

2020-27

23rd March 2021

Development Management
The Environment Service
Perth and Kinross Council
Pullar House,
35 Kinnoull Street,
Perth, PH1 5GD

Email to: developmentmanagement@pkc.gov.uk

Dear Sir/Madam

PLANNING APPLICATION: ONLINE REFERENCE 100320385-003

CHANGE OF USE OF PART OF APPROVED HANGAR BUILDING (20/01650/FLL) FOR STORAGE OF MOTORHOMES (CLASS 6) FOR A TEMPORARY 3-YEAR PERIOD.

AT BALADO AIRFIELD, KINROSS KY13 0RF

We are instructed by Hilton Estates to submit a detailed planning application for the above proposal. The following documents and plans have been submitted (to e-Planning.Scot) in support of the application:

- Location Plan L1 at 1:5000
- Existing Site Plan L02 Rev C at 1:1000 – Prepared by Robinsons
- Proposed Site Plan, Floor Plans, Elevations, Roof Plan L01 Rev D at 1:1000 - Prepared by Robinsons
- Supporting Planning Statement – Prepared by Gray Planning & Development Ltd – Follows in this letter overleaf
- Justification information from Stravaig Motorhome Rental Ltd (March 2021)
- Justification information from Hilton Estates (March 2021)

In terms of planning application fee, we have carefully reviewed the Town and Country Planning (Fees for Applications and Deemed Applications) (Scotland) Regulations 2004. The change of use of the approved hangar building for motorhome use measures 338 sqm. Under these Regulations the required fee is £401 for change of use of an approved scheme.

Contd../

We trust the information enclosed is sufficient to register and proceed. If you require any further assistance, please contact me.

Yours sincerely,



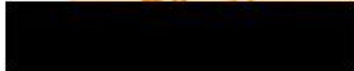
Neil Gray

MA (Hons), MSc, Dip TP, MRTPI

Director

GRAY PLANNING & DEVELOPMENT Ltd

E: neil@grayplanning.co.uk



PLANNING STATEMENT

CHANGE OF USE OF PART OF APPROVED HANGAR BUILDING (20/01650/FLL) FOR STORAGE OF MOTORHOMES (CLASS 6) FOR A TEMPORARY 3-YEAR PERIOD.

AT BALADO AIRFIELD, KINROSS KY13 0RF

Site Location

The site is located on the south side of the A91, Milnathort to Stirling road, approximately 1.5km west of the M90 Motorway. Vehicular access to the site is by way of a surfaced lane from the A91. The entire airfield site runs to 42ha. The planning application site lies within the north west of the airfield adjacent to the taxiway and runway. The proposal area is 338 sqm comprising a part of an approved hangar building under permission 20/01650/FLL located at this point. The submitted Location Plan with application details this.

The existing site is comprised of the original World War II hard surface and a grassed verge to the existing surface. The land is flat and has no vegetation planting, other than owner-maintained grassy surfaces. There is only one residential property within less than 500m of the site and a commercial building being a grain processing facility belonging to a commercial farming business and a commercial chicken rearing factory belonging to another separate farming business. The location and site details are shown on the submitted drawings, Location Plan L1 at 1:5000, Existing Site Plan L02 Rev C at 1:1000 and Proposed Site Plan, Floor Plans, Elevations, Roof Plan L01 Rev D at 1:1000.

Proposed Works

This proposal is to part change the use of the approved hangar building granted under 20/01650/FLL for a temporary period of 3 years for the storage of motorhomes.

Permission 20/01650/FLL (issued 9th February 2021) approved the erection of a new hangar building of 1920 sqm. This would house agricultural storage (1162 sq m), and aircraft repairs (676 sq m). The approved site layout plan shows this approved scheme would be housed in one steel structured building frame with the above uses compartmentalised by internal layout as shown in approved plan A1 L01 Revision C.

Clarifying the terms of planning permission 20/01650/FLL, Condition 11 states *“For the avoidance of doubt planning permission is granted for the uses as shown on approved plan 3 (proposed site plan, roof plan, elevations plan), with the 'hangers' to be used for aircraft related activities only.*

Reason - In order to clarify the terms of this planning permission”.

The proposed change of use of part of the 'hangers' use of the building for the storage of motorhomes is required for a temporary period of 3-years. The reasons and justification for this change of use is explained later in this Statement. Given the terms of Condition 11, and the change of use to motorhome storage comes under Class 6 of the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 then a change of use planning application is necessary to ensure the new proposals remain compliant and lawful.

