



The Heliport, Portland - Proposed Hangar Design and Access Statement

Contents

1.0

Introduction

2.0

The Application Site

3.0

Local context

4.0

Project Brief

5.0

Policy Background

6.0

Design Development

7.0

Pre-Application

8.0

Proposed Scheme

9.0

Context Visuals

10.0

Materials

11.0

Lanscaping

12.0

Transport and Access

13.0

Sustainability & Waste Management

14.0

Conclusion

List of Appendices

•

Pre-Application response letter/ correspondence

Revision Status

Date	Purpose	Version
21-05-2020	Planning 1st Draft	V1.1
17-07-2020	Updated	V1.2

Site address

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The Heliport
Portland
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Applicant

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1.0 Introduction

- 1.1
- This design and access statement is submitted to Dorset Council in support of a full planning application for: “The erection of a building for servicing and maintenance of helicopters and additional facilities incidental to the heliport use”. (the proposed development)
- 1.2
- In developing this scheme thorough site analysis was undertaken and a number of design solutions explored. As part of the process pre-application consultation was undertaken with Dorset Council.
- 1.3
- In accordance with the statutory requirements, the application contains sufficient information for the application to be validated and determined. In addition to the Design and Access Statement the following list sets out the documents submitted in support of the application:

- 1.4
- Documentation:
- Planning Statement
 - Heritage Assessment
 - Flood Risk Assessment
 - Drainage Strategy
 - Noise Screening Assessment
 - Community Infrastructure Levy Forms

Drawings:

- 19567 Topographical Survey
 - PL-01 Location Plan
 - PL-02 Existing Site Plan
 - PL-03 Proposed Site Plan
 - PL-04 Proposed Elevations
 - PL-05 Proposed Eleavations (Contextual)
 - PL-06 Proposed Ground Floor Plan
 - PL-07 Proposed First and Second Floor Plan
 - PL-08 Proposed Third Floor and Roof Plan
 - PL-09 Proposed Sections A-A and B-B
 - PL-10 Proposed Sections C-C, D-D and E-E



2.0 The Application Site

- 2.1 The application site is located within the Osprey Quay Industrial Estate at the northern end of the Isle of Portland, between Portland Harbour and Chesil beach.
- 2.2 The MCA vacated the site in 2017 and thereafter the Applicant HeliOperations acquired the site and have continued to operate the site as a heliport.
- 2.3 The applicant HeliOperations are based at the site which operates as a heliport, operations, engineering, maintenance and training centre.
- 2.4 Within the site there is an existing hangar building and further ancillary structures, the majority of the site comprises tarmaced area for use as a helipad and runway for take off and landing and associated activities.
- 2.5 The Heliport has a total area of 4.68 hectares, the site is relatively level with AOD (Above Ordnance Datum) levels ranging from 2.0 metres to 2.7 metres within the site. The runway element of the Heliport is 2.84 hectares, this area is unaffected by the development and is easily identifiable as the land to the East of the flood defence bund and edged blue on the submitted location plan. The remaining operational element of the site is the application site for the purposes of this application.



Aerial view showing site location



Existing site plan

Site images



North West site boundary



Main site entrance facing North towards site



Adjacent site entrance facing North towards site



View of site facing North West from eastern boundary



Existing hangar



Site view from Verne Hill



Western site boundary

3.0 Local context

- 3.1 The nature of the local built environment around the site is predominately commercial/light industrial, with the site being bounded to the West and South by Osprey Quay Business Park.
- 3.2 To the North of the site is Portland Harbour, with a pedestrian esplanade along the site boundary linking Osprey Quay Business Park and the settlement of Castletown.
- 3.3 Along the eastern site boundary there is a large area of open ground with the settlements of Castletown and Fortuneswell beyond, situated at the base of Verne Hill.
- 3.4 Portland Castle is located approx. 250 metres away from the location of the proposed hangar. The castle is a scheduled monument and therefore as part of the application a Heritage Assessment has been conducted to ensure that the proposed scheme would not adversely affect the castle.



Osprey Quay Business Park; commercial, light industrial and drystack buildings



View of site from Mulberry Avenue facing North West

Local context cont.



Esplanade adjacent to northern site boundary



Facing East towards Castletown



Site viewed from Crabbers' Wharf



4.0 Project Brief

- 4.1

The Project Brief is to develop a purpose built hangar to provide an additional area within the site for the current activites undertaken at the heliport. These include training, operations, engineering for maintenance and servicing as well as associated administration.
- 4.2

Within the site the proposed hangar is to be located along the North West boundary as it will require direct access to the take off and landing areas.
- 4.3

Hangar area

The hangar is to meet the requirement of providing internal housing of helicopters; typically though not exclusively these would be medium-lift transport and utility type aircraft.
- 4.4

The primary aircraft type defines the internal volume required within the hangar space. Access to the hangar will require wide span openings, with a minimum clear opening width of twenty metres to permit entry of helicopters, allowing for their rotor diameter. For the hangar doors, the design should seek to avoid doors that would impede the use of the space when in open position i.e. sliding doors that would comprismise areas of wall space which they would slide in front of when in open position.
- 4.5

The hangar depth should be of sufficient depth to fully accomodate medium-lift helicopters and allow for adequate space around and above the helicopter for maintenance access, whilst the hangar door is fully closed.
- 4.6

The interior height within the hangar area should be a minimum of 6.5 metres at any point, with increased height required to the main area for operational purposes i.e. use of lifting cranes for the maintenance of helicopters.
- 4.7

Simulator

The site currently undertakes Search and Rescue (SAR) training, in connection with this the hangar is to provide for an indoor area to provide simulated training.
- 4.8

Trainee Accommodation

HeliOps regularly undertake training for flight crews from across the UK and overseas. This currently includes delivery of training to the German navy student pilots, which is supported and approved by the UK Government.
- 4.9

To support the curent training activity undertaken at the site, the project brief seeks to provide onsite overnight accommodation for student pilots and crew. This is to consist of a bedroom with desk for study and en-Suite facilities for each student. The accommodation block is to be situated to the North of the site as it will benefit from the outlook onto Portland Harbour.

- 4.10

Plant areas

- IT Rooms
 - Building Services Plant Rooms
 - Fire Suppression
- 4.11

Ancillary areas

In additon to the principle hangar area, the brief requires ancillary support areas.

- Lecture Rooms
 - Operations Room
 - Admin Office
 - Staff welfare, including:
 - Changing facilities and showers
 - Staff Kitchen
 - Crew room
 - Locker Rooms
 - Workshops
 - Tool Stores
 - General Stores
 - Part Stores
 - Facilities Maintenance and cleaning rooms and cupboards
 - Refuse Storage
- 4.12

External

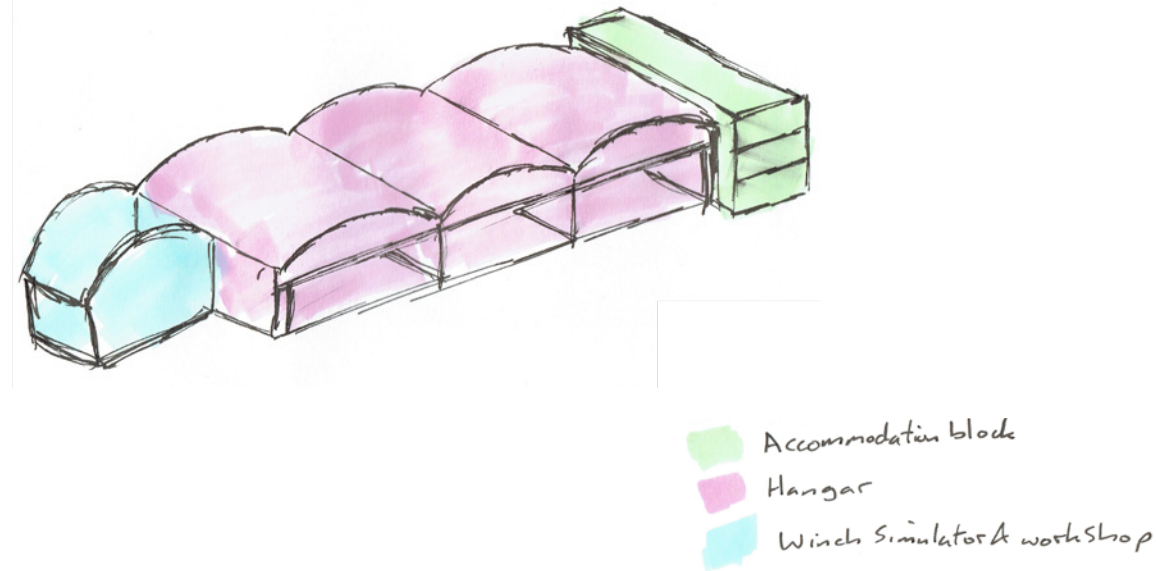
Full vehicular access will need to be provided to the building for delivery and for maintanance of the building.

