

TCP/11/16(483) – 17/00365/FLL – Change of use, alterations and extension to store to form a flat at 90 Perth Airport, Scone, Perth, PH2 6PL

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TCP/11/16(483) – 17/00365/FLL – Change of use, alterations and extension to store to form a flat at 90 Perth Airport, Scone, Perth, PH2 6PL

**PAPERS SUBMITTED
BY THE
APPLICANT**



Pullar House 35 Kinnoull Street Perth PH1 5GD Tel: 01738 475300 Fax: 01738 475310 Email: onlineapps@pkc.gov.uk

Applications cannot be validated until all the necessary documentation has been submitted and the required fee has been paid.

Thank you for completing this application form:

ONLINE REFERENCE 100060360-002

The online reference is the unique reference for your online form only. The Planning Authority will allocate an Application Number when your form is validated. Please quote this reference if you need to contact the planning Authority about this application.

Applicant or Agent Details

Are you an applicant or an agent? * (An agent is an architect, consultant or someone else acting on behalf of the applicant in connection with this application)

☐ Applicant ☒ Agent

Agent Details

Please enter Agent details

Company/Organisation:	WYG		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Paul	Building Name:	The Cube
Last Name: *	Houghton	Building Number:	45
Telephone Number: *	07780117708	Address 1 (Street): *	Leith Street
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	Edinburgh
Fax Number:		Country: *	United Kingdom
		Postcode: *	EH1 3AT
Email Address: *	paul@houghtonplanning.co.uk		

Is the applicant an individual or an organisation/corporate entity? *

☐ Individual ☒ Organisation/Corporate entity

Applicant Details

Please enter Applicant details

Title:	<input type="text"/>	You must enter a Building Name or Number, or both: *	
Other Title:	<input type="text"/>	Building Name:	<input type="text" value="Errol Airport"/>
First Name: *	<input type="text"/>	Building Number:	<input type="text"/>
Last Name: *	<input type="text"/>	Address 1 (Street): *	<input type="text" value="Errol Airport"/>
Company/Organisation	<input type="text" value="Morris Leslie Group"/>	Address 2:	<input type="text"/>
Telephone Number: *	<input type="text"/>	Town/City: *	<input type="text" value="Errol"/>
Extension Number:	<input type="text"/>	Country: *	<input type="text" value="Scotland"/>
Mobile Number:	<input type="text"/>	Postcode: *	<input type="text" value="PH2 7TB"/>
Fax Number:	<input type="text"/>		
Email Address: *	<input type="text"/>		

Site Address Details

Planning Authority:	<input type="text" value="Perth and Kinross Council"/>
Full postal address of the site (including postcode where available):	
Address 1:	<input type="text"/>
Address 2:	<input type="text"/>
Address 3:	<input type="text"/>
Address 4:	<input type="text"/>
Address 5:	<input type="text"/>
Town/City/Settlement:	<input type="text"/>
Post Code:	<input type="text"/>

Please identify/describe the location of the site or sites

<input type="text" value="Destiny Building, Perth Airport"/>

Northing	<input type="text"/>	Easting	<input type="text"/>
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Description of Proposal

Please provide a description of your proposal to which your review relates. The description should be the same as given in the application form, or as amended with the agreement of the planning authority: *
(Max 500 characters)

Change of use, alterations and extension to store to form a flat

Type of Application

What type of application did you submit to the planning authority? *

- ☒ Application for planning permission (including householder application but excluding application to work minerals).
- ☐ Application for planning permission in principle.
- ☐ Further application.
- ☐ Application for approval of matters specified in conditions.

What does your review relate to? *

- ☒ Refusal Notice.
- ☐ Grant of permission with Conditions imposed.
- ☐ No decision reached within the prescribed period (two months after validation date or any agreed extension) – deemed refusal.

Statement of reasons for seeking review

You must state in full, why you are seeking a review of the planning authority's decision (or failure to make a decision). Your statement must set out all matters you consider require to be taken into account in determining your review. If necessary this can be provided as a separate document in the 'Supporting Documents' section: * (Max 500 characters)

Note: you are unlikely to have a further opportunity to add to your statement of appeal at a later date, so it is essential that you produce all of the information you want the decision-maker to take into account.

You should not however raise any new matter which was not before the planning authority at the time it decided your application (or at the time expiry of the period of determination), unless you can demonstrate that the new matter could not have been raised before that time or that it not being raised before that time is a consequence of exceptional circumstances.

See attached Local Review Statement

Have you raised any matters which were not before the appointed officer at the time the Determination on your application was made? *

☐ Yes ☒ No

If yes, you should explain in the box below, why you are raising the new matter, why it was not raised with the appointed officer before your application was determined and why you consider it should be considered in your review: * (Max 500 characters)

Please provide a list of all supporting documents, materials and evidence which you wish to submit with your notice of review and intend to rely on in support of your review. You can attach these documents electronically later in the process: * (Max 500 characters)

Planning application as submitted (please note that the Application Form is not on the online record for the application and can presumably be obtained from the case officer) Report of handling Decision Notice Local Review Statement

Application Details

Please provide details of the application and decision.

What is the application reference number? *

17/00365/FLL

What date was the application submitted to the planning authority? *

01/03/2017

What date was the decision issued by the planning authority? *

10/05/2017

Review Procedure

The Local Review Body will decide on the procedure to be used to determine your review and may at any time during the review process require that further information or representations be made to enable them to determine the review. Further information may be required by one or a combination of procedures, such as: written submissions; the holding of one or more hearing sessions and/or inspecting the land which is the subject of the review case.

Can this review continue to a conclusion, in your opinion, based on a review of the relevant information provided by yourself and other parties only, without any further procedures? For example, written submission, hearing session, site inspection. *

☐ Yes ☒ No

Please indicate what procedure (or combination of procedures) you think is most appropriate for the handling of your review. You may select more than one option if you wish the review to be a combination of procedures.

Please select a further procedure *

By means of inspection of the land to which the review relates

Please explain in detail in your own words why this further procedure is required and the matters set out in your statement of appeal it will deal with? (Max 500 characters)

It will be important that councillors see the Airport and the context of the site itself.

In the event that the Local Review Body appointed to consider your application decides to inspect the site, in your opinion:

Can the site be clearly seen from a road or public land? *

☐ Yes ☒ No

Is it possible for the site to be accessed safely and without barriers to entry? *

☒ Yes ☐ No

If there are reasons why you think the local Review Body would be unable to undertake an unaccompanied site inspection, please explain here. (Max 500 characters)

If the councillors wish to view inside the building, they will need to be accompanied.

