

Flintshire Local Development Plan 2015-2030

Statement of Common Ground

**STR3B Warren Hall – Aerodrome safeguarding and
agreed site development extents**

July 2021

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1. Introduction

- 1.1 This Statement of Common Ground (SoCG) has been prepared by Flintshire County Council (the Council) in conjunction with Welsh Government Department of Economy (Welsh Government), their planning consultant Tetra Tech, and Airbus Operations Limited (Airbus). It has been prepared to assist and inform the Examination of the Flintshire Local Development Plan (LDP) in respect of the strategic site allocation STR3B Warren Hall, and specifically to clarify the position with matters raised by Airbus regarding aerodrome safeguarding, at the hearing session held on 14 April 2021.
- 1.2 The purpose of the document is to demonstrate that common ground has been reached between the parties relating to aerodrome safeguarding matters, potentially affecting the principle of development.
- 1.3 Airbus are satisfied that aerodrome safeguarding matters have now been sufficiently understood at the development plan stage. Further specific aerodrome safeguarding assessments of the detailed development proposals will be required in accordance with legal requirements and validated by Civil Aviation Authority (CAA), at subsequent stages when detailed proposals come forward.
- 1.4 On this basis, the Council and Welsh Government consider that the site's allocation in the development plan is therefore acceptable and appropriate.

2. Site Context and Evidence Submitted to Date

- 2.1 Warren Hall is one of two strategic sites allocated in the Flintshire LDP for mixed use development. It is allocated under policy STR3B of the deposit LDP which sets out the general parameters for the mix and quantum of uses proposed. From a planning perspective, the site's strategic location has been recognised for some time in successive plans by successive decision makers, but due to its green field status it has struggled to attract private investment as the requirement is for development ready serviced sites. In recognition of this issue, both by Welsh and UK Governments, funding has made available via the North Wales Economic

Ambition Board (NWEAB) to assist publicly owned sites such as Warren Hall to come forward and be delivered, and in doing so to act as an exemplar to demonstrate the place making and quality development intentions behind current national planning policy.

- 2.2 A significant amount of evidence has already been provided to the Examination relating to the basis, evidence and justification for the allocation of the site at Warren Hall, which is comprehensively summarized and further cross referenced in and from the statement of common ground ([SO CG007](#)) produced between the Council, Welsh Government, and the NWEAB, dated February 2021.

3. Discussion at LDP Examination and matters arising

- 3.1 The site has already been discussed at two hearing sessions of the LDP Examination as part of the Matter 3 consideration. The scheduled hearing session for Matter 3 was held on Wednesday 14th April 2021, but the session did not consider the Warren Hall site in detail given the amount of discussion on other matters. The Inspector did allow any third party who had not spoken at the hearing session to raise any matters in relation to the site. At this stage, Airbus raised the matter of their concern about aerodrome safeguarding, reiterating that their key concern was that the height of any development could not infringe the Obstacle Limitation Surface (OLS). At this point the Council requested that the Inspector postpone any further discussion of the Warren Hall site to allow time for the Council to meet with both Welsh Government as site owners and promoters and Airbus to clarify the position set out at the Examination, and to explore its implications for the development parameters for the site.
- 3.2 The Inspector agreed to adjourn discussions, and tentatively scheduled an additional hearing session for 22 April 2021 to resume discussions about the site. Whilst a further and detailed hearing session did take place, this dealt with a number of objectors primarily raising concerns about the deliverability of the housing element of the site, given that they were in the main promoting

alternative/additional housing sites elsewhere in the plan. This session did not discuss the specific safeguarding matter as the discussions set out in paragraph 3.1 were not sufficiently concluded.

- 3.3 Following the above hearing session and the end of all of the programmed hearings, the Inspector has written to the Council ([post hearings letter](#)) where she has outlined the need to hold further hearing sessions on two unresolved issues, one of which relates to the Warren Hall site allocation. The letter contains a request for responses to questions and for further evidence and this SoCG will form part of the response being prepared to the Inspector's letter.

4. Joint working between interested parties and further technical work undertaken

- 4.1 Since that date, progress has been made with regular meetings taking place between all interested parties, with further technical work having been prepared by Welsh Government on the new/revised ground levels for development, which have been assessed by Airbus in terms of whether prescribed development heights infringe the OLS from the development ground levels produced. The details of the spot height levels and developable area prepared by Tetra Tech on behalf of Welsh Government, and Airbus's assessment of these against the OLS is contained in Appendix 1. This assessment has assumed a building height of 12m for employment and 8m for residential.
- 4.2 The outcome of this further work and assessment demonstrates that the principle of development remains, but also that in terms of Airbus' key concern regarding infringement of the OLS, the site is capable in principle of being developed to a slightly revised masterplan footprint with the height of development set (and retained) at agreed levels. Airbus' concerns regarding the safeguarding of the aerodrome raised at the Matter 3 hearing session 14 April 2021 will remain until such time that suitable safety assessments can be completed.

