

Report to Planning applications committee

Item

14 November 2019

Report of Area Development Manager

Subject Application no 19/01009/F - East Anglian Air
Ambulance Hangar, 14 Gambling Close, Norwich,
NR6 6EG

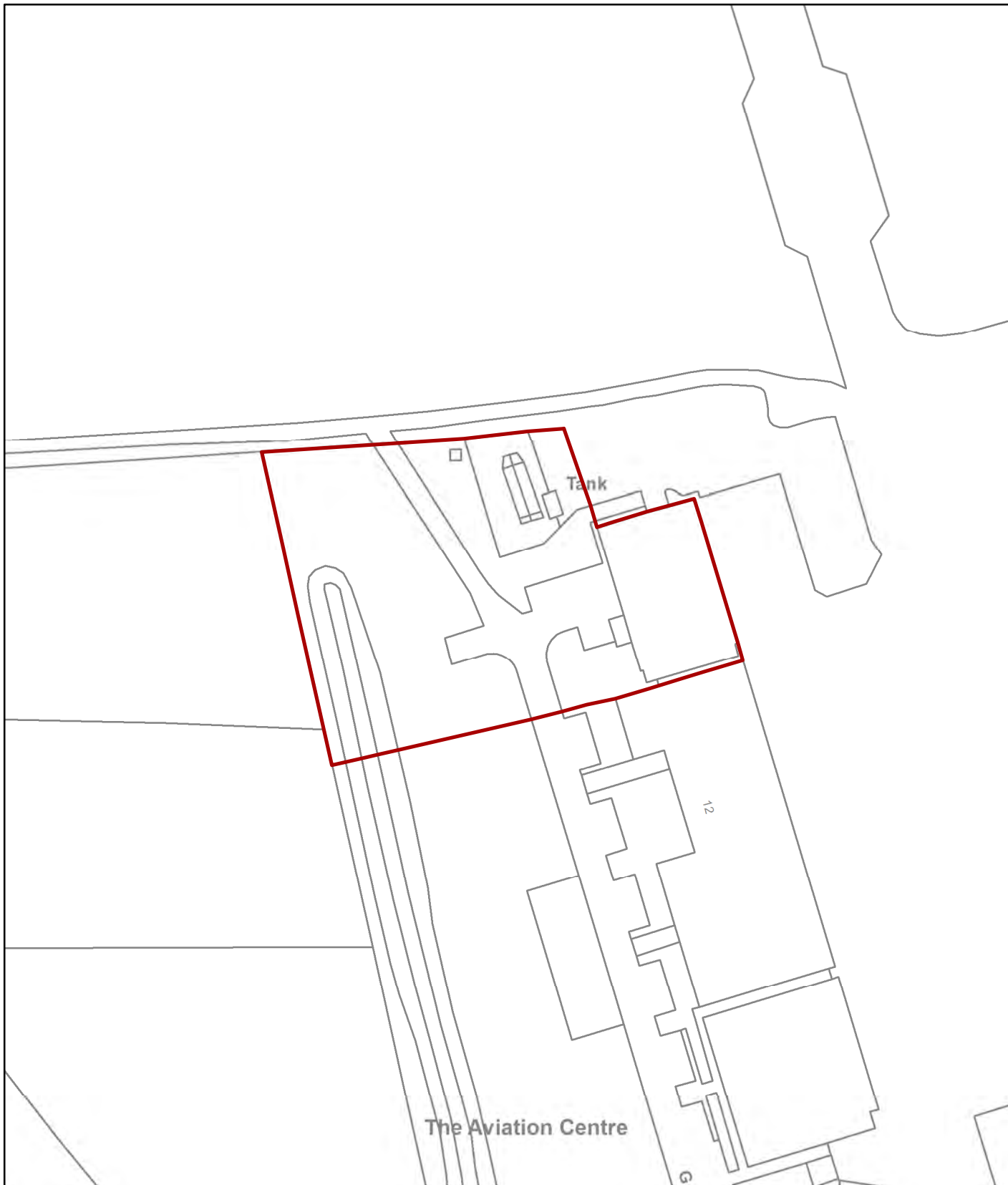
**Reason
for referral** Objections

4(c)

Ward:	Catton Grove
Case officer	Maria Hammond - mariahammond@norwich.gov.uk

Development proposal		
Extension and recladding of existing hangar and mezzanine floor. Construction of car park with associated landscaping (development to enable 24/7 operations).		
Representations		
Object	Comment	Support
2	0	0

Main issues	Key considerations
1	Principle
2	Design
3	Amenity
4	Transport and parking
Expiry date	21 November 2019
Recommendation	Approve

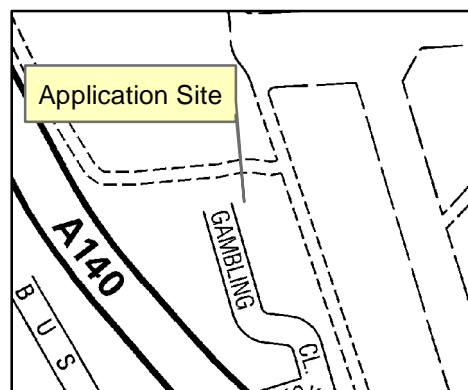


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Planning Application No 19/01009/F
Site Address East Anglian Air Ambulance Hangar
14 Gambling Close
Scale 1:1,250



