

**TCP/11/16(484) – 17/00367/FLL – Change of use and alterations from antiques centre (class 1) to form 14 flats and associated works at 90 Perth Airport, Scone, Perth, PH2 6PL**

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**TCP/11/16(484) – 17/00367/FLL – Change of use and alterations from antiques centre (class 1) to form 14 flats and associated works 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](mailto: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 100060360-001

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"/>

## 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 and alterations from antiques centre (Class 1) to form 14no. flats and associated works

## 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 Report of handling Decision Notice Local Review Statement

## Application Details

Please provide details of the application and decision.

What is the application reference number? \*

17/00367/FLL

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

01/03/2017

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

09/05/2017

## 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 9<sup>th</sup> 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 10<sup>th</sup> 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 22<sup>nd</sup> 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  
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Pullar House  
35 Kinnoull Street  
PERTH  
PH1 5GD

Date 9th May 2017

## TOWN AND COUNTRY PLANNING (SCOTLAND) ACT

Application Number: **17/00367/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 10th March 2017 for permission for **Change of use and alterations from antiques centre (Class 1) to form 14no. flats and associated works 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](http://www.pkc.gov.uk) "Online Planning Applications" page

### Plan Reference

17/00367/1

17/00367/2

17/00367/3

17/00367/4

17/00367/5

17/00367/6

17/00367/7

## REPORT OF HANDLING

### DELEGATED REPORT

Ref No	17/00367/FLL	
Ward No	N2- Strathmore	
Due Determination Date	09.05.2017	
Case Officer	Persephone Beer	
Report Issued by		Date
Countersigned by		Date

**PROPOSAL:** Change of use and alterations from antiques centre (Class 1) to form 14no. flats and associated works

**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 alterations from antiques centre to form 14 flats. The site is at Perth Airport around 2 kilometres to the north of Scone.

The proposal relates to the ground floor of Block 90 which originally received planning permission in 2006 for a food hall and antique sales centre with seven residential flats above (05/01903/FUL). This application also included blocks 90A and 90B which are not subject to this application and are being retained as restaurant and business use. 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.

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

There is a related application for the change of use of a store/stairwell area to a flat (17/00365/FLL).

## **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

17/00365/FLL Change of use, alterations and extension to store to form a flat

## **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 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.

### **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.

## **OTHER POLICIES**

Developer Contributions Supplementary Guidance

## **CONSULTATION RESPONSES**

Bridgend Gannochy and Kinnoull Community Council

Contrary to LDP development embargo on sites of more than 10 residential units until the Cross Tay Link Road is a committed project.

Scone and District Community Council

Contrary to LDP page 138, para. 5.30.3 – “To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth there will be an embargo on further planning consents for housing sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.”

Development Planning

Contrary to policy ED1A that seeks to retain the site for employment uses.

Environmental Health

No adverse comments.

Scottish Environment Protection Agency

No objection.

Transport Planning

No objection.

Environmental Health

No private water supplies identified.

Scottish Water

No response in timescale.

Contributions Officer

Summary of Requirements

Affordable Housing: All units Affordable by Market Value.

Education: £0

Transport Infrastructure: £0

**Total: £0**

Perth Airport

No comments in timescale

## REPRESENTATIONS

The following points were raised in the 2 representations received:

- Contrary to Local Development Plan in that there is an embargo in the area on residential development of 10 units or more until the Cross Tay Link Road is a committed project.

In response to this objection I would note that as the site is brownfield land the embargo does not apply.

## 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

This planning application proposes a change of use from a ground floor antiques centre to residential accommodation. The applicant states that the business has been struggling and suggests that it would be a logical step to convert the entire building into flats. The site is located within a safeguarded employment area in the adopted Perth and Kinross Local Development Plan. Policy ED1A states that "areas identified for employment uses should be retained for such uses". The applicant has presented no evidence to suggest that the unit has been marketed for other commercial uses prior to this application. It would be contrary to policy to change this site to residential use.

## **Design and Layout**

The proposal relates to the ground floor of an existing building that has been most recently used for the sale of antiques. Prior to its use for the antiques centre the building was used as an administration block in relation to the airfield. The ground floor is to be divided into 14 flats: 9 x 1 bedroom, 4 x 2 bedroom, and 1 x 3 bedroom. The upper floor has permission for conversion to seven residential flats although subsequent to that an application for an expansion of the antique centre was also approved for the first floor.

## **Landscape**

The proposed plans show some landscaping including of existing parking areas. There is a large grassed area to the front of the block which will be retained for communal use. A small landscaped sitting area is proposed within this. 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. Environmental Health was consulted and have noted that there have not been any complaints in relation to this. Due to the mix of uses on the site including some existing residential use within the same block I do not consider that there will be any adverse impact on residential amenity on existing or future residents for this proposal.

## **Air Quality**

There has been an objection to the proposal in terms of the impact on air quality on the Bridgend area of Perth. In relation to this within the Perth Airport settlement statement there is reference to an embargo on developments of over 10 residential units until the Cross Tay link Road is a committed project. However this embargo does not apply to brownfield sites. The site that is the subject of this application is a brownfield site so the embargo does not apply.

In terms of air quality Environmental Health also note that whilst this application has 14 units, there is no increase in parking spaces which the Environmental Protection Scotland/Royal Town Planning Institute guidance states is necessary to trigger an air quality assessment. Environmental Health have no objection on air quality grounds.



## **Visual Amenity**

The proposals would bring a largely vacant building back into use. The proposed works 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 proposal includes adequate parking provision and also includes provision for secure cycle storage. The site also has good links to the local bus network with bus stops and shelters located close by on the A94. The Transport Planner does not object.

## **Drainage and Flooding**

The site is currently served by a private waste water treatment works. SEPA was consulted 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**

### **Affordable Housing**

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.

The proposal consists of a total of 14 flats; 9 x 1 bedroom, 4 x 2 bedroom, and 1 x 3 bedroom. A Valuation Report for the development was discussed with the Developer Negotiations Officer prior to the planning application submission which sets out the projected market value of the proposed units. This valuation was based on a slightly different mix of units but the proposal is not significantly different.

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 units are considered to be affordable by their design and related sales price.

## **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.

Each of the proposed units is considered to be affordable in terms of valuation. No contributions towards primary education will be 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 site falls within the Full Contribution boundary. This proposal and the additional single unit development under 17/00365/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.

## **Summary of Requirements**

Affordable Housing: All units Affordable by Market Value.

Education: £0 – due to all units being affordable.

Transport Infrastructure: £0

**Total: £0**

## **Economic Impact**

The site is within an area to be retained for employment use. Conversion to residential use 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 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.

## **Informatives**

None.

## **Procedural Notes**

Not Applicable.

