

# Technical Advice Note

## Planning and Aberdeen Airport

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# **1. INTRODUCTION**

- 1.1 This Technical Advice Note (TAN) provides additional guidance on the interpretation and implementation of policies included in the Local Development Plan (2012), in particular Policy BI4 – Aberdeen Airport and Aberdeen Harbour. It therefore should be read alongside the policies contained in the LDP in relation to development proposals. Although Technical Advice Notes do not carry the same weight as Supplementary Guidance, they are still treated as material considerations in the decision making process.
- 1.2 Development within the vicinity of Aberdeen airport 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 TAN outlines the issues that need to be considered and how development will be assessed in relation to these.

# **2. ABERDEEN INTERNATIONAL AIRPORT**

## **2.1 PUBLIC SAFETY ZONES**

### **2.1.1 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.

- 2.1.2 Planning permission is in place for an extension to the northerly end of the runway. Once this extension has been implemented, the Public Safety Zones will require to be revised to take into account the new extent of the runway. Consideration should be given to the future location of PSZ's in line with the airport master plan. PSZ are set by the Civil Aviation Authority (CAA) which has ultimate responsibility for making amendments.

### 2.1.3 Public Safety Zones Maps

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 being killed as a result of aircraft accident. Public Safety Zones for Aberdeen airport are shown in **Maps A** and **B**. The area of the public safety zone (red) corresponds to the 1 in 100,000 individual risk contour. However, the level of risk in some areas within the Zone may be much higher. The maximum tolerable level of individual third party risk of being killed as a result of an aircraft accident as one in 10,000 per year (blue).

- *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. <http://www.gov.scot/Resource/Doc/46997/0026454.pdf>

### 2.1.4 Future changes to the Public Safety Zones

AIA has planning permission for an extension to the northerly end of the runway. The Aberdeen International Airport Masterplan also includes plans for a southerly extension which has yet to receive planning permission. Once these extensions have been implemented, the Public Safety Zones will require to be revised to take into account the new extent of the runway. PSZ are set by the Civil Aviation Authority (CAA) which has ultimate responsibility for amending them.

## 2.2 SAFEGUARDING

### 2.2.1 The Role of Safeguarding

Development on land surrounding Aberdeen airport will be subject to 'safeguarding checks' to ensure that it does not infringe agreed safety margins around aircraft flight paths, or interfere with aids to navigation which guide aircraft on those flight paths.

Proposed developments are checked in order to:

- Protect the blocks of air through which aircraft fly, by preventing the penetration of surfaces created to identify their lower limits;

- Protect the integrity of radar and other electronic aids to air navigation, by preventing reflections and diffraction of the radio signals involved;
- Prevent visual aids such as approach and runway lighting from being obscured or confused;
- 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; and
- Prevent lights being installed which are liable to endanger aircraft taking off or landing which are liable to be mistaken for an aeronautical light.

### **2.2.2 Physical and Technical Safeguarding**

'Physical safeguarding' refers to the assessment of the height of a proposed object, structure or building to ensure it does not physically infringe the airport's Obstacle Limitation Surfaces (OLS). The OLS is a set of 3 dimensional surfaces which extend upwards and outwards from the runway and are designed to protect the airspace in and around the airfield from obstacles for flight safety. 'Technical safeguarding' is the protection of radar and other electronic navigational aids against interference or disruption by obstacles or structures in the area. The safeguarding process is used to protect installations from radio frequency interference from other sources of radio emissions or radio signal reflections or diffractions caused by physical objects.

### **2.2.3 Safeguarding Map**

New developments must undergo physical and technical safeguarding checks to ensure there will be no adverse impact on aircraft safety. **Map D** indicates which developments will require AIA to be consulted. This will allow potential aerodrome safeguarding breaches can be identified and if necessary, amended or rejected to ensure safety is not compromised.

## **2.3 NOISE**

To avoid conflict with neighbouring uses, residential development within close proximity to the airport is not acceptable. The Environmental Noise (Scotland) Regulations 2006 provide the basis for minimising noise disturbance at Aberdeen airport.

