

Delegated or Committee Planning Application Report and Report of handling as required by Schedule 2 of the Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008 relative to applications for Planning Permission or Planning Permission in Principle

Reference No: 12/00220/PP
Planning Hierarchy: Local
Applicant: Argyll and Bute Council
Proposal: Variation of Condition 1 relative to planning permission ref. 10/00781/PP – Extension of temporary period for a further 2 years.
Site Address: Defence Estates, Campbeltown

DECISION ROUTE

Local Government Scotland Act 1973

(A) THE APPLICATION

(i) Development Requiring Express Planning Permission

- Variation of condition 1 relative to planning permission ref. 10/00781/PP to allow retention of a temporary Road Depot facility for an additional two year period.

Planning permission ref. 10/00781/PP included for:

- Temporary change of use of land from MoD base to Roads Depot for a period of two years; inclusive of:
 - Siting of modular/portable office accommodation;
 - Siting of portable storage units;
 - Siting of pressure washer & wash bay;
 - Siting of hotbox;
 - Installation of fuel tank;
 - Formation of internal access routes/hard standing/35 parking bays;
 - Erection of boundary fence.

(ii) Other specified operations

- Use of existing access to public road;
 - Connection to existing private sewer;
 - Connection to existing private water supply.
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(B) RECOMMENDATION:

Recommend that Condition 1 relative to 10/00781/PP be varied to allow a further period of temporary Planning Permission subject to the conditions and reasons attached.

(C) CONSULTATIONS:

Area Roads Mid Argyll Kintyre And Islay	17.02.2012	No objections
Scottish Water Mid Argyll	23.06.2010	Note that no public sewer or public water supply is available at this location.
Highlands And Islands Airport Inverness		No response to date – deadline 8 th March 2012 (note - no objections raised to 10/00781/PP)
Environmental Services Mid Argyll	24.02.2012	No objections.

(D) HISTORY:

Planning permission ref. 10/00781/PP was issued on 23rd August 2010 following approval at the August 2010 PPSL Committee meeting. This permission granted consent for a temporary two year period which expires in August 2012.

(E) PUBLICITY:

Reg. 20 – expires 16th March 2012

(F) REPRESENTATIONS:

(i) Representations received from:

None received to date.

(G) SUPPORTING INFORMATION

Has the application been the subject of:

- | | |
|--|----|
| (i) Environmental Statement: | No |
| (ii) An appropriate assessment under the Conservation (Natural Habitats) Regulations 1994: | No |
| (iii) A design or design/access statement: | No |
| (iv) A report on the impact of the proposed development eg. Retail impact, transport impact, noise impact, flood risk, drainage impact etc: | No |

(H) PLANNING OBLIGATIONS

Is a Section 75 agreement required: No

(I) Has a Direction been issued by Scottish Ministers in terms of Regulation 30, 31 or 32: No

(J) Section 25 of the Act; Development Plan and any other material considerations over and above those listed above which have been taken into account in the assessment of the application

(i) List of all Development Plan Policy considerations taken into account in assessment of the application.

'Argyll and Bute Structure Plan' 2002

STRAT DC 5 – Development in Sensitive Countryside

'Argyll and Bute Local Plan' 2009

LP ENV 1 – Impact on the General Environment

LP ENV 19 – Development Setting, Layout and Design

LP BUS 2 – Business and Industry Proposals in the Countryside DC Zones

LP BAD 1 – Bad Neighbour Development

LP SERV 1 – Private Sewage Treatment Plants and Wastewater Systems

LP SERV 2 – Incorporation of Natural Features/Sustainable Drainage Systems

LP SERV 4 – Water Supply

LP SERV 5 – Waste Related Development and Waste Management Sites

LP TRAN 4 – New and Existing Public Roads and Private Access Regimes

LP TRAN 6 – Vehicle Parking Provision

LP TRAN 7 – Safeguarding of Airports

P/DCZ 5 includes the application site within the 'sensitive countryside' zone giving effect to 'Argyll and Bute Structure Plan' 2002 policy STRAT DC 5. Site included within Area For Action 14/7 'Strategic redevelopment and inward investment opportunities'

Appendix E – Allocations, Potential Development Area Schedules and Areas for Action Schedules

(ii) List of all other material planning considerations taken into account in the assessment of the application, having due regard to Annex A of Circular 4/2009.

