

Aberdeen Planning Guidance 2023: Airport and Perwinnes Radar

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1. Introduction

1.1 Status of Aberdeen Planning Guidance

This Aberdeen Planning Guidance supports the Development Plan and is a material consideration in the determination of planning applications.

This APG expands upon the following Aberdeen Local Development Plan policies:

- Policy B3 – Aberdeen International Airport and Perwinnes Radar

Given the timing of the Local Development Plan, a pragmatic approach has been taken to changes in the planning system. National Planning Framework 4 (NPF4) was adopted following the examination and subsequent modification of the Local Development, and the publication of a draft version of this APG for consultation. As a result, some terminology referred to in this APG may vary from the new NPF4 policy framework but it should be noted that the LDP together with NPF4 now forms the basis of the statutory development plan.

1.2 Introduction to Topic / Background

Development within the vicinity of Aberdeen International Airport (AIA) and Perwinnes Radar (operated by National Air Traffic Services (NATS)) must give careful consideration to how it will impact upon, and be impacted by, the operation of the airport and radar installation. This guidance outlines the issues that need to be considered and how development will be assessed in relation to these. It should be read alongside the policies contained in the Local Development Plan in relation to development proposals.

1.3 Climate Change

Making sure that development in proximity to the airport is appropriate will ensure that aircrafts continue to take the most effective flight path into and out of the airport, keeping emissions to a minimum. This APG therefore aligns

with the [UN Sustainable Development Goal](#) 9: Industry, Innovation and Infrastructure. It is also aligned with [Aberdeen Adapts](#) Goal 2: Responsive transport and infrastructure.

1.4 Health and Wellbeing

Where we live, where we work, and where we spend our time has an important influence on our health and wellbeing. Healthy communities thrive with an abundance of local businesses and good access to job opportunities. However, poor air and noise quality have a negative impact on health.

This guidance can help to achieve the following Public Health Priorities for Scotland - Priority 5: A Scotland where we have a sustainable, inclusive economy with equality of outcomes for all.

This guidance is deemed to have minimal impact on population health and wellbeing. This means that, whilst it is unlikely a Health Impact Assessment (HIA) screening report will be requested to support any planning application, this will depend on the detail and scope of the application. There may be elements of the proposals that relate to the health and wellbeing of the population that warrant consideration. If that is the case, then a screening HIA will be required, and further advice on this will be provided.

2. Aberdeen Planning Guidance

2.1 Public Safety Zones

Development within Public Safety Zones

Public Safety Zones (PSZ) are areas of land at the end of the airport runway within which development is restricted, to control the number of people on the ground at risk in the event of an aircraft accident on take-off or landing. Within these zones, there is a general presumption against certain types of development which would result in an increase in the number of people living, working or congregating in these zones. In particular there should be no new or replacement dwellinghouses, mobile homes, caravan sites or other residential buildings. Nor should new or replacement non-residential development be permitted. Over time, the number should be reduced as circumstances allow.

Public Safety Zones Maps

Public Safety Zones (PSZ) are based on individual risk contours calculated for each airport, upon which a person remaining in the same location for a period of a year would be subjected to the given level of risk of being killed as a result of an aircraft accident. PSZ for Aberdeen International Airport are shown in Maps A and B. The extent of the PSZ area is shown in red and corresponds to the 1 in 100,000 individual risk contours. However, the level of risk in some areas within the PSZ may be much higher, with the area shown in blue being subject to the maximum tolerable level of individual third party risk, being 1 in 10,000 per year.

Planning Circular 8/2002 'Control of Development in Airport Public Safety Zones' provides further detail on Public Safety Zones and sets out what types of development may be permissible within them.

2.2 Safeguarding Consultation With AIA on Planning Applications

The Role of Safeguarding

Development within certain areas of the city, particularly near the airport, will be subject to safeguarding checks through consultation with Aberdeen International Airport. If airport safeguarding concerns are identified then, to ensure safety is not compromised, development proposals may need to be amended or conditions applied to planning permissions.

Proposed developments are checked in order to:

- Protect the 3D space through which aircraft fly by assessment of the height of a proposed structure to make sure it does not infringe upon the airport's Obstacle Limitation Surfaces (OLS). This is known as physical safeguarding;
- Protect the integrity of radar and other electronic aids to air navigation, by preventing reflections and diffraction of the radio signals involved. This is known as technical safeguarding;
- Prevent visual aids such as approach and runway lighting from being obscured or confused or new lights being installed which are liable to be mistaken for aeronautical lights; and
- Avoid any increase in the risk to aircraft of a birdstrike by preventing an increase in hazardous bird species in the vicinity of the airport.

Consultation Procedures

Aberdeen City Council will consult with AIA about any planning application within a safeguarded area (see Map D) in the following cases:

- If the proposed development falls within certain criteria relating to the height and location;
- If the proposed development has bird attractant properties and falls within 13km of the aerodrome;
- Any proposals for wind turbines within 30km of the aerodrome.

Information Requirements

To enable an accurate assessment of a proposed development, we require the following information to be submitted at the time of the planning application:

- OS Grid Reference;
- The elevation of the site to an accuracy of 0.25m Above Ordnance Datum (AOD);
- The layout, dimensions and height of the proposed development; and
- Other relevant information, such as landscaping proposals to assess birdstrike risk, or cladding materials to model potential for radar reflection.

