



## PLANNING APPLICATIONS COMMITTEE

Report by Executive Director of Development and Regeneration Services

Contact: Mr B Greenock Phone: 0141 287 6028

<b>APPLICATION TYPE</b>	Full Planning Permission		
<b>RECOMMENDATION</b>	Grant Subject to Condition(s) and S75/S69		
<b>APPLICATION</b>	10/02832/DC	<b>DATE VALID</b>	06.12.2010
<b>SITE ADDRESS</b>	Site Between Linthouse Road/ Holmfauld Road Glasgow		
<b>PROPOSAL</b>	Formation of heliport (for emergency services and occasional commercial traffic), including erection of associated buildings and hardstanding, installation of land lights, fuel storage facility, rescue boat hoist, security fencing, formation of access and car parking (including construction of roundabout), landscaping plus associated ground engineering and drainage works (relocation from existing site at SECC (Stobcross Road)).		
<b>APPLICANT</b>	SEC Ltd C/o Keppie Planning And Development 160 West Regent Street GLASGOW G2 4RL	<b>AGENT</b>	Keppie Planning And Development 160 West Regent Street GLASGOW G2 4RL
<b>WARD NO(S)</b>	05, Govan	<b>COMMUNITY COUNCIL LISTED</b>	02_072, Drumoyne
<b>CONSERVATION AREA</b>			
<b>ADVERT TYPE</b>	Bad Neighbour Development	<b>PUBLISHED</b>	17 December 2010
<b>CITY PLAN</b>	Industry And Business (DEV3)		

### REPRESENTATIONS/ CONSULTATIONS

#### Consultations

Land and Environmental Services (Public Health)	-	Objection.
Land and Environmental Services (Strategic Flooding Manager)	-	No Objection.
Scottish Water	-	No Objection.
Clyde Port Authority	-	No Objection subject to Advisory Notes.
Strathclyde Partnership for Transport	-	No Objection.
Scottish Environmental Protection Agency	-	Conditional Approval.

BAA Airport Safeguarding	- Conditional Approval.
Scottish Natural Heritage	- Conditional Approval.
DRS Transport Planning	- Conditional Approval.
DRS City Plan	- No Objections.
DRS Environmental Projects	- No Objections.
DRS Landscape & Environment	- Conditional Approval.

### Representations

Two letters of objection/representation were received from local residents following neighbour notification and advertisement of the development on 17 December 2010.

Letter received from Nicola Sturgeon (MSP) raising procedural and environmental issues on behalf of a local constituent.130

## SITE AND DESCRIPTION

### THE SITE & ITS ENVIRONS

Full planning permission is being sought by SECC Ltd for the formation of a new Glasgow heliport intended to serve the City's emergency services including Scottish Air Ambulance Service, Strathclyde Police, Strathclyde Fire & Rescue and the Northern Lighthouse Board; with occasional business flights. The new heliport will also be used by Bond as a major maintenance facility for helicopters based at other locations. This new facility is intended to replace the existing heliport at Stobcross Road (SECC) operated by Bond Air Services Ltd, which needs to relocate in order that the approved SECC outline planning consent with master plan (planning reference 05/03162/DC) can be implemented; this relates to mixed use development and the land of the existing heliport is designated for future housing development. The development proposals for the SECC & surrounding area include the realignment of the roads and utilities network, construction of the Scottish National Area, local facilities, car parking, hotel and casino. There is also a requirement to relocate the heliport due to the road adjustments proposed by the Glasgow Harbour development which would compromise the existing location.

The application site comprises 1.66 ha of vacant industrial land situated on the Clyde Waterfront between Linthouse Road and Holmfauld Road in Govan; part of larger industrial site which extends south to Govan Road; formerly part of the Linthouse shipbuilding and engineering works. The conjoined sites are owned by Thales Optronics Ltd (formerly Barr & Stroud) who occupy the modern factory premises situated to the west of Linthouse Road. This larger site had originally been earmarked by Barr & Stroud as an expansion site; however following the company's relocation from Anniesland and subsequent restructuring the site has now been marketed. In addition to SECC Ltd's planned acquisition for development of the Helipad (see proposals below); Silverbank Development Company Ltd are also in negotiations with Thales Optronics to acquire the remainder of the conjoined site. Silverbank have already lodged an application for planning permission in principal (PPP) covering uses which fall within Use Classes 4 'Business', 5 'General Industrial' and 6 'Storage & Distribution' (planning reference: 10/02624/DC) and a decision on this application is expected shortly.

The site and its 'immediate environs' including the river's north bank reflect the areas former association with ship building and heavy engineer being characterised by large tracks of vacant or under utilised industrial land that have been re-colonised by heavy shrub and vegetation cover, which extends east to BAE Systems, Govan Yard. To the west the site is bounded by the Thales Optronics staff car park with the Shieldhall Sewerage Treatments Works situated a short distance away. The nearest mainstream residential properties or noise sensitive receptors are situated at 'Linthouse Buildings' some 250m to the south and there are traditional sandstone tenements located 320 metres away on Govan Road. A training centre managed by Govan Workspace Ltd occupies the former (B listed) Linthouse shipyard offices on Holmfauld Road approximately 118m from the application site and a year round showperson caravan park is located 120m away on the north bank in Clydeholm Industrial Estate.

The training centre together with the land east of Holmfauld Road also form part of an outline planning consent granted to Govan Workspace Ltd in October 2009; subject to conditions & S75 Agreement for Class 4 Business Use, including approval of reserved matters for a 4-storey office pavilion (planning reference: 09/00520/DC). In January 2011 BAE Systems Surface Ships Ltd also obtained temporary planning permission (until January 2016) for use of the adjacent site as temporary car parking (239 spaces) and this is linked to their award of the recent MOD Carrier contracts and an expected increase in workers visiting the yard; (planning reference 10/00722/DC). This will also be accessed from Holmfauld Road and the proposals by Govan Workspace Ltd allow for the formation of a new link road. The proposed helipad will not impede the implementation of these planning consents or the current application by Silverbank Development Company Ltd; although the issue of helicopter noise may require the Silverbank proposals to achieve a higher level of noise insulation/acoustic performance when detailed proposals are brought forward for consideration.

## **SITE SELECTION PROCESS**

The applicant has advised that a City wide site selection process began in 2004 and was based on the following criteria:

- Size of the site had to be the same size as the existing SECC site or larger to accommodate the existing Bond operations.
- Access for safe take off and landing which the River Clyde offers both east and west.
- Being on the river maximises navigation and communication and minimises potential for being fog bound.
- Close proximity to Strathclyde Police facilities and Glasgow hospitals is a requirement of two of the main contracts with the Police and the Scottish Air Ambulance Service.
- Emergency landing area for search and rescue helicopters (currently use the SECC car park when required).

The possibility of a rooftop/elevated heliport based on the existing SECC site was initially investigated; however this was discounted due to the requirements of the SECC masterplan for the surrounding area. Other sites were then investigated including locations in Clydebank, Cambuslang, and some outside the City Boundary; however given the above criteria the choice was limited. Before narrowing the site selection down to the current site at Linthouse Road, Govan other investigations were then carried out on sites at Patetrton & Barcaple; Deaconsbank; Glasgow Airport; King George V Dock, Shieldhall; and Holmfauld Road, Govan however these were discounted because of various issues including poor access to the motorway network, contamination, high remediation costs etc.

## **PROPOSAL**

Permission is being sought for the development of 6 landing pads, a combined hanger/repair workshop and office/accommodation block with associated medical gas bottle store, fuel containment area, loading bay, car and covered cycle parking and associated landscaping works. The proposals also include CCTV, security fencing/gated access, fixed lighting and a rescue boat and hoist or 'davit'. The combined hanger and office/accommodation is a split level building of 1 and 2 storey's, with office accommodation on the ground and first floor levels. The facilities are for the shared use of helicopter crews and project engineers, etc together with Bond's customers personnel (police, paramedics, doctors, etc and other helicopter passengers). Vehicular access to the facility will be taken off Linthouse Road, which is currently privately maintained by Thales Optronics but is now in the process of being offered to the Council for adoption. As part of the development works and to facilitate the adoption of Linthouse Road, a terminating turning 'roundel' is being formed - off which access to the site will be taken, together with the inclusion of dropped kerb footway crossings at the three accesses and a demarcation between the 'public' road and 'private' accesses. A total of 26 car parking spaces including 3 disabled spaces plus 4 cycle racks are being provided in line with City Plan Transport Policies.

The layout of the new facility is controlled by a number of key technical issues relating to the helicopter movements; primarily the need to maintain 'obstruction free vertical arcs' which provide maximum pilot visibility during take off and landings from the main landing pad. Only the main landing pad will be illuminated. The hard-standing areas have been kept to a minimum, with the remainder of the site prepared as grassed areas to complement the required SUDS scheme with the fuel storage adjacent to the building, contained in a double skin tank and 'bunded' area in line with SEPA Regulations; designed to prevent potential contamination to the adjacent watercourse. The L-shaped hanger & office/accommodation block is located at the SW corner of the site close to the proposed roundel/site entrance off Linthouse Road with the larger hanger element providing a presence on approach to the site.

