

AIRBUS

PROPOSED DEVELOPMENT OF AN OCCUPATIONAL HEALTH AND WELLBEING CENTRE, AIRBUS, BROUGHTON, FLINTSHIRE

PLANNING APPLICATION DOCUMENT

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Appendix 1-1 Pre-Application Advice (Ref: 059645)
Appendix 2-1 Transport Assessment
Appendix 3-1 Ecological Assessment
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PART 4: PLANNING APPLICATION DRAWINGS

Reference	Title
2468-EWA-OH-00-DR-A-00052-P2	Site Location (Statutory) Plan
2468-EWA-OH-00-DR-A-00050-P2	Site Location in Local Context
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
401713-MMD-63-XX-DR-E-0001-P1	Proposed External Lighting Layout

PART 1: PLANNING APPLICATION FORMS

PART 2: DESIGN AND ACCESS STATEMENT

PART 3: PLANNING STATEMENT

1.0 INTRODUCTION AND BACKGROUND

1.1 Introduction

1.1.1 This Planning Statement (PS) has been prepared on behalf of Airbus Operations Ltd (hereinafter referred to as Airbus), in support of a planning application for the construction and operation of an Occupational Health and Wellbeing Centre (OHWC) and associated infrastructure at the Airbus Broughton site in Flintshire.

1.1.2 The planning application is wholly contained within this document and has been prepared with due regard to the pre-application advice received from the Flintshire County Council (FCC), acting in their capacity as Local Planning Authority (LPA), dated 25th February 2019 (ref. 059645) (see Appendix 1-1).

1.1.3 This introductory section provides the background to the proposal. It also describes the proposed development, the Applicant, the application site and its surroundings and finally the structure of this PS.

1.2 Background

1.1.4 The proposed OHWC would replace certain existing facilities currently provided within the existing Broughton Wings Social Club and other occupational health and welfare facilities that exist elsewhere within the Airbus factory complex, which are currently at capacity in adapted buildings unsuited to their use and are at the end of their design life. The OHWC would combine current operations to create a new state of the art facility to benefit all members of staff and members of the wider community.

1.3 The Proposed Development

1.3.1 In summary, the proposed development would comprise an occupation health zone, café, 2 multipurpose halls, and a proactive health care space all contained within the same building.

1.3.2 The building has been designed to reflect other recent Airbus facilities to maintain consistency, and includes red brick facades, curtain-wall glazing and aluminium cladding. The proposed site layout also includes for accessible car and cycle parking, bin storage, as well as associated hardstanding and access routes. A detailed description of the proposal is contained within Section 2.0 of this PS.

1.4 The Applicant

- 1.4.1 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.
- 1.4.2 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.
- 1.4.3 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.

1.5 The Site and its Surroundings

- 1.5.1 The Airbus Broughton site is located to the north of the A5104 Chester Road and the settlements of Broughton and Bretton. It is set in a flat floodplain landscape circa 1.7 kilometres (km) to the south-west of the River Dee.
- 1.5.2 Formerly known as Hawarden Airport, it includes a circa 2km long tarmac runway which is surrounded by large areas of grassland. A variety of industrial / manufacturing facilities, warehouses and office buildings (with associated hardstandings and access roads) are located to the north and south of the runway.
- 1.5.3 The application site covers circa 0.4ha of land and largely comprises of managed amenity grassland, used as a practice area for various sporting activities. The application site is located to the south west of the Airbus UK Broughton FC football stadium, and to the north west of the main access road. The closest residential properties are located off St Marys Way circa 100m to the south (next to the site entrance off Chester Road).

1.6 Content of the Application

1.6.1 The full planning application is contained within the Planning Application Document (PAD), within which this PS is contained. The PAD encompasses both statutory and supporting documentation, as set out in Table 1.1 below.