4.3 The revised ground level proposal indicates that a proportion of the site is capable of development which is almost in line with the original site parameters set out in policy STR3B. That said, Airbus reserves the right to make further representations regarding the development of this site and any potential impact on the safe operations of Hawarden Aerodrome. Any development will be subject to all legal safeguarding requirements being met and validated by CAA.

5. Development Parameters

5.1 Subject to necessary safeguarding measures being imposed and met (including strict adherence to maximum height parameters in perpetuity), the Warren Hall site is capable of accommodating some development while fully recognising the aerodrome safeguarding for Hawarden Aerodrome in accordance with the relevant national policy set out in Circular 01/2003 Safeguarding of Aerodromes, Technical Sites and Military Explosive Storage Areas; and The Town and Country Planning (Safeguarded aerodromes, Technical Sites and Military Storage Areas) Direction 2002 (updated December 2016). Policy PC8 Airport Safeguarding Zone of the LDP provides further safeguards in this respect.

5.2 Subject to plateau formation (based on the spot height assessment set out in Appendix 1), 20.4ha of land north of Warren Dingle is capable of accommodating employment development and commercial hub development at a maximum height of 12m, and 6.7ha of land south of Warren Dingle is capable of accommodating residential development at a maximum height of 8m. This can be achieved without infringing the approach and take off slope for Runway 04 based on current regulations. While the development would infringe the inner horizontal surface, this would probably be considered an acceptable infringement if a verified safety assessment supporting this premise is produced at the detailed design stage, following adoption of the LDP (as it has not being possible to carry out a safety assessment in the absence of a detailed layout and building design).

- 5.3 Accordingly, subject to consultation with Airbus (in accordance with the above Directive), and carrying out a full flight procedures and safeguarding assessments, the above development can be achieved with no proposed new objects or extensions of existing objects at the Warren Hall site being permitted (including but not limited to upward extensions, flags, poles, masts/aerials, etc.).
- 5.4 New objects should not be permitted except if shielded by another existing object. New Objects or extensions of existing objects should not be permitted above the conical surface and the inner horizontal surface except when:
- an object would be shielded by an existing immovable object; or
 - after a safety assessment, it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations.
- The EASA references for precision approach and take-off runways are CS ADR-DSN.J.480 and J.485 respectively.

6. Other Matters

- 6.1 A number of further assessments will be required by Airbus to support the detailed design of the development of the Warren Hall site which will be carried out as part of preparing for a planning application to develop the site, following adoption of the LDP. This is to ensure that suitable safety assessments will be completed and approved in accordance with all safeguarding requirements and validated by the Civil Aviation Authority (CAA). These are set out in the response/letter from Airbus in Appendix 2 that also includes future considerations such as the removal of permitted development rights from new development on the site, which are matters that can be addressed at the Development Management stage.

7. Conclusions

- 7.1 The Council and Welsh Government, consider that the principle of the allocation of the Warren Hall mixed use site in the LDP is appropriate.

7.2 Airbus is satisfied that Welsh Government and the Council, have taken appropriate account of aerodrome safeguarding matters insofar as they can at the development plan stage. It is also acknowledged by all parties that further work and assessment will need to be made in order to ensure that any and all development proposed on the site that comes forward via planning application(s), will also need to accord with relevant safeguarding requirements and CAA validation and any mitigation measures necessary to safeguard Hawarden Aerodrome and its operations.

