

FLINTSHIRE COUNTY COUNCIL

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

DATE: **9TH April 2014**

REPORT BY: **HEAD OF PLANNING**

SUBJECT: **FULL PLANNING APPLICATION FOR MODIFICATION OF PREVIOUSLY APPROVAL HOUSEHOLD WASTE RECYCLING CENTRE AT PRINCE WILLIAM AVENUE, SANDYCROFT.**

APPLICATION NUMBER: **051787**

APPLICANT: **FLINTSHIRE COUNTY COUNCIL**

SITE: **PRINCE WILLIAM AVENUE, SANDYCROFT, DEESIDE**

APPLICATION VALID DATE: **13/02/14**

LOCAL MEMBERS: **COUNCILLOR D. WISINGER**

TOWN/COMMUNITY COUNCIL: **QUEENSFERRY COMMUNITY COUNCIL**

REASON FOR COMMITTEE: **REQUESTED FOR REFERRAL BY LOCAL MEMBER**

SITE VISIT: **YES**

1.00 SUMMARY

- 1.01 This application is for a household waste recycling centre (Civic Amenity Site), on Prince William Avenue, Sandycroft. The proposal is presented to the committee as a modification of a scheme for a similar facility that was previously approved on this site (ref: 045980), and has since been implemented, although construction has not been completed. That being the case, members should be aware that the proposed use of the site has already been established in principle. The modified scheme has a site area approximately half the size of the original and comprises separate public access and egress points and additional access points for HGVs to collect and deposit skips. This application seeks the siting of 5 skips and 3 waste compactors on the site, which will benefit from a concrete and tarmac surface. The

site will be secured by 2.1m high palisade gates and fencing, and a porta cabin will also be situated on site to provide welfare facilities for on site operatives.

- 1.02 The design details of the civic amenity site have been altered from that previously approved, the split level aspect of the facility has been removed in favour of a level site equipped with low level skips allowing members of the public to easily deposit waste without the need to climb steps. The public access area is proposed to have a tarmac surface and a 1.2m high wall will separate it from the skips and the service area they occupy. HGVs will enter the site service area through a separate access to that used by the public when collecting and delivering skips used at the facility.

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

- 2.01
1. Time Commencement
 2. In accordance with the approved plans
 3. Hours of operation
 4. Measures to prevent dirt and debris on the public highway
 5. Noise Control
 6. Dust and Wind blown material control
 7. Control of Lighting
 8. Flood Protection
 9. Control of fuels and stored liquid
 9. Removal of existing waste material from site

3.00 CONSULTATIONS

3.01 Local Member – Queensferry Ward
Councillor D. Wisinger

Requested a planning committee determination and committee site visit so that a number of interested members local to the application site can assess the site and its access.

Queensferry Community Council

No response at time of writing.

Head of Assets and Transportation

No objection

Head of Public Protection

No adverse comments. Contaminated land remediation had been required for the original scheme, but considering no excavation of the site is proposed by this application, remediation is not deemed necessary for this scheme.

Planning Policy

Site is located within an area of search as defined by policy EPW6 suggesting where new waste management facilities could be appropriately located subject to compliance with policies EWP7 and EWP8 of the Flintshire UDP. No objection in principle.

Health & Safety Executive

Do not advise against development.

Natural Resources Wales

No objection subject to site re-profiling and erection of perimeter fencing in accordance with the submitted plans.

Airbus

No aerodrome safeguarding objection to the proposal.

4.00 PUBLICITY

4.01 Press Notice, Site Notice, Neighbour Notification

A Site Notice was erected on 14 March 2014 opposite the site entrance, a Press Notice was placed in The Chronicle on 13 March 2014, and ten neighbour notifications issued. This will allow for consultation responses to be received by the Authority up until the 4th of April 2014.

No public responses have been received in relation to this application at the time of writing this report.

5.00 SITE HISTORY

5.01 The site was formerly part of a chemical works, in 1988 the site changed use to a coal yard and all buildings associated with the previous use, except for one adjacent to the western boundary were demolished. The use as a coal yard ceased prior to 2008 and has since lain derelict. The site already benefits from planning consent to develop a household waste recycling centre, granted on the 16th September 2009.

An application was made under reference: 051431 in October 2013 to revise the layout of the civic amenity site previously approved, however this application was withdrawn in February 2014 after concerns were raised in relation to the site's design.

