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1.1 Introduction Summary of Proposal

This Design and Access Statement has been prepared by Ellis Williams Architects to support a detailed planning application for the development of a new Occupational Health and Wellbeing Centre for Airbus Operations Ltd (Airbus) at their Broughton Site in Flintshire.

This Site Location is: *Airbus East Factory Broughton, CH4 0DR*

The new state of the art facility will replace the current outdated Occupational Health Centre located on the East Factory Site which is currently at capacity in adapted buildings unsuited to their use and at the end of their design life. It will also house some of the wellbeing facilities currently located in the Social Club building on site to create a central Proactive Healthcare Facility which will include:

- Large gym and change facilities
- Multi-function meeting/activity space
- Cafe area
- Sanitary provision to service the above.

The proposed Occupational Health and Wellbeing Centre will provide a total of; 1,184 sqm / 12,744 sqft on a 0.4 Hectare site.

This report should be read in conjunction with the following drawings:

- 2468-EWA-OH-00-DR-A-00052-P1_Site Location Statutory Plan 1_1250
- 2468-EWA-OH-00-DR-A-00052-P1_Site Location in Local Context 1_2500
- 2468-EWA-OH-00-DR-A-00051-P1_Existing Site Topo
- 2468-EWA-OH-00-DR-A-10450-P1_Proposed Plan with Existing Context
- 2468-EWA-OH-00-DR-A-10451-P1_Level 00 GA Plan
- 2468-EWA-OH-00-DR-A-10453-P2_Proposed Site External Works
- 2468-EWA-OH-RF-DR-A-10452-P1_Proposed Roof Plan
- 2468-EWA-OH-ZZ-DR-A-10551-P2_Proposed Elevations
- 2468-EWA-OH-ZZ-DR-A-10552-P1_3D Perspective & Materials
- 2468-EWA-OH-ZZ-DR-A-10651-P2_GA Building Sections

2.0 Strategy: Brief & Vision

Airbus is a global leader in aeronautics, space and related services. In 2018 it generated revenues of € 64 billion and employed a workforce of around 134,000. Airbus offers the most comprehensive range of passenger airliners. Airbus is also a European leader providing tanker, combat, transport and mission aircraft, as well as one of the world's leading space companies. In helicopters, Airbus provides the most efficient civil and military rotorcraft solutions worldwide.

The company operates from two main sites within the United Kingdom (Filton in Bristol and Broughton in Flintshire) and employs around 13,000 people. Design, engineering and some manufacturing activities generally take place at the Filton site, whilst the Broughton site is responsible for the manufacture and assembly of wings for Airbus civil aviation aircraft. Producing over 1,500 wings per year, the facility employs in excess of 6,000 people, primarily in manufacturing, but also in engineering and support functions such as procurement and finance.

The occupational health remit at Airbus includes sickness absence, management referrals and health surveillance for the entire workforce, and is fundamental to activities within Airbus's operations.

Key to its operations is the welfare and well-being of its workforce and central to this is its current Occupational Health Centre located in poor buildings.

Occupational Health (OH) remit includes sickness absence, management referrals and health surveillance for the entire 6,000 person workforce and is a fundamental activity within its operations.

The client vision is to promote health and well-being to all employees by combining the operations of the current Occupational Health facility with the Gym and Activity aspects of the current on-site social club to create a new state-of-the-art facility which all members of staff will benefit from.

The facility will be for Airbus Employees only therefore replacing existing functions on the site and not generating further trips to site or requirement for additional car parking.

The Facility will be located at the entrance of the site as a gateway building. The Café area will be highly visible from the main site entrance road and offer a welcoming aspect and active frontage, the Occupation Health element has been purposely located here also where it can be discreetly access by employees for consultations.

3.0 Stakeholders Engagement

The design team have worked closely with key end user stakeholder groups including:

- Occupational Health Team Leaders
- Social Club Providers
- Airbus Project Team

Meetings:

- 13.12.18 Stakeholder Meeting: Meeting with Occupational Health – Tour of the Social Facilities: Airbus
- 20.12.18 PDR Concept Design Presentation: Airbus
- 18.03.19 Stakeholder Workshop following Brief Change to PDR Airbus
- 19.03.19 Airbus Conference Call
- 28.03.19 Airbus Conference Call
- 17.04.19 Stakeholder Sprint Workshop Airbus
- 25.04.19 Airbus Conference Call
- 22.04.19 Services meeting Airbus
- 22.04.19 Transitional Trajectory Line Meeting Airbus
- 03.06.19 RIBA Stage 2/PDR Sign Off Meeting
- 14.06.19 IRS/MEP Meeting