On behalf of the Council

Andrew Roberts, Service Manager Strategy 28/07/2021

On behalf of Welsh Government

Peter Waldren, Tetra Tech, Planning Agents for Welsh Government 28/07/2021

Tim Howard, Deputy Director Property 28/07/2021

Richard Baker, Deputy Director Land Division 28/07/2021

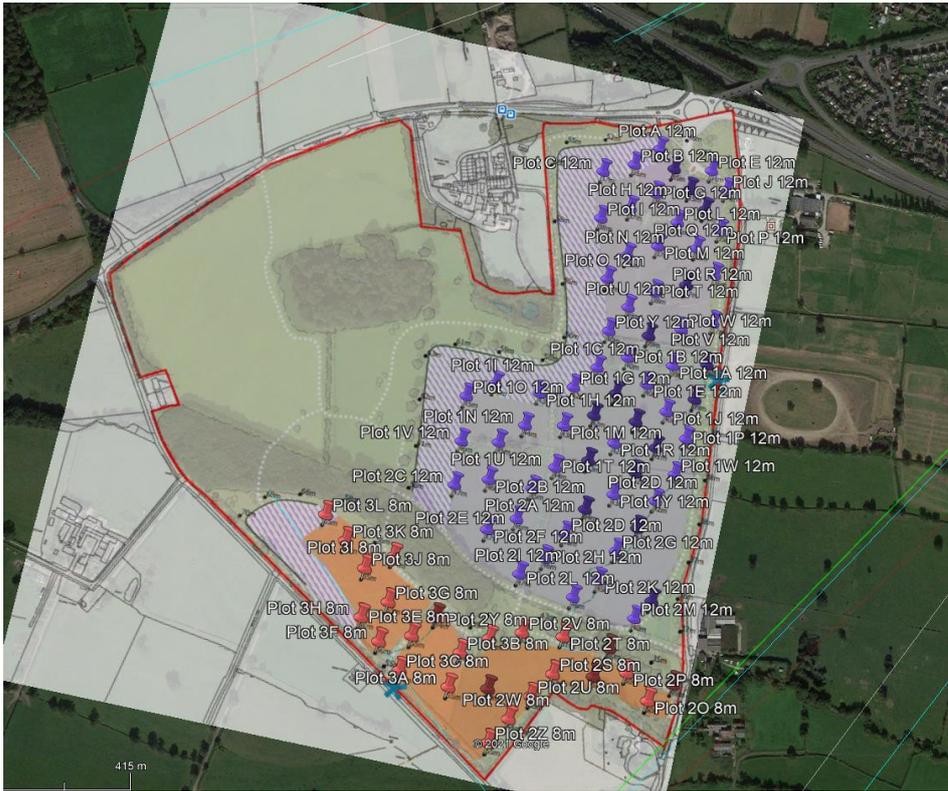
On behalf of Airbus Operations Ltd

Alison Adams, HO Legal Affairs – Commercial Operations & Finance UK &

Company Secretary, Airbus Operations Limited 28/07/2021

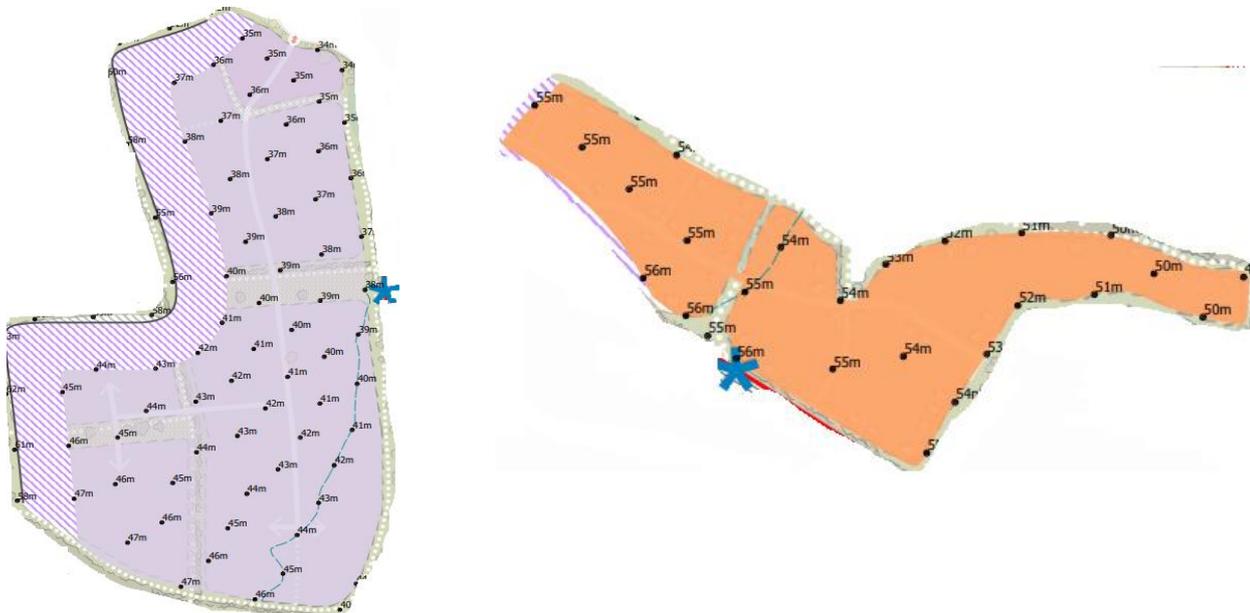
Appendix 1 – Airbus Assessment of Spot Heights and OLS Surface

Warren Hall Spot Heights



- KEY**
- Site boundary
 - Crest of slope
 - 8m (residential) and 12m (commercial) contour
 - 1:3 slope†
 - Retained commercial area
 - Additional commercial area through removal of trees / hedgerows
 - Retained residential area
 - ★ Potential new access point
 - XXm Spot height†