Table 1.1: Content of the Planning Application

Planning Application Document		
Documents Forming the Application	Part 1	Planning Application Forms
	Part 4	Planning Application Drawings
Documents Supporting the Application	Part 2	Design and Access Statement
	Part 3	Planning Statement

1.6.2 Following on from this introduction, this PS is divided into five main sections. Section 2.0 describes the proposed development; Section 3.0 sets out the planning policy context and provides an appraisal of relevant policies; Section 4.0 considers a range of environmental and amenity matters. Finally, Section 5.0 provides a summary of the content of the PS and draws a conclusion.

2.0 SCHEME DESCRIPTION

2.1 Introduction

2.1.1 This section provides a description of the proposed development and its supporting infrastructure, together with details regarding its construction and operation. Reference should be made to the planning application drawings (contained within Part 4 of the PAD).

2.2 Occupational Health and ProActive Healthcare Centre Building

2.2.1 The OHWC comprises two units: Occupational Health and ProActive Healthcare. The Occupational Health unit comprises a waiting room, office, treatment room, 3 health surveillance rooms, 6 consulting rooms, 2 counselling rooms and 3 physio rooms. In addition, a staff kitchen / breakout area and WC's are provided. The ProActive Healthcare unit comprises an entrance lobby, waiting room and café. In addition, a large multi-purpose room is provided, as well a proactive healthcare room (containing gym equipment), office, a seating area, a holiday club room, WC's and shower rooms. A number of stores / plant rooms are also provided within the building.

2.2.2 The building would be of a steel-frame construction circa 55m long and 27m wide. Two roof parapets are proposed, at 14.7m and 17m in height. The heights of the building have been designed to conform with the airfield safeguarding criteria that exists in respect of the operational runway.

2.2.3 The building would have red brick facades on the southern and eastern elevations, and curtain-wall glazing installed on the eastern elevation providing a welcoming frontage. The northern and western elevations of the building and the higher level of the multi-purpose hall would be clad with polyester powder coated (PPC) aluminium cladding. Non-reflective roofing materials would be used, to comply with airfield safeguarding criteria. Parapet walls are also proposed to screen any plant / ductwork within the roof zones.

2.3 Other Supporting Infrastructure

2.3.1 This sub-section covers a range of matters including hardstanding, access roads and drainage; soft landscaping; lighting, CCTV and signage; accessible car and cycle parking; and other general aspects.

Hardstanding, Access Roads and Drainage

- 2.3.2 New areas of hardstanding would be provided on the site, which would connect the building to the existing main access road to the east. New walkways would be provided around the perimeter of the building and, as illustrated on the planning application drawings, would be constructed from asphalt. An area of block paving to accommodate an outside seating area for the café would be provided outside the main entrance, adjacent to the eastern elevation of the building. The accessible car parking area and vehicular access would be constructed from asphalt. In addition, the bin store and adjacent compound would sit on an area of concrete hardstanding.
- 2.3.3 The proposal would increase the impermeable surfacing currently present at the Site and WC's and showers are proposed within the building. Accordingly, further consideration of flood risk and drainage is provided in Section 4.0 of this PS.

Soft Landscaping

- 2.3.4 An area of grass is proposed between the building and the existing roadway to create a welcoming frontage. The two existing trees are located within the eastern section of the Site and it is intended that these trees are retained, if possible.

Lighting, CCTV and Signage

- 2.3.5 New security arrangements, consisting of close-circuit television (CCTV) cameras, door access and intruder protection systems (in accordance with Airbus's standard operational requirements) would be connected into the site-wide security system. Furthermore, as illustrated on the drawings, it is proposed to install signage (the Airbus corporate logo) at a high level on the southern and eastern elevations of the building.
- 2.3.6 The lighting and CCTV systems would be designed to appropriate standards. However, it is envisaged that a suitably-worded planning condition, which would control the location and details of these systems, would be included in any forthcoming planning permission.
- 2.3.7 The detailed design of the proposed signage would be dealt with via a separate application for advertising consent.

