

Planning Development Management Committee

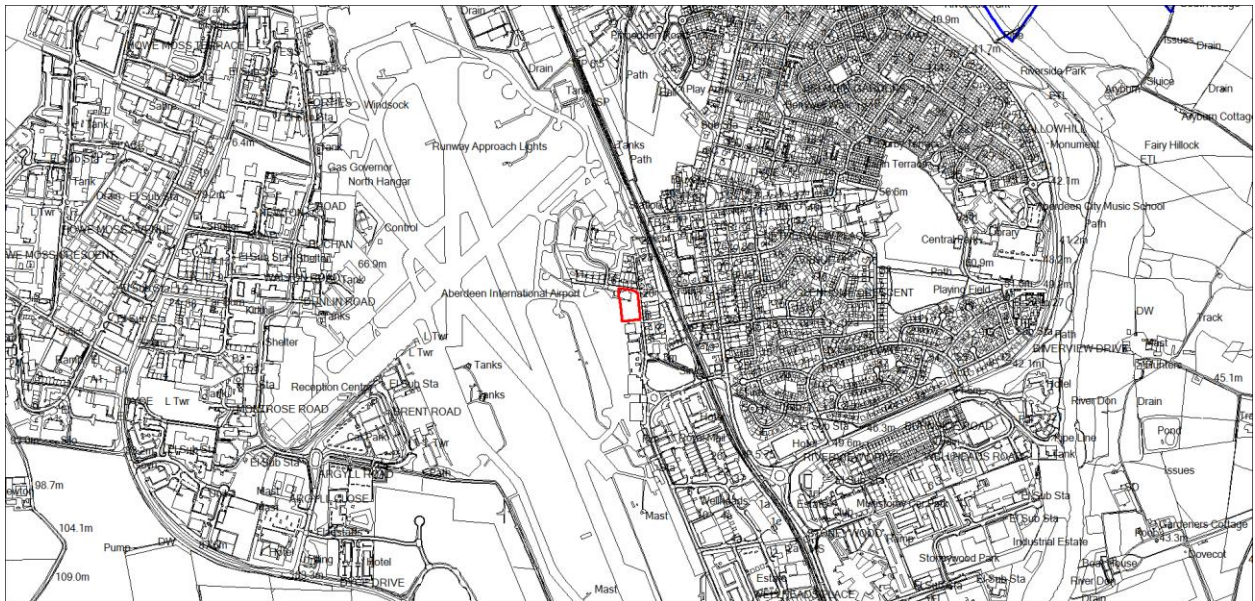
ABERDEEN AIRPORT SPORTS & SOCIAL CLUB, FARBURN TERRACE, DYCE

ERECTION OF HELICOPTER HANGER

For: Bond Offshore Helicopters

Application Type : Detailed Planning Permission
Application Ref. : P140209
Application Date: 18/02/2014
Officer: Paul Williamson
Ward : Dyce/Bucksburn/Danestone(B
Lawrence/N MacGregor/G Samarai)

Advert : Section 34 -Proj. Pub.
Concern
Advertised on: 26/02/2014
Committee Date: 19 June 2014
Community Council : Comments



RECOMMENDATION:

Approve subject to conditions

DESCRIPTION

The application site of 3837 square metres is located at the eastern edge of Aberdeen Airport at the corner of Farburn Terrace and Cordyce View. The site is currently partly used as a surface car park for BP offshore employees, whilst the northern third is the applicant's 'Terminal 2', a two storey building with stone clad walls, and profiled steel cladding, which was formerly used as a Sports and Social Club. Further to the north are a row of residential properties. 'Terminal 1' is located on the west side of the airport, off Forties Road.

To the south are further 'airside' hangars, associated with the wider Airport, while to the east is a two storey office block, and 1 ½ storey residential properties.

RELEVANT HISTORY

120481 - External alterations including; the overcladding of the existing frontage, replacement windows and doors, formation of 2 no. new openings, and internal fit out of existing building. Change of use from a leisure facility (class 11) to passenger terminal, now known as Terminal 2, in the northern part of the current application.

PROPOSAL

Detailed Planning Permission is sought for the erection of a helicopter hangar adjacent to the applicant's eastern terminal at Aberdeen Airport.

The new building would have a footprint of 46 metres by 42.5 metres (1,955 m²). The floor plan indicates that the hangar would be used primarily to store six existing helicopters and provide changing facilities, a bothy, and stores grouped together in the south-east corner and covering an area of 90 square metres.

The height of the building would be 13.2 metres to ridge level, and 9.4 metres to eaves level.

The western elevation would contain three large roller shutter doors to allow access and egress of helicopters. A small staff access door would be located at the eastern side of the south elevation.

Proposed materials include a rendered basecourse, with profiled panels (goosewing grey) to the walls and roof.

The final part of the proposal relates to the reconfiguration of existing parking on site. At present there are 21 car parking spaces, with a further 6 spaces for waiting taxis. The revised layout shall provide 22 spaces, retain the 6 taxi spaces, and introduce a one way system.