NORWICH
City Council
PLANNING SERVICES



The site and surroundings

1. The application site consists of an aviation hangar and adjacent land at the northern end of Gambling Close within the overall Norwich International Airport complex. Gambling Close is an unadopted road which runs roughly parallel with Holt Road (A140) and is accessed from it via Buck Courtney Crescent approximately 1km south of the Broadland Northway (NDR). A row of five hangars lines the eastern side of Gambling Close and their eastern elevations open to helipads just south of the main runway serving the Airport.
2. The hangar subject of the application is occupied by the East Anglian Air Ambulance (EAAA) and forms one of their two operational bases which serve Norfolk, Suffolk, Bedfordshire and Cambridgeshire with helicopter emergency medical services (HEMS). The Norwich base has one helicopter which operates 0700 to 1900 and the other base in Cambridge operates 0700 to 0000. Outside these times, and when appropriate during, a rapid response land vehicle attends emergencies.
3. The 865 square metre hangar can accommodate two helicopters and has some purpose built office space. However, some operational facilities are provided within portable buildings within the hangar and the charity's non-operational staff are largely based off-site. Outside the grey profile sheeted hangar, there are a small number of parking spaces around a turning head at the end of Gambling Close with informal parking across surrounding grassed areas.
4. North of the hangar there is a water tank and small reservoir within the fenced enclosure that separates the site from the runway area. An access track runs though the area used for informal parking providing emergency access for the airport.
5. The hangars to the south are of a similar scale and appearance to the application building and provide a variety of aviation services. Along the western side of Gambling Close an open grassed area exists, at the southern end of this there is a temporary car park serving one of the operators here. A vegetated bund runs along the western side of the application side and this length of Gambling Close. Beyond the bund, undeveloped land with some tree cover extends up to Holt Road. The southern part of this land has an outline planning permission for a vehicle hire business (17/01555/O) and at the northern end there is a site currently subject to an enforcement notice concerning unauthorised residential caravans and associated development.
6. Due west of the site on Holt Road there are allotments and agricultural land, however immediately south of this residential dwellings front Holt Road and suburban residential development continues to the west and southwest. The nearest dwelling is over 200 metres from the existing hangar.

Constraints

7. The site is within the airport operational area to which Policy DM27 applies.
8. It is also within an impact risk zone of the River Wensum Site of Scientific Interest.

9. The land to the west of the site between Gambling Close and Holt Road is subject to Site Allocation R30.

Relevant planning history

10. There is no history of applications relevant to this proposal.

The proposal

11. The application proposes an extension and other works to the existing hangar. The purpose of this development is to enable the air ambulance to operate 24 hours a day, seven days a week.
12. The two storey flat-roofed extension described in the table below would be sited perpendicular to the existing hangar at the end of Gambling Close. This would provide offices, staff amenities, a multi-use space and other ancillary spaces to support the relocation of all EAAA staff to the operational base. Within the hangar, a mezzanine floor would be provided and existing spaces would be redesigned to provide purpose built facilities to support the operation of the air ambulance and the crew. This would include bed pods for on-duty crew to rest and three en-suite bedrooms for off-duty crew staying longer term from out of the area.
13. These welfare facilities for on-duty crew would enable the provision of a night shift covering the existing gap from 19:00 to 07:00 when the air ambulance does not fly from Norwich and 00:00 to 07:00 when there is no coverage from Cambridge either.
14. The multi-use space would facilitate the charity's community work which would include the provision of first aid training, a proposed cadet force and a space for the community to use. The existing hangar is not accessible to the public for health, safety and operational reasons and the proposal would overcome this.
15. The existing hangar would be re-clad to match the proposed extension with some minor alterations to window and door openings and rooflights. This would include the provision of a garage door on the west elevation to Gambling Close to house the rapid response vehicle securely within the hangar.

Summary information

Proposal	Key facts
Scale	
Total floorspace	1536 square metres additional
No. of storeys	Two
Max. dimensions	40 metres by 19 metres by 8.75 metres (extension)
Appearance	
Materials	Red and dark grey insulated cladding, dark grey framed curtain walling, grey brickwork plinth, dark grey aluminium

Proposal	Key facts
	windows and doors
Energy and resource efficiency measures	Six air source heat pumps to generate 14% of total energy requirement. Solar shading is incorporated in the design.
Operation	
Opening hours	24/7
Staff	79 full time equivalent
Ancillary plant and equipment	The building includes an internal plant room, plant deck and there would be plant base in the car park.
Transport matters	
Vehicular access	Via Gambling Close, as existing.
No of car parking spaces	Car park with 76 spaces, plus 4 disabled spaces and three motorcycle spaces. Space for two rapid response vehicles.
No of cycle parking spaces	Four cycle hoops for visitors, plus cycle shelter for staff.
Servicing arrangements	Bin store

Representations

16. Advertised on site and in the press. Adjacent and neighbouring properties have been notified in writing. Two letters of representation have been received citing the issues as summarised in the table below. All representations are available to view in full at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Issues raised	Response
Having flights at night is bound to affect our nights' sleep.	See main issue 3
We already get considerable noise from helicopter flight take offs and this will increase noise during the day and nights.	See main issue 3
I would ask you to seriously consider having the site on the other side away from residential areas.	See main issue 3

Issues raised	Response
Area between site has been cleared of trees and shrubs and increased noise volume which will increase further if this is approved.	See main issue 3

Consultation responses

17. Consultation responses are summarised below the full responses are available to view at <http://planning.norwich.gov.uk/online-applications/> by entering the application number.

Environmental protection

18. I have looked at the NIA for this application and agree that the Adopted LOAEL [Lowest Observed Adverse Effect Level] and SOAEL [Significant Observed Adverse Effect Level] Values are appropriate.
19. The report has been set out on a worst case noise environment and can, if the suggested changes at 7.3 are adopted operate without reaching a level regarded as SOAEL.
20. The safety margins built into the report also gives a good futureproofing to allow for seasonal, weather and growth changes to the expected use.

Broadland District Council Environmental Protection

21. The LOAEL and SOAEL figures shown in Table 2 of the NIA are well-reasoned and it is agreed that the Lmax is more relevant to disturbed sleep than would be an Leq or similar long-period measurement value.
22. The noise management proposals adequately mitigate the noise levels in respect of the LOAEL and SOAEL figures provided.
23. The potential for noise from taxiing aircraft or from aircraft running for longer periods whilst waiting or carrying out pre-flight checks has not been addressed.
24. The noise from helicopters can have a percussive effect and a tonal quality which can potentially make the noise more intrusive than broadband noise of a similar volume.
25. It is noted that the figures provided are 'worst case' and that there is a built in 'safety margin'.

Environment Agency

26. The submitted desk study demonstrates that the risk of pollution to controlled waters has been considered. We note however that whilst the preliminary risk assessment classifies the risk to groundwater as "low", this determination is not sufficiently supported by the data and interpretation provided in the desk study.

27. Particularly: 1) chemical analysis carried out both recently and in a previous investigation phase are mentioned in the desk study report, but have not been submitted for review; 2) the area containing the tank and brick bund has not been investigated. We consider that planning permission could, however, be granted to the proposed development as submitted if planning conditions are included. Without these conditions, the proposed development on this site poses an unacceptable risk to the environment and we would object to the application.