The complex is 'barrier free' and buildings are expressed architecturally in a simple 3D rectilinear form and clad in horizontal profiled metal cladding using differing pitches to the troughs on both elements to give what the applicant describes in their Design Statement as *"their own identity while still being connected through the similarity of materials. The inclusion of subtle recessed joint details and the base brick plinth, accentuates the elevations by maintaining crisp corners, parapet and drip flashings, giving the building an elegance to complement the robustness of the cladding materials."* The majority of the site's existing vegetation cover will require to be cleared for reason of 'flight safety' however in the interests of biodiversity, and where safe to do so existing vegetation along the waterfront will be retained and other 'ecological & visual enhancements' which the applicant has identified will be carried out, including a mounded 'buffer zone' along the sites southern boundary.

### CURRENT HELIPORT OPERATIONS

The Heliport operators (Bond) currently operates four helicopters in Scotland, two based at the SECC Heliport (one police helicopter and one air ambulance) and two based at Inverness Airport (one air ambulance and one helicopter supporting the Northern Lighthouse Board). The Inverness base helicopters frequently visit and are maintained at the Glasgow Heliport. The police and air ambulance helicopters based at Glasgow operate on a 24 hours per day basis. The only night flights (2300 hours to 0700 hours) carried out at the SECC Heliport involve emergency services helicopters. To cover maintenance downtime on its contracted helicopters BOND has within its fleet, uncontracted back-up helicopters which, from time to time are temporarily operated from Glasgow Heliport whilst the contracted aircraft at this location are off-line for scheduled and unscheduled maintenance. One of these uncontracted helicopters is also, from time to time, operated from Glasgow for short term contract or charter requirements (e.g. as a second helicopter for the Northern Lighthouse Board during periods of high activity).

Below is summary information for helicopter take-offs and landings between 0700 and 2300 (Table 1); and between 2300 and 0700 (Table 2) (emergency services only) for August, September and October 2010. This breaks the daytime/night-time flights down on a monthly basis from Aug - Oct 2010 in to emergency services and others.

(Table 1)

	Police		AMB		Third Party/ Other		Sub-Total		Total
	T/O	LDG	T/O	LDG	T/O	LDG	T/O	LDG	T/O + LDG
AUG	117	111	92	85	1	1	210	197	407
SEP	110	108	73	68	11	11	194	187	381
OCT	92	91	73	69	4	4	169	164	333

(Table 2)

	Police		AMB		Third Party/ Other		Sub-Total		Total
	T/O	LDG	T/O	LDG	T/O	LDG	T/O	LDG	T/O + LDG
AUG	2	8	28	35	N/A	N/A	10	63	73
SEP	5	7	12	17	N/A	N/A	12	29	41
OCT	3	4	15	19	N/A	N/A	7	34	41

T/O - Take Off : LDG – Landing : AMB - Scottish Air Ambulance

## **ENVIRONMENTAL IMPACT ASSESSMENT (SCOTLAND) REGULATIONS 1999**

**Schedule 1** of the Regulations lists types of development for which an environmental impact assessment will always be required. The proposal did not constitute a Schedule 1 development with reference to the descriptions of development under classes 1-21. **Schedule 2** of the Regulations lists those schemes with applicable thresholds and criteria for which an Environmental Impact Assessment may be required. Under the heading of Infrastructure Projects, (e) 'construction of airfields'; are more likely to require EIA if the 'area of works' exceeds 1 hectare. The site area exceeded this threshold and it was considered, therefore, that the proposed development as described was a Schedule 2 development.

The Regulations relating to Schedule 2 developments advise that an Environmental Impact Assessment will be required only where the development is likely to have significant effects on the environment because of factors such as physical scale, nature or location. In assessing likely effects, account must be taken of the relevant selection criteria listed in Schedule 3. These criteria relate to the physical characteristics of the development, its location and its potential impact. Circular 8/2007, Environmental Impact Assessment (Scotland) Regulations 1999 at Annex B provided a checklist of criteria for evaluating the significance of environmental effects.

A Screening Opinion was issued to the applicant in October 2010 (planning reference: 10/02114/DC) advising them that in the opinion of the Planning Authority the proposal did not constitute EIA development under the Regulations. It was the Planning Authority's view that those environmental factors identified through the screening process could be dealt with effectively through the normal planning application process in conjunction with the submission of specific transport, visual, noise and ecological assessments; without the need for an Environmental Assessment (ES). This was reflected in the application submission which included a range of technical appendices.

## **PLANNING BACKGROUND, S75 AGREEMENT & MANAGEMENT/NOISE MITIGATION**

As indicated above; this proposal is being seen as a replacement facility for the existing SECC Heliport which needs to relocate in order that the approved SECC outline planning consent with master plan can be implemented. The Heliport Operator; Bond Air Services Ltd also wish to transfer their current business model and existing lease arrangements with the various emergency services however in doing so the Planning Authority will wish to review the terms of the existing S75 Agreement and the noise/environmental mitigation measures in light of the contrasting site characteristics and the scope and outcomes of the applicants noise assessment.

The existing SECC Heliport was first granted planning permission in 1987 subject to a number of conditions. This application was subsequently amended by a variation which allowed an increased number of flights for the period of 19<sup>th</sup> February 1989 till 19 September 1990. In 1990 a further application (planning reference; 90/03014/DC) was lodged for 'variation of number of aircraft movements at heliport'; however in approving this application the planning authority set out restrictions on the number of commercial flights, associated noise levels and hours of operation; although the agreement did not restrict the use of the heliport by the City's 'emergency services'. It is proposed that a similar Agreement under Section 75 of the Town and Country Planning (Scotland) Act be drawn up here to restrict the use of this facility by commercial helicopters. The proposed S75 Agreement will contain the following broad heads of terms; however these still require to be discussed with the applicant in detail.

The types of aircraft using the new facility for commercial purposes/third party use (being defined as non emergency services) shall be restricted in terms of:

- limitations on the frequency and timing of aircraft movements (Monday-Sunday).
- establishing maximum noise levels on landing, on take-off and on fly-over being restricted to those helicopters whose Efficient Noise Decibel Level (EPN&B), based on the measurement procedure certified by the International Civil Aviation Organisation (or such other organisation which may come in room or place of the ICAO).

The applicant will also be requested to confirm:

- the terms under which any larger RAF search and rescue or military helicopters will use this facility.

A planning condition has also been attached requiring the submission of a manual which sets out the operational use of the airfield (heliport), including the implementation of those noise mitigation measures identified in the applicants noise report, including assurances that only emergency flights will occur at night. This manual will require to be approved in writing by the planning authority prior to the operation of the facility and will require to be the subject of further consultation with BAA; only in so far as this relates to any Air Traffic Control issues at Glasgow Airport.

## **POLICIES**

### **Policy, Circulars and Other Material Considerations:**

Scottish Planning Policy SPP	
Community Engagement	- PAN 3/2010
Contaminated Land	- PAN 33
Environmental Impact Assessment	- PAN 58
Planning and Noise	- PAN 56
Flooding	- PAN 69
Sustainable Urban Drainage	- PAN 61
Water & Drainage	- PAN 79
Planning & Transport	- PAN 75

### **Glasgow and the Clyde Valley Joint Structure Plan 2006**

Strategic Policy 1	- Strategic Development Locations
Strategic Policy 3	- Strategic Management of Travel Demands
Strategic Policy 5	- Competitive Economic Framework
Strategic Policy 7	- Strategic Environmental Resources
Strategic Policy 9	- Assessment of Development Proposals

### **Glasgow City Plan 2003 (Adopted):**

Development Policy Principal DEV 3	- Industry and Business
Policy DES 1	- Development Design Principles
Policy DES 4	- Protecting and Enhancing the City's Natural Environment
Policy DES 5	- Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors.
Policy IB 5	- Non-Industrial or Non Business Uses in Industrial and Business Areas.
Policy TRANS 4	- Vehicle Parking Standards
Policy TRANS 5	- Providing for Pedestrians and Cycling in New Development
Policy TRANS 6	- Cycle Parking Standards
Policy TRANS 8	- Developer Contributions - Transport Infrastructure
Policy ENV 4	- Sustainable Drainage Systems (SUDS)
Policy ENV 5	- Flood Prevention and Land Drainage
Policy ENV 6	- Biodiversity
Policy ENV 7	- National, Regional and Local Environmental Designations
Policy ENV 17	- Protecting the Water Environment

## ASSESSMENT AND CONCLUSIONS

Section 25 and 37 of the Town and Country Planning (Scotland) Act 1997 (as amended) requires that where an application is made under the Planning Acts, it shall be determined in accordance with the development plan unless material considerations indicate otherwise. The development plan comprises the Glasgow and the Clyde Valley Joint Structure Plan 2008 (fourth alteration) and the adopted City Plan 2003.

