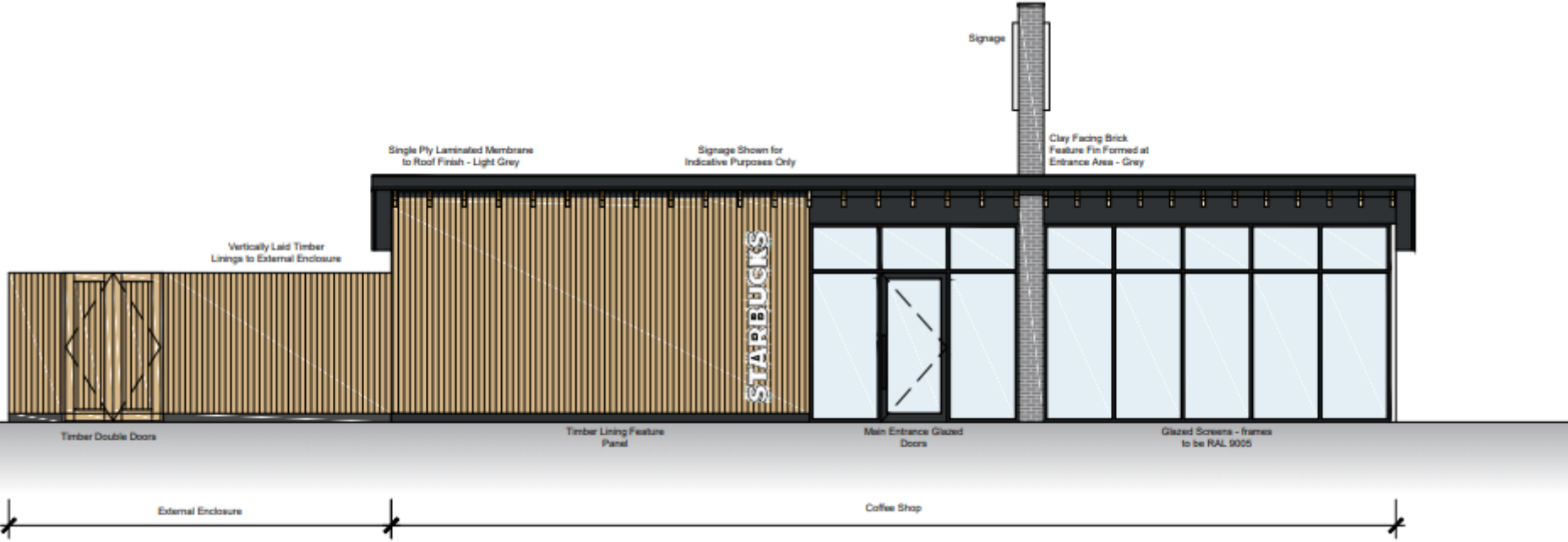


New Road Access Formed

Proposed Ground Floor