Highways (local)

28. No objection in principle on highway grounds subject to consideration of following matters:
- Walk route from building to car parking needs improvement
 - Cyclists need bypasses around the car park barriers to get to the staff cycle store
 - The motorcycle parking needs security tethers
 - There needs to be provision for EV charging, either one rapid chargepoint, or several slow/fast chargepoints
 - Dropped kerb required to frontage forecourt from the turning head.
 - Adjacent to loading bay recommend that grass is replaced with hardstanding with dropped kerb along entire length so that loading is easier from the bay to the site.

Landscape and ecology

29. The Preliminary Ecological Appraisal (PEA) has been written by suitably qualified Ecologists and in accordance with relevant guidelines. I support all the recommendations of the PEA and suggest that these are incorporated into a condition.
30. Further surveys would be required for Birds if site clearance cannot be achieved between September-February.
31. Existing trees along the northern and western boundaries should be protected during the construction period.
32. If planting could include species which provide benefits for insects this would be useful ecological enhancement.

Natural England

33. No comments.

Local Lead Flood Authority

34. The Local Planning Authority would be responsible for assessing the suitability for any surface water drainage proposal for minor development in line with National Planning Policy Framework (NPPF).

Norfolk historic environment service

35. No comments.

Anglian Water

36. The foul drainage from this development is in the catchment of Whitlingham Trowse Water Recycling Centre that will have available capacity for these flows.
37. From the details submitted to support the planning application the proposed method of surface water management does not relate to Anglian Water operated assets. As such, we are unable to provide comments on the suitability of the surface water management.

Norwich Airport Safeguarding

38. The proposed development has been considered, and we find that provided it is constructed as shown on the drawings and plans attached to the Application, and at the OSGB Grid Coordinates indicated, Norwich Airport would offer no aerodrome safeguarding objections to the Application.

Old Catton Parish Council

39. Old Catton Parish Council have no objection to the above application.

Hellesdon Parish Council

40. Resolved support subject to 24/7 use being restricted to air ambulance only.

Sprowston Town Council

41. No observations or objection to this application.

Assessment of planning considerations

Relevant development plan policies

42. **Joint Core Strategy for Broadland, Norwich and South Norfolk adopted March 2011 amendments adopted Jan. 2014 (JCS)**
 - JCS1 Addressing climate change and protecting environmental assets
 - JCS2 Promoting good design
 - JCS3 Energy and water
 - JCS6 Access and transportation
 - JCS7 Supporting communities
43. **Norwich Development Management Policies Local Plan adopted Dec. 2014 (DM Plan)**
 - DM1 Achieving and delivering sustainable development
 - DM2 Ensuring satisfactory living and working conditions
 - DM3 Delivering high quality design
 - DM4 Providing for renewable and low carbon energy
 - DM5 Planning effectively for flood resilience
 - DM6 Protecting and enhancing the natural environment
 - DM7 Trees and development
 - DM9 Safeguarding Norwich's heritage
 - DM11 Protecting against environmental hazards
 - DM22 Planning for and safeguarding community facilities

- DM27 Development at Norwich airport
- DM28 Encouraging sustainable travel
- DM30 Access and highway safety
- DM31 Car parking and servicing

Other material considerations

44. Relevant sections of the National Planning Policy Framework February 2019 (NPPF):

- NPPF2 Achieving sustainable development
- NPPF9 Promoting sustainable transport
- NPPF12 Achieving well-designed places
- NPPF8 Promoting healthy and safe communities
- NPPF14 Meeting the challenge of climate change, flooding and coastal change
- NPPF15 Conserving and enhancing the natural environment
- NPPF16 Conserving and enhancing the historic environment

45. Supplementary Planning Documents (SPD)

- Trees, development and landscape SPD

Case Assessment

46. Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Relevant development plan policies are detailed above. Material considerations include policies in the National Planning Framework (NPPF), the Councils standing duties, other policy documents and guidance detailed above and any other matters referred to specifically in the assessment below. The following paragraphs provide an assessment of the main planning issues in this case against relevant policies and material considerations.

Main issue 1: Principle of development

47. Key policies and NPPF paragraphs – DM27, NPPF paragraph 104

48. Policy DM27 allows development within the airport operational area which is for airport operational purposes, uses ancillary to the function of the airport and facilities providing improved transport links. Paragraph 104 of the NPPF also requires account to be taken of the value general aviation airfields provide in serving emergency service needs.

49. In this case, the proposal is to extend the existing air ambulance base to enable it to expand its service. It is accepted that the base is required to be located at the airport and the principle of the proposal is acceptable in accordance with Policy DM27 and NPPF paragraph 104.

50. The development would include a number ancillary uses such as a multi-use space that can be hired by the community and bedrooms for off-duty crew. These form an integral part of the overall development and are acceptable as incidental uses to the charity's operations.

51. It is noted the site abuts the boundary of part of Site Allocation R30. This allocates the land between the airport operational area and Holt Road for either airport operational uses or general employment purposes. Vehicular access should be from Gambling Close, unless it can be demonstrated that satisfactory direct access from Holt Road can be achieved. This allocated land is currently divided into three paddocks and the proposal would prevent any direct access into the northernmost paddock from Gambling Close. Access could, however, be gained through the paddock to the south and it is not considered the proposal would stifle development of this part of the allocation or prevent access to it from Gambling Close.

Main issue 2: Design

52. Key policies and NPPF paragraphs – JCS2, DM3, NPPF section 12
53. The proposed extension is similar in scale to the existing hangar and the floorspace proposed is required in order to facilitate the re-location of existing staff to the site, allow for expansion and also provide multi-functional spaces that can allow community use. The two storey flat-roofed form reflects its non-aviation use and it would be connected by a subservient section at 90 degrees to the existing hangar which is considered an appropriate junction between the two different forms and breaks up the mass of the larger building.
54. The siting and detailed design of the extension, with a projecting red block across the front elevation, is intended to provide a landmark and welcoming entrance at the end of Gambling Close. The siting would require alteration of the existing turning head and would obstruct an existing emergency access route to the runway, however the Airport have confirmed this is no longer required.
55. The site also abuts the boundary of part of Site Allocation R30. This allocates the land between the airport operational area and Holt Road for either airport operational uses or general employment purposes. Vehicular access should be from Gambling Close, unless it can be demonstrated that satisfactory direct access from Holt Road can be achieved. This allocated land is currently divided into three paddocks and the proposal would prevent any direct access into the northernmost paddock from Gambling Close. Access could, however, be gained through the paddock to the south and it is not considered the proposal would stifle development of this part of the allocation or prevent access to it from Gambling Close.
56. The design of the proposal is considered to be simple and functional with some visual interest and re-cladding the existing hangar to match will result in a cohesive development that is appropriate to its function and setting.
57. The proposal includes the provision of a car park for staff and visitors and the level of provision is considered below. This would occupy a significant proportion of the site, including an area which is currently largely grass with a vegetated bund along the western side. The car park layout includes areas around the hard surfaced spaces which can be soft landscaped to soften the visual appearance and provide biodiversity enhancements. These will need to respect airport safeguarding requirements so proposals are to enhance habitat for invertebrates, rather than birds.
58. Removal of this section of the bund would make the site more visible from Holt Road, however the development would be seen in the context of the existing

hangars and wider airport site so would not be significant nor detrimental in appearance.

