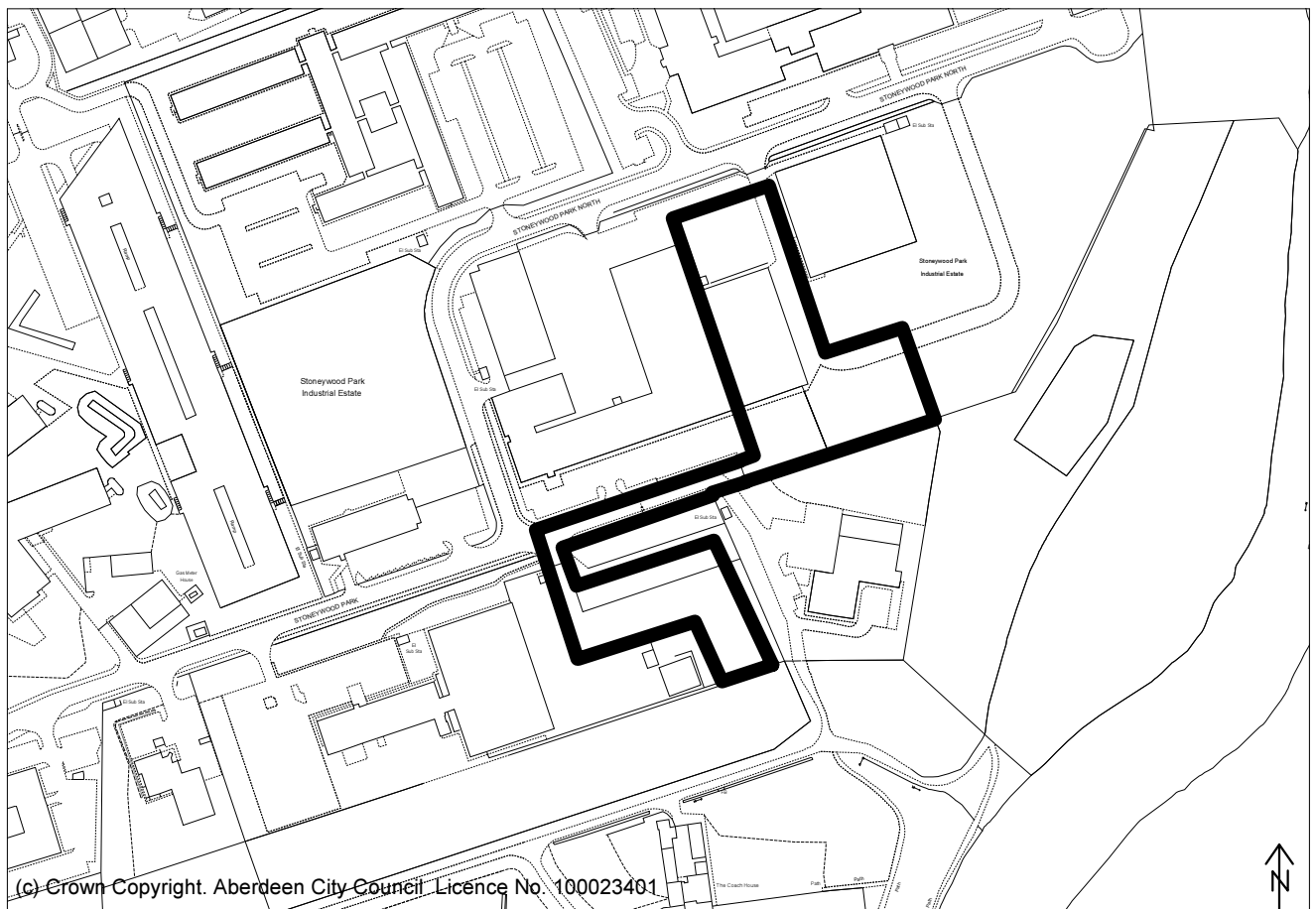


SITE 15/16 STONEYWOOD PARK,
FARBURN INDUSTRIAL ESTATE

EXTENSION OF TEST ASSEMBLY
WORKSHOP WITH NEW MACHINE SHOP
AND ALTERATIONS TO CAR PARKING

For: Dril-Quip (Europe) Ltd

Application Ref.	: P120284	Advert	: Full Notify not poss.
Application Date	: 24/02/2012	(neighbours)	
Officer	: Matthew Easton	Advertised on	: 14/03/2012
Ward:	Dyce/Buckburn/Danestone (B	Committee Date	: 24 May 2012
Crockett / G Lawrence / N MacGregor / G		Community Council	: No response received
Samarai)			



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site comprises three separate industrial sites on the north and south sides of Stoneywood Park, within Farburn Industrial Estate. The three sites operate as one facility and are currently occupied by Drill-Quip, manufacturers of offshore drilling and production equipment, who have been located in Farburn Industrial Estate since 1980.

The main facility (site 1) comprises workshops (5650m²), offices (3100m²), a warehouse (1200 m²) and an open storage yard which includes a tower crane. There are 215 car parking spaces divided between two car parks.

Site 2 comprises an open storage yard and the south facility (site 3) includes a recently acquired office building (3000m²), workshops and stores (2300m²) and an open storage yard. There are 147 parking spaces on site 3.

To the north and west of the site are further business and industrial premises forming Farburn Industrial Estate and to the east and south is large area of woodland beyond which is the River Don and Stoneywood Estate.

HISTORY

Planning permission (A4/1921) was granted by delegated powers in April 2005 for an office extension at the main facility.

PROPOSAL

- It is proposed to extend the existing machine shop on site 1 by 2260m² in order to accommodate 6-8 new large milling and reaming machines. The extension would be located on the existing car park on the south side of site 1 and would see the loss of 128 car parking spaces.

It would be 30m wide and 78m long and feature a very shallow pitched roof with a maximum height of 12.75m. It would be set behind a parapet wall which would have a height of 14m. The building would be finished in blue cladding with a silver band to match the existing machine workshop.

