

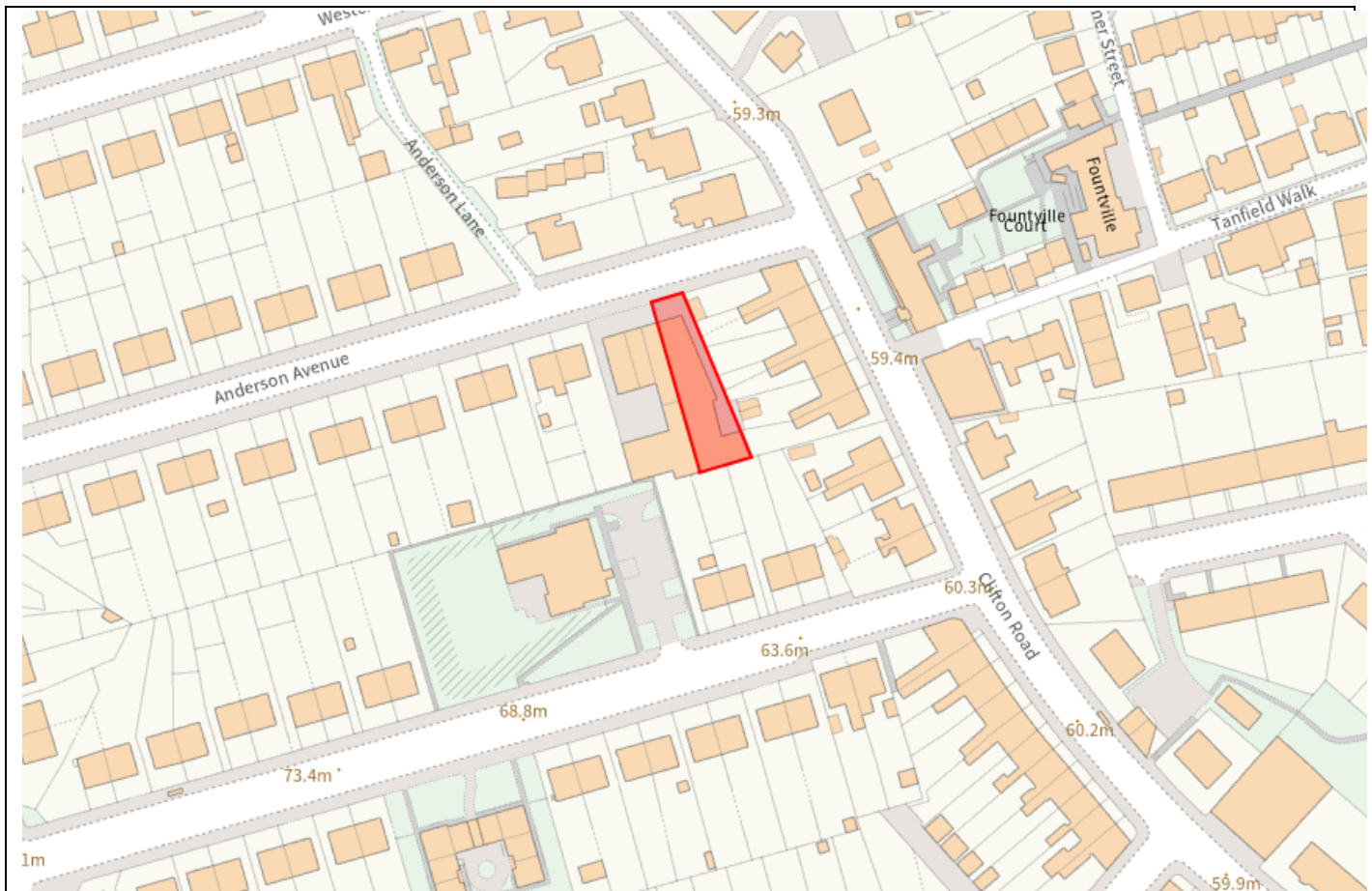


# Planning Development Management Committee

Report by Development Management Manager

**Committee Date:** 12 February 2026

|                                 |   |
|---------------------------------|---|
| <b>Site Address:</b>            | 1 Anderson Avenue, Aberdeen, AB24 4LR   |
| <b>Application Description:</b> | Change of use from class 4 (business) to class 5 (automotive garage) and installation of cycle stand, roller shutter and door to rear and all associated works (partly retrospective) |
| <b>Application Ref:</b>         | 251199/DPP  |
| <b>Application Type</b>         | Detailed Planning Permission  |
| <b>Application Date:</b>        | 18 November 2025  |
| <b>Applicant:</b>               | Plus Motors Ltd   |
| <b>Ward:</b>                    | Hilton/Woodside/Stockethill   |
| <b>Community Council:</b>       | Woodside and Hilton   |