Checklist – Application for Notice of Review

Please complete the following checklist to make sure you have provided all the necessary information in support of your appeal. Failure to submit all this information may result in your appeal being deemed invalid.

Have you provided the name and address of the applicant?. *

☒ Yes ☐ No

Have you provided the date and reference number of the application which is the subject of this review? *

☒ Yes ☐ No

If you are the agent, acting on behalf of the applicant, have you provided details of your name and address and indicated whether any notice or correspondence required in connection with the review should be sent to you or the applicant? *

☒ Yes ☐ No ☐ N/A

Have you provided a statement setting out your reasons for requiring a review and by what procedure (or combination of procedures) you wish the review to be conducted? *

☒ Yes ☐ No

Note: You must state, in full, why you are seeking a review on your application. Your statement must set out all matters you consider require to be taken into account in determining your review. You may not have a further opportunity to add to your statement of review at a later date. It is therefore essential that you submit with your notice of review, all necessary information and evidence that you rely on and wish the Local Review Body to consider as part of your review.

Please attach a copy of all documents, material and evidence which you intend to rely on (e.g. plans and Drawings) which are now the subject of this review *

☒ Yes ☐ No

Note: Where the review relates to a further application e.g. renewal of planning permission or modification, variation or removal of a planning condition or where it relates to an application for approval of matters specified in conditions, it is advisable to provide the application reference number, approved plans and decision notice (if any) from the earlier consent.

Declare – Notice of Review

I/We the applicant/agent certify that this is an application for review on the grounds stated.

Declaration Name: Mr Paul Houghton

Declaration Date: 27/07/2017



Introduction

This Local Review Statement has been produced on behalf of Morris Leslie Group (the applicant). It relates to the recent refusal of planning permission for the following two applications.

1. Ref. No: 17/00367/FLL - *“Change of use and alterations from antiques centre (Class 1) to form 14 flats and associated works”*. The application was refused planning permission under delegated powers on 9th May 2017 for the following single reason.
2. Ref No. 17/00365/FLL - *“Change of use, alterations and extension to store to form a flat”*. The application was refused planning permission under delegated powers on 10th May 2017 for the same single reason as application Ref No: 17/00367/FLL.

“The proposal is contrary to policy ED1A of the Perth and Kinross Local Development Plan 2014 which seeks to retain the site for employment uses. Residential development, as proposed, would not safeguard the site for employment uses and no evidence has been submitted to demonstrate that the site has been marketed for alternative commercial uses.”

This Statement sets out the reasons why the Morris Leslie Group consider that planning permission can be granted for these applications by the Local Review Body (LRB), and references this in relation to the current and future plans for Perth Airport, and how these proposals fit into those. It also addresses the above refusal reason by reference to the policy (ED1A) it is referring to.

The application site address is given as 90 Perth Airport, Scone, but for the purposes of this Statement the existing building is referred to as the Destiny Building, which is what it is known as locally.

Perth Airport

Perth Airport is situated c. 3.5 miles north-east of Perth, approximately mid-way between the villages of Scone and Balbeggie.

The Airport is wholly owned by the Morris Leslie Group, who also own the surrounding land.

The Airport was originally built in the 1930s, opening in 1936 as a military flight training school. It expanded over subsequent years becoming an important civilian aviation training centre. This specific use has since ceased, with the Airport now being operated as a general aviation facility by ACS Aviation on behalf of the Morris Leslie Group, with the remainder increasingly becoming a mixed-use community of residential and business premises.

The Airport is accessed from the A94, with its own network of private roads, street lighting and drainage, servicing the various buildings, some of which are used for airport-related activities, but increasingly for residential and business uses. This is best understood by visiting the Airport and councillors are invited to do that, so that they can appreciate how the Airport is laid out, and how much of it is already residential in character and use. This is particularly the case for the area where the Destiny Building is situated, where residential properties are apparent in front of it, Sunnybrae Cottage and Darnley, along Spitfire Avenue into the Airport, and at Greenacres to the east.



Probably between a third and a half of the Airport is in residential use by area, and residential represents about a third of the gross income Morris Leslie Group receive from the Airport, with all the residential properties they own let out as lower to middle market rented property.

The Perth and Kinross Local Development Plan (PKLDP) states on page 139 that the Airport has “*a resident population of around 115 on the site*”, which is about right. It does tend to fluctuate, but has been rising in recent years as properties have been refurbished.

Residential is also a use that the PKLDP clearly supports at the Airport, both in the sense that it refers to the Cross Tay Link embargo not applying to brownfield sites, which must apply to the Airport grounds as existing, and because it has an allocation adjoining the Airport (MU3) which includes 50 housing units, as well as 50% of the site being employment uses. That site has recently (May 2017) secured planning permission in principle (PPP) (ref:16/01935/IPM) and the Morris Leslie Group have every intention of advancing that site to a Matters Specified in Conditions application, and a commencement, prior to the PPP expiring in 6 years’ time.

Although not immediately relevant to this local review, councillors will also be welcome to see the rest of the Airport at a site visit, and will be able to see the airport-related and commercial uses that are in situ and available properties.

The Airport itself, comprising two hard runways and a grass runway, and associated buildings, is operated as a general aviation facility by ACS Aviation on behalf of the Morris Leslie Group, as mentioned already. ACS Aviation are Scotland's busiest Commercial Flight Training Organisation and Instrument Rating specialist and also provide onsite aircraft maintenance facilities.

The Airport is also home to Scottish Aero Club, which provides clubroom and hangar facilities for members and instruction for microlite aircraft, and Scotland’s Charity Air Ambulance launched on 22nd May 2013.

The airfield is otherwise open to all general aviation and business flights, but there are no schedule flights.

Perth College has a presence at the Airport through Air Service Training (Engineering) Ltd. Several courses are offered for aviation engineers, and the College remain committed to maintaining, and, if possible, expanding, its presence.

The Airport has its own hotel, the Skylodge Hotel, with 51 ensuite rooms and 14 associated serviced apartments.

Since the Morris Leslie Group acquired the Airport, they have upgraded many of the existing buildings, and built new accommodation, for a variety of businesses who now occupy the site. There are currently over 50 companies operating from the Airport. There is some available space within the Airport for new companies, and for expansion of companies already there, and the aim is to open-up the allocated site in due course to both cater for the decanting of some of these companies, into purpose-built accommodation, and to cater for companies who are attracted to the location, but want new build accommodation rather than the converted accommodation within the Airport. The



allocated employment site can provide somewhere in the region of 10,000 sqm of new floorspace on a 2.5-hectare site.