Based on 12m high commercial and 8m high residential development



Commercial Area

Residential Area

Location	Eastings	Northings	Build Height (m)	Ground Level (m)	Infringement No/Yes	Infringement Surface
Commercial Development based on 12m Build Height						
Plot A	332630.04	362994.93	12	35	No	
Plot B	332592.55	362957.75	12	36	No	
Plot C	332541.67	362932.82	12	37	No	
Plot D	332542.16	362967.43	12	35	No	
Plot E	332725.25	362975.66	12	34	No	
Plot F	332694.57	362934.37	12	35	No	
Plot G	332637.83	362915.08	12	36	No	
Plot H	332600.19	362880.38	12	37	No	
Plot I	332554.27	362851.97	12	38	No	
Plot J	332756.60	362946.48	12	34	No	
Plot K	332726.85	362904.86	12	35	No	
Plot L	332684.61	362873.32	12	36	No	
Plot M	332659.22	362825.15	12	37	No	
Plot N	332611.10	362797.70	12	38	No	
Plot O	332585.72	362750.47	12	39	Yes	Inner Horizontal 0.9m
Plot P	332759.12	362874.43	12	35	No	
Plot Q	332725.13	362835.35	12	36	No	
Plot R	332765.08	362796.77	12	36	No	
Plot S	332719.91	362768.36	12	37	No	
Plot T	332668.87	362744.66	12	38	No	
Plot U	332629.92	362709.66	12	39	Yes	Inner Horizontal 0.9m
Plot V	332777.67	362714.08	12	37	No	
Plot W	332726.63	362691.30	12	38	No	
Plot X	332673.93	362669.18	12	39	Yes	Inner Horizontal 0.9m
Plot Y	332605.85	362662.72	12	40	Yes	Inner Horizontal 1.9m
Plot Z	332781.84	362640.77	12	38	✓	
Plot 1A	332724.24	362627.05	12	39	Yes	Inner Horizontal 0.9m
Plot 1B	332646.18	362624.44	12	40	Yes	Inner Horizontal 1.9m
Plot 1C	332598.98	362596.98	12	41	Yes	Inner Horizontal 2.9m
Plot 1D	332772.04	362578.17	12	39	Yes	Inner Horizontal 0.9m
Plot 1E	332687.07	362586.16	12	40	Yes	Inner Horizontal 1.9m
Plot 1F	332638.58	362559.65	12	41	Yes	Inner Horizontal 2.9m
Plot 1G	332566.44	362555.72	12	42	Yes	Inner Horizontal 3.9m

Plot 1H	332512.44	362533.61	12	43	Yes	Inner Horizontal 4.9m
Plot 1I	332436.46	362533.76	12	44	Yes	Inner Horizontal 5.9m
Plot 1J	332728.32	362547.57	12	40	Yes	Inner Horizontal 1.9m
Plot 1K	332680.94	362520.11	12	41	Yes	Inner Horizontal 2.9m
Plot 1L	332609.72	362515.86	12	42	Yes	Inner Horizontal 3.9m
Plot 1M	332563.26	362488.08	12	43	Yes	Inner Horizontal 4.9m
Plot 1N	332499.54	362475.38	12	44	Yes	Inner Horizontal 5.9m
Plot 1O	332393.12	362503.46	12	45	Yes	Inner Horizontal 6.9m
Plot 1P	332393.27	362514.28	12	40	Yes	Inner Horizontal 1.9m
Plot 1Q	332722.40	362483.36	12	41	Yes	Inner Horizontal 2.9m
Plot 1R	332652.27	362476.62	12	42	Yes	Inner Horizontal 3.9m
Plot 1S	332615.51	362438.82	12	43	Yes	Inner Horizontal 4.9m
Plot 1T	332563.18	362416.38	12	44	Yes	Inner Horizontal 5.9m
Plot 1U	332462.23	362438.20	12	45	Yes	Inner Horizontal 6.9m
Plot 1V	332400.78	362427.63	12	46	Yes	Inner Horizontal 7.9m
Plot 1W	332762.74	362445.40	12	41	Yes	Inner Horizontal 2.9m
Plot 1X	332697.20	362435.20	12	42	Yes	Inner Horizontal 3.9m
Plot 1Y	332667.79	362391.41	12	43	Yes	Inner Horizontal 4.9m
Plot 1Z	332626.26	362357.69	12	44	Yes	Inner Horizontal 5.9m
Plot 2A	332532.67	362374.16	12	45	Yes	Inner Horizontal 6.9m
Plot 2B	332458.35	362373.66	12	46	Yes	Inner Horizontal 7.9m
Plot 2C	332404.56	362353.71	12	47	Yes	Inner Horizontal 8.9m
Plot 2D	332739.56	362395.35	12	42	Yes	Inner Horizontal 3.9m
Plot 2E	332718.40	362344.34	12	43	Yes	Inner Horizontal 4.9m
Plot 2F	332601.63	362310.44	12	45	Yes	Inner Horizontal 6.9m
Plot 2G	332517.40	362318.74	12	46	Yes	Inner Horizontal 7.9m
Plot 2H	332690.65	362299.30	12	44	Yes	Inner Horizontal 5.9m
Plot 2I	332472.98	362291.55	12	47	Yes	Inner Horizontal 8.9m
Plot 2J	332765.66	362230.25	12	44	Yes	Inner Horizontal 5.9m
Plot 2K	332671.14	362246.42	12	45	Yes	Inner Horizontal 6.9m
Plot 2L	332575.71	362264.45	12	6	Yes	Inner Horizontal 7.9m
Plot 2M	332742.51	362195.96	12	40	Yes	Inner Horizontal 1.9m