Fencing and Gating

- 2.3.8 As illustrated on the drawings, new 2.4m high twin-mesh and rail fencing is proposed to match existing fencing on the Site. A pedestrian and mower access gate would be provided to the north of the proposed building and an additional pedestrian access gate to the south of the building. The proposed fencing would connect with the existing fence line around Broughton FC to the north, and the existing fence line running parallel to the main access road to the south.

Parking and Access

- 2.3.9 A vehicular access / egress would be provided off the main access road along the eastern boundary of the Site and would provide access to the proposed accessible parking area. Two additional pedestrian access points are also provided along the eastern boundary of the Site, providing a connection to the footways running parallel to the main access road. An existing zebra crossing to the north east of the Site connects the proposed development to Airbus's main car parking area.
- 2.3.10 Provision for 2 accessible parking spaces and a dedicated ambulance drop off bay with 'hammer head' turning area will be provided to the south east of the building. The accessible parking spaces will be clearly marked, with level access provided. In addition, a proprietary enclosed cycle store for 12 cycles would be located to the north of the proposed building.

Other General Aspects

- 2.3.11 The site-wide infrastructure already includes all necessary utility services. Accordingly, new services would be extended into the new building, from the existing networks.

2.4 Proposed Operations

- 2.4.1 The occupational health elements of the proposed OHWC would be operational 24 hours per; Monday and Friday and would be closed on Saturdays and Sundays. The gym and café elements of the Centre would operate consistent with the timings of the existing facilities, already present within the Broughton Wings Social Club.

2.4.2 It should be noted that the OHWC is not anticipated to require new staff. Staff would be transferred from the existing comparable on-site facilities to the new facility.

2.5 Construction

2.5.1 Construction activities are anticipated to take place between the hours of 07:00 to 19:00 on a weekday and 07:00 to 17:00 on a Saturday.

2.5.2 Access and egress to the construction site would be via the existing traffic-signal controlled junction on Chester Road and existing internal circulation roads. Due to the length of existing roadway and the limited extent of civil engineering activities it is not considered that a wheel wash would be necessary.

2.5.3 Construction materials would be delivered to site by HGV. The construction is likely to be undertaken using a mixture of mobile cranes and telehandlers.

2.5.4 The civil engineering works would comprise the laying of the building's floor slab, associated roadways / pavements and earthworks associated with the soft landscaping. The laying and installation of drainage and utilities would be phased, with much of the work being undertaken in the early part of the project.

2.5.5 A Construction Environmental Management Plan (CEMP) would be developed for the construction period, the purpose of which would be to manage and report environmental effects of the proposed development during construction. The CEMP would set out how environmental issues would be managed in accordance with relevant legislation, regulations and best practice guidance. It would be the responsibility of the main construction contractor to develop and enforce the CEMP. The CEMP would typically cover the following elements: drainage, water quality and hydrology; dust, emissions and odour; noise and vibration; health and safety / site management; construction traffic management; and pollution control and emergency / contingency procedures.

2.5.6 The use of cranes or other tall equipment, during the construction of the facility, would work within the safeguarding constraints applicable to the nearby runway. This matter has already been discussed, internally, with representatives of the Airbus safeguarding team.

3.0 PLANNING POLICY CONTEXT AND APPRAISAL

3.1 Introduction

3.1.1 This section of the PS appraises the proposal in the context of the statutory Development Plan and other material considerations.

3.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 1.17 of Planning Policy Wales (Edition 10, December 2018) require applications to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise. In this instance, the statutory Development Plan comprises the Flintshire Unitary Development Plan (FUDP) which was adopted in September 2011.

3.1.3 Due to the nature of the proposal, this appraisal has focused upon the policies contained within the statutory Development Plan, Planning Policy Wales (Edition 10, December 2018) and the emerging Development Plan only. Consideration of surface waters and flood risk matters (including the appraisal of Technical Advice Note 15) are provided in Section 4.0.

