

FLINTSHIRE COUNTY COUNCIL

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

DATE: **WEDNESDAY 12th DECEMBER 2012**

REPORT BY: **HEAD OF PLANNING**

SUBJECT: **FULL APPLICATION - RETENTION AND EXPANSION OF FACILITIES AT EXISTING STREETSCENE DEPOT AT LAND AT "ALLTAMI DEPOT", MOLD ROAD, ALLTAMI, FLINTSHIRE**

APPLICATION NUMBER: **049845**

APPLICANT: **FLINTSHIRE COUNTY COUNCIL**

SITE: **"ALLTAMI DEPOT", MOLD ROAD, ALLTAMI, FLINTSHIRE**

APPLICATION VALID DATE: **14.06.2012**

LOCAL MEMBERS: **COUNCILLOR MRS. C. A. ELLIS**

TOWN COUNCIL: **BUCKLEY TOWN COUNCIL**

REASON FOR COMMITTEE: **SITE AREA EXCEEDS THE THRESHOLD FOR A DELEGATED DETERMINATION**

SITE VISIT: **NO**

Members will recall that this application was considered at the Committee meeting of the 7th November 2012, at which a decision was made to defer the application pending further advice in relation to the proposed food recycling activities at the site.

I can advise Members that since that meeting I have sought clarification in respect of the perception that food waste may be 'double handled' under the proposals. I am advised that this is not the case and the advice received from the agent was incorrect.

The proposed operation of the food waste recycling facility is such that waste will be collected and deposited within the skips located inside the proposed building. These skips will then be emptied each night and the waste food will be transferred to the recycling centre at Telford. This is

an interim measure until the regional food waste facility at Rhualt becomes operational, whereupon the wastes will be transferred there at the end of each day.

I can therefore advise Members that food waste will not be transferred to the Council's Buckley Standard site. Therefore the queries raised in relation to the proposed routing of traffic do not fall to be considered in connection with that concern.

This report has been amended to delete the originally inserted Paragraph 7.08 which was inaccurate.

1.00 SUMMARY

1.01 This full application seeks approval for the continued use of this Council Depot site in connection the range of services encompassed within the Council's Streetscene operations. The proposals include the demolition of an existing office to the southern end of the site and the erection of a 200 sq. m grounds maintenance building and a 150 Sq. m food waste sorting building. The proposal also seeks permission for the creation of additional areas of parking and turning areas for both employee and service vehicles within the site, together with landscaping of the site periphery.

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

2.01 Conditions

1. Time limit upon commencement.
2. Implementation as per approved plans.
3. Implementation of approved landscaping scheme.
4. No additional external lighting without prior approval of LPA.
5. Submission and agreement of all external finishing materials upon buildings hereby approved.
6. Submission, agreement and implementation of final Travel Plan.
7. Submission and agreement of renewable technologies to provide 10% carbon reduction.
8. Phase 2 land contamination assessment and remediation measures submitted and agreed prior to operational development.
9. Provision of parking and turning facilities as per scheme.

3.00 CONSULTATIONS

3.01 Local Member

Councillor Mrs. C. A. Ellis

Requests Committee determination on the basis of the site being owned by Flintshire County Council.

Buckley Town Council
No objections.

Head of Assets and Transportation
No objections. Requests the imposition of conditions.

Head of Public Protection
No adverse comments. Requests the imposition of a condition.

Dwr Cymru/Welsh Water
No objections.

Environment Agency Wales (EAW)
No adverse comments.

Airbus
No adverse comments.

Countryside Council for Wales
No objections. Proposals will not significantly affect nearby SAC or SSSI interests.

The Coal Authority
No adverse comments. Requests the imposition of a condition.

4.00 PUBLICITY

4.01 The application has been publicised by way of a press notice, site notice and neighbour notification letters.

4.02 At the time of writing, no third party letters have been received in response to the publicity exercise.

5.00 SITE HISTORY

5.01 **038345**
Change of use of stores building to vehicle maintenance workshop.
Permitted 30.6.2005.