Plot 2N	332635.70	362210.45	12	46	Yes	Inner Horizontal 7.9m
Plot 2O	332540.48	362230.02	12	47	Yes	Inner Horizontal 8.9m
Residential Development based on 8m build Height						
Plot 2P	332827.03	362102.36	8	45	Yes	Inner Horizontal 2.905m
Plot 2Q	332790.69	362068.26	8	50	Yes	Inner Horizontal 7.905m
Plot 2R	332747.93	362105.64	8	50	Yes	Inner Horizontal 7.905m
Plot 2S	332695.12	362089.07	8	51	Yes	Inner Horizontal 8.905m
Plot 2T	332711.08	362140.46	8	50	Yes	Inner Horizontal 7.905m
Plot 2U	332628.29	362080.12	8	52	Yes	Inner Horizontal 9.905m
Plot 2V	332632.89	362143.11	8	51	Yes	Inner Horizontal 8.905m
Plot 2W	332599.64	362037.57	8	53	Yes	Inner Horizontal 10.905m
Plot 2X	332564.80	362136.34	8	52	Yes	Inner Horizontal 9.905m
Plot 2Y	332571.35	361994.70	8	54	Yes	Inner Horizontal 11.905m
Plot 2Z	332528.08	362035.49	8	54	Yes	Inner Horizontal 11.905m
Plot 3A	332513.61	362116.36	8	53	Yes	Inner Horizontal 10.905m
Plot 3B	332546.20	361950.24	8	55	Yes	Inner Horizontal 12.905m
Plot 3C	332463.65	362025.27	8	55	Yes	Inner Horizontal 12.905m
Plot 3D	332471.53	362083.88	8	54	Yes	Inner Horizontal 11.905m
Plot 3E	332379.63	362036.04	8	56	Yes	Inner Horizontal 13.905m
Plot 3F	332420.22	362134.37	8	54	Yes	Inner Horizontal 11.905m
Plot 3G	332387.34	362095.27	8	55	Yes	Inner Horizontal 12.905m
Plot 3H	332335.97	362075.60	8	56	Yes	Inner Horizontal 13.905m
Plot 3I	332338.21	362141.71	8	55	Yes	Inner Horizontal 12.905m
Plot 3J	332299.47	362108.57	8	56	Yes	Inner Horizontal 13.905m
Plot 3K	332330.54	362216.61	8	54	Yes	Inner Horizontal 11.905m
Plot 3L	332288.52	362188.15	8	55	Yes	Inner Horizontal 12.905m
Plot 3M	332247.63	362226.44	8	55	Yes	Inner Horizontal 12.905m
Plot 3N	332206.52	362262.25	8	55	Yes	Inner Horizontal 12.905m

EGNR - Hawarden

Obstruction Information Summary Report

Report Generated by : GDMS Administrator on 4 June 2021 at 10:59:22

Reference: Plot C **Type:** BUILDING **Mobility:** Permanent
Group: 2021 Obstructions
Spot Height
Description: Checks Warren
Hall

Easting: 332541.67 **Northing:** 362932.82 **Magnetic Brg from ARP °:** 226.9401
Latitude: 53° 9' 33.2900" N **Longitude:** 3° 0' 37.2200" W **Distance from ARP (m):** 3030.82

Horizontal Extents (Radius in m): N/A
Ground level above mean sea level (m): 37
Height of structure above ground level (m): 12
Height of structure above mean sea level (m): 49

Penetration Information

Dsgn.	Surface	Penetrates	Max. AMSL (m)	Max AGL (m)
Hawarden	Inner Horizontal	No (-1.1)	50.095	13.095
22	Take Off Climb 22	No (-4.95)	53.95	16.95
04	Approach 04	No (-5.43)	54.425	17.425
04	ILS Approach 04	No (-5.43)	54.425	17.425
22	Departure Area 22	No (-19.11)	68.108	31.108
22	ILS Missed Approach 22	No (-27.08)	76.076	39.076
Hawarden	Drone restriction zones	No (-72.92)	121.92	84.92