The Destiny Building and Proposed Development

The overall proposal is to convert the existing Destiny Building, which was most recently an Antique Centre, but closed in c. 2012 due to lack of custom, to fourteen flats on the ground floor, and what will be eight flats above.

The applications also include for the reorganisation of the existing car parking areas, upgrading the grass area to the front of the building, and supplying a formal bin store and cycle store to serve the whole building. Landscaped areas are introduced to the north of the building to break up the 'sea' of existing tarmac. The whole building will also be re-clad and upgraded, as required.

The first floor already has planning permission to be converted to seven flats (ref: 05/01903/FUL), but that scheme utilised an internal stairwell to give access to the first floor. Application Ref No. 17/00365/FLL replaces that internal stair with an external one to serve the first floor, re-organises the first floor to use that additional space, and includes for the conversion of a storage area at the end of the building to create an eighth flat on the first floor. Application Ref No. 17/00367/FLL then utilises what was the former area of the internal stairwell and otherwise converts the ground floor into 14 flats.

Councillors will appreciate that these two applications are, therefore, interrelated, and constructionally connected, and planning permission is sought for both to allow them to proceed together.

There have been attempts to market the building albeit informally, but due to it being within a part of the Airport where residential uses are the norm rather than exception, and because the first floor of this building already has an extant permission to be converted to flats, the conversion of the ground floor to flats seemed the most obvious alternative use. It was, therefore somewhat of a surprise to receive two refusals, although the applicant understands the reason why, and hopes that this Statement will provide a compelling case for why planning permission can be granted as an (extremely) minor departure from the Development Plan in both cases (see further below).

Planning Policy

Perth Airport has its own section in the PKLDP Plan specific to it, which underlines its importance. It is not, however, defined as a settlement in the Plan, which rather gives it a blanket Policy ED1A 'Employment' designation, with the adjoining allocation as a Policy ED1B 'Mixed Use Area'. That is why the decisions on these applications correctly refers to Policy ED1A, which is thereby applicable to any application in relation to it, including here for the reuse and redevelopment of an existing (part) retail building.

The Airport is also subject to the Cross Tay Link embargo, but not where it relates to a redevelopment scheme (brownfield site), as here, and is also subject to potential developer contributions, and the need to provide appropriate infrastructure, which are all referred to in the Reports of Handling. Some



of those issues are considered further below, but it will be noted that no developer contributions, or affordable housing, have been requested in either case. The latter because this scheme is for affordable housing, as defined in the PKLDP and supplementary guidance.

Policy ED1A 'Employment' requires such areas to *"be retained for such uses"*. In other words, 'employment use'. Where other uses are proposed, the following criteria must also be met.

"(a) Proposals should not detract from the amenity of adjoining, especially residential, areas.

(b) The local road network should be suitable for the traffic generated by the proposals.

(c) There should be good walking, cycling and public transport links to new employment generating uses.

(d) Proposals for retail uses in employment areas will not generally be acceptable unless they are ancillary to an acceptable use on the site.

(e) Proposals for waste management facilities can be considered to be acceptable subject to detailed site specific considerations.

(f) Proposals should not result in adverse impacts, either individually or in combination, on the integrity of any European designated site."

Policy ED1B, which applies to the allocated (now consented) adjoining site, states that:

"Areas identified for mixed use are intended to promote the integration of employment-generating opportunities with housing, thereby reducing the potential need to commute between home and employment.

Within these areas a range of uses such as housing, offices, light industry, surgeries and leisure uses would be acceptable providing they are compatible with the amenity of adjoining uses and meet the criteria (a)-(d) above [i.e. those relating to Policy ED1A]. Proposals for a mixed use opportunity site that comprises predominantly one use will not be acceptable"

Discussion

The applicant accepts that the Airport is defined as a Policy ED1A 'employment' area, and so housing is a non-compliant use. However, that is the only respect in which these proposals do not accord with that policy. There are, furthermore, material considerations that nonetheless justify what would be an (extremely) minor departure from the Development Plan in both cases.

The degree to which the proposals are non-compliant with Policy ED1A, and the reason why it is said above that the departure is (extremely) minor, is that the loss of this one empty building will have no impact upon the ability of the Airport to fulfil its function as an employment site.

Firstly, the Destiny ground floor was a retail use (Class 1) and not an employment use (Class 4 Business, Class 5 General Industrial and Class 6 Storage or distribution). The case officer accepts that in



describing the site in the Report of Handling for application Ref no. 17/00367/FLL. Although potentially providing jobs, retail uses are actually specifically identified as an unacceptable use in an employment area (criterion d), *“unless they are ancillary to an acceptable use on the site”*, which the Antiques Centre wasn’t. Therefore, the change to the ground floor is actually for the replacement of a specifically (policy listed) unacceptable use with another (residential) not so specified. That must, therefore, reduce the extent of the departure in this case.

Furthermore, the building itself does not really lend itself to an employment use. With residential already consented above, and with surrounding uses being residential, Class 5 and Class 6 uses are immediately undesirable, and would probably fail Policy ED1A criterion a, as would many Class 4 (light industrial) uses. An office use might be a possibility, but there is already available office space at the Airport comprising Harvard Court, Newlands and 15R Control Tower office units. These are enough to cater for the immediate (next 2 to 3 years) requirement. There is also, as referred to above, the medium-term prospect of new build office opportunities on the allocated (and now consented) site.

Finally, in relation to Policy ED1A, the case officer states, in the two Reports of Handling, that the site has not been marketed. That is not strictly true, in that informal marketing has gone on for potential other retail uses without success, but true in the sense that it has not been with a land agent. However, there is no reference to the need to market sites in the policy, or the text that accompanies it, so while that might be desirable, it is not necessary.

That then just leaves the criteria of Policy ED1A to be considered and, in that regard, the case officer and applicant seem to agree.

- The proposals will *“not detract from the amenity of adjoining, especially residential, areas”*. In fact, residential will be a better neighbour to residential than any other use the Destiny Building could be used for (criterion a).
- The local road network is suitable, and PKC Transport Planning has no objection (criterion b).
- There are good walking, cycling and public transport links (criterion c).
- There is no retail proposed (criterion d).
- Waste management facilities can be provided (criterion e).
- No European designated sites are affected (criterion f).

If the above is not enough for councillors to be able to support an (extremely) minor departure in both cases, then the following material considerations should also be taken into account, and individually and cumulatively provide a justification for planning permission being granted.

