

FLINTSHIRE COUNTY COUNCIL

REPORT TO: **PLANNING COMMITTEE**

DATE: **3RD APRIL 2019**

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

SUBJECT: **FULL APPLICATION – DEVELOPMENT OF EXISTING HIGHWAY LAND TO A PARK & RIDE FACILITY WITH ASSOCIATED INFRASTRUCTURE AT PROPOSED PARK & RIDE, SHOTWICK ROAD, SEALAND.**

APPLICATION NUMBER: **059277**

APPLICANT: **FLINTSHIRE COUNTY COUNCIL**

SITE: **LAND ADJACENT SHOTWICK ROAD, SEALAND**

APPLICATION VALID DATE: **20TH DECEMBER 2018**

LOCAL MEMBERS: **COUNCILLOR MS C M JONES**

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

REASON FOR COMMITTEE: **DEPARTURE**

SITE VISIT: **NO**

1.00 SUMMARY

1.01 This is a full planning application for the development of a 'Park and Ride' facility, featuring a car park providing 227 no. spaces, a new bus lane, upgrade of existing shared pedestrian footway and cycleway together with associated infrastructure on land adjacent Shotwick Road, Sealand.

The use of the proposed site for a Park and Ride Facility would help to alleviate the current parking problems experienced in the locality, reducing the pressures on the existing infrastructure that negotiates through the adjacent Deeside Industrial Park and wider area. The

proposed development would contribute to the Local Authority's Wider Transport Strategy, which seeks to reduce the reliance on the private car and supports the change to more sustainable modes of transport in line with Planning Policy Wales 10.

Whilst located within the Green Barrier, the principle of development in this location is considered to meet the aims of the updated guidance set out in Planning Policy Wales 10. The development is therefore considered to be acceptable

Additionally it is not considered the proposed facility would have any undue impact upon the existing character and appearance of the site, the surrounding Industrial Park, the wider Green Barrier Designation, or upon the amenities and operation of the nearest properties. The proposed development is therefore considered to comply with the relevant policies and is recommended accordingly.

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

2.01 That conditional planning permission be granted subject to:

Conditions

1. Time commencement
2. In accordance with plans
3. Details of the Bus Shelters and Bike & Go facility
4. Details of surface water disposal to be submitted and approved
5. No surface water and/or land drainage allowed to connect directly or indirectly with the public sewerage network
6. Detailed scheme for Hard and Soft Landscaping including boundary treatments and surfacing of roadway/bus lane/footway/cycleway, parking and turning areas and Implementation
7. None of the trees shown to be retained shall be removed
8. No works to any trees or hedges shall take place during the bird breeding season
9. Biosecurity Risk Assessment to be submitted and Approved
10. Scheme for interception of fuels
11. Hours of operation (06:00 – 20:00)
12. Scheme for security CCTV
13. Scheme for external lighting to be submitted and approved.

3.00 CONSULTATIONS

3.01 Local Member

Councillor Ms C M Jones

Raises no objection to the proposal.

Sealand Community Council

No objection.

Highways Development Control

With reference to the amendments and additional information submitted in respect of the above proposal and the submitted Transport Assessment, in conjunction with the proposed junction improvements these adequately address the any concerns previously raised.

The application has been submitted on behalf of the Highway Authority; subject to the grant of planning consent, detailed design work and safety audit will be commissioned. As such, all work to be undertaken within the highway will be controlled by the Highway Authority and further control by the imposition of highway related planning conditions is not required.

Highways therefore raise no objection to the proposal.

Head of Public Protection

No adverse comments to make.

SAB

SAB approval is not required as the application was validated before the 7th January 2019.

Welsh Government (Trunk Roads)

Confirms that Welsh Government as Highway Authority for the A494 trunk road does not issue a direction in respect of this application.

Welsh Water/Dwr Cymru

Welsh Water have assessed the proposal and note, that no foul flows are proposed as part of the proposed development. However, it is noted that it is proposed to discharge surface water into a sustainable drainage system or the public sewer. Due to the sensitivity of allowing surface water to enter the public sewerage system, the developer will have to demonstrate that all other options for surface water drainage have been explored. Consideration will need to be given to the incorporation of sustainable methods of drainage into the scheme in line with Welsh Government's 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems' (2018). From the information submitted, no justification appears to have been provided to support the discharge of surface water into the public sewer.

Welsh Water do not object to the proposal subject to the imposition of conditions to control surface/land water drainage.

Natural Resources Wales

NRW do not object to the proposed development provided

appropriate conditions are imposed that are relative to the points raised. The detail of the response is as follows:

NRW have reviewed the Flood Consequence Assessment (FCA) submitted in support of the proposed Park & Ride Scheme. The FCA for Shotwick Road, Deeside has been produced by Waterco and is dated February 2019.