3.1.4 It should be noted that Flintshire County Council is currently in the process, of preparing a Local Development Plan (LDP). As part of this process a call for candidate sites has been undertaken and a range of evidence-base documentation and topic papers have been prepared. In addition, a 'Key Messages' document was published and consulted upon between March and April 2016, a 'Strategic Options (Growth and Spatial Options)' document was consulted on in October 2016, and the 'Preferred Strategy' was published and consulted on in November 2017. Flintshire County Council will be consulting on the 'Deposit Plan' in September 2019, which is already available to view on their website. The Deposit Plan contains strategic and development management policies and identifies proposals for allocations. Accordingly, consideration of the emerging LDP is provided following the appraisal of FUDP policies.

3.2 Adopted Policy Support for the Proposed Development

3.2.1 The FUDP aims to provide a framework for making rational and consistent decisions on planning applications and guides development to appropriate locations.

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- 3.2.2 The associated Proposal Map identifies that the application site forms part of an employment area which is allocated through Policy EM3 *'Development Zones and Principal Employment Areas'*. The policy confirms that, within these areas, employment development will be permitted subject to specific controls.
- 3.2.3 Supporting text associated with Policy EM3 identifies three development zones. In this instance, the: *'Airport Development Zone'* is of particular interest and it states: *"This is another area of existing employment uses and industrial estates and which also encompasses the Hawarden Airfield and the aerospace industry. Given the existing focus of employment, the expansion of Airbus and the growing potential for spin off developments from the aerospace sector, the area has a strategic function in the context of the County's economy..."* (Paragraph 13.28)
- 3.2.4 The proposed development would replace and enhance existing facilities that support the health and welfare of all employees and are integral to Airbus's operations. As such, the proposal would support the continued viability and growth of the *'Airport Development Zone'* and thus accords with the thrust of Policy EM3. In terms of the specific controls within the policy, the Airbus complex is not allocated for a specific employment use under either Policy EM1 or EM2; and the proposal is of an appropriate type and scale for both the site and its surroundings. As demonstrated by this PS, the proposed development would not have an adverse effect upon the environment or the amenity of sensitive receptors. Finally, suitable infrastructure exists to support the proposed development. Accordingly, it is considered that the proposed development accords with the specific controls in Policy EM3.
- 3.2.5 Policy GEN1 identifies the *'General Requirements for Development'* and, whilst seemingly generic, it does identify important requirements to which proposals should adhere. The proposal is considered to meet the objectives of the policy as it would not be out of keeping with its locality, is of a high quality of design, which would be carried out in a responsible and appropriate manner, and would have the minimum adverse impacts on the surrounding physical, social and economic environment.
- 3.2.6 Policy TWH1 *'Development Affecting Trees and Woodland'* seeks to protect trees and woodland from development. It is intended that the two trees located on the eastern boundary of the Site be protected and retained, if possible, as part of the development proposals. As such, the proposed development accords with this policy.

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- 3.2.7 Policy AC1 '*Facilities for the Disabled*' identifies that development proposals will only be permitted if appropriate facilities are provided to meet the needs of people with disabilities. Two accessible parking bays are provided adjacent to the main entrance to the building. These spaces would be clearly marked with level access provided. Level access is provided to all building entrances via ramps and steps, and accessible toilets are proposed within the building. In addition, signage and feature colours to walls and floors will enable people with visual impairment to easily navigate the building. The proposed development would be accessible to all and would meet the needs of people with disabilities. Accordingly, the proposed development would accord with Policy AC1.
- 3.2.8 Pedestrian walkways are provided around the perimeter of the building and from the main entrance connecting to existing footways along the Airbus access route. In addition, a cycle store for 12 cycles is proposed to be provided. The proposed development includes suitable provision for pedestrian and cyclists, and therefore accords with Policies AC2 '*Pedestrian Provision*' and Policy AC3 '*Cycling Provision*'.
- 3.2.9 As set out in Section 4.0 of this PS, the Site is identified as being within an area at risk from flooding. Therefore, Policy EWP17 '*Flood Risk*', which seeks to minimise flood risk, is of relevance. An assessment of surface waters and flood risk demonstrates that the proposal would not be at risk from flooding, nor would it give rise to an unacceptable risk of flooding elsewhere (see Section 4.0 of this PS). Therefore, the proposal is considered to comply with this policy.
- 3.2.10 Policy WB1 '*Species Protection*' relates to measures required in relation to protected species. A Preliminary Ecological Assessment has been undertaken to assess the potential impact of the proposed development on protected and notable species. This assessment identifies that the application site comprises of amenity grassland with a small area of hardstanding and concludes that the proposed development would have no significant ecological impact on the land within or surrounding the Site. No further surveys are required on the Site due to the limited habitat present, which has minimal ecological value and lacks potential to support protected species. For the reasons identified above, the proposed development is considered to accord with this policy.
- 3.2.11 Finally, the proposed development would not prejudice the safe and efficient use of the airport as controlled through Policy AC12 '*Airport Safeguarding Zone*'.