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## **RECOMMENDATION**

Approve Conditionally

## **APPLICATION BACKGROUND**

### **Site Description**

The application site comprises an existing single storey commercial unit, its streetside curtilage, and adjacent private access lane, all extending to c.610m<sup>2</sup>. External finishes include white painted rendered walls, dark painted timber infill panelling and pedestrian door with small slated canopy to the front, series of windows and a white pedestrian access door along the side, grey roller shutter door in the rear section of the building accessed from the end of the lane, and a combination of a flat felted roof to the front and shallow pitched corrugated iron roof to the rear. To the front of the building is a driveway sufficiently wide to comfortably accommodate two vehicles, with existing dropped kerb access from the public street. The lane to the side which provides vehicular access to the rear part of the building further serves rear gardens with garage and pedestrian access associated with a number of residential properties facing out onto Clifton Road.

The site is the easternmost unit in a small cluster of five commercial properties set in an established residential area. Anderson Avenue runs to the north of the site; residential properties fronting onto Clifton Road are to the east; with further residential properties on Hilton Road and Anderson Avenue to the south and west. Hilton Community Centre and associated car park lies to the south west.

### **Relevant Planning History**

- 241094/DPP – An application for detailed planning permission for a change of use to class 1A (shops and financial, professional and other services), alterations to frontage to install sliding door and glazing infill, form slap to install side door, build up doors and all other associated works was withdrawn on 27 February 2025.
- 250232/DPP – Detailed planning permission for a change of use from office to class 5 (workshop and warehouse for automotive garage) (retrospective) was refused under delegated powers on 20 August 2025. The application related only to the rear (southern) part of the building, with the front part, including the parking area, not included. The reasons for refusal included the absence of a noise and odour impact assessment and insufficient parking.
- ENF240171 – Enforcement case in respect of garage business operating without planning permission at 1 Anderson Avenue. A Stop Notice and Enforcement Notice were served on 4<sup>th</sup> December 2025, requiring the garage business to cease operating from the premises. These Notices were complied with.

## **APPLICATION DESCRIPTION**

### **Description of Proposal**

Detailed planning permission is sought to change the use of the entire unit from a Class 4 (Business Use) of an office to a Class 5 (Automotive Garage) and external alterations to the building comprising installation of a roller shutter door and pedestrian pass door in the side elevation to the rear, and installation of a cycle stand to the front. The application is submitted on a part retrospective basis as the rear of the building has been in use as a garage since the Summer of 2024, with the front part vacant and the proposed rollershutter and pass door to the side elevation not yet installed.

The proposed drawings further include painting of existing timber linings to the front elevation of the building. This would not require planning permission and the changes to the front elevation are

therefore not included in this assessment.

The use of the rear part of the building has currently ceased following serving of an Enforcement Notice and Stop Notice in relation to the unauthorised use of the rear part of the building as a garage. This current application seeks the necessary permission to allow the business to lawfully operate.

### **Amendments**

None.

### **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=T4XVSSBZGAF00>

Noise Impact Assessment  
Supporting Statement

### **Reason for Referral to Committee**

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

- The application is being recommended for approval and has been the subject of more than six timeous letters of objection.

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

## **CONSULTATIONS**

### **Aberdeen City Council (ACC) Internal Consultees**

- **ACC - Roads Development Management Team** – No objection.

The site is located in the outer city boundary and is not in a controlled parking zone. It is fronted by good standard adopted footways. Cycling to and around the site is on carriageway with advisory cycle lanes present on Hilton Drive. The site is considered accessible by walking and cycling, and benefits from regular public transport services on Clifton Road and Hilton Drive.

