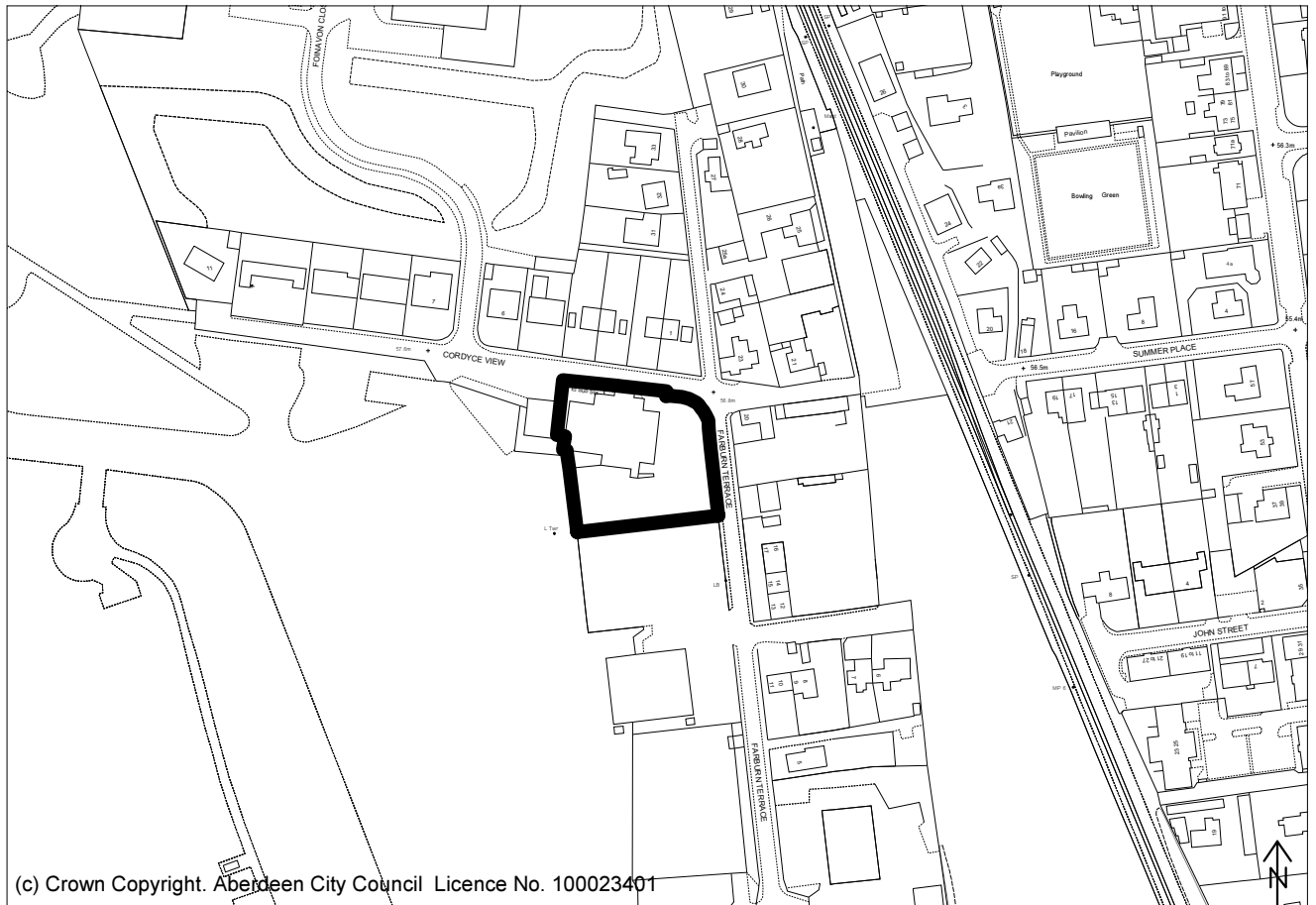


**ABERDEEN AIRPORT S&S.C., FARBURN
TERRACE, DYCE**

**EXTERNAL ALTERATIONS INCLUDING;
THE OVERCLADDING OF THE EXISTING
FRONTAGE, REPLACEMENT WINDOWS
AND DOORS, FORMATION OF 2NO. NEW
OPENINGS, AND INTERNAL FIT OUT OF
EXISTING BUILDING. CHANGE OF USE
FROM A LEISURE FACILITY (CLASS 11)
TO PASSENGER TERMINAL**

