

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **PLANNING COMMITTEE**

DATE: **25th SEPTEMBER 2024**

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

SUBJECT: **FULL APPLICATION FOR THE PROPOSED
REDEVELOPMENT OF THE FORMER HOTEL
SITE TO PROVIDE 4 NO. FOOD AND RETAIL
UNITS FALLING WITHIN USE CLASS A1 AND A3,
TOGETHER WITH LANDSCAPING, CAR
PARKING AND SITE SIGNAGE**

**APPLICATION
NUMBER:** **FUL/000209/24**

APPLICANT: **VALEDOWN DEVELOPMENTS LTD**

SITE: **LAND AT THE FORMER GATEWAY TO WALES
HOTEL, WELSH ROAD, GARDEN CITY**

**APPLICATION
VALID DATE:** **2ND APRIL 2024**

LOCAL MEMBERS: **COUNCILLOR C.M. JONES
COUNCILLOR D. SELVESTER**

**TOWN/COMMUNITY
COUNCIL:** **SEALAND**

**REASON FOR
COMMITTEE:** **AT THE REQUEST OF THE LOCAL MEMBER
DUE TO CONCERNS REGARDING HIGHWAY
SAFETY AND FLOODING**

SITE VISIT: **NO**

1.00 SUMMARY

1.01 This a full planning application for the proposed redevelopment of the former Gateway to Wales Hotel site, Garden City, to provide 4 no. food and retail units with associated parking.

1.02 The schedule of development is listed below:

- Convenience Store (372sqm);
- Drive-Thru Coffee Shop (168sqm);
- Two Food Retail Units (Combined 260sqm).

1.03 Access to the site will be retained from the existing access arrangement from Welsh Road which will be improved. A total of 63 on-site car parking spaces will be provided, including six disabled spaces.

1.04 Members may recall that there was a previous submission on this site which was refused planning permission at planning committee on the 30th March 2022, contrary to officer recommendation due to concerns regarding HGV parking and the loss of parking spaces during deliveries. At the subsequent appeal the Inspector, in dismissing this reason for refusal and awarding costs, concluded that there was no likely conflict arising from delivery vehicles and access to car parking on the site as they would operate separately from one and another.

1.05 However, in relation to the Appeal and the issue of flood risk, despite the lack of objection from NRW, the Inspector concluded that the proposed development did not demonstrate compliance with TAN15 and the tests for less vulnerable development. Officers remain concerned at the interpretation of the policy context by the Inspector but it is a matter of judgement for the Council to apply what it considers to be relevant factors to justify this development in line with the tests in TAN15.

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

2.01 Conditions

1. The development hereby approved shall be commenced before the expiration of five years from the date of this permission.
2. The development shall be carried out in accordance with the following approved plans and documents:
 - Location Plan
 - Letter to NRW
 - Existing Site Plan - 19028-C4P-AV-ZZ-DR-A-0101_Rev._P1
 - Proposed Site Plan - 19028-C4P-AV-ZZ-DR-A-0501_Rev._P13
 - Ground Floor Plan - B1 Costa Coffee - 19028-C4P-B1-00-DR-A-2001_Rev._P1
 - Proposed Elevations - B1 Costa Coffee

- Proposed Ground Floor Plan - Retail Unit B3 & B4 - 19028-C4P-B3.4-00-DR-A-2001_Rev._P4
- Proposed Ground Floor Plan - Unit B2 - 19028-C4P-B2-00-DR-A-2001_Rev._P4
- Proposed North West Elevation - B1 Costa Coffee - 19028-C4P-B1-ZZ-DR-A-2102_Rev._P2
- Proposed Elevations - Retail Units B3 & B4 - 19028-C4P-B3.4-ZZ-DR-A-2101_Rev._P4.
- Proposed Elevations - Unit B2 - 19028-C4P-B2-ZZ-DR-A-2101_Rev._P5.
- Proposed Site Signage - 19028-C4P-AV-ZZ-DR-A-7801_Rev._P3_Sheet_1.
- Proposed Site Signage - 19028-C4P-AV-ZZ-DR-A-7802_Rev._P5
- Proposed Side Totem Sign Details - 19028-C4P-AV-ZZ-DR-A-7800_Rev._P3
- Costa Coffee Drive Thru
- Vehicle Tracking - 19028-C4P-AV-ZZ-DR-A-0903_Rev._P4
- AADT
- Survey Data Comparison
- Classified Junction Count - All Sites
- Drainage Intent - 20-5154-500
- Drainage Strategy
- Flood Consequence Assessment
- Ground Investigation Report
- Ecological Survey & Assessment
- Design & Access Statement
- Transport Statement