The existing carpark within the site will provide sufficient car parking for staff and visitors, along with motorcycle and cycle parking.
- # 5.0 Policy Background
- 5.1

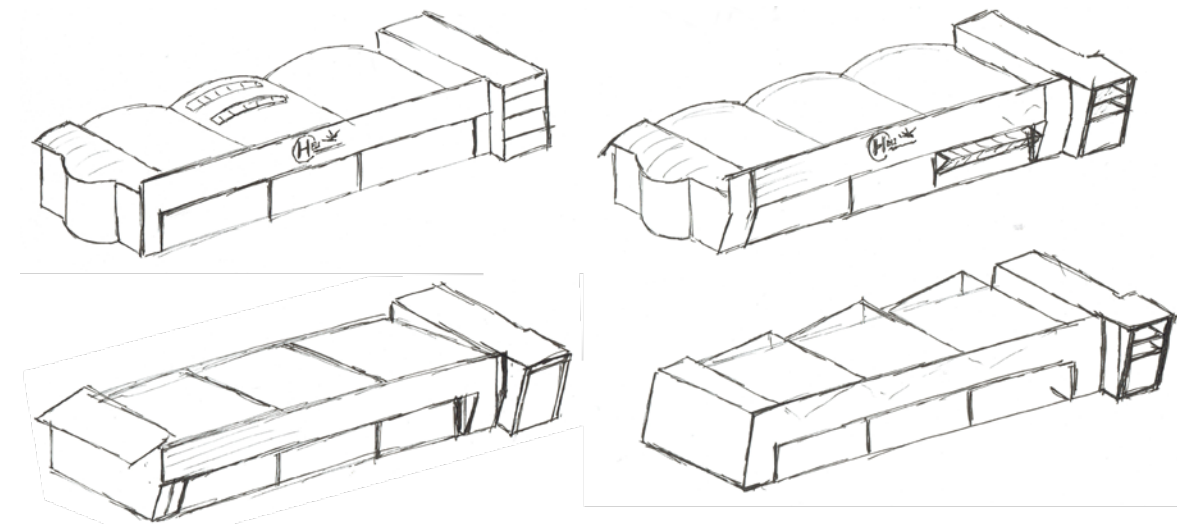
A detailed Planning statement accompanies this application. The statement concludes that the scheme is a sustainable one that accords with national and local policies in delivering economic and environmental benefits. Due regard has been given to relevant policies of West Dorset, Weymouth & Portland Local Plan (2015).
- HeliOperations
- Page 7
- The Heliport, Osprey Quay
Design & Access Statement

6.0 Design Development

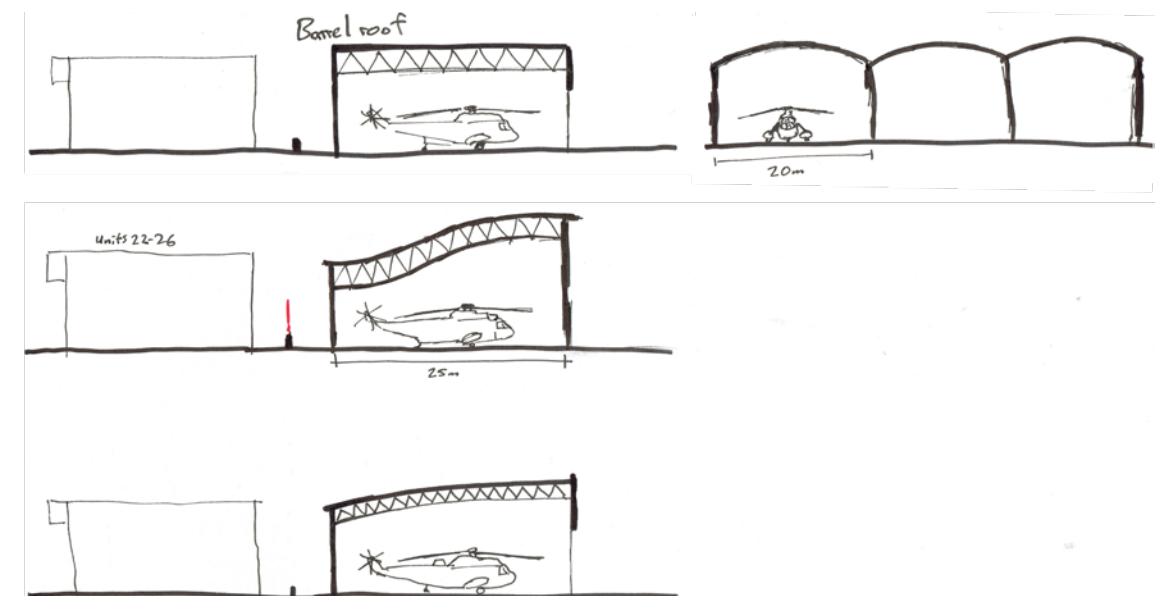
- 6.1 The proposed building comprises of three core elements, these being the main hangar, accommodation and simulator, associated with these will be numerous ancillary functions as listed in the project brief.



- 6.2 The main hangar area is to be centrally located in order to have direct access to the landing/ take-off areas.
- 6.3 The accommodation element is located to the North of the site away from the work elements of the site and to also benefit from the outlook over Portland harbour.
- 6.4 A number of roof configurations were considered, including mirroring the barrel roof design of the adjacent 22-26 Osprey Quay commercial building. A critical design consideration was to maximise the internal volume of the hangar space, whilst seeking to minimise the height and mass of the building particularly adjacent site boundary.
- 6.5 In order to achieve the required height and volume within the main hangar space and minimise eaves height adjacent to the western boundary a curved roof design sweeping downwards at the boundary was determined to be the most suitable approach.