The principal planning and environmental issues to be addressed with respect to this application are considered to be:-

1. whether the proposal accords with the relevant provisions of the Development Plan including its aims, objectives and policies;
2. whether there are any other material considerations relevant to the assessment of the application;
3. whether any consultations/representations received is relevant to the assessment of the proposals.

### In respect of point 1; above:

The Development Plan comprises The Glasgow and the Clyde Valley Joint Structure Plan 2008 and the Glasgow City Plan 2003.

### The Glasgow and the Clyde Valley Joint Structure Plan 2008

The Structure Plan is founded on and takes full account of all appropriate National Planning Policy Guidance and Circular Advice and contains a range of provisions associated with the economic, social and environmental regeneration of the Clyde Corridor including the Govan Area. The Strategic Vision and joint commitment for the Clyde Waterfront as a Metropolitan Flagship Initiative is themed on strengthening communities, developing economic growth along the River Clyde Corridor and establishing a green network. This would include promoting the recycling of urban brownfield land, the improvement of public transport access along and into the Corridor, the use of the established infrastructure, particularly water services relating the scale of development to the capacity of settlements to absorb change without loss of their amenities, character and identity, and protecting the built heritage of the area.

### Comment:

Although it is not considered that any significant strategic issues relate directly to this proposal, it is considered to accord with the Structure Plan's aims and relevant policies; particularly those relating to the regeneration of the Clyde Corridor through the upgrading of brownfield land and use of established infrastructure. The proposal is intended to allow the relocation of the existing SECC heliport; which currently provides a base for the City's emergency services and will help facilitate the implementation of the approved SECC masterplan, plus other associated infrastructure/enabling works required along this section of the waterfront. The proposal itself involves the redevelopment of approximately 1.66 ha of brownfield land, part of larger 6 ha 'industrial & business' site which the City Plan identifies as being of strategic importance to the City and in a sustainable manner. Seen in the context of Govan as a Strategic Industrial and Business Location (SIBL) and Core Economic Development Area (CEDA), this means balancing the City's 'need' for such a facility with the requirement to ensure the general location remains attractive for strategic industrial investment, while considering associated environmental factors such as biodiversity and the amenity of local residents.

## **Glasgow City Plan 2003**

### **Development Policy Principal DEV 3 Industry and Business**

The application site lies within Shieldhall industrial and business area, which is covered by Development Policy Principle DEV 3: Industry and Business in the Adopted City Plan 2. This states: The areas designated 'INDUSTRY AND BUSINESS' are the focus for industrial and business activity in the City. They will be retained primarily for uses that fall within Use Classes 4 'Business', 5 'General Industrial' and 6 'Storage or Distribution' of the Town and Country Planning (Use Classes) (Scotland) Order 1997. The Council will support proposals that modernise the industrial or business floorspace or enhance the physical environment and infrastructure within these areas. Proposals for uses outwith Classes 4, 5 and 6 will be considered against the criteria identified in policy IB 5: Non Industrial or Non-Business Uses in Industrial and Business Areas. In addition to the policy context, the application site also forms part of the Linthouse site, which is one of potential 5 sites identified for phase 3 of the Strategic Business and Industrial sites programme. The 5 being:

- Clyde Gateway
- Crown Street
- Darnley Mains
- King George V Dock
- Linthouse

City Plan 2 indicates that these sites will be subject to further investigation to establish the extent and nature of the opportunities they represent. It also indicates that the potential for a Science Park or Medipark close to the Southern General Hospital (New South Glasgow Hospital) will also be investigated.

### **Policy IB 5: Non Industrial or Non-Business Uses in Industrial and Business Areas**

This policy aims to provide the context for assessing non-industrial or non-business uses within areas designated DEV 3: Industry and Business. Proposals for uses outwith Use Classes 4 'Business', 5 'General Industrial' or 6 'Storage or Distribution', of the Town and Country Planning (Use Classes) (Scotland) Order 1997, in areas designated DEV 3: Industry and Business, will be considered in relation to the following:

- (i) The impact of the proposal on the character of the industrial and business area and its continuation as an industrial and business location.
- (ii) The impact of the proposal on existing businesses.
- (iii) The proposal would provide facilities aimed primarily at meeting the needs of businesses and employees within the industrial and business area.
- (iv) The proposal will not prejudice the operation of adjoining businesses.
- (v) Where the site or property is vacant, the period of vacancy will be a material consideration.
- (vi) The proposal forms part of an agreed masterplan for the regeneration of the wider policy DEV 3 area.
- (vii) Where the proposal is within a Strategic Industrial and Business Area, the proposal is also acceptable when assessed against policy IB2: Strategic Industrial and Business Areas.
- (viii) The proposal is the only practical means of retaining a listed building of architectural or historic significance.
- (ix) The proposal will not have an adverse impact on the quantity, quality or distribution of the industrial and business land supply.

**Comment:**

While the proposed heliport is a use outwith Use Classes 4, 5 or 6, the environmental impact of the proposal in terms of noise and visual intrusion, would make it unsuitable for most areas. These environmental issues point to industrial and business areas being the most appropriate locations. That said the applicant has introduced appropriate mitigating measures to minimise, as far as possible, any adverse impact on the surrounding industrial and business area, including a mounded 'buffer zone' along the sites southern boundary. An assessment of the likely noise levels/effect from the proposed helipad on the existing Thales factory and its likely impact on the design of any future factory/business premises has also been carried out and is considered to be within acceptable limits; although a sealed building solution with enhanced acoustic performance maybe required. Thales Optronics have also carried out their own assessment into the impact of noise/vibration on their existing facility and appear satisfied with the results.

The proposed helipad is also considered to satisfy the assessment criteria (i) - (ix) outlined under policy IB5 above. The proposal only seeks to develop approximately 1.6 ha of a larger 6 ha brownfield site leaving the balance available for future business and industrial development; indeed this area is currently the subject of an application for planning permission in principle involving Uses 4, 5 & 6 and the applicant is fully aware of this proposal. As indicated above an assessment of the proposal's likely impact on the locality and on existing business premises has been undertaken and practical mitigation measures identified. The proposal has independent vehicle access and servicing arrangements with Linthouse Road and is capable of accommodating the proposed heliport and any future industrial/business development.

**Policy DES 1 Development Design Principles**

This policy aims to promote new development which is designed and constructed to contribute positively towards the creation of high quality environments and sustainable places, in support of the Plan's vision. The policy lists specific urban design criteria which all new developments, depending on the nature and scale of the development, should seek to demonstrate or address under the broader headings of 'Design Context', 'Accessibility and Traffic Management/Calming'; 'Health and Safety'; 'Landscape Design and Open Space'; 'Drainage'; 'Waste and Recycling'; 'Layout and Materials'; 'Public Art' & 'Other Material Considerations' while providing guidance on design and access statements.

**Comments:**

The proposed heliport is considered to satisfy the general and specific urban design criteria outlined under DES 1 above. The development has addressed the sites context whilst working within the specific operational and aircraft safety criteria such a facility needs to meet. The potential wildlife and environmental issues associated with the site's waterfront location and existing 'habitats' as well as issues around 'biodiversity' have been carefully considered and if compatible with 'flight safety' suitable mitigation measures will be put in place. The siting, design and external appearance of the heliport's buildings (hanger/offices etc) reflect its functionality and industrial/brownfield setting but have been grouped together to maximize the impact on the main approach from Linthouse Road. Boundary landscaping works will further enhance the facilities appearance and help mitigate its visual impact.

Landscaping proposal and SUDS have been carefully integrated to meet appropriate sustainable drainage requirements and there is not expected to be any adverse impact on existing or proposed properties in terms of flood risk from overland flows or other sources. Its relative impact within the wider locality, including existing/adjacent land uses, such as the neighbouring shipyard and on wider usage of the river has also been considered and is subject to further discussion with Clydeport Limited under the legislation administered by them. At a local level the facility is considered acceptable in terms of its arrangements for vehicle & pedestrian access, car and cycle parking and will also make a £4,000 contribution towards Clyde Fastlink.

#### **Policy DES 4 Protecting and Enhancing the City's Natural Environment**

This policy aims to ensure that all developments have a strong landscape framework which improves and enhances the setting and visual impact of the development, unifies urban form and architectural styles, provides shelter, creates local identity and promotes biodiversity. Given that the proposed heliport is acceptable in principle; of relevance to the assessment of this application is the guidance requiring development to:

- respect the landscape character and amenity of the area and maintain local diversity and distinctiveness, including natural and built heritage and cultural features of landscape and biodiversity value such as designed landscapes, woodland, hedgerows, ponds, stone walls and historical sites;
- enhance landscape characteristics where they have been weakened and need improvement, and create new landscapes where there are few existing facilities;
- provide high quality landscape proposals that are integral to the overall development design;
- incorporate open space relating to any sustainable drainage solution required for the site or area;
- demonstrate, to the satisfaction of the Council, that best practice guidance on pollution prevention from SEPA and other appropriate agencies has been used with regard to protection of the natural environment and the quality of the air, water and other systems that support life.