Aberdeen City Council parking standards for the motor trade in the outer city are 0.5 space per staff member, 1 space per 25m<sup>2</sup> spares department, 3 per servicing bay and 2 per tyre and exhaust bays. Based on the submitted site plan and stated staff levels, the proposed parking provision appears broadly compliant. However, service bays should not be counted as parking spaces. It is noted that an additional two vehicles could be accommodated in front of the area shown as spaces 3-5 and that small garages commonly undertake limited internal manoeuvring or stacking controlled by staff. One accessible parking space is proposed which, given the small size of the site, is acceptable. It is noted that customer parking to the front is to be resurfaced and appropriately lined.

As noted, the site is not in a controlled parking zone but there are restrictions where parking

would be inappropriate (e.g. the junction protection). Where there are no parking restrictions and it is appropriate and safe to do so, Anderson Avenue and Clifton Road can accommodate kerbside parking. This is on a first come first served basis and applies to any road legal vehicle. If there were vehicles parked long term on the public road, where they could be considered abandoned, the Council could take action to remove such vehicles.

Given the low number of staff and the proposed operational method it is expected that the vast majority of vehicles visiting the site would be able to be accommodated on the premises.

Two cycle parking spaces would be provided, which is acceptable.

The applicant proposes an appointment based drop off system, with staff moving vehicles between the front of the site, workstations, and internal parking areas. No public access is proposed along the side lane. Deliveries are expected to use the front customer parking bays and are unlikely to require extended dwell times. This operational method would be acceptable.

- **ACC - Environmental Health** – No objections.

The submitted Noise Impact Assessment (FEC Acoustics, 15 December 2025) is considered reasonable. The proposed development is therefore accepted, subject to the following conditions/ controls to protect the amenity of existing neighbours from noise:

- The premises shall be used only as an automotive garage and shall not be used for any other purpose within Use Class 5 without an express grant of planning permission;
- The automotive garage shall not carry out bodywork or MOT testing (Section 1); and
- The premises shall only be operational 9am to 6pm Monday to Friday, and 9am to 2pm Saturday.

- **ACC - Waste and Recycling** – No objections

General comments in relation to commercial waste collection.

## **External Consultees**

- **Woodside and Hilton Community Council** – No comments received

## **REPRESENTATIONS**

21 representations have been received (8 objections and 13 in support). The matters raised can be summarised as follows –

## **Material Considerations**

### Material considerations arising from letters of objection:

1. Private lane would not be capable of accommodating the amount of cars and delivery trucks a garage would have coming and going;
2. Insufficient parking in the surrounding area to accommodate the number of cars served by the garage;
3. Residential amenity of neighbouring properties affected by noise, including during the evening, and smells coming from garage.
4. Proposed system of operation is impractical;

### Material considerations arising from letters of support

5. Would see an empty unit back into use, which would contribute to security of the area;
6. Proposed parking solution incorporating front section of the building would overcome current parking issues;
7. Residential amenity of neighbouring property not affected by noise and smells coming from the garage;
8. Proposed use is not out of character in this area which includes a mix of services;
9. Bringing the operation fully under planning control allows appropriate conditions to be applied to matters such as hours of operation, parking management and general site organisation, which benefits both the residents and the business;
10. Supporting local businesses and employment aligns with the broader aim of maintaining a sustainable neighbourhood where people can live and work without unnecessary travel.

### **Non-Material Considerations**

#### Non-Material considerations arising from letters of objection

1. Questions why application is resubmitted following previous refusal;
2. Garage has been trading on an unauthorised basis prior to submission of current and previous applications;
3. Historic use of garage is irrelevant;
4. Disputes lane ownership;
5. Full access to lane required by properties on Clifton Road for removal of trees and shrubs;
6. Operator of garage does not adhere to opening hours as set out in Supporting Statement;
7. Pothole at beginning of lane will only get bigger;
8. Sufficient other garages in the surrounding area;
9. Broken and immobile cars parked on the streets outside the building;
10. Selective use of Google Street View to show sufficient parking in the surrounding area;
11. Letters of support should not be considered as they are not from people living directly in the area;