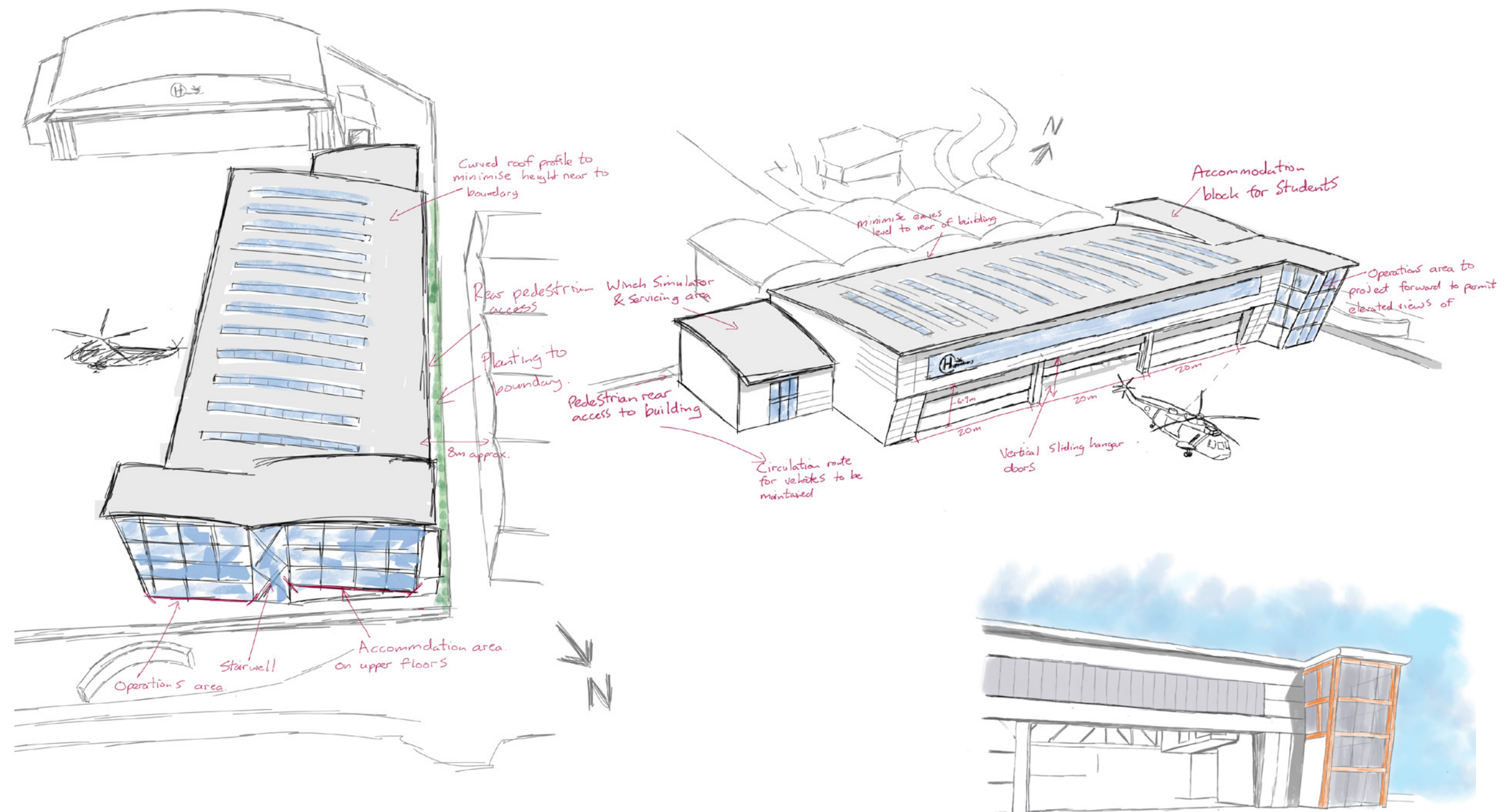


Early sketch concepts for mass of building



Concept sketches showing roof configurations considered

Design development cont.



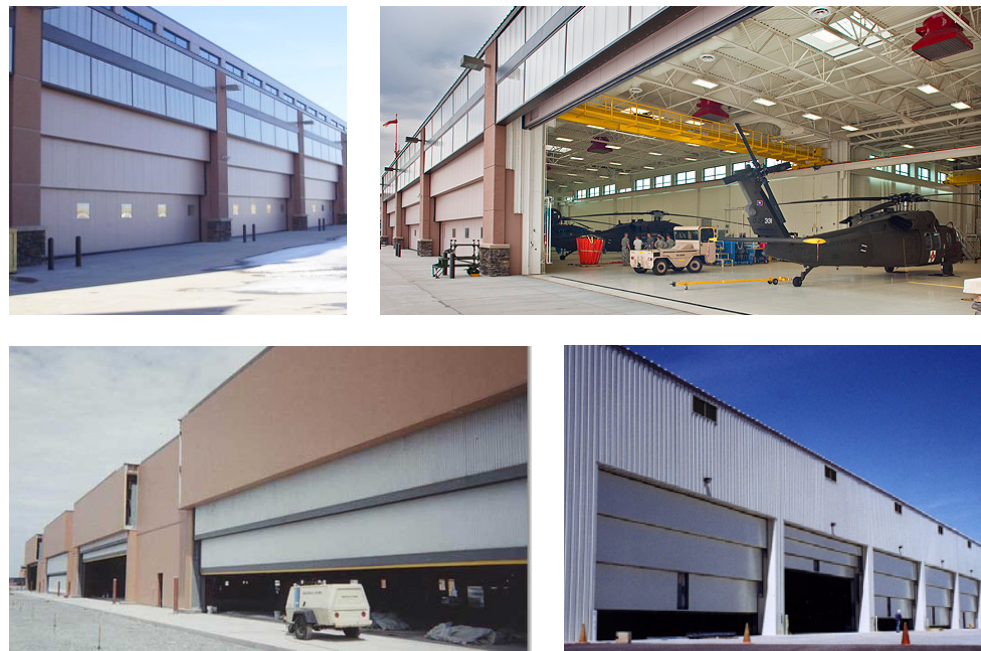
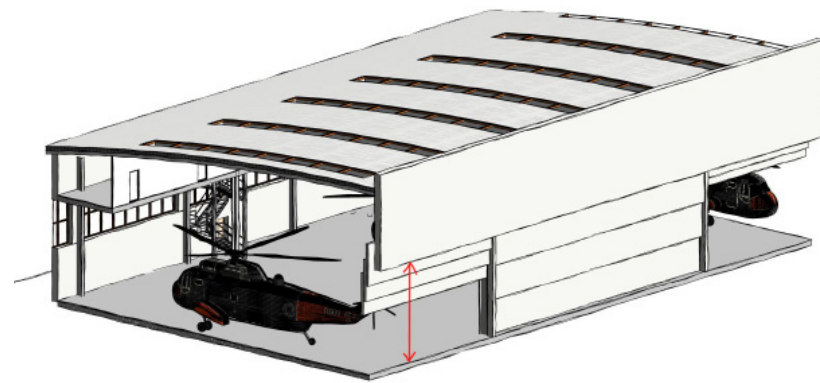
Sketch showing proposed operations element of building, which is to project beyond front of hangar to provide maximum visibility of the entire take off/landing and runway areas.

The steel columns are to clad in aluminium casings with powder coated Orange finish in keeping with HeliOps branding.

Design development cont.