6.00 PLANNING POLICIES

6.01 Flintshire Unitary Development Plan

Policy STR10 – Resources

Policy GEN1 – General Requirements for development

Policy D6 – Outdoor lighting

Policy EWP6 – Areas of search for new waste management facilities

Policy EWP7 – Managing Waste sustainability
Policy EWP8 - Control of waste developments and operations
Policy EWP12 – Pollution
Policy EWP13 - Nuisance
Policy EWP16 – Water resources
Policy EWP17 - Flood risk

National And Regional Policy

TAN15 – Flood Risk

TAN21 – Waste

Wise About Waste; National waste Strategy

Towards Zero Waste

The proposed development is in general accordance with all of the policies and guidance stated above.

7.00 PLANNING APPRAISAL

7.01 Site Description and Proposal

This proposal is for the provision of a household waste recycling centre, also known as a civic amenity site, on the site of a former coal yard on Prince William Avenue, Sandycroft. The site is surrounded by industrial and commercial land uses with no residential properties in the immediate vicinity, the nearest being approximately 290m away. This application follows the approval of a similar facility in September 2009. This proposal sees the facility provided on a reduced site area of approximately 56m x 34m. The original scheme was for a split level recycling centre which made use of the whole of the site under the Council's ownership measuring 7,825m², while the site area occupied by the latest proposal is considerably reduced at 3,340m². However, it should be noted that the application site area is 640m² larger than that proposed by application ref: 051431 that was withdrawn in February 2014.

7.02 As a result of the earlier approval, the buildings that previously occupied the site have now been demolished, but the inert materials they were constructed from still remain in stockpiles on the site floor. Also as a result of the previous approval, an access road has been provided along the western boundary of the site area and the site itself is secured by 2.1m high palisade fencing and gates. As a requirement of the previous permission realignment of the fence to the west of the site running along Prince William Avenue has been undertaken in order to achieve the visibility splays required by the Highways Authority.

7.03 At present the majority of the site's surface is covered by a concrete pad, but it has begun to degrade and its cover is patchy. So much that in some places, specifically the southern perimeter and to the north of the site, natural regeneration has occurred. Grasses and scrub like vegetation are now present along with what appears to be a small fruit

tree at the eastern boundary. There are two significant stockpiles of inert waste currently present within the wider site as a result of the aforementioned demolition works, however only one of the stockpiles is within this application site area. It is conceivable that the material could have been utilised in the raising of levels required to fully implement the earlier permission, however this application does not propose a significant change in levels, and as such, should approval be granted the applicant will be required to remove any excess waste not used for levelling purposes from the site.

- 7.04 The proposed development includes alterations to the site's existing access arrangements. It is proposed that members of the public will enter the site in their vehicles, predominantly cars, through the existing access off Prince William Avenue. Once within the site, vehicles will have an area of tarmac hardstanding approximately 30m by 30m to manoeuvre and park prior to unloading. Once finished unloading the vehicles will exit through a designated gate at the west of the site and onto the existing access road. Vehicles will then travel down the access road and back onto Prince William Avenue. Separate access and egress points will allow for fluidity of vehicle movements to and from the site and alleviate congestion within the site unloading area itself.
- 7.05 The scheme proposes 5 designated vehicle unloading bays directly opposite the skips, covering an area of approximately 60m². However there is sufficient room within the site to allow for a greater number of vehicles to be unloading at any one time. The area immediately behind the designated parking bays which could be utilised for this purpose is approximately 200m² and vehicles parked in this area would not prevent the flow of traffic through the site. As such the scheme provides an approximate area of 260m² for the unloading of vehicles. In addition there is further usable space for vehicles to manoeuvre and wait within the site if necessary.
- 7.06 It should be noted that although permission ref: 045980 covers a larger total site area, due to its layout it only provides an area of approximately 175m² for the unloading of vehicles without compromising the through flow of traffic.
- 7.07 Predicted vehicle movements to and from the site based on those occurring at other similar facilities have been provided to the highways department and it is considered the site is large enough to deal with prospective traffic volume negating the need for vehicles to queue on the public highway.
- 7.08 The remainder of the site which will not be accessible to the public will be laid with a concrete surface and is approximately 18.5m x 32m. This area will accommodate 4 no. 5m x 2m skips with a lip level of 1.4m. The original proposal was to create a raised area to enable easy loading into skips that would be located below. This application

proposes that a 1.2m high wall separates the skips from the public unloading area. The skips are proposed to have a low lip level of 1.4m, which means that members of the public will simply be able to walk up to the skips and deposit their refuse. Using low level skips has negated the need to provide stairs to allow public access or a split level site. A 1.2m high wall will run directly in front of the skips separating them from public access area but still allowing waste to be easily deposited into the skips beyond. Also proposed are 3 refuse compactors located adjacent to the skips which are also low enough not to require specific raised access arrangements.