## **PLANS AND DOCUMENTS RELATING TO THIS DECISION**

17/00367/1

17/00367/2

17/00367/3

17/00367/4

17/00367/5

17/00367/6

17/00367/7

### **Date of Report**

8 May 2017

10 May 2017 - developer contribution information updated.



Pullar House 35 Kinnoull Street Perth PH1 5GD Tel: 01738 475300 Fax: 01738 475310 Email: [onlineapps@pkc.gov.uk](mailto: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 100041615-001

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.

## Type of Application

What is this application for? Please select one of the following: \*

- ☒ Application for planning permission (including changes of use and surface mineral working).
- ☐ Application for planning permission in principle.
- ☐ Further application, (including renewal of planning permission, modification, variation or removal of a planning condition etc)
- ☐ Application for Approval of Matters specified in conditions.

## Description of Proposal

Please describe the proposal including any change of use: \* (Max 500 characters)

Change of Use of ground floor of building to form fourteen flats, with associated access ramps, car parking, landscaping, bin and cycle stores, and elevational enhancement of the building.

Is this a temporary permission? \*

☐ Yes ☒ No

If a change of use is to be included in the proposal has it already taken place?  
(Answer 'No' if there is no change of use.) \*

☐ Yes ☒ No

Has the work already been started and/or completed? \*

☒ No ☐ Yes – Started ☐ Yes - Completed

## 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:	James Paul Associates		
Ref. Number:		You must enter a Building Name or Number, or both: *	
First Name: *	Angus	Building Name:	
Last Name: *	Paul	Building Number:	
Telephone Number: *		Address 1 (Street): *	
Extension Number:		Address 2:	
Mobile Number:		Town/City: *	
Fax Number:		Country: *	
		Postcode: *	
Email Address: *			
Is the applicant an individual or an organisation/corporate entity? *			
<input type="checkbox"/> Individual <input checked="" type="checkbox"/> Organisation/Corporate entity			

## Applicant Details

Please enter Applicant details

Title:		You must enter a Building Name or Number, or both: *	
Other Title:		Building Name:	Errol Airport
First Name: *		Building Number:	
Last Name: *		Address 1 (Street): *	Errol Airport
Company/Organisation	Morris Leslie Group	Address 2:	
Telephone Number: *		Town/City: *	Errol
Extension Number:		Country: *	United Kingdom
Mobile Number:		Postcode: *	PH2 7TB
Fax Number:			
Email Address: *			

## Site Address Details

Planning Authority:

Perth and Kinross Council

Full postal address of the site (including postcode where available):

Address 1:

90

Address 2:

Perth Airport

Address 3:

Scone

Address 4:

Address 5:

Town/City/Settlement:

Perth

Post Code:

PH2 6PL

Please identify/describe the location of the site or sites

Northing

727788

Easting

315504

## Pre-Application Discussion

Have you discussed your proposal with the planning authority? \*

☐ Yes ☒ No

## Site Area

Please state the site area:

1210.00

Please state the measurement type used:

☐ Hectares (ha) ☒ Square Metres (sq.m)

## Existing Use

Please describe the current or most recent use: \* (Max 500 characters)

Antique Centre

## Access and Parking

Are you proposing a new altered vehicle access to or from a public road? \*

☐ Yes ☒ No

If Yes please describe and show on your drawings the position of any existing. Altered or new access points, highlighting the changes you propose to make. You should also show existing footpaths and note if there will be any impact on these.

Are you proposing any change to public paths, public rights of way or affecting any public right of access? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
If Yes please show on your drawings the position of any affected areas highlighting the changes you propose to make, including arrangements for continuing or alternative public access.	
How many vehicle parking spaces (garaging and open parking) currently exist on the application Site?	<div style="border: 1px solid black; padding: 2px 10px;">10</div>
How many vehicle parking spaces (garaging and open parking) do you propose on the site (i.e. the Total of existing and any new spaces or a reduced number of spaces)? *	<div style="border: 1px solid black; padding: 2px 10px;">21</div>
Please show on your drawings the position of existing and proposed parking spaces and identify if these are for the use of particular types of vehicles (e.g. parking for disabled people, coaches, HGV vehicles, cycles spaces).	
<h2 style="margin: 0;">Water Supply and Drainage Arrangements</h2>	
Will your proposal require new or altered water supply or drainage arrangements? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Are you proposing to connect to the public drainage network (eg. to an existing sewer)? *	
<input type="checkbox"/> Yes – connecting to public drainage network <input checked="" type="checkbox"/> No – proposing to make private drainage arrangements <input type="checkbox"/> Not Applicable – only arrangements for water supply required	
As you have indicated that you are proposing to make private drainage arrangements, please provide further details. What private arrangements are you proposing? *	
<input type="checkbox"/> New/Altered septic tank. <input checked="" type="checkbox"/> Treatment/Additional treatment (relates to package sewage treatment plants, or passive sewage treatment such as a reed bed). <input type="checkbox"/> Other private drainage arrangement (such as chemical toilets or composting toilets).	
Please explain your private drainage arrangements briefly here and show more details on your plans and supporting information: *	
<div style="border: 1px solid black; padding: 10px;">         There is an existing treatment works which serves the properties on the Perth Airport site.       </div>	
Do your proposals make provision for sustainable drainage of surface water?? * <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No (e.g. SUDS arrangements) *	
Note:- Please include details of SUDS arrangements on your plans Selecting 'No' to the above question means that you could be in breach of Environmental legislation.	
Are you proposing to connect to the public water supply network? *	
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No, using a private water supply <input type="checkbox"/> No connection required	
If No, using a private water supply, please show on plans the supply and all works needed to provide it (on or off site).	



## Assessment of Flood Risk

Is the site within an area of known risk of flooding? \*

☐ Yes ☒ No ☐ Don't Know

If the site is within an area of known risk of flooding you may need to submit a Flood Risk Assessment before your application can be determined. You may wish to contact your Planning Authority or SEPA for advice on what information may be required.

Do you think your proposal may increase the flood risk elsewhere? \*

☐ Yes ☒ No ☐ Don't Know

## Trees

Are there any trees on or adjacent to the application site? \*

☐ Yes ☒ No

If Yes, please mark on your drawings any trees, known protected trees and their canopy spread close to the proposal site and indicate if any are to be cut back or felled.

## Waste Storage and Collection

Do the plans incorporate areas to store and aid the collection of waste (including recycling)? \*

☒ Yes ☐ No

If Yes or No, please provide further details: \* (Max 500 characters)

New bin store building to be supplied.

## Residential Units Including Conversion

Does your proposal include new or additional houses and/or flats? \*

☒ Yes ☐ No

How many units do you propose in total? \*

14

Please provide full details of the number and types of units on the plans. Additional information may be provided in a supporting statement.

