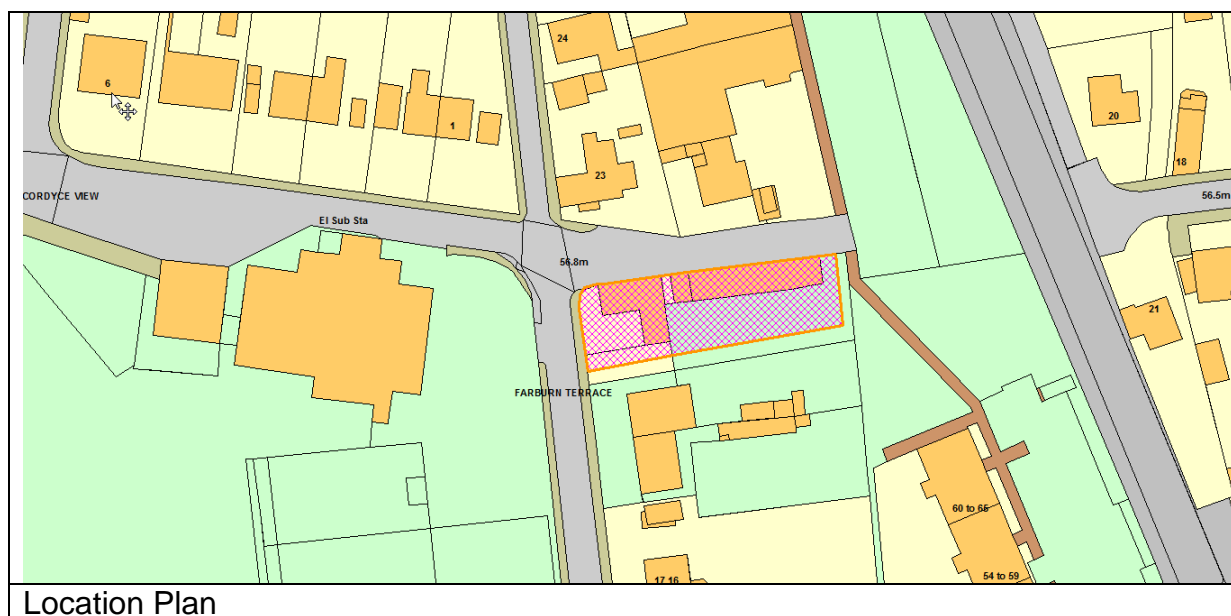


Planning Development Management Committee Detailed Planning Permission

160379: Proposed demolition of existing single storey office and workshop building. Erection of new 3 storey office, training, workshop building including storage & associated car parking at 20 Farburn Terrace, Dyce, Aberdeen.

For: Donut Safety Systems Ltd

Application Date:	25 April 2016
Officer:	Matthew Easton
Ward:	Dyce/Buckburn/Danestone
Community Council:	Dyce And Stoneywood – No comments
Advertisement:	n/a
Advertised Date:	n/a



RECOMMENDATION: Refuse

SITE DESCRIPTION

The application relates to a single storey office and workshop within a site of approximately 880m², located on the east side of Farburn Terrace and close to the junction with Cordyce View. The building is relatively narrow, with it being 41.5m in length and generally 5.5m wide although there is a small wing which increases the width to 11.5m. The building has a pitched roof with eastern section being 4m and the western section 4.8m high. The walls are finished in a combination of granite stone and white wet dash render whereas the roof is finished in slate and aluminium

cladding. The external area comprises a tarmac parking area which is approximately 300m² and a small parking area and access at the front.

To the west of the site across Farburn Terrace are Aberdeen International Airport and the Bond Helicopters passenger terminal. To the immediate south is a two storey office and workshop with storage yard. To the south east is open space associated with the flats at Farburn Place beyond which is the Aberdeen to Inverness railway line. To the north and north west is a motor garage and open vehicle storage currently occupied by Farburn Motors. Also to the north are residential properties at 21 and 23 Farburn Terrace. The wider area is dominated by Aberdeen International Airport, with a mixture of residential and commercial properties the length of Farburn Terrace.

RELEVANT HISTORY

- Detailed planning permission (87/1682) for change of use from a house to offices was approved by the Planning Committee in January 1988.
- Detailed planning permission (A8/0778) for a two storey workshop extension and alterations to existing door opening was approved by delegated powers in June 2008. This consent has not been implemented and now expired.
- Detailed planning permission (P141857) for a four storey extension to the building was withdrawn by the applicant in April 2015 after it was to be recommended for refusal.