This information should be provided with planning applications as a minimum. Additional information may be required and applicants will be advised of this as soon as possible.

Process

When a planning application that requires safeguarding checks is submitted, the Planning Officer will send the relevant information to the AIA Safeguarding Team. AIA will assess the proposal and respond back to the Council with one of three responses:

1. Objection (with reasons stated)
2. No Objection; or
3. No Objection subject to Conditions – These may include conditions to do with potential landscaping plans, creation of a Bird Hazard Management Plan or lighting schemes.

Pre-application Enquiries

Applicants can contact the AIA Safeguarding Team to discuss pre-application enquiries. Note that any response will be for guidance only, and the airport reserves the right to comment fully at planning application stage. Email safeguarding@aiairport.com submitting a summary of the project, including any site plans, OS co-ordinates, and information regarding heights of the project.

Please see the AIA 'Aerodrome Safeguarding Guidance' which provides detail on the factors they will take into consideration during a safeguarding assessment.

2.3 Noise

The Civil Aviation Authority (CAA) produces contours which estimate the average aircraft-related noise experienced by people living around Aberdeen Airport. The Equivalent Continuous Sound Level (dB LAeq) is used, which provides average noise levels for the busiest 16-hours of the day between 0700 – 2300 over the busiest three months of the year, mid-June to mid-September (known as LAeq16hr) This is the most common international measure of aircraft noise and the conventional unit of measurement for planning purposes.

The UK Government says that communities become significantly annoyed by aircraft noise above 57 dB LAeq. Applications for residential development in areas where average noise levels (as a result of aircraft movement) are in excess of 57dB LAeq (using the summer 16-hour measurement) as identified on the airport noise contour map (Map C) will be refused, due to the inability to create an appropriate level of residential amenity and to safeguard the future operation of Aberdeen Airport. For proposed development which would be located within the remaining noise contours, applicants may be required to submit a noise assessment demonstrating that an appropriate level of residential amenity could be achieved.

2.4 Cranes

AIA runs a permit request procedure for all cranes within a 6km radius of the airport. BS7121:2016 British Standard Code of Practice for the Safe Use of Cranes requires operators intending to use a crane or other tall construction equipment in the area up to 6km from the airport, and which is more than 10m high, to consult the aerodrome/airfield manager'. It is the responsibility of the crane operator/developer to notify the AIA Safeguarding Department of any proposed cranes/tall construction equipment in the area at least two weeks before the proposed works take place. The Safeguarding Manager will assess the cranes against any physical infringement of the Obstacle Limitation Surfaces and forward to NATS for technical assessment.

2.5 Perwinnes Radar

Safeguarding

Perwinnes Radar, operated by NATS, is located to the north of Bridge of Don at Murcar. As well as serving Aberdeen International Airport, it also provides data to en-route controllers at the Scottish Area Control Centre in Prestwick. In order to secure its operational capability, a number of safeguarding maps have been issued to Aberdeen City Council by its operator. Prospective applicants should contact the Council in order to confirm the height restrictions and subsequently consult NATS Ltd should the requirement breach the height restrictions.

Please note that Aberdeen International Airport and Perwinnes Radar are subject to separate safeguarding maps. Where necessary, development proposals will be assessed against both maps

Any development falling within safeguarded areas identified on this map will be subject to consultation with NATS to determine if proposed buildings and structures would have an adverse impact upon the operation of the radar, and if any mitigation is possible. If an unacceptable impact and viable mitigation is identified, the developer would be expected to agree with NATS on a mitigation package, prior to the determination of an application.

3. Further Reading

Aberdeen International Airport Noise Action Plan: <https://www.aberdeenairport.com/media/uacjsipa/final-noise-action-plan-2018-compressed.pdf>

Planning Advice Note 1/2011 'Planning and Noise', Scottish Government, Scottish Government website: <https://www.gov.scot/publications/planning-advice-note-1-2011-planning-noise/>

Planning Circular 8/2002 'Control of Development in Airport Public Safety Zones', Scottish Government, Scottish Government website: <https://www.gov.scot/publications/circular-8-2002-control-development-airport-public-safety-zones/>

Aerodrome Safeguarding Guidance, Aberdeen International Airport, Aberdeen International Airport website: https://www.aberdeenairport.com/media/sguny0z2/aia_safeguarding_guidance-full.pdf

The Aberdeen International Airport 2013 Masterplan, Aberdeen International Airport website: <https://www.aberdeenairport.com/about-us/master-plan/>

The Environmental Noise (Scotland) Regulations 2006: <https://www.legislation.gov.uk/ssi/2006/465/contents/made>

KEY CONTACTS

National Air Traffic Services Ltd
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4. Maps

Map A – Public Safety Zone North

Map B – Public Safety Zone South

Map C – Noise Contours Average (2016)

Map D – Noise Contours Forecast (2020)