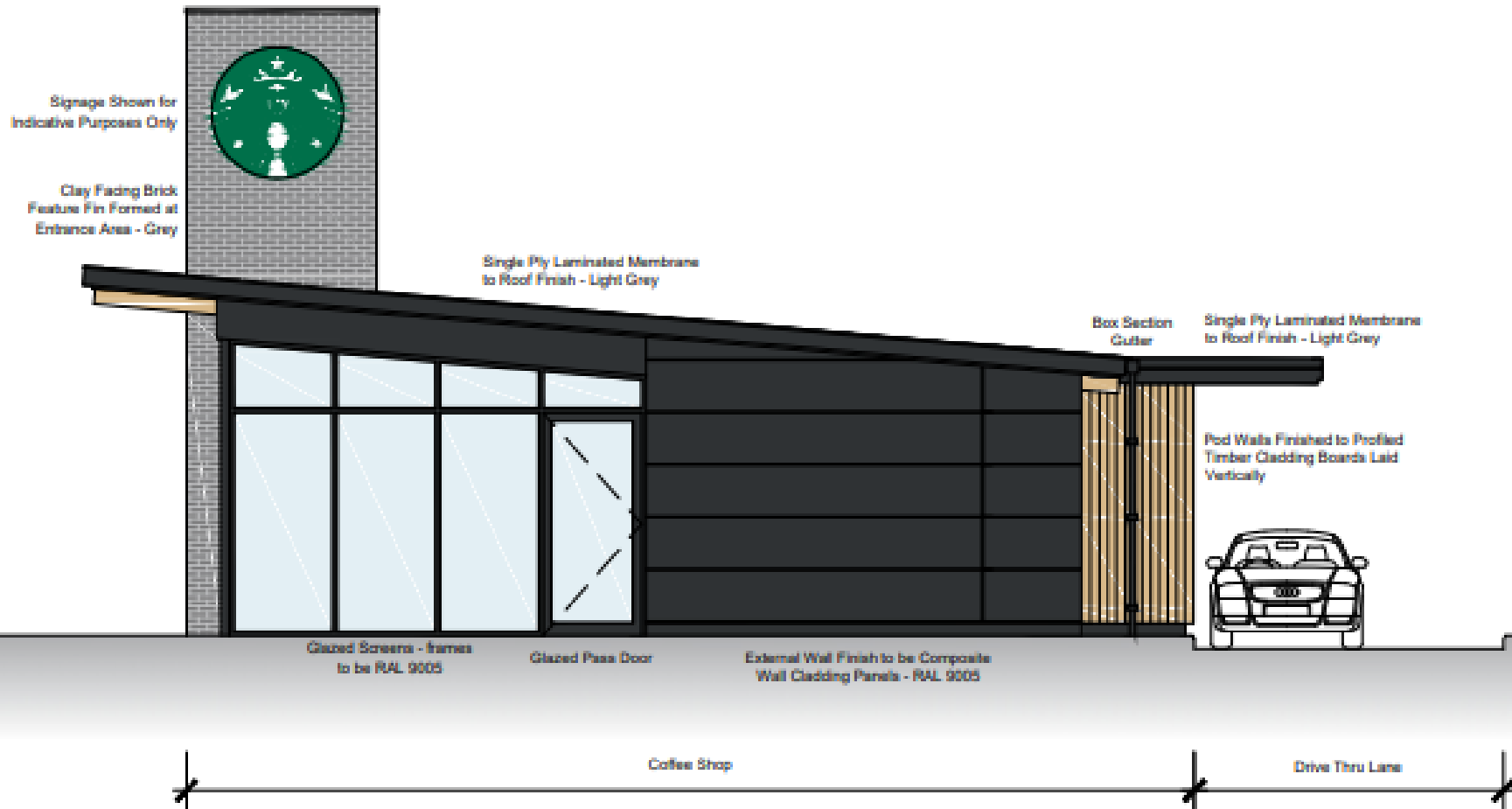


Proposed South elevation (front – to car park)