No other works are proposed. All other works such as drainage, access and site setting out are all per the approved scheme under permission 20/01650/FLL.

The approved hanger would be partly linked to the aircraft uses which are ongoing on the airfield and are being promoted further by new investments. However as explained within the two justification statements submitted by the applicants (Hilton Estates) and by Stravaig Motorhome Rental Ltd the current proposal is responding to market demand for storage purposes of this nature, along with reaction to the ongoing economic and social changes brought about by the current covid-19 pandemic. A temporary period of 3-years is therefore requested to enable the change of use proposal to be operated given the current economic and social circumstances.

Planning History

There have been various planning permissions on the site for different land uses, however the most recent was the approval of a detailed planning application for the siting of a modular building for visitor reception and air traffic control facility (20/01042/FLL) and the aforementioned approval of the agricultural and aircraft hangar building (20/01650/FLL).

These developments indicate the diversified nature of the ongoing and future use of the former Balado Airfield. It will be noted in the applicants' supporting statements from Hilton Estates and from Stravaig how the business' use of the airfield has adapted and changed following the cessation of T-in-the-Park. This has partly been possible owing to the vast expanse of land available to diversify these uses without detriment to surrounding amenity and land uses, as well as the proactive entrepreneurial approach by the applicants to growing and expanding business in this rural location.

Supporting Statements

Submitted with this planning application are letters from Hilton Estates and from Stravaig Motorhome Rental Ltd explaining the rationale and justification for the proposals. As will be explained in the Development Planning Policy and Planning Assessment sections ahead in this Statement, the proposed motorhome use for a temporary period of 3-years is justified as:

- The proposal will further diversify the existing rural business at Balado airfield
- The proposal is a suitable use for the hangar building in terms of compatibility with its surrounding uses
- The proposal provides suitable space conveniently and readily-available to the motorhome company whose requirement is immediate, but temporary in light of the current social and economic restrictions relating to covid-19 and the motorhome business owners future aspirations to return to their career employment post-pandemic.
- The parties researched and investigated several available properties in other commercial locations around Perth, Kinross and the central belt but none were suitable in terms of size, availability, lease costs, accommodating the temporary needs nor readily-available as is the case here at Balado.
- Stravaig comment the use of part of the hangar building for motorhome storage offers a *“Secure and weather tight unit which can comfortably accommodate our vehicles and importantly support our planned growth. The access is excellent allowing easy entry and exit to the facility*

for our clients. The airfield itself offers our client the chance to undergo a practice drive with our staff prior to leaving which is a fantastic thing to be able to do. This location is ideal for our clients with facilities available whilst their vehicle is either readied for rental or checked over post rental. The natural beauty of the surrounding countryside a brand new unit with easy access to the Motorway system as well as being located on the new Heart 200 tourist route is the perfect location to support our business model of high end luxury Motorhome Rental”

- Heart 200 is a new touring route of approximately 200 miles around Perth, Stirling, The Trossachs and Highland Perthshire – the very Heart of Scotland. Kinross is seen as the ideal starting location. Customers would have the hire of one of the three available motorhomes, and this would make Kinross (at Balado) the perfect base where visitors will spend and boost the Perthshire economy in the circular Heart 200 route.
- Hilton Estates has already and continues to show responsible diversification of its rural business through agriculture, aircraft landing provision, aircraft maintenance and repair and flight teaching. The addition of Stravaig Motorhome Rental Ltd for a temporary 3-year period will provide further diversification and much-needed income to the applicants that will be reinvested in the airfield for these forementioned operations.
- In Hilton Estate’s letter is states *“The ongoing success of our business depends on our ability to respond to the challenges outlined above and continue to respond to a broad range of market needs and opportunities. It is only by doing this, that we will continue to attract a diverse range of customers and businesses to Balado, safeguarding employment, and continuing to contribute to the local economic area of Perth & Kinross.”* And says
- *“Due to the impact that COVID-19 is having on travel and a wider change of consumer behaviour, the demand for ‘staycations’ is extremely high. Providing premises for Stravaig to store and operate their business from is an ideal route for us to mitigate the financial impact of the pandemic on our business, as well as supporting the establishment of a new local business.”*

The full statements can be found submitted with this planning application.