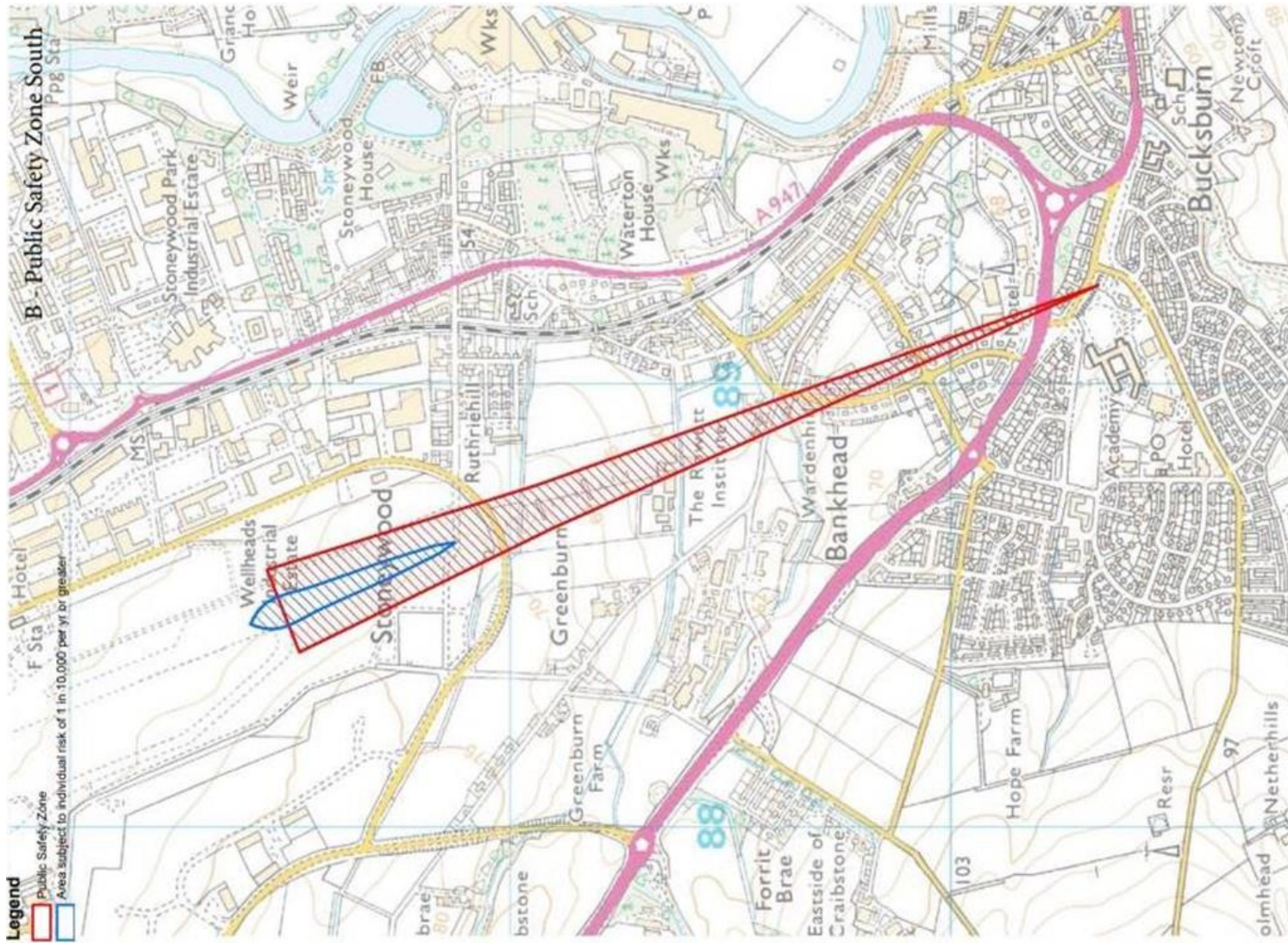
Map E - Noise Contours Forecast (2040)