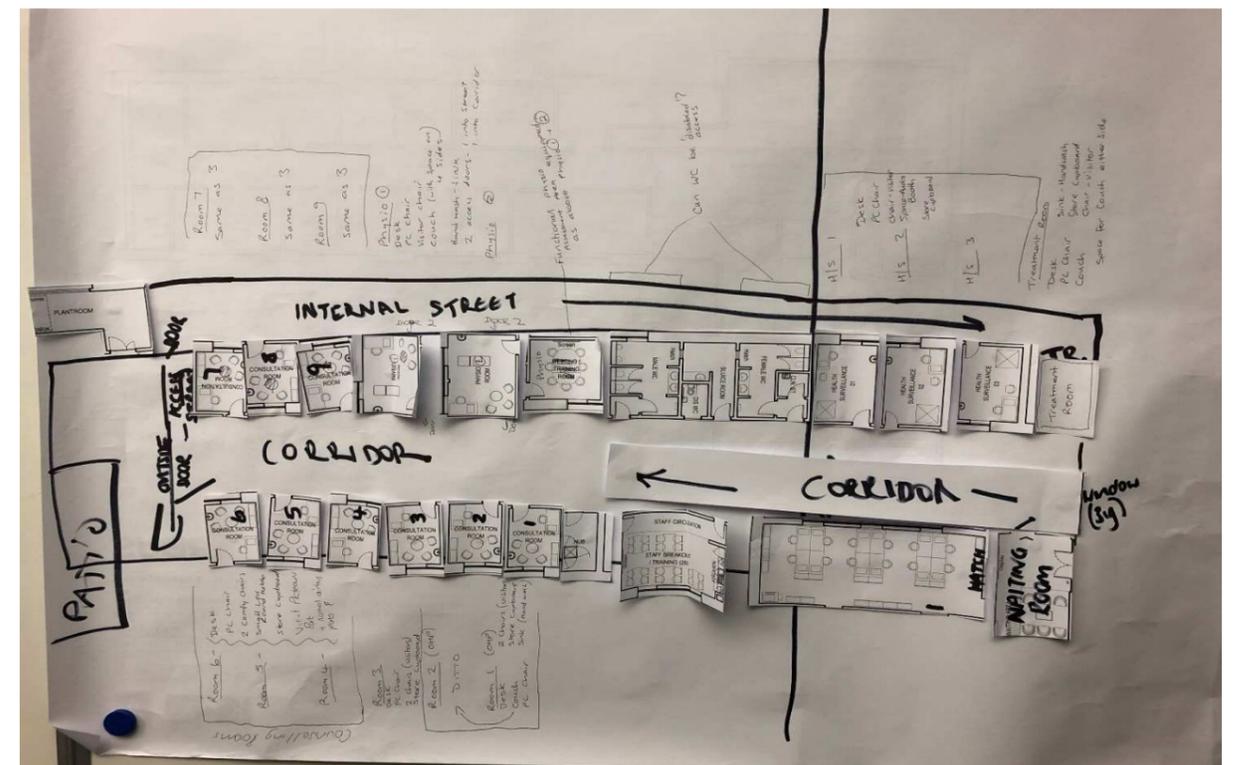


Image of layout work up with OH during design workshop

4.0 Site History / Context

Site History: Airbus at Broughton

Broughton, North Wales, has a proud tradition of aerospace manufacturing going back three-quarters of a century. Nowadays, the site assembles wings for the entire family of Airbus commercial aircraft. Its activities include wing skin milling, stringer manufacture, full wing equipping and wing box assembly as well as manufacturing, engineering and support functions such as procurement and finance. This site avails of the use of the adjacent Hawarden Aerodrome which is also open to private aircraft.

The aircraft factory at Broughton was established early in the Second World War as a shadow factory for Vickers-Armstrongs Limited. The factory produced 5,540 Vickers Wellingtons and 235 Avro Lancasters. Including PA474 which is now part of the RAF's Battle of Britain Memorial Flight and one of only two Lancaster aircraft remaining in airworthy condition out of the 7,377 that were built. Post-war the factory was used by Vickers to build 28,000 aluminium prefab bungalows.

On 1 September 1939 The RAF's No. 48 Maintenance Unit was formed at Hawarden and until 1 July 1957 stored, maintained and scrapped military aircraft, including the Handley Page Halifax, Wellingtons, Horsa gliders and De Havilland Mosquitoes.

Between 5 November 1940 and 30 November 1945 No. 3 Ferry Pilots Pool/Ferry Pool, Air Transport Auxiliary, was based at Hawarden. Its pilots ferried thousands of military aircraft from the factories and maintenance facilities at Hawarden and elsewhere to and from RAF and Naval squadrons throughout the UK.



Hawarden Aerodrome 1945

On 1 July 1948 The De Havilland Aircraft Company took over the Vickers factory and over the years built the following aircraft types at Hawarden: De On 1 July 1948 The De Havilland Aircraft Company took over the Vickers factory and over the years built the following aircraft types at Hawarden: De Havilland Mosquito, De Havilland Hornet, De Havilland Sea Hornet, De Havilland Vampire, De

Havilland Venom and Sea Venom, De Havilland Dove and Devon, De Havilland Comet, De Havilland Canada Chipmunk, De Havilland Canada Beaver, De Havilland Sea Vixen, De Havilland Heron and two aircraft that became the prototypes for the Hawker Siddeley Nimrod.

The company became part of Hawker Siddeley Aviation in the 1960s and the production of the Hawker Siddeley HS125 business jet (designed by De Havilland as the DH.125), which became the main aircraft type produced by the factory for nearly forty years.

Production was moved to the United States in 1996 when the 125 business was sold to the Raytheon Corporation.



In 1977 the majority of the Broughton factory became part of British Aerospace operations and is now owned and operated by Airbus, being the centre of wing production for all models of Airbus commercial aircraft, including the A380 and A350. The majority of which are flown to Toulouse in France for final assembly, transported by the famous Beluga XL aircraft. Airbus is also a European leader providing tanker, combat, transport and mission aircraft, as well as Europe's number one space enterprise and the world's second largest space business. In helicopters, Airbus provides the most efficient civil and military rotorcraft solutions worldwide.

The airport land includes a football ground named The Airfield, home of Cymru Alliance side Airbus UK Broughton FC, which has movable floodlights able to be lowered due to its proximity to the runway, and it is adjacent to the football pitch that this new facility is proposed.

5.0 Site Analysis



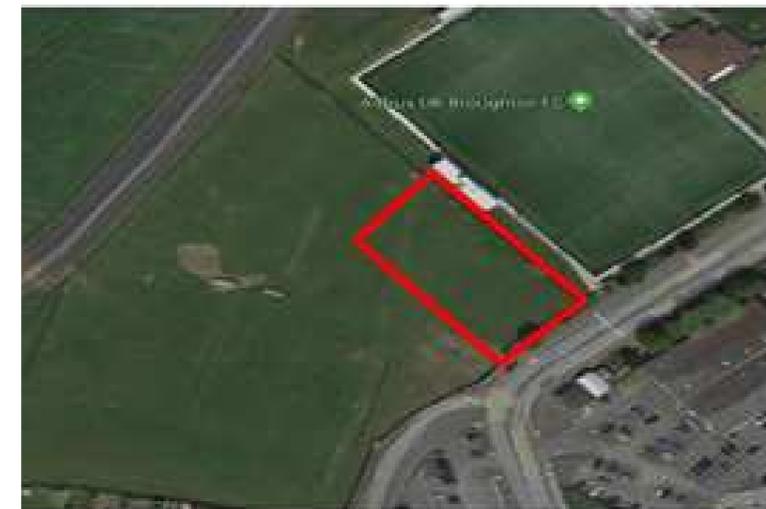
Site Analysis

-  Noise from Runway
-  Existing Substation
-  Airbus Plant Secure Line

5.1 Proposed Site

The Site selected by Airbus to locate the new Occupational Health Facility was adjacent to the main entrance, next to the Broughton FC Football Stadium and a disused grassed area close to the training pitches. The site is currently outside the Airbus UK Plant Security Line and not classed as Airside with regards Airfield Operations.