038816
Installation of a 13.5 m high salt dome.
Permitted 3.2.2005.

6.00 PLANNING POLICIES

6.01 Flintshire Unitary Development Plan
Policy GEN1 - General requirements for Development
Policy EM3 - Development Zones & principal Employment Areas

- Policy D3 - Landscaping
- Policy D4 - Outdoor Lighting
- Policy WB2 - Sites of International Importance
- Policy WB3 - Statutory Sites of National Importance
- Policy AC4 - Travel Plans
- Policy AC13 - Access and Traffic Impact
- Policy AC18 - Parking Provision and New Development
- Policy EWP14 - Derelict and Contaminated Land

6.02 The site is located within an area of open countryside between the settlements of Mold, Alltami and Buckley.

6.03 The above cited policies relate, in the main, to the issue of employment development upon sites allocated for such purposes, both within settlements and within areas of open countryside. They are consistent with, and reflective of, the advice offered within paragraph 7.6.1 of Planning Policy Wales which concerns itself with the principle applicable to the issue of industrial and commercial development and their consideration via the Development Management process.

6.04 They address the issue of the detail rather than the principle and, as is demonstrated in the appraisal set out in Section 7 of this report, the proposal satisfies these matters of detail. Accordingly, I consider that the proposal generally complies with the above policies.

7.00 PLANNING APPRAISAL

7.01 Site Description

The site is a 2.54 hectare area of land which is presently in use as a Local Authority Highways, Environmental Services and Grounds Maintenance Depot.

7.02 The site is comparatively flat across both axis although a very slight gradient is evident downhill from the north east to the south west and in this regard, is reflective of the surrounding topography. The site is bounded to the west by existing trees and hedgerows along the line of a former railway embankment which runs along this western site boundary. The A494 Trunk Road runs along the southern boundary of the site and is marked by a existing fragmented and low hedgerow, interspersed with trees. The site is bounded to the north by existing areas of commercial activity with a sparse screen of vegetation marking this boundary. There is no formal boundary to the east of the site where it abuts Pinfold Lane.

7.03 Vehicular access to the site is derived via the site boundary with Pinfold Lane and exists as 2 points of access/egress. These accesses are utilised independently with the northerly access used for operational vehicles and the southerly used by staff and visitors.

Internally, the site operates a one way system for operational vehicles.

7.04 The site is made up of predominantly hard standing areas together with buildings and structures associated with the operations outlined above.

7.05 The Proposed Development

The proposals amount to the re-development of the site to include the demolition of some buildings, refurbishments and external alterations to certain existing buildings, erection of a food waste facility building, erection of a grounds maintenance building and amendments to the site drainage and circulation arrangements.

7.06 The depot presently provides accommodation and an operational base for the following;

- a) Environmental services office
- b) Highway vehicle depot
- c) Grounds maintenance depot
- d) Highways salt storage barn.

7.07 The proposals would introduce the following in addition to the above;

- a) Main highway maintenance offices – transferred from Halkyn Depot
- b) Fleet maintenance depot – transferred from Halkyn and Queensferry Depots
- c) Environmental waste management fleet depot – transferred from Queensferry Depot
- d) Highways maintenance storage depot – Transferred from Halkyn Depot.

7.08 Main Planning Issues

It is considered that the main planning issues can be summarised as

- a. Principle of development having regard to the planning policies and other material considerations,
- b. Highways and access issues,
- c. Impacts upon the visual amenities of the area,
- d. Drainage and land contamination issues.

7.09 Principle of Development

Whilst the site is located within a wider area of open countryside, the site is actually a designated employment site within the UDP and therefore, by virtue of this allocation for employment and industrial uses, the site is not considered as open countryside in the normal planning policy sense of the word. The principle of pseudo-light industrial activities such those contained within this proposal being

located upon such a site is considered acceptable in national planning policy terms, subject to the appropriate safeguarding of amenities. Given the combination of national guidance and the policies within the UDP I do not consider that there is any in principle objection to the proposals on policy grounds.