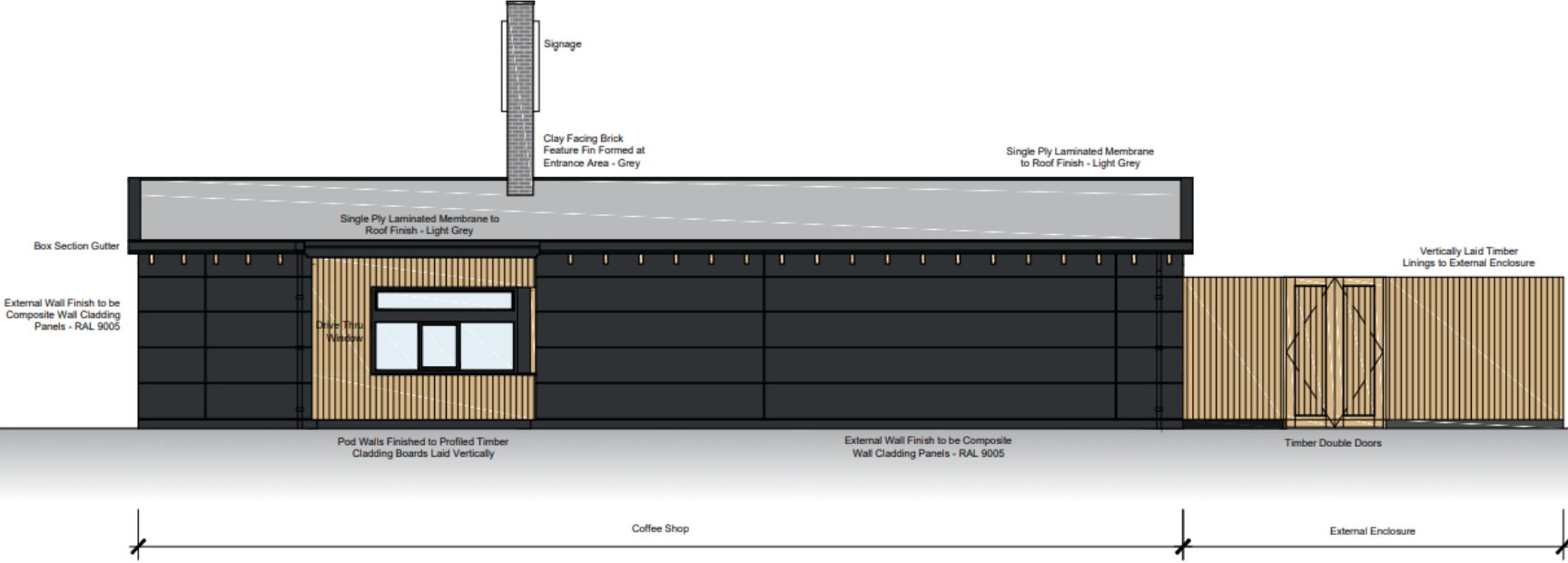


South Elevation

Proposed East elevation (side facing Intown Rd)

