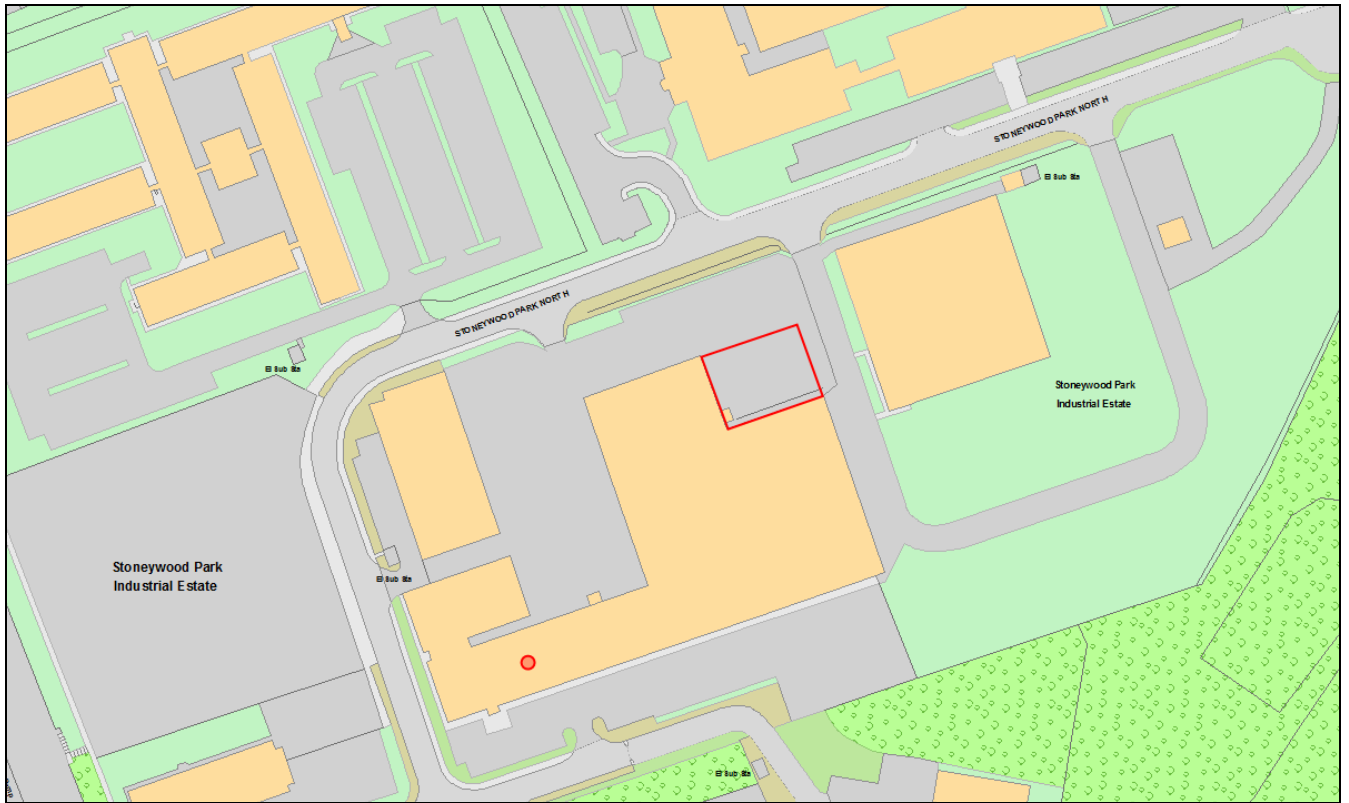


SITE 15/16 STONEYWOOD PARK,
FARBURN INDUSTRIAL ESTATE

ERECTION AND EXTENSION TO
INCREASE HEIGHT OF PART OF THE
WORKSHOP BUILDING (PLANNING REF
:P120284)

For: Drill Quip (Europe) Ltd.

Application Ref.	: P121523	Advert	: Section 34 -Proj. Pub.
Application Date	: 31/10/2012	Concern	
Officer	: Jane Forbes	Advertised on	: 23/01/2013
Ward:	Dyce/Bucksburn/Danestone(B	Committee Date	: 15 February 2013
Crockett/G	Lawrence/N MacGregor/G	Community Council	: No response received
Samarai)			



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The application site lies within Farburn Industrial Estate, on the south side of Stoneywood Park Road, and within the main site (site 1) which is occupied by Dril-Quip as part of a more extensive facility which they operate across a total of three neighbouring sites within the industrial estate. The main facility (site 1) comprises workshops (5650m²), offices (3100m²), a warehouse (1200 m²) and an open storage yard which includes a tower crane. The application site faces north across Stoneywood Park Road onto office accommodation, and is bound on all remaining elevations by assorted warehouse and workshop buildings.

HISTORY

Planning permission Ref A4/1921: an office extension at the main facility was granted consent by delegated powers in April 2005.

Planning permission Ref 12/0284: an extension of the test assembly workshop and new machine shop extension at the main facility (site 1), and alterations to car parking on site 3 were granted conditional consent at Development Management Sub-committee on 14 March 2012.