EGNR - Hawarden

Obstruction Information Summary Report

Report Generated by : GDMS Administrator on 4 June 2021 at 11:02:33

Reference: Plot D **Type:** BUILDING **Mobility:** Permanent
Group: 2021 Obstructions
Spot Height
Description: Checks Warren
Hall

Easting: 332542.16 **Northing:** 362967.43 **Magnetic Brg from ARP °:** 227.4156
Latitude: 53° 9' 34.4100" N **Longitude:** 3° 0' 37.2200" W **Distance from ARP (m):** 3006.94

Horizontal Extents (Radius in m): N/A
Ground level above mean sea level (m): 35
Height of structure above ground level (m): 12
Height of structure above mean sea level (m): 47

Penetration Information

Dsgn.	Surface	Penetrates	Max. AMSL (m)	Max AGL (m)
Hawarden	Inner Horizontal	No (-3.1)	50.095	15.095
22	Take Off Climb 22	No (-6.43)	53.427	18.427
04	Approach 04	No (-6.9)	53.902	18.902
04	ILS Approach 04	No (-6.9)	53.902	18.902
22	Departure Area 22	No (-20.45)	67.454	32.454
22	ILS Missed Approach 22	No (-28.42)	75.423	40.423
Hawarden	Drone restriction zones	No (-74.92)	121.92	86.92

EGNR - Hawarden

Obstruction Information Summary Report

Report Generated by : GDMS Administrator on 7 June 2021 at 14:55:37

Reference: Plot 1Q	Type: BUILDING	Mobility: Permanent
Group: 2021 Obstructions		
Description: Spot Height Checks Warren Hall		
Easting: 332722.40	Northing: 362483.36	Magnetic Brg from ARP °: 218.9179
Latitude: 53° 9' 18.8300" N	Longitude: 3° 0' 27.1500" W	Distance from ARP (m): 3237.32
Horizontal Extents (Radius in m): N/A		
Ground level above mean sea level (m): 41		
Height of structure above ground level (m): 12		
Height of structure above mean sea level (m): 53		

Penetration Information

Dsgn.	Surface	Penetrates	Max. AMSL (m)	Max AGL (m)
Hawarden	Inner Horizontal	Yes (2.9)	50.095	9.095
22	Take Off Climb 22	No (-5.24)	58.244	17.244
04	Approach 04	No (-5.72)	58.719	17.719
04	ILS Approach 04	No (-5.72)	58.719	17.719
22	Departure Area 22	No (-20.48)	73.475	32.475
22	ILS Missed Approach 22	No (-28.44)	81.444	40.444
Hawarden	Drone restriction zones	No (-68.92)	121.92	80.92

EGNR - Hawarden

Obstruction Information Summary Report

Report Generated by : GDMS Administrator on 7 June 2021 at 14:58:03

Reference: Plot 1R	Type: BUILDING	Mobility: Permanent
Group: 2021 Obstructions		
Description: Spot Height Checks Warren Hall		
Easting: 332652.27	Northing: 362476.62	Magnetic Brg from ARP °: 219.7953
Latitude: 53° 9' 18.5800" N	Longitude: 3° 0' 30.9200" W	Distance from ARP (m): 3287.01
Horizontal Extents (Radius in m): N/A		
Ground level above mean sea level (m): 42		
Height of structure above ground level (m): 12		
Height of structure above mean sea level (m): 54		

Penetration Information

Dsgn.	Surface	Penetrates	Max. AMSL (m)	Max AGL (m)
Hawarden	Inner Horizontal	Yes (3.9)	50.095	8.095
22	Take Off Climb 22	No (-5.28)	59.279	17.279
04	Approach 04	No (-5.75)	59.754	17.754
04	ILS Approach 04	No (-5.75)	59.754	17.754
22	Departure Area 22	No (-20.77)	74.769	32.769
22	ILS Missed Approach 22	No (-28.74)	82.738	40.738
Hawarden	Drone restriction zones	No (-67.92)	121.92	79.92

EGNR - Hawarden

Obstruction Information Summary Report

Report Generated by : GDMS Administrator on 8 June 2021 at 15:13:19

Reference: Plot 3M	Type: BUILDING	Mobility: Permanent
Group: 2021 Obstructions		
		Spot Height
Description: Checks Warren Hall		
Easting: 332247.63	Northing: 362226.44	Magnetic Brg from ARP °: 222.1049
Latitude: 53° 9' 10.3000" N	Longitude: 3° 0' 52.5100" W	Distance from ARP (m): 3741.27
Horizontal Extents (Radius in m): N/A		
Ground level above mean sea level (m): 55		
Height of structure above ground level (m): 8		
Height of structure above mean sea level (m): 63		