- Consultee comments.
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(K) Is the proposal a Schedule 2 Development not requiring an Environmental Impact Assessment: No

(L) Has the application been the subject of statutory pre-application consultation (PAC): No

(M) Has a sustainability check list been submitted: No

(N) Does the Council have an interest in the site: Yes

(O) Requirement for a hearing (PAN41 or other): No

(P) Assessment and summary of determining issues and material considerations

Planning permission ref. 10/00781/PP was approved in August 2010 providing a two year temporary planning permission for the use of land at the Machrihanish Airbase as a Roads Depot by the Council for a period of two years, expiring on 18th August 2012. The summary planning assessment considered by PPSL at their August 2010 meeting is reproduced below in italics for reference.

The current submission seeks a variation to the provisions of condition 1. Relative to permission 10/00781/PP to allow an extension of the temporary time period of the permission for an additional two year period – the extended time period is required to allow the Council to produce and, if appropriate, implement proposals to provide a combined Roads, Amenity and Fleet Services Depot on an extended site at the airbase. Development of these proposals however relies upon the preparation of a masterplan for the wider development of the airbase by the site operator; at present the airbase is in the process of being disposed of by Defence Estates with the Machrihanish Airbase Community Company identified as the preferred bidder, however development of the masterplan will not be undertaken until such time as transfer of the land has been completed.

The current application seeks to secure the ongoing retention of the Roads Depot during this period of uncertainty and to avoid any planning enforcement liability in the short term. Other than the successful implementation of the previously approved details, there has been no material change in the circumstances of the site or surrounds in the intervening period since August 2010, and as such, it would be appropriate to allow retention of the facility for a further short term, temporary period.

The proposal seeks planning permission for the change of use of land to form a new Council Roads Depot for a temporary period of two years. It is noted that material works have commenced subsequent to the submission of this application and it is noted that, whilst the land has not been brought into operation this application should be viewed as a retrospective application for consent.

The site lies within a wider area of 'sensitive countryside' subject to the operation of Structure Plan Policy STRAT DC 5, Local Plan Policy LP BUS 2 and Schedules B1 and B3. These restrict business related developments to 'small scale' development opportunities only. However, an exception applies to the site of the former RAF

Machrihanish airbase which has been specifically included within Area for Action 14/7, as this is considered to be a brownfield site with particular potential for large scale uses. The Schedule to AFA 14/7 states that it is to be considered a strategic AFA 'to take account of the potential for development of the former RAF base including inward investment opportunities and the expansion of the existing Vestas Celtic manufacturing facility'.

This proposal entails the formation of a 'medium' scale facility having regard to Schedule B1 in the Local Plan which will provide a replacement facility for the Council Roads Depot at Kinloch Road, Campbeltown which is scheduled for demolition as part of a wider scheme which seeks a realignment of the public highway to accommodate vehicles carrying wind turbine components to Campbeltown Harbour for trans-shipment. The proposal is appropriate in terms of the AFA designation and is therefore consistent in principle with the provisions of the development plan.

The application relates to 0.57 hectares of land located within the confines of Machrihanish Airfield adjacent to its northern perimeter boundary some 250m to the north of the main runway and 500m to the east of the airport firestation. The proposal includes for the siting of an 'H' shaped modular office of approximately 95sqm internal floor area consisting of an office, mess, locker/drying room, lobby, and toilets. The buildings shall be finished in a recessive dark green finish (BS 12 D 45) with lighter green doors (BS 12 D 43) The proposal also seeks consent for the siting of 7no. storage containers; 1no. hotbox, installation of fuel tank, pressure washer and wash bay, 3no. storage bays and formation of 15no. lorry parking bays and 20no. car parking bays within a compound which is enclosed by a 1.2m high post and wire fence. The facility is a direct replacement for the existing Kinloch Road Depot in Campbeltown and will provide a base of operations for 15 existing employees.