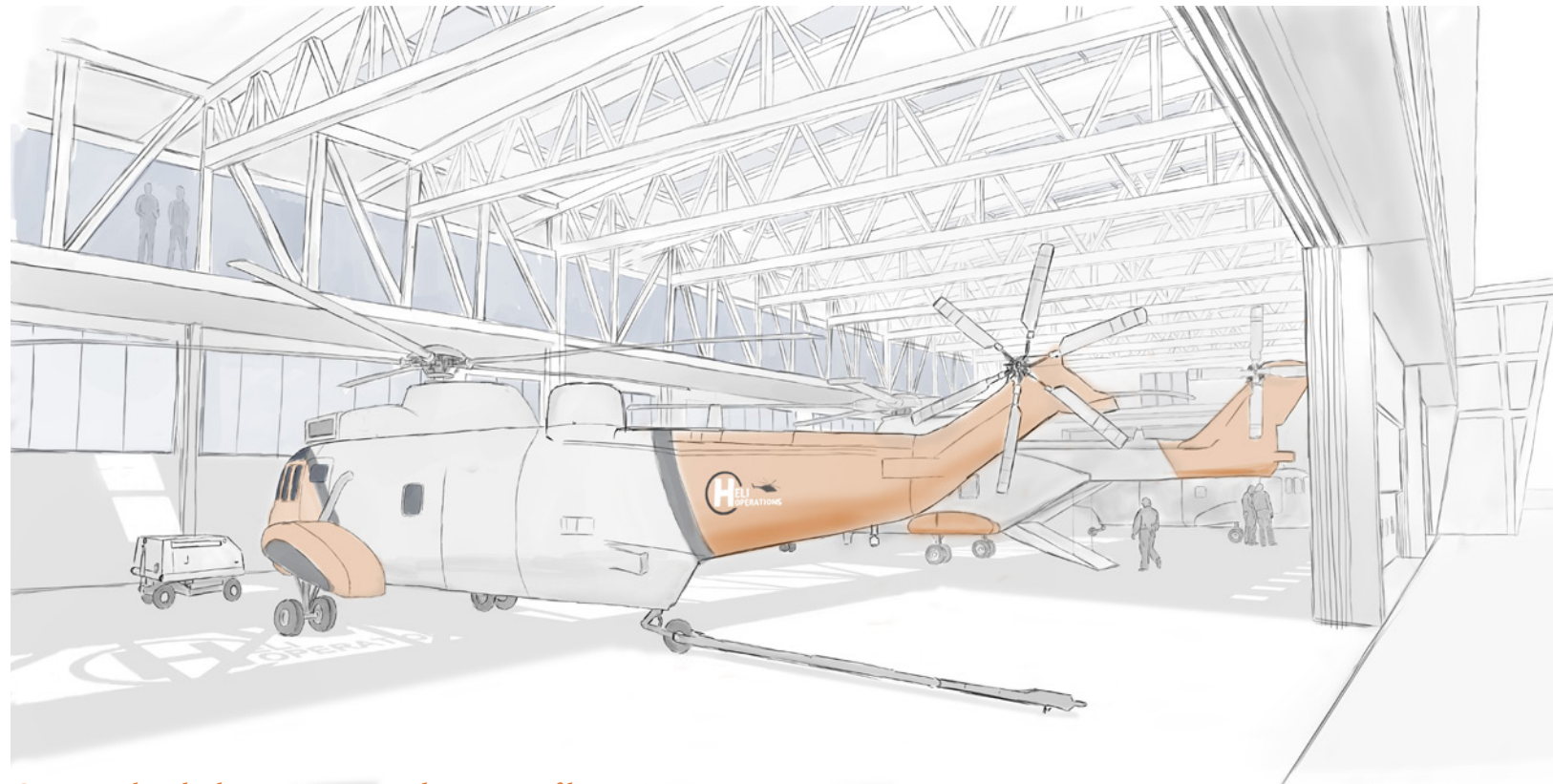
Hangar Doors

- 6.6 The brief requires that the hangar doors are a minimum of 20 metres in width by at least 6 metres in height to adequately accommodate the helicopters.
- 6.7 It is proposed that the main hangar area will effectively comprise of three bays, each with a 20 metre width hangar door.
- 6.8 To provide for the most efficient use of space, the scheme proposes the use of vertical lift steel doors. Each door will comprise of three sections which will retract vertically into the roof space thereby avoiding the loss of wall space at ground floor level that would occur when horizontal sliding doors are opened.



Precedent images for vertical sectional lift doors

Design development cont.



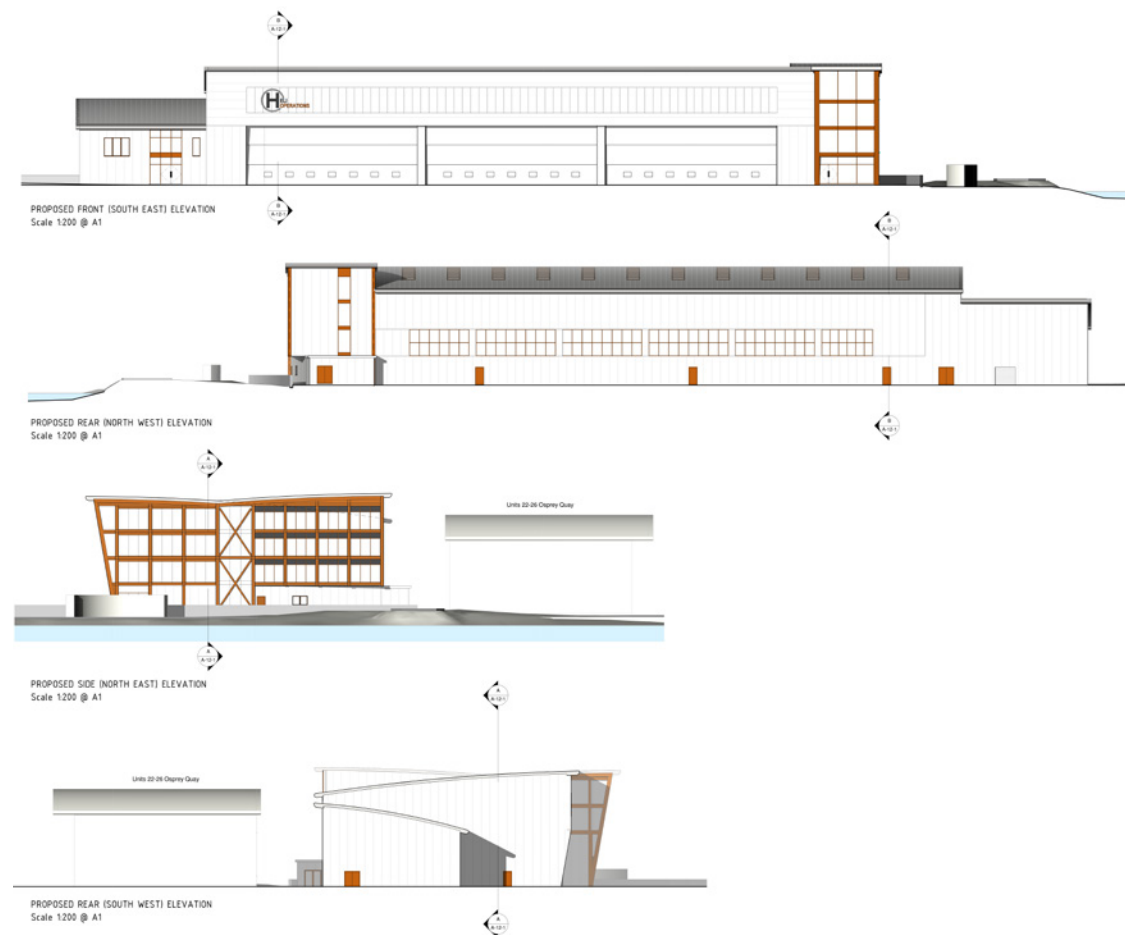
Concept sketch showing proposed interior of hangar