Penetration Information

Dsgn.	Surface	Penetrates	Max. AMSL (m)	Max AGL (m)
Hawarden	Inner Horizontal	Yes (12.905)	50.095	-4.905
22	Take Off Climb 22	No (-5.402)	68.402	13.402
04	Approach 04	No (-5.878)	68.878	13.878
04	ILS Approach 04	No (-5.878)	68.878	13.878
22	Departure Area 22	No (-23.174)	86.174	31.174
22	ILS Missed Approach 22	No (-31.142)	94.142	39.142
Hawarden	Drone restriction zones	No (-58.92)	121.92	66.92

EGNR - Hawarden

Obstruction Information Summary Report

Report Generated by : GDMS Administrator on 8 June 2021 at 15:14:54

Reference: Plot 3N	Type: BUILDING	Mobility: Permanent
Group: 2021 Obstructions		
		Spot Height
Description: Checks Warren Hall		
Easting: 332206.52	Northing: 362262.25	Magnetic Brg from ARP °: 222.9395
Latitude: 53° 9' 11.4400" N	Longitude: 3° 0' 54.7500" W	Distance from ARP (m): 3742.65
Horizontal Extents (Radius in m): N/A		
Ground level above mean sea level (m): 55		
Height of structure above ground level (m): 8		
Height of structure above mean sea level (m): 63		

Penetration Information

Dsgn.	Surface	Penetrates	Max. AMSL (m)	Max AGL (m)
Hawarden	Inner Horizontal	Yes (12.905)	50.095	-4.905
22	Take Off Climb 22	No (-5.416)	68.416	13.416
04	Approach 04	No (-5.892)	68.892	13.892
04	ILS Approach 04	No (-5.892)	68.892	13.892
22	Departure Area 22	No (-23.191)	86.191	31.191
22	ILS Missed Approach 22	No (-31.159)	94.159	39.159
Hawarden	Drone restriction zones	No (-58.92)	121.92	66.92

[Airbus Amber]

Mr Andy Roberts,
Flintshire County Council
Transport and Planning
County Hall
Mold
CH7 6NF

Warren Brown
Airbus Operations Ltd.
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Chester Road
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Flintshire, CH4 0DR

T 01244522486
F 01244523388
E warren.brown@airbus.com

Our Reference: Warren Hall Response June 2021

6 July 2021

Warren Hall Development - Local Development Plan Assessment against Spot Heights Given

Dear Mr Roberts,

Following a meeting held on the 17th May 2021 between Welsh Government, Flintshire County Council, Tetra Tech, Airbus Public Affairs and the Airbus Aerodrome Team, Airbus took the action to:

- Assess all spot heights provided to establish if there were any infringement to the Approach and Take off surfaces for Runway 04.

Airbus has assessed all spot heights provided and there is no infringement to the approach and take off surfaces of runway 04. There is still an infringement to the inner horizontal which **could** be acceptable subject to an approved Safety Assessment.

Outstanding Assessments to be provided by Developer

1. **Safety Assessment** - The inner horizontal surface **may** be infringed subject to a suitable safety assessment being carried out. This suitable safety assessment should be conducted by a CAA accredited Approved Procedure Design Organisation (APDO) consultant and must consider at the very least:
 - a. The height of the structure against the inner horizontal surface penetration;
 - b. The effects to the operational safety of the aircraft within the airspace;
 - c. The detrimental effects to landing, departing and positioning of aircraft, suggesting appropriate mitigations; and

AIRBUS

[Airbus Amber]

- d. Further influences that could impact operational safety such as temperature, weather and aircraft performance parameters.

The developer is responsible for sourcing the suitable safety assessment of the inner horizontal surface by a CAA accredited APDO consultant.

The Airbus Head of Aerodrome Management is the authority that will validate the suitability of the inner horizontal surface safety assessment, based on the risks and mitigations presented within the assessment. For the avoidance of doubt this means that it is Airbus' decision as the aerodrome operator responsible for managing the Obstacle Limitation Surface (OLS) if the mitigation measures related to any infringement to the OLS are acceptable.

The CAA as Hawarden's regulator may also wish to review the suitability of the inner horizontal surface safety assessment and that the overall risk mitigation plan has satisfied any safety concerns raised.

As outlined in the Airbus letter dated 15th January 2019, Airbus reference '*Warren Hall IFP Response*', there are still a number of actions proposed that Airbus would require a conclusion to, and to support the decision process and the CAA regulator.

- **IFP - Further Impact Assessment**

The IFP assessment presented at the LDP hearing on 14th April 2021 should have been measured against the indicative plan and all proposed buildings assigned to the plan, inclusive of all domestic properties. If it has not been measured against these express criteria then an additional IFP assessment will be required that does.