The site has been selected for a number of reasons not least its discreet accessibility for Occupational Health users and the opportunity to offer an active frontage to the facility promoting health and well being of the employees.



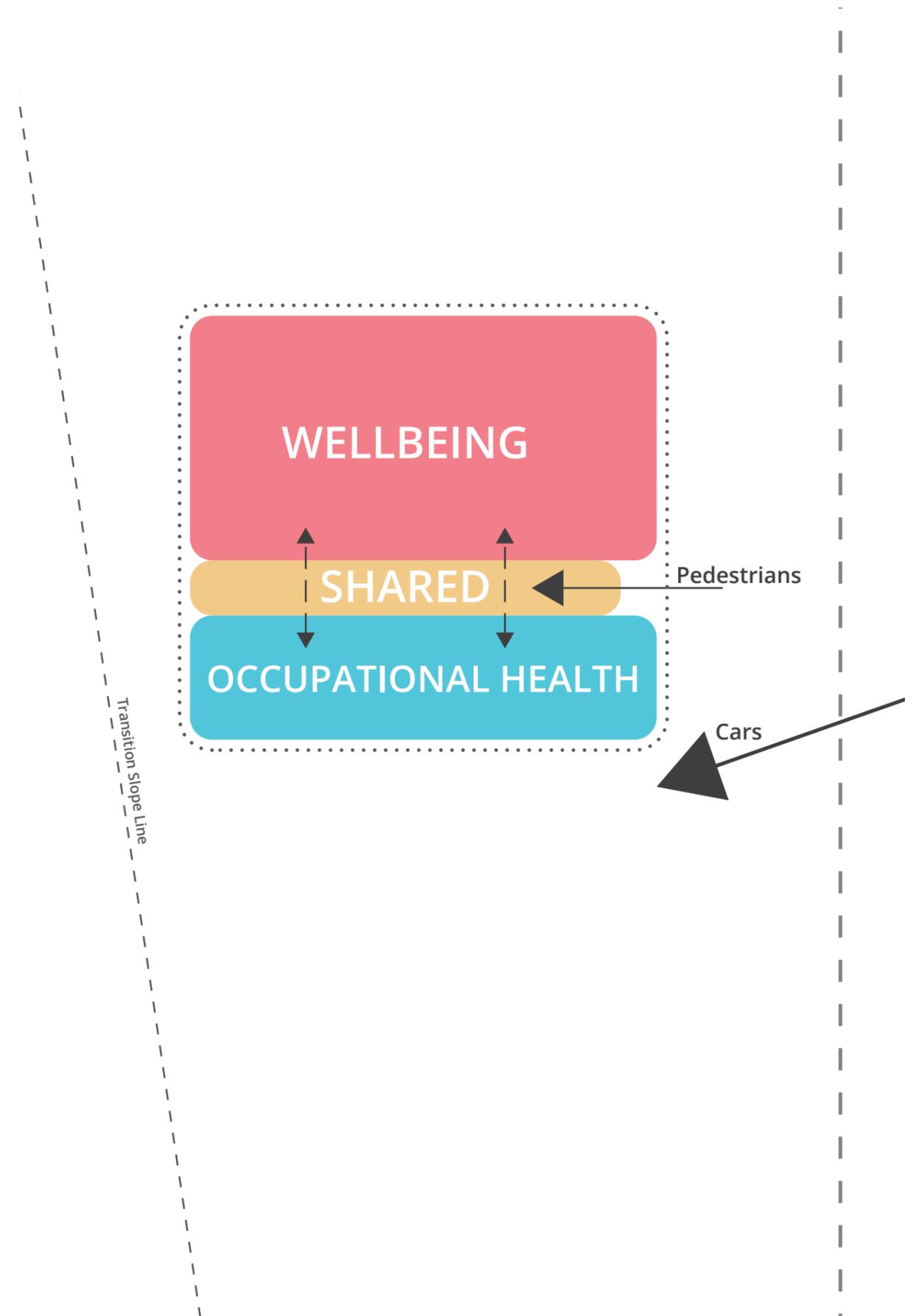
6.0 Design Development

Building Concept

The concept design is a simple set of interconnecting blocks which step in mass and scale and interlink, enabling functions to overlap.

The two principal building uses are Occupational Health and Wellbeing. These are zoned but separate activities, accessed by a shared main entrance and linked by the same shared street space.

The plan footprint is arranged around this shared central street as the main spinal circulation zone that links the building threshold and external public realm. It offers a simple and legible wayfinding device for the orientation of visitors to the building, with all activities accessed from it.



7.0 The Proposal

Character

The proposal seeks to complement and enhance the existing Airbus buildings on site and create a gateway building of architectural quality at the main entrance to the site. The building is to be a flagship centre to promote Health and Wellbeing to all Airbus employees, offering easy access for occupational health appointments and encouraging use of the activity spaces such as the gym to keep the workforce fit and active. The proposal considers the existing local narrative and nature of surroundings which includes materials such as brick and cladding.

Placemaking

At present the current facility is located in poor cramped existing buildings within the centre of the site.

The position of the proposed Occupational Health and Wellbeing Centre is such that there is an opportunity to enhance the public realm and create a welcoming plaza space offering a distinct and welcoming identity to the building. The position of the building has been specifically selected by Airbus to be highly visual, create an active frontage, and encourage staff to use the new facilities and consider their health and wellbeing.

Amount and Density

The building has been designed from the inside out to accommodate the activities within. The building acknowledges the residential neighbours and their privacy, and steps down on the west façade to a single storey housing the Occupational Health zone of the building. At 5.2m high, this is a more discreet series of spaces.

To the rear, where the larger spaces may be more active due to increased numbers of people using them, the building steps up in height towards the football stand to be 7.5m high. This height will accommodate the type of activity within, with the active spaces overlooking an outdoor space.