For: Bond Offshore Helicopters

Application Ref.	: P120481	Advert	: Full Notify not poss.
Application Date	: 17/04/2012	(neighbours)	
Officer	: Matthew Easton	Advertised on	: 02/05/2012
Ward:	Dyce/Bucksburn/Danestone(B	Committee Date	: 14 June 2012
Crockett/G	Lawrence/N	Macgregor/G	Community Council : Comments
Samarai)			



RECOMMENDATION: Approve subject to conditions

DESCRIPTION

The site is the 'Glenburn Club' building, a former social club located on the corner of Farburn Terrace and Cordyce View, Dyce.

The building comprises a two storey element at the front which includes a substantial slate mansard wall covering a large portion of the first floor. The larger single storey element of the building to the rear is constructed in metal profile sheeting. The floor space of the building is 750m².

There is a car park to the south and west of the building which can accommodate approximately 24 vehicles and is accessed from Farburn Terrace.

The Aberdeen Airport perimeter fence forms the western boundary of the site, beyond which are airport aprons used for the parking of aircraft.

To the south of the site is a car park used by Bond/BP and used to park offshore worker's vehicles. Beyond the car park is an aircraft hanger operated by Gama Aviation and largely used by the Scottish Ambulance Service air ambulance aircraft.

To the east across Farburn Terrace are two small office buildings and to the north the area is predominately residential in character with properties facing onto Cordyce View and Farburn Terrace. There are also residential properties to the south on the east side of Farburn Terrace opposite the car park and Gama Aviation hanger.

HISTORY

Planning permission (090179) was granted by the Development Management Sub-Committee in July 2009 for formation of a formal parking area at the Glenburn Club.

PROPOSAL

It is proposed to change the use of the former social club to a passenger terminal for use by Bond as part of their offshore helicopter operations.

The ground floor of the converted building would comprise a check-in area, waiting area, departure area, arrivals area, baggage area, café and kitchen area and ancillary facilities such as toilets. The first floor of the building would accommodate an open plan office, staff room and further toilets.

Externally, minimal alterations would take place to the building. This would comprise the removal of the slate mansard style roof and its replacement with red insulated steel cladding panels to the upper storey at the front of the building. The ground floor would be clad in 'Goosewing grey' cladding panels and windows and doors would be repainted and or replaced in 'Merlin grey'. On the south elevation two new openings would be created to allow passengers and baggage trolleys to enter and exit the terminal.

At the front of the building an area would be created to allow six vehicles to drop-off and collect passengers. Fifteen parking spaces for staff and visitors would be created in the south east corner of the site and the remainder of the external space would remain as a gravel surface for staff parking. There would be no parking for passengers.

The airport security fence would be realigned so that departing and arriving passengers can access the terminal from the airside part of the airfield.

Bond intends to transfer two of the companies it provides offshore flights from its existing terminal at Farburn Terrace to the new terminal. This involves on average twelve flights per day Monday to Friday and three flights a day at the weekend. The flights occur in three rotations, departing approximately between 0700 – 0800, 1100 – 1200 and 1500 – 1600. Each flight has on average fifteen passengers, equating to sixty passengers per rotation. Passengers would be transferred by buses between the terminal and helicopters which would be positioned outside the existing Bond terminal.

Eighteen Bond staff and eight oil company staff would operate from the terminal.

REASON FOR REFERRAL TO SUB-COMMITTEE

The application has been submitted to the Sub-Committee because Dyce and Stoneywood Community Council have objected to the application.

CONSULTATIONS

ROADS SECTION – Satisfied that the car parking arrangement as proposed would be adequate to serve the development, bearing in mind that clients are not expected to park within the site, satisfied that the proposal would not create significant traffic as the traffic associated with the development is existing traffic on Farburn Terrace and a condition should be attached requiring a green travel plan to be submitted.