1. The applicant considers that the Airport is a ‘mixed use’ area, and that is plain from visiting the site, the description above, the way it is laid out, and the income that the applicant derives from it. In that regard, it has far more in common with a Policy ED1B ‘Mixed Use Area’ than with a ED1A ‘Employment’ area. If councillors take the opportunity to visit the Airport, this will be immediately apparent. Indeed, the case officer accepts that residential use is a component of the Airport, by referring to that in the first sentence of the section on Residential Amenity. These proposals comply fully with Policy ED1B, and the first four criteria



of Policy ED1A that relate to such sites (see above), and councillors may see that as a more useful policy test in this case.

2. The two Reports of Handling accepts that these flats are “*affordable by their design and related sales price*”, hence why no affordable housing contribution is required, and yet this is not weighed in the balance as a material consideration in support of planning permission being granted. There is a clear requirement for this type of affordable accommodation, as explained in Scottish Planning Policy, the PKLDP, and with the Perth and Kinross Local Housing Strategy 2016-2021 looking to increase supply of affordable housing, particularly of the quality being proposed here. The related Housing Needs Assessment suggests a need for 734 “Below Market Rent” units being required in the Greater Perth area 2016-2021, of which these developments (and the already consented upstairs flats) will contribute.
3. Finally, weight should also be given to the immediate jobs (construction) and investment that allowing this proposal to proceed will entail.

Conclusion

It is accepted that Policy ED1A applies to Perth Airport and, as such, these proposals are a departure from the Development Plan.

However, the extent to which they depart should be seen in the context that the Destiny Building is not in ‘employment’ use, in the sense described in the policy, which actually presumes against the building’s former ground floor retail use. Furthermore, most employment uses of this building would be incompatible with what is consented above (flats) and what surrounds the site. Office use might be an option, but other opportunities (short, medium and longer term) exist at the Airport for offices, and the Destiny Building need not be retained for that use.

For those reasons, any departure is (extremely) minor, and is more than offset by material considerations that support planning permission being granted. Those are the fact that the Airport is, to all intents and purposes, a Policy ED1B ‘Mixed Use Area’, and these proposals should perhaps be considered in relation to that policy rather than ED1A. This scheme will also lead to jobs (construction) and a local investment. However, most fundamentally of all, this overall scheme is for affordable housing, meeting an identified need in the Council’s Local Housing Strategy and other policy documents. Given the dire need for this type of accommodation in and around Perth, that benefit, on its own, supports a departure, even if the other two material considerations are given lesser weight.

For the above reasons, the applicant respectfully requests that conditional planning permission is granted in both cases, with no developer contributions as explained in the Reports of Handling.

PERTH AND KINROSS COUNCIL

Morris Leslie Group
c/o James Paul Associates
Angus Paul
4 Brook Street
Broughty Ferry
Dundee
United Kingdom
DD5 1DP

Pullar House
35 Kinnoull Street
PERTH
PH1 5GD

Date 10th May 2017

TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **17/00365/FLL**

I am directed by the Planning Authority under the Town and Country Planning (Scotland) Acts currently in force, to refuse your application registered on 13th March 2017 for permission for **Change of use, alterations and extension to store to form a flat** 90 Perth Airport Scone Perth PH2 6PL for the reasons undernoted.

Interim Head of Planning

Reasons for Refusal

- 1 The proposal is contrary to policy ED1A of the Perth and Kinross Local Development Plan 2014 which seeks to retain the site for employment uses. Residential development, as proposed, would not safeguard the site for employment uses and no evidence has been submitted to demonstrate that the site has been marketed for alternative commercial uses.

Justification

The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan

Notes

The plans relating to this decision are listed below and are displayed on Perth and Kinross Council's website at www.pkc.gov.uk "Online Planning Applications" page

Plan Reference

17/00365/1

17/00365/2

17/00365/3

17/00365/4

17/00365/5

REPORT OF HANDLING

DELEGATED REPORT

Ref No	17/00365/FLL	
Ward No	N2- Strathmore	
Due Determination Date	12.05.2017	
Case Officer	Persephone Beer	
Report Issued by		Date
Countersigned by		Date

PROPOSAL: Change of use, alterations and extension to store to form a flat

LOCATION: 90 Perth Airport Scone Perth PH2 6PL

SUMMARY:

This report recommends **refusal** of the application as the development is considered to be contrary to the relevant provisions of the Development Plan and there are no material considerations apparent which justify setting aside the Development Plan.

DATE OF SITE VISIT: 22 March 2017

SITE PHOTOGRAPHS



BACKGROUND AND DESCRIPTION OF PROPOSAL

Planning Permission is sought for the change of use and extension of a store and stairwell to form a flat. The site is at Perth Airport around 2 kilometres to the north of Scone.

The proposal relates to a small part of the first floor of Block 90 which is currently being used as storage but received planning permission in 2006 for a food hall and antique sales centre with seven residential flats above (05/01903/FUL). A later planning application approved in 2007 (07/01044/FUL) sought permission for use of the first floor of the building as an extension to the antiques centre.

This application seeks to extend the first floor by providing a new access stair with part of the existing stairwell being included as part of the proposed new flat. A related application (17/00367/FLL) is for change of use of the ground floor of the block to residential use from an antique centre. The supporting information suggests that it is the intention to convert the first floor to flats (from the 2006 consent) and at the same time to convert the ground floor should planning permission be forthcoming.

The building was originally used as an administration block in relation to the airfield with classrooms above.

SITE HISTORY

06/02553/FUL Change of use from residential flats to retail 8 May 2007
Application Withdrawn

07/01044/FUL Proposed change of use from former flats and office to form extension to existing antiques and craft centre 13 June 2007 Application Permitted

17/00367/FLL Change of use and alterations from antiques centre (Class 1) to form 14no. flats and associated works

PRE-APPLICATION CONSULTATION

Pre application Reference: 16/00594/PREAPP

NATIONAL POLICY AND GUIDANCE

The Scottish Government expresses its planning policies through The National Planning Framework, the Scottish Planning Policy (SPP), Planning Advice Notes (PAN), Creating Places, Designing Streets, National Roads Development Guide and a series of Circulars.

DEVELOPMENT PLAN

The Development Plan for the area comprises the TAYplan Strategic Development Plan 2012-2032 and the Perth and Kinross Local Development Plan 2014.