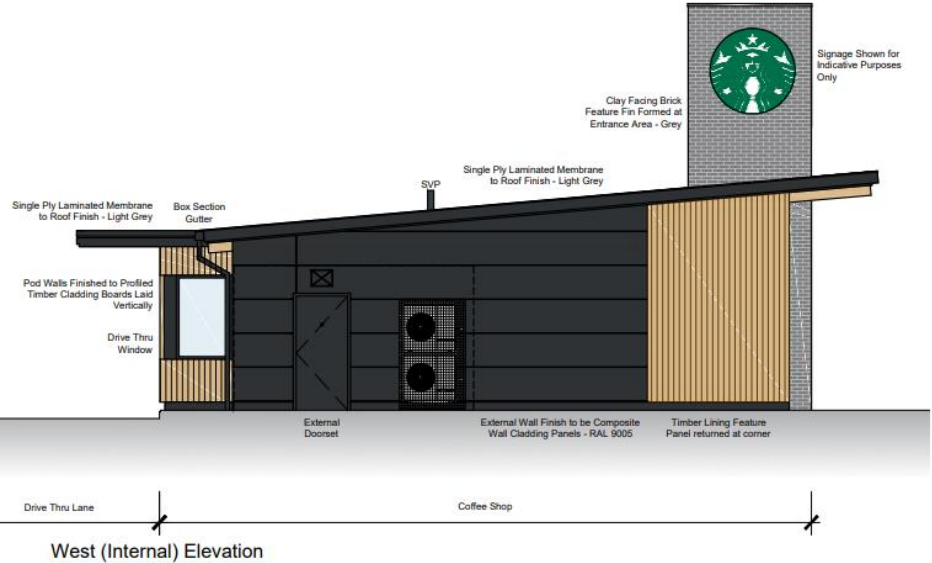
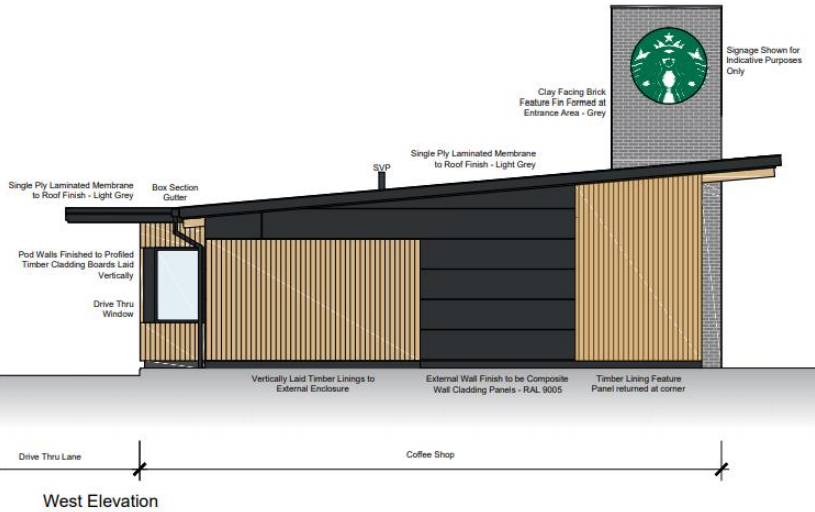