Layout

The proposal looks to create links with existing infrastructure on site, such as the football training fields and existing car parking, by utilising Part M level access, existing footpaths, and access roads. The intention is that the building will be easily recognisable, easy to find, and will promote walking and cycling to the site by providing additional cycle parking and by virtue of its location being within walking distance of the main entrance and public bus stops.

The building is a sufficient enough distance away from local neighbours to be respectful of their privacy, whilst the activities within have also been considered, with the quieter Occupational Health operations of the building situated nearer the neighbouring properties.

7.0 The Proposal

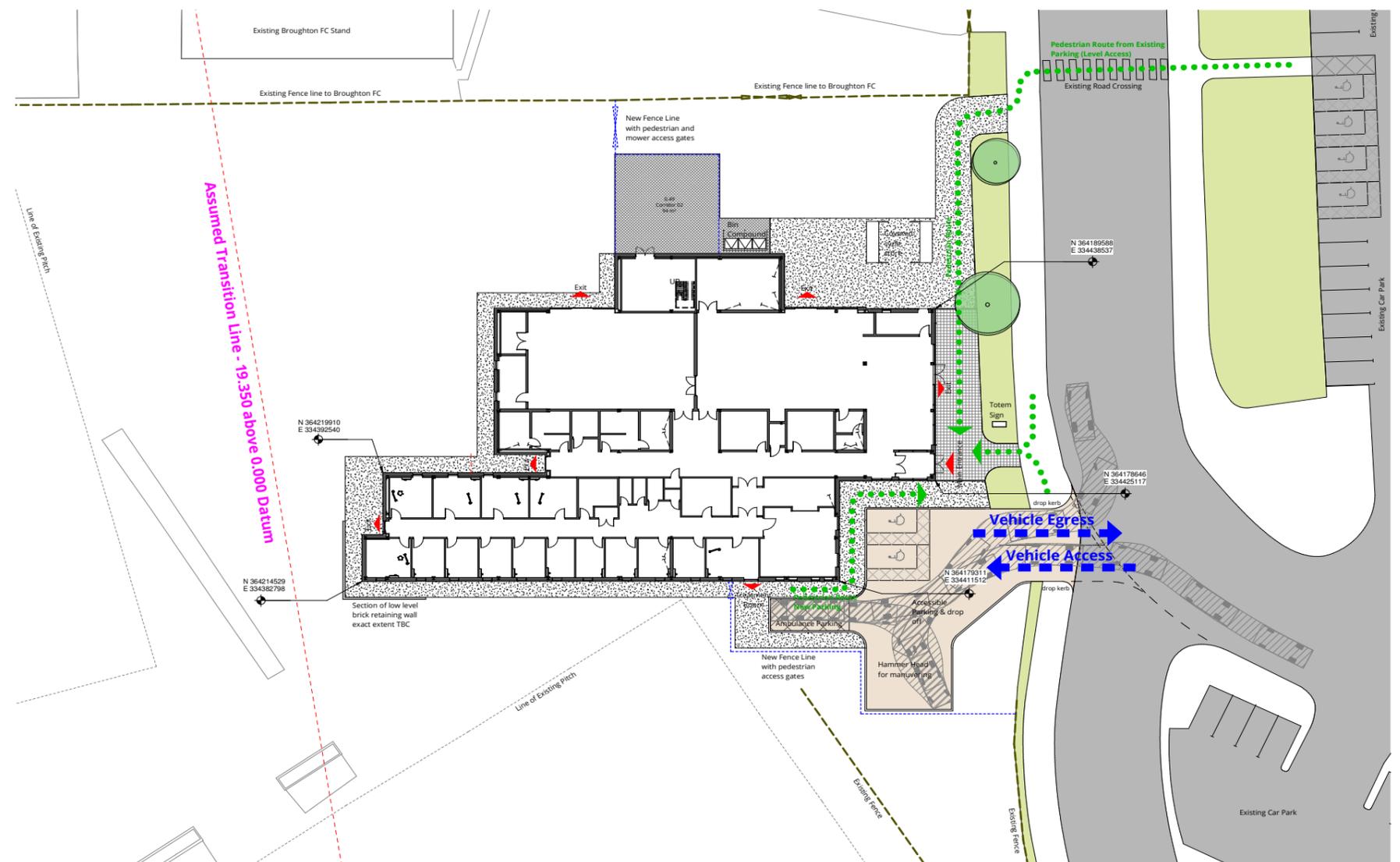
Masterplan

The masterplan for the designated site is a simple one, with the building situated alongside the main pedestrian and vehicular access to the site. Ample car parking is already provided on site, and as the proposal will just be replacing existing provision and not adding additional users to the site, there will be no increased need for parking.

The position of the new building is such that an existing zebra crossing links the site directly with the main car park, which has level access to four accessible bays. It is proposed to provide two additional dedicated accessible car parking bays adjacent to the main entrance of the building, along with an ambulance bay.

The building will have a perimeter hardstanding for access and maintenance, and to the rear/north adjacent to the rear of the football stand there will be hardstandings for external floor mounted plant and bin storage. Bins will be collected by small carts and taken to the main Airbus central refuse zone.

The main entrance frontage will provide public realm in order to form an outside seating area for the café that will create a welcoming entrance experience.



NOTE:
 Building signage and totem sign are indicative.
 Final signage scheme to be confirmed and will be subject to a separate application.

**Proposed Site Plan
 NTS**

7.0 The Proposal

Internal Planning

The street links the two key activities, the Occupational Health Suite with manned reception and secure access consultation rooms, and the more public Wellbeing zone, which will be a highly flexible area. The wellbeing zone can be configured to a number of formats to offer agility for end users. The Gym area has its own office, changing and shower areas, as does the interconnecting multipurpose room, which can act as a meeting space for the factory or be sub-divided by folding partitions to accommodate smaller groups, exercise classes, or can open out onto the café area. This zone has its own dedicated WCs which can be closed off from use when not required.

The café and servery form the heart space activating the main elevation to the road/pedestrian access and offering passive supervision of the street.

The multipurpose room has two sliding folding acoustic partitions allowing the space to be subdivided into two rooms or opened up for briefings, conferences, functions and events into the café space.