#### Non-Material considerations arising from letters of support

12. Provides a good service to the local community;
13. Experienced no problems with business.

## **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.

- Policy 1 (Tackling the Climate and Nature Crises)
- Policy 2 (Climate Mitigation and Adaptation)
- Policy 3 (Biodiversity)
- Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings)
- Policy 12 (Zero Waste)
- Policy 14 (Design, Quality and Place)
- Policy 15 (Local Living and 20 Minute Neighbourhoods)
- Policy 23 (Health and Safety)
- Policy 26 (Business and Industry)

### Aberdeen Local Development Plan 2023

- Policy D1 (Quality Placemaking)
- Policy H1 (Residential Areas)
- Policy R5 (Waste Management Requirements for New Developments)
- Policy T3 (Parking)
- Policy WB3 (Noise)

### **Aberdeen Planning Guidance**

- Noise
- Transport and Accessibility

### **EVALUATION**

#### **Key Determining Factors**

The key determining factors in the assessment of this application are:

- The principle of the development;
- The impact of the development on the residential amenity of neighbouring properties, especially in relation to noise and odours;
- The impact of the development on local highway conditions, especially in relation to parking;
- The impact of the proposal on the character and appearance of the surrounding area.

#### **Principle of the development**

Policy 26 (Business and Industry) of NPF4 seeks to encourage, promote and facilitate business and industrial uses. Part (d) sets out that development proposals for business and industrial uses outwith areas identified for those uses in the Local Development Plan (LDP) will only be supported where:

- It is demonstrated that there are no suitable alternatives allocated in the LDP or identified in the employment land audit; and*
- The nature and scale of the activity will be compatible with the surrounding area.*

Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4 seeks to encourage, promote and facilitate the reuse of empty buildings. It sets out in part (a) that '*development proposals that will result in the sustainable reuse of brownfield land including vacant and derelict land and buildings (...) will be supported*', and in part (d) that '*development proposals for the reuse of existing buildings will be supported.*'

Policy 15 (Local Living and 20 Minute Neighbourhoods) of NPF4 encourages the creation of connected and compact neighbourhoods where people can meet the majority of their daily needs within a reasonable distance of their home.

The site is located in a residential area as designated in the 2023 Aberdeen Local Development Plan (ALDP) and Policy H1 (Residential Area) of ALDP applies. This policy sets out that in existing residential areas, non-residential development will only be supported if:

- *They are considered complementary to the residential use; or*
- *It can be demonstrated that the use would cause no conflict with, or any nuisance to, the enjoyment of existing residential amenity.*

This application is submitted on a part retrospective basis. The proposal would be located in an existing commercial building, which was briefly vacant prior to being occupied by the garage business in the Summer of 2024. The use of the building as a garage would ensure that the building would remain in use, and would thus allow for the sustainable reuse of an existing building, in compliance with Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4 (*Issue 4 in representations*). In addition, the proposal would increase the number and variety of businesses and services in the local area in accordance with Policy 15 (Local Living and 20-Minute Neighbourhoods) of NPF4 (*Issue 9*).

No evidence has been submitted demonstrating that other commercial units in designated industrial areas were considered prior to occupation of the current building. Furthermore, given the amount of industrial and commercial units currently available within the wider Aberdeen City Council area, it is not accepted that this location would be the only suitable premises to base the car repair garage. Given that the site is located in an area designated as residential, albeit in a small cluster of commercial properties, the proposal would fail to meet the first section of part (d) of Policy 26 (Business and Industry) of NPF4.

The second sections of both policies 26 (Business and Industry) of NPF4 and H1 (Residential Areas) of ALDP seek to ensure that commercial uses would be complementary and not have an adverse impact on the amenity of the surrounding area. It is noted that the unit forms part of a small cluster of commercial properties set in a wider residential context (*Issue 7*), however, none of these existing businesses would be considered a Class 5 (General Industrial) use.

In general, business uses falling under Class 4 (Business) of the Town and Country Planning (Use Classes) Order 1997 are considered capable of sitting alongside residential uses. A car repair garage is a Class 5 (General Industrial) use. These types of Class 5 uses are considered 'general industrial' and are more likely to have an adverse impact on residential amenity compared to a Class 4 use. It will therefore need to be suitably evidenced that the use as proposed would not have an adverse impact on residential amenity, and this will be discussed in detail below.