Proposed North elevation (rear – with drive through window)

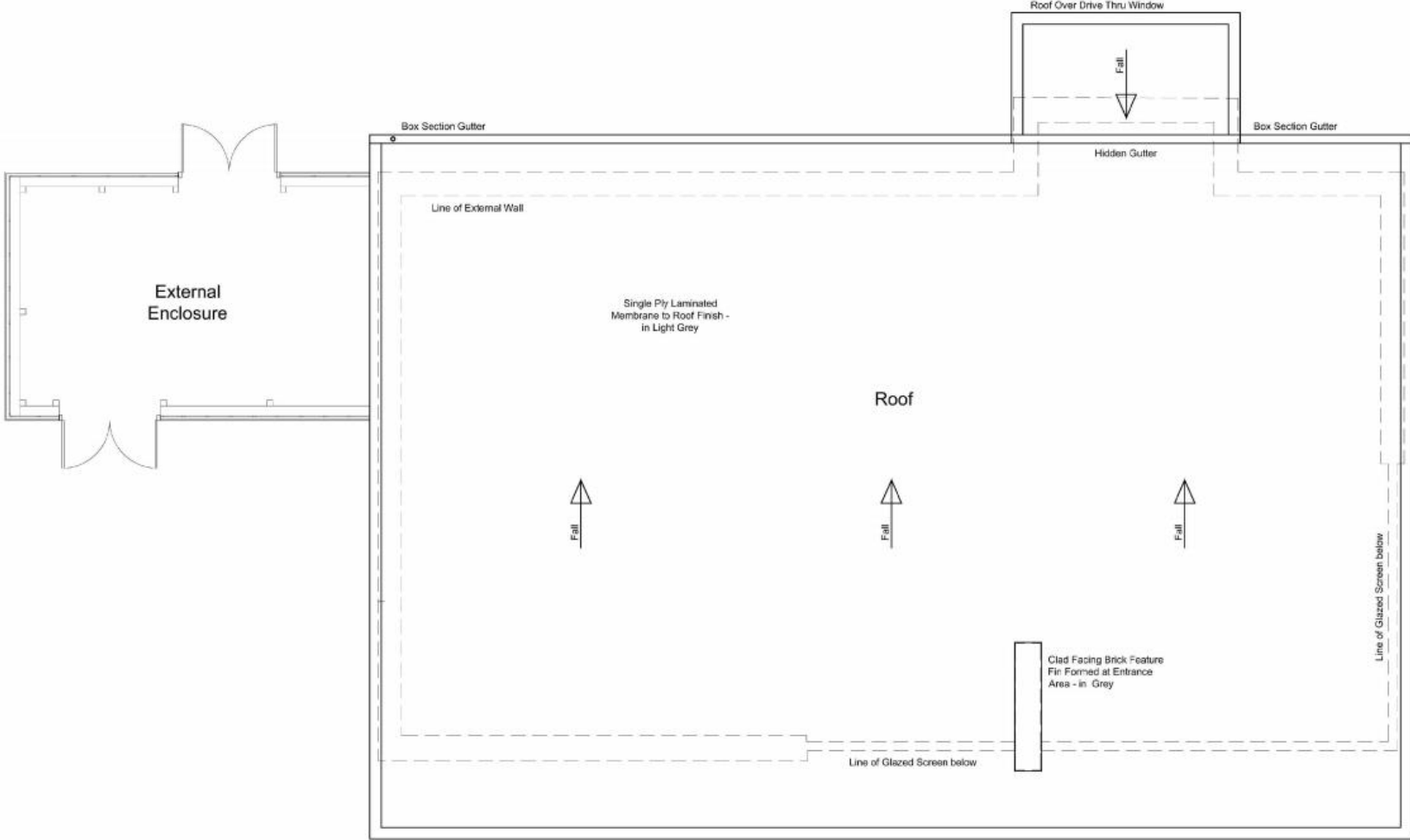


North Elevation