## All Types of Non Housing Development – Proposed New Floorspace

Does your proposal alter or create non-residential floorspace? \*

☐ Yes ☒ No

## Schedule 3 Development

Does the proposal involve a form of development listed in Schedule 3 of the Town and Country Planning (Development Management Procedure (Scotland) Regulations 2013? \*

☐ Yes ☒ No ☐ Don't Know

If yes, your proposal will additionally have to be advertised in a newspaper circulating in the area of the development. Your planning authority will do this on your behalf but will charge you a fee. Please check the planning authority's website for advice on the additional fee and add this to your planning fee.

If you are unsure whether your proposal involves a form of development listed in Schedule 3, please check the Help Text and Guidance notes before contacting your planning authority.

## Planning Service Employee/Elected Member Interest

Is the applicant, or the applicant's spouse/partner, either a member of staff within the planning service or an elected member of the planning authority? \*

☐ Yes ☒ No

## Certificates and Notices

CERTIFICATE AND NOTICE UNDER REGULATION 15 – TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (SCOTLAND) REGULATION 2013

One Certificate must be completed and submitted along with the application form. This is most usually Certificate A, Form 1, Certificate B, Certificate C or Certificate E.

Are you/the applicant the sole owner of ALL the land? \*

☒ Yes ☐ No

Is any of the land part of an agricultural holding? \*

☐ Yes ☒ No

## Certificate Required

The following Land Ownership Certificate is required to complete this section of the proposal:

Certificate A

## Land Ownership Certificate

Certificate and Notice under Regulation 15 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Certificate A

I hereby certify that –

(1) - No person other than myself/the applicant was an owner (Any person who, in respect of any part of the land, is the owner or is the lessee under a lease thereof of which not less than 7 years remain unexpired.) of any part of the land to which the application relates at the beginning of the period of 21 days ending with the date of the accompanying application.

(2) - None of the land to which the application relates constitutes or forms part of an agricultural holding

Signed: Angus Paul

On behalf of: Morris Leslie Group

Date: 01/03/2017

☒ Please tick here to certify this Certificate. \*

## Checklist – Application for Planning Permission

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

Please take a few moments to complete the following checklist in order to ensure that you have provided all the necessary information in support of your application. Failure to submit sufficient information with your application may result in your application being deemed invalid. The planning authority will not start processing your application until it is valid.

a) If this is a further application where there is a variation of conditions attached to a previous consent, have you provided a statement to that effect? \*

☐ Yes ☐ No ☒ Not applicable to this application

b) If this is an application for planning permission or planning permission in principle where there is a crown interest in the land, have you provided a statement to that effect? \*

☐ Yes ☐ No ☒ Not applicable to this application

c) If this is an application for planning permission, planning permission in principle or a further application and the application is for development belonging to the categories of national or major development (other than one under Section 42 of the planning Act), have you provided a Pre-Application Consultation Report? \*

☐ Yes ☐ No ☒ Not applicable to this application

Town and Country Planning (Scotland) Act 1997

The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013

d) If this is an application for planning permission and the application relates to development belonging to the categories of national or major developments and you do not benefit from exemption under Regulation 13 of The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013, have you provided a Design and Access Statement? \*

☐ Yes ☐ No ☒ Not applicable to this application

e) If this is an application for planning permission and relates to development belonging to the category of local developments (subject to regulation 13. (2) and (3) of the Development Management Procedure (Scotland) Regulations 2013) have you provided a Design Statement? \*

☐ Yes ☐ No ☒ Not applicable to this application

f) If your application relates to installation of an antenna to be employed in an electronic communication network, have you provided an ICNIRP Declaration? \*

☐ Yes ☐ No ☒ Not applicable to this application

g) If this is an application for planning permission, planning permission in principle, an application for approval of matters specified in conditions or an application for mineral development, have you provided any other plans or drawings as necessary:

☒ Site Layout Plan or Block plan.

☒ Elevations.

☒ Floor plans.

☐ Cross sections.

☒ Roof plan.

☐ Master Plan/Framework Plan.

☐ Landscape plan.

☐ Photographs and/or photomontages.

☐ Other.

If Other, please specify: \* (Max 500 characters)

Provide copies of the following documents if applicable:

A copy of an Environmental Statement. \*

☐ Yes ☒ N/A

A Design Statement or Design and Access Statement. \*

☐ Yes ☒ N/A

A Flood Risk Assessment. \*

☐ Yes ☒ N/A

A Drainage Impact Assessment (including proposals for Sustainable Drainage Systems). \*

☐ Yes ☒ N/A

Drainage/SUDS layout. \*

☐ Yes ☒ N/A

A Transport Assessment or Travel Plan

☐ Yes ☒ N/A

Contaminated Land Assessment. \*

☐ Yes ☒ N/A

Habitat Survey. \*

☐ Yes ☒ N/A

A Processing Agreement. \*

☐ Yes ☒ N/A

Other Statements (please specify). (Max 500 characters)

Planning Support Statement

## Declare – For Application to Planning Authority

I, the applicant/agent certify that this is an application to the planning authority as described in this form. The accompanying Plans/drawings and additional information are provided as a part of this application.

Declaration Name: Mr Angus Paul

Declaration Date: 01/03/2017

## Payment Details



Created: 01/03/2017 16:13

## **PLANNING SUPPORT STATEMENT.**

**Change of Use of ground floor of building to form fourteen flats, with associated car parking, landscaping, bin and cycle stores, and elevational enhancement of building.**

**Ground Floor, Unit 90, Perth Airport PH2 6PL.**

The proposal is to convert the existing Antique Centre, which has been struggling to survive, to fourteen flats. The opportunity will also be taken should this proposal gain planning approval to re organise the existing car parking areas, upgrade the grass area to the front of the building, and supply 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 renewed and repaired as required.