Full website details for the Stravaig Motorhome Rental Ltd with details of the motorhome vehicles and the promoted routes, including the Heart 200 Perthshire route are found here: <https://gostravaig.com/>

Development Planning Policy

An assessment of the proposals should be made upon the following relevant planning legislation.

Under Section 25 of the Town and Country (Scotland) Planning Act 1997 (as Amended 2006), the determination of the application is to be made in accordance with the Development Plan unless material considerations indicate otherwise.

The Development Plan for the area comprises the TAYplan Strategic Development Plan 2017 and The Perth and Kinross Local Development Plan 2 2019. The proposal is not considered to be of a scale or nature that is strategic or large scale. However, TAYplan identifies tourism as a key sector for the Perthshire economy and therefore provides broad support for developments in this sector.

Perth and Kinross Local Development Plan 2 adopted 2019

The Local Development Plan 2 (LDP2) is the most recent statement of Council policy and is augmented by Supplementary Guidance.

The site lies within the landward area of the LDP2, where the following policies would be applicable to a new commercial application,

Policy 1B: Placemaking
Policy 1A: Placemaking
Policy 5: Infrastructure Contributions
Policy 8: Rural Business and Diversification
Policy 46A: Loch Leven Catchment Area
Policy 46B: Loch Leven Catchment Area
Policy 54: HSE Consultation Zones
Policy 56: Noise Pollution
Policy 57: Air Quality .

For the proposed change of use *Policies 1 and 8* of the LDP are most applicable to this proposal. All other policies outlined above would be unaffected by the change of use, to that recently approved by the authority for the hangar development (permission 20/01650/FLL) i.e. there will be no change to building or the engineering works required to develop the building. Only the use is proposed for change on the temporary 3-year basis.

Policy 1 seeks to ensure that all new developments do not have an adverse impact on the environment in which the development is located, whilst *Policy 8* promotes the diversification of existing businesses in appropriate locations.

For reasons presented below, the proposal is considered acceptable and compliant with these policies.

Planning Assessment

Land Use

The proposal is essentially for an additional use (for storage of motorhomes) which is compatible with the existing airfield (workshop hangers) and compatible with the agricultural use of the store to provide for further diversification. The agricultural use will not be altered. The hangar use is proposed to reduce the approved 2 hangar spaces of 338 sq m each (Hangar 1 and Hangar 2 in the recently approved plans), to instead provide for 338 sq m of use for motorhome storage for a temporary period of 3-years.

The new motorhome use is fully in line with the aims of *Policy 8* of the LDP, which looks to support existing, established rural businesses. Whilst the recent approval clarified the terms of the consent at Condition 11 (restricting use to hangar for aircraft), the new proposal was unforeseen at that time, and was generated by Stravaig who approached the applicants when they discovered the hangar proposal. Stravaig's interest was further aroused owing to their difficulty in finding the right circumstances to start and grow their fledgling motorhome store business. The applicants are seeking a temporary period of 3-years for the change of use. This is because Stravaig's owners have ambition to return to their career employment in the air travel industry (which has been devastated by the covid-19 pandemic restrictions), and because the applicants (Hilton Estates) wish to diversify and realise value from the hangar in the short-term thus allowing them to re-invest sums into the airfield's diversified use of the assets around them.

Policy 8 also supports new business "*where a new market can be exploited*". The motorhome business is looking to capture the anticipated growth in "staycation" in UK holidaymaking post-covid 19 pandemic. There is an existing rural business at Balado, and the building will be available for lease. Therefore, the motorhome business can at very short notice be accommodated and grown from this opportunity and thus exploit the market potential that exists.

The proposed use is compatible with the surrounding land uses and will not detrimentally impact on the amenity of residential properties within or adjacent to the site. The proposal can be satisfactorily accommodated within the landscape and environmental capacity of the site. The proposal meets a specific need by virtue of its location in relation to existing business or tourist facilities – this is seen as an opportunistic approach to exploit a young market at a time when circumstances dictate. The local road network is able to accommodate, the nature and volume of the traffic generated by the proposed development in terms of road capacity, safety and environmental impact. The motorhome store element is only ancillary to the main use of the site (as approved recently for agriculture and hangar storage). The use will not prejudice the vitality of existing business or commercial centres in adjacent settlements as the use is for storage only and is for a temporary period of 3 years.