### **Impact on residential amenity**

The site is located in a residential area, with the rear gardens of properties on Clifton Road to the east and Hilton Road to the south bounding the building and the lane. This lane provides direct access into the rear gardens of a number of residential properties at 283 to 305 Clifton Road. As such, the impact on the proposal on the residential amenity of these properties, and those in the wider area needs to be carefully assessed. The main concerns are in relation to noise and odours arising from the works undertaken to vehicles being worked on (*Issues 3 and 6*). Issues related to parking and movement of vehicles are considered below.

Policy 23 (Health and Safety) part (e) of NPF4 and Policy WB3 (Noise) of ALDP both require the submission of a Noise Impact Assessment (NIA) for development where significant noise impacts are likely to arise from the development. An NIA was submitted as part of this application. This NIA sets out that the garage operations are limited to work on engines, suspension, steering and braking,

and will not do MOT testing or bodywork, which echoes services to be delivered by the garage as set out in the Supporting Statement submitted with the application. The NIA states that the operating hours of the garage would be during typical working daytime hours, again matching information as set out in the Supporting Statement and submitted drawing LAS25049-03/RevA.

In general, it is stated that the doors to the garage (onto the access lane) are kept closed during operating hours with ventilation provided through an extraction fan. This should be sufficient to ensure that overall sound levels inside the nearest houses would be sufficiently low as not to cause disturbance. Whilst sounds may be audible in the nearest gardens, in particular the extraction fan motor, the NIA concludes that data demonstrates that this would fall within acceptable background noise limits. Environmental Health have checked the submitted NIA and agreed with its conclusions in their consultation comments. However, it is recommended that conditions are added restricting the use of the site to that of a car repairs garage only, and that no bodywork or MOT testing shall be carried out. A further condition is recommended restricting opening hours to those as set out in the NIA and submitted Supporting Statement and drawing LAS25049-03/RevA, which would be between 09:00 and 18:00 Mondays to Fridays and 09:00 to 14:00 on Saturdays only. On this basis, the garage would not have an unacceptable impact on the residential amenity of neighbouring properties through noise.

In terms of odours, an odour impact assessment was not considered necessary in this instance due to the nature of the car repair garage, which does not include MOT testing and therefore would not require the regular running of engines to measure emissions.

Subject to the recommended conditions, the proposal would thus not have an unacceptable adverse impact on the residential amenity of neighbouring properties, in compliance with Policy 23 (Health and Safety) and the second part of both Policy 26 (Business and Industry) of NPF4 and Policy H1 (Residential Areas) and WB3 (Noise) of ALDP (*Issue 3*).

## **Parking and Access**

Policy T3 (Parking) of ALDP seeks to ensure that sufficient parking is provided as part of all development proposals. In this case, the site is located in the outer city area. The site is not located in a controlled parking area and there are no restrictions on parking. The surrounding area is characterised by a mix of flatted residential properties both on Anderson Avenue and on Clifton Road to the south of its junction with Anderson Avenue. Properties along Clifton Road north of this junction are a mix of detached dwellings set in generous plots and flats in converted larger buildings. A dance school is located on Clifton Road near its junction with Anderson Avenue, and a pharmacy lies south of this. Whilst some properties have driveways, the vast majority of residents are dependent on the availability and use of on-street parking spaces.

Aberdeen Planning Guidance: 'Transport and Accessibility' sets out the following parking standards for a car repair garage: 0.5 space per staff member; three spaces per servicing bay; two spaces per tyre and exhaust bay; and one space per 25m<sup>2</sup> spares department. The Supporting Statement submitted with the application clarifies that the garage would have two servicing bays and one minor servicing area. There would be no designated zones for tyre changing or exhaust replacement and there is no spares department offering direct part sales to customers. The garage would have two members of staff. The proposed site layout shows that a total of six visitor parking spaces would be provided within and to the front of the building, with a further space to the front allocated for staff parking. A cycle stand would also be installed to the front of the building.

Based on the parking standards and information set out above, a total of ten parking spaces would be required for the business as proposed. Even though the proposed floorplan includes the three servicing bays as parking spaces, these should generally not be included in this figure and therefore



a total of seven parking spaces are proposed to be provided within the site. Whilst this would fall below the expected ten, it is further noted that there would be space to accommodate a further two cars within the building, in front of parking spaces 3-5, not marked on the submitted drawing LAS25049-03/RevA. It is recognised that it is not unusual for a small garage to undertake limited internal vehicle manoeuvring or stacking controlled by staff.