3. Prior to its installation, full details of lighting shall be submitted to and agreed in writing by the Local Planning Authority. The Lighting Plan should include:

- Details of the siting and type of external lighting to be used
- Drawings setting out light spillage in key sensitive areas
- External lighting/internal light spillage assessment and plans that are compliant with the provisions of the Lighting Professionals and Bat Conservation Trust: Guidance Note 08/23: Bats and Artificial Lighting at Night.
- Light modelling images to present the night time effects of lighting on building elevations and ground surfaces from key viewpoints
- Details of lighting to be use both during construction and operation phase

The lighting shall be installed and retained as approved during construction and operation.

4. Prior to the occupation or operation of the development a verification report demonstrating completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a long term monitoring and maintenance plan for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be carried out in accordance with the approved details.
5. Prior to the occupation or operation of the development, a long-term monitoring plan for land contamination shall be submitted and approved in writing by the Local Planning Authority. The long-term monitoring plan should include:
 - Details of the methods and triggers for action to be taken
 - Timescale for the long-term monitoring and curtailment mechanisms e.g. a scheme of monitoring for 3 years unless the monitoring reports indicate that subsequent monitoring is or is not required (for x years)
 - Timescales for submission of monitoring reports to the LPA e.g. annually
 - Details of any necessary contingency and remedial actions and timescales for actions
 - Details confirming that the contingency and remedial actions have been carried out.
 - The monitoring plan shall be carried out in accordance with the approved details, within the agreed timescales.
6. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be carried out as approved.
7. No infiltration of surface water drainage into the ground is permitted other than with the express written consent of the local planning authority, which may be given for those parts of

the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

8. The siting, layout and design of the means of site access shall be in accordance with details to be submitted to and approved by the Local Planning Authority prior to the commencement of any site works.
9. The forming and construction of the means of site access shall not commence unless and until the detailed design thereof has been submitted to and approved by the Local Planning Authority.
10. The proposed access shall be provided with minimum visibility splays of 2.4m x 35.7m to the right on exit and 2.4x 40.2m to the left on exit measured along the nearside edge of the adjoining carriageway over land within the control of the Applicant and/or Highway Authority and within which there shall be no significant obstruction to visibility.
11. The stated visibility splays at the proposed point of access shall be made available and kept free from all obstructions for the duration of site construction works.
12. Facilities shall be provided and retained within the site for the loading, unloading, parking and turning of vehicles in accordance with the submitted scheme, such facilities being completed prior to the proposed development being brought into use.
13. Positive means to prevent the run-off of surface water from any part of the site onto the highway shall be provided in accordance with details to be submitted to and approved by the Local Planning Authority prior to the commencement of any site works.
14. No development shall take place, including site clearance works, until a Construction Traffic Management Plan has been submitted to, and approved in writing by, the Local Planning Authority
15. Prior to the occupation of the first unit, a Service/Delivery Management Plan shall be submitted to the Local Planning Authority for approval.
16. Prior to construction activities beginning on site the applicant must submit details for the Costa pole sign adjacent the A494 Trunk Road, including post, foundation and wind loading

calculations, to be agreed with the Planning Authority in consultation with the Welsh Government.

17. Within 12 months of the development being brought into use the applicant, if requested by the Welsh Government, must undertake an updated capacity assessment of Drome Corner roundabout. Any re-validation of the traffic signals or offsite mitigation is to be carried at the Developer's expense.

3.00 CONSULTATIONS

3.01 Local Member – Councillor CM Jones

Raises concerns with the impact on highway safety due to the access arrangements and increase in traffic. In addition, also raises concerns with potential flood risk. Requests that the application be determined at planning committee.