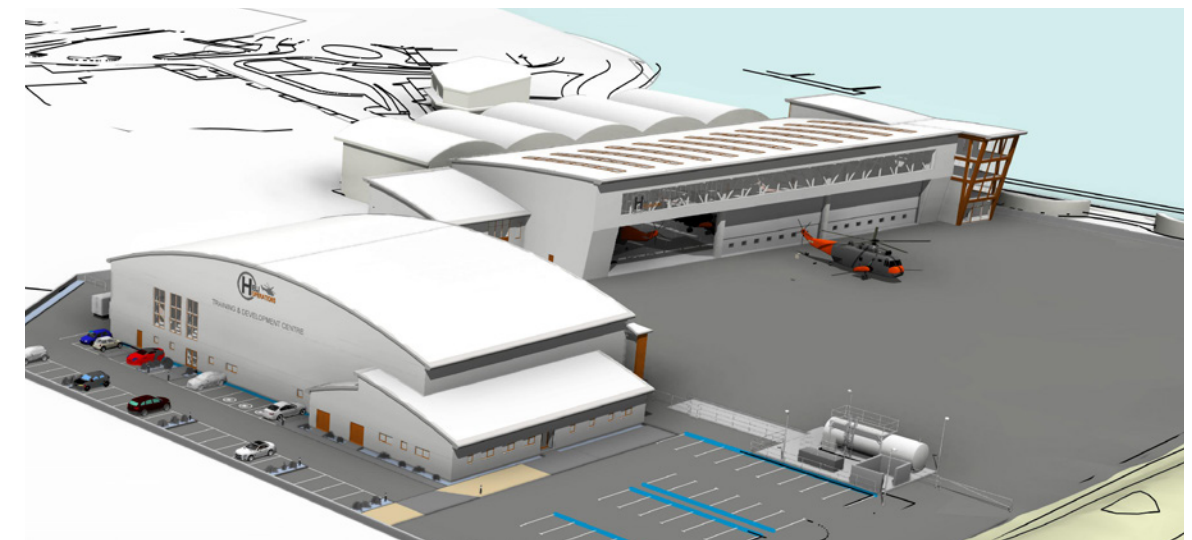
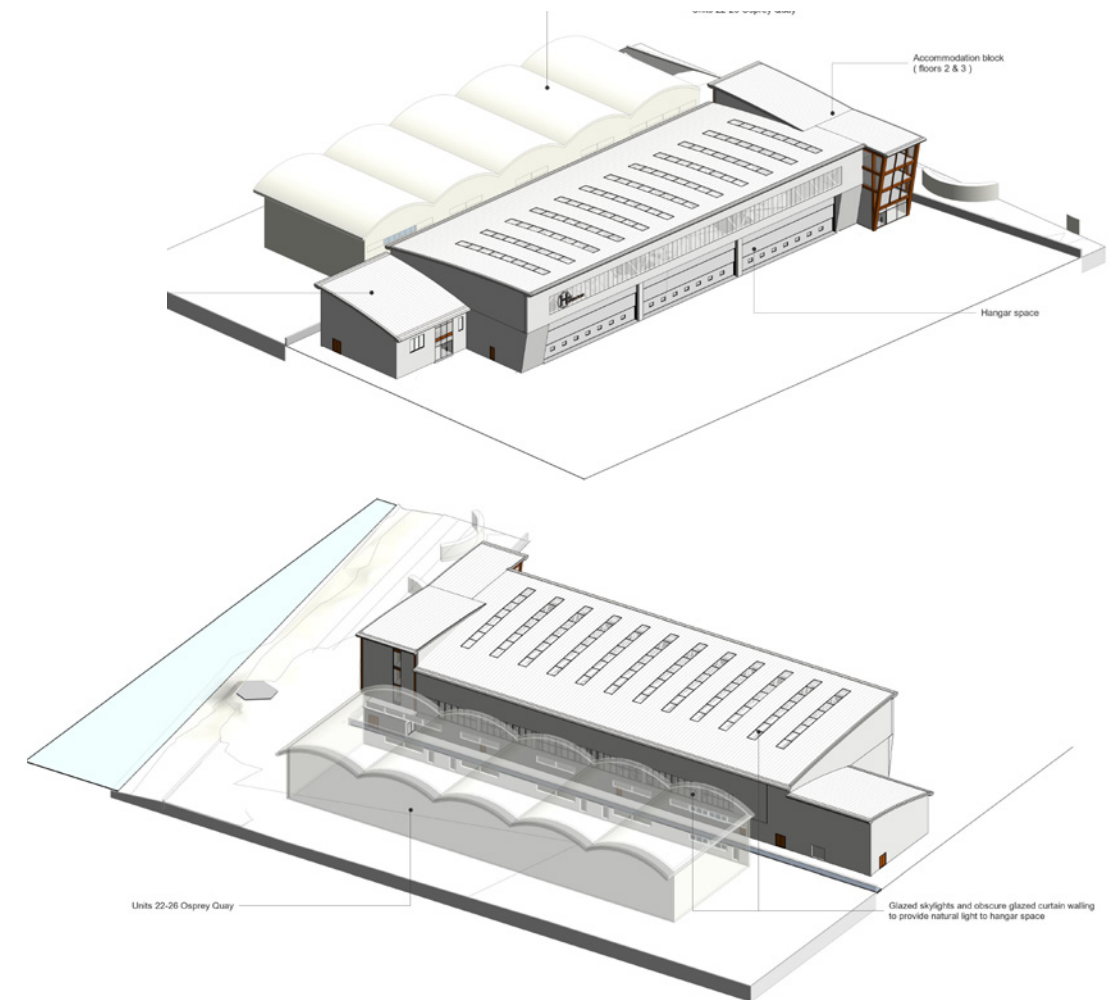
Proposed view of site from Portland Harbour

7.0 Pre-Application

- 7.1 In accordance with the National Planning Policy Framework (paragraphs 188-190), the applicant took the opportunity at the initial stage to approach Dorset Council.
- 7.2 The applicant engaged with Dorset Council by submitting a Pre-application Consultation Request in November 2019.
- 7.3 A meeting was held on site on 15th January 2020 with the Case Officer to view the site and discuss the application.
- 7.4 A written pre-application response was provided on 13th February 2020, (Appendix 1). The response raised no objections to the proposals and advised that the proposal would comply with relevant PORT1 policy of the West Dorset, Weymouth & Portland Local Plan (2015).
- 7.5 The response advised that the site is located within the setting of the scheduled monument, Portland Castle and that therefore Historic England would be consulted.
- 7.6 Also that the proposed building is located within Flood Zone 3 and as part of the application a Flood Risk Assessment would need to be undertaken.



Proposed elevations and 3D images submitted as part of the pre-application



8.0 Proposed Scheme

- 8.1

Following the pre-application consultation, the proposed scheme has been further developed and has responded positively to the points arising from this.
In particular specialist consultants have been enagaged by the applicant to prepare assessments to fully address heritage, noise and flooding matters.
- 8.2

The over all dimensions of the proposed bulding are approxiamtely 94m (Length) x 29m (Width) x 14m (Height). The maximum height of the hangar does not exceed the ridge height of the existing hangar within the site.

Floor Areas to be provided

FLOOR	Sq. m*	Sq. Ft.*
Level 0	2,360	25,402
Level 1	440	4,736
Level 2	950	10,225
Level 3	321	3,455
TOTAL	4,071	43,818

*GIA (Gross Internal Area)

- 8.3

The proposed building consist of the following main elements:

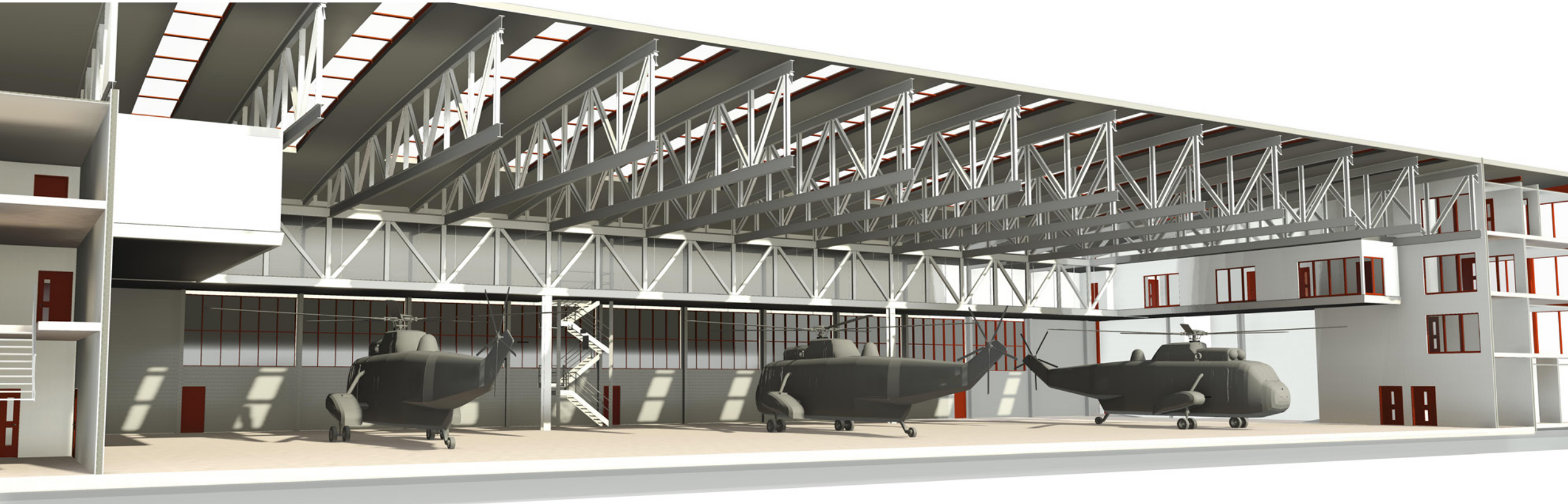
- Main hangar
 - Support services for the hangar (eg. storage, workshops)
 - Office accommodation
 - Sleeping accommodation
 - Winch Simulator training and Winch workshop
 - Building Plant

Main hangar and support services

- 8.4

The main hangar space in the primary element of the building and has and a clear span form with a floor area of 1,774 m² (19,095 ft²), minimising interruption of the space to maximise hangar flexibility. With the main hangar a height of 9.8 m will be available upto the underside of the roof trusses. This will reduce to 6.5metres around the perimeter of the hangar where cantilvered accommodation providing additional support service accommodation at second floor level is proposed
- 8.5

Around the inside perimeter of the hangar space there will be some operational support service areas with access from inside the hangar. These include task management office space, clean and dirty workshops, tool store and parts store. Access by delivery vehicles to the parts and tool store will be via the main hangar.