Residential Amenity

It is considered the new use will not add nor increase cumulatively to the predicted noise levels associated with the approved aircraft hangar use. The main feature of the new use is for storage of motorhomes. They would be secured, washed/cleaned and let out to customers. No motorised repairs will be undertaken. A noise assessment was approved for the recently approved hangar application

which is also conditioned in relation to the use of rotary aircraft within the hanger and movement to and from the hanger (20/01650/FLL).

Therefore, subject to the terms of that noise assessment and the ongoing use of the hanger for rotary aircraft per the terms of 20/01650/FLL the new use should not adversely affect any neighbouring residential properties cumulatively.

Visual Amenity, Design and Layout

There are no proposed external alterations to the approved hangar building. As all the motorhomes would be stored internally there would be no additional or cumulative visual impact on the surrounding landscape.

Roads and Access

The proposal raises no issues in terms of roads or access related matters. The motorhome business would use the same site access as approved for access to the hangar, and the scale or frequency of movements of motorhomes would be intermittent upon the event of customers returning the vehicles following a period of rental. Cumulatively there would be limited increase in traffic movement at the access location.

Drainage and Flooding

In terms of flooding matters, the site is not known to flood. All details of surface water drainage were approved under the hangar approval (20/01650/FLL) and conditioned appropriately therein also.

No additional drainage impact is anticipated as the proposed use for storage does not require additional welfare or drainage capacity over and above that previously approved.

Conservation Considerations

The proposal does not affect any listed building, conservation area or local archaeology.

Natural Heritage and Biodiversity

The proposal would have limited impact on natural heritage and bio-diversity. The site is within the Loch Leven basin area, however existing planning conditions relating to the approved hangar (20/01650/FLL) means there should be no impact on the environmental assets of the loch.

Economic Impact

The proposal has the potential to have a positive impact on the local economy. In addition to the recently approved hangar for agriculture and aircraft purposes, the new additional use for storage of motorhomes will benefit the tourism and leisure market, will contribute to continued growth of the

applicant's rural business diversity, and will support the start-up of Stravaig the Motorhome business. As the proposed use is for 3-year period, the economic impact will be additional to that already possible given the further diversification of the airfield, and the ready-nature of the tenants who would move in immediately following planning permission.

The wider economic impact will be the retention of further business in Perth and Kinross – noting that the tenants' proposal looked inside as well as outside of Perth and Kinross but found no suitable option. The Balado option is the most economic, effective, and purposeful for the temporary 3-year period given the driver for the change in the tenants' career for the short term during the covid-19 pandemic recovery.

In terms of the sequence of identification and review of available sites, the table below indicates the exercise taken to justify, in planning policy terms, the suitability of the application site for the temporary change of use for motorhome storage.

Requirements:

- ACCESSIBILITY = Highly accessible location to motorway and trunk road network
- PARKING = Parking / lay out to accommodate 5m and 4m width, not cars or trucks
- SECURITY = Secure overnight storage
- COMPATIBLE = Preferably located alongside other motor showrooms / outdoor leisure establishments
- LEASE TERMS = ideally short term basis to tide over the covid-19 pandemic recovery
- AVAILABILITY = immediate entry for Summer 2021 market

The table below summarises results of sites currently marketed for commercial use in the area:

MARKET SITES	BY AGENTS	CRITERIA MET
Old Cleish Road, Kinross Land for Sale https://www.novaloca.com/commercial-land/for-sale/kinross/land-off-old-cleish-road/192140?search=true	Gerald Eve (Oct 2020 still available)	Land not for lease. No permissions or buildings in place. Large 5Ha open vacant land. Does not meet any criteria.
The Golf Ball, Balado Bridge Land for Sale https://www.novaloca.com/commercial-land/for-sale/by-kinross/balado-bridge/199494?search=true	Colin Jenkins (2 years market, reviewed March 21 still available)	Land not for lease. No permissions of buildings suitable for the use Complex land assembly No existing businesses present Not compatible
Wester Balbeggie, Loch Levenside, Kinross https://www.novaloca.com/commercial-land/for-sale/gateside/kinross/185874?search=true	Shepherd Commercial (2 years market), former Leverglan Nursing Home cleared vacant site with planning permission for 13 homes	Land not for lease. No permission or buildings in place for commercial use Narrow access arrangements not suitable Less accessible as off road network

