

**Full Planning Application
at
50 Fairview Road
Edinburgh
EH28 8NB**

**Development Quality Sub-Committee
of the Planning Committee**

Proposal: Erect one Portacabin
Applicant: Grampian Country Foods.
Reference No: 04/00225/FUL

1 Purpose of report

To recommend that the application be **GRANTED** subject to;

Conditions

1. Permission for the portacabin is granted for a limited period of 5 years from the date of this consent.
2. The application shall be referred to the Scottish Ministers prior to determination.

Reasons

1. In order to give due recognition to the temporary nature of the proposed development.
2. In order to accord with the statutory requirements of the Town and Country Planning (Scotland) Acts.

2 Main report

Site description

The site lies to the north of Fairview Road at the junction with Ingliston Road. It has a site area of approximately 4.2 Hectares. The site is occupied by Fairview Mill, associated silos, offices and storage facilities. An area for caravan storage lies to the south of the site. A small cottage is sited to the north of Fairview Road.

There is an area of mature vegetation along the northern boundary. There are various areas of landscaping and open space throughout the site. Access is direct from Fairview Road.

To the north is Edinburgh Airport, a large green field lies to the east, a golf driving range lies to the south and The Royal Highland Showground and Ingliston Market lie to the west.

The site is located in the Edinburgh Green Belt.

Site history

April 1991 - Planning permission was granted for alterations and extensions to the mill.

September 1995 - Planning permission was granted for the erection of an odour control plant and associated buildings.

August 2001 - Planning permission was granted for alterations and an extension to the existing mill tower. (00/00312/FUL)

January 2001 - Planning application was granted for an extension to the outloading area and storage building. (01/00500FUL)

August 2001 - Application was withdrawn for the erection of a business campus in outline. (01/00673OUT)

October 2002 - Application was withdrawn for three 2-storey office buildings (02/02082/OUT)

February 2004 - Application was withdrawn for an airport car park and associated office building.

Development

It is proposed to gain full consent for the erection of a 2.7m x 4.9m x 2.6m portacabin to the north of the site. The portacabin will be linked to other portacabins and used for storage.

Consultations

BAA

We draw your attention to the Informative below.

Cranes

Given the nature of the proposed development it is possible that a crane may be required during construction. We would, therefore, draw the applicant's attention to the requirement within the British Standard Code of Practice for the safe use of Cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in the attached Advice Note 4, 'Cranes and Other Construction Issues'.

The proposed development has been examined from an aerodrome safeguarding perspective and does not conflict with safeguarding criteria. We, therefore, have no objection to this proposal.

Representations

None received.

Policy

The proposal lies within the Countryside Policy Area of the Ratho, Newbridge & Kirkliston Local Plan area. The site is covered by Green Belt policies on the Finalised Rural West Edinburgh Local Plan.

Finalised Edinburgh and the Lothians Structure Plan 2015

ENV 3 Development within the countryside will only be allowed where it has operational requirement for such location and is compatible with the rural character of the area. Exceptions should be justified in local plans.

Policy ECON 4 Established Green Belt uses. Local Plans will identify the boundaries of major established uses within the Green Belt and specify the land uses that would be appropriate within them.

Policy ECON 6 Office Development. Major office development will be encouraged to locate in the strategic business centres of Edinburgh City Centre, Edinburgh Park/ South Gyle, Granton Waterfront, Leith and Livingston. Local Plan will define the boundaries of the centres and will ensure that the following criteria are met.

Ratho, Newbridge and Kirkliston Local Plan

Policy RN22 states that no development in the countryside will be permitted for purposes other than agriculture, outdoor recreation or other uses appropriate to a rural area.

Policy RN27 states that the Green belt policies will be maintained within the extended boundaries shown on the Proposals Map.

Policy RN28 states that permission will not be given for new development or redevelopment in the Green Belt for purposes other than agriculture, outdoor recreation or other uses appropriate only to a rural area. Provisions for the safeguarding of amenity and the improvement of the landscape are required.

Finalised Rural West Edinburgh Local Plan

Policy E5 restricts development in Green Belt and Countryside policy areas to protect their landscape qualities, rural character and amenity.

Policy E6 states that where acceptable in principle, development proposals in the Green Belt or Countryside must meet high standards of design and landscaping and meet criteria to safeguard local amenity.

Policy ED4 encourages best practice in terms of air quality control, biodiversity, energy consumption and waste management for business and industry.

Other Material Considerations

The site is within the area covered by The Town and Country Planning (Notification of Application - Land in the Vicinity of Edinburgh Airport) Direction 2003. As a result if the Council is minded to approve this application it must be referred to the Scottish Ministers prior to approval being issued. The Scottish Ministers have a 28-day period in which to consider whether the application should be dealt with by them.

Circular 24/1985 "Development in the Countryside and Green Belts".

Para 3 states that isolated development in the open countryside should be discouraged except where circumstances are clearly defined in development plans or there are special circumstances".

Para 6 states "that developments within designated Green Belts should continue to be strictly controlled".

Annex states that approval should not be given, except in very special circumstances for the construction of new buildings and the extension or change of use of existing buildings for purposes other than agriculture, horticulture, woodland management and recreation or establishment and institutions standing in extensive grounds or other uses appropriate to the rural character of the area".

3 Conclusions and Recommendations

DETERMINING ISSUES

The determining issues are:

- Do the proposals comply with the development plan?
- If the proposals do comply with the development plan, are there any compelling reasons for not approving them?
- If the proposals do not comply with the development plan, are there any compelling reasons for approving them?

ASSESSMENT

To address the determining issues, the Committee needs to consider:

- a) Whether the proposed use is acceptable in this location;
 - b) Whether the design is satisfactory given the setting of the site;
 - c) Whether the proposals are detrimental aerodrome safety.
- a) The proposal would involve the continuation of a non-conforming Green Belt use. It is considered however that the proposal will not intensify the use and that an exception to the Green Belt policies is justified. Given the temporary nature of the structure and the potential for Airport expansion, it is appropriate to restrict the period of any consent.
- b) The erection of a further portacabin is acceptable given that the site is located amongst other buildings and portacabins. In addition to this the portacabin would not be visually intrusive from any public view and the location will not impact on its immediate surroundings and general landscape setting. The development is closely related to the existing buildings. The design of the proposal is considered acceptable and complies with Policy E6 of the Finalised Rural West Edinburgh Local Plan.
- c) The proposal would not have an impact on aerodrome safety. The BAA consultee response has been forwarded to the agent for information.

The proposals comply with the development plan, would not have an adverse effect on the character or appearance of the surrounding area or landscape setting and would not have a detrimental impact on aerodrome safety.

There are no material planning considerations which outweigh this conclusion.

It is recommended that the Committee approves this application, subject to the conditions stated. Prior referral to Scottish Ministers is required.

Alan Henderson

Alan Henderson
Head of Planning and Strategy

Contact/Tel Kevin Murphy on 0131 529 3794

Ward affected 03 -Dalmeny/Kirkliston

Local Plan Ratho, Newbridge and Kirkliston Local Plan

**Statutory Development
Plan Provision** Countryside Policy Area

File

Date registered 6 February 2004

**Drawing numbers/
Scheme** 1-4

734

733

732

731

673000m

729

Royal Highland Showground

728