The application site relates to an existing brownfield site within the Airfield boundary and contains elements of concrete hardstanding; the site lies on the boundary of the Airfield and is bounded to the north by a 2m high perimeter fence and gorse; adjoining land is in agricultural use. The surrounding topography is of an undulating nature which will largely screen the proposed development from the available long distance views where these are afforded from the public highways serving the Airfield (to the north) and civil aviation terminal (to the east); within such views the development will only be partially visible and will be viewed within the wider context of existing built development which includes the airfield control tower and Welcon Towers wind turbine factory. On the basis that the current proposal only seeks permission for a temporary period it would seem unreasonable/unnecessary to require landscape planting to the northern and eastern boundaries of the site to further mitigate views into the development – this may however be an element which would require consideration in the event of a subsequent application to extend the lifespan of the development or, indeed, seek its retention on a permanent basis. The layout and design of the development is compliant with local plan policies ENV 1 and 19.

Vehicular access to the site is via the existing junction and access serving Machrihanish Airfield; the proposal includes for the provisions of 15no. lorry parking bays and 20no. car parking bays. The Area Roads Manager has not raised objection to the proposal and the development is considered compliant with local plan policies TRAN 4 and 6.

Water will be supplied from the Thames Nevis managed MoD system. There will only be limited water demand associated with employees and wash bay facilities. Waste water will be connected to the MoD system which currently operates at near minimum

flow levels. The proposal includes for SuDS treatment, installation of a surface water drainage ditch around the perimeter of the site and connection to existing surface water drainage with the MoD site. The development is compliant with local plan policies SERV 1, 2 and 4.

The site is well removed from existing residential property; the Council's Environmental Health Officer has advised that planning conditions are required in respect of connection to a private water supply and in relation to lighting of the site in the interests of public health and amenity.

HIAL are satisfied that the development does not compromise the safeguarding of Campbeltown Airport. The proposal is consistent with the provisions of policy LP TRAN 7.

(Q) Is the proposal consistent with the Development Plan: Yes

(R) Reasons why Planning Permission or Planning Permission in Principle Should be Granted:

The proposal is for the retention of a 'medium' scale temporary facility for an additional two year period to fulfil the requirements of Argyll and Bute Council as the Roads Authority within Kintyre, in light of the demolition of previous facilities within Campbeltown. The application site is situated within the confines of a former RAF base and although falling within a wider area of 'sensitive countryside' the development potential of the surplus MoD land has been identified by the adopted local plan by way of AFA 14/7 which gives recognition to the particular development potential of this brownfield site.

The proposal is considered to be an acceptable 'medium' scale development within the 'sensitive countryside' having regard to the exceptional circumstances identified by AFA 14/7 and therefore, notwithstanding the provisions of part (B) which would otherwise ordinarily apply, the proposal is considered compliant with the requirements of policy LP BUS 2 and the other relevant provisions of the Development Plan.

(S) Reasoned justification for a departure to the provisions of the Development Plan

N/a

(T) Need for notification to Scottish Ministers or Historic Scotland: No

Author of Report: Peter Bain **Date:** 2nd March 2012

Reviewing Officer: Richard Kerr **Date:** 2nd March 2012

Angus Gilmour
Head of Planning & Regulatory Services

CONDITIONS AND REASONS RELATIVE TO APPLICATION REF. NO. 12/00220/PP

1. This permission shall cease on or before 18th August 2014 and immediately thereafter the buildings hereby permitted shall be removed from site and the land restored to its former condition.

Reason: In accordance with the details applied for, this permission being a temporary use only.

2. The development shall be implemented in accordance with the details specified on the application form dated 23rd January 2012 and the approved drawing reference numbers 1/11 – 11/11 relative to planning permission ref. 10/00781/PP unless the prior written approval of the planning authority is obtained for other materials/finishes/for an amendment to the approved details under Section 64 of the Town and Country Planning (Scotland) Act 1997.

Reason: For the purpose of clarity, to ensure that the development is implemented in accordance with the approved details.

3. The site shall solely be utilised as a Local Authority Roads Depot and shall not be used for any other purpose without the benefit of express planning permission.

Reason: To accord with the use applied for, and in order to allow the Planning Authority to control any subsequent change of use which might otherwise be permissible in order to protect the amenities of the area.