Map F - NATS – Perwinnes Hill - Radar Monitor Safeguarding

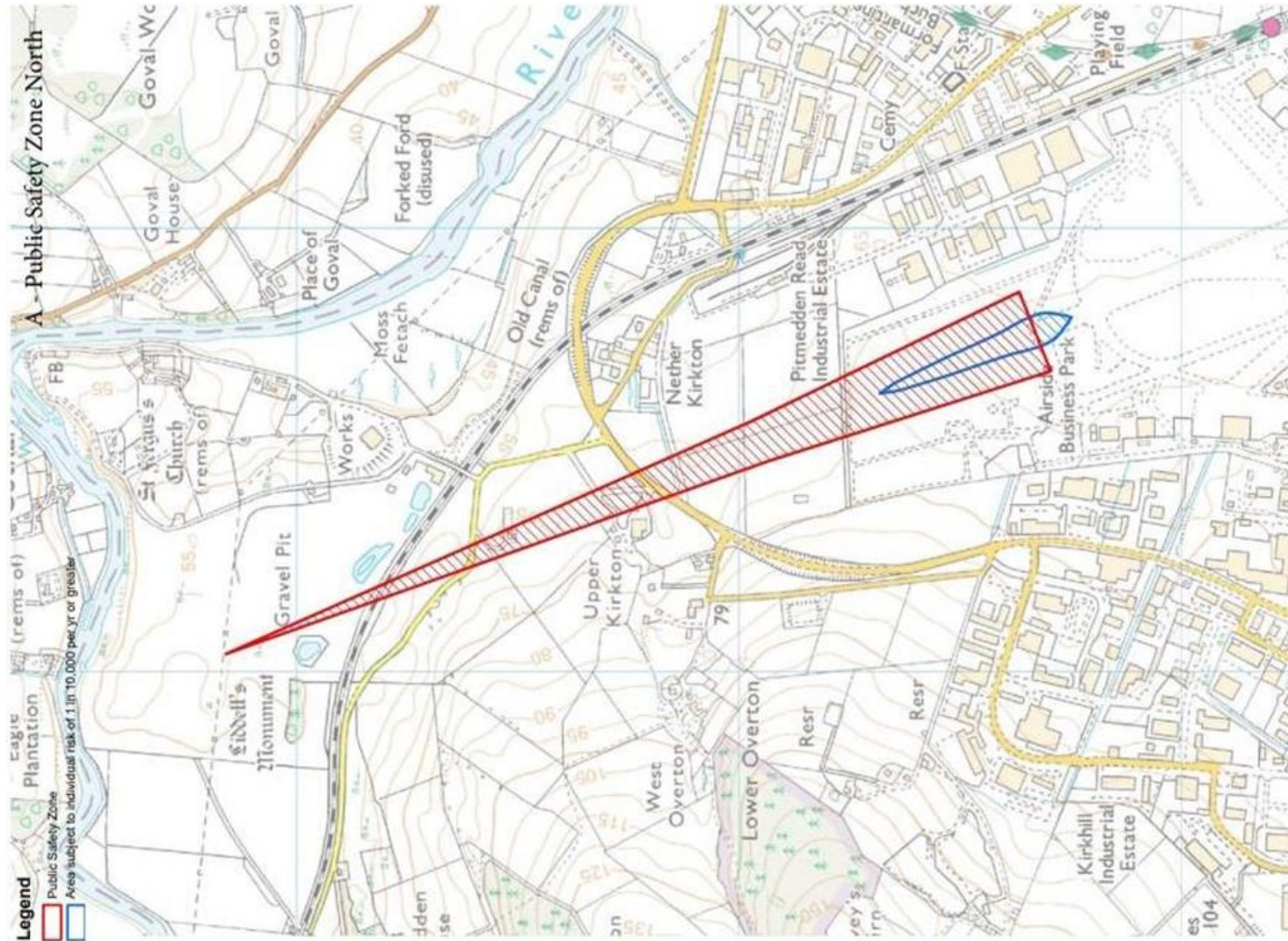
Map G - NATS – Perwinnes Hill - Radar Technical Site Safeguarding

Map H – Safeguarding Map

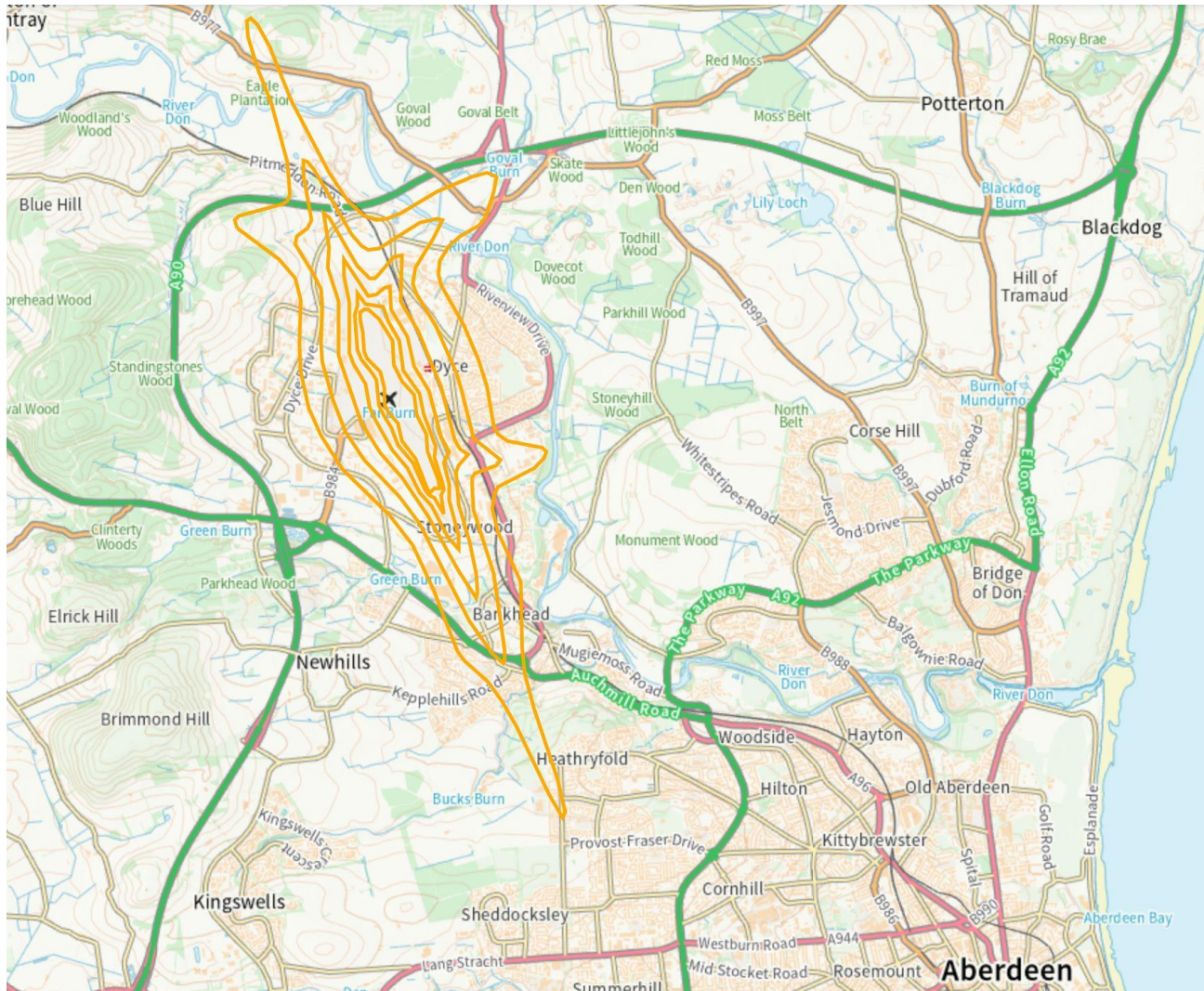
For All Maps - © Crown Copyright. Aberdeen City Council 100023401 (2023).



