

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **PLANNING AND DEVELOPMENT CONTROL COMMITTEE**

DATE: **5TH SEPTEMBER 2012**

REPORT BY: **HEAD OF PLANNING**

SUBJECT: **ADDITIONAL USE CLASS FOR B1 ON EXISTING SITE AT BRITISH AEROSPACE AIRBUS LTD, CHESTER RD, BROUGHTON**

APPLICATION NUMBER: **049821**

APPLICANT: **AIRBUS UK**

SITE: **BRITISH AEROSPACE AIRBUS LTD, CHESTER RD, BROUGHTON, CHESTER**

APPLICATION VALID DATE: **08.06.2012**

LOCAL MEMBERS: **COUNCILLOR MULLIN**

TOWN/COMMUNITY COUNCIL: **BRETTON & BROUGHTON COMMUNITY COUNCIL**

REASON FOR COMMITTEE: **SCALE OF DEVELOPMENT**

SITE VISIT: **No**

1.00 SUMMARY

1.01 Permission is sought by Airbus UK to use 3 existing hangers for B1 Light Industrial uses in addition to the existing B8 Storage and Distribution uses which are currently permitted.

2.00 RECOMMENDATION: TO GRANT PLANNING PERMISSION, SUBJECT TO THE FOLLOWING:-

- 2.01
1. Time limit on commencement.
 2. Compliance with approved plans.
 3. Hours of work to be controlled.
 4. Access only from airfield (not from private lane).

3.00 CONSULTATIONS

3.01 Local Member Councillor Mullin

Declaration of interest as employed by applicant.

Bretton & Broughton Community Council
No objection.

Head of Assets & Transportation
No objection subject to a condition preventing use of the private lane.

Environment Agency
No objection.

4.00 PUBLICITY

4.01 Press Notice, Site Notice, Neighbour Notification

No representations have been received as a result of the Site Notice or Neighbour Notifications.

5.00 SITE HISTORY

5.01 043115 – Change of use to B8, installation of 3000 sq ft of modular pre-fabricated ancillary offices and external storage of commercial vehicles. Approved 24.9.2007.

96/11/00559 – erection of a new warehouse and loading canopy. Approved 26.11.96.

4/11/19447 – erection of a building for office, workshop and storage use. Approved 19.4.90.

6.00 PLANNING POLICIES

6.01 Flintshire Unitary Development Plan policies:

STR1 – New development

GEN1- General requirements for development

EM3 – Development Zones and Principal Employment Areas

EWP 17 – Flood Risk

TAN15 Development and Flood Risk

7.00 PLANNING APPRAISAL

7.01 The Proposal

The proposal is connected to the Airbus wing manufacturing and Hawker Beechcraft fuselage manufacturing plant at Broughton. For optimal assembly and maintenance facilities to be provided for Airbus Operations, the 3 hangers to the west of the site have been acquired,

and these have an existing B8 use by virtue of the planning permission granted in 2007 (43115)

Airbus UK occupy the site and operate the airfield with users including Airbus for collection of aircraft wings assembled on site; Hawker Beechcraft for aircraft fuselage manufacture and servicing and Hawarden Airport's operations comprising mainly hangarage to private aviation.

Airbus UK is seeking to use the three hangers which are the subject of this application for B1 use to enable light maintenance and assembly work to be undertaken. This additional B1 use class will enable the viability of wing production and assembly to continue at Broughton.

The application site is immediately adjacent to the airfield and has direct access from the Airbus UK plant without the need to use the public highway network.

The application is for change of use with no increase in footprint. The change of use will enable flexibility in use by Airbus UK in its primary operations which already exist on the site. The hangers are to provide support to existing operations on the site so there will be no increase in traffic.

7.02 The Proposal

The 2007 permission limited the use of the hangars to B8 storage and ancillary works relating to that use and for no other purpose, including B1 and B2 uses. The reason for this was in the interest of the general amenity of the area and highway safety. At that time they were fenced off from the main airfield site and access was derived from a private unsurfaced road off Manor Lane.

In assessing this proposal for B1 uses there would be no increase in traffic on the public highway and no impact on the general amenity of the area. B1 includes office use, research and development, studios, laboratories, high tech and light industry. The idea of B1 uses is that they can take place within residential areas.

Access to the buildings will be from the adjoining Airbus site and not directly from the public highway. This is because of constraints at the junction with the public highway and because there are no security facilities to enable use of the lane.

7.03 The buildings would be used between 06:00 and 19:00 Monday to Friday; 08:30 and 16:00 on Saturdays and 08:30 and 16:00 Sundays and Bank Holidays, to link with Airbus shift times.

Policy Background

The application site lies within the Airport Development Zone. Policy

EM3 (Development Zones and Principal Employment Areas) is permissive of such a proposal provided it is of an appropriate type and scale for both the site and its surroundings; the proposal will not have a significant adverse impact on residential or other amenity or unacceptably restrict neighbouring land uses; the proposal provides satisfactory on-site parking, servicing and manoeuvring space and that the highway network (including access and egress) is adequate to safely cater for the type and volume of traffic generated by the proposal and; the proposal has no significant adverse impact on the integrity of nature conservation sites, the landscape and historic features. The proposal complies with policy EM3.

The site lies in a Zone C1 area of flood risk and Policy EWP17 (Flood Risk) is applicable. The Environment Agency has no objection.

8.00 CONCLUSION

- 8.01 The proposal is acceptable, enabling the hangars to be used for additional purposes without detriment to the residential or visual amenities of the area.
- 8.02 In considering this planning application the Council has acted in accordance with the Human Rights Act 1998 including Article 8 of the Convention and in a manner which is necessary in a democratic society in furtherance of the legitimate aims of the Act and the Convention.

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