West Kinross Business Park (5 serviced plots available) https://www.novaloca.com/commercial-land/for-sale/kinross/kinross-west/175920?search=true	Graham and Sibbald for PKC (November 2020 last updated) Site 4 and Site 5 available	Land not for lease No permission in place for Site 4 and Site 5 Agents not willing to consider short (3 year lease) Compatible but not available on terms
Oudenarde Farm, Bridge of Earn https://www.novaloca.com/industrial-unit/to-let/perth/bridge-of-earn/183858?search=true	Shepherd Commercial (January 2020) Disused agricultural building	Accessible M90 Available for let Building space 8000 sq ft too large

In relation to sites identified in the LDP 2, there are some in Milnathort and Kinross which include those listed above (Kinross E18 Station Road South, Kinross E20 Old Perth Road and Milnathort E19 Stirling Road). The applicants enquired with the landowners for these properties but the timescales available for any prospect would result in significant delay in getting the use from current position to an open trading business site because these sites require masterplanning, planning consent and land assembly including installation of infrastructure. The costs for undertaking this for a start up short term (3 year) business is prohibitive. The timeframe involved would exceed a year when the lease is required to begin summer 2021. It would be not viable to require the lease business to progress these sites in such circumstances, when it is ready to go immediately and seeks a short-term temporary use to store the vehicles.

Conclusion of Planning Assessment

This is an application for a change of use of part of the approved hangar building (permission 20/01650/FLL). The change of use is to allow 338 sq m use for storage of motorhomes. The terms of the permission sought is for 3 years to allow the business to take entry to the building in Summer 2021.

The applicants along with the motorhome business Stravaig Motohome Rental Ltd have set out their case justifying the need, the choice of location and the business plan driving the request to further diversify this existing rural business at Balado.

In this Planning Statement we have set out that the temporary use (for 3 years) would benefit the terms of the land use itself, i.e. allow full occupation of the new approved building from Summer 2021. The temporary period would enable the motorhome business to progress from start up in the short term. The owners of this business have medium to longer term plans to return to their main career on the cessation of covid-19 restrictions and see this further diversification as a significant economic boost for them, the applicants' own business and for the tourism industry supply chain in the Perthshire Area.

The Statement has explained that no further building or engineering works will be required to effect the change of use to that previously approved for the hangar (20/01650/FLL), and the change of use is ancillary use to the approved agricultural and aviation uses already approved. The scale of the motorhome storage is such that the wider market appraisal conducted by the applicants and tenants has shown that the available spaces and land in the Kinross and Milnathort area has proven to be non-viable. This is because the sites did not meet the motorhome requirements such as being immediately

available, or for leasehold purposes only. None of the available sites had existing buildings that would accommodate the motorhome vehicle dimensions, and some sites and buildings were too large to accommodate the current needs. The available sites were also not viable for reasons such as require further masterplanning and land assembly to effectively secure the 338 sq m of space required (when the application site meets this need immediately).

In terms of further satisfying Policy 8 of the LDP2, the applicants have demonstrated that the use would be compatible with the surrounding and the existing hangar uses. The use would not cumulatively impact on transport access, nor on the demands on drainage to Loch Leven or on noises or other amenity issues affecting surrounding neighbours. As there is no plan to change the building character then matters of design and visual impact are minimised, although the purpose to store the vehicles indoors in a secure store such as proposed would mitigate against any risk of visual impact of laid out vehicles.

The proposals meet the wider goals of PKC economic development and also address the short-term and need for proactive adjustment to the ongoing covid-19 pandemic whereby a return to economic prosperity would be benefitted through a) the landowner further diversifying and meeting market demands with land available and compatible with the uses, b) the tenant enabled to start up a young business where exploitation of the staycation market over the next 3 years is likely to be strong thus boosting small businesses and supply chain feed to the tourism and leisure market in Perthshire and c) the short term 3-year temporary permission would allow the existing approved hangar use to revert at the end of the temporary period, therefore meeting the terms of the existing planning permission which seeks to clarify the extent and type of use for the approved hangar. In the 3 year period, the tenants could watch their business grow, and seek alternative purpose-made or better-available commercial business sites in Perthshire - the time constraint on doing this at this stage in the business plan is prohibitive to the whole business premise.

Based on the planning assessment, it is respectfully requested that planning permission be granted for the temporary change of use to store motorhomes (Class 6) for a period of 3-years at the application site.