The Supporting Statement sets out in Section 4.2 that all customers should have an appointment. They would drop their car off in the parking spaces to the front of the building, and would only access the reception area of the building through the front door. A member of staff would then drive customers' cars along the lane and into the building. This in itself would restrict access to the lane for customers and would only allow staff to move vehicles into the building (*Issue 1*). It is anticipated that delivery vehicles would use the street parking areas to temporarily park and deliver parts to the garage reception area.

Whilst it is acknowledged that there is some pressure on existing parking within the immediate surrounding area, (issue 2), there are no restrictions on kerbside parking. The proposal would allow sufficient space for the parking of cars to be within the building, with the method set out in Section 4.2 of the Supporting Statement adequate to ensure there would be no unacceptable overflow of cars requiring kerbside parking. Based on all information taken together, the proposed site layout and small size of the garage, it is considered that sufficient parking would be provided inside and to the front of the building to service the proposed use adequately and minimise vehicle movements on the lane (issue 1), and that the requirements of both Policy T3 (Parking) and Aberdeen Planning Guidance: 'Transport and Accessibility' are met (*Issues 2 and 5*) subject to a condition requiring the applicant to implement all internal and external alterations proposed prior to use of the building as a garage.

### **Impact on character and appearance of the building and the surrounding area**

Policy 14 (Design, Quality and Place) of NPF4 sets out that all development proposals will be designed to have a positive impact on the quality of an area. Policy D1 (Quality Placemaking) of ALDP sets out that not all development will be of a scale to make a significant placemaking impact. However, all good design and detail adds to the attractiveness of the built and natural environment and careful consideration is crucial.

The only external alterations to the building are the installation of a new roller shutter door and separate pedestrian pass door in the east (side) elevation. The roller shutter door would have a width of 5.6m by a height of 2.3m and would have a dark grey finish. The pedestrian pass door would be a solid door and would also have a dark grey paint finish. This is considered acceptable and would meet the requirements of Policy 14 of NPF4 and Policy D1 of ALDP.

### **Waste**

Policy 12 (Zero Waste) of NPF4 sets out that all development should provide sufficient space for bin storage, including for recyclables. This is generally reiterated in Policy R5 (Waste Management Requirements for New Development) of ALDP. Sufficient space is allocated within the building for bin storage, and the applicant has confirmed that this will be privately collected by a commercial waste operator. This is acceptable and compliant with the requirements of Policy 12 (Zero Waste) of NPF4 and Policy R5 (Waste Management Requirements for New Development) of ALDP.

### **Tackling the Climate and Nature Crises, Climate Mitigation and Biodiversity**

Consideration must be given to Policy 1 (Tackling the Climate and Nature Crises); Policy 2 (Climate Mitigation and Adaptation); and Policy 3 (Biodiversity) of NPF4. Policy 1 gives significant weight to

the global climate and nature crises in order to ensure that it is recognised as a priority in all plans and decisions; Policy 2 states that emissions from new development are minimised as far as possible; and Policy 3 sets out that all development proposals will contribute to enhancement of biodiversity.

In this case, the development is a small scale vehicle repair garage in an existing empty building. Due to the scale of the proposal, it is not considered to have a material impact on the global climate crises nor on climate mitigation and adaptation, nor would it offer any opportunities for meaningful biodiversity improvements. The proposal is thus compliant with Policy 1, Policy 2 and Policy 3 of NPF4.

### **Matters Raised in Representations**

All material planning considerations raised in both letters of objection and support have been addressed in the evaluation above.

Whilst ownership of the lane is a non-material consideration, the applicant has submitted details confirming that the lane falls within their title deeds, with a right of access being granted to neighbouring residents.

### **RECOMMENDATION**

Approve Conditionally

### **REASON FOR RECOMMENDATION**

The proposal would see a previously vacant commercial building lawfully brought back into use, in compliance with Policy 9 (Brownfield, Vacant and Derelict Land and Empty Buildings) of NPF4. In addition, the proposed vehicle repair garage would provide a further service for the local community, and would thus further contribute to local living and the creation of a 20-minute neighbourhood in compliance with Policy 15 (Local Living and 20-Minute Neighbourhoods) of NPF4.

