

**FLINTSHIRE COUNTY COUNCIL**

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

**DATE:** **25<sup>TH</sup> MARCH 2015**

**REPORT BY:** **CHIEF OFFICER (PLANNING AND ENVIRONMENT)**

**SUBJECT:** **FULL APPLICATION – ERECTION OF A RADAR MAST AND ASSOCIATED DEVELOPMENT AT AIRBUS, CHESTER ROAD, BROUGHTON**

**APPLICATION NUMBER:** **053219**

**APPLICANT:** **AIRBUS OPERATION OPERATIONS**

**SITE:** **AIRBUS,  
CHESTER ROAD, BROUGHTON**

**APPLICATION VALID DATE:** **3<sup>RD</sup> FEBRUARY 2015**

**LOCAL MEMBERS:** **COUNCILLOR W MULLIN**

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

**REASON FOR COMMITTEE:** **THE HEIGHT OF THE DEVELOPMENT IS OVER 15 METRES.**

**SITE VISIT:** **NO**

**1.00 SUMMARY**

1.01 The planning application relates to the erection of a 24 metre high radar mast and associated development at the Airbus Operations site on Chester Road, Broughton, Flintshire,

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

- 2.01
1. Time limit on commencement.
  2. As per the approved plans.

**3.00 CONSULTATIONS**

- 3.01 Local Member  
Councillor W Mullin  
No response at time of writing.

Broughton Bretton Community Council  
No response at time of writing.

Airbus Operations Ltd  
No response at time of writing.

Head of Public Protection  
No adverse comments to make relating to the application.

Natural Resources Wales  
The NRW have noted the site is in a Zone C1 Flood Risk area as defined in TAN 15 and raise no issue that the radar is an exception to the general rule being required in this location by virtue of its nature for the safety of aircraft. Also raise issues regarding protected species and the Local Authorities ecologist is consulted on the application.

#### **4.00 PUBLICITY**

- 4.01 Press Notice, Site Notice, Neighbour Notification  
No response at time of writing.

#### **5.00 RECENT SITE HISTORY**

- 5.01 **052843**  
Erection of ground support equipment shelter – Approved 19<sup>th</sup> December 2015.

**051621**  
Relocation of the existing fuel farm- approved 18<sup>th</sup> February 2015.

**051469**  
Construction of a new catering facility- approved 7<sup>th</sup> January 2014.

#### **6.00 PLANNING POLICIES** Flintshire Unitary Development Plan

GEN1 - General Requirements.  
D1 - Design Quality, Location & Layout.  
D2 – Design.  
EM3 - Development Zones & Principal Employment Areas.

## **7.00 PLANNING APPRAISAL**

### **7.01 Introduction**

Airbus Operations Ltd., are seeking planning permission to construct a 24 metre high radar mast along with associated development on land to the north-east of the Airbus complex at Broughton, Flintshire.

7.02 The site itself is located to the north of the Chester Road, Broughton, Flintshire, the site comprised of numerous buildings and associated development used in the construction of aircraft wings. The site of the existing factory is located on a floodplain located to the south of the River Dee. With the exception of Broughton and the shopping complex to the south, the site itself characterised by industrial development at Manor Lane, to the west and agricultural land and small settlement to the north and east.

### **7.03 Site Location**

The application site itself is located to the north-east of the main runway. To the west of the application site are aviation services hangers, with associated access road ways, hard standing and grassed areas. To the east of the site lie rough grassed areas and a surface water drainage lagoon. To the south is hard standing areas for open storage and amenity grassland and to the north is a surface water pumping station, beyond which is the Chester – Holyhead railway line. The application site itself consists of open grassed area and has an area of approximately 0.18 hectares (ha). With the drainage lagoon near by.

### **7.04 The Proposal**

The proposed development by Airbus is to ensure that the operational efficiency of the site is not compromised by the potential adverse effects of existing and future wind farm developments. Wind turbines have been shown to have detrimental effects on the performance of conventional primary surveillance radar. These effects include the desensitisation of radar in the vicinity of the turbines and the creation of “false” aircraft returns which air traffic controllers must treat as real in certain circumstances. The desensitisation of radar could result in aircraft not being detected by the radar and therefore not presented to air traffic controllers.