- **Collision Risk Modelling**

Airbus requires confirmation that a valid Collision Risk Modelling study has been completed to determine the obstacle clearance altitude in accordance with the indicative plan and if any concerns have been raised regarding aerodrome operations.

- **Beluga Flight Performance**

Airbus further requires the provision of the Warren Hall indicative plan to allow Airbus to complete a flight performance assessment of future Beluga fleet parameters.

In addition to the above, the following assessment also needs to be commissioned and completed by the developer;

- **A Global Navigation Satellite System (GNSS) Assessment**

A GNSS Assessment will be required to identify if this development has any impact or restrictions to the future implementation of the GNSS approach technology to enhance safety for all aviation.

- **Noise Assessment**

An environmental noise assessment will be required to establish if there will be any impact to human health and noise annoyance and considering the association between exposure to aircraft noise, because of its intensity, the location of the source and its variability and unpredictability of aircraft movements to/from Hawarden.

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[Airbus Amber]

Should the assessment show a potential exposure risk, mitigation may be required to the properties to manage the impact.

If this development is approved as part of the LDP, Airbus as a statutory consultee on the application process, would table a number of conditions (and/or planning obligations) and restrictive covenants associated to this development to ensure the safe operation and continued use of the aerodrome.

Example Conditions

Submission of a Scheme of Aerodrome Safeguarding Measures

Development shall not commence until a Scheme of Aerodrome Safeguarding Measures has been submitted to and approved in writing by the Local Planning Authority covering the application site and any adjoining land which will be used during the construction period and such Scheme implemented. The Scheme shall include the following:

- Details of cranes and other tall construction equipment including details of obstacle lighting - such schemes shall comply with Advice Note 4 'Cranes and Other Construction Issues' (available from the Advice Note links below)
- Details of temporary lighting and street lighting – Such details shall comply with Advice Note 2 'Lighting near Aerodromes' (available from the Advice Note links below).
- Control and disposal of waste to prevent the attraction of birds.
- Monitoring and control of bird activity on-site. Earth working during construction has the potential to attract foraging birds, which would result in an increase in bird activity very close to the airfield. Control would be needed during the construction period to minimise the bird strike hazard
- Solar voltaic panels inclusive of Commercial and Domestic buildings (available from the Advice Note links below).

Removal of Permitted Development Rights

Notwithstanding the provisions of schedule 2, part 1, class E of the Town and Country Planning (General Permitted Development) Order 1995 (as amended for Wales) (or any order revoking and re-enacting that order with or without modification), no buildings or other structures shall be erected other than those expressly authorised by this permission and shown on plan [x].

A broad brush (possibly by way of an Article 4 direction) will be required in terms of removal of permitted development rights, including (but not limited to) upward extensions, solar panels, masts, aerials, flag poles and other additions which would have a deleterious impact on the OLS.

Wildlife hazards

Mitigation will be required for any attenuation ponds to prevent the feeding, loafing, breeding and roosting opportunities for Waterfowl, Wader and Gulls e.g. Swans, Gulls, Geese, Ducks, Herons and Egrets, wading birds such as Lapwings, Oystercatchers etc – Such details shall comply with Advice Note 3 "Wildlife Hazards" (available from the Advice Note links below).

Example Restricted Covenant

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A restrictive covenant to be placed on the land and recorded at the Land Registry that limits what can be done to a property or piece of land associated with the development.

It will consist of an agreement in the title deeds, which will restrict any actions, re-development or modification change to the approved development that has the potential to interrupt or restrict the safety and operations of Airbus from Hawarden Aerodrome including but not limited to:.

- Housing and breeding of pigeons in either a commercial or domestic dwelling
- Large communication aerials and radio masts
- Structures breaching the maximum heights agreed on the development, which come under permitted development

Whilst restrictive covenants sit outside the planning system, it is within the gift of the current owner to enter into such restrictive covenants (as it has done previously) such that it would bind the land and offer a further layer of protection beyond the planning limitations.

It is not considered that a restrictive covenant obviates the need for robust planning controls.

Conclusion

Airbus is committed to working in partnership with Welsh Government and Flintshire County Council on this topic and looks forward to discussing the recommendations in this letter at the earliest possible opportunity.

Advice Notes

Lighting (No2) - <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-2-Lighting-2016.pdf>

Wildlife (No3) - <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-3-Wildlife-Hazards-2016.pdf>

Cranes (No4) - <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-4-Cranes-2016.pdf>

Renewable Energy (No5) - <https://www.aoa.org.uk/wp-content/uploads/2016/09/Advice-Note-5-Renewable-Energy-2016.pdf>

Yours sincerely,



Warren Brown Safeguarding & Compliance Manager
For and on behalf of Airbus Operations Ltd.