Each activity can be self-contained to offer numerous events/activities each supported by their own dedicated entrance, WCs, and changing facilities, all accessed off the main street.

The building can also be closed off into 5 distinct zones:

- 1) Occupation Health
- 2) Café
- 3) Multipurpose Hall 1
- 4) Multipurpose Hall 2
- 5) Proactive Healthcare

- thus offering maximum flexibility of use for multiple building users at any one time.

Gross Internal Floor Area

The GIFA for the building is 1,184m²



**Proposed GA Plan
NTS**

Scale & Massing

The massing of the building relates to the building functions. A set of simple single storey stepping blocks with parapetted roofs.

Each parapet is approx 5.2m and 7.5m in height above Level 00 floor level.

The three blocks are linked by a central roof naturally day-lit street with the highly visible café area wrapping across the main elevation to the plant driveway offering an active frontage and welcome.

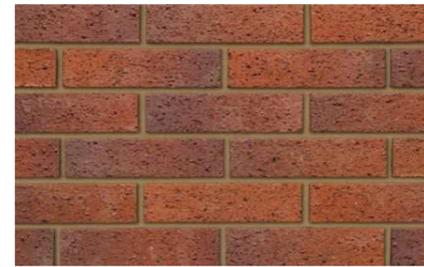
Elevations / Materials



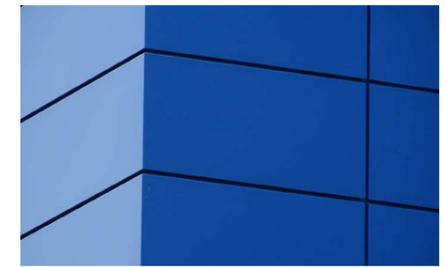
Silver PPC aluminium cladding to higher level gym and multi-function areas



PPC Aluminium glazing system for windows and cafe frontage.



Red-multi brick to lower level elevation fronting main approach routes.



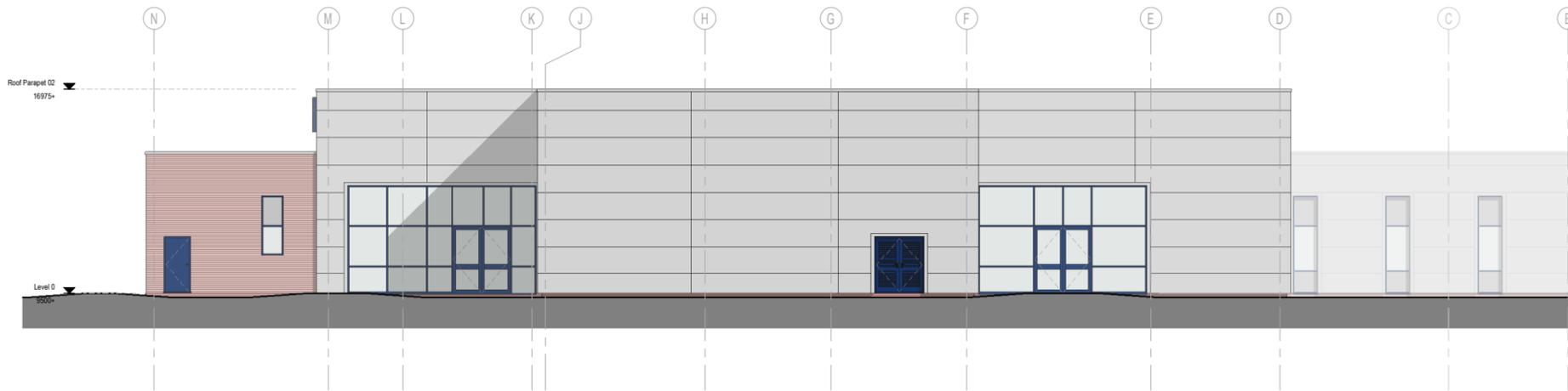
PPC Aluminium small format cladding cassette between glazing contrasting colour to higher level cladding