Through the submission of a Noise Impact Assessment and the use of a suitably worded condition limiting opening hours, it has been suitably demonstrated that the vehicle repair garage would not have an unacceptable adverse impact on the residential amenity of neighbouring properties in compliance with Policy 23 (Health and Safety) and Policy 26 (d)(ii) (Business and Industry) of NPF4 and Policy H1 (Residential Areas) and Policy WB3 (Noise) of 2023 Aberdeen Local Development Plan.

Whilst the applicant has not demonstrated that there are no other available sites in the city that would be suitable for the vehicle repair garage, contrary to the requirements of Policy 26 (d)(i) (Business and Industry) of NPF4, this is accepted as the proposal would ensure continued occupation of an existing commercial unit and that it would have an acceptable impact on residential amenity as set out above.

The proposed floorplan demonstrates that a sufficient level of seven car parking spaces would be provided on-site. Whilst this would sit a little below the maximum parking standards as set out in Aberdeen Planning Guidance: Transport and Accessibility, taking into account the internal layout of the garage, small size of the business and the nature of the surrounding area, which is not a controlled parking zone and where there is some availability of on-street parking spaces, the proposed layout is acceptable and would suitably comply with Policy T3 (Parking) of the Aberdeen

## Local Development Plan 2023.

The proposed external alterations to the building would not have an adverse impact on the character and visual amenity of the existing building and the surrounding area, in compliance with Policy 14 (Design, Quality and Place) of NPF4 and Policy D1 (Quality Placemaking) of the Aberdeen Local Development Plan 2023, and sufficient space would be available for bin storage in compliance with Policy 12 (Zero Waste) of NPF4 and Policy R5 (Waste Management Requirements for New Development) of the Aberdeen Local Development Plan 2023.

Due to its small scale and type of development, the proposal would not have a significant impact on the climate and nature crises, nor would it offer any opportunities for climate mitigation or biodiversity improvements. The proposal thus takes sufficient cognisance of Policy 1 (Tackling the Climate and Nature Crises), Policy 2 (Climate Mitigation and Adaptation) and Policy 3 (Biodiversity) of NPF4.

## **CONDITIONS**

### (01) DURATION OF PERMISSION

The development to which this notice relates must be begun not later than the expiration of 3 years beginning with the date of this notice. If development has not begun at the expiration of the 3-year period, the planning permission lapses.

Reason - in accordance with section 58 (duration of planning permission) of the 1997 act.

### (02) USE CLASS RESTRICTION

That notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 or the Town and Country Planning (Use Classes) (Scotland) Order 1997 or any order amending, revoking or re-enacting these Orders, the premises shall be used only for the purpose hereby approved as a vehicle repair garage and shall not be used for any other purpose within Use Class 5 (General Industrial) without the express grant of planning permission from the planning authority. For the avoidance of doubt, an express grant of planning permission will be required for the use of the premises as a MOT testing centre or as a vehicle bodywork repair shop.

Reason: To ensure that a good level of amenity can be maintained and to allow the planning authority to suitably consider the implications of any other use falling within Use Class 5 of the Town and Country Planning (Use Classes) (Scotland) Order 1997 (as amended).

### (03) OPENING HOURS

That the use hereby approved shall not operate outwith the hours of 09:00 – 18:00 Monday to Friday and 09:00 - 14:00 on Saturdays.

Reason: To ensure that the use hereby approved would not result in undue loss of residential amenity for nearby properties.

### (04) PARKING PROVISION

That the use hereby approved shall not commence until the internal and external alterations to the building as shown on the hereby approved drawing LAS25049-03/RevA have been completed and the parking spaces as shown on this drawing are available for use.

Reason: In the interest of residential amenity and to ensure sufficient parking spaces are available for the use hereby approved.

**ADVISORY NOTES FOR APPLICANT**

(01) ADVERTISEMENT CONSENT

The applicant is advised that any signage in the locations indicated on drawing LAS25049-03/RevA might require separate advertisement consent. For further information, please contact Planning at [pi@aberdeencity.gov.uk](mailto:pi@aberdeencity.gov.uk) or 01224-053746.