Cut through perspective of main hangar area

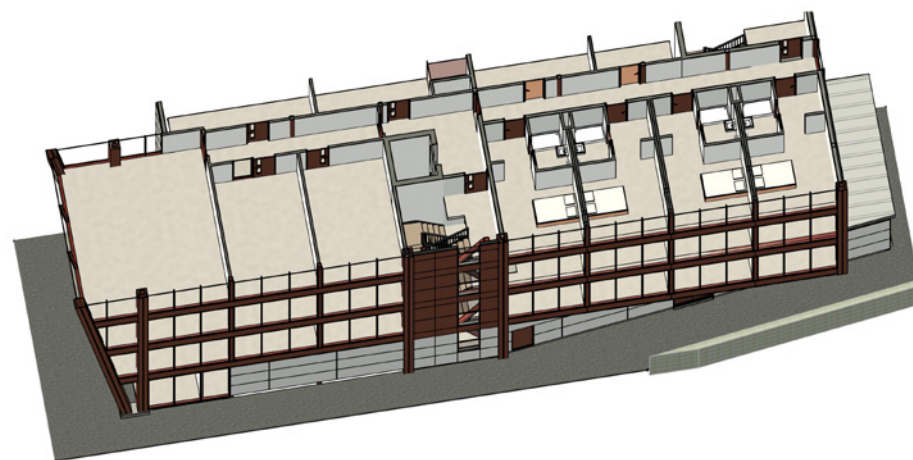
Proposed scheme cont.

Office and Sleeping Accommodation

- 8.6 The sleeping and office accommodation are to be located in the northern section of the building. This section is to be divided by a central core with vertical circulation and lobbies at each level providing access to sleeping accommodation located in the western half and offices in the eastern half.
- 8.7 This section of the building is distinct in appearance from the main hangar due to the nature of the differing uses within this section of building.
- 8.8 External pedestrian entrances provide direct access to the accommodation/ office section from both the rear and front of the building.
- 8.9 The proposed scheme will provide twelve bedrooms, arranged over first, second and third floor levels. Each bedroom will have en-Suite facilities providing onsite overnight accommodation for trainees and crew. In addition the scheme will provide additional breakout/ recreation areas for their use.



Perspective view showing office and sleeping accommodation section of building



Cut through showing typical arrangement for sleeping accommodation per floor

Winch Simulator training and Winch workshop

- 8.10 The winch simulator will provide synthetic training systems to complement the SAR (Search & Rescue) training currently undertaken at the heliport.
- 8.11 The facility will provide significant benefits to the current operations in that it reduces the risk, cost, and complexity of live helicopter training. In addition training by simulator will mean a significant reduction in noise as the training would otherwise be exclusively undertaken through use of live helicopter training.
- 8.12 The proposed scheme will also include winch workshops to undertake scheduled maintenance of helicopter winch systems.

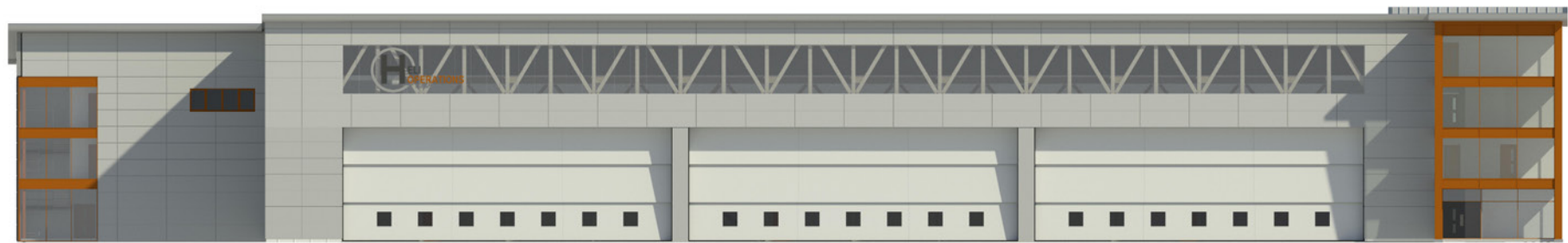


Example images of current SAR/ winch training undertaken with indoor simulators and use of virtual reality. Facilities shown Bavarian Mountain Rescue Service training facility and Priority 1 Air Rescue Virtual Reality training systems

Building Plant

- 8.14 The plant spaces are formed within the building envelope, in order to reduce degradation of the external plant and minimise opportunities for bird roosting and nesting.
- 8.15 The plant areas will house mechanical air handling, heating and cooling typical to a building of this type. Fire sprinkler water storage tanks and a pump house will be required for the hangar fire suppression system.