DESCRIPTION OF PROPOSAL

Detailed planning permission is sought for the demolition of the existing building and construction of a predominately two storey workshop and training facility. The building would be U-shaped and be situated along the eastern side of the site. It would be approximately 16.3m at its widest and 41m long. The building is predominately 7.1m high with a smaller area 9.7m high to allow for a training tower. It would be finished externally in light grey horizontal cladding panels, grey standing seam aluminium roofing, with black PVCu windows and areas of curtain walling.

The extension would accommodate a workshop and offices space and a training facility to allow the applicant to train delegates on-site in the use of safety equipment which they manufacture.

Vehicular access would continue to be from Farburn Terrace with fourteen parking spaces along the western boundary with Farburn Terrace, including within a pend underneath the building.

SUPPORTING DOCUMENTS

All drawings and supporting documents listed below can be viewed on the Council's website at www.publicaccess.aberdeencity.gov.uk.

CONSULTATIONS

Aberdeen International Airport – The proposed development has been examined from an aerodrome safeguarding perspective and could conflict with safeguarding criteria unless any planning permission granted is subject to a condition requiring the approval of a bird hazard management plan.

ACC Contaminated Land Unit – No objection, however since this site is in an industrial area, it is recommended that conditions are attached to any approval relating to the addressing of any significant risks from contamination.

ACC Roads Development Management Team – Clarification sought on proposed floor space in order to determine required parking provision.

Dyce and Stoneywood Community Council – no response.

NATS – No objection, the proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria relating to Perwinnes Radar.

REPRESENTATIONS

Nine objections have been received from residents and a business in the Farburn Terrace area. The following issues have been raised –

1. The development would be overbearing on residential properties (specifically no.21 and 23)
2. The building is out of keeping with the residential character of the area.
3. An industrial estate would be a more appropriate location for such a development.
4. There would not be enough parking.
5. The development would reduce available light for houses on Farburn Terrace.
6. The development would reduce privacy for houses on Farburn Terrace.
7. Another access onto the un-adopted lane is not appropriate as the lane is busy and used by the nearby garage.

PLANNING POLICY

Aberdeen Local Development Plan (2012)

Policy H2 (Mixed Use Areas)

Policy BI4 (Aberdeen Airport and Harbour)

Policy D1 (Architecture and Placemaking)

Policy D3 (Sustainable and Active Travel)

Policy T2 (Managing the Transport Impact of Development)

Proposed Aberdeen Local Development Plan (2015)

Policy D1 (Quality Placemaking by Design)
Policy T2 (Managing the Transport Impact of Development)
Policy T3 (Sustainable and Active Travel)
Policy B4 (Aberdeen Airport)
Policy H2 (Mixed Use Areas)

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 require that where, in making any determination under the planning acts, regard is to be had to the provisions of the Development Plan and that determination shall be made in accordance with the plan, so far as material to the application unless material considerations indicate otherwise.

Principle of Use

The site is located within an area zoned as mixed use under Policy H2 in the adopted local plan. In such areas new development must take into account the existing uses and character of the surrounding area and avoid undue conflict with the adjacent land uses and amenity.

Given that it is proposed to use the site for the same purpose as it is currently used for, albeit the training element would be new, it is considered that the principle of the proposed workshop and training use is acceptable in this area. It has been suggested in representations that an industrial estate would be a more appropriate area for the proposed development (*issue 3 in representations*), however given the mixed use nature of the area, a use such as the one proposed is entirely reasonable if carried out at a level and intensity which does not affect neighbouring properties. Therefore the primary matter to be considered is whether or not the scale of development and activity would introduce any conflict with existing uses.

Design of Building and Impact on Amenity

The proposed building would be significantly larger than the existing building, reflecting the applicant's desire to have modern fit for purpose buildings and the introduction of training facilities. Concern has been raised by neighbouring residents that the new building would affect their amenity in terms of privacy and daylight. The size of building which is considered to be overbearing is also highlighted.

Efforts have been made to minimise the impact of the building, firstly by flipping the main part of the new building to the opposite side of the site from where the previous building was and secondly by reducing the height of the tower element compared to the 2015 proposal. Notwithstanding, the new building has significantly more mass than the existing and is over two storeys in height.

Daylight assessments show that there is unlikely to be any reduction in daylight to neighbouring properties however the 7m high sides of the building would be approximately 14m away from residential properties opposite. It is considered that

this would result in the new building having an overbearing presence to the detriment of residential amenity (*issue 1 and 5*).