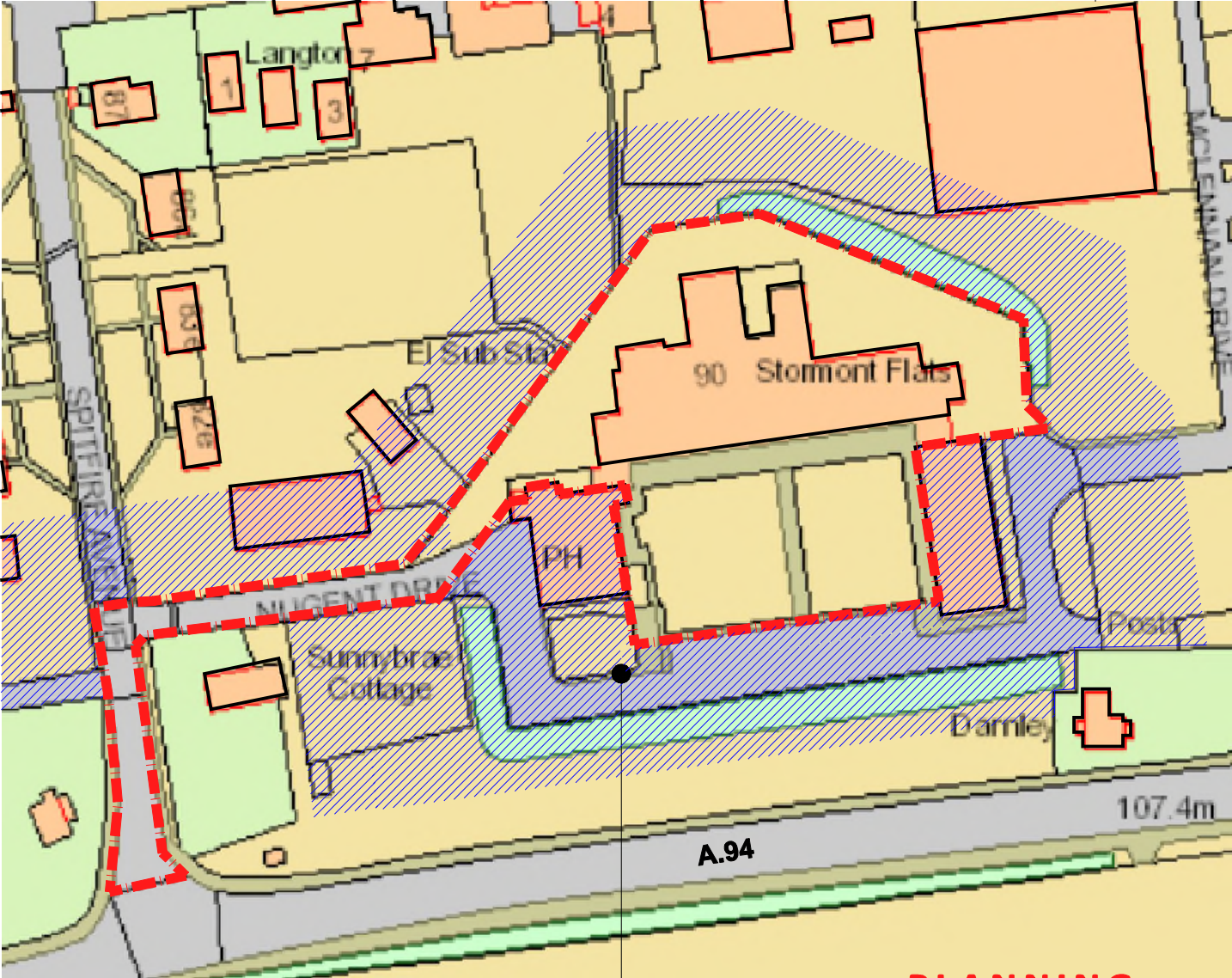
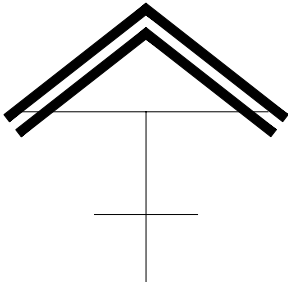
The existing commercial use of the building has struggled to survive, it is felt due to its location out with a main residential centre and to the lack of footfall and hence customers. An alternative use is sought and given that the first floor of this building has permission to be converted to flats; commenced planning permission reference 05/01903/FUL dated 1 March 2005; the conversion of the ground floor to flats seems appropriate and gives the applicants the opportunity to organise the area around the building with enhanced car parking, the introduction of formal bin and cycle stores to serve both floors of the building, enhanced landscaping for all flats, and generally renew and repair the building. The building will also benefit from improved access through the introduction of access ramps to serve all areas.

Generally the area locally, which forms part of Perth Airport, is a mix of predominantly residential and some small business and commercial uses, served by a private internal road system and is served by its own private sewerage plant.

**JAMES PAUL ASSOCIATES  
01 March 2017.**



NORTH



Site Referred Too.

**PLANNING**

# Site location Plan

Scale 1:2500@A4

REVISIONS:  
A\_2017-03-09\_Boundary Amended.

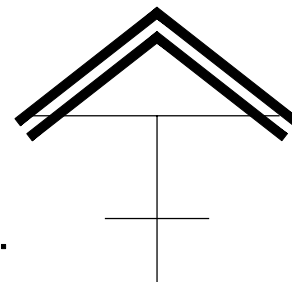
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Sheet Contents : <b>Location Plan</b>	
Drawn by :	<b>1707/PA/000</b>
Checked by :	
Date :	
Scale : <b>1:2500 @ A4</b>	Revision : <b>A</b>

**JAMES PAUL ASSOCIATES**  
Architects, Town Planning Consultants & Landscape Architects  
4 Brook Street, Broughty Ferry, Dundee DD5 1DP  
Tel.: 01382 737866  
Fax: 01382 480315  
E-mail: enquiries@jamespaulassociates.co.uk

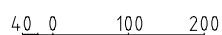
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**DESTINY BUILDING,  
PERTH AIRPORT**



**Scale 1:10,000@A4**



# DESTINY BUILDING, PERTH AIRPORT<sup>360</sup>

**REVISIONS:**

Project Title :

## Perth Airport ...for Morris Leslie Group

Sheet	Location Plan
Contents :	

Drawn by :

Checked by :

Date :

Scale : 1:10.000 @ A4

Drawing Number :

Revision :