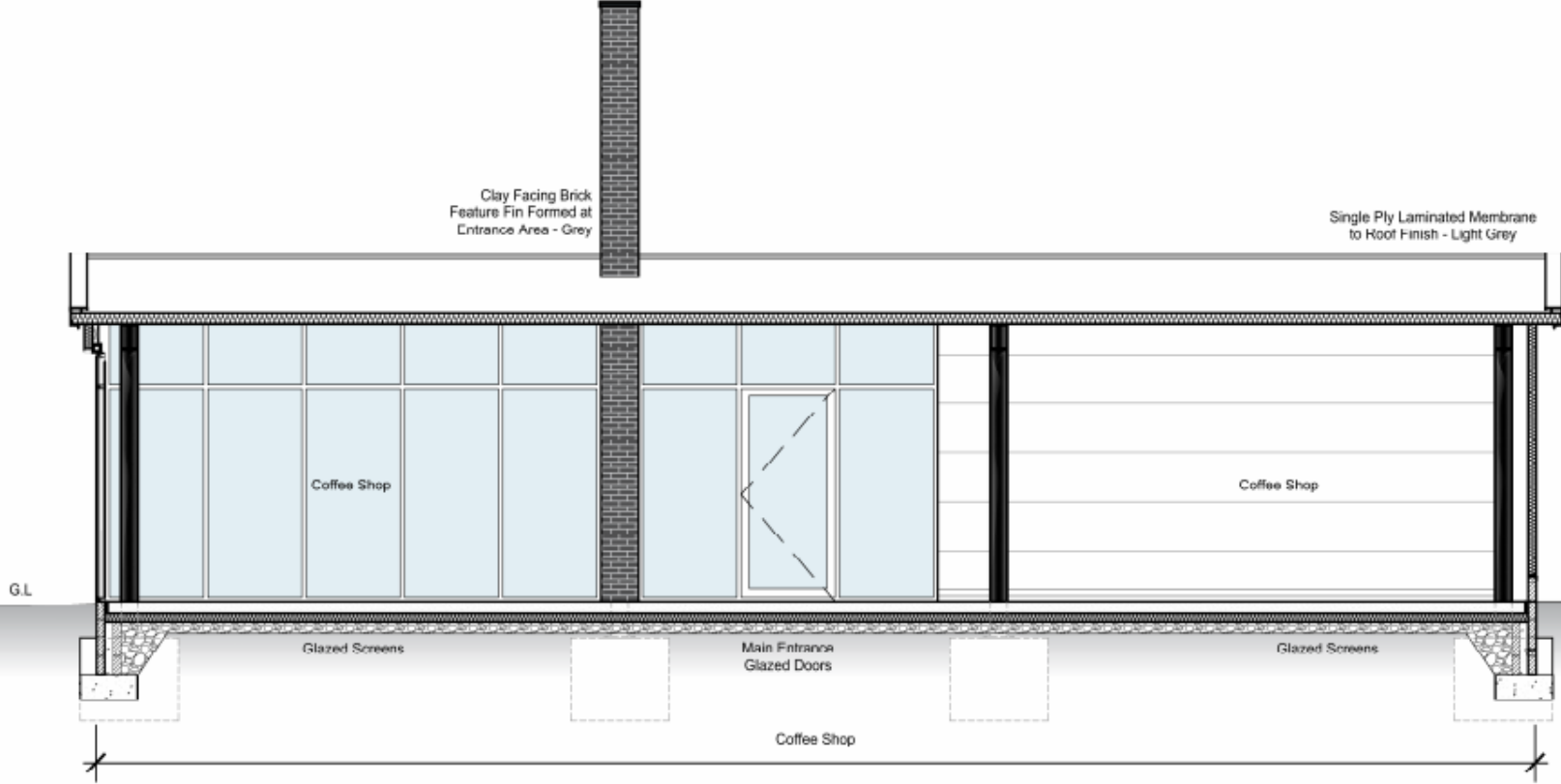
Proposed West elevation (side- with/without external enclosure)