Proposed Elevations



Proposed Front (South East) Elevation



Proposed Side (North East) Elevation

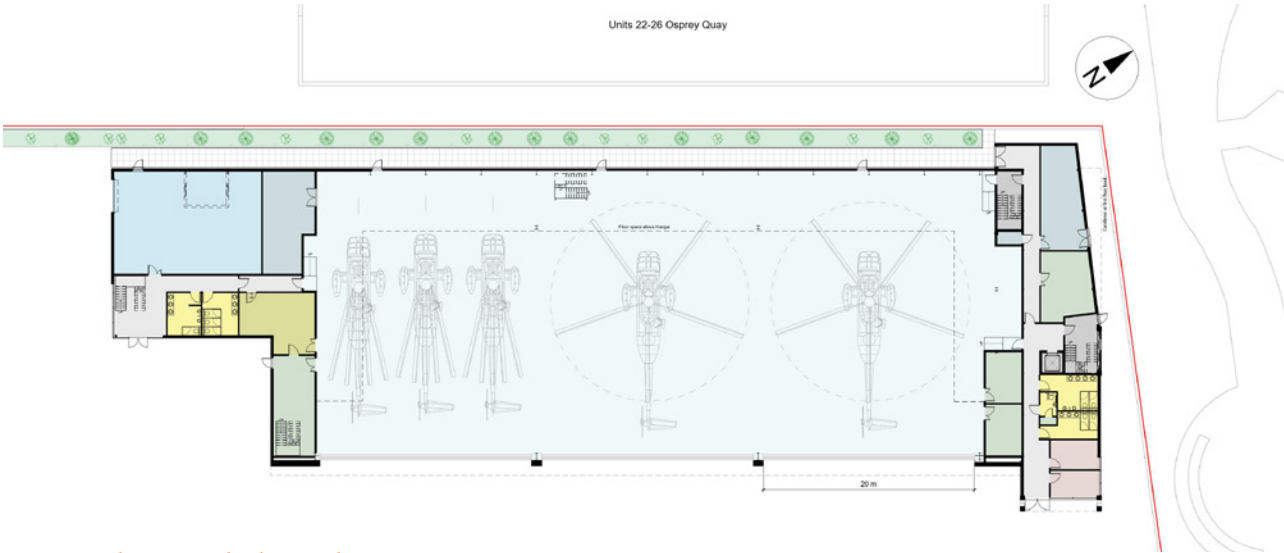


Proposed Rear (North West) Elevation

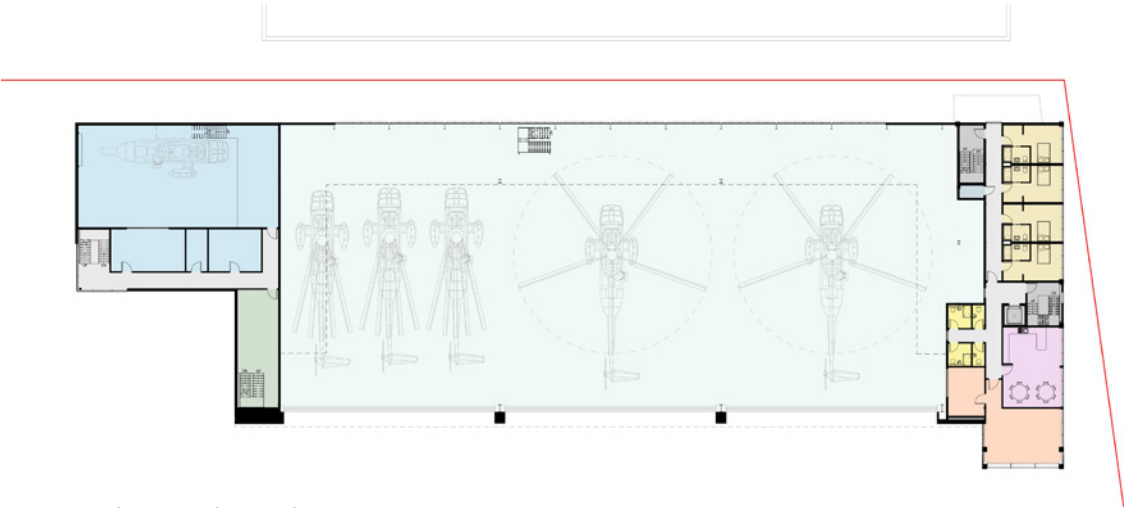


Proposed Side (South West) Elevation

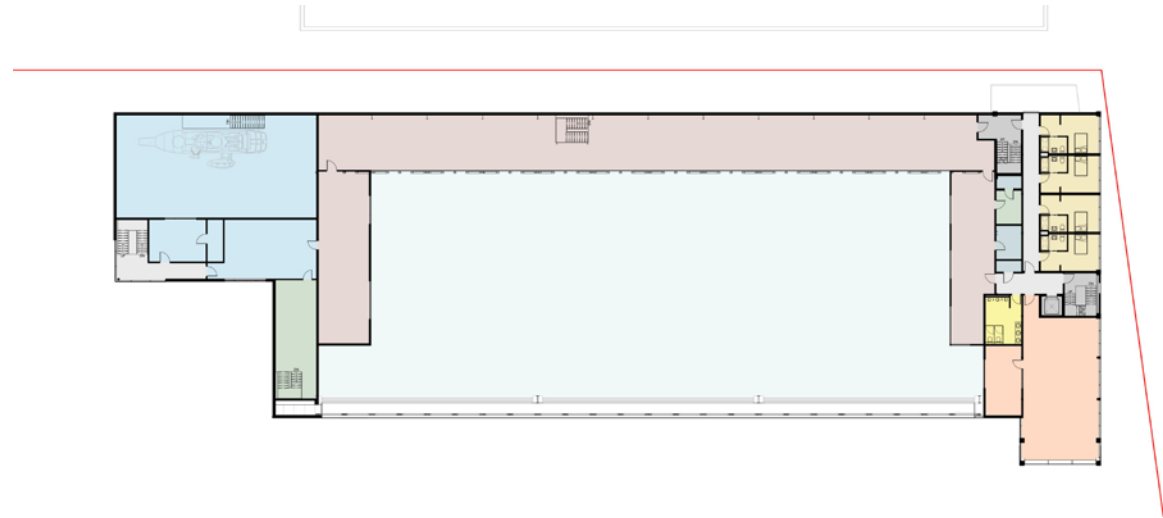
Proposed Floor Plans



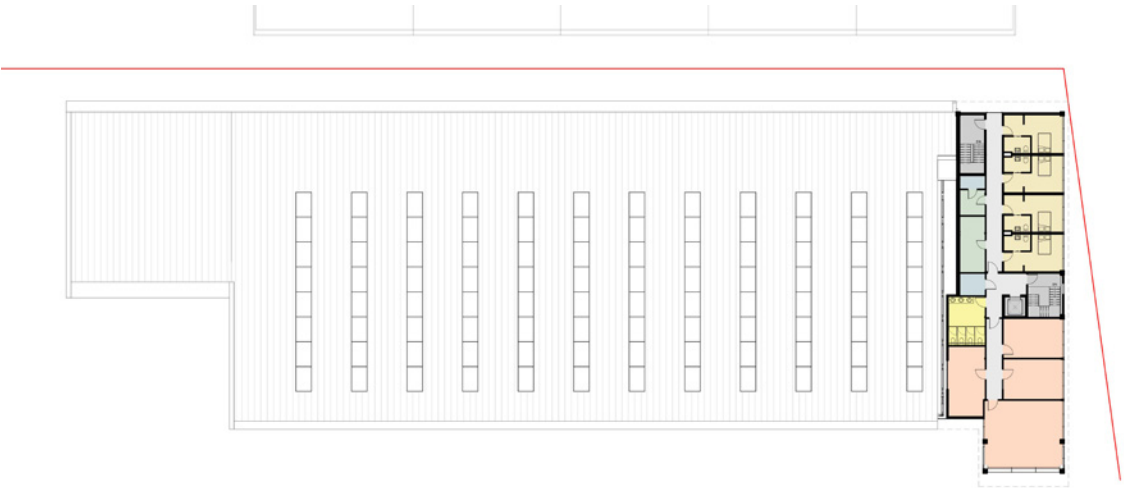
Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Second Floor Plan



Proposed Third Floor Plan

Occupancy Legend

 Hangar	 Vertical Circulation
 Accommodation	 Circulation
 Operations	 Restrooms
 Winch Simulator	 Staff breakout area
 Winch Workshop	 Plant / Services
 Storage	 Undesignated

9.0 Context Visuals



View of proposed hangar from bund to East of facing West

Context Visuals cont.



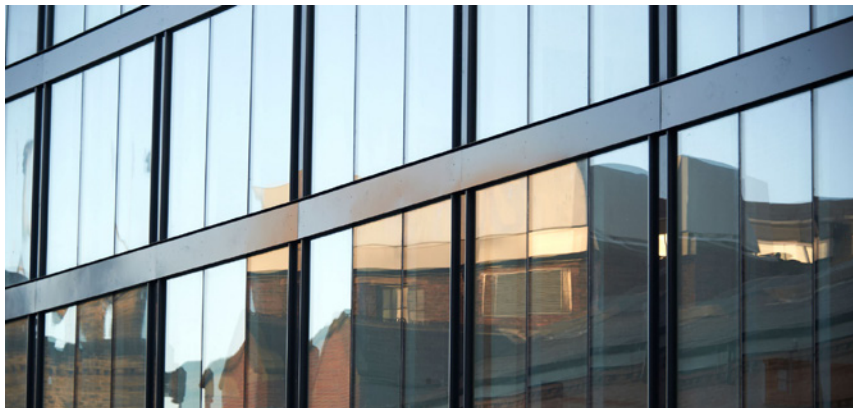
View of proposed hangar from bund to East of site facing North West



View from pedestrian esplanade facing West

10.0 Materials

11.1 The following images are indiciative illustrations of the materials proposed for the exterior of the building.



Glazed curtain walling and capping section at floor levels



Frameless glazing to main hangar



Rainscreen cladding



Corrugated sheet roofing



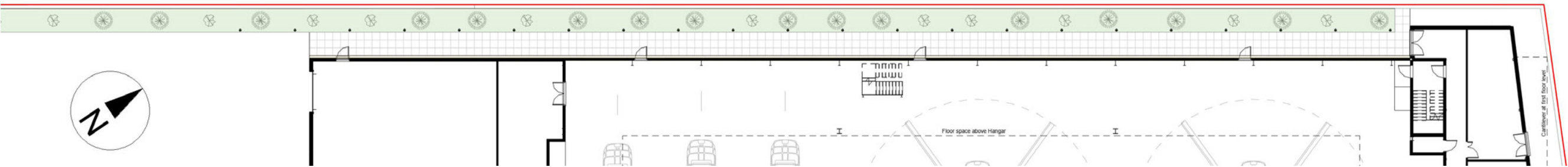
Powder coated aluminium column casings

11.0 Landscaping

- 11.1 Due to the industrial nature of the site and the surrounding area, the proposals principally adopts a hard landscaping scheme.
- 11.2 Adjacent to the proposed building along the length of the boundary the existing tarmac surface will be replaced with a planted corridor. This will be approximately 115 metres in length by 1.7 metres. This will provide around 200 square metres of permeable free draining area that is currently hard surfaced.
- 11.3 The boundary is defined by the existing flood defense wall and mesh fencing which would be retained.
- 11.4 Planting will include a range of hardy grasses and shrubs suitable for the site's exposed, coastal location.
- 11.5 Surface Water Drainage

An Flood Risk Assessment has been prepared for this application.