TAYplan Strategic Development Plan 2012 – 2032 - Approved June 2012

Whilst there are no specific policies or strategies directly relevant to this proposal the overall vision of the Tay Plan should be noted. The vision states *“By 2032 the TAYplan region will be sustainable, more attractive, competitive and vibrant without creating an unacceptable burden on our planet. The quality of life will make it a place of first choice, where more people choose to live, work and visit and where businesses choose to invest and create jobs.”*

Perth and Kinross Local Development Plan 2014 – Adopted February 2014

The Local Development Plan is the most recent statement of Council policy and is augmented by Supplementary Guidance.

The principal policies are, in summary:

Policy PM1A - Placemaking

Development must contribute positively to the quality of the surrounding built and natural environment, respecting the character and amenity of the place. All development should be planned and designed with reference to climate change mitigation and adaption.

Policy PM1B - Placemaking

All proposals should meet all eight of the placemaking criteria.

Policy ED1A - Employment and Mixed Use Areas

Areas identified for employment uses should be retained for such uses and any proposed development must be compatible with surrounding land uses and all six of the policy criteria, in particular retailing is not generally acceptable unless ancillary to the main use.

Policy PM3 - Infrastructure Contributions

Where new developments (either alone or cumulatively) exacerbate a current or generate a need for additional infrastructure provision or community facilities, planning permission will only be granted where contributions which are reasonably related to the scale and nature of the proposed development are secured.

OTHER POLICIES

Developer Contributions Supplementary Guidance

CONSULTATION RESPONSES

Transport Planning

No objection.

Scottish Water
No response in timescale.

Contributions Officer

Contributions required:
Transport Infrastructure: £0

Perth Airport – No response in timescale.

REPRESENTATIONS

There have not been any representations received in relation to this application.

ADDITIONAL STATEMENTS RECEIVED:

Environment Statement	Not Required
Screening Opinion	Not Required
Environmental Impact Assessment	Not Required
Appropriate Assessment	Not Required
Design Statement or Design and Access Statement	Not Required
Report on Impact or Potential Impact eg Flood Risk Assessment	Not submitted

APPRAISAL

Sections 25 and 37 (2) of the Town and Country Planning (Scotland) Act 1997 require that planning decisions be made in accordance with the development plan unless material considerations indicate otherwise. The Development Plan for the area comprises the approved TAYplan 2012 and the adopted Perth and Kinross Local Development Plan 2014.

The determining issues in this case are whether; the proposal complies with development plan policy; or if there are any other material considerations which justify a departure from policy.

Policy Appraisal

The site is located within an area designated under Policy ED1A of the Perth and Kinross Local Development Plan. This states that "areas identified for employment uses should be retained for such uses".

This application is related to an application for fourteen flats on the ground floor of Block 90 (17/00367/FLL). The related application is being recommended for refusal as it is contrary to policy ED1A. The justification for this single flat application is that it will be undertaken as part of the wider flat development project. As it is inextricably linked to this larger application and is for residential use it is also considered to be contrary to Policy ED1A.

Design and Layout

The proposal is for the conversion of an existing stairwell and store area to a one bedroom residential flat. The stairs will be relocated adjacent to the proposed new flat at the western end of the building.

Landscape

There will be no adverse impact on the wider landscape setting of the airport site.

Residential Amenity

The airport site contains a mix of uses including residential. Whilst there is the potential for noise to be an issue from the existing runway there are other residential uses that are closer to the runway. I do not consider that there will be any adverse impact on residential amenity on existing or future residents for this proposal.

Visual Amenity

The proposals would help to bring a largely vacant building back into use. The proposed works, together with the related development on the site, would improve the visual amenity of the building and its surroundings.

Roads and Access

There are no proposals to change the current site access arrangements. The Transport Planner does not object.

Drainage and Flooding

The site is currently served by a private waste water treatment works. SEPA was consulted on the related application (17/00367/FLL) but do not object to the application. It will be for the applicant to ensure that the treatment works has sufficient capacity to accept the increased population equivalent foul drainage discharge and to comply with the existing CAR authorisation.

Developer Contributions

Primary Education

The Council Developer Contributions Supplementary Guidance requires a financial contribution towards increased primary school capacity in areas where a primary school capacity constraint has been identified. A capacity constraint is defined as where a primary school is operating, or likely to be operating following completion of the proposed development and extant planning permissions, at or above 80% of total capacity.

This proposal is within the catchment of Robert Douglas Memorial Primary School.

As the proposal is for a one bedroom property no education contribution is required.

Transport Infrastructure

The Council Transport Infrastructure Developer Contributions Supplementary Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth.

The proposal is for a one bedroom flat. After some discussion with the Developer Contributions Officer it has been confirmed that no developer contribution is required. The proposal is linked to application 17/00365/FLL and has been considered against the existing use for Class 1 Retail. It has been assessed that the associated trip rates would not create additional impact on the road network so no contribution towards Transport Infrastructure will be required.

Economic Impact

The site is within an area to be retained for employment use. Residential development of the site would have a minimal economic impact and would be contrary to the site being retained for employment uses.

Conclusion

In conclusion, the application must be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this respect, the proposal is not considered to comply with the approved TAYplan 2012 and the adopted Local Development Plan 2014. I have taken account of material considerations and find none that would justify overriding the adopted Development Plan. On that basis the application is recommended for refusal.

APPLICATION PROCESSING TIME

The recommendation for this application has been made within the statutory determination period.

LEGAL AGREEMENTS

None required.

DIRECTION BY SCOTTISH MINISTERS

None applicable to this proposal.

RECOMMENDATION

Refuse the application

Conditions and Reasons for Recommendation

1 The proposal is contrary to policy ED1A of the Perth and Kinross Local Development Plan 2014 which seeks to retain the site for employment uses. Residential development, as proposed, would not safeguard the site for employment uses and no evidence has been submitted to demonstrate that alternative commercial uses have been sought for the site.

Justification

The proposal is not in accordance with the Development Plan and there are no material reasons which justify departing from the Development Plan

Informatives

None.

Procedural Notes

Not Applicable.

PLANS AND DOCUMENTS RELATING TO THIS DECISION

17/00365/1
17/00365/2
17/00365/3
17/00365/4
17/00365/5

Date of Report

10 May 2017

PLANNING SUPPORT STATEMENT.

Alterations to first floor of building and two storey access stair extension to form one additional flat.

First Floor, Unit 90, Perth Airport PH2 6PL.

The site is situated on the first floor of the building and at present is one of the access stairs to this floor. The intention is to form a new access stair extension to the west of the building and utilise the area to form a new one bedroom flat.