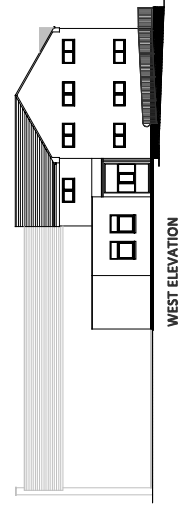
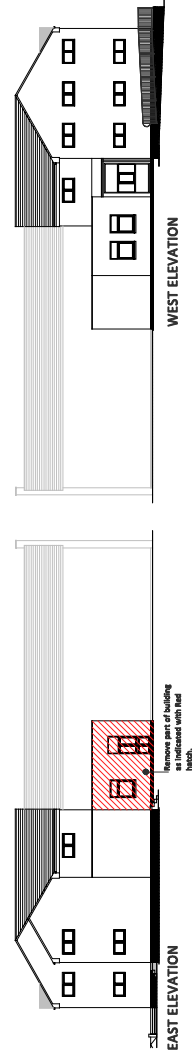
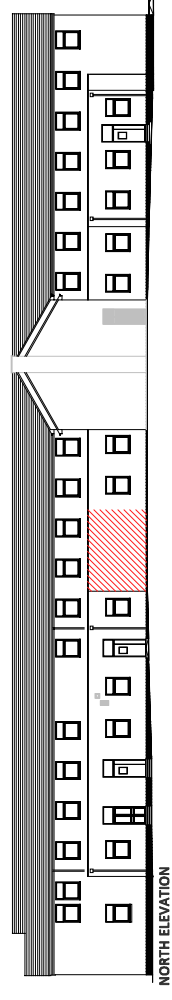
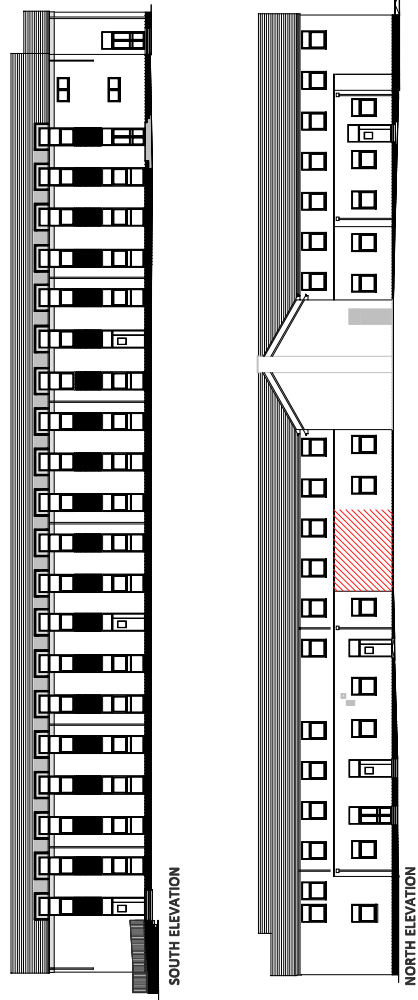
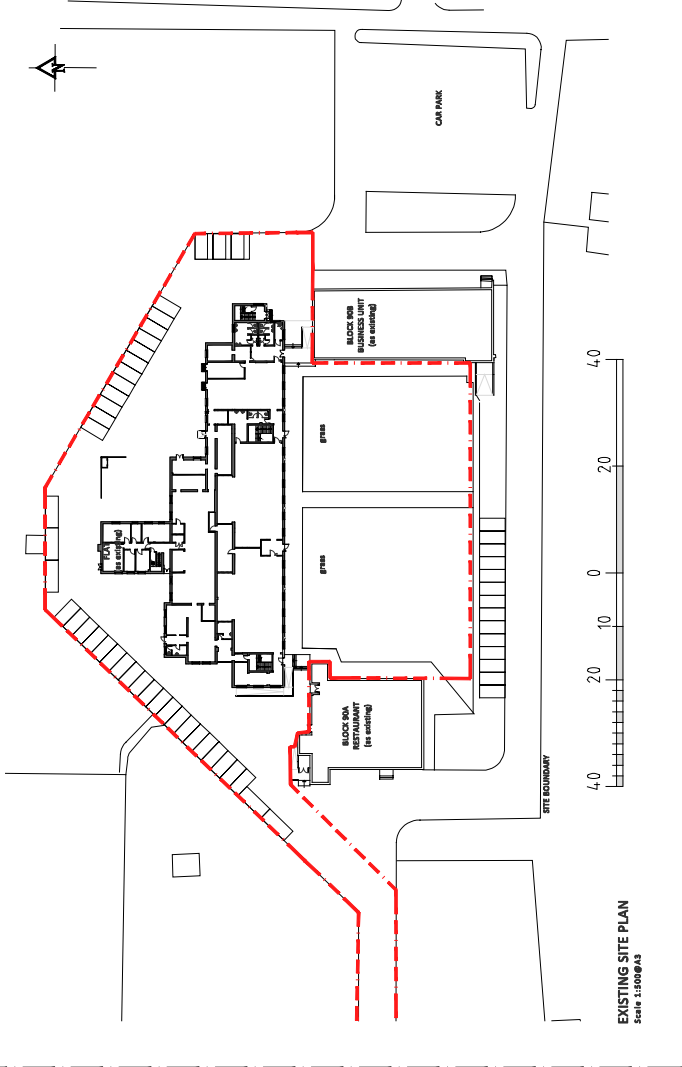
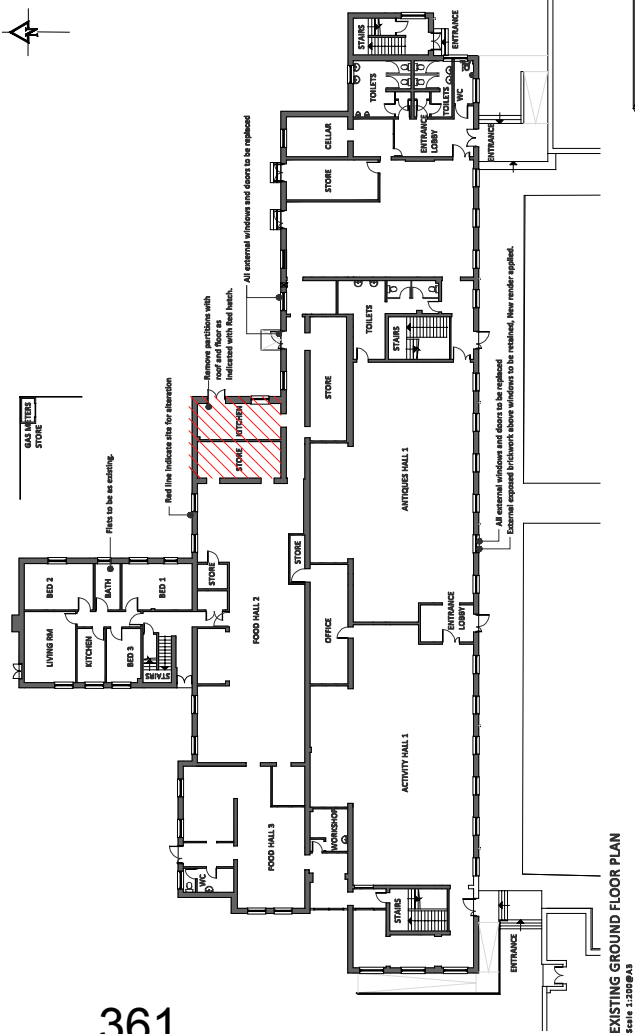
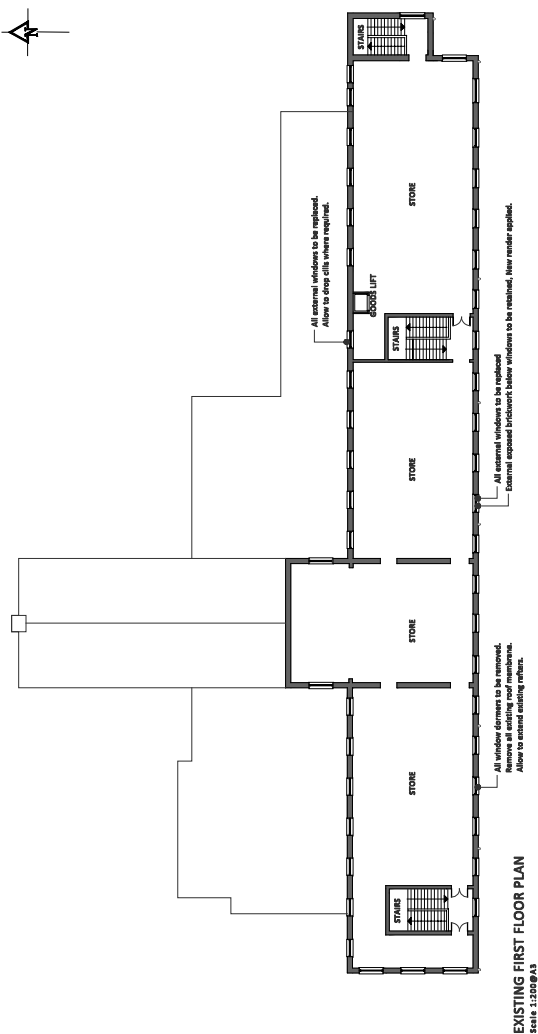
# JAMES PAUL ASSOCIATES

