

LOCAL REVIEW BODY



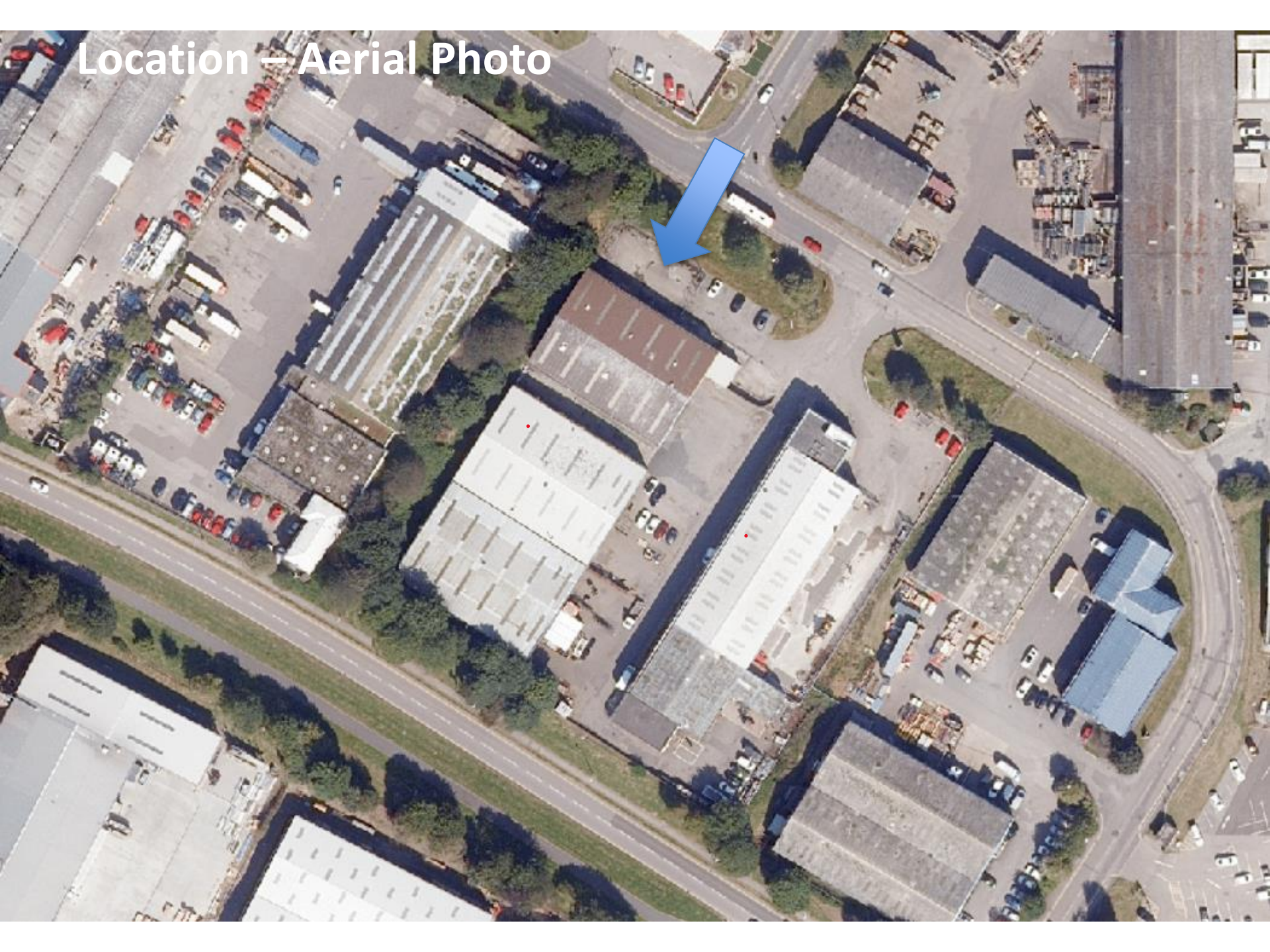
211161/DPP– Review against refusal of planning permission for:

Change of use to Class 1 (Shops)

Unit 2a, Bridge of Don Industrial Estate, Woodside Road,
Aberdeen



Location – Aerial Photo



Reasons for Decision

Stated in full in decision notice. Key points:

- Class 1 (shops) is not an acceptable use within Policy B1 – Business and Industrial Land
- Proposal is not within a designated centre as outlined within Policy NC4 – Sequential Approach and the Hierarchy of Centres SG
- Proposal does not meet the criteria within Policy NC5 – Out of Centre Proposals

Applicant's Case

Case is described within a lengthy Statement of Support, with the material considerations summarised as follows:

- The proposal accords with the Development Plan as it contributes to the vision, aims and objectives of the Strategic Development Plan, by meeting the diverse needs of different types and sizes of businesses in line with the aspirations of the ALDP policies on business and industrial land, and complies with policies NC4, NC5, D1, T2, T3 and R6 (Waste Management Requirements)
- Brings a net economic benefit to the area.
- Unit has been marketed for a considerable length of time
- Building is a good fit for the proposed occupier as it offers parking for bulky goods, flexible space and is accessible by all modes of transport



B1: Business and Industry

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.

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.

NC4: Sequential Approach

All significant footfall generating development appropriate to town centres (unless on sites allocated for that use in this plan) should be located in accordance with the hierarchy and sequential approach as set out below and detailed in Supplementary Guidance:

Tier 1 : Regional Centre

Tier 2 : Town Centres

Tier 3 : District Centres

Tier 4 : Neighbourhood Centres

Tier 5 : Commercial Centres

In these circumstances, proposals serving a catchment area that is city-wide or larger shall be located in the city centre if possible. Retail proposals shall preferably be located in the City Centre Retail Core.

Proposals serving a catchment area of a size similar to that of a town centre or district centre shall be located in a town centre or a district centre if possible. They may also be located in the city centre.

Only proposals for bulky goods shall be located in a commercial centre, and only if a suitable site is unavailable in, or on the edge of, a centre in the first, second or third tiers of the hierarchy.

Policy NC5 – Out of Centre

All significant footfall generating development appropriate to designated centres, when proposed on a site that is out-of-centre, will be refused planning permission if it does not satisfy all of the following requirements (unless on sites allocated for that use in this plan):

- 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.



National Policy

- Strategic Development Plan
- Scottish Planning Policy

Supplementary Guidance

- Hierarchy of Centres

Points for Consideration:

Zoning: Do members consider that the proposed change of use would comply with policy B1?

Does the proposal consist of a significant footfall generating use, and does it comply with Policy on sequential approach and the hierarchy of centres

Does the Proposal comply with SPP ?

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)