Main issue 3: Amenity

59. Key policies and NPPF paragraphs – DM2, DM11, NPPF paragraphs 127 and 180.
60. In terms of the amenity of occupiers of the development, the provision of purpose built facilities and amenities will enhance the amenity of existing staff at the site and provide appropriate working conditions for the relocated staff.
61. With regards the amenity of neighbouring occupiers, the biggest impact from the development would be its facilitation of the air ambulance operating 24/7. At present the timing of flights is not limited by planning condition and planning permission is not required to allow night flights. This development would provide the appropriate welfare facilities to enable crew to work night shifts and provide a Helicopter Emergency Medical Service (HEMS) across the region 24/7.
62. Objections have been received concerning the noise impact this would have on neighbouring residents at night. Currently passenger flights from the airport do not operate beyond 23:00.
63. EAAA estimate that 24/7 operations would allow them to attend up to 600 more missions a year, a 22% increase from their existing activity from Norwich and Cambridge combined. Due to more restrictive flying conditions at night, it is estimated that 40% of night time missions would be attended to by the rapid response road vehicles, rather than helicopter.
64. The development would, however, enable night flights which the applicant recognises has the potential to affect the amenity of neighbouring residential occupiers so has considered how to mitigate this.
65. Alternative sites have been considered. Due to the provision of aviation services on site, an airport location is preferable for a HEMS so other locations around Norwich were discounted and two options within the airport operational area have been assessed. One is a site to the northeast which has planning permission for aviation related development. This is further from residential development than the application site, however access from the particular site that was considered to the NDR would significantly compromise response times for the rapid response vehicle. The charity also considered this option to be less financially viable. The second option was to the south-east of the runway where maintenance, repair and overhaul businesses are concentrated. This location also has less favourable road access.
66. These alternatives have therefore been discounted and the proposal to extend at the existing base is proposed on the basis that this has the best road access of the options considered, is more cost efficient and proposing an extension no higher than the existing hangar raises no airport safeguarding issues.
67. As remaining at the current location is considered preferable to the applicant, a noise impact assessment has been undertaken to consider the impacts of night flights from here. It assumes there would typically be one mission in each night time period (2300 to 07:00) and predictive modelling has been used to assess the impacts of three different scenarios.

68. Each scenario has been assessed in relation to 'lowest observed adverse effect level' (LOAEL) and 'significant observed adverse effect level' (SOAEL). Both Norwich City Council's and Broadland District Council's Environmental Protection Officers have agreed the levels adopted are appropriate. The Planning Practice Guidance describes LOAEL as "noise can be heard and causes small changes in behaviour, attitude or other physiological response... Potential for some reported sleep disturbance".
69. The first scenario considered the helicopter using unrestricted arrival and departure paths and a departure point adjacent to the hangar. This found receptors along Holt Road would experience noise levels in exceedance of LOAEL from ground operations and departure. Unrestricted operations have therefore been ruled out by EAAA and two scenarios including mitigation measures were also modelled.
70. One mitigation scenario is to relocate the departure point from outside the hangar to a point to the north at the end of the runway, further from neighbouring houses and allowing the helicopter to gain greater altitude before passing over or near to house. The greater the altitude, the lesser the noise at ground level. The helicopter would 'hover taxi' from the stand adjacent to the hangar to the take-off point and the noise associated with this is accounted for in the 'ground operations'. Air traffic control give priority to HEMS departing to attend incidents over any other aircraft which may be using the runway, so there would be no conflict with any other aircraft from using this departure point.
71. This scenario found the maximum noise levels from ground operations and departure of flights in south and south-westerly directions still resulted in LOAEL being exceeded at receptors on Holt Road. Ground operations from westerly flights also exceeded LOAEL.
72. Therefore a third scenario was modelled which included departure from the same point to the north and use of 'noise preferential routes' for flights heading south, south-east or south-west. These routes require the helicopter to depart on a 'runway heading' – directly east or directly west – until an altitude of 1000 feet is reached, before turning south, south-east or south-west.
73. This scenario ensures maximum levels do not exceed LOAEL for flight departures in any direction. It is still exceeded by ground operations from those flights heading west, but this is not a SOAEL and subjective analysis in the assessment suggests that sound from direct overhead flights has more impact than ground operations. When the noise levels from ground operations, departure and arrival are averaged over an hour, LOAEL would not be exceeded and the impact is considered to be negligible.
74. The Environmental Protection officers agree that the assessment is based on a worst case scenario and includes appropriate safety margins. Allowing unrestricted night flights would result in observed adverse effects which would be detrimental to the amenity of neighbouring residential occupiers. It is therefore considered necessary to ensure that night flights use the departure point to the north of the hangar at the end of the runway and flights that would normally head in south, south-east or south-west directions use the noise preferential routes.
75. It is not considered that the presence or use of the proposed extension would result in any significant amenity impacts on occupants of the neighbouring hangars or the

nearest residential dwellings and there would be no greater impacts from continued operation of the HEMS during the day. Subject to a condition requiring compliance with the noise mitigation measures which have been compiled into a strategy document, the proposal is considered acceptable with regards amenity.