Sealand Community Council

The Community Council repeat their objections to the previous submission on this site (062863) namely:

- The proposal may increase traffic flows leading to a potential safety problem with the nearness of the roundabout and bus stop

Community and Business Protection

No objections received

Highways Development Control

No objection subject to the imposition of conditions:

- Siting, Layout and Design of Access
- Detailed design of Access
- Visibility Splays – 2.4m x 35.7m right of exit and 2.4m x 40.2m left of exit
- No obstruction to visibility and to be retained
- Facilities for the loading, unloading, parking and turning of Vehicles
- Prevent surface water run-off onto highway
- Construction Traffic Management Plan
- Prior to occupation, submit Service/Delivery Management Plan

Welsh Government – Highways Authority

No objection subject to the imposition of conditions:

- Details of Costa Coffee pole sign adjacent A494 to be submitted

- Undertake Capacity Assessment of Drone Corner Roundabout within 12 months of permission

Welsh Water/Dwr Cymru

No objection but the applicant is advised with regards to the location of DC/WW assets and the requirement for SAB approval for surface water drainage

Natural Resources Wales

No objection subject to the imposition of conditions:

- Contamination Verification Report
- Long term monitoring plan during construction of contaminated land
- Unsuspected contamination
- Surface water drainage
- Lighting scheme for the protection of bats

Airbus

Confirms no aerodrome safeguarding objection.

4.00 PUBLICITY

4.01 Press Notice, Site Notice, and 35 Neighbour Notification letters posted

Two letters of objection received raising the following concerns:

- Non compliance with retail hierarchy and the potential impact of the proposed development on the deliverability of the district centre on the nearby Airfields site
- Drainage concerns
- Adequacy of proposed management condition with regards to deliveries
- Unsustainable location
- Flood risk
- Increase in traffic
- Noise and air pollution issues

5.00 SITE HISTORY

5.01 062863

Proposed Development consisting of 4 No. Class E(a) and E(b) food and retail units and associated car parking and signage.
Refused 21/04/2022. Dismissed on Appeal 31/08/2023

062202

Proposed development consisting of 4 No. food and retail units and associated car parking and signage.
Refused 05/03/2021

051951

Application for removal or variation of conditions 3, 4, 5, 6, 9, 10, 11, 12, 13, 14, 17 & 19 following grant of planning permission ref: 046298.
Refused 07/03/2015

043688

Construction of new entrance and internal alterations.
Approved 07/02/2008

6.00 PLANNING POLICIES

6.01 Flintshire Local Development Plan

Policy STR2: The Location of Development

Policy STR4: Principles of Sustainable Development, Design and Placemaking

Policy STR5: Transport and Accessibility

Policy STR6: Services, Facilities and Infrastructure

Policy STR7: Economic Development, Enterprise and Employment

Policy STR9: Retail Centres and Development

Policy STR13: Natural and Built Environment, Green Networks and Infrastructure

Policy STR14: Climate Change and Environmental Protection

Policy PC2: General Requirements for Development

Policy PC3: Design

Policy PC4: Sustainability and Resilience of New Development

Policy PC5: Transport and Accessibility

Policy PE7: Retail Hierarchy

Policy PE10: District and Local Centres

Policy EN14: Flood Risk

Policy EN16: Development on or near Landfill Sites or Derelict and Contaminated Land

Policy EN18: Pollution and Nuisance

Adopted Supplementary Planning Guidance Notes

SPGN No 11. Parking Standards

National Planning Policy

Planning Policy Wales Edition 12

Future Wales: The National Plan 2040

7.00 PLANNING APPRAISAL

7.01 Introduction

This is a full planning application for the proposed redevelopment of the former Gateway to Wales Hotel site, Garden City, to provide 4 food and retail units with associated parking and signage.

7.02 Site Description

The application site extends for 0.51ha and is located within Garden

City. The site enjoys a prominent roadside location positioned between the A494 Trunk Road and the B4551, Welsh Road. The site is cleared and vacant following the demolition of the former Gateway to Wales Hotel, which was subject to fire damage in 2017. The site has an existing access off Welsh Road, and is neighboured by predominantly residential development.

7.03 Proposed Development

The proposed development comprises the redevelopment of the former hotel site to provide 4 food and retail units falling within use class A1 and A3, together with landscaping, car parking and site signage.

7.04 The unit use and associated floor areas are as follows:

- Unit 1 (Costa Coffee Drive Thru) 168.04sqm
- Unit 2 (Retail Store) 371.71sqm
- Unit 3 (Food Retail) 130sqm
- Unit 4 (Food Retail) 130sqm
- Total floor area of buildings approx. 800sqm.