ENVIRONMENTAL HEALTH – No objection to application as no change to existing helicopter movements.

COMMUNITY COUNCIL – Object to the application on the grounds of potential for increased traffic, existing parking problems and the potential for them to be exacerbated and potential light pollution.

REPRESENTATIONS

Five letters of objection have been received from four separate individuals, all of whom live on Farburn Terrace or Cordyce View. The following matters of concerns are raised –

- The proposal would increase the volume of traffic and risk of road traffic collisions on Farburn Terrace which is already congested.
- The proposal would affect parking in the area.

- Concern that running helicopters would be positioned adjacent to the new terminal rather than the existing terminals
- The planning process has been prejudiced by Aberdeen Airport.
- Any impact an extension or signage on the building may have.

A letter of support for the proposal has been received from Aberdeen Airport Ltd. (owners of the site).

PLANNING POLICY

Aberdeen Local Development Plan (2012)

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.

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, colour, 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 D3 (Sustainable and Active Travel) – New development will be designed in order to minimise travel by private car, improve access to services and promote healthy lifestyles by encouraging active travel. Development will maintain and enhance permeability, ensuring that opportunities for sustainable and active travel are both protected and improved. Access to, and movement within and between, new and existing developments will prioritise transport modes in the following order - walking, cycling, public transport, car and other motorised vehicles.

Policy BI4 (Aberdeen Airport and Harbour) – Within the operational land applying to Aberdeen Airport and Aberdeen Harbour there will be a presumption in favour of uses associated with the airport and harbour respectively.

EVALUATION

The site within an area zoned for airport related uses. Therefore, although outside the current perimeter of the airport the principle of the use as a passenger terminal is acceptable because it is an airport related use in compliance with Policy BI4. The previous and authorised use as a social club had the potential to create disturbance from events taking place within the premises and customers leaving late into the evening. Therefore a less onerous use which operates largely during the day could be regarded as a preferable use to have adjacent to residential properties.

The local plan identifies the airport as a vital hub which provides a service for the region as a whole. The airport is a vital route for transferring people to offshore platforms in the North Sea and therefore it is important for the wider economy

that improvements at the airport which support the offshore industry are supported.

However, although the proposal is acceptable in principle and is supported by the local plan, it must also be assessed in terms of the specific impacts it may have upon the surrounding area.

Traffic / Parking

All objectors raise concern with the potential increase in traffic and parking issues which may arise from the proposed development. Opening of the new terminal would allow Bond to move two of the companies it provides flights for from the existing terminal to the new building. This would spread the load of passengers between the new site and old site, which should alleviate the congestion reported by residents near the existing Bond buildings at the Wellheads Drive / Farburn Terrace roundabout. The Council's Roads Service are satisfied that the proposal would not create significant traffic as the traffic associated with the proposed development is existing traffic on Farburn Terrace.

A large number of passengers arrive by taxi or private car, however Bond have a policy of encouraging passengers to utilise public transport. Various bus routes pass close by to the site on Wellheads Drive and on Victoria Street. Dyce railway station is approximately 250m to the north of the site and can be accessed via a footpath between the station and Farburn Terrace. There is also a shuttle bus service which passes Farburn Terrace. Passengers of larger companies utilise the Aberdeen Airpark parking facility which provides a courtesy shuttle bus to the site from the airpark at Kirkhill. Although Bond already encourages sustainable means of travel to their terminals, The Roads Service have requested that in order to show commitment to sustainable travel measures, that a green travel plan be submitted by the applicant. A condition has been attached reflecting this and in accordance with Policy D3.

The new off-street area for dropping off and picking up passengers which is to be provided should improve issues of parking congestion when people are being dropped off on Farburn Terrace, although this would be largely be down to the behaviour of passengers and drivers and whether they choose to utilise the drop off area. There are existing on-street residents only parking outside 12 – 16 Farburn Terrace. Roads officer are satisfied that the car parking arrangement as proposed would be adequate to serve the site bearing in mind that passengers are not expected to park within the site.