3.2.12 In light of the above, it is considered that the proposed development accords with the policies contained within the FUDP.

3.3 Material Considerations

Planning Policy Wales

3.3.1 Edition 10 of Planning Policy Wales (PPW) was published in December 2018. It forms the national planning policy document for Wales and is supported by a range of Technical Advice Notes. Paragraph 1.17 confirms that: *“Legislation secures a presumption in favour of sustainable development...”*

3.3.2 The key planning principles of the PPW include: *“Facilitating accessible and healthy environments”*. The PPW states that *“Our land use choices and the places we create should be accessible for all and support healthy lives. They ensure everyone can live, work, travel and play in a way that supports good physical and mental health”*. In addition, Chapter 4 encourages ‘Active and Social Places’ which promote economic, social, environmental and cultural well-being by improving access to facilities to support people to adopt healthy lifestyles.

3.3.3 The purpose of the proposed development is to support the health and wellbeing of all Airbus employees. In addition, it is considered that the proposed development is sustainable and is located on a suitably allocated site. Other amenity and environmental matters have already been considered within the appraisal of the FUDP and, therefore, it has been concluded that the proposal is in accordance with PPW.

Emerging Policy Support for the Proposed Development

3.3.4 The ‘Deposit Plan’ is the most recent version of the emerging Local Development Plan (LDP), and will be consulted on in September 2019.

3.3.5 The Proposal Maps that accompany the Deposit Plan identify that the application site forms part of an employment area which is allocated through emerging Policy PE2 ‘Principal Employment Areas’ (site ref: PE2.16). The emerging policy confirms that, within these areas, employment development will be permitted provided that the proposal is of an appropriate type and scale for the Site and its surroundings. As identified within the assessment of Policy EM3 of the FUDP, the proposed development would replace and

enhance existing facilities that support the health and welfare of all employees and are ancillary to Airbus's operations. As such, the proposal would support the continued viability and growth of the employment area and thus accords with the thrust of Policy PE2.

- 3.3.6 Emerging Policy STR2 '*The Location of Development*' seeks to direct new development to allocated sites. As noted within the assessment of emerging Policy PE2, the proposed development would be located on a suitably allocated site. As such, it accords with this emerging policy.
- 3.3.7 Emerging Policy PC2 identifies the '*General Requirements for Development*'. The proposal is considered to meet the objectives of this emerging policy as it would harmonise with its surroundings, would not have any significant adverse impact on nearby residents or nearby land / property, has been designed to ensure safety and security, and would not result in any problems related to foul and surface water, drainage, land stability, contamination, flooding, or pollution of light, air and water, either on or off site. In addition, the proposed development encourages the use of sustainable travel choices (i.e. walking and cycling), would not generate any additional traffic and has been designed to accommodate appropriate manoeuvring space.
- 3.3.8 Emerging Policy PC12 '*Community Facilities*' supports the development of new health and community facilities on suitable sites. The proposed OHWC is therefore directly supported by this emerging policy.
- 3.3.9 The proposed development site is already supported by appropriate transport infrastructure at the Airbus site, as such it accords with emerging Policy PC5 '*Transport and Accessibility*'.
- 3.3.10 Emerging Policy EN6 '*Sites of Biodiversity Importance*' seeks to restrict development proposals that would have a significant adverse effect on sites with biodiversity interest. As noted within the assessment of Policy WB1 of the FUDP, a Preliminary Ecological Assessment has been submitted in support of the planning application. This assessment concludes that the proposed development would have no significant impact on biodiversity. As such, the proposal accords with this emerging policy.
- 3.3.11 As identified within the assessment of Policy TWH1 of the FUDP, the two trees located on the eastern boundary of the Site are proposed to be protected and retained as part of the development proposals. The proposal therefore accords with the principles of emerging Policy EN7 '*Development Affecting Trees, Woodlands and Hedgerows*'.