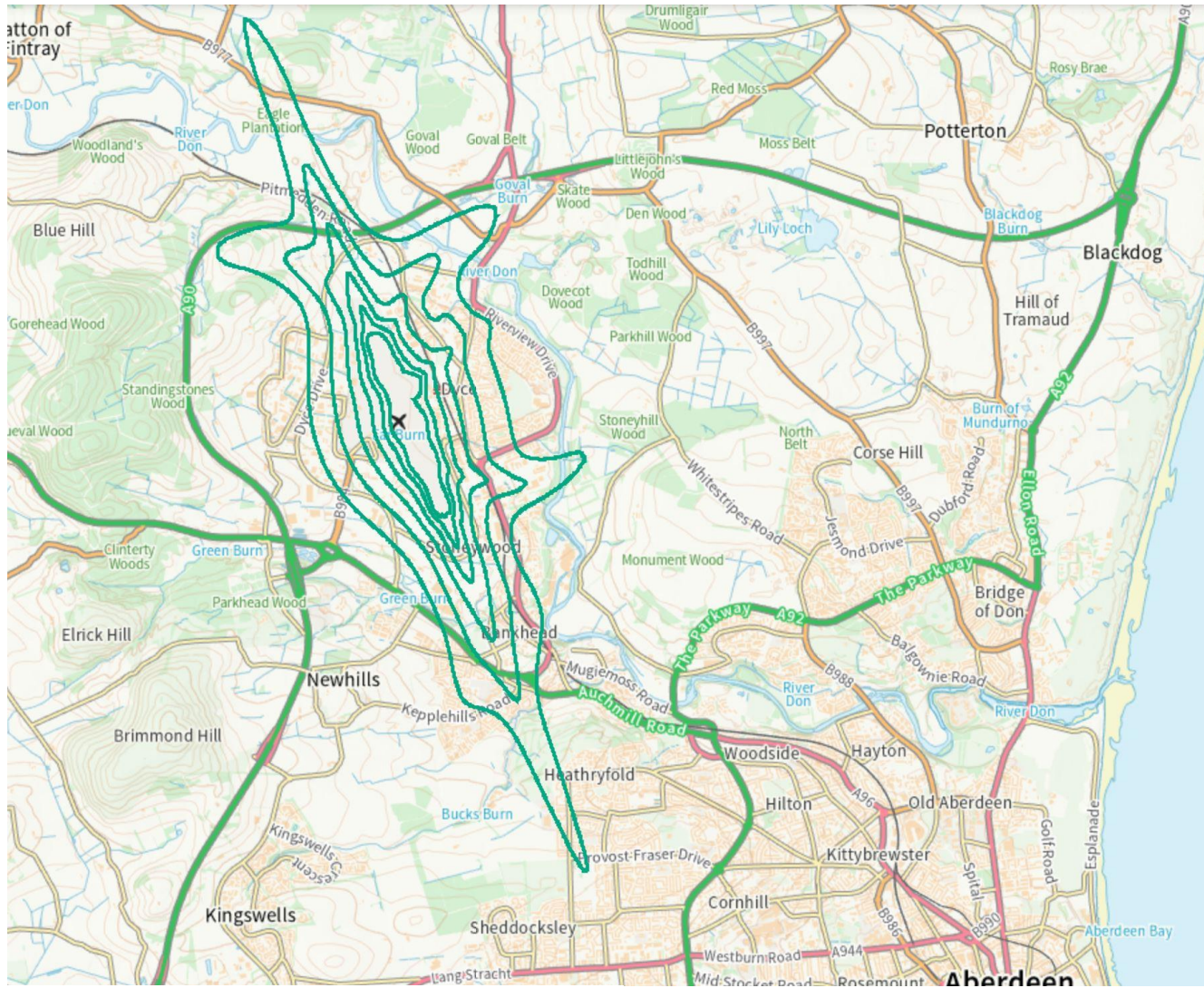
Map A



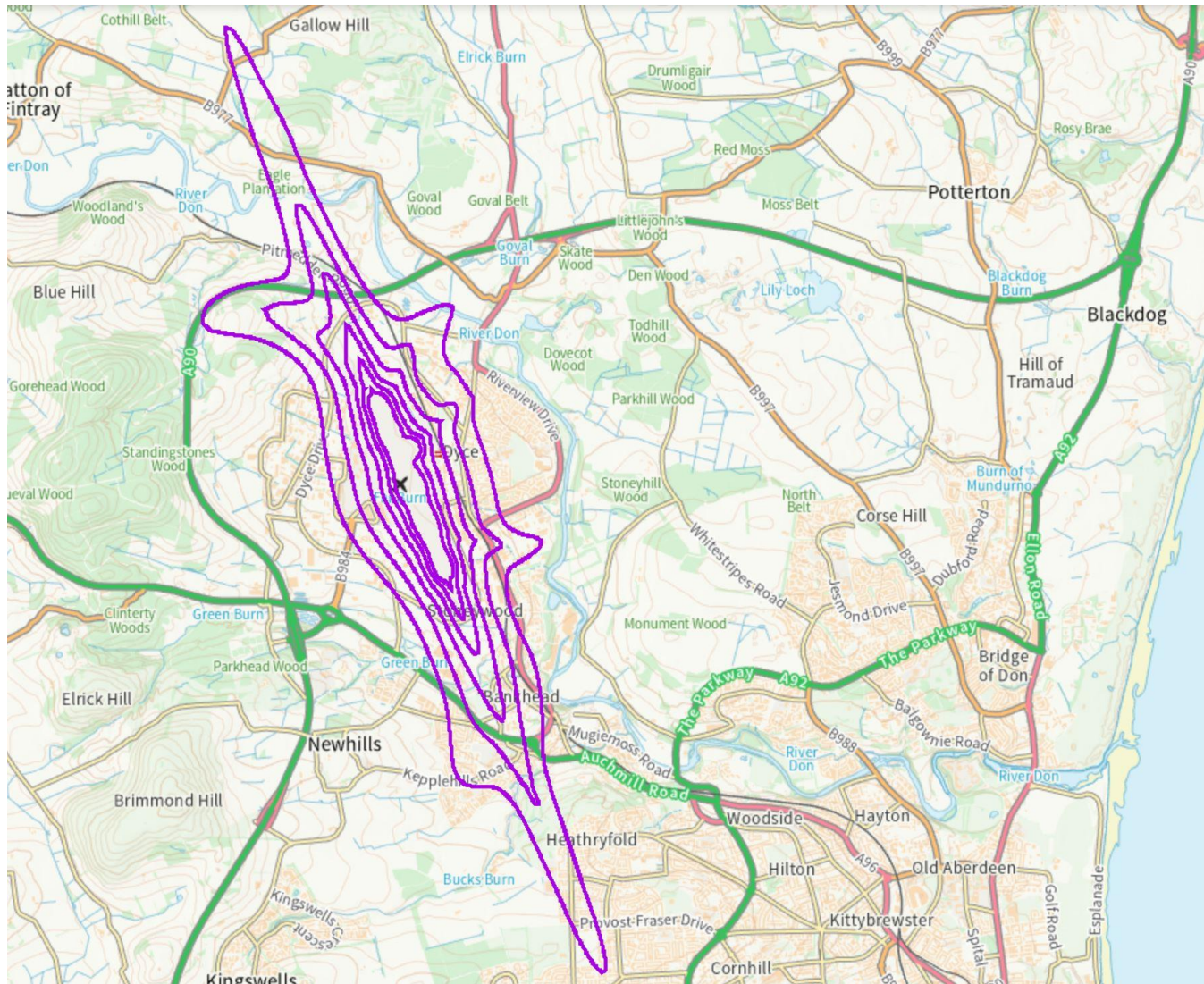
Map B



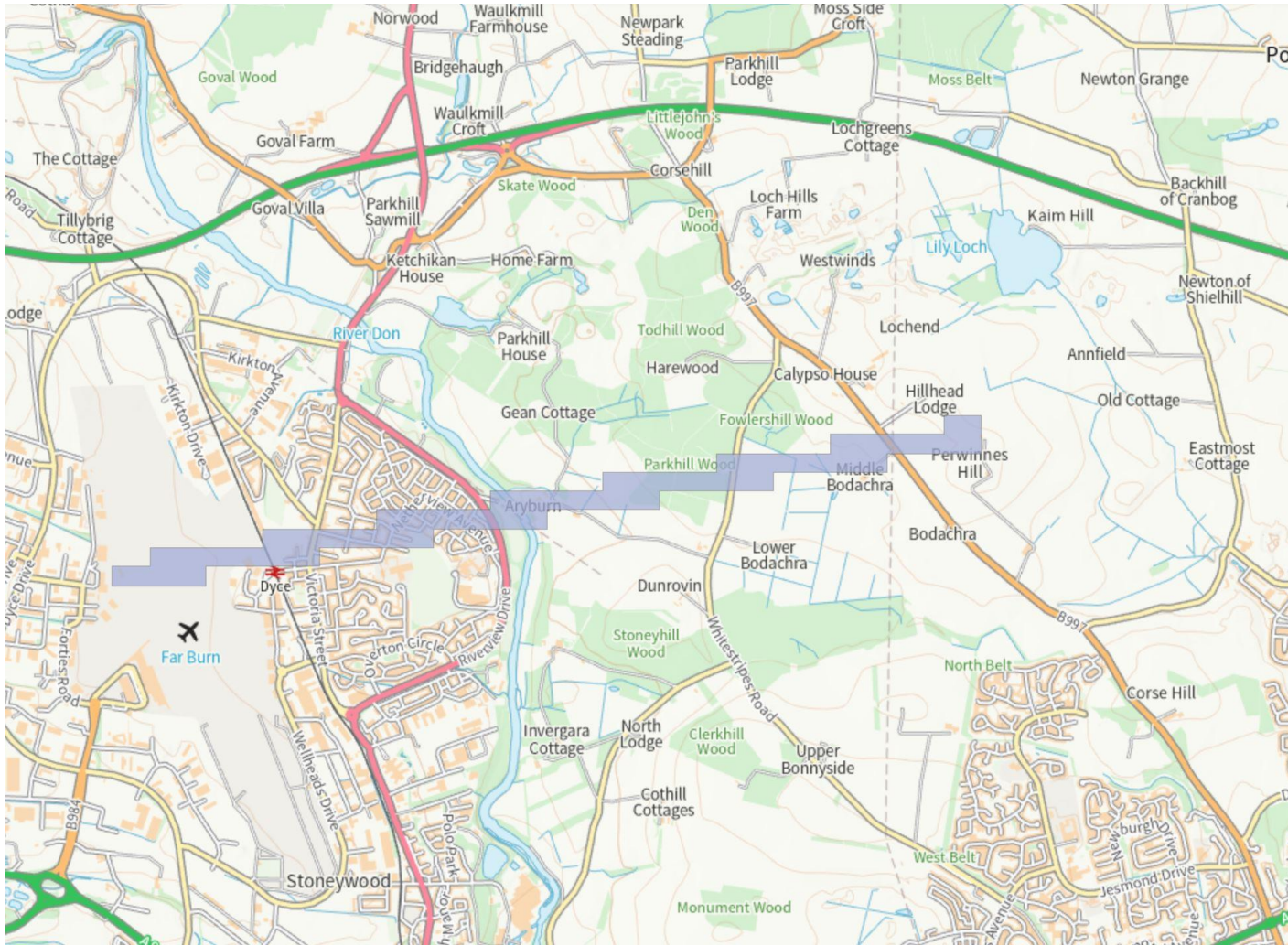