#### **Comment:**

The proposal is considered to satisfy the guidance under DES 4 above; where appropriate. Having regard to the site's existing brownfield characteristics/landscape character, its waterfront location and designation as a 'green corridor' and 'City-wide site of importance for nature conservation' (see Policies ENV 6 & ENV 7 below); the proposal has sought to balance the need for aircraft safety & site security with the requirement to clear most of the sites established vegetation cover. A 'habitat report' lodged by the applicant makes reference to possible 'ecological enhancement' measures, designed to enhance biodiversity, mitigate any adverse environmental impacts and compensate for the loss of potential habitat/green space; these are covered by condition.

#### **Policy DES 5 Development and Design Guidance for the River Clyde and Forth and Clyde Canal Corridors**

This policy aims to protect and enhance the function and character of the River Clyde and Canal Corridors by supporting developments which, as appropriate, provide public access to, from and along the River and Canal, protect and enhance existing prominent views and promote community, leisure and recreational activities on and beside the water. Development proposals along the whole length of the River Clyde and Forth and Clyde Canal Corridors will be considered against a range of specific criteria as well as other relevant policies of the Plan. Of direct relevance to the assessment of this application are the following 'appropriate' criteria:

- The nature, scale and design of development should contribute positively towards sustainable urban regeneration by enhancing, and not dominating through overdevelopment, the River Clyde's setting. Account will be taken of the cumulative impact of new developments.
- Development should take account of established land uses (in particular, industry and business uses), protect existing riverside infrastructure (such as moorings and fuel/water points), encourage such facilities in association with new riverside development and preserve historic waterside features such as steps, jetties, slipways and basins. If proposed for infilling, slipways and basins should be replaced.
- Development should provide for the needs of navigation, water transport and access and, where appropriate, for the recreational use of the River Clyde.
- Development should incorporate features that recognise, protect and enhance the biodiversity value of the River Clyde corridor
- Developments should use the opportunities afforded by the proximity of the Clyde to assist in the development of sustainable drainage solutions, where appropriate.

**Comment:**

The proposal is considered to satisfy the design and development criteria under DES 5; as appropriate. The Heliport comprises the development of a 1.66 ha brownfield; providing relatively small scale hanger/workshop and office accommodation together with an expansive area of hard standing and its nature, scale and design are seen as entirely consistent with the site's industrial environment and waterfront location. Note: An established industrial area provides a suitable location for this type of facility in view of noise/amenity considerations and the River Clyde is already an accepted flight path for the existing Heliport at SECC as well as the Sea Plane operation at Pacific Quay.

The natural setting of the river has been considered in relation to existing wildlife habitat; urban drainage; flood risk and water quality with efforts made to mitigate the developments environmental impact, including the inclusion of SUDS, appropriate finished floor levels plus landscape and biodiversity measures. The development in consultation/dialogue with Clydeport Limited, including the Clydeport's Harbour, the adjacent shipyard at BAE Systems and Clydeport's other licensed river users, it has also sought to mitigate the Heliport's potential impact on a range of existing business interests.

Suitable advisory notes have been attached confirming that Clydeport Limited; under the legislation administered by them, wish to see the preparation/submission of a 'heliport operating procedure and risk assessment' which gives confirmation and shows that the Heliport operators are aware of shipping operations and general river traffic. Also confirmation that the operators receive notices to Mariners and that all relevant staff are made aware of their context. In addition Clydeport have requested details of procedures covering how the helicopters propose to take off and land without causing concern to other river users and the adjacent ship yard.

**Policy TRANS 1 - Transport Route Reservations, Policy TRANS 8 – Developer Contributions: Transport Infrastructure and Development Guide DG/TRANS 4 Clyde Fastlink - Developer Contributions**

Policy TRANS 1 seeks to ensure that proposed transport routes of strategic importance to the City are safeguarded from development that would prejudice their implementation. This reflects the Plan's Development Strategy to improve the City's transport infrastructure network in a sustainable manner, conforming to the Joint Structure Plan 2008 (Strategic Policy 4: Strategic Transport Network), the Council's Local Transport Strategy and Strathclyde Partnership for Transport (SPT) Regional Transport Strategy; required under the Transport (Scotland) Act 2005. It also reflects the requirements of Scottish Planning Policy (SPP) under the subject policy guidance for 'Transport' and Planning Advice Note (PAN) 75: 'Planning for Transport' which includes provision for 'developer contributions'.

The Clyde Fastlink project envisages a dedicated, off-road rapid public transport system linking the City Centre to Glasgow Harbour along the north bank of the River Clyde. In pursuit of strategic public transport objectives, the Council will seek through Legal Agreements, developer contributions as appropriate, from the redevelopment of sites that would benefit from the Clyde Fastlink proposals listed in TRANS 1 (defined as being within 400m of the route centre line using actual walking distance) and future routes resulting from the proposed Conurbation Public Transport Study. In the context of the application site the local road network comprising Govan Road is identified under (point 2. 'Bus Rapid Transit and Tourist Transport Routes') as forming part of 'Clyde Fastlink (South Bank) to Renfrew which promotes the integration of a fast, effective and sustainable public transport scheme along the River's South Bank which connects the area with the City Centre and the established public transport network.

**Comment:**

Using calculations detailed in Policy DG/TRANS 4, a figure of £4,000 has been identified as the appropriate developer contribution in this instance. The applicant is prepared to make this contribution which would be secured by means of a legal agreement under Section 69 of the Local Government (Scotland) Act.

**Policy TRANS 4 - Vehicle Parking Standards & Policy TRANS 6 Cycle Parking Standards**

TRANS 4 and TRANS 6 aim to ensure vehicle and cycle parking provision supports the City Plans sustainable transport objectives; car and cycle parking provision for minor non-residential developments such as the Heliport is assessed against the maximum standards for car parking and the minimum standards for cycle parking set out in their accompanying tables and associated design criteria.

**Comment:**

The proposed site at Linthouse Road is considered to be a 'high accessibility, outer urban area' which creates a maximum car parking standard of 3.0 spaces per 100 sqm gross floor area. The proposed floor space equates to 1200 sqm which would permit a maximum car parking level of 36 spaces in this instance. The proposal seeks to provide 26 car parking spaces (including 3 disabled spaces) which are well within the permitted upper limit. In addition 4 covered cycle racks will be located close to the buildings entrance consistent with TRANS 6 which requires office and business cycle parking on the basis of a minimum of 1 space per 400 sqm gross floor area for staff and 1+1 space per 1000 sqm gross floor area for visitors.

**Policy ENV 6 Biodiversity and Policy ENV 7 National, Regional and Local Environmental Designations**

**Policy ENV6** aims to protect and enhance Glasgow's habitats and species. All development within the City shall take cognisance of, and be compatible with, the Glasgow Local Biodiversity Action Plan which sets out a number of species and habitat action plans. Many of the sites identified as important for habitats and species are also covered by Environmental Designations under policy ENV 7: National Regional and Local Environmental Designations). Development should not have any adverse effect on existing habitats or species protected in law, international conventions or agreements or which are identified as a priority in government objectives, the Glasgow LBAP or are important because of their conservation status.

Proposals will require to demonstrate, to the satisfaction of the Council, that:

- there will be no fragmentation or isolation of habitats or species as a result of the development;
- the development will be sited and designed to minimise adverse impacts on the biodiversity of the site (including its environmental quality, ecological status and viability); and
- public benefits at a national, or City region wide level, will clearly outweigh the value of the habitat for biodiversity conservation.

The Council may require the developer to undertake surveys prior to planning permission being determined and site clearance/development preparation works beginning. This will be at the developers own expense and to the satisfaction of the Council. The surveys may relate to the sites environment and ecology or its wider ecological functions and should include recommendations for mitigation, restoration or enhancing the biodiversity as well as other information that the Council might require. Surveys may be required where there are grounds for believing, or there is the possibility, that:

- a protected or important natural heritage interest relating to the site (or an ecological network it is part of) could be adversely affected or suffer damage/disturbance as a result of the proposed development. Such natural heritage interests would include those habitats, species or landscape features which are of concern by virtue of their conservation status, ecological function, national and international significance/protection by legislation and agreements or which relate to the UK Biodiversity Action Plan or Glasgow LBAP; or
- the site supports, or has suitable habitats/features present which could support, a European Protected Species (eg it has water courses suitable for use by otters and mature trees or old buildings suitable for bats). In this case surveys will be required.