**Architects, Town Planning Consultants & Landscape Architects**

4 Brook Street, Broughty Ferry, Dundee DD5 1DP  
Tel.: 01382 737866  
Fax: 01382 480315  
E-mail: [enquiries@jamespaulassociates.co.uk](mailto:enquiries@jamespaulassociates.co.uk)

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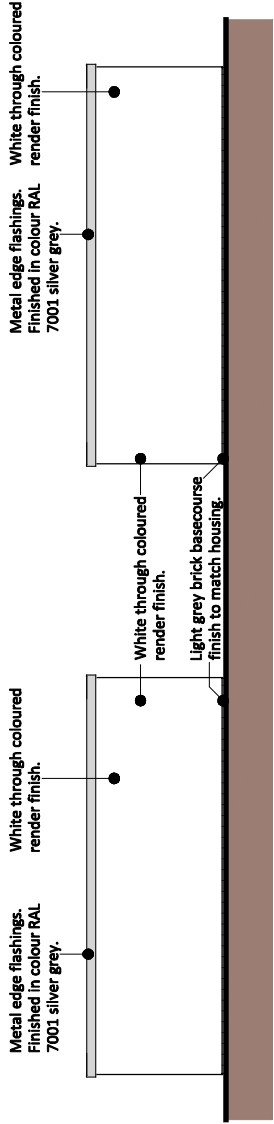
## PLANNING

<b>Project Title :</b> <b>Destiny Building</b> <b>Block 90</b> <b>Perth Airport</b> <b>Score</b>		<b>Client :</b> <b>Building Layout</b>		<b>Drawing Number :</b> <b>1707/PA-001</b>	
<b>Contract :</b>		<b>Station :</b>		<b>Revision :</b>	
<b>Station :</b>		<b>Scale :</b>		<b>Author :</b>	
<b>Checked By :</b>		<b>Drawn By :</b>		<b>Reviewed By :</b>	
<b>Date :</b>		<b>Project No. :</b>		<b>Project Name :</b>	

**JAMES PAUL ASSOCIATES**

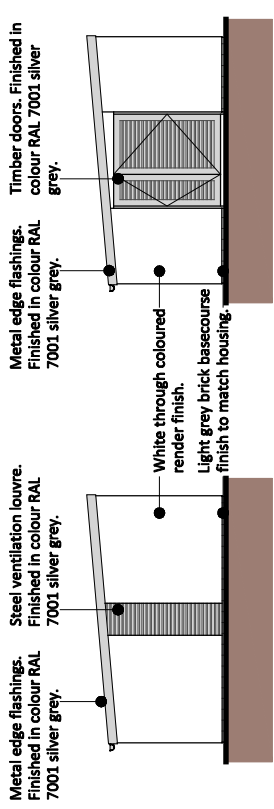
4 South Street, Singapore 050075  
 Tel: 6733 8888, Fax: 6733 8889  
 Email: [info@jamespaulassociates.com.sg](mailto:info@jamespaulassociates.com.sg)

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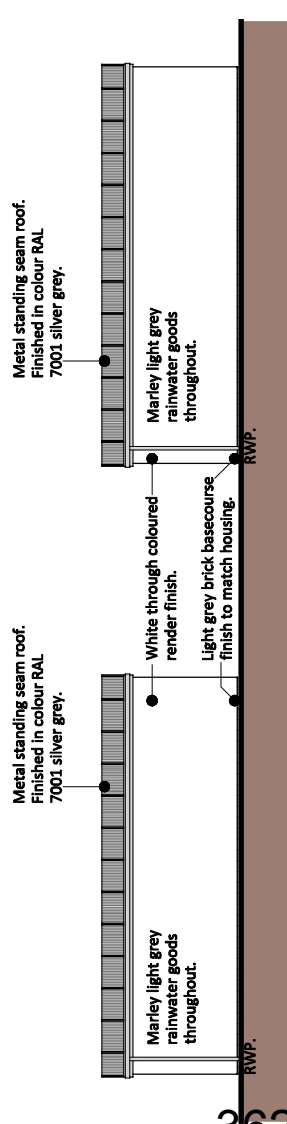
## PROPOSED NORTH ELEVATION