Airport (2016) Annual Day LAeq, 16 hour 57-72 dB(A) Noise Contour (Summer – mid-June to mid-Sep) - Airport (2016) Noise Contour AVERAGE



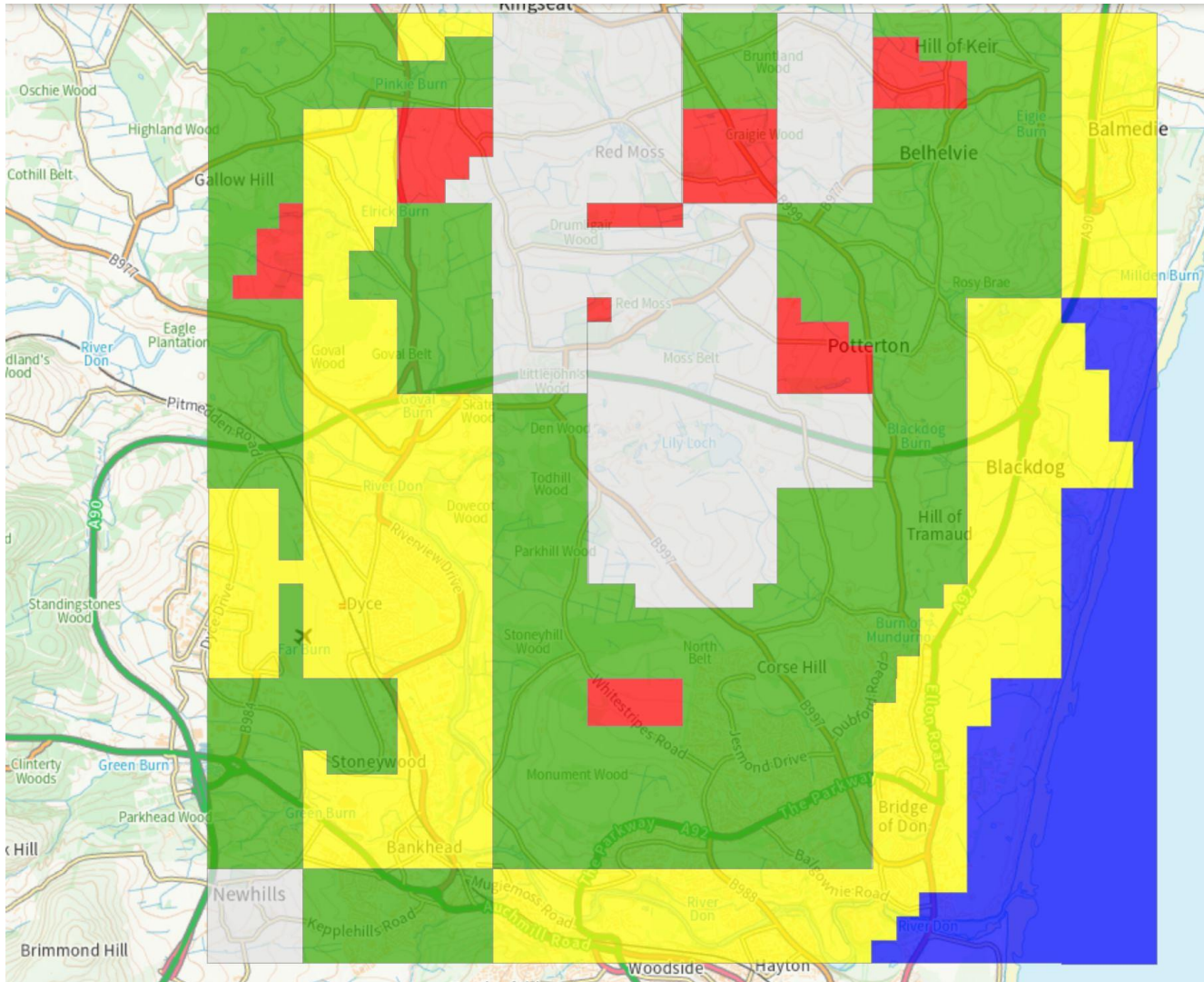
Airport (2020) Leq Noise Contours FORECAST