Where planning permission is granted, planning conditions will be imposed, or agreements negotiated, to minimise disturbance, protect, enhance and promote existing habitats and/or species and/or create new habitats and put in place measures to provide for their effective future management.

**Policy ENV 7** aims to maintain, protect and enhance national, regional and local sites of landscape, cultural or nature conservation importance. Proposals should not have an adverse effect, either directly or indirectly, on the integrity or character of one or more of the natural, or special, features covered by a range of Environmental Designation, or those sites which receive such a designation during the lifetime of City Plan 2 which includes the River Clyde under the designations of:

- sites of City-wide Importance for Nature Conservation (C-SINC);

- Green Corridors (formerly Corridors of Wildlife and/or Landscape Importance).

Any development proposal likely to affect an Environmental Designation should also demonstrate how it will comply with the relevant guidance provided in development guide DG/ENV 4: Development Affecting Environmental Designations.

**Comment:**

The proposal is considered to satisfy the guidance and those associated legislative/statutory provisions highlighted under the above policies. As outlined under policy DES 4 above; the proposal has sought to balance the need for aircraft safety and site security with the requirement to clear most of the sites established vegetation cover which has re-colonised the site, however, in doing so the applicant has recognised the site's environmental designation as a 'green corridor' and 'City-wide site of importance for nature conservation'. A 'habitat report', based on research and consultation with a range of agencies including SNH; GCC Biodiversity Officer, Scottish Ornithologists Club, Glasgow Museums Resource Centre, Natural History and SEPA was lodged with the planning submission and welcomed by SNH.

In terms of 'habitat', the site's grass land is considered of low ecological value and carries no legal protection although it maybe of some intrinsic local value; compensatory grassed areas are being introduced as part of the overall landscaping proposals. There are, however, constraints associated with the removal of established tree and shrub cover in terms of its implications for nesting birds and mammals, including otters which are now re-colonising the City's Rivers. Conditions have been attached requesting that the removal of trees and bushes be undertaken outwith the bird breeding season or if this is not feasible an ecological clerk of works shall be appointed to monitor/protect potential nesting birds during site clearance and construction works. This precautionary approach will also apply to otters and other mammals; a further area-wide otter survey, in addition to those already undertaken by the applicant, will be carried out prior to the commencement of works. Suitable protection and monitoring will be put in place during construction as otters can migrate between sites and where safe to do so elements of the existing tree/vegetation cover will be retained and managed as habitat.

A 'strand' of Japanese Knotweed will need to be removed under licence from SEPA, in discussion with LES (Public Health) and this is covered by condition. The applicant's habitat report also makes reference to 'ecological enhancement' measures, designed to promote biodiversity, mitigate any adverse environmental impacts and compensate for the loss of potential habitat/green space; these are covered by condition. These will aim to incorporate proposals that would be compatible with the Glasgow City Council Local Biodiversity Action Plan and could include:

- car parks with permeable/porous paving, reducing run-off and the washing-off of pollutants into watercourses;
- shrub and tree planting, using native species of local provenance, or planting of fruit or berry producing trees to provide a source of food for wild life;
- native hedgerow planting of local provenance species for site screening;
- areas of wildflower seeding to promote local and invertebrate diversity. This type of grassland often requires less maintenance than regular lawns;
- integral bat bricks, or bat boxes mounted on the external wall of buildings;
- Swift (*Apus apus*) bricks could also be incorporated throughout the site.

**Policy ENV 17 Protecting the Water Environment; Policy ENV 5 - Flood Prevention and Land Drainage Policy and Policy ENV 4 Sustainable Drainage Systems (SUDS)**

**Policy ENV 17** aims to ensure new development does not have an adverse impact on the water environment by preventing the deterioration of aquatic ecosystems and enhancing their quality, including groundwater, promoting sustainable water use, reducing pollution, and mitigating against the impact of extreme weather events.

In terms of the guidance under **Point 1: 'protecting the water environment'**; there is a strong presumption against development likely to have an adverse effect on the water environment. Developers are required to ensure that the physical characteristics of watercourses, water bodies and groundwater, as well as water quality are protected and, where possible, enhanced to achieve at least the classification of 'Good' status. Proposed measures to mitigate development impacts upon the water environment must be approved by the Council as advised by the Scottish Environment Protection Agency (SEPA) and Scottish Natural Heritage (SNH), where appropriate. In terms of the guidance under **Point 2: 'river engineering works'**, there is a strong presumption against river engineering works that would have a persistent adverse, up or downstream, effect upon water quality, quantity or flow rate, ecological status, riparian habitat, protected species or floodplains, apart from those works listed below. Soft engineering solutions to the provision of these structures, or works associated with them, will be encouraged and the Council will take advice from SEPA and others, as appropriate.

- bridges;
- flood prevention/mitigation works;
- land drainage outfalls; and
- watercourse training works.

**Policy ENV 5** aims to safeguard development from the risk of flooding and to ensure new development does not have an adverse impact on the water environment, does not materially increase the probability of flooding elsewhere and does not interfere detrimentally with the storage capacity of any functional flood plain or associated water flows.

**Policy ENV 4** aims to ensure satisfactory sustainable measures are provided for the management and safe disposal of surface water run-off. With the exception of single dwelling houses all development proposals are required to make satisfactory provision for Sustainable Drainage Systems (SUDS ) and SUDS will be required in association with any open space requirements for a development. The Council expects that the SUDS infrastructure will most likely be integrated into a development's open space requirement. SUDS proposals should:

- incorporate, or connect to, an acceptable overland flood-routing or design exceedance solution agreed by the Council;
- be designed to accommodate a 1 in 30 year rainstorm event with the ability to deal with a 1 in 200 year event by safe flood routing;
- use agreed methods of surface water run-off collection, treatment, decontamination and disposal;
- not be detrimental to the effectiveness of existing SUDS schemes;
- incorporate a design appropriate to the site, particularly where contamination is present (expert advice should be sought at an early stage); and
- incorporate natural and semi-natural elements to enhance environmental amenity and biodiversity.

**Comment:**

The proposal has been designed in accordance with the provisions and guidance contained in the aforementioned policies. Flood prevention/mitigation works and land drainage outfalls; part of the applicant's overall drainage strategy and flood risk assessment have been discussed with GCC, SEPA and Scottish Water to clarify their specific requirements; which have been agreed in principle. This includes the applicant's strategy for disposal of foul drainage and surface water from the site/facility including SUDS proposals; flooding (fluvial, pluvial and groundwater) including an agreed finished floor level of 6.0 AOD plus the provision/storage of Aviation Fuel (Jet A1) on site. SEPA have advised that the proposed 'above ground' fuel storage facility will need to adhere to the 'Scottish Oil Storage Regulations.' This and the design of any ancillary pipe work and equipment, which must be contained within the secondary system, are intended to prevent pollution of the neighbouring River Clyde.

**In respect of point 2 above:**

Planning Advice Note 56 (PAN 56): Planning and Noise relates to 'Helicopter and Helicopter Noise' at paragraphs 30-33. The PAN details that *"when determining a planning application for a heliport the predicted noise should not be assessed in isolation. Account should be taken of local circumstances, including the existing level of noise disturbance in the area surrounding the site and factors such as whether area is already exposed to noise from fixed wing aircraft"*.

The applicant contends that: the areas nearby already experience a varied noise environment, including road traffic noise, ambulance sirens and other ambient noise sources including the helicopter movements to and from the Southern General Hospital, the Loch Lomond Sea Plane and helicopters on route to the existing heliport at the SECC. While the introduction of a helicopter facility to a new site exhibits an increase in potential noise in the vicinity, the type and scale of noise impact is not totally out of character with the existing area and is moderated by the existing noise climate.

The Heliport Relocation Noise Report submitted by the applicant concludes that when considered in terms of internal noise, with windows closed, the majority of nearby dwellings experience predicated noise levels below recognised threshold with the exception of the established showpeople's caravan park located in Clydeholm Industrial Estate, approximately 120m north of the application site. This will potentially experience noise levels in excess of the recognised noise threshold criteria; particularly in the evening and the Director of Land and Environmental Services has objected on that basis.

However, any one individual helicopter movement is unlikely to occur for longer than 5 minutes and therefore there will be very long periods where noise levels are modest and only relatively short episodes where noise levels are elevated. The showpeople's site is located within a busy industrial environment already exposed to industrial noise and related activities and are accustomed to background noise levels higher than those found in a typical residential areas. Indeed, the nature of showpeople's business activities, which includes heavy haulage and fairground machinery, means that they often seek to locate away from mainstream residential areas.