Main issue 4: Transport and parking

76. Key policies and NPPF paragraphs – JCS6, DM27, DM28, DM30, DM31, NPPF section 9.
77. There is no objection on highway grounds to the proposal which would be accessed from Holt Road via unadopted roads as existing. The layout of the site has been amended to address concerns raised and appropriate provision is made for servicing.
78. In accordance with Policy DM28, new development should reduce the overall need to travel and cumulatively should not result in overall net growth across the city in travel by private car. Policy DM27 requires that new development at the airport does not conflict with the sustainable development criteria of DM1 or requirements of DM28 in relation to sustainable travel. The policy also identifies the need for a masterplan to be agreed for the airport, including a travel plan and sustainable access strategy. A masterplan has recently been endorsed by the Council and a sustainable access strategy will be prepared in due course but there is no current document against which to consider this proposal.
79. A car park providing a total of 80 spaces is proposed. There would be 79 FTE staff, with an average of 67 on site at any one time, plus visitors. Policy DM31 requires that car parking is provided within prescribed limits. If the proposed 1536 square metre extension is considered purely as office space, standards prescribe the maximum number of spaces should be 44. It would perhaps be more accurate to consider this as an 'other' use however, in which case standards advise parking for 60% of staff will normally be considered the maximum. This would result in 48 spaces (rounded up).
80. The proposed 80 spaces (which includes the required 5% disabled spaces) is therefore in excess of maximum standards. It is appreciated that there are some specific operational considerations, such as the overlap between shifts for the crew, however this only accounts for up to five additional spaces and shift changeovers would largely be outside normal working hours. Further justification has been provided concerning the charity's large pool of volunteers, the majority of which do not live within Norwich, or even Norfolk, who often visit to deliver donations or attend meetings and events. The charity also plans to increase the number of volunteers in future and the proposed development will allow large events to take place here for the whole organisation. Alternative parking provision at the other hangars on Gambling Close has been deemed insufficient and unfeasible and there is no spare capacity at the Park and Ride site for non-Park and Ride customers, plus the EAAA are concerned volunteers would be deterred from doing charitable work if they have to pay for car parking.
81. A Travel Plan has been submitted which seeks to encourage sustainable travel. The site has good footpath access to/from the Park and Ride site but there is no continuous footpath to the site from Holt Road via Buck Courtney Crescent so walking, including from other bus stops, may not be desirable. Cycling may be a

more favourable alternative and a large cycle shelter is proposed for staff, who would have use of lockers and showers, and there would be additional spaces by the entrance for visitors. Measures to promote car sharing are also proposed.

82. It is considered this Travel Plan would be more effective if the level of car parking provision was lower creating more incentive to find alternatives, however it is not inappropriate in itself.
83. It would be beneficial if this scheme could be considered in the context of a sustainable access strategy for the airport so account could be taken of required or planned access improvements. It is understood this will be prepared in due course, however it would not be appropriate to delay determination of this application for account to be taken of it.
84. The high level of parking proposed is contrary to the objectives of Policies DM1, DM27, DM28 and DM31 and weighs against this proposal. This is considered further at paragraphs 89-93 below.

Compliance with other relevant development plan policies

85. A number of development plan policies include key targets for matters such as parking provision and energy efficiency. The table below indicates the outcome of the officer assessment in relation to these matters.

Requirement	Relevant policy	Compliance
Energy efficiency	JCS 1 & 3 DM3	Air source heat pumps are proposed and their provision can be secured by condition
Water efficiency	JCS 1 & 3	Yes subject to condition
Sustainable urban drainage	DM3/5	Surface water from the proposed extension and half of the existing hangar will drain to a new soakaway. The car park will be constructed of permeable paving to allow infiltration. Implementation of this drainage strategy should be secured by condition.
Contamination	DM11	A contamination study has been submitted which identifies a low risk to groundwater. This, and the risk to human health, can be satisfactorily addressed with conditions.
Biodiversity	DM6	The scale and nature of the development is not considered likely to affect the SSSI 2.4 km away and Natural England had no comments to make. An Ecological Survey found no habitats of principal importance on site any negligible potential for protected or notable bird species. Mitigation measures to address the residual risk to great crested newts and nesting birds

Requirement	Relevant policy	Compliance
		are recommended and should be conditioned. Measures to prevent the spread of non-native species are also necessary and enhancements for invertebrates are recommended.

Equalities and diversity issues

86. There are no significant equality or diversity issues.

Local finance considerations

87. Under Section 70(2) of the Town and Country Planning Act 1990 the council is required when determining planning applications to have regard to any local finance considerations, so far as material to the application. Local finance considerations are defined as a government grant or the Community Infrastructure Levy.

88. Whether or not a local finance consideration is material to a particular decision will depend on whether it could help to make the development acceptable in planning terms. It would not be appropriate to make a decision on the potential for the development to raise money for a local authority.

89. In this case local finance considerations are not considered to be material to the case.

Conclusion

90. The application proposes development that would facilitate 24/7 operation of a helicopter emergency medical service across the region.

91. The location of this service within the airport operational area is considered appropriate and the proposed extension to the existing hangar is considered acceptable in terms of design and conditions can secure appropriate sustainable drainage, energy and water efficiency and biodiversity enhancements.

92. Night flights have the potential to cause noise disturbance to local residents that would be harmful to their amenity. However, the application proposes noise mitigation measures which are considered appropriate and necessary to reduce these to a level that is not unacceptable.

93. A significant proportion of the site would be occupied by car parking and the majority of visits are likely to be by private car. Whilst the proportion of parking is above maximum standards for comparable uses and in light of the substantial public benefits that would result from the proposal and the assessment that the development is otherwise acceptable, this level of provision is not considered to outweigh the wider benefits in this instance.

94. The development is therefore in accordance with the requirements of the National Planning Policy Framework and the Development Plan, and it has been concluded

that there are no material considerations that indicate it should be determined otherwise.

Recommendation

To approve application no. 19/01009/F - East Anglian Air Ambulance Hangar 14 Gambling Close, Norwich, NR6 6EG and grant planning permission subject to the following conditions:

1. Standard time limit;
2. In accordance with plans;
3. Materials to be agreed;
4. Ecological mitigation measures;
5. Landscaping to include tree protection and biodiversity enhancement planting;
6. Drainage strategy to demonstrate there is no unacceptable risk to controlled waters;
7. Drainage strategy implemented prior to occupation and maintenance thereafter;
8. Energy efficiency – air source heat pump details;
9. Water efficiency;
10. Travel information plan;
11. Details of bin and cycle stores;
12. Parking and servicing to be provided prior to occupation;
13. Scheme to deal with the risks associated with contamination;
14. Contamination not previously identified;
15. Imported soil;
16. No use of the building between 23:00 and 07:00 other than in accordance with the Noise Mitigation Strategy and details of flights from EAAA database to be provided to LPA on request for monitoring and enforcement purposes.
17. No use as a passenger terminal.