Scale 1:100@A3



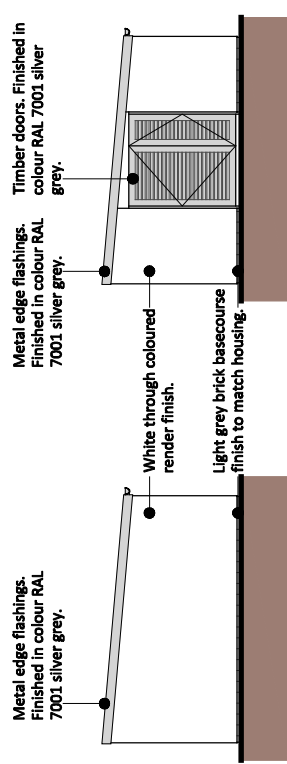
## PROPOSED WEST ELEVATION

Scale 1:100@A3



## PROPOSED SOUTH ELEVATION

Scale 1:100@A3

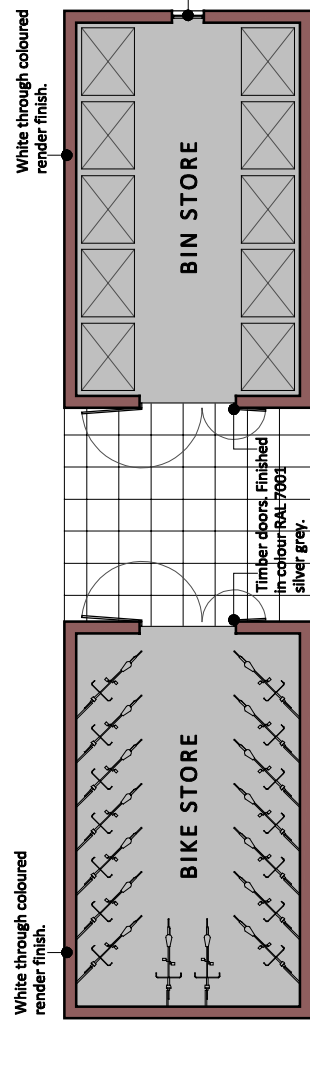


## PROPOSED EAST ELEVATION

Scale 1:100@A3

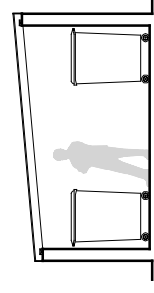
## BIN STORE ENTRANCE

Scale 1:100@A3



## PROPOSED BIN & BIKE STORE

Scale 1:100@A3

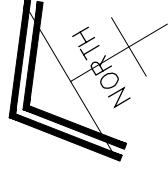


## PROPOSED SECTION

Scale 1:100@A3

## PLANNING

REVISIONS:	Project Title: <b>Destiny Building Block 90 Perth Airport Scone</b>
Sheet Contents:	Proposed Bin & Bike Store
Drawn by:	JC
Checked by:	BP
Date:	Feb 2017
Scale:	1:100 @ A3
Revision:	
<b>JAMES PAUL ASSOCIATES</b> Architects, Town Planning Consultants & Landscape Architects 4 Brock Street, Broughby Ferry, Dundee DD5 1DP Tel: 01382 225866 Fax: 01382 225869 Email: enquiries@jamespaul.co.uk	



# DESTINY BUILDING, PERTH AIRPORT



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## Scale 1:200@A1

Existing planning permission for first floor under separate application. Currently approved for use as flats.



## 2025/11/15

Project Title: <b>Destiny Building</b> Room 40 Floor 40 Room Support Score		Proposed Site # Floor Plans		Drawing Number: <b>1707/PA/002</b>	
Sheet	Drawn By:	KCS	Checked by:	RF	Revision:
	Created by:	RF	Revised by:	RF	
	Scale:	Noted @ A1			

# JAMES PAUL ASSOCIATES

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**TCP/11/16(484) – 17/00367/FLL – Change of use and alterations from antiques centre (class 1) to form 14 flats and associated works at 90 Perth Airport, Scone, Perth, PH2 6PL**

**PLANNING DECISION NOTICE** *(included in applicant's submission, see pages 337-338)*

**REPORT OF HANDLING** *(included in applicant's submission, see pages 339-348)*

**REFERENCE DOCUMENTS** *(included in applicant's submission, see pages 357-364)*



**TCP/11/16(484) – 17/00367/FLL – Change of use and alterations from antiques centre (class 1) to form 14 flats and associated works at 90 Perth Airport, Scone, Perth, PH2 6PL**

## **REPRESENTATIONS**





## Comments to the Development Quality Manager on a Planning Application

<b>Planning Application ref.</b>	17/00367/FLL	<b>Comments provided by</b>	Bea Nichol
<b>Service/Section</b>	TES: Development Plans	<b>Contact Details</b>	Planning Officer [REDACTED]
<b>Description of Proposal</b>	Change of use and alterations from antiques centre (Class 1) to form 14no. flats and associated works		
<b>Address of site</b>	90 Perth Airport Scone Perth PH2 6PL		
<b>Comments on the proposal</b>	<p>This planning application proposes a change of use from a ground floor antiques centre to residential accommodation. The applicant states that the upper floors of the building have already been permitted for residential usage. The applicant therefore suggests that since the ground floor business is failing, it would be a logical step to convert the entire building into flats, which would also help to accommodate any associated requirements such as recycling facilities.</p> <p>This application is located within a safeguarded employment area in PKC's Local Development Plan. Local Development Plan ED1: Employment and Mixed Use Areas clearly states that "areas identified for employment uses should be retained for such uses". It would therefore be contrary to policy to change this site to residential use.</p> <p>Whilst the applicant states that the business has failed, there is no evidence to suggest that the unit has been marketed for other commercial uses prior to this application. There are a range of uses that could be appropriate to this site and potentially could be more successful than the current one. The applicant should provide clearer evidence of the unit being marketed for alternate businesses.</p> <p>In terms of the current planning consents embargo for applications of 10 units or more in this area, this is not applicable in the case of this application as the change of use is considered a brownfield site and therefore meets with the embargo criteria for applications that can still be given consent.</p>		
<b>Recommended planning condition(s)</b>			
<b>Recommended informative(s) for applicant</b>			

Date comments returned	16/12/16
---------------------------	----------

**Claire Fletcher**

---

**From:** BGK CC [REDACTED]  
**Sent:** 29 March 2017 14:16  
**To:** Development Management - Generic Email Account  
**Subject:** Planning Application 17/00367/FLL

Good afternoon

Bridgend, Gannochy and Kinnoull Community Council would like to comment on the Planning Application 17/00367/FLL. Although the only impact this proposed development would have in our area is the Bridgend Bridge crossing with additional traffic and air pollution.

This purports to convert the disused Antiques Centre at Perth Airport into 14 flats.

While it is encouraging to see redundant buildings being converted to economically viable use, this planning application seeks to break the planning embargo in the Local Development Plan (2014) on developments with greater than 10 dwellings in the A93 - A94 corridor.

I trust that the Case Officer, for this planning application, will take note of PKC directives.

Regards

Jack Rivett

Chairman BGK CC





RECEIVED

30 MAR 2017

P.B

**SCONE & District**  
Community Council

20 Spoutwells Road,  
Scone,  
Perthshire PH2 6RW

ENTERED IN COMPUTER

30 MAR 2017

29<sup>th</sup> March 2017

Planning and Development,  
Perth & Kinross Council  
35 Kinnoull Street,  
Perth. PH1 5GD

Dear Sirs,

**Planning Application No. 17/00367/FLL**

**Alterations and change of use from antiques centre (Class 1) to form 14no. flats and associated works**

The above application was validated by Perth & Kinross Council on 10<sup>th</sup> March 2017.

Page 138, para 5.30.3 of the Adopted Local Development Plan referring to Perth Airfield, states:-

“To prevent the reduction in air quality and increased congestion in the Bridgend area of Perth there will be an embargo on further planning consents for housing sites of 10 or more until such time as the construction of the Cross Tay Link Road is a committed project. The embargo will not apply to brownfield sites.”

We therefore object to this application on the basis that no consent can be granted until the CTLR is a committed project and the CTLR is not yet a committed project, as defined by the full Council on 14/12/16.

We trust that our objection will be given due cognisance as part of your assessment of this application.