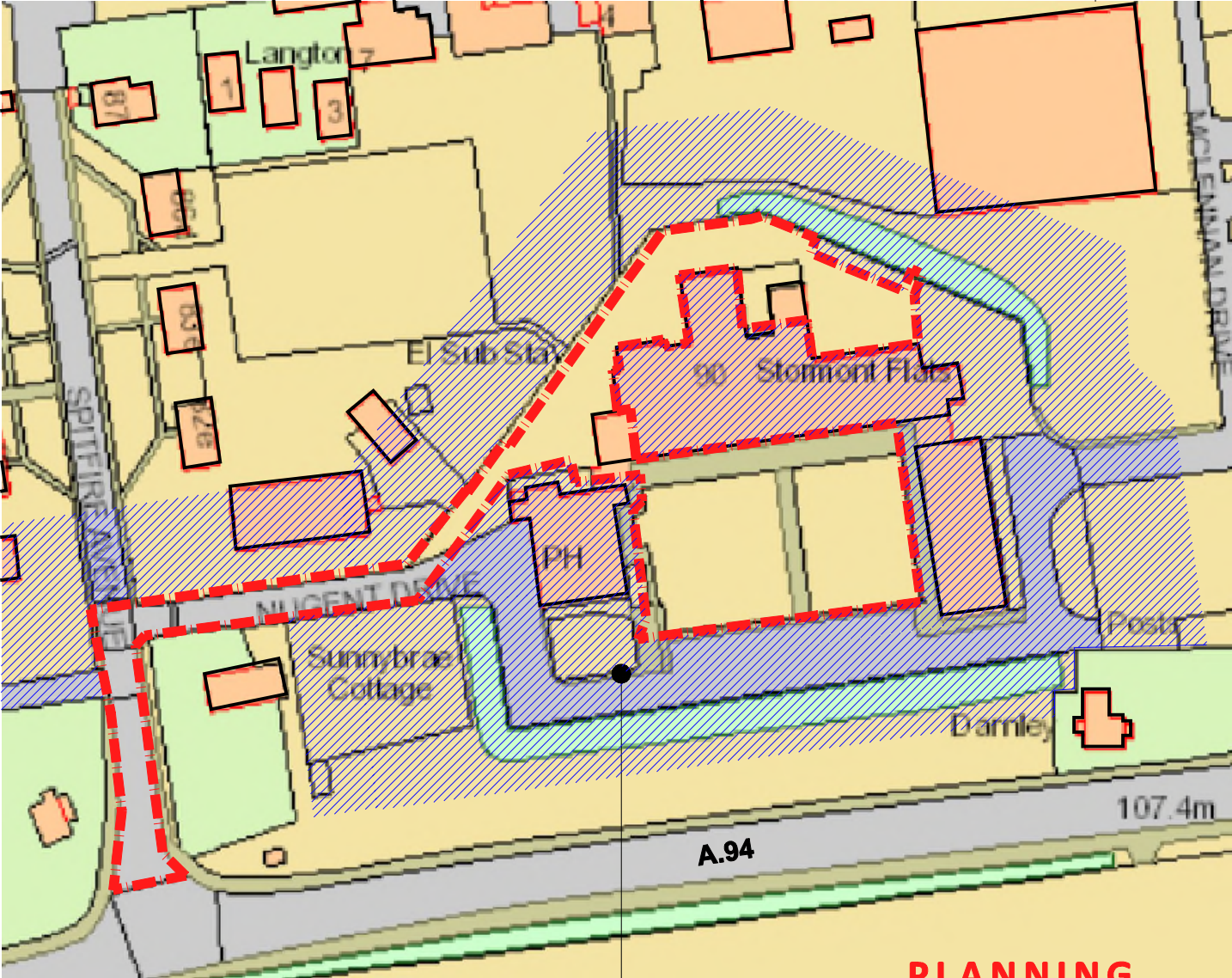
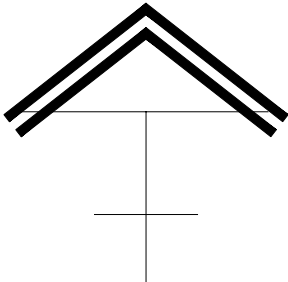
This remainder of this floor is used as stores at present but it has planning approval to be converted to seven flats of various sizes. Planning Approval 05/01903/FUL, which was commenced with the works to the ground floor of this building. The intention is, should planning approval be granted for this proposal, to convert the whole first floor as one project.

The stair extension is designed to match the existing building with white smooth coloured render, grey concrete tiles, silver grey UPVC windows, marine blue UPVC external doors, and grey PVC rainwater goods. There is ample car parking to the rear of the building and throughout the Perth Airport Estate.

James Paul Associates

28/02/2017.

NORTH



PLANNING

Site Referred Too.

Site location Plan

Scale 1:2500@A4

REVISIONS:
A_ 2017-03-09_ Site boundaries amended.
B_ 2017-03-10_ Site boundaries amended.

Project Title : Destiny Building Block 90 Perth Airport Scone	
Sheet Contents : Location Plan	
Drawn by :	Drawing Number : 1707/PA/000
Checked by :	
Date :	
Scale : 1:2500 @ A4	Revision : B