Proposed Roof Plan

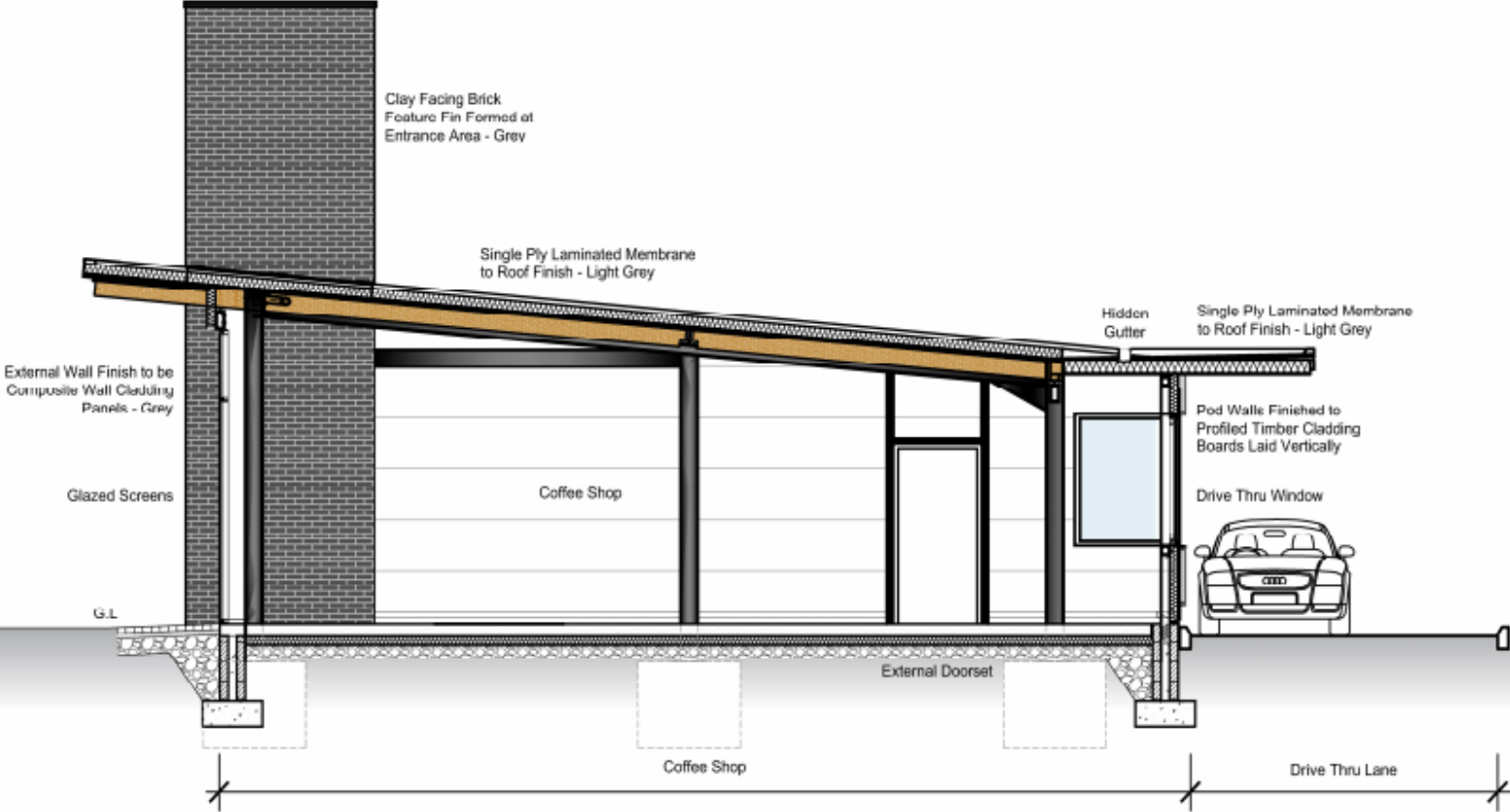


Proposed Section



Longitudinal Section

Proposed Section



Cross Section

Reasons for Decision

- In full as part of the agenda pack. Main points are:
 - Conflict with policy B1 on the basis that it would not be ancillary to business/industrial use and would serve a wider catchment including passing vehicle traffic on Ellon Road (A956)
 - No evidence provided to demonstrate compliance with NC4 and NC5, relating to the location of significant footfall generating developments
 - Recognises that the site is accessible by sustainable means, per T3, and satisfies policies D1, R6 & NE6 on technical matters.
 - Notes that problems with traffic flow problems around the Ellon Road/Broadfold Road and Broadfold Road/Intown Road junctions persist, in spite of junction upgrades and introduction of waiting restrictions and before the consented drive through next door has begun operating – conflict with T2

Policy B1 (Business and Industrial Land)

Policy B1 - Business and Industrial Land

Aberdeen City Council will in principle support the development of the business and industrial land allocations set out in this Plan.

Land zoned for business and industrial uses on the Proposals Map, including already developed land, shall be retained for Class 4 (Business), Class 5 (General Industrial) and Class 6 (Storage and Distribution) uses and safeguarded from other conflicting development types. Other uses which may be suited to a business and industrial location, such as car showrooms and bus depots, shall be treated on their own merits. The expansion of existing concerns and uses within these locations will be permitted in principle.

Where business and industrial areas are located beside residential areas we will restrict new planning permissions to Class 4 (Business). Buffer zones, which are appropriately sized and landscaped, may be required to separate these uses and safeguard residential amenity. Low amenity 'bad neighbour' uses must have regard to surrounding uses and their potential impact on the environment and existing amenity. In all cases, conditions may be imposed restricting levels of noise, hours of operation and external storage.

New business and industrial land proposals shall make provision for areas of recreational and amenity open space, areas of strategic landscaping, areas of wildlife value and footpaths, in accordance with the Council's Open Space Strategy, Supplementary Guidance and any approved planning briefs or masterplans. Within existing business and industrial areas, there shall be a presumption in favour of retaining existing open space.

Facilities that directly support business and industrial uses may be permitted where they enhance the attraction and sustainability of the city's business and industrial land. Such facilities should be aimed primarily at meeting the needs of businesses and employees within the business and industrial area.