7.05 As a consequence, the existing radar system in operation at the Airbus site is proposed to be supplemented with an in-fill radar, which would be tolerant of existing and future wind farm developments.

### **7.06 Main Planning Considerations**

It is considered that the main planning issues in relation to this application are as follows:-

- Principle of development having regard to the site in question and its surroundings.

- Proposed scale of development and impact on the character of the site and its surroundings.

7.07 Principles of Development

The site of the proposed radar mast is located within an area identified as an Airport Development Zone EMP3 within the Flintshire Unitary Development Plan (UDP) which encompasses Air Operations Ltd. In policy terms Planning Policy Wales, Technical Advice Note 12: Design (TAN 12) provides the objectives for development with regard to character. The proposal is considered to meet the relevant policies by virtue of its scale, layout and appearance.

7.08 In terms of layout the floor plan is modest in scale only having a slab level of approximately 16 metres in area. Clearly the location of the mast and its overall layout is dictated by the need to ensure that the effectiveness and efficiency of the equipment are maintained. As with the design this is dictated by its functional use as part of an airfields needs for safety of aircraft using the complex.

7.09 As with the design the scale of the mast is dictated by its function. As noted the mast is located within the Airbus complex which itself is characterised by large manufacturing/industrial buildings. Given the scale of the existing structures the location of the mast and the fact it is of a similar height to other structures in the vicinity the scale of the development is considered to be appropriate to its location and complies with the relevant policies.

7.10 Description of the Proposed Development

The proposed mast would be located to the east of the north extent of the existing runway and to the immediate east of the existing blister hangers used for maintenance of aircraft. The proposed development consists of the erection of a radar mast in order to facilitate the safe operation of the Airport. The proposals also includes the construction of a number of elements of associated development including:-

- a radar cabin/equipment housing;
- a fuel tank;
- a new sub-station;
- lighting;
- fencing;
- CCTV; and
- a new access spur and car parking.

7.11 The proposed mast and associated development listed above would be housed within a fenced compound, the individual elements of which would be built on a new concrete raft having an area of 224m<sup>2</sup>.

7.12 Radar Mast

The proposed radar mast would comprise a single tower of steel

frame construction and would be 25m in height by up to 5m in width. A rotating antenna 2metres in height and 5metres in width would be located on top, with a lightning conductor up to 5m in length and an aviation obstacle light would be positioned on top of the tower.

7.13 Radar Cabin / Equipment Housing

The radar cabin would provide 15.8m<sup>2</sup> of gross floor space and would be located adjacent to the radar mast and would house equipment necessary to ensure the efficient and effective operation of the radar system.

7.14 Fuel Tank

The fuel tank would be of steel construction and would be 2m in height having a maximum of 5,000 litres. In accordance with guidance issued by the Environment Agency, the tank would be surrounded by a bund wall of approximately 1m in height which would serve as a secondary containment system, holding 110% of the contents of the fuel tank, in the event of spillage.

7.15 New Substation

A new sub-station would provide power to the proposed radar. The sub-station would be sited within the compound so that it is close to essential components and would also meets servicing and maintenance requirements.

7.16 Fencing

The proposed compound would be secured by a palisade fence to make the site secure. The fence would be 2.8m in height.

7.17 CCTV

In the interests of safety and security, the proposed compound would be monitored by CCTV at all times and would be linked into the existing Airbus system.

**8.00 CONCLUSION**

8.01 The scale of the proposed development is dictated by its intended function to safeguard aircraft at the airfield. Notwithstanding, the radar mast and associated development would be located within the Airbus site, a location which is characterised by large manufacturing /industrial buildings. Given the scale of the existing buildings on site, and the fact that the mast would be of a similar height to existing buildings, the scale of the development is considered to be appropriate to its location and to its intended function

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.

## **LIST OF BACKGROUND DOCUMENTS**

Planning Application & Supporting Documents

National & Local Planning Policy

Responses to Consultation

Responses to Publicity

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