The existing site is covered by an impermeable tarmac hardstanding, therefore the building will not add to the amount of impermeable surfaces. As stated in 12.2 the proposal will provide an area of landscaped permeable ground.



Landscaped boundary Plan

12.0 Transport and Access

- 12.1 Access to the site will be via the existing gated entrance onto the site at Coode Way.
- 12.2 Sufficient parking for visitors and staff will be provided by the existing parking areas within the site which currently provides a total of 70 car parking spaces.
- 12.3 Access beyond the car park to the building will be restricted by security gates.
- 12.4 A limited amount of parking will be provided to the South of the new building for delivery vehicles and other authorised vehicles will be able to access the front of the building.

13.0 Sustainability & Waste Management

- 13.1 The building will be constructed to achieve a BREEAM (Building Research Establishment Environment Assessment Method) assessment of “Very Good”, and will comply with the Sustainability policies of Dorset Council and exceed compliance with 2013 Building Regulations Part L
- 13.2 The existing site has a dedicated area for the on site storage of waste (see plan for location), which is disposed of via a licenced commercial waste collection contractor.



Site plan showing existing waste storage area and location of existing site entrance and parking

14.0 Conclusion

- 14.1 The site currently operates as a heliport providing operations, maintainance and training, for which a lawful development certificate has confirmed this lawful use. The proposed scheme will provide for improved facilities in which the activities current undertaken at the site can be carried out and would therefore not result in an intensification of use.
- 14.2 The application site is located within a sustainable location and complies with PORT1 of the West Dorset, Weymouth & Portland Local Plan (2015)

Appendix 1 - Pre-application response letter

South Walks House
South Walks Road
Dorchester
DT1 1UZ

Tel: (01305) 838000
Website:
www.dorsetcouncil.gov.uk



Mr. Ken Parke
Ken Parke Planning Consultants
23 Abbott Road
Bournemouth
Dorset
BH9 1EU

Email: planningteam@dorsetcouncil.gov.uk

13 February 2020

Dear Mr. Ken Parke

Application No: WP/19/00914/PRE
Location: HM COASTGUARD SEARCH AND RESCUE, COODE WAY, PORTLAND, DT5 1BL
Proposal: Pre Application consultation: erection of an additional building on site for storage, engineering and maintenance and additional training facilities; additional on site accommodation for trainees.

I write in response to your pre-application enquiry and information provided by you and received on 06/11/2019 regarding the above proposal.

Assessment

The site was originally operated by and on behalf of the Maritime and Coastguard Agency (MCA). The MCA vacated the site for operational purposes and the Heliport has continued to be operated by the current operators HeliOperations. A certificate of lawfulness issued in January 2018 confirms the lawful use of the land as a helicopter facility including hanger, runway for take off and landing and associated activity. This pre-application relates to the erection of an additional building on site for storage, engineering and maintenance and additional training facilities; additional on site accommodation for trainees. The proposed building would provide additional indoor storage and engineering space for the helicopters. It would also include the provision of a small amount of on-site accommodation for trainees as an incidental part of the overall use.

The relevant policies of the West Dorset, Weymouth & Portland Local Plan (2015) are as follows:

- ENV 1 – Landscape, Seascape, and Sites of Geological Interest
- ENV 2 – Wildlife and Habitats
- ENV 4 – Heritage Assets
- ENV 5 – Flood Risk
- ENV 10 – The Landscape and Townscape Setting
- ENV 11 – The Pattern of Streets and Spaces
- ENV 12 – The Design and Positioning of Buildings
- ENV 16 - Amenity
- SUS 2 – Distribution of Development
- ECON 1 – Provision of Employment

- COM 7 – Creating a Safe and Efficient Transport Network
- COM 9 – Parking Standards in New Development
- PORT 1 – Osprey Quay

In relation to the principle of development the application site is located within the defined development boundary (DDB) where residential, employment and other development to meet the needs of the local area will normally be permitted. The application site is also located within the Osprey Quay allocation and therefore policy PORT 1, Osprey Quay is relevant which reads:

i) Land at Osprey Quay as shown on the policies map is allocated for primarily employment, leisure and ancillary retail uses and residential as part of a mixed-use scheme. Any development should be in accordance with the most recent Osprey Quay masterplan agreed by Weymouth & Portland Borough Council.

In my officer opinion the proposal would comply with PORT 1 as it would be considered to provide employment. The proposal would also be an extension to the existing heliport use and business and within the existing site.

The proposal would be located within the setting of the scheduled monument, Portland Castle and the associated listed buildings and structures. So therefore Historic England would be consulted as part of any application. In relation to the design of the proposed building it is designed to fit the purpose it would serve and includes a feature of interest on the side of the building which would face out onto the coast. As part of the pre-application meeting it was explained that the height would be similar to that of both the existing building on the site and the buildings behind. It would be useful as part of any application to have a wider street scene to understand the relationship of the proposal in relation to the surrounding buildings in particular in relation to its height.

The proposed building would also include a small amount of on-site accommodation for trainees. The proposal is located within flood zone 3 and therefore as part of any application a Flood Risk Assessment would need to be undertaken and the Environment Agency would be consulted. Highways would also be consulted as part of any application but it is noted that the proposal would be served by the existing access and that further parking would be provided on the site.

As the proposal could result in an increase in flights in and out of the heliport Environmental Health would be consulted as part of the application to consider the noise impact of the proposal. As part of the pre-application a further document was submitted setting out the operations of the business and that the intensification would be minimal in terms of level of activity. This information and the decision of the certificate of lawfulness should be made clear and included as part of any application going forward.

This advice is officer opinion based on current legislation, planning policy and guidance available to the Planning Officer at the time of writing, and is given without prejudice to any future application.

As you may be aware, the Freedom of Information Act (FOIA) 2000 gives members of the public a general right of access to information held by us subject to any exemptions that might apply. Whilst your submission will not be made publicly available, it could become the subject of a future FOI request.

The Council provides planning guidance on its website regarding the validation requirements for applications submitted in West Dorset. The link below provides a set of

validation checklists to assist you in providing the necessary information required for your application to be registered. Failure to provide the information and plans required will result in delays during the registration process: www.dorsetcouncil.gov.uk/planning.

Please be aware that if any subsequent planning application proposes a dwelling or a dwelling with restricted holiday use then it may be liable for a Community Infrastructure Levy (CIL) charge. Please visit www.dorsetforyou.com/cil/west/weymouth for more information and to find out what additional information you may need to provide.

These additional link below provide further planning application advice and information on how to apply:
www.planningportal.co.uk/

The Council provides a Building Regulations service, and if your application relates to a listed building it is advised that you consult Building Control before submitting any subsequent application for Listed Building Consent. Details of our Building Regulations service can be found via the following link:
www.dorsetcouncil.gov.uk/building-control

Please find below examples of the types of proposals that may require consultation with Building Control. Please note that this list is not exhaustive:

Conversions of any type - attics/barns/outbuildings etc
Extensions
Drainage works
DDA adaptations
Demolition
Internal alterations
Fire Damaged buildings
All retrospective applications
Any applications proposing emergency means of escape/energy saving measures (insulation)/ventilation/structural works.

Please note that any subsequent response may be the subject of further pre-application charges.

Yours sincerely

Emma Telford

Emma Telford
Planning Officer