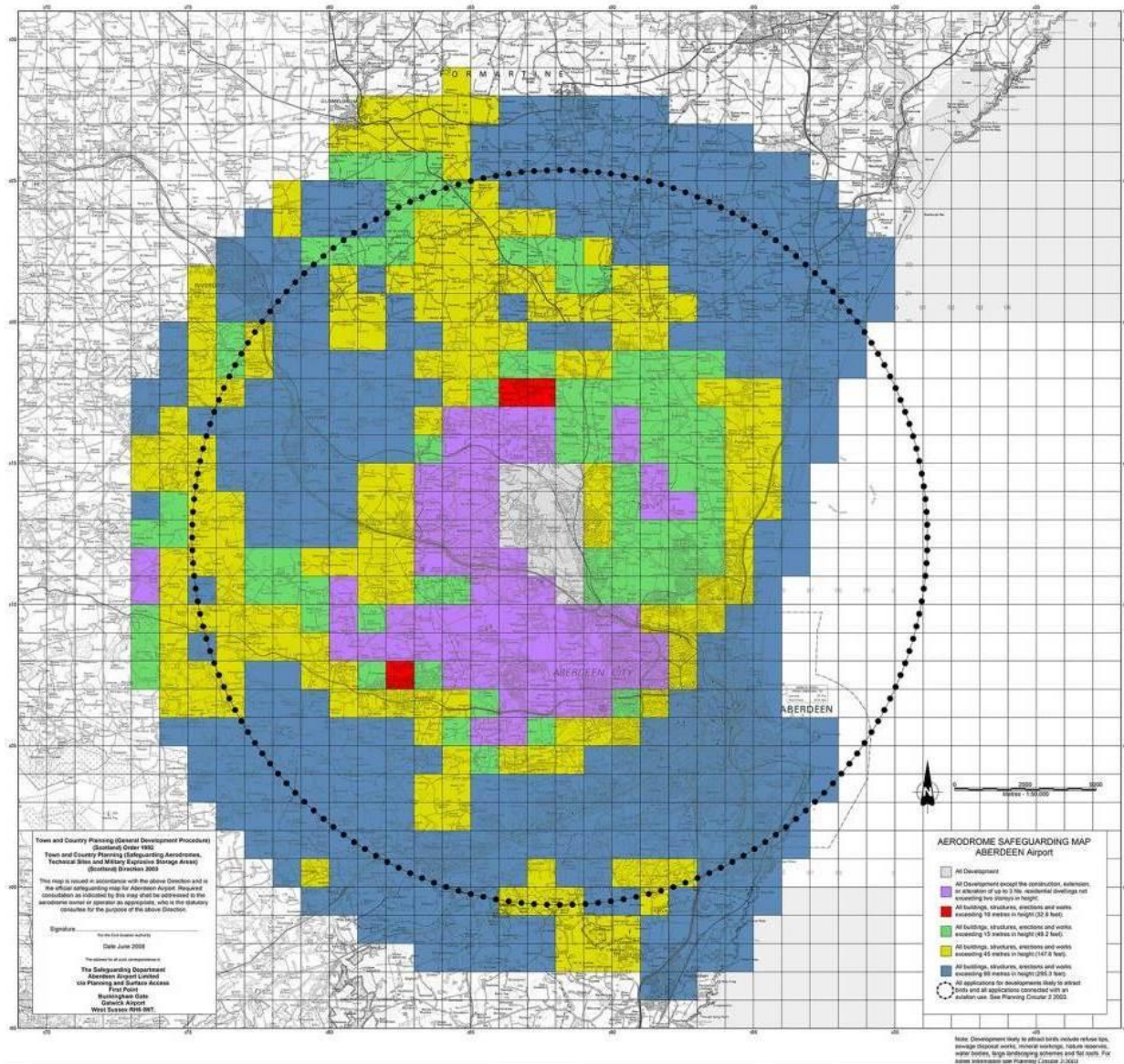
Airport (2040) Leq Noise Contours FORECAST



NATS – Perwines Hill - Radar Monitor Safeguarding



NATS – Perwinnes Hill - Radar Technical Site Safeguarding



Safeguarding Map