Supporting Documents

All drawings and the supporting documents listed below relating to this application can be viewed on the Council's website at

<http://planning.aberdeencity.gov.uk/PlanningDetail.asp?ref=140209>

On accepting the disclaimer enter the application reference quoted on the first page of this report.

REASON FOR REFERRAL TO COMMITTEE

The application has been referred to the Planning Development Management Committee because the application has been the subject of six or more timeous letters of representation that express objection or concern about the proposal – representing a significant level of opposition to any local development proposal. Accordingly, the application falls outwith the scope of the Council's Scheme of Delegation.

CONSULTATIONS

Roads Projects Team – No objection. The applicant has confirmed that the hangar is for the storage of existing helicopters and no additional personnel or vehicle trips will be created as a result of this application. The applicant has submitted a Travel Plan for the terminal, which highlights sustainable transport options available. The car parking layout is acceptable. Following the receipt of a Drainage Impact Assessment (DIA), it was confirmed that the details provided are acceptable.

Environmental Health – No objection. After raising initial queries in respect of noise, the agent has provided a satisfactory response to the queries, and accordingly, Environmental Health have no recommendations in relation to planning conditions. It is understood that helicopters shall be towed to and from the hangar using tractors. Notwithstanding noise from premises can be investigated by Environmental Health under current legislation relating to statutory nuisance.

Developer Contributions Team – Given the size of the hangar and the formulaic method used by the Council to determine contributions from commercial developments, this scale of development will not attract developer contributions.

Enterprise, Planning & Infrastructure (Flooding) – No objection. After reviewing the DIA, it was confirmed that the proposal is satisfactory. All runoff water (roof and car park) will receive the required level of treatment. The storage volume and discharge rates proposed are also sufficient and in line with the ACC requirements.

Scottish Environment Protection Agency – Provided standing advice relating to small scale developments.

Aberdeen Airport – No safeguarding objection. Conditions should be attached relating to: cranes, bird hazard management, and lighting/signage.

Dyce and Stoneywood Community Council – Cautiously support this application. The hangar may provide a significant noise mitigating effect for Dyce, and welcome the applicant's invitation to the Community Council to contribute to the design. Concern has been raised over the potential for helicopters to run 'live' outside the hangar, which would be to the detriment of properties on Cordyce View. The Community Council also have concerns relating to traffic and parking, as the hangar will replace a car park used by offshore employees. It may also be appropriate for the applicant to find alternative means of transport for employees in order to reduce traffic and inconsiderate parking in the area. Planning conditions are also suggested relating to:

- limit noise levels between 10:30pm and 6:00am;
- floodlighting should be designed to minimise light pollution of nearby residences.

REPRESENTATIONS

Six letters of representation/objection have been received. The objections raised relate to the following matters:

- 1) potential increase in congestion due to the loss of the existing car park;
- 2) adverse visual impact of the hanger;
- 3) loss of light;
- 4) impact on view;
- 5) Farburn Terrace is already overdeveloped; and,
- 6) The hangar will result in an increase in noise due to noise reflection.

PLANNING POLICY

Aberdeen Local Development Plan

Policy BI4 Aberdeen Airport and Aberdeen Harbour states that within the operational land applying to Aberdeen Airport there will be a presumption in favour of uses associated with the airport.

Policy T2 Managing the Transport Impact of Development states that new developments will need to demonstrate that sufficient measures have been taken to minimise the traffic generated. Transport Assessments and Travel Plans will be required for developments which exceed the thresholds set out in the Transport and Accessibility Supplementary Guidance.

Policy D1 Architecture and Placemaking states that 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 states that 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.

Policy NE6 Flooding and Drainage states that where more than 100 square metres floorspace is proposed, the developer will be required to submit a Drainage Impact Assessment. Surface Water Drainage associated with the development must:

- 1) Be the most appropriate in terms of SUDS; and
- 2) Avoid flooding and pollution both during and after construction.

Supplementary Guidance

Drainage Impact Assessments
Transport and Accessibility

Other Relevant Material Considerations

None relevant to this application.

EVALUATION

Sections 25 and 37(2) of the Town and Country Planning (Scotland) Act 1997 (as amended) 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.

Proposals within the operational boundary of Aberdeen Airport, are the subject of a presumption in favour uses associated with its operation. In this instance, the applicant is already operating from both the eastern and western side of the airport, providing helicopter services for the offshore industry. The proposed facility is to accommodate the storage of six helicopters and is therefore clearly linked to the wider use of the airport. As such, the general principle can be established against Policy BI4 of the Adopted Local Development Plan (ALDP).

In respect of transportation matters, Roads Officers raise no objection and confirm the level of car parking proposed is acceptable. The applicant has outlined that while an area of car parking would be lost, this had only been in temporary use during the time the plans for this application were being prepared, and that the current occupier is aware it shall no longer be available. A Green Travel Plan already exists for the adjacent terminal, and could be adapted to incorporate staff associated with the new hangar. This could be adequately dealt with by planning condition, and therefore accords with the principles contained within policies T2 and D3 of the ALDP.