Nevertheless, there is a need to balance the City's requirements for an emergency Heliport with the Showpeople's 'right to respect for private and family life' and 'protection of property' and in response a range of operational mitigation measures have been put forward by the applicant in accordance with industry best practice which are intended to provide the basis for minimising the objective noise impacts and the subjective response to the noise impacts; these include:

- overall movements/Quota Count limit on 'commercial flights'. The Heliport operator will enter into an agreement with the planning authority under Section 75 of the Town and Country Planning (Scotland) Act 1997, with regards to potential operating restrictions;
- restricting night-time movements to emergency services helicopters;
- minimising pre take off and post landing ground idling time;
- adopting noise preferential routes along the river; and
- Setting up a formalised noise complaints procedure.

The planning authority will undertake to review the operation of the Heliport and the complaints procedure, requiring the submission of a manual which sets out the operational use of the heliport including the noise mitigation measures outlined above. The manual shall be agreed in writing by the local planning authority in consultation with BAA prior to the commencement of any flying use in accordance with this permission, and a copy of this manual shall at all times be available at the airfield for the use of pilots.

**In respect of point 3 above:**

**Land and Environmental Services** have objected to the proposal on the grounds that predicted noise levels from night-time helicopter movements may cause nuisance to residents of the established show people's caravan park at Clydeholm Industrial Estate located approximately 120m away on the Rivers north bank. Since it is not practical to control these noise levels by condition or to restrict night flights by the emergency services LES are unable to support the application as it would exceed recommended noise limits for Planning Advice Note (PAN) 56 'Planning and Noise'.

**Comment:**

See observations under point 2 above.

**Land and Environmental Services (Strategic Flooding Manager)** has raised no objection. The proposal does not represent an increased flood risk to the River Clyde catchment and that a Flood Risk Assessment (FRA) is not required in this instance. A 'small' part of the site adjacent to the River Clyde is within an area currently identified as likely to flood during a design flood event however this is unlikely to adversely affect the operation of the facility. The flood manager has agreed with the applicant's 'Drainage and Flooding Statement' including its recommended finished floor level of 6.0 m AOD.

**Scottish Water** raised no objections to the proposals subject to the protection of its assets from the risk of contamination or damage, outlining a range of site management, construction and operational measures and procedures that require to be met at the detailed design and development stage.

**Clyde Port Authority** has raised no objection in principal. Suitable advisory notes have been attached confirming that Clydeport (under the legislation administered by them) wish to see the preparation/submission of a 'heliport operating procedure and risk assessment' which gives confirmation and shows that the Heliport operators are aware of shipping operations and general river traffic. Also confirmation that the operators receive notices to Mariners and that all relevant staff is made aware of their context. In addition, Clydeport have requested details of procedures covering how the helicopters propose to take off and land without causing concern to other river users and the adjacent ship yard; particularly BAE Systems 'launch capabilities'. BAE Systems also sought confirmation that their proposal to use neighboring land as a temporary car park (required due to increased orders) (2016) would not be adversely affected by this proposal.

**Comment:**

A suitable advisory note has been attached.

**Strathclyde Partnership for Transport** raised no objection subject to the applicant making an appropriate financial contribution towards the development of Clyde Fastlink to be secured by means of a Legal Agreement.

**Comment:**

it is proposed to grant planning consent subject to the satisfactory completion of a Legal Agreement under Section 69 of the Local Government Scotland Act to secure a contribution of £4,000.

**Scottish Environmental Protection Agency** raised no objection to the proposal; providing regulatory advice in relation to 'flood risk' and accepting the findings of the applicants Drainage and Flooding Statement.

**Comment:**

A suitable Advisory Note request that the applicant liaise with SEPA has been attached.

**BAA Airport Safeguarding** raised no objections subject to conditions. As the proposal could conflict with safeguarding criteria BAA has requested that a condition be attached requiring the submission of a manual setting out the operational use of the airfield (heliport). Note: this manual will include appropriate noise mitigation measures; as highlighted in the applicant's noise assessment and discussed with Glasgow City Council. The manual shall be agreed in writing by the local planning authority in consultation with BAA prior to the commencement of any flying use in accordance with this permission, and a copy of this manual shall at all times be available at the airfield for the use of pilots. Safeguarding advice relating to 'construction cranes' was also provided and is reproduced as an Advisory Note.

**Comment:**

A suitable condition has been attached.

**Scottish Natural Heritage** welcomed the inclusion of a habitat report, with the planning submission and raised no objection to the proposal, being content that the development will not result in any significant impacts on sites or species for which they have a statutory responsibility. However, SNH recommended that if works do not commence by October 2011, additional otter survey efforts should be requested to update the status of otters at the development site and have advised that any felling of trees and other vegetation clearance works be undertaken outwith the bird breeding season of March to August inclusive. In addition, SNH supports any effort to minimise the development's impact on 'biodiversity' and supports the recommendations detailed under 'ecologic enhancement' contained in the applicants Habitat survey.

**Comment:**

Suitable conditions have been attached.

**DRS Transport Planning** has raised no objections in principle to the proposed development due to the limited traffic impact the Heliport will have on the local road network. This is subject to suitable conditions and advisory notes covering the formation of the new turning roundel on Linthouse Road, formation of dropped kerbs, car and cycle parking and the requirement to obtain GCC Roads Construction Consent.

**Comment:**

Suitable conditions/advisory note have been attached.

**DRS City Plan Team** has raised no objections in land use planning terms; subject to securing an appropriate developer contribution towards the delivery of Clyde Fastlink, the provision of adequate car and cycle parking plus appropriate mitigation measures to minimise, as far as possible any adverse impact on the surrounding industrial and business area, including the remaining element of the vacant industrial and business site.

**DRS Environmental Projects** have raised no objections.

**DRS Landscape & Environment** raised no objection in principle to the proposed development subject to the introduction of appropriate environmental safeguards and treatments covering habitat protection and enhancement; protection of breeding birds; protection of mammals (including the potential for otters) and invasive plant species given the River Clyde's/Sites designation as a 'Site of City-wide Importance for Nature Conservation (C-SINC) and Green Corridor'.

**Comment:**

Suitable conditions have been attached.

**Representations**

Two letters of objection/representation were received from local residents following neighbour notification and advertisement of the development on 17 December 2010 and a letter received from Nicola Sturgeon (MSP) raising procedural and environmental issues on behalf of local constituent. There concerns are outlined below:

## **Procedural Issues**

The objectors expressed some cynicism at the timing of the application being so close to Christmas and argued were not afforded enough time to comment. The objectors have confirmed that they received the Neighbour Notification Notice (dated 8th December 2011) on 11<sup>th</sup> December 2011 and were afforded 28 days from the date of neighbour notification. The objectors also reminded the planning authority that Public Sector organisations have a clear duty in respect of the Equality Act and did not feel that the current planning process is adequate to meet the needs of the public generally and were particularly critical of the public consultation process associated with the handling of applications; such as the heliport which fall under the category of 'local development'. This includes difficulties in visiting the Council's offices to inspect drawings and the absence of a site notice.

## **Planning Matters**

The objectors do accept that they live close to a major hospital and concede that its expansion will bring increased construction and traffic noise from cars and other emergency vehicles. However, this is proving detrimental to existing residential amenity with the area already experiencing heliport noise associated with emergency flights to and from the landing facility at Southern General Hospital; which is particularly audible at night and are concerned that the proposed helipad and boat launch will exacerbate this problem.

The development itself, including the formation of a new turning facility will also generate increased traffic levels and noise.

Although residents recognise the application site may be zoned for industrial/business use, the development will lead to a loss of local green space and 'wildlife habitat' popular with dog walkers and others. Its value as 'habitat' should be assessed and considered in the assessment of this application.

In the objector's opinion the Greater Govan area south of the Clyde seems to be a 'dumping ground' for developments that developers know would not be tolerated in middle class areas or central parts of the City and is directly linked to the release of the existing SECC heliport site for housing. Moreover, Linthouse & Shieldhall already has more than its fair share of noisy and industrial facilities (hospital, sewage works, shipyards within hearing distance, scrapyards, docks, industrial estates etc with a number of HGV's using Govan and Renfrew Road. Overall, this development is likely to cause significant disruption to the rights of residents to have quiet enjoyment of their possessions and protection of property due to significantly increased noise and traffic levels and feel that then proposal brings the number of industrial/commercial facilities to an unreasonable level in an area which already bears a greater burden of non-residential and noisy facilities than most parts of the City.

## **Comment:**

Having regard to the above matters; this application falls into the category of Local Development and after being 'Screening' under the EIA (Scotland) Regulations was not considered to constitute EIA development and consequently there was no statutory requirement to undertake pre-application consultation with the local community. There are no residential properties that fall into the description of 'neighbouring land' (ie within 20m of the application site), indeed the nearest residential properties are the showpersons caravan park at Clydehom Industrial Estate some 120m to the north and Linthouse Buildings 250m to the south and as such there was no statutory requirement to undertake neighbour notification in this instance. However, because a number of specific noise sensitive receptors had been identified in the applicant's noise impact assessment and seen in the context of PAN 3/2010 and the advice given in SPP, which seeks to 'ensure that appropriate and proportionate steps are taken to engage with communities when applications for planning permission are lodged; the Planning Authority decided to notify these 'receptors'. This involved residential properties north and south of the River including the Showperson's site, Linthouse Gardens and at Govan Road.