7.10 Highways and Access

As outlined previously in this report, the site is accessed via a single access point but within the site, segregation of operational and staff or visitor traffic occurs. A one way system for access of operational vehicles via the southerly access of Pinfold Lane and egress via the northerly junction. Staff and visitor traffic enters and vacates the site via the southernmost of the 2 junctions. The proposals do not involve any alteration to this arrangement. No additional points of access or egress are proposed.

7.11 The Head of Assets and Transportation has been consulted upon the proposals and, in conjunction with Welsh Government (Highways) have raised no objection to the proposals. The operation of the depot has identified no requirement for additional 'Green Light Time' for operational vehicles exiting the site at the traffic lights on the Junction of Pinfold Lane and the A494. The submitted Transport Assessment has established that the proposals will not give rise to any capacity issues with the existing junctions or result in increased trip generation during the peak traffic periods.

7.12 The proposals arise following and as part of, a rationalisation of services at the depot. This process has brought about the need for additional parking facilities. The site currently provides a total of 272 parking spaces for the 352 vehicles associated with the operation of the depot. This recognises that not all vehicles are on the site at any one time. The proposals, following rationalisation of site operations, would result in 317 parking spaces being provided with anticipated vehicle numbers of 276. Whilst this would, on the face of it amount to an over provision, I consider it allows flexibility and provides for a degree of future proofing of capacity at the depot in the event of any further service rationalisation which may occur.

7.13 The proposals are considered acceptable in highway terms and therefore no objection is raised, subject to the imposition of conditions requiring the provision of the parking facilities prior to the additional structures coming into use and the Interim Travel Plan being developed into a final working document for use at the depot. I propose to condition accordingly.

Drainage & Land Contamination

7.14 The proposals involve improvements to the current drainage regime which serves the site. At present, foul waters are drained via a septic tank system. The proposals would involve the construction of an on site sewerage works to be sited beneath the new proposed parking

area. Surface water is proposed to be drained to a new attenuation tank, also to be located beneath the car park. Both systems will outfall to the brook which runs to the west, beyond the site boundary.

7.15 These drainage proposals have been the subject of consultation with both Dwr Cymru and EAW, neither of whom has raised any objections to these proposed drainage methods. I propose to condition the implementation of these drainage schemes prior to the first use of the new facilities proposed.

7.16 Given the historically contaminative uses of the site, a Phase 1 land contamination survey accompanies the application. This has been considered by both the Council and the Coal Authority, both of whom concur that its' findings are accurate in identifying the site to be the subject of contamination principally associated with former coal mining activities. The report advises that risk is only likely to arise in those areas where new development is proposed, i.e the formation of the new car park, installation of drainage systems and erection of new buildings.

7.17 It is therefore proposed that the site shall be the subject of an intrusive Phase 2 land contamination investigation prior to the commencement of these built operations. This investigation will inform the remediation strategy necessary to remove the links between the contaminants and future receptors and I propose to condition accordingly.

Amenity Impacts

7.18 The site currently operates as a depot but nevertheless, there is a need to ensure that the introduction of further built form and visually intrusive uses such as areas of car parking is balanced by the improvement of and enhancements to the quality of site landscaping. The proposals are accompanied by a site landscaping plan which seeks to reinforce the existing landscaped frontage of the site through the planting of an extension to the existing indigenous hedgerow towards the western edges of the site, planting of trees and shrubbery and visual enhancement through the removal of unsightly planters in the frontage area.

7.19 In respect of the proposed new buildings, the proposals provide for steel profile clad buildings of a form commensurate with the existing buildings upon the site. Neither of the proposed buildings would be of such a height as would compete with the Salt Dome of the tallest element of the existing office building upon site. It is my intention to condition the agreement of samples of the proposed finish materials in respect of both new buildings and the proposed external refurbishments of existing buildings prior to the use of such materials.

8.00 CONCLUSION

- 8.01 I consider that the proposal is acceptable in principle and the development would be acceptable at this location meeting the Council's requirements.
- 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.

Contact Officer: David Glyn Jones
Telephone: 01352 703281
Email: glyn_d_jones@flintshire.gov.uk