Article 31(1)(cc) statement

The local planning authority in making its decision has had due regard to paragraph 38 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations, following negotiations with the applicant and subsequent amendments [at the pre-application stage insert if necessary] the application has been approved subject to appropriate conditions and for the reasons outlined in the officer report.



Ground Floor GA Layout
1 : 100

By Department Legend

- Breakout
- Circulation
- Crew Area
- Crew Operation
- Offices
- Reception & Lobby
- Services
- Training Area
- WC

Revision Schedule					Revision Description
Rev	Date	CHK	DRW	UAT	
A00	02.06.2019	DLC	MAN	DLC	DRAFT Planning Issues for comments
A01	19.06.2019	DLC	MAN	DLC	PLANNING ISSUE: OP's and ITS swapped location and Med Store and Wash Drain revised accordingly. WC's removed from Crew Changing Facility. Staff Locker Room layout revised. Circulation to South + West Direction revised for all B+C comments regarding HVAC. Stairs + Medical area handed, secure store to Medical area added. ITS and MD in layout added.

0 5 10 m



Feilden+Mawson

21-27 Lavender Court, 100, London WC2E 9NA
1 Park Road, Ipswich, Suffolk IP1 1UL
6 Colfax Court, Colchester, Essex CO1 1RN
email: info@feildenmawson.com
tel: 020 7341 1880
tel: 01463 620671
tel: 01203 300057
www.feildenmawson.com

DRAWING
Ground Floor GA Layout

CLIENT EAAA

JOB East Anglian Air Ambulance - HQ Building & Operations Base

RIBA Stage 3

S2 Issued for information

JOB 8391 PAPER A1 SCALE 1 : 100

Drawing Number
8391- FM- 01- 00- DR- A- 0100-A01

DO NOT SCALE FROM THIS DRAWING ALL DIMENSIONS TO BE CONFIRMED ON SITE BY THE CONTRACTOR PRIOR TO CONSTRUCTION

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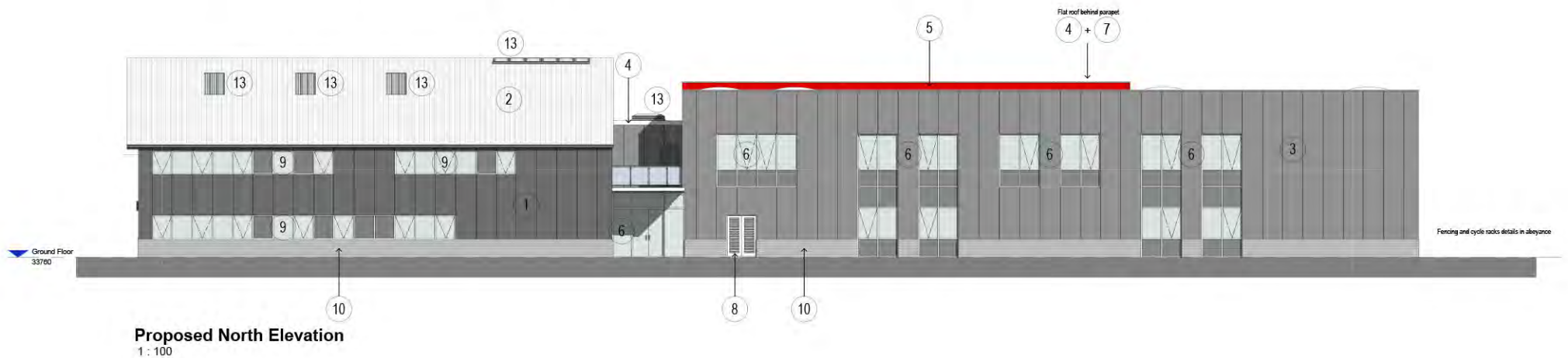
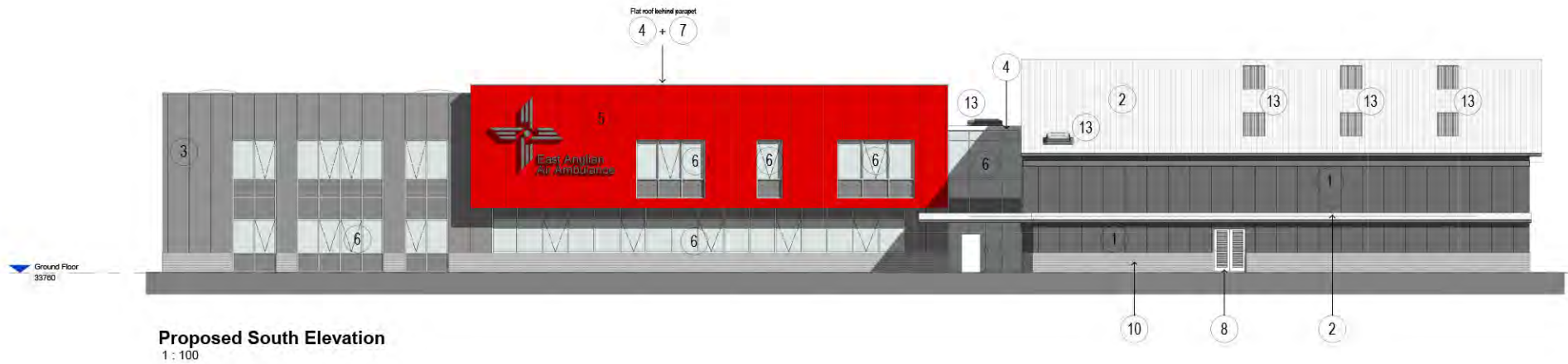


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Revision Schedule				
Rev	Date	CHK	CRW	Revision Description
A00	03/06/2019	DLC	MNU	DRAFT Planning base for comments
A01	19/06/2019	DLC	MNU	Link between existing and new - glazed roof omitted and replaced with flat roof. Amount of glazing reduced to North, South + West elevations.