Physical Works

The existing building has little architectural merit and the proposed external alterations are considered acceptable. The red cladding would be similar to the existing Bond buildings situated on Farburn Terrace. Given the airport context of the site and its surroundings, it is considered that the works would be in accordance with Policy D1 and that there would be no adverse visual impact as a result of the external alterations proposed.

The building would not be extended and therefore there would be no impact, adverse or otherwise, on the amenity of surrounding properties arising in terms of physical works.

The Community Council have raised concerns regarding the potential for light pollution and how it may impact upon nearby residential properties. The applicants advise that the existing roof mounted floodlights on the building would be reduced in number. Those left would be directed towards the ground and operated via timers and motion detectors. A condition has been attached requiring details of the proposed lighting scheme.

Any sizeable signage is likely to require a separate application for advertisement consent to be made.

Other Matters

- Due to concern raised by residents, planning officers are aware that work commenced at the site in early April and have been advised by the applicant that this is due to the tight timescales which the applicant has for opening the new terminal. Whilst planning permission is not required for the internal fit out of the building; consent is required for the external alterations and for the actual use of the building as a passenger terminal.

A letter was sent by Aberdeen Airport Ltd, owners of the building, on 26th April advising residents in the area of the situation. The letter stated that '*planning permission for the works has been obtained*'. This was clearly incorrect as the application was only submitted on 17th April and is now before the Sub-Committee for determination. Several objectors have complained that the letter issued by the airport has prejudiced the planning process and may have discouraged some residents from submitting letters of representation. Whilst planning officers agree that the letter could be construed as misleading, it was sent by a third party and there is no recourse within the planning system enabling the Council to contest its contents.

- Concern is raised from objectors with regards to increased noise from aircraft. The applicants have advised that helicopters would operate as per the current situation in terms of where they would sit idling whilst waiting for passengers to load or disembark. Passengers would be transferred on buses to and from the terminal to the aircraft; therefore there should be no increase in disturbance from aircraft operations as a result of the new terminal becoming operational. However it should be noted that the planning authority has no control over where aircraft park or operate on the airfield.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

In principle the proposed use of the building as a passenger terminal is acceptable as it is an airport related use. The Council's Roads Service is satisfied that there would not be a significant increase in traffic and that the proposed parking arrangements would be adequate. In order to encourage sustainable travel measures a green transport plan will be submitted. The physical works proposed to the building are acceptable and would not have any adverse impact upon the visual amenity of the area.

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

(1) that the development hereby approved shall not be occupied unless the car parking and drop-off area hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. 002(Rev.B) of the plans hereby approved or such other drawing as may subsequently be submitted and approved in writing by the planning authority. Such areas shall not thereafter be used for any other purpose other than for the purpose of the parking of cars and as a drop-off and collection point for passengers using the terminal – in the interests of public safety and the free flow of traffic.

(2) that the terminal shall not be used unless there has been submitted to and approved in writing for the purpose by the planning authority a further detailed scheme of landscaping for the site, which scheme shall include indications of all existing trees and landscaped areas on the land, and details of any to be retained, together with measures for their protection in the course of development, and the proposed areas of tree/shrub planting including details of numbers, densities, locations, species, sizes and stage of maturity at planting - in the interests of the amenity of the area.

(3) that all planting, seeding and turfing comprised in the approved scheme of landscaping shall be carried out in the first planting season following the completion of the development and any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a size and species similar to those originally required to be planted, or in accordance with such other scheme as may be submitted to and approved in writing for the purpose by the planning authority - in the interests of the amenity of the area.

(4) that the terminal shall not be occupied unless a scheme for external lighting has been submitted to and approved in writing by the Planning Authority, and thereafter implemented in full accordance with said scheme - in the interest of the residential amenity of surrounding properties.

(5) that the development hereby approved shall not be occupied 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, and provides detailed monitoring arrangements, modal split targets and associated

penalties for not meeting targets - in order to encourage more sustainable forms of travel to the development.

Dr Margaret Bochel

Head of Planning and Sustainable Development.