Yours faithfully  
For Scone & District Community Council

Hazel MacKinnon  
Secretary



### Comments to the Development Quality Manager on a Planning Application

<b>Planning Application ref.</b>	17/00367/FLL	<b>Comments provided by</b>	Katrina Walker
<b>Service/Section</b>	Strategy & Policy	<b>Contact Details</b>	<b>Planning Officer:</b> Katrina Walker [REDACTED]
<b>Description of Proposal</b>	Alterations and change of use from antiques centre (Class 1) to form 14no. flats and associated works		
<b>Address of site</b>	90 Perth Airport, Scone, Perth, PH2 6PL		
<b>Comments on the proposal</b>	<p><b>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.</b></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><b>Affordable Housing</b></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>The proposal consists of a total of 14 flats; 9 x 1 bedroom, 4 x 2 bedroom, and 1 x 3 bedroom. A Valuation Report has been prepared by Graham &amp; Sibbald which sets out the projected market value of the proposed units. This valuation was based on a slightly different mix of units but the proposal is not significantly different.</p> <p>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.</p> <p>The proposed units are considered to be affordable by their design and related sales price.</p> <p><b>Primary Education</b></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</p>		

	<p>or above 80% of total capacity.</p> <p>This proposal is within the catchment of Robert Douglas Memorial Primary School.</p> <p>Each of the proposed units is considered to be affordable in terms of valuation. No contributions towards primary education will be required.</p> <p><b>Transport Infrastructure</b></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 additional single unit development under 17/00365/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>
<b>Recommended planning condition(s)</b>	<p><b>Summary of Requirements</b></p> <p>Affordable Housing: All units Affordable by Market Value.  Education: £0  Transport Infrastructure: £0</p> <p><b><u>Total: £0</u></b></p>
<b>Recommended informative(s) for applicant</b>	
<b>Date comments returned</b>	29 March 2017 (Updated 09 May 2017)



## Comments to the Development Quality Manager on a Planning Application

<b>Planning Application ref.</b>	17/00367/FLL	<b>Comments provided by</b>	Niall Moran
<b>Service/Section</b>	Transport Planning	<b>Contact Details</b>	<div style="background-color: black; width: 50px; height: 15px;"></div>
<b>Description of Proposal</b>	Change of use and alterations from antiques centre (Class 1) to form 14no. flats and associated works		
<b>Address of site</b>	90 Perth Airport Scone Perth PH2 6PL		
<b>Comments on the proposal</b>	<p>The proposals are for the change of use of an existing commercial building to residential use with 14 flats proposed. The proposal includes adequate parking provision and also includes provision for secure cycle storage. There are no proposals to change the current site access arrangements. The site also has good links to the local bus network with bus stops and shelters located close by on the A94.</p> <p>Therefore, I have no objections to the proposed development.</p>		
<b>Recommended planning condition(s)</b>			
<b>Recommended informative(s) for applicant</b>			
<b>Date comments returned</b>	31 March 2017		



# Memorandum

To	Development Quality Manager	From	Regulatory Service Manager
Your ref	17/00367/FLL	Our ref	MP
Date	5 April 2017	Tel No	

The Environment Service

Pullar House, 35 Kinnoull Street, Perth PH1 5GD

## **Consultation on an Application for Planning Permission**

**RE Change of use and alterations from antiques centre (Class 1) to form 14no. flats and associated works 90 Perth Airport Scone Perth PH2 6PL for Morris Leslie Group**

I refer to your letter dated 22 March 2017 in connection with the above application and have the following comments to make.

### Recommendation

I Have no adverse comments in relation to this application.

### Comments

This application introduces residential units at Perth Airport and as such there is the potential for noise to become an issue, however as there are other houses closer to the runway and I am aware of no complaints, I have no real issues here.

I note there has been an objection in terms of Air Quality due to there being an embargo on house building along this corridor of developments consisting of 10 or more units. Whilst this application has 14 units, there is no increase in parking spaces which the Environmental Protection Scotland/Royal Town Planning Institute guidance states is necessary to trigger an air quality assessment, therefore I have no objections regarding air quality.



Our ref: PCS/152240  
Your ref: 17/00367/FLL

If telephoning ask for:  
Diarmuid O'Connor

5 April 2017

Persephone Beer  
Perth and Kinross Council  
Pullar House  
35 Kinnoull Street  
Perth  
PH1 5GD

By email only to: [DevelopmentManagement@pkc.gov.uk](mailto:DevelopmentManagement@pkc.gov.uk)

Dear Madam

## **Town and Country Planning (Scotland) Acts**

**Planning application: 17/00367/FLL**

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

**90 Perth Airport, Scone, Perth, PH2 6PL**

Thank you for your consultation email which SEPA received on 23 March 2017.

We have **no objection** to this planning application. The proposal will be discharging to the existing sewerage treatment works nearby. 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.

If the treatment works is unable to accept the additional loading then we will require to be re-consulted. We would also ask the applicant our local operations team (details below) if this is the case.

### **Regulatory advice for the applicant**

#### **1. Regulatory requirements**

- 1.1 Details of regulatory requirements and good practice advice for the applicant can be found on the [Regulations section](#) of our website. If you are unable to find the advice you need for a specific regulatory matter, please contact a member of the regulatory team in your local SEPA office at:

SEPA Perth, Strathearn House, Lamberkine Drive, Broxden Business Park, Perth PH1 1RX. [REDACTED]

If you have any queries relating to this letter, please contact me by telephone on [REDACTED] or e-mail at [REDACTED]



Chairman  
Bob Downes

Chief Executive  
Terry A'Hearn

#### **Perth Strathearn House**

Broxden Business Park,  
Lamberkine Drive, Perth, PH1 1RX  
tel 01738 627989 fax 01738 630997

[www.sepa.org.uk](http://www.sepa.org.uk) • customer enquiries 03000 99 66 99

Yours faithfully

Diarmuid O'Connor  
Senior Planning Officer  
Planning Service

ECopy to: Angus Paul, James Paul Associates [REDACTED]

*Disclaimer*

*This advice is given without prejudice to any decision made on elements of the proposal regulated by us, as such a decision may take into account factors not considered at this time. We prefer all the technical information required for any SEPA consents to be submitted at the same time as the planning or similar application. However, we consider it to be at the applicant's commercial risk if any significant changes required during the regulatory stage necessitate a further planning application or similar application and/or neighbour notification or advertising. We have relied on the accuracy and completeness of the information supplied to us in providing the above advice and can take no responsibility for incorrect data or interpretation, or omissions, in such information. If we have not referred to a particular issue in our response, it should not be assumed that there is no impact associated with that issue. For planning applications, if you did not specifically request advice on flood risk, then advice will not have been provided on this issue. Further information on our consultation arrangements generally can be found on our [website planning pages](#).*



Chairman  
Bob Downes

Chief Executive  
Terry A'Hearn

**Perth Strathearn House**

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