Concerns are raised by neighbours with the potential loss of privacy from windows within the new building. Whilst it is not unusual to have buildings facing each other across a street, there is the potential for a loss of privacy or at least the impression of being overlooked being introduced to the properties at no. 21 and 23 Farburn Terrace. The new building would predominately be over two storeys and would have five windows on its north elevation facing towards the gardens which sit at the side of the houses. There would also be windows facing west within the smaller three storey element of the building. The level of outdoor amenity for these residential properties is already somewhat affected by other surrounding non-residential uses and therefore it is considered that it should not be diminished further by overlooking.

From a visual perspective and in terms of the wider Farburn Terrace area, the building would be considerably larger and taller than any other building. Whilst it is acknowledged that larger buildings, such as aircraft hangars, are located on the opposite side of Farburn Terrace, these are seen in the context of the airport and the open aspect of the airfield, whereas the new building would be located in part of the street which is characterised by buildings of lower height and more of a domestic appearance. This would result in the new building having an uncomfortable relationship with its neighbours and the wider area; contrary to Policy D1 (*issue 2*).

Access and Parking

Vehicular access would continue to be taken from the existing access on Farburn Terrace. It has been clarified by the applicant that the new access onto the lane would be for pedestrians only and not vehicles (*issue 7*). Details of the floor space and number of people who are likely to be attending training sessions was requested from the applicant however information has not been forthcoming. Nonetheless, dividing the proposed gross floor space of 852sqm by three and applying the office and workshop parking standards to the first two thirds of the space would equate to a parking requirement of 17 spaces. This does not take account of the training element proposed which it is anticipated would create at least some demand for parking from those attending training courses. A total of 11 parking spaces are proposed and therefore without evidence to the contrary, it would appear that there is likely to be a shortfall in parking available at the site, contrary to Policies D3 and T2 (*issue 4*).

Aviation Safeguarding

Both Aberdeen International Airport and NATS have been consulted and do not object to the proposal in terms of the safeguarding of either the airport or Perwinnes radar. The airport has requested a condition requiring a bird hazard management plan to be submitted should the application be approved. The impact upon the airport and radar has been therefore been taken into account in accordance Policy BI4.

Proposed Aberdeen Local Development Plan

The Proposed ALDP was approved for submission for Examination by Scottish Ministers at the meeting of the Communities, Housing and Infrastructure Committee of 27 October 2015. It constitutes the Council's settled view as to what should be the

content of the final adopted ALDP and is now a material consideration in the determination of planning applications, along with the adopted ALDP. The exact weight to be given to matters contained in the Proposed ALDP (including individual policies) in relation to specific applications will depend on whether:

- these matters have been subject to representation and are regarded as unresolved issues to be determined at the Examination; and
- the relevance of these matters to the application under consideration.

Policies and proposals which have not been subject to objection will not be considered at Examination. In such instances, they are likely to be carried forward for adoption. Such cases can be regarded as having greater material weight than those issues subject to Examination. The foregoing can only be assessed on a case by case basis. In this instance the policies in the proposed plan largely reiterate the existing policies and do not introduce any further considerations.

Conclusion

In summary it is considered that by way of its inappropriate scale and massing the building would fail to satisfactorily take into account the existing uses and character of the surrounding area and would have an overbearing presence to the detriment of residential amenity and privacy of residential properties. It is also anticipated that there is likely to be a shortfall in parking at the site. Therefore the application is recommended for refusal. Should members be minded to grant consent, conditions should be attached relating to remediation of any contamination on the site, submission of a bird hazard management plan, details of how surface water drainage would be dealt with, submission of a noise assessment in order to protect occupants from aircraft noise and a condition to ensure the proposed car parking is provided.

RECOMMENDATION: Refuse

REASONS FOR RECOMMENDATION

The proposed building by way of its inappropriate scale and massing would fail to satisfactorily take into account the existing uses and character of the surrounding area and avoid undue conflict with the adjacent land uses and amenity, contrary to Policy H2 (Mixed Use Areas). The building would have an overbearing presence to the detriment of residential amenity and privacy of residential properties at no. 21 and 23 Farburn Terrace and have an uncomfortable relationship with its neighbours and the wider area; contrary to Policy D1 (Architecture and Placemaking).

Without evidence suggesting otherwise and based on the floor space proposed, it is anticipated that there is likely to be a shortfall in parking at the site, contrary to Policies D3 (Sustainable and Active Travel) and T2 (Managing the Transport Impact of Development).