The timing of the application submission was a matter for the applicant, not the planning authority and the application procedurally was handled in accordance with The Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2008. Seen in isolation the proposed Helipad raises no significant road traffic or parking issues and will generate little direct vehicle noise with Linthouse Road capable of serving the development plus existing and proposed industrial users. Although the application site is designated as industrial/business land, the River Clyde is a Green Corridor and Site of City-wide Importance for Nature Conservation (C-SINC) so a habitat report was submitted by the applicant in consultation with a variety of environmental agencies. Suitable conditions have been attached to protect and enhance local biodiversity where this does not conflict with the flight safety.

The locality is already accustomed to helicopter noise from emergency flights to and from the Southern General Hospital and while the proposed Heliport at Linthouse Road will generate additional helicopter flights/noise, it is suggested that day time/night time helicopter noise levels from the New South Glasgow Hospital's proposed rooftop helipad, will be less than those of its existing facility and that predicated noise levels from the proposed Heliport are within acceptable noise limits. The planning authority recognises that the development of the New South Glasgow Hospital will place additional pressures on the local community during the construction phase(s); particularly neighbouring residential properties and recognise the concerns expressed by the objectors. This is why the NSGH outline planning consent was subject a condition requiring the submission of a 'Good Neighbour Liaison Plan'.

The planning authority acknowledges that the relocation of the SECC Helipad is to facilitate the delivery of the SECC master plan, however, this and Glasgow Harbour are significant urban renewal projects for the City in their own right. The City also requires a Heliport to continue to meet the need of its emergency services and an industrial site is generally the only suitable location for such uses. Taking other locational factors that underpinned the applicant's site selection process into account; Linthouse Road emerged as the preferred location. Rather than being a 'dumping ground' for industrial and related activities, Govan/Linthouse has been inextricably linked to the Clyde and its focus for industrial and related activities of varying kinds with the hospital and riverside industries pre-dating much of the area's housing. This has seen housing, particularly along the Govan Road corridor developed in close proximity to established industries. The area has also seen a transition from traditional industries to cleaner more high-tech specialist manufacturing and the establishment of large tracks of vacant/underutilised but marketable land. In attracting future industrial development or in facilitating the expansion/consolidation of existing industries, including the current application, the planning authority has been mindful of the need for a balanced decision made in accordance with the development plan and other material considerations.

## **CONCLUSION**

The proposed Helipad will assist in the wider socio-economic and environmental renewal of Central Govan and the neighbouring Clyde Waterfront in so far as this relates to the redevelopment of vacant brownfield land and seen in the context of Govan/Linthouse as a Strategic Industrial and Business Location (SIBL) and Core Economic Development Area (CEDA). The proposal accords with the aims, objectives and policies of both the 2008 Structure Plan and 2003 City Plan. The proposal is acceptable in land use planning terms; an industrial location being the location most suitable for a Heliport use; however, given that the larger site of which the subjects form part has been identified as a strategic industrial and business area, efforts will be made to mitigate its impact on future development.

The site is considered to be free of contamination and the facility will provide appropriate drainage infrastructure; including SUDS. The proposal itself raises no significant flooding issues and has been designed to mitigate potential pollution of the neighbouring River Clyde. Appropriate environmental safeguards/enhancement, aimed at biodiversity (wildlife, flora and fauna etc) are the subject of conditions; in view of the River Clyde's designation as a site of City-wide importance for nature conservation (C-SINC) and green corridor and the requirements under other primary environmental legislation, including EU Habitat Directives and the Wildlife and Countryside Act 1981 and Nature Conservation (Scotland) Act 2004. Further safeguards concerning the operation of Glasgow Airport and users of the River Clyde including the neighboring shipyard have been put in place and will require to be clarified/resolved prior to the Helipad's operation.

The proposal raises no significant transport planning issues and can be provided with suitable access, servicing and vehicle parking. The design of the buildings is considered acceptable albeit subject to conditions covering materials, use of colour and associated landscaping and boundary works. On balance the facility is considered to have an acceptable impact on existing residential amenity in so far as this relates to those existing tenement and residential properties on Govan Road/Renfrew Road and Linthouse buildings, albeit the properties will experience an increase in background noise arising from helicopter flights. This is considered to be within acceptable limits, with the area already accustomed to helicopter noise from the neighbouring Southern General Hospital. However, the Director of Land and Environmental Services has raised an objection to the development given the likely impact of night-time flights on the established showperson's site situated in Clydeholm Industrial Estate on the Rivers North Bank.

The planning process requires to balance the City's established 'need' for this facility, in so far as it supports the essential operation of the City's emergency services, with facilitating the future development of the Scottish Exhibition and Conference Centre (SECC); the requirement to ensure the location remains attractive for strategic industrial investment, consideration of associated environmental factors and the need to protect the amenity of local residents. In light of the circumstances pertaining to this application, including the site selection criteria; the general suitability of an industrial location for such a use, and notwithstanding the specific issue concerning the impact on night-time flights on the neighbouring show-peoples site, it is recommended that planning permission be granted in this instance, subject to conditions and the completion of satisfactory S75 and S69 Agreements. The recommendation to grant planning permission is considered both necessary and proportionate in light of the foregoing considerations.

## CONDITIONS AND REASONS

01. The development shall be implemented in accordance with drawing number(s):

Site Plan as Existing	PL/EW/3000 Rev D
Proposed Site Plan	PL/EW/3005 Rev J
Proposed General Arrangement Ground Floor Level	PL/01/3010 Rev E
Proposed General Arrangement First Floor Level	PL/01/3011 Rev D
Proposed Elevations	EL/00/5010 Rev D
Proposed Sections	SE/00/4001 Rev C
Bond Heliport Design Statement	November 2010
Bond Heliport Drainage & Flooding Statement	October 2010
Bond Heliport Transportation Statement	November 2010
Bond Heliport Supporting Planning Statement	November 2010
Bond Heliport Phase 1 Habitat Survey	October 2010
Bond Heliport Noise Report	November 2010

as qualified by the undernoted condition(s), or as otherwise agreed in writing with the Planning Authority.

**Reason:** As these drawings constitute the approved development.

02. Labelled samples of all external materials accompanied by a schedule and annotated large scale sections and elevation drawings showing the location of their proposed use shall be submitted to and approved by the Planning Authority in respect of type colour and texture. Written approval shall be obtained before the materials are used on site.

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

03. Full details covering the siting, operation and appearance of the rescue boat hoist or 'Davit' shall be submitted for the written approval of the Planning Authority prior to its installation on site.

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

04. There shall be no wholesale removal of the sites established vegetation and tree cover; other than the localised eradication/removal of Japanese Knotweed as agreed under license with SEPA in consultation with SNH and the Planning Authority. Appropriate efforts shall be made to retain sections of the existing trees & vegetation/ground cover as 'habitat/wildlife corridors' and screening; more particularly along the rivers edge, where this does not impede the safe operation of the proposed facility. Prior to the commencement of any site proprietary works, a plan and methodology outlining those areas of trees & vegetation to be removed shall be submitted to the Planning Authority for its written approval and thereafter implemented in agreed manner.

**Reason:** To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

05. Prior to any site clearance works, authorised under condition 04 above, a further site survey shall be undertaken; on that day to ascertain the presence of any Otter 'rest areas' or holts. This shall include an inspection of the adjoining sites, where safe and practical to do so. Appropriate site monitoring and mitigation measures shall also be put in place and adopted during construction (in consultation with SNH) in the event Otter 'rest areas' or holts are discovered; details shall be submitted to the planning authority for its written approval. Notwithstanding; if works do not commence by October 2011, additional otter survey work shall be undertaken to update the status of otters at the development site.

**Reason:** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

06. The authorised removal of existing site vegetation and tree cover shall be undertaken outwith the bird breeding season (15th March - 15th August). If this is not possible an ecological clerk of works (ECoW) shall be appointed to check all potential; breeding sites (trees & bushes) before clearance. If occupied nest are found, clearance works shall stop, until the nest is no longer in use.

**Reason:** To maintain the contribution of existing trees to the landscape quality and biodiversity of the area.

07. A finalised scheme of landscaping which aims to include the 'biodiversity enhancements' contained in the applicants 'phase 1 - habit survey' - at point 6.3 shall be submitted to and approved in writing by the planning authority. The scheme shall include all hard and soft landscaping works, boundary treatments; including the security fencing the proposed 'bund' - with reference to the indicative boundary fence detail shown on drawing reference DEE/W/6000 Rev A, plus details of existing trees and other features which can be retained under condition 04 above. The scheme shall also include a programme for the implementation/phasing of the landscaping in relation to the construction of the development.