- A new high bay extension of 690m² would be erected on the north side of site 1, adjacent to the existing high bay. The extension would be divided into a 3 bay section which would be 15m high and a taller 2 bay section a maximum of 23m high which would also feature a 6m deep pit for the testing of subsea equipment.

Both bays would be 22.5m wide, with a combined length of 31m. The extension would be finished in silver cladding panels and blue banding and composite roofing to match the existing building.

- Part of the yard in site 3 would be converted to car parking to provide 135 spaces.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been submitted to the sub-committee as it falls outwith the Scheme of Delegation by virtue of the high bay being in excess of 20m in height (schedule 3 development).

CONSULTATIONS

ROADS SECTION – Although the car parking provision for the site is significantly low, agree that the proposal would not generate a great demand for additional car parking due to the buildings housing large volumes of heavy machinery and equipment. In addition there are parking restrictions on nearby streets, curtailing any overspill of parking. A green travel plan and provision of cycle and motorcycle parking should be subject of conditions.

ENVIRONMENTAL HEALTH – No response received.

COMMUNITY COUNCIL – No response received.

BAA (ABERDEEN AIRPORT) – In order to safeguard operations at Aberdeen Airport a condition should be attached requiring submission of a bird hazard management plan.

REPRESENTATIONS

None received.

PLANNING POLICY

Policy T2 (Managing the Transport Impact of Development) – New developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated. Transport Assessments and Travel Plans will be required for developments which exceed the thresholds.

Policy D1 (Architecture and Placemaking) – To ensure high standards of design, new development must be designed with due consideration for its context and make a positive contribution to its setting. Factors such as siting, scale, massing, colours, materials, orientation, details, the proportions of building elements, together with the spaces around buildings, including streets, squares, open space, landscaping and boundary treatments, will be considered in assessing that contribution.