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- 3.3.12 Emerging Policy EN14 '*Flood Risk*' identifies that development will not be permitted in areas at risk of flooding, unless it can be demonstrated that the development can be justified in line with national guidance and supported by a technical assessment that verifies that the new development is designed to alleviate the threat and consequences of flooding. For the reasons set out within the assessment of Policy EWP17 of the FUDP, the proposal accords with this emerging policy.
- 3.3.13 Emerging Policy EN18 '*Pollution and Nuisance*' states that new development which would create an increased risk of noise, light or other pollution will only be permitted if it would not unacceptably harm to amenity. As demonstrated by this PS, the proposed development would not result in any unacceptable harm to amenity. As such, it accords with this emerging policy.
- 3.3.14 Finally, as identified within the assessment on Policy AC12 of the FUDP, the proposed development would not prejudice the safe and efficient operation of the airport and as such, accords with emerging Policy PC8 '*Airport Safeguarding Zone*'.

3.4 Conclusions

- 3.4.1 An assessment of the proposed development against relevant policies and guidance has demonstrated that it meets the test of Section 38(6) of the Planning and Compulsory Purchase Act and Paragraph 1.17 of PPW (Edition 10, December 2018), as it complies fully with the provisions of the statutory Development Plan.

4.0 TECHNICAL, ENVIRONMENTAL AND AMENITY CONSIDERATIONS

4.1 Introduction

4.1.1 This section of the PS provides an assessment of technical, environmental and amenity matters associated with the proposal. These are considered under the following sub-headings:

- Traffic and Transportation;
- Nature Conservation and Ecology;
- Noise; and
- Flood Risk and Surface Waters.

4.2 Traffic and Transportation

4.2.1 A Transport Statement has been submitted to support the planning application (see Appendix 2-1). This document confirms that the proposed development would not result in a material change to trip generation, as it comprises a relocation of existing facilities currently offered at other locations within the wider Airbus site.

4.2.2 The proposed development would only need to accommodate small service vehicles. All vehicles anticipated to access the Site, including ambulances, would be able to access and egress the internal turning area in forward gear without overrunning any kerbs. In addition, development will have minimal material impact on existing car parking provisions as no existing parking spaces are to be lost, and only one ambulance and two accessible parking bays are to be provided.

4.2.3 The Site is well connected to the existing pedestrian, cycling and bus network which is well established at the Broughton Airbus site. Additional cycle storage facilities would be provided. Safe and suitable vehicular, cyclist and pedestrian access is also accommodated at the Site.

4.2.4 The Transport Statement concludes that the proposed OHWC would not have a material impact on the operation of the existing local transport network. Accordingly, the proposal would not result in any unacceptable traffic or transportation effects.