**Reason:** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

08. All landscaping, including planting, seeding and hard landscaping, shall be completed in accordance with the approved scheme.

**Reason:** To ensure that the landscaping of the site contributes to the landscape quality and biodiversity of the area.

09. Before any work on the site is begun, a maintenance schedule for the landscaping scheme/open space, and details of maintenance arrangements, including the responsibilities of relevant parties, shall be submitted to and approved in writing by the planning authority.

**Reason:** To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

10. Any trees or plants which die, are removed or become seriously damaged or diseased within a period of five years from the completion of the development shall be replaced in the next planting season with others of similar size and species.

**Reason:** To ensure the continued contribution of the landscaping scheme/open space to the landscape quality and biodiversity of the area.

11. In the event that any previously unidentified contamination is found at any time when carrying out the approved development, it shall be reported in writing to the planning authority within one week. A comprehensive contaminated land investigation, including risk assessment and remediation strategy, shall be carried out as required by the planning authority. The approved remediation works shall be carried out prior to the recommencement of development on the affected part of the site.

**Reason:** To ensure the ground is suitable for the proposed development.

12. Before any work on the site is begun, details of refuse and recycling storage areas and bins shall be submitted to and approved in writing by the planning authority. These facilities shall be completed before the development/the relevant part of the development is occupied.

**Reason:** To ensure the proper disposal of waste and to safeguard the environment of the development.

13. External materials shall be metal cladding. Samples shall be submitted to and approved by the Planning Authority in writing in respect of type, colour and texture. Written approval shall be obtained before the materials are used on site.

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

14. External materials shall comply with the requirements for materials set out in Glasgow City Plan 2 policy DES 1 Development Design Principles.

**Reason:** In order to safeguard the property itself and the amenity of the surrounding area.

15. The formation of the proposed terminating turning roundel drawing reference PL/EW/3005 Revision H and contiguous footway and dropped kerb footway crossings on Linthouse Road will require GCC Roads Construction Consent from Land & Environmental Services. Details shall be submitted to the planning authority for its written approval and thereafter implemented in the agreed manner.

**Reason:** To enable traffic entering the site to drive off the road in the interest of traffic safety.

16. Provision shall be made in the design of the development for the parking of cycles. This provision shall be in accordance with the requirements of Glasgow City Plan policy TRANS 6 Cycle Parking Standards: locations; minimum levels; safe, sheltered and secure; and in 'sheffield' type racks. Details shall form part of the first application for approval under this planning permission in principle. The cycle parking shall be available for use in accordance with the approved drawings before the development is occupied.

**Reason:** To ensure that cycle parking is available for the occupiers/users of the development.

17. The car parking area(s)/space(s) shall be permeable but shall exclude loose material. They shall be available for use before the development/the part of the development served by the car parking in question, is occupied.

**Reason:** To attenuate drainage from the site in the interest of flood control; to keep the road free of loose material in the interests of pedestrian and vehicular safety; and to ensure that car parking is available for the occupiers/users of the development.

18. A strategy setting out details covering the management/eradication of any Japanese Knotweed found within the site shall be submitted to the Planning Authority for its written approval and therefore implemented in the agreed manner. All areas identified will require to be treated with herbicides and steps taken to confirm that they been eradicated before moving soil. Advice on the treatment and disposal of this evasive plant can be obtained by visiting the Net Regs website at [www.netregs.gov.uk](http://www.netregs.gov.uk).

**Reason:** To enable the Planning Authority to consider this/these aspect(s) in detail.

19. Insofar as it relates to matters pertaining to the environmental impact of aircraft in flight, and without prejudice to the safety of aircraft on the rules and regulations of the Civil Aviation Authority, a manual setting out the operational use of the airfield (heliport); including appropriate noise mitigation measures shall be agreed in writing by the local planning authority in consultation with BAA prior to the commencement of any flying use in accordance with this permission, and a copy of this manual shall at all times be available at the airfield for the use of pilots.

**REASON(S) FOR GRANTING THIS APPLICATION**

01. The proposal was considered to be in accordance with the Development Plan and there were no material considerations which outweighed the proposal's accordance with the Development Plan.

**ADVISORY NOTES TO APPLICANT**

01. Any advertisement, other than that deemed within the terms of the Town and Country Planning (Control of Advertisements) (Scotland) Regulations 1984, to be the subject of an application for express consent.
02. The applicant should contact Land and Environmental Services (Roads) at an early stage regarding the submission of an application for Road Construction Consent.
03. The applicant should contact Land and Environmental Services (Roads) at an early stage in respect of legislation administered by that Service which is likely to affect this development.
04. The applicant should consult with Land and Environmental Services (Environmental Health) concerning this proposal in respect of legislation administered by that Service which is likely to affect this development.
05. The Council has determined the application on the basis of the information relating to ground contamination/landfill gas available to it. The responsibility for the safe development and secure occupancy of the site rests with the applicant/developer.
06. The applicants are reminded of the following policies of Land and Environmental Services (Cleansing):

**REFUSE CONTAINMENT**

It is the responsibility of the developer/owner to purchase the agreed means of refuse containment.

**WHEELED BIN REFUSE COLLECTION**

Where the developer is planning a wheeled bin method of refuse containment and collection, the conditions governing this system must be complied with, ie that the wheeled bin is presented at/and collected from, the agreed location (kerb side, air space etc) on the advised day of refuse collection by the owner/tenant/caretaker etc.

07. The applicant is advised that the granting of planning permission does not remove him/her from the requirement to obtain the consent of adjacent landowners in respect of any access required to build, or maintain, this approved development. Such consent should be obtained prior to the commencement of works on site.
08. The primary responsibility for safeguarding land or property against flooding remains with the owner. Approval of this application does not imply the absence of flood risk. Development at risk of flooding may face difficulties with the cost or availability of insurance and the applicant may wish to seek the views of insurers at an early stage.
09. The applicant is advised that, if the proposals hereby approved are altered in any way, for example as a result of obtaining any of the other statutory consents or for any other reason, they should so inform the planning authority and submit copies of the amended proposals in order that a view may be taken as to whether the alterations are material or not and whether a fresh application will be required.
10. The applicant should consult Scottish Water concerning this proposal in respect of legislation administered by that organisation which is likely to affect this development. In particular, sustainable drainage systems (SUDS) should be designed and constructed in accordance with the vestment standards contained in "Sewers for Scotland", 2nd edition 2007. The applicant is advised that, where drainage systems including SUDS are not vested in Scottish Water, it is the applicant's/developer's responsibility to maintain those systems in perpetuity or to make legal arrangements for such maintenance.

11. Measures to maintain road drainage should be identified and agreed with Land and Environmental Services (Roads) before any work begins on site.
12. The applicant is requested to consult Clydeport Properties Limited; including specific discussions with the Clydeport Harbour Master concerning this proposal in respect of the legislation administered by that organisation which is likely to affect the operation of this development.
13. The applicant should consult BAA concerning this proposal in respect of legislation administered by that organisation which is likely to affect the operation of this development in so far as this relates to the discharge of condition 19 above.
14. The applicant should consult Vodaphone UK Ltd in respect of the existing telecommunications mast located off Holmfauld Road which is likely to affect the operation of this development.
15. The applicant is advised to contact SNH concerning the Helipads proximity to and potential impact on the 'Black Cart SPA'.
16. The applicants attention is drawn to the requirement within the British Standard Code of Practice for the safe use of cranes, for crane operators to consult the aerodrome before erecting a crane in close proximity to an aerodrome. This is explained further in Advice Note 4, 'Cranes and Other Construction Issues' (available at [www.aoa.org.uk/publications/safeguarding.asp](http://www.aoa.org.uk/publications/safeguarding.asp))

#### ADVISORY NOTES TO COUNCIL

01. The completion of a satisfactory Agreement in terms of Section 75 of the Town and Country Planning (Scotland) Act 1997 is a pre-requisite to the issue of planning permission by the Planning Authority.
02. The completion of a satisfactory Agreement in terms of Section 69 of the Local Government (Scotland) Act 1973 is a pre-requisite to the issue of planning permission by the Planning Authority. Please consult the Planning Authority regarding the detailed terms of the Agreement. (NOTS69)

for Executive Director of Development and Regeneration Services

DC/ BGR/t/3  
03/03/2011

#### **PLEASE NOTE THE FOLLOWING:**

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**Glasgow City Council**

Development and Regeneration  
Development Management  
229 George Street  
Glasgow G4 1 QU  
Executive Director: Gerry Gormel

Reference No. **10/02832/DC**

Address : **Site Between Linthouse Road/Holmfauld Road**

Scale : 1:2500

Indicative Site Location

Ward : **05**