- To be retained for uses in classes 4, 5 and 6 (business; general industrial; and storage and distribution)
- Facilities that directly support business and industrial uses may be permitted, where they *'enhance the attraction and sustainability of the city's business and industrial land'*
- Such facilities should be aimed primarily at meeting the needs of businesses and employees within the business and industrial area – would the proposed use serve a much wider catchment?

Policy NC4 (Sequential Approach) & NC5 (Out of Centre Proposals)

- NC4 sets out a sequential approach to the location of *'significant footfall generating development appropriate to town centres'*
- General requirement is to locate such uses within existing centres identified in the plan, appropriate to the scale and catchment of the development
- Siting uses on the edge of an existing centre will only be permitted where no suitable site is available within the centre

Policy NC4 (Sequential Approach) & NC5 (Out of Centre Proposals)

- NC5 addresses proposals that involve locating significant footfall generating uses appropriate to designated centres in out-of-centre locations
- States that such proposals will be refused unless all of the following criteria are satisfied:
 1. no other suitable site in a location that is acceptable in terms of Policy NC4 is available or likely to become available in a reasonable time.
 2. there will be no adverse effect on the vitality or viability of any centre listed in Supplementary Guidance.
 3. there is in qualitative and quantitative terms, a proven deficiency in provision of the kind of development that is proposed.
 4. the proposed development would be easily and safely accessible by a choice of means of transport using a network of walking, cycling and public transport routes which link with the catchment population. In particular, the proposed development would be easily accessible by regular, frequent and convenient public transport services and would not be dependent solely on access by private car.
 5. the proposed development would have no significantly adverse effect on travel patterns and air pollution.

Policy D1 (Quality Placemaking by Design)

Policy D1 - Quality Placemaking by Design

All development must ensure 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.

Places that are distinctive and designed with a real understanding of context will sustain and enhance the social, economic, environmental and cultural attractiveness of the city. Proposals will be considered against the following six essential qualities;

- **distinctive**
- **welcoming**
- **safe and pleasant**
- **easy to move around**
- **adaptable**
- **resource efficient**

How a development meets these qualities must be demonstrated in a design strategy whose scope and content will be appropriate with the scale and/or importance of the proposal.

- Does the proposal represent a high standard of design and have strong and distinctive sense of place?

Policy T2 (Managing the Transport Impact of Development)

Policy T2 - Managing the Transport Impact of Development

Commensurate with the 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.

Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in Supplementary Guidance.

The development of new communities should be accompanied by an increase in local services and employment opportunities that reduce the need to travel and include integrated walking, cycling and public transport infrastructure to ensure that, where travel is necessary, sustainable modes are prioritised. Where sufficient sustainable transport links to and from new developments are not in place, developers will be required to provide such facilities or a suitable contribution towards implementation.

Further information is contained in the relevant Supplementary Guidance which should be read in conjunction with this policy.

Points for Consideration:

Zoning: Do members consider that the proposed use is permitted by the terms of policy B1 – i.e. would this development *‘enhance the attraction and sustainability of the city’s business and industrial land’* and would it cater principally for the needs of the businesses and employees within the business and industrial area (or serve a larger catchment area)?

Retail Impact: Do members consider that the proposal represents a *‘significant footfall generating development appropriate to town centres’*? If so, policies NC4 and NC5 apply –has the necessary supporting evidence been provided to demonstrate that the proposal meets the criteria specified in NC4 and NC5, relating to the location of significant footfall generating development?

Roads impact: Does the proposal satisfy the terms of policy T2, which include a requirement that development minimise traffic generated and maximise opportunity for sustainable and active travel?

Design: Is the proposal of sufficient design quality (D1) - *note authorised officer report satisfied on this point.*

- 1. Does the proposal comply with the Development Plan when considered as a whole?**
- 2. Do other material considerations weigh for or against the proposal? Are they of sufficient weight to overcome any conflict with the Development Plan?**

Decision – state clear reasons for decision

Conditions? (if approved – Planning Adviser can assist)