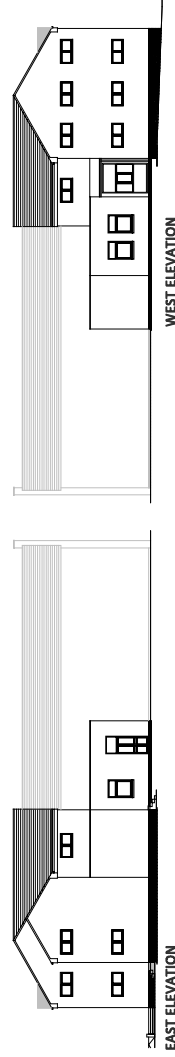
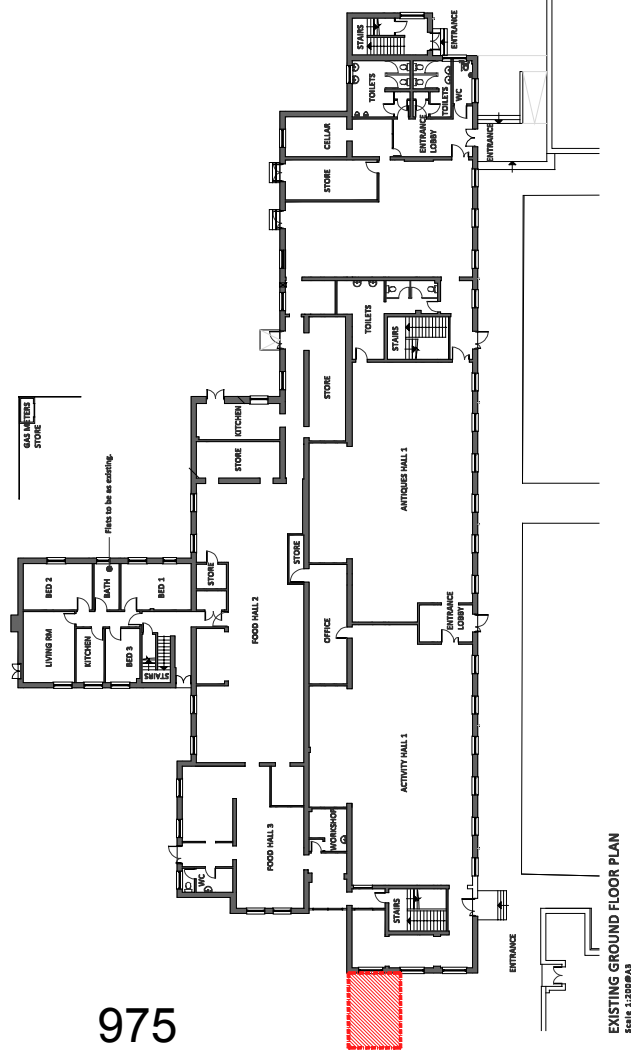
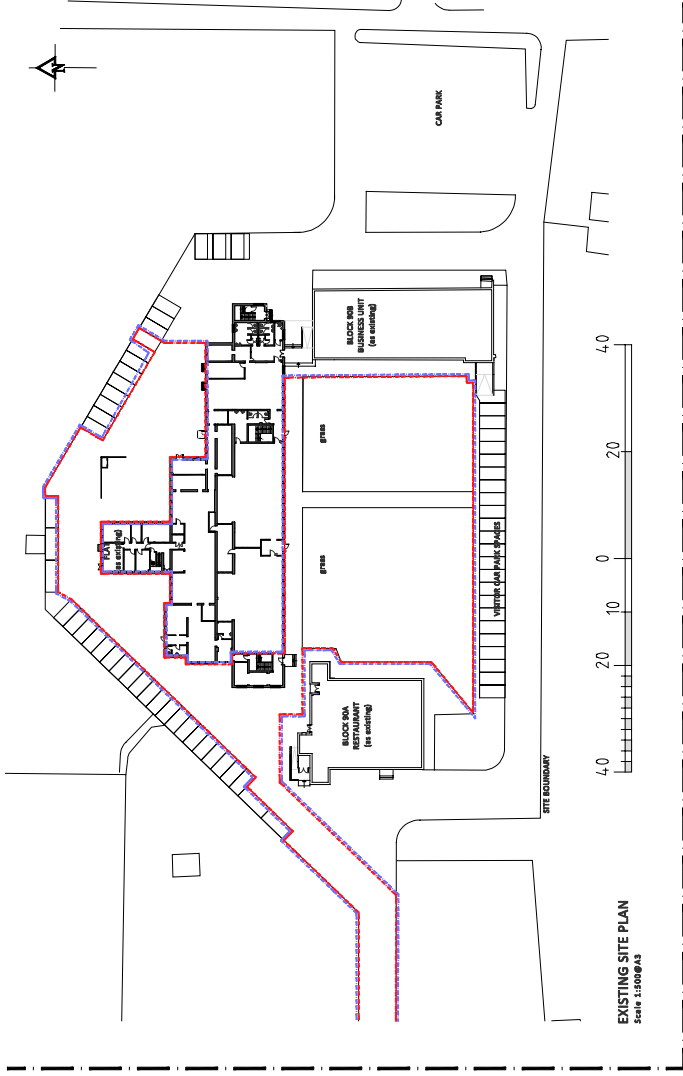
JAMES PAUL ASSOCIATES
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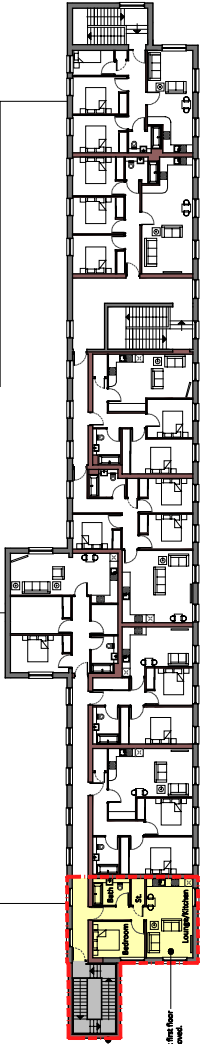
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DESTINY BUILDING,
PERTH AIRPORT 973