7.05 In terms of building appearance, each unit resembles a similar theme this being of steel portal frame construction, single storey with sloping monopitch roof. With the exception of units 3&4 (food retail units) which will have a traditional masonry wall finish, the elevations of the units will comprise cladded render wall panels, using British Western Cedar Timber clad feature panels, composite cladding panels (flat profile) and glazed shopfront elements.

7.06 The preference for glazing is to use aluminium framed curtain wall systems allowing for up to 50mm polyester powder coated glazing panels. All external fire doors and personnel doors are to match the surrounding cladding colour of the building. An insulated, built-up cladding panel system or similar approved product will be used on the roof. Contrasting eaves and verges are preferred in Anthracite.

7.07 The existing red brick boundary wall as seen from the A494 will remain, with a 2.1m high feather edge boarded fence proposed to divide the site and neighbouring properties on Maes Helyg. Timber fencing consisting of British Western Red Cedar profiles is to be used to fence the food retail units service areas. It is to be no less than 2.4m high for security purposes. The service area gates will match this style of fence and be in the same colour. In less visible areas paladin fencing is proposed instead of the continuation of timber fencing. Whilst the site will predominately be hard surfaced, there is peripheral soft landscaping proposed to the North, North East and South East boundary limits.

- 7.08 The site will retain the existing site access off the B4551 Welsh Road, and provide a total of 63 no. car parking spaces including 6no. as disabled bays as per the previous submission.
- 7.09 Principle of Development
The application site is located within the settlement boundary of Garden City which is a Tier 2 Local Service Centre in the adopted Local Development Plan.
- 7.10 Policy STR2 defines such settlements as 'settlements with a local role in delivery of services and facilities'. Policy STR9 advises that retail development will be guided by the County Retail Hierarchy and that retail centres will be the preferred location for new retail, leisure, office, social and other town centre uses. The LDP has a retail hierarchy contained within policy PE7 comprising town centres, district centres and local centres. Garden City is defined as a local centre. Policy PE7 states 'Proposals will be supported where they are appropriate in scale and type for a particular centre'. More policy guidance is contained in policy PE10 on local centres and the policy explains that small scale retail and other commercial intended to meet the day to day needs of the local neighbourhood will be directed towards suitable sites or premises within the Local Centres. Garden City is not a typical settlement as it lies on the edge of the Northern Gateway strategic site, adjacent to the Deeside Industrial Park, adjacent to the A494 and at the heart of an urban area. In this broader context the proposed development will be able to meet the needs of existing residents, employees and passing traffic. It is considered appropriate in scale and type to its surroundings and in a sustainable location.
- 7.11 Members may be aware that planning permission has been granted for the development of a district centre on land at the adjacent Northern Gateway strategic site and concerns have been raised by third party objectors that this application will negatively impact on deliverability of those facilities. Once built out Northern Gateway will see over 1400 new homes and significant employment opportunities. Taking into consideration the size of the existing settlement of Garden City and the wider area there is no substantive evidence that both developments would not be viable.
- 7.12 Given the sites location in the Future Wales National Growth Area it is considered that the proposed development would contribute to the wider principles behind the National Growth area, and the retail or employment location principles set out in policies in the LDP. The principle of the development is therefore considered acceptable.
- 7.13 Highway Safety
The proposed development will utilise the existing access off Welsh Road, which previously served the 40 bed Hotel. A total of 63 car parking spaces are indicated to be provided with deliveries taking

place outside of the opening hours of the proposed retail units. The current submission makes no changes to the proposed point of access or parking arrangements from the previous application.