- Materials Legend**
- 1 - Kingspan 1.0m wide Triple glazed Insulated Vertical Wall Panels in Dark Grey
 - 2 - Kingspan 1.0m wide Triple glazed Insulated Roof Panels with integral Triple glazed Polycarbonate Roof Lights
 - 3 - Kingspan 1.0m wide QuadraCore Insulated Architecture Vertical Wall Panels (HAF) in Microbe profile
 - 4 - Flat roof finish to be confirmed. Single Ply Membrane GFS/BlueGreen Waterproofing System
 - 5 - Rectangular (compressed panels) aluminium cladding in flat (grey, panel size 1.25m wide x 2.05m high)
 - 6 - PPC Dark Grey Curtain Walling with glazed and solid insulated spandrel panels and leave panels at low level
 - 7 - Aluminium PPC Dark Grey cladding to parapet wall
 - 8 - PPC Dark Grey Steel Doors (R4 - Glass Doors)
 - 9 - PPC Dark Grey Ribbed / Single windows to match curtain walling
 - 10 - Grey brickwork path
 - 11 - Hanger Door
 - 12 - Up and over garage door
 - 13 - Polycarbonate rooflights

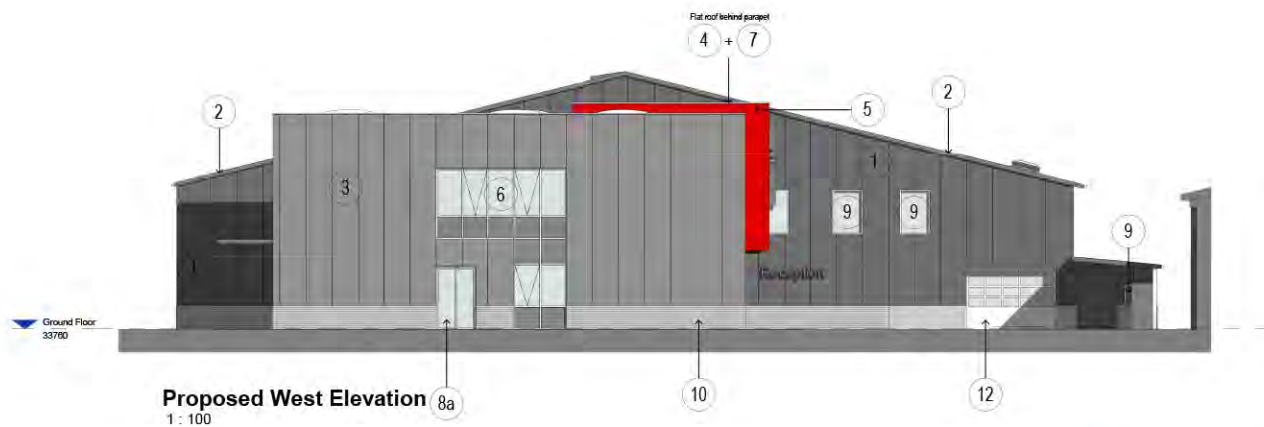
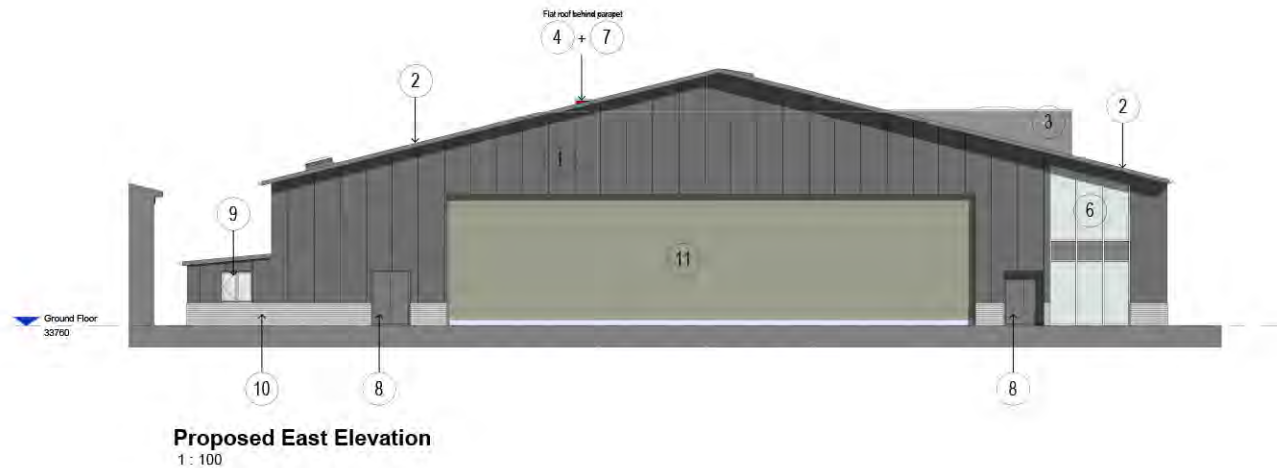


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DRAWING
North and South Proposed Elevations

CLIENT	EAAA		
JOB	East Anglian Air Ambulance - HQ Building & Operations Base		
RIBA Stage 3			
S2		Issued for information	
JOB	8391	PAPER	A1 SCALE 1:100
Drawing Number			
8391- FM- 01- XX- DR- A- 0300-A01			
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Revision Schedule			
Rev	Date	CHK	CRW
A00	03/06/2019	CLC	MAN
A01	19/06/2019	CLC	MAN

Revision Description

0 5 10 m

Materials Legend

- 1 - Kingspan 1.0m wide Trapezoidal Insulated Vertical Wall Panels in Dark Grey
- 2 - Kingspan 1.0m wide Trapezoidal Insulated Roof Panels with integral Trapezoidal Polycarbonate Roof Lights
- 3 - Kingspan 1.0m wide Chameleon Insulated Architecture Vertical Flat Panel (SIP) in Monochrome profile
- 4 - Flat roof finish to be confirmed. Single Ply Membrane OR Bituminous Waterproofing System
- 5 - Rockwool (compressed board) insulation detailing on flat (over panel span 1.20m wide x 1.20m high)
- 6 - PPC Dark Grey Curtain Walling with glazed and solid insulated spandrel panels and louvre panels at low level
- 7 - Aluminium PPC Dark Grey cladding to parapet wall
- 8 - PPC Dark Grey Steel Doors (St - Glazed Doors)
- 9 - PPC Dark Grey Windows / Single windows to match curtain walling
- 10 - Grey Inckewick cladding
- 11 - Hanger Door
- 12 - Up and over garage door
- 13 - Polycarbonate skylights



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DRAWING
East and West Proposed Elevations