Policy D1 requires that development must be designed with due consideration for its context and make a positive contribution to its setting. Whilst acknowledging that that the proposed hangar shall have a visual impact upon Farburn Terrace, it

would reflect the general style (scale and materials) of many of the hangars and industrial buildings in this area. The height to eaves level would be 9.4 metres, at a separation distance of 25 metres from the residential properties on the eastern side of Farburn Terrace. As such, it is not considered that the proposal would have an unduly detrimental impact upon those 1 ½ storey properties (which have a ridge height of approximately 7 metres) through loss of daylight/sunlight, and therefore a recommendation of refusal would not be warranted.

Following the receipt of a Drainage Impact Assessment, it has been confirmed that the measures proposed meet with the requirements of Roads and Flooding Officers. Accordingly, this matter can also be controlled adequately through the implementation of the approved scheme, thereby meeting the requirements of Policy NE6 of the ALDP.

In respect of other consultation responses, the Developer Contributions Team have confirmed that the development does not require contributions. Conditions relating to the use of cranes, building heights, and external lighting can be adequately controlled by condition, therefore meeting the requests of Aberdeen Airport. In relation to the comments of the Dyce and Stoneywood Community Council, the operator already has a requirement to adhere to the operating hour restrictions which Aberdeen Airport apply, therefore there is no further need to attach a similar condition to this application. The applicant has outlined the method by which helicopters would be towed to and from the operation aprons (where the helicopters are started-up and turned-off respectively).

Other matters raised within representations which have not already been addressed above, shall be considered in turn:

- 4) The impact on any private view is not a material planning consideration;
- 5) The level of development within the general vicinity of Farburn Terrace has been the subject of individual planning applications which have been assessed on their individual merits, and are therefore not considered as part of this specific application;
- 6) No objection has been highlighted by Environmental Health, and it is understood that the proposed scale of the hangar shall actually have a positive impact for adjacent residential properties through acting as a buffer, and therefore reducing the amount of noise from spilling eastwards to beyond the boundaries of the airport.

In summary, while a relatively sizeable building, the proposed hangar would form part of an existing operation at the east side of the airport. The siting and design of the hangar, and its separation from adjacent residential property would both minimise potential impacts through daylight loss and overshadowing, and also assist in reducing noise overspill to surrounding properties. The level of associated movements associated with the hangar itself would be negligible, and it is not considered that there would be any additional detriment to the surrounding transportation network.

RECOMMENDATION

Approve subject to conditions

REASONS FOR RECOMMENDATION

That the proposal to provide a new hangar for helicopter storage and maintenance is considered to have a minimal effect on the character of Aberdeen Airport, or the adjacent area. The proposals are therefore considered to be in compliance with policies B14 Aberdeen Airport and Harbour, D1 Architecture and Placemaking, T2 Managing the Transport Impact of Development, and D3 Sustainable and Active Travel of the Aberdeen Local Development Plan.

CONDITIONS

it is recommended that approval is granted subject to the following conditions:-

(1) that the development hereby approved shall not be occupied unless the car parking areas hereby granted planning permission have been constructed, drained, laid-out and demarcated in accordance with drawing No. B219 004 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 the purpose of the parking of cars ancillary to the development and use thereby granted approval - in the interests of public safety and the free flow of traffic.

(2) that the development hereby granted planning permission shall not be occupied unless all drainage works detailed on Plan No B9917 100 or such other plan as may subsequently be approved in writing by the planning authority for the purpose have been installed in complete accordance with the said plan - in order to safeguard water qualities in adjacent watercourses and to ensure that the proposed development can be adequately drained.

(3) Development shall not commence until a bird hazard management plan has been submitted to and approved in writing by the planning authority. The submitted plan shall include details of any flat/shallow pitched/green roofs which may be attractive to nesting, roosting and "loafing" birds. The management plan shall comply with the Advice Note 8 'Potential Bird Hazards from Building Design'. The Bird Hazard Management Plan shall be implemented, as approved, on completion of the development and shall remain in force for the life of the buildings. No subsequent alterations to the plan are to take place unless first submitted to and approved in writing by the Planning Authority - it is necessary to manage the site in order to minimise its attractiveness to birds which could endanger the safe movement of aircraft and the operation of Aberdeen Airport.

(4) 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 - in order to encourage more sustainable forms of travel to the development.

(5) The maximum development height shall be 70.183m AOD. In the event that during construction, cranes or scaffolding is required, then their use must be subject to separate consultation with Aberdeen International Airport (AIA). The applicant should ensure that the requirements of the British Standard Code of Practice for the safe use of Cranes is adhered to, and for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome - in the interests of the safe movement of aircraft and the operation of Aberdeen Airport.

(6) That no development shall take place unless a scheme for proposed external lighting has been submitted to and approved in writing. Thereafter the agreed scheme shall be implemented in accordance with the details as so agreed - in order to ensure safe movement of aircraft and the operation of Aberdeen Airport.

Dr Margaret Bochel

Head of Planning and Sustainable Development.