### **2.3.1 Noise Contours**

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.

### **2.3.2 Informatives**

Where necessary, informatives will be included in decision notices. These will advise the applicant that although the development has been approved in accordance with policy and legislation, it is still likely to be subject to noise disturbance. Such informatives will make the applicant aware of the issues, helping to avoid complaints about noise being made to the airport at a later stage.

## **2.4 CONSULTATION WITH AIA ON PLANNING APPLICATIONS**

### **2.4.1 Consultation Procedures**

Aberdeen City Council will consult with Aberdeen International Airport Ltd 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.

### **2.4.2 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
- 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.

### **2.4.3 Process**

When a planning application that requires safeguarding checks is submitted, the Planning Officer will send the relevant information to AIA's 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 the use of cranes, potential landscaping plans, creation of a Bird Hazard Management Plan or lighting schemes.

### **2.4.4 Cranes**

AIA runs a permit request procedure for all cranes within a 6km radius of the airport. The British Standard Code of Practice on 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.

#### **2.4.5 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](mailto: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 AIA's *Aerodrome Safeguarding Guidance* which provides detail on the factors they will take into consideration during a safeguarding assessment. ([http://www.aberdeenairport.com/media/47178/AIA\\_Safeguarding\\_Guidance-FULL.pdf](http://www.aberdeenairport.com/media/47178/AIA_Safeguarding_Guidance-FULL.pdf))

### **2.5 PERMITTED DEVELOPMENT RIGHTS AT ABERDEEN AIRPORT**

In accordance with the Town and Country Planning (General Permitted Development) (Scotland) Order 1992 as amended, AIA and its agents hold certain rights which allow them to carry out works directly related to the operation of the airport without requiring planning permission. These Permitted Development Rights apply to developments for the provision of services and facilities for the airport, for example terminals, airline offices and aircraft parking stands. Certain classes of development will still require planning permission, for example runway extensions.

## **3. PERWINNES RADAR**

### **3.1 SAFEGUARDING**

Perwinnes Radar, operated by National Air Traffic Services (NATS), is located to the north of Bridge of Don at Murcar. As well as serving Aberdeen 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 the Council by its operator. Prospective applicants should contact Aberdeen City Council in order to confirm the height restrictions and subsequently consult NATS Ltd should the requirement breach the height restrictions.



Please note that Aberdeen 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.

#### 4. FURTHER INFORMATION

Aberdeen International Airport Noise Action Plan: <http://www.aberdeenaairport.com/media/52428/Aberdeen-International-Airport-Noise-Action-Plan.pdf>

Planning Advice Note 1/2011: Planning and Noise <http://www.gov.scot/Resource/Doc/343210/0114180.pdf>

Circular 8/2002 Control of Development in Airport Public Safety Zones:  
<http://www.gov.scot/Resource/Doc/46997/0026454.pdf>

AIA Safeguarding Guidance: [http://www.aberdeenaairport.com/media/47178/AIA\\_Safeguarding\\_Guidance-FULL.pdf](http://www.aberdeenaairport.com/media/47178/AIA_Safeguarding_Guidance-FULL.pdf)

#### 5. KEY CONTACTS

##### **National Air Traffic Services Ltd**

Safeguarding Office  
4000 Parkway  
Whiteley  
Fareham  
Hampshire  
PO15 7FL  
01489 444 687  
natssafeguarding@nats.co.uk  
[www.nats.co.uk](http://www.nats.co.uk)

##### **Aberdeen International Airport**

Dyce  
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AB21 7DU  
01224 725 756  
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##### **Aberdeen City Council**

Planning and Building Standards Helpdesk  
01224 523 470  
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**5. APPENDIX**

**5.1 MAP A** – Public Safety Zone North

**MAP B** – Public Safety Zone South

**5.2 MAP C** – Noise Contours (2006)

**5.3 MAP D** – Aberdeen Airport Safeguarding