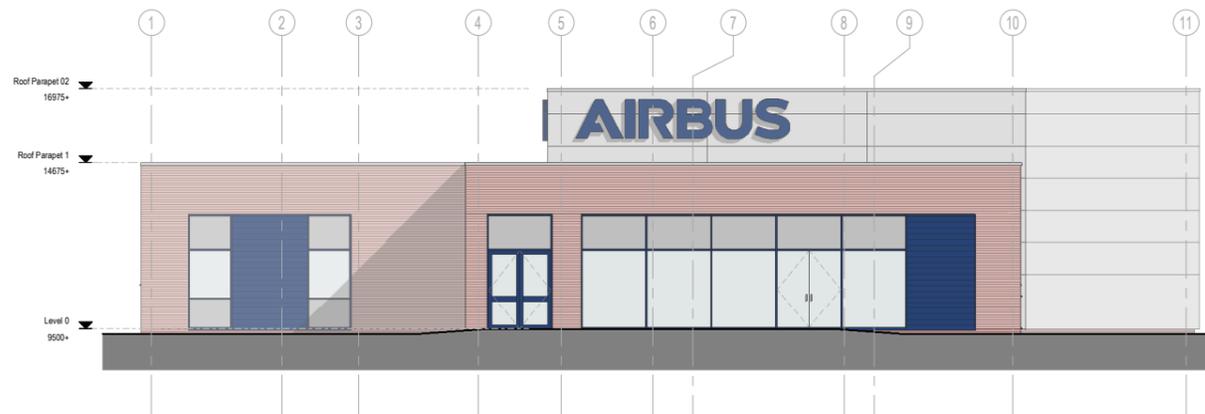
Proposed Elevations NTS



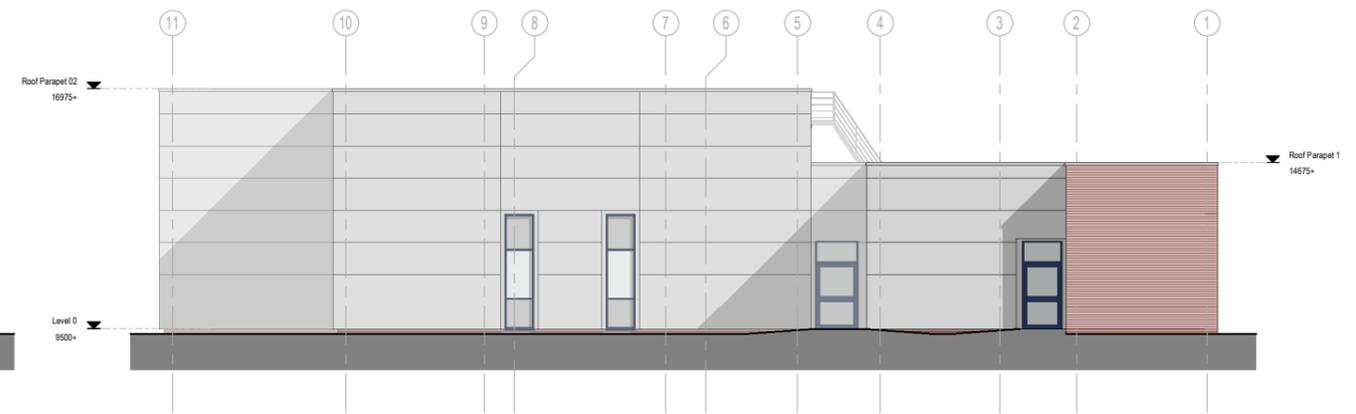
South Elevation
1 : 100



North Elevation
1 : 100



East Elevation
1 : 100



West Elevation
1 : 100

Elevations / Materials continued

The main frontage which includes the majority of the Occupational Health zone is visible from the A5104 Chester Road and the approach along the main plant driveway. The façade proposal offers both an articulated high quality frontage and a level of privacy to consulting rooms.

The Wellbeing zone, including gym and multipurpose room, has a higher floor to ceiling height in order to accommodate the potential activities within. These could include dance, exercise, and multisport offers. The minimum internal height for these spaces therefore follows Sport for Wales Guidance for these activities of 4.5m clear height.

The new Occupational Health and Wellbeing Centre is a gateway to the site, and it is proposed that the materials should be sympathetic to the nearby residential neighbours whilst also maintaining the Airbus corporate branding. The proposed materials reflect recent Airbus buildings on the site in order to maintain consistency of appearance, and operationally create a robust easily maintainable palette for facilities management.

The current proposals use elements found on the current site and locality which include:

- Red brick façades to key frontages
- Curtain Wall glazing to Street / Café and Main Entrance offering an active and welcoming frontage
- PPC Aluminium Cladding including feature infill panels, the higher multipurpose hall spaces, and to back of house areas
- PPC Aluminium windows, louvres, and door sets
- Airbus signage and branding (subject to separate application)
- Non reflective roofing materials suited to airfield design
- Parapets to screen any plant / ductwork within roof zones

Landscaping Materials

Car park - Asphalt surface suitable for vehicle traffic with precast concrete battered curb edging, allow for drop kerbs as required.

Paved area to front of café area – Tobermore Braemar flags 2no contrasting colours. 50mm precast concrete haunched edging.

Building perimeter hardstand – Asphalt suitable for pedestrian traffic with 50mm precast concrete haunched edging – min.1600mm wide. Allow for decorative aggregate verge between building and paving approx. 200mm wide.

Concrete hard standing to external plant and bin store area. Final specification by structural engineer.

Twin-wire mesh and rail fencing to match existing fencing on site

Cycles

Proprietary enclosed cycle storage for 12no cycles is to be provided with shower facilities and locker storage within the building

Security / Operation / Refuse and Waste

The building will be outside the main Airbus secure line, but all perimeter and internal CCTV cameras will be linked back to the main Airbus Security lodge with 24/7 Security presence.

A bin store formed from treated timber boarding fixed to galvanized steel frame, is provided for the facility, which is to be fully enclosed with gates and fixed boarding to form a roof. All bins will be collected by Airbus via small carts and taken to the main site central refuse location.

8.0 Access and Movement

Level approach from the boundary of the site and car parking

Level access is provided to the building at all entrances from the boundary of the site. These approaches are all to be a shallower gradient than 1:20. A minimum surface width of 1800mm is to be maintained on all external pathways [except to maintenance paths to the rear of the buildings which are reduced to 1000mm].

On-Site Car Parking

The existing main car parking facility is directly adjacent to the site, and is linked by a pedestrian crossing. As this building will not generate any additional need for car parking due to an absence of any increase in occupancy numbers, the provision included within the works are to be for 2no Accessible spaces adjacent to main entrance, and also a dedicated ambulance drop off bay. Accessible spaces are to be clearly marked with level access being provided. Designated accessible bays include a 1200mm accessibility zone to the back and vehicular side.

Ramped / Stepped Access

Level access is provided to all building entrances via ramps and steps, the site will have gradients shallower than 1:20.

There are no external steps on approach to the site.

Doors to Accessible Entrances

All external doors are to be manually operated with an opening force of not more than 30N from the leading edge. 300mm unobstructed pull space will be provided at the pull side of the door and any return wall. All doors will provide a minimum clear opening of 800mm.

Glazed Doors and Glazed Screens

All glass entrance doors will include manifestations to ensure the presence of the door is apparent to reduce risk of collision with glass. Manifestation will be provided at two levels and will contrast visually with the background seen through the glass. First level of manifestation will be between 850 and 1000mm and the second between 1400 and 1600mm.

Entrance and Reception Area

The Reception area has been designed in line with Part M and BS8300 apart from a dropped counter of 750mm with wheelchair accessible leg space will not be accommodated. Assistance will be provided by the admin staff if required. The steps and ramp leading up to the school along with signage will make the reception easily identifiable.

Internal Doors

Self-Closing devices are fitted to circulation doors and those within fire protected walls. Contrasting feature colours / architraves will make doors apparent to visually impaired users. The opening force on the leading edge of manually operated doors will not exceed 30N at the leading edge of the door. There will be an unobstructed space of at least 300mm on the pull side of the door, between the leading edge and any return wall.

The clear width of all new doors meets or exceeds the effective clear widths of 800mm wide for a straight on approach and for right angled approach off a corridor 1500mm wide. Where appropriate, vision panels towards the leading edge of the door are proposed which include the minimum zone of visibility.