4.3 Nature Conservation and Ecology

- 4.3.1 An extended Phase 1 Habitat Survey was undertaken and reported on within a Preliminary Ecological Assessment report produced in support of the OHWC planning application (see Appendix 3-1); this covered the entire application site area. The survey confirmed that there are no statutory designated sites within 2km of the Site. It also identified that the on-site habitat comprises species-poor, amenity grassland which is regularly mown and has minimal ecological value.
- 4.3.2 The two trees on site were deemed to be of negligible suitability for roosting bats, with a lack of suitable roosting features. In the event that either or both of these trees cannot be retained, and require felling during the nesting breeding bird season (28th Feb – 31st August inclusive), a nesting bird check must be undertaken 24-48 hours prior to the felling works taking place. All surveys must be undertaken by a suitably-qualified and experienced ecologist. It should also be noted that some birds will attempt to nest all year round, and these are still protected under relevant legislation. Contractors should follow advice contained within the Preliminary Ecological Assessment report.
- 4.3.3 The Preliminary Ecological Assessment report concludes that the proposed development would have no significant impacts on ecology.

4.4 Noise

- 4.4.1 A Noise Impact Assessment has been prepared in support of the OHWC planning application (see Appendix 4-1). The proposed development could give rise to both temporary and permanent noise and vibration impacts that could affect nearby sensitive receptors adjacent to the west of the development and along Chester Road. Accordingly, the report assesses these impacts and their potential effects at sensitive nearby receptors.
- 4.4.2 Short-term attended noise measurements (in four locations) and an unattended long-term (24 hour) noise survey (located on the western boundary of the Site) were undertaken during the period 09:11 on 5th February 2019 to 15:50 on 6th February 2019, to determine the ambient noise climate at the Site. Noise levels of 60dB LAeq,16hour (daytime) and 52dB LAeq,8hour (night-time) were measured to the south of the proposed development. Short-term noise levels were found to vary with location and time. During the daytime period, levels between 54 and 69dB LAeq,15min, were measured, with variation between 40 and 57dB LAeq,15min during the night-time period.

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- 4.4.3 A daytime limit for the Rating Level of new fixed plant installations of 44 dB(A) at the nearest noise sensitive receptors is proposed, and a night-time limit for the Rating Level of new fixed plant installations of 25 dB(A) at the nearest noise sensitive receptors is proposed.
- 4.4.4 It is understood that a mixed ventilation strategy with some rooms mechanically ventilated and others naturally ventilated with opening windows is proposed at the OHWC building.
- 4.4.5 It is predicted where a mechanical ventilation strategy is applied, it will enable windows to be closed and appropriate internal ambient noise levels to be maintained. Satisfactory internal noise levels from external noise sources can be achieved in all spaces using typical thermal double-glazing with windows closed.
- 4.4.6 Noise levels to the north and south facades impacting on rooms with internal ambient requirements of 40dB LAeq,T or higher would potentially be able to utilise a natural ventilation strategy of open windows for spaces.
- 4.4.7 The east and west facades and, where there are rooms with an internal ambient noise level requirement below 40dB LAeq,T, on the north and south facades, will be too high to allow for windows to be opened without internal ambient noise level criteria being exceeded. It is recommended that a mechanical exhaust system with an acoustically-treated passive supply or mechanical ventilation strategy is employed for these spaces. If this approach is not considered acceptable, operational stakeholders would need to accept non-ideal internal ambient noise levels within some spaces.
- 4.4.8 It is predicted where a mechanical ventilation strategy is applied, it will enable windows to be closed and appropriate internal ambient noise levels to be maintained. Satisfactory internal noise levels from external noise sources can be achieved in all spaces using typical thermal double-glazing with windows closed.
- 4.4.9 WHO Guidelines for serious annoyance within outdoor living areas of nearby noise sensitive receptors have been considered, as well as night-time noise guidelines in the context of the measured noise levels and potential noise generating facilities at this facility. Guideline levels are already exceeded in the baseline/ambient noise climate.
- 4.4.10 In conclusion, appropriate ambient noise levels can be achieved at the proposed OHWC building. In addition, noise generated during the operation of the proposal would be limited and is not considered to result in any detriment to nearby residential amenity.