CLIENT EAAA

JOB East Anglian Air Ambulance - HQ Building & Operations Base

RIBA Stage 3

S2 Issued for information

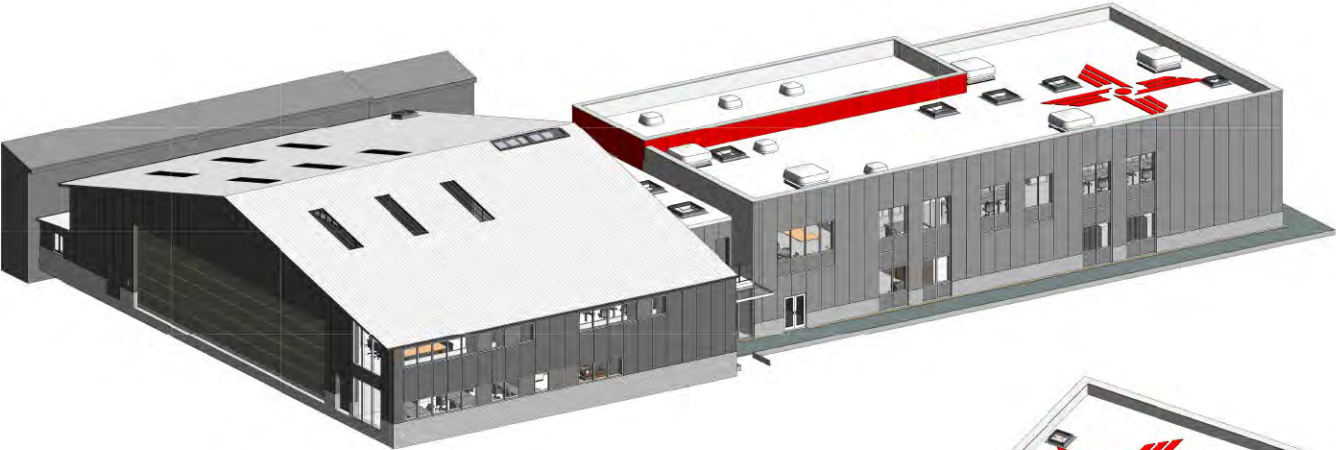
JOB 8391 PAPER A1 SCALE 1 : 100

Drawing Number 8391-FM-01-XX-DR-A-0301-A01

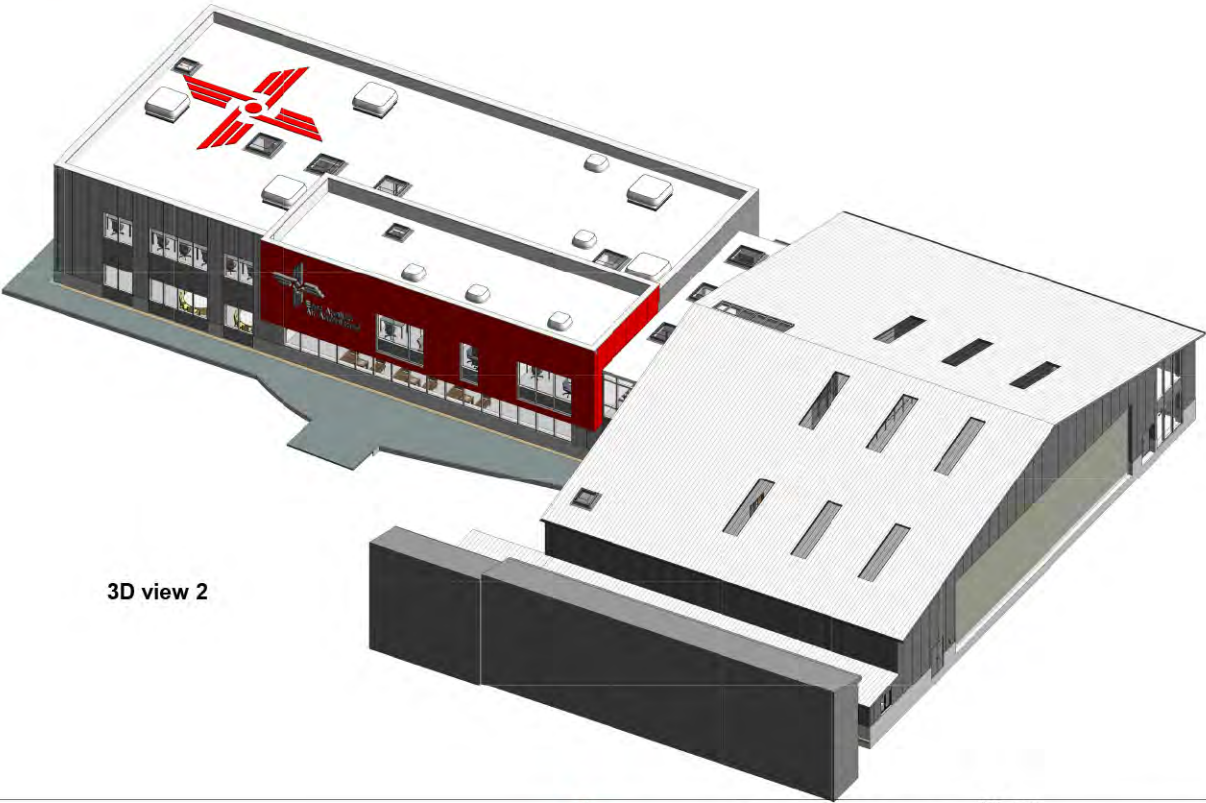
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3D View 1



3D view 2

Revision Schedule				
Rev	Date	CHK	CRW	Revision Description
A00	03.06.2019	DLC	MAN	DRAFT Planning issue for comments
A01	19.06.2019	DLC	MAN	Link between existing and new - glazed roof omitted and replaced with flat roof. MME roof terminals added. External RWAP's and hoppers omitted. Roof finishes shown and daylight related to existing hanger. Amount of glazing reduced to North, South + West elevations.

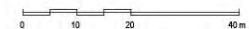
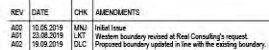


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DRAWING
3D Views

CLIENT		EAAA	
JOB		East Anglian Air Ambulance - HQ Building & Operations Base	
		RIBA Stage 3	
JOB		S2	
Drawing Number		8391- FM- 01- XX- DR- A- 0500-A01	
		PAPER A1 SCALE	
		Issued for information	



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CLIENT
EAAA

JOB
HQ Building and Operations Base

RIBA Stage 3					
S2		Issue for Information			
JOB	8391	PAPER	A1	SCALE	1:500

Drawing Number
8391- FM- 01- XX- DR- A- 0002- A02

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