Corridors and Passageways

All corridors are a minimum of 1800mm wide for Occupational Health and increase to 2500mm wide for the main internal street between Occupation Health and Proactive Healthcare. There will be no obstructions extruding out into the corridor. Corridors have skirting that is visually contrasting with the floor to make it easy for the visually impaired to find their way around the corridors. Floor finishes are to be slip resistant

Internal Lobbies

All lobbies have a minimum clear distance of 1570mm from the leading edge of an open door to allow for a wheelchair and its companion.

8.0 Access continued

Switches, Outlets and Controls

All push button controls that require little dexterity are located no higher than 1200mm from the floor. Wall mounted sockets, telephone points and TV sockets are located between 400mm and 1000mm above the floor. All switches that require precise hand movement are located between 750 and 1200mm. All other controls that are for the public are easily distinguishable and are have large control pads which require little dexterity are located no more than 1200mm above floor. Pull cords for emergency alarms are coloured red, located as close to the wall as possible and have two red 50mm diameter bangles, one set at 100mm and the other between 800mm and 1000mm above floor level. Lights in communal toilets are automatic fitted with a movement sensor to eliminate the need for public switches.

Aides to Communication

Signage and feature colours to walls and floors will enable people, even of visual impairment to easily navigate the building. All doors are easily visible and noticeable due to the contrasting colours between doors and walls. A fixed loop is included within the Occupational Health Reception area.

Sanitary Accommodation Generally

Accessible toilets shall be located as close as possible to the waiting area. Doors to accessible toilets shall have an emergency release mechanism and open outwards and also are 1010mm wide and shall be provided with light action privacy bolts.

When open, outward opening doors shall not obstruct emergency escape routes.

Door handles and ironmongery shall comply with the requirements of internal doors.

All wash basins can be controlled automatically or with a closed fist by lever action

Emergency assistance alarms shall be provided, with visual and audible indicators that the call has been received and it is a signal that is distinguishable from the fire alarm.

Emergency assistance cords are easily reachable from the wheelchair and the WC. Any fire alarm emits visual and audible signal to warn occupants with visual or audible impairments.

Any lighting controls shall comply with the requirements for switches and controls.

Layouts, dimensions, support rails and heights of fittings shall comply with diagrams 18, 19 and 20 of Approved Document M.

9.0 Environmental Sustainability

Compliance with Approved Document L

All mechanical and electrical services have been designed to meet the requirements of the Building Regulations Approved Document L2A: conservation of fuel and power in new buildings other than dwelling (2013) [ADL2A(2013)].

Building Regulations

Part L of the Building Regulations covers matters relating to the energy efficiency of the building and sets limits on the carbon emissions arising from energy use. ADL2A (2013) imposes specific criteria to comply with in terms of building envelope and building services performance.

Dynamic simulation modelling (DSM) was undertaken on the proposed Airbus UK facility. The analysis is intended to provide an indication of which design parameters would demonstrate the potential to comply with Criterion 1 of ADL2A (2013). The DSM was carried out to determine the associated Carbon Dioxide (CO₂) emission rates using IES Virtual Environment 2017 software package, which is an approved tool under National Calculation Methodology (NCM). The results of dynamic simulation modelling (DSM) indicates that all of the design options considered herein demonstrate the potential to comply with Criterion 1 of the ADL2A (2013), due to the proposed Building Emission Rate (BER) being lower than the Target Emission Rate (TER).

The CO₂ reduction strategy involves the following measures, which contribute to reduce the energy demand. The design measures implemented are:

- Highly-insulated envelope with U-values lower than the notional building
- Low air-permeability envelope
- Efficient heating and cooling generators.

The table below demonstrates the energy consumptions of proposed design compared to the Notional building.

Energy Consumption by End Use [kWh/m ²]		
	Actual	Notional
Heating	9.64	10.58
Cooling	3.16	2.96
Auxiliary	13.12	11.03
Lighting	23.56	29.84
Hot water	3.79	0.91
Equipment*	37.97	37.97
TOTAL**	53.26	55.31

* Energy used by equipment does not count towards the total for consumption or calculating emissions.
 ** Total is net of any electrical energy displaced by CHP generators, if applicable.

Energy Production by Technology [kWh/m ²]		
	Actual	Notional
Photovoltaic systems	11.28	0
Wind turbines	0	0
CHP generators	0	0
Solar thermal systems	1.58	0

Table 2 Energy Consumption by End Use [kWh/m²]

The results show that the building is compliant with ADL2A (2013), as the calculated BER of 18kgCO₂/m²/annum, is approximately 24% better than the TER of 23.9kgCO₂/m²/annum.

10.0 Community Safety

Natural Surveillance

The building location becomes a gateway to the Airbus main Plant Entrance off the B5104 Chester Road. The design has an Active Frontage to this main pedestrian footpath and vehicular entrance which is both a shopfront to the activities within and offers passive surveillance from both the Café and also the Main Office towards the vehicular and pedestrian accesses.

Internally, vision panels adjacent to all doors offer passive supervision of corridor spaces and consideration has been given to prevent any dead-end situations. CCTV will be provided both internally and externally linked back to the main security HQ.

Secured by Design Principles

Security within the building has been carefully considered with end users and whilst the building sits outside the main Plant Security Line, Internal and External CCTV will be linked directly to the main site security monitoring building at the main entrance (c 50ms away) which is manned 24/7 by security staff.

Generally, the principles of secured by design have been followed with regards layout and design and physical security specifications to ensure the development is safe.

Lighting Strategy

Please refer to the external lighting strategy drawings with the Mechanical and Electrical Engineers Planning Drawings for greater details.

Promoting Activity and Active Frontages

The Occupational Health side of building will be in constant use with employees regularly passing through for appointments and mandatory checks. The gym space will be most popular before and after shift times and the café during breaks. By placing the café to the main entrance of the building it offers a welcoming façade, actively animated and well supervised.

Public / Private Boundaries / Thresholds

The building is a simple concept. The two uses, Occupational Health, requiring a greater level of privacy and Wellbeing being both served from a central spine street. The café will be open to employees and acts as both a more accessible area / waiting zone whereas the Gym and Occupational Health spaces are supervised.