Policy BI1 (Business and Industrial Land) – The expansion of existing concerns and development of new business and industrial uses will be permitted in principle within areas zoned for this purpose.

Policy BI4 (Aberdeen Airport and Aberdeen Harbour) – Due regard will be paid to the safety, amenity impacts on and efficiency of uses in the vicinity of the airport.

EVALUATION

- The principle of extending existing industrial premises is acceptable in terms of land use policy BI1 which supports the expansion of existing business and industrial uses in principle.
- The high test bays would be a prominent feature in the surrounding area standing at an overall height of 23m. However the immediate context is industrial where buildings of various heights are found. Distant views of the building would be available from various points in the industrial estate. However from outwith the estate, glimpses would be limited. Although the proposed extensions would be large, given the industrial character of the area it is not considered that it would have an adverse impact upon the visual amenity of the wider area.

The buildings would be finished in materials to match the existing building which is considered acceptable.

- The machine workshop extension would see the removal of 128 car parking spaces. 135 spaces would be created in the existing yard space in site 3, which was previously used as a car park by the previous occupiers, Subsea 7.

Although there is an increase in the floor space at the site, the buildings are used for manufacturing and testing of large pieces of offshore equipment using heavy machinery located within the buildings. Therefore the number of staff in relation to the level of floor space is lower than may otherwise be expected. For this reason it is accepted by roads officers that in these circumstances it is unnecessary to increase the number of parking spaces at the facility.

A condition has been attached which ensures that the 135 spaces in site 3 are provided before work starts on the extensions in order to maintain a suitable level of parking for the facility.

In order to promote sustainable travel options, the roads service have requested that a green transport plan be submitted. A condition has been attached regarding submission of a GTP.

- In order to ensure that operations at Aberdeen Airport are safeguarded, BAA the operators of the airport, have requested that a condition be attached requiring a bird hazard management plan to be submitted and agreed. This plan would include measures to ensure that birds are not attracted to the site and therefore create a bird strike hazard to aircraft.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The principle of creating additional floor space at the site is acceptable. There would be minimal impact upon the visual amenity of the immediate area but given the industrial context it is considered acceptable. It is accepted that due to the nature of the operations undertaken at the facility, little additional parking is required. The safeguarding of Aberdeen Airport would be ensured through the submission of a bird hazard management plan.

it is recommended that approval is granted with the following condition(s):

(1) that no development relating to the new machine shop extension shall take place unless the 135 car parking spaces on Site 3 have been laid-out, demarcated and are available for use in accordance with drawing No. 1001(Rev.C) of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. The car park in site 3 shall not thereafter be used for any other purpose other than the purpose of the parking of cars ancillary to the overall development (sites 1, 2 and 3) and use hereby granted approval - in the interests of public safety and the free flow of traffic.

(2) development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the planning authority and the development shall not be occupied unless the agreed measures have been implemented in full. The submitted plan shall include details of the management of any flat/shallow pitched roofs on buildings within the site which may be attractive to nesting, roosting and loafing birds and comply with Airport Operators Association Advice Note 8 'Potential Bird Hazards from Building Design'- to avoid endangering the safe movement of aircraft and the operation of Aberdeen Airport through the attraction of birds.

(3) that no development shall take place unless there has been submitted to and approved in writing a detailed Green Transport Plan, which outlines sustainable measures to deter the use of the private car, in particular single occupant trips and provides detailed monitoring arrangements, modal split targets and associated penalties for not meeting targets. The terms of the Green Transport Plan shall be implemented and continue to be implemented on first occupation of the development. - in order to encourage more sustainable forms of travel to the development.

(4) that no development shall take place unless a scheme detailing cycle storage provision (long term and short term) and shower/changing facilities has been submitted to and approved in writing by the planning authority, and thereafter implemented in full accordance with said scheme - in the interests of encouraging more sustainable modes of travel.

Dr Margaret Bochel

Head of Planning and Sustainable Development