4.5 Flood Risk and Surface Waters

- 4.5.1 A Flood Consequences Assessment has been submitted to support the OHWC planning application (see Appendix 5-1). In terms of hydrological context, the River Dee is located circa 2.7km to the north east of the application site. This section of the river is tidally dominated and benefits from flood defence infrastructure (see **Figure 1** and **Figure 2**).
- 4.5.2 According to the Flood Risk Map (Rivers and Sea) the proposed development is located within the 1:1000 annual probability flood outline, protected by significant flood defences, and is therefore defined by TAN15 as being situated within Flood Zone C1.
- 4.5.3 The consequences associated with both overtopping and a breach of the River Dee defences have been modelled for the 1:200+CC (2090) and 1:1000+CC (2090) annual probability events. This indicates that no flooding of the Site is expected. An additional allowance of 4 years for the effects of climate change (to bring this assessment into line with the design life of the building) would not be expected to cause flooding at the Site.
- 4.5.4 The Site lies beyond the modelled flood extent of Broughton Brook and, as such, is not considered to be at risk of flooding from this source. The Site is also not considered to be at risk from Higher Ferry Drain, Mold Junction Drain and Bretton Drain. The Site is not at risk of flooding from reservoirs, canals or other artificial sources. The Site is considered to be at moderate risk of flooding from groundwater and very low risk from surface water sources.
- 4.5.5 Access and egress would be provided by the main Airbus access route, which is connected to Chester Road. No flooding of the access is expected in or up to the 1:1000 +CC (2094) annual probability tidal breach event or in a 1:1000 annual probability fluvial event.
- 4.5.6 Given that the Site is not considered to be at flood risk from tidal or fluvial sources, any modifications to site levels would not have any impact upon flood risk elsewhere.
- 4.5.7 Any residual risk of flooding from groundwater and surface waters would be addressed by new drainage infrastructure, designed to attenuate runoff to existing greenfield runoff rates. It is envisaged that this matter would be controlled through the imposition of a suitably-worded pre-commencement planning condition.
- 4.5.8 Considering the above, it can be concluded that the proposed development would not be at risk of flooding and would not increase the risk of flooding elsewhere in the locality.

5.0 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 This Planning Statement (PS) has been prepared on behalf of Airbus, in support of an application for the construction of an Occupational Health and ProActive Healthcare Facility and associated infrastructure within the Airbus complex, at Broughton, Flintshire.
- 5.1.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Paragraph 1.17 of Planning Policy Wales require planning applications to be determined in accordance with the statutory Development Plan (i.e. the Flintshire Unitary Development Plan (FUDP)), unless material considerations indicate otherwise. It can be seen from the assessment of the statutory Development Plan policies contained within Section 3.0 of this PS that the proposal is in conformity with, and supported by the policies contained within, the FUDP.
- 5.1.3 The proposed development would replace existing and outdated occupational health and welfare facilities that exist elsewhere within the Airbus complex, with a new state of the art facility to benefit all Airbus employees. In addition, as illustrated within this PS, it has been found that no significant or material harm would occur as a result of the proposed development.

5.2 Conclusion

- 5.2.1 It has been concluded during the preparation of the Planning Application Documentation that the proposed development accords with the relevant policies of the FUDP. In addition, there are a number of benefits attributable to the proposal and detailed assessment has found that no significant or material harm would occur, in the context of the local environment or residential amenity, as a result of the proposals.
- 5.2.2 In light of the scheme's policy compliance and in the absence of adverse environmental, amenity or technical effects, it is concluded that the proposal should be supported and planning permission granted, subject to appropriate conditions.

FIGURES

APPENDICES

Appendix 1-1

Pre- Application Advice (Ref: 059645)

Appendix 2-1

Transport Assessment

Appendix 3-1

Ecological Assessment

Appendix 4-1

Noise Assessment

Appendix 5-1

Flood Consequences Assessment

PART 4: PLANNING APPLICATION DRAWINGS