Each zone of the building has been designed to operated independently of each other with associated wcs and access off the central street enabling zones to be closed down where necessary when not in use.

Passive supervision of spaces is considered – Occupational Health via the Reception/ Admin, Gym from the Gym office and multipurpose space from the café.

Access Control and CCTV will restrict free movement into private and public areas in particularly preventing access beyond the Occupational Health Waiting Room zone into the private consulting rooms area.

Legibility and Wayfinding

The proposed building plan is simple and clearly legible.

External wayfinding will include suitable signage in line with Airbus UK branding standards to identify the building to users or visitors.

Internally the plan is simple and clearly defined. The use of internal material selection and colour finishes will assist to define public and private zones and where needed additional colour contrasting internal signage will assist users to orientate themselves.

11.0 Response to Planning Policy

Please refer to the Axis Planning Consultants Report for a detailed Planning Policy Response.

With regards the Design Response to Flintshire Council Planning Policy, the designs have taken into account the guidance in the Flintshire Council Unitary Development Plan 2000-15 Adopted Sept 2011.

Chapter 5

Unitary Development Plan Chapter 5, 5.1 outlines the need for good design for the benefit and interests of everyone and NPP TAN 12 explains the design parameters must include social, environmental and economic aspects of the proposed new development.

D2 Design

The key areas of D2 Design are described in earlier sections of this document in greater detail. The social, environment and economic need for the building is simple. Airbus Broughton is one of the largest employers in North Wales with c6,000 staff employed on the Broughton Site.

The Health and Welfare of Employees is considered paramount within the business and the need to ensure employees are cared for and their health maintained, fundamental to the wellbeing and success of both individuals and the business. The current Occupational Health facility is below current standards and must be replaced to ensure the highest standards of physiotherapy, counselling and general health care is made available to employees.

The need for replacement offers a unique opportunity for Airbus to combine Occupational Health with key elements of the current sports social club to create a dedicated and combined Occupational Health and Wellbeing Centre on the site which promotes health care and a healthy lifestyle to all employees.

The proposed new development location means that this will be at the forefront of the Plant Entrance, placing Health and Wellbeing in the shopfront of the site and be a flagship initiative for the Airbus business as a whole.

D3 Landscaping

Please refer to sections 7.0 and 8.0 in this report relating to landscaping provision.

Chapter 10

Chapter 10 of the UDP Clearly outlines policy guidance for Access and Communications and the design has taken into consideration National Planning Policy: One Wales: Connecting the Nation 2008 to promote sustainable networks and also the following Policies within Chapter 10 of the Flintshire UDP.

AC1 Facilities for the Disabled

10.23 The new Occupational Health and Wellbeing Centre has been designed to be fully accessible to all users both visitors and staff, including those with visual, hearing and mobility issues.

Careful consideration has been given to level access throughout, contrasting colour schemes for visual impairment, wheelchair accessible wcs and changing, induction loops to key areas for those with hearing impairments and dropped access reception desk/ servery counter facilities for wheelchair users to comply with Part M / BS8300.

AC2 Pedestrian Provision and Public Rights of Way

The building has been designed to have a clearly legible main entrance via off the main pedestrian footpath route to the Plant which is c8m. The main entrance has been designed to be overlooked by the café space which is highly glazed offering both an active frontage to the main entrance and passive supervision.

The main office for Occupational Health also offers a clear view of the main entrance and the additional opportunity for passive supervision of the main central spine street which links the two building uses.

AC3 Cycling Provision

Cycling provision is already currently provided across the Airbus site. The new Centre will promote cycling as part of its Wellbeing Agenda and a covered cycle stand for an additional 12 cycles will be provided in addition to the existing site cycle provision. Internal lockers, changing and showers are provided within the building for cyclists to use.

11.0 Response to Planning Policy continued

AC8 Buses

As the Centre is a replacement of the current Occupational Health Facility in the centre of the Plant site, which is no longer fit for use, the current Public Bus provision on either side of Chester Road A5104 adjacent to the Main Plant Entrance will remain in use. The improved position of the new Centre, closer to these bus stops, will make access easier by public bus.

AC12 Airport Safeguarding Zone: Hawarden Airport

As the Centre is an Airbus owned and managed facility, the design proposal with regards the location and scale of development in the vicinity of the flightpaths of aircraft in order to prevent physical obstacles or distraction has been assessed by the Airports Safeguarding Team.

Both Wind Shear and Instrument Landing System Modelling of the proposed building heights and mass has been undertaken with the Airbus and Airport Safeguarding Teams to ensure compliance with Civil Aviation Authority standards. The Transitional Trajectory line measurement from centre of the runway to the highest point of the building has also been reviewed.

In all instances, the proposed development has been approved by the Airport and Airbus Safeguarding Teams.

AC13 Access and Traffic Impact

The new Occupational Health and Wellbeing Centre is a like for like replacement for the outdated facilities currently on site. The gym and multipurpose room are replacement facilities for those located within the Social Club and are for the existing Plant Social Club members only.

The facility is for the use of plant employees only, and therefore no additional car journeys will be generated, or additional parking provision needed. For this reason, the only additional car parking provided is two accessible bays adjacent to the main entrance doors to supplement those accessible bays on the main car park.

In both instances, both accessible parking zones have level access to the main entrance. There is also an Ambulance parking zone indicated which is directly linked to the Treatment / First Aid Room for emergencies.

AC14 Traffic Calming

The existing site is not adopted highway. There are currently safety measures on the approach road to the site including a Zebra crossing which directly links the main car park to the proposed site by dropped kerbs and level access for wheelchair users.

AC16 Road Improvements / New Roads Design

A new vehicular access is proposed of the main entrance road to the site to serve the two accessible parking bays and Ambulance parking zone. Dropped kerbs will be provided with tactile paving at the crossing point. The kerb radii have been tracked for appropriate vehicle access. NB Refuse collection will be via Airbus UK central collection services which will be via an electric cart system thereby negating the need for a large refuse vehicle to access the centre.

AC18 Parking Provision and New Development

The facility is for the use of plant employees only, and therefore no additional car journeys will be generated, or additional parking provision needed. For this reason, the only additional car parking provided is two accessible bays adjacent to the main entrance doors to supplement those accessible bays on the main car park.

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