

162-2022: Bandeath Facility, Stirling – Factory Extension

# Justification Statement



Deeside Timber Frame Ltd

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25<sup>th</sup> September 2023

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ACD (Section 6 - Energy) for  
Domestic Buildings  
BRE1-D-00897

**Architectural Services – Building Surveying**  
**Principal Designer - Domestic Energy Assessment**  
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Registered office: Design Studio, 27 Evan Street, Stonehaven, AB39 3EQ.

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## Introduction

This statement is prepared by Inspired Design and Development Ltd (Herein referred to as “IDD”) on behalf of Deeside Timber Frame Ltd (herein referred to as “the Applicant”) to accompany an Application for Planning Permission.

The existing subjects comprise of a 4 bay steel frame building with covered areas in each corner. These corner areas have recently been connected by storage areas, specific to the requirements of the applicant. It is understood that the building was originally erected as a manufacturing plant and storage area for munitions as part of the second world war effort.

The current use of the site is a timber frame manufacture and processing facility. The facility has recently been extended (22/00566/FUL) to achieve more covered storage, whilst the outdoor space also obtained planning permission to extend the yard and parking space. By doing so, this allowed additional space for packaging of completed projects, in preparation for distribution.

The application submitted is to extend on the factory building, to accommodate a production line. The extension will be a steel portal frame, designed to mimic the geometry of the existing frame, clad and roofed with an insulated profile metal sheet.

## Statement of Need

The applicant does not intend to change the use of the site or it’s buildings, their primary objective is to improve output and efficiency to meet the future plans of the business and it’s expanding portfolio throughout the UK.

Increasing the output capacity of this facility is key to the companies growth plans, as the site is well connected to the Central Belt networks, which extend throughout the UK. In addition, the more sustainable and efficient manufacture, brought by the installation of a production line, will contribute to the business’ sustainable ambitions.

By supporting the proposals, the local authority would support the expansion of the business, it’s improved efficiency and increased output, resulting in a positive economic impact.

## Traffic Assessment

A traffic assessment was undertaken for application 22/00566/FUL which calculated the existing and proposed demand, based on those proposals.

## Staff Vehicle Movements

As a direct result of the investment into the production line, the applicant will create local jobs and anticipates employing an additional 4 staff. The social benefits of this will outweigh the impact that the additional 4 vehicle movements will have on the roads and local infrastructure. The site can accommodate the additional staffing, as the previous expansion of the parking facilities has included for this planned increase.

## HGV/LGV Vehicle Movements

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Whilst the proposals are to increase the output of the facility, the impact on the roads network will be insignificant. The logistics of the site will be planned and managed to spread additional vehicle movements, created by improved efficiency, throughout the working week.

The existing roads infrastructure is in a reasonable condition and is understood to be capable of withstanding a small increase.

### Vehicle Movement Schedule

Typically, the majority of vehicle movements are at the beginning and end of the working day, although a small number of staff work part time hours and would travel out with the normal commuting periods. Therefore, peak travel is 07:30-09:00 and 16:30 – 18:00.

HGV's and LGV's movements occur throughout the day. The sites traffic management runs a system where the vehicles can enter the site, be loaded and leave, following safe traffic routes. In additional communication with couriers allows the facility to plan for such movements minimising waiting time out with the site. By continuing good practise, the impact of additional HGV's and LGV's on the site, will be spread throughout the day and concentrated to times out with peak staff travel times.

### Materials Specification

The facility is currently clad and roofed in profiled metal sheets, reflecting the history and current use of the industrial site. The proposed steel frame mimics the proportions of the current frame bays to ensure it's in keeping with the current building. It is the applicant's intention to tie in with the current cladding and roofing systems by using a modern profiled metal sheet alternative which offers the benefit of an insulated core. The existing lean too and existing over sprayed cladding is Marlin Grey, which will be continued using an Streadmans AS35 insulated wall and roof panel product will be fitted in accordance with the manufacturers written instruction, with edge and corner trims.

	
<p>Merlin Grey CD1 18B25</p>	
<p>Marlin Grey Cladding</p>	<p>Trimline gutter</p>

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### Conclusion

The proposals are part of the applicants long term plans for business expansion throughout the UK. As with application 22/00566/FUL, these proposals are imperative to the efficient management of the site and it's output capacity. The extension, which will offer a positive visual impact, will allow the installation of a production line, which will allow kits to be manufacturers more efficiently, and in greater numbers, before packaging and distribution, resulting in a positive economic impact.

The impact the proposals have on traffic and the roads infrastructure is considered to be insignificant and without impact. As a result it is felt that the proposals have a net positive impact and could be supported by the planning authority.

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