- 7.14 As Members will be aware, the previous submission for this site was refused in 2022 due to concerns that the proposal failed to make adequate provision for HGV parking, loading and unloading without conflict to the parking network. The decision was appealed with the Inspector noting the following:
- 7.15 *'Swept path analysis plans have been submitted to demonstrate that a 16.5 m articulated vehicle and a 10 m rigid vehicle can safely enter and exit the site and manoeuvre within it. There are no objections from Welsh Government Transport and the Council's Highway Authority to the proposed development in relation to the TS, accident records and junction visibility. I have no reason to disagree with these findings. Deliveries would take place outside the opening hours of the proposed development and can be secured by planning condition. In my view, there is no likely conflict arising from delivery vehicles and access to car parking on the site as they would operate separately from one and another'.*
- 7.16 The appeal on that ground was accepted and the Inspector awarded costs against the Council. This application proposes an identical layout, parking provision and access to those previously assessed by the Inspector.
- 7.17 An objection suggests that the proposed condition relating to the submission of a management plan to control deliveries is unworkable. However, no supporting evidence is supplied with the objection and this matter was not raised by the Inspector. The proposed condition will safeguard that the retail uses and deliveries do operate separately.
- 7.18 Whilst the concerns raised with regards to the proposed increase in traffic is noted, the Transport Statement (TS), which is a resubmission of that assessed during the appeal, concludes that the proposed development would not give rise to any highway safety concerns. Members should note that this application makes no change to the layout of the access and parking and turning facilities from that previously considered by the Inspector. A number of conditions as set out at paragraph 2.01 of this report will secure matters including visibility, parking and a construction management plan.
- 7.19 Flood Risk
The planning application proposes less vulnerable development. NRW Flood Risk Maps confirm the site to be within Zone C1 of the Development Advice Map (DAM) contained in TAN15. The Flood Map for Planning (FMfP) identifies the application site to be at risk of flooding and falls into Flood Zones 2 (Rivers) and 3 (Sea) associated

with Manor Drain and the tidal River Dee respectively. The Manor Drain is a culverted main river which flows beneath the site from east to west.

7.20 Notwithstanding the fact that NRW have not objected to either application on flood risk grounds, or that there was no flood risk reason for refusal with the previous application, the Inspector chose to apply a precautionary approach to refusing that appeal, on the basis that he did not consider the relevant tests to justify development in a flood zone had been evidenced. This was not the view of officers, NRW or the committee last time and there is clear evidence to support compliant with the tests in section six and seven of TAN15 to support this application. To set this justification in context:

- The settlement of Garden City is defined as a local centre as part of the retail hierarchy in the LDP. This sets out a clear framework for where retail and commercial development should be focussed and as the proposed use is retail, it is reasonable to conclude that the proposals is compliant with the retail hierarchy of the LDP;
- The Inspector also rejected the contribution the proposals will make to employment provision, as it is not part of the Northern Gateway strategic site which he considered, defines the extent of the national growth area in the LDP. This is not correct. The national growth area covers a large area comprising Wrexham and Deeside and there is no defined boundary for it in either Future Wales or the Flintshire LDP. It is therefore not correct to say that the application site wouldn't contribute to the wider principles behind the National Growth area, or the retail or employment location principles set out in policies in the LDP, as these are clearly evidenced;
- This proposal represents a sustainable brownfield windfall site in a Tier 2 sustainable settlement that will facilitate regeneration, economic growth, and job creation where the proposed uses are for less vulnerable development and where the key risk management body (NRW) does not object.

7.21 It is a matter of judgement for the Council as the decision maker to consider development proposals against the policy tests in TAN15 and these are clearly met given the above context.

7.22 There is no change in policy context to that as outlined above. It is therefore considered that the location of the brownfield site within a defended flood zone, subject to the proposed use being for less vulnerable development, would meet the justification tests in TAN15 and is therefore acceptable in terms of flood risk.

7.23 Character and Appearance

The site is situated within a defined settlement boundary, and is urban in character. The site is tightly bound by development and highway infrastructure upon its limits, does allow the proposed development to

be visually and physically contained within the immediate surroundings, and any visual impacts would be localised. The immediate neighbour to the site is the 3 storey residential apartment building, Maes Helyg which has a longitudinal contemporary design incorporating cladding panels and red brick.

7.24 The proposed units, whilst single storey, have mono-pitched sloping roofs, and incorporate cladding and materials that are similar to that of Maes Helyg and of those found within the immediate area.

7.25 As such, the development would be seen within this context and would have an affinity with the existing built form. The proposed redevelopment of this site is therefore welcomed and considered a betterment to the current state of the site, which if left vacant will have a more harmful and long lasting impact upon the character and appearance of the area.

7.26 Impact on Living Conditions

As noted above, the site is bound by existing development this being predominately highway infrastructure and residential development. The nearest residential properties to the site are 118 Welsh Road and those residing in the 3 storey apartment building, Maes Helyg.