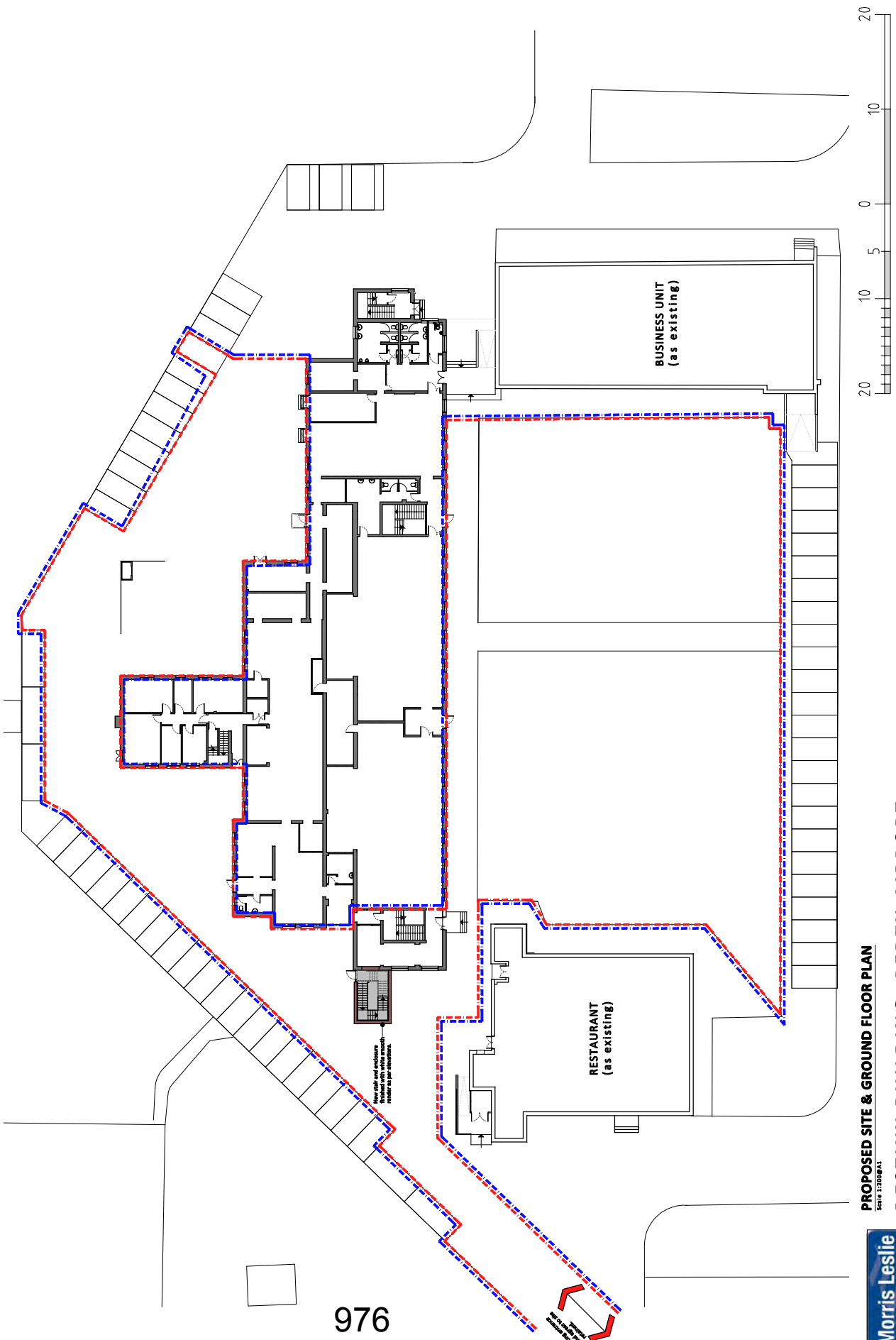




New stair and enclosure finished with white smooth render as per elevations.

PROPOSED SITE & GROUND FLOOR PLAN
Scale 1:200 @ A1

DESTINY BUILDING, PERTH AIRPORT



PLANNING

[illegible]

TCP/11/16(483) – 17/00365/FLL – Change of use, alterations and extension to store to form a flat at 90 Perth Airport, Scone, Perth, PH2 6PL

PLANNING DECISION NOTICE *(included in applicant's submission, see pages 961-962)*

REPORT OF HANDLING *(included in applicant's submission, see pages 963-969)*

REFERENCE DOCUMENTS *(included in applicant's submission, see pages 971-976)*

TCP/11/16(483) – 17/00365/FLL – Change of use, alterations and extension to store to form a flat at 90 Perth Airport, Scone, Perth, PH2 6PL

REPRESENTATIONS

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	17/00365/FLL	Comments provided by	Nicola Orr
Service/Section	Strategy & Policy	Contact Details	Nicola Orr [REDACTED]
Description of Proposal	Alterations, change of use and extension to store to form a flat		
Address of site	90, Perth Airport, Scone, Perth, PH2 6PL		
Comments on the proposal	<p>NB: Should the planning application be successful and such permission not be implemented within the time scale allowed and the applicant subsequently requests to renew the original permission a reassessment may be carried out in relation to the Council's policies and mitigation rates pertaining at the time.</p> <p>THE FOLLOWING REPORT, SHOULD THE APPLICATION BE SUCCESSFUL IN GAINING PLANNING APPROVAL, <u>MAY</u> FORM THE BASIS OF A SECTION 75 PLANNING AGREEMENT WHICH MUST BE AGREED AND SIGNED PRIOR TO THE COUNCIL ISSUING A PLANNING CONSENT NOTICE.</p> <p>Affordable Housing</p> <p>With reference to the above planning application the Council's Affordable Housing Policy requires that 25% of the total number of houses, above a threshold of 5 units, for which planning consent is being sought is to be in the form of affordable housing.</p> <p>This proposal is part of the same building conversion being proposed under planning application ref 17/00367/FLL. A Valuation Report has been prepared by Graham & Sibbald which sets out the projected market value of the proposed units in this development. The projected valuations are within the maximum sales prices applicable to low cost housing of £90,000 for a 1 bed and £105,000 for a 2 bed respectively as defined in the Developer Contributions and Affordable Housing Guidance 2016. The proposed unit is considered to be affordable by their design and related sales price.</p> <p>Primary Education</p> <p>With reference to the above planning application the Council Developer Contributions Supplementary Guidance requires a financial contribution towards increased primary school capacity in areas where a primary school capacity constraint has been identified. A capacity constraint is defined as where a primary school is operating, or likely to be operating following completion of the proposed development and extant planning permissions, at or above 80% of total capacity.</p> <p>This proposal is within the catchment of Robert Douglas Memorial Primary School.</p> <p>The proposed unit has a single bedroom. In terms of the Developer</p>		

	<p>Contributions and Affordable Housing Guidance paragraph 4.5 no contribution towards primary education will be required.</p> <p>Transport Infrastructure</p> <p>With reference to the above planning application the Council Transport Infrastructure Developer Contributions Supplementary Guidance requires a financial contribution towards the cost of delivering the transport infrastructure improvements which are required for the release of all development sites in and around Perth.</p> <p>This proposal and the wider proposed 14 unit development under 17/00367/FLL has been considered against the existing use for Class 1 Retail and it has been assessed that the associated trip rates would not create additional impact on the road network. No contribution towards Transport Infrastructure will be required.</p>
Recommended planning condition(s)	<p>Summary of Requirements</p> <p>Education: £0 Transport Infrastructure: £0</p> <p><u>Total: £0</u></p>
Recommended informative(s) for applicant	
Date comments returned	15 March 2017 (Updated 09 May 2017)

Comments to the Development Quality Manager on a Planning Application

Planning Application ref.	17/00365/FLL	Comments provided by	Niall Moran
Service/Section	Transport Planning	Contact Details	<div style="background-color: black; width: 50px; height: 15px;"></div>
Description of Proposal	Change of use, alterations and extension to store to form a flat		
Address of site	90 Perth Airport Scone Perth PH2 6PL		
Comments on the proposal	I have no objections to the proposed development.		
Recommended planning condition(s)			
Recommended informative(s) for applicant			
Date comments returned	31 March 2017		