- 7.09 HGVs will enter the northern part of the site via a separate gated access off the access road to deliver empty skips and remove those that are full. The proposed separate access points for HGVs and the public will remove any potential conflict and should ensure the fluidity of the site's operation.
- 7.10 Eight 8m high steel tubular lighting columns are proposed around the perimeter of the site to ensure efficient lighting of the site. A porta-cabin is also proposed to be permanently located on the site to provide facilities, including a kitchen and w/c for the site operatives. The cabin is approximately 3.1m x 5.5m and 2.5m high and will be located in the south western corner of the site. Site drainage infrastructure, including oil interceptors will be constructed prior to the hard surfacing of the site to ensure that surface water is directed to mains drainage.
- 7.11 It is anticipated that the site will accept approximately 4,000 tons per annum of mixed waste, of which approximately 2,500 is expected to be diverted from landfill. Materials expected to be recycled include; wood, glass, cardboard, inert material, and plastic, it is also expected that approximately 408 tonnes of compost will be able to be produced from material deposited at the facility.

Flood Risk

- 7.12 A Flood Consequences Assessment was conducted to supplement the application submitted in 2009 and it was included as one of the application's approved documents. The FCA has been resubmitted with this application as its findings are considered to remain relevant and applicable to the site and the proposed development. The current application site covers a significantly smaller surface area than the previously approved civic amenity site and as such, it is considered the scheme poses a decreased flood risk than that which would be present should the originally approved scheme be fully constructed.
- 7.13 The original scheme approved under ref: 045980 proposed an average increase in level of 0.64m over an area of 7825m². The revised proposal has a reduced average increase in level of 0.25m over an area of 3340m². In addition to this, the proposed development will have improved perimeter fencing that would contain floating debris

in the event of flooding.

- 7.14 Although the application site lies within a C1 flood risk zone, it is considered that given the less vulnerable nature of the proposal, flooding would not present an unacceptable risk to the development and the development itself does not cause an increase to the risk of flooding.

Need and Policy

- 7.15 This proposal meets European, National UK and Welsh Assembly Government strategy, policy and guidance objectives to divert waste away from landfill and to maximise recycling. Towards Zero Waste sets out the over arching waste strategy for Wales. There is a need for a network of new waste treatment facilities across Wales to serve both public sector and private sector originated wastes and this is acknowledged in the Collections, Infrastructure and Markets Sector Plan. In particular the plan identifies a number of priority materials for reuse and recycling, including paper, cardboard, metal, glass, plastics and food. The proposal site meets entirely the criteria set out in the published policy and guidance for Civic Amenity sites. TAN 21: Waste 2014 provides guidance to local planning authorities on the location, suitability and criteria for waste management sites.
- 7.16 The proposal is in accordance with all the relevant local policies, specifically those included in the unitary development plan; it maximises resources, the proposal meets with the requirements in terms of location, design, and the requirements for waste operations and addresses the matters of pollution, nuisance, water resources and flood risk.
- 7.17 The Flintshire Unitary Development Plan seeks to address the issue of identification of areas of search for new waste management facilities as required by national policy guidance, policy EWP 6 seeks to guide development to locations which have the potential to accommodate such facilities; Prince William Avenue is identified as a suitable location, subject to any proposal meeting with other relevant policy guidance.

8.00 CONCLUSION

- 8.01 This proposal for a civic amenity site has already been established in principle by the approval of a similar application in 2009. Further to this, the facility is a necessary public provision within the county of Flintshire and meets with all the relevant policy and guidance, both national and local. The proposal is in accordance with the principle of sustainable waste management and the waste hierarchy, in that the facility will contribute to the diversion of waste away from landfill. The site itself is located within an area of search for waste management facilities as defined by policy EPW6 of the Flintshire Unitary

Development Plan.

- 8.02 It is not considered that the proposal will have an adverse impact on neighbouring land uses due to the mitigation afforded by the proposed conditions and no objections have been received from the statutory consultees. The local authority highways department have raised no objection to the proposal in terms of traffic impact. It should also be noted that the scheme provides a greater unloading and waiting area than the scheme previously approved under ref: 045980.
- 8.03 Taking into account the above and the reasons outlined in this report it is recommended that this application be approved subject to conditions.
- 8.04 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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