7.27 No. 118 Welsh Road is a bungalow which is located 10.8m away from the proposed retail/food unit at its closest point measured from the side elevation. The side elevation of the bungalow consists of an attached wooden carport structure and therefore no habitable rooms are in direct conflict with the proposed unit. Notwithstanding this, the view of the retail unit and interaction with no.118 are further restricted by the existing boundary treatments to the limits of no. 118's curtilage, comprising a 1.8m closed board timber fence. This fence height drops to 1m as it approaches the junction point of Maes Helyg to maintain clear visibility. As such, the existing fencing together with the single storey nature of the proposed development and the proposed 2.1m boundary treatments to the application site, are considered to be more than sufficient to limit any adverse impact to the living conditions of no. 118 Welsh Road.

7.28 Maes Helyg is 21.7m at its closest point from the nearest proposed retail/food unit. Given that the retail units will be single storey any potential impact on these apartments would be limited to the ground floor units which without any form of screening would have a direct interface. However, similar to no.118, there is an existing close board boundary fence which limits intervisibility between the habitable rooms of the ground floor apartments to the proposed units on the application site. The single storey nature of the development together with the proposed boundary treatments are therefore considered sufficient to limit any adverse impact to the living conditions of these residents. As a further safeguard to living conditions the separation distance is such that the existing outlook from the windows of

habitable rooms upon the ground floor of the apartments to the retail unit frontages meets the required separation standard (from residential to residential).

7.29 To further protect the living conditions of the neighbouring development, it is considered reasonable to impose a condition in relation to the submission of an external lighting scheme which will aim to limit the amount of light spill from the site.

7.30 Biodiversity

The application is supported by an Ecological Appraisal which assessed the proposed development with regards to existing vegetation, protected species including bats and trees. The report concludes that the commercial development will not give rise to any adverse impact on biodiversity and that the proposed landscaping, albeit it relatively limited will provide a net benefit given the lack of existing vegetation.

7.31 Taking a precautionary approach with regards to bats it is recommended that the submission of the external lighting scheme will ensure that flight paths are not interrupted.

7.32 Other Matters

Concerns have also been raised with respect to the increase in traffic levels and the resultant air and noise pollution, and the potential health problems as a consequence. It should be noted that the site is located directly adjacent to the A494, and this is the same for a number of properties travelling west along Welsh Road. The A494 is a busy road which is restricted to 50mph, monitored by average speed cameras along the section adjacent to the site. This serves as a measure to reduce emissions and pollution. It is not therefore reasonable to suggest that the redevelopment of this site alone will lead to or increase such levels of noise or pollution significantly to cause a health concern. It should also be noted that Business and Community Protection did not raise any objection to the development on these grounds.

7.33 Additionally, whilst the noise concern does not differentiate between operational noise and construction generated noise, the proposed conditions include controls in relation to opening hours and require the submission of a Construction Traffic Management Plan. The imposition of such conditions will therefore seek to control and minimise disruption where possible.

8.00 CONCLUSION

The proposal would see the redevelopment of an existing brownfield regeneration site within the settlement boundary and defined local centre of Garden City; a sustainable location which is supported by both national and local policies. The proposed redevelopment should be recognised as a valuable new investment within the local area,

securing the provision of a greater range of local services and the creation of further employment opportunities; as well as bringing an underused site back into beneficial use; continuing to meet the everyday needs of the community and supporting local economic growth.

- 8.01 It is considered that the proposal complies with planning policy. Accordingly, it is recommended that planning permission is granted subject to conditions as set out within paragraph 2.01 of this report.
- 8.02 Other Considerations
The Council has had due regard to its duty under Section 17 of the Crime and Disorder Act 1998 and considered that there would be no significant or unacceptable increase in crime and disorder as a result of the recommended decision.
- 8.03 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.
- 8.04 The Council has had due regard to its public sector equality duty under the Equality Act 2010.
- 8.05 The Council has had due regard to its duty under Section 3 of the Wellbeing of Future Generations (Wales) Act 2015 and considered that there would be no significant or unacceptable impact upon the achievement of wellbeing objectives as a result of the recommended decision.

LIST OF BACKGROUND DOCUMENTS

Planning Application & Supporting Documents
National & Local Planning Policy
Responses to Consultation
Responses to Publicity

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