PROPOSAL

Full planning permission is sought to raise the roof level of 2 bays which form part of a previously approved high bay workshop extension (Ref 12/0284) which lies within the northern section of the main site. The proposal would involve raising the roof of these bays by 10 metres to a total height of 23 metres, thereby matching in height a taller 2 bay section which lies immediately adjacent, and which was previously approved as part of planning application Ref 12/0284. The proposed extension would be finished in silver cladding panels and blue banding and composite roofing to match the existing building.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application relates to development which would be in excess of 20m in height (Schedule 3 Development), and therefore in terms of the Council's Scheme of Delegation, must be determined by the Development Management Sub Committee.

CONSULTATIONS

ROADS SECTION – Response received – no objections provided the following comments are taken into consideration:-

- This current application essentially amounts to a modification to the previous consent P120284. The changes relate to the height of some of the workshops previously consented.
- There will be no change to the floorspace associated with the previous consent. I therefore have no additional comments to make to those made by this service in association with the previous consent P120284.
- While the proposed parking remains below the maximum standard, for the reasons outlined in the previous consent this is acceptable. I am unable to locate the required secure and covered cycle and motorcycle parking on the submitted plans, and would request that a plan showing these facilities be provided. Similarly to the previous consent I am willing to accept that this can

- be conditioned to any consent, and volumes and standard of cycle and motorcycle parking should be provided in accordance with the Councils standards.
- A concise Travel Plan should be submitted for this site. Again this can be conditioned and would require the applicant to submit a TP that is acceptable to the Roads Authority before occupation of the proposed industrial buildings.

ENVIRONMENTAL HEALTH – Response received – no observations.

FLOODING – Response received – no observations.

COMMUNITY COUNCIL – No response received.

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

REPRESENTATIONS

No letters of representation have been received.

PLANNING POLICY

Aberdeen Local Development Plan: 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.

Aberdeen Local Development Plan 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.

Aberdeen Local Development Plan 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

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require planning applications to be determined in accordance with the development plan unless other material considerations suggest otherwise.

Tesco Stores Ltd has submitted an appeal to the Supreme Court against the decision of the Inner House of the Court of Session to refuse its application to quash the Aberdeen Local Development Plan. Tesco has been unsuccessful regarding both an interim suspension and a full appeal in front of three judges in the Inner House and the Council has received robust advice from Counsel that the reasoning of the Inner House is sound and there are strong grounds to resist the appeal.

Planning applications continue to be determined in line with the Aberdeen Local Development Plan but the appeal is a material consideration and the Council has

to take into account the basis for the legal challenge when determining applications. It should also be pointed out that the Court indicated that, even if Tesco's arguments had found favour, it would have been inclined to quash the plan only in so far as it related to Issue 64 (Allocated Sites: Woodend...Summerhill... etc.) and that it would be disproportionate to quash the whole plan.

This evaluation has had regard to and taken into account the legal challenge. None of the policies or material considerations which apply to this application would be affected by the terms of Tesco's challenge. The recommendation would be the same if the application were to be considered in terms of the 2008 Aberdeen Local Plan.

The proposed development is considered to comply with Policy B11 in the Aberdeen Local Development Plan, which supports the expansion of existing business and industrial uses in principle. The site lies within an area zoned for business and industrial use, and the proposed workshop extension is directly linked to the existing development and use of the site.

The proposed scale, design and location of the high bay workshop extension are considered acceptable in the context of the site and surrounding area. Whilst the high test bays would undoubtedly be a prominent feature due to their overall height of 23m, such development, which would be finished in materials to match the existing building, is not considered out of context given the industrial nature of the surrounding area where a range of buildings of various heights are to be found. Although this raised section of development would be visible from various points within the industrial estate, any views from outwith the estate would be very much limited, and given the existing industrial character of the area it is not considered that such development would have an adverse impact upon the visual amenity of the wider area. Taking the above into consideration, the proposal is deemed to be compliant with Policy D1 (Architecture and Placemaking) of the local development plan.

In terms of Policy B14 (Aberdeen Airport and Aberdeen Harbour) which seeks to ensure that operations at Aberdeen Airport are safeguarded, BAA was consulted on the proposal and have raised no objection provided an appropriate condition is attached which requires a bird hazard management plan to be submitted and agreed by this planning authority. This plan would include measures to ensure that birds are not attracted to the site and therefore create a bird strike hazard to aircraft.

This current application would involve a relatively modest increase to a previously approved, and more extensive development, including within the main site (planning application Ref 12/0284), and it is on that basis that it has been considered appropriate to attach conditions applied to the original application, namely that a detailed Green Transport Plan and a scheme for suitable cycle storage provision on site are submitted and approved prior to development taking place.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

The proposal would be compliant with both Policy BI1 'Business and Industrial' and Policy BI4 (Aberdeen Airport and Aberdeen Harbour) of the Aberdeen Local Development. The proposed extension to the existing workshop would allow for the expansion of existing work currently carried out on site, and through the submission of a bird hazard management plan, the safeguarding of Aberdeen Airport would be ensured. The proposal is also compliant with Policy D1 (Architecture and Placemaking), with the scale, design, external finishing materials and location of the proposed development considered appropriate given the context of the site, and with no adverse impact likely on adjacent uses or on the visual amenity of the area.

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

(1) 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.

(2) 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.

(3) 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, which shall remain in force for the life of the building, 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.

Dr Margaret Bochel

Head of Planning and Sustainable Development.