The FCA identifies no tidal flood risks to the site from the 0.1% annual exceedance probability (AEP) and 0.5% AEP event up to 2090 and with upper band confidence data from the Tidal Dee Study 2017 data produced by NRW. This is relative to a 70 year lifetime of development for a less vulnerable use and demonstrates no increased flood risk elsewhere. The fluvial assessment is limited to surface water flooding maps and levels which show the site to be lower (1.8m). The FCA demonstrates the proposed development complies with the requirements of TAN15: Development and Flood Risk.

The site is within 20m of the drain/watercourse that runs along the cycle track and path on the site's southern boundary. This watercourse has connectivity with a sealed main river, Shotwick Brook East. As the proposed car park is for more than 50 vehicles, a fuel interceptor must be installed as part of the drainage scheme for the proposed development. A condition is therefore requested which requires the submission of such a scheme and a plan to show the location.

NRW have reviewed the Ecology Appraisal submitted which identifies that bats are present at the application site. From the information submitted, we consider that the proposed development represents a lower risk to bats, as defined in guidance document 'Natural Resources Wales Approach to Bats and Planning (2015)'. Bats and their breeding and resting places are protected under the Conservation of Habitats and Species Regulation 2017.

As this is a lower risk case for bats, we consider that the development is not likely to be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in its natural range. Furthermore, we advise that the proposed development is not likely harm or disturb the bats provided the avoidances measures described in the bat report are conditioned and thereafter implemented.

NRW also consider biosecurity to be a material consideration owing to the nature and location of the proposal. In this case, biosecurity issues concern invasive non-native species (INNS) and diseases. NRW therefore advise that a condition should be imposed which requires the submission and implementation of a Biosecurity Risk Assessment to the satisfaction of the LPA.

Sustrans
No objections.

Airbus
Confirms there is no aerodrome safeguarding objection to this proposal.

4.00 PUBLICITY

4.01 Press Notice, Site, Notice, Neighbour Notification

The application was advertised as a departure from the development plan.

3 no. letters of objection upon the following grounds:

- Increase traffic congestion on Drome Roundabout and Green Lane West
- Increase likelihood of RTC(s)
- Restricts access to the properties on Green Lane West
- Increase flood risk
- Potential for the proposed facility to be misused for overnights stays, holiday makers and attract youths
- Increase in anti-social behaviour
- Increase in litter and flytipping
- Green Lane West will be used as a toilet facility
- Poor visibility when exiting the proposed car parks
- Loss of habitat
- Poor existing signage

5.00 SITE HISTORY

5.01 No planning history.

6.00 PLANNING POLICIES

6.01 Flintshire Unitary Development Plan

STR1 New Development

STR2 Transport and Communication

STR7 Natural Environment

GEN1 General Requirements for Development

GEN3 Development in the Open Countryside

GEN4 (16) Green Barrier

D1 Design Quality, Location and Layout

D2 Design

D3 Landscaping

D4 Outdoor Lighting

D5 Crime Prevention

TWH1 Development Affecting Trees and Woodlands

L1 Landscape Character
WB1 Species Protection
AC1 Facilities for the Disabled
AC2 Pedestrian Provision and Public Rights of Way
AC3 Cycling Provision
AC13 Access and Traffic Impact
AC18 Parking Provision and New Development
EWP12 Pollution
EWP17 Flood Risk

SPGN no. 3 Landscaping
SPGN no. 4 Trees and Development
SPGN no. 11 Parking Standards
SPGN no. 12 Access for All

Planning Policy Wales Edition 10 (December 2018)

TAN 15 Development and Flood Risk
TAN 18 Transport

7.00 PLANNING APPRAISAL

7.01 Introduction

This is a full planning application for the development of a 'Park and Ride' facility, featuring a car park providing 227 no. spaces, a new bus lane, upgrade of existing shared pedestrian footway and cycleway together with associated infrastructure on land adjacent Shotwick Road, Sealand.

7.02 Site Description

The site extends for 0.98ha and comprises a swathe of flat land that is undeveloped and overgrown. The application site is straddled across Green Lane West, comprising two areas of land positioned between Shotwick Road, Deeside Industrial Park and the roundabout interchange at Drome Corner.

7.03 The site is bound to the north by the A548 Shotwick Road which sits at an elevated position to the application site, separated by highway verge and existing trees. To the east, the site is bound by the roundabout interchange, while the south and west boundaries are bound by Deeside Industrial Park. The site is located approximately 2km north of Garden City, as the nearest residential settlement.

7.04 The site is accessed off Green Lane West, which connects to Drome Road within Zone 1 of Deeside Industrial Park. Drome Road forms an arm of the Deeside Park Roundabout Junction approximately 110m east of the centre of the site. Zones 2 and 3 are located further to the west of the proposed development site.

7.05 Proposed Development

The proposed park and ride facility will create two car parks providing

a total of 227 no. parking spaces. The parking provision comprises 181 no. regular parking spaces and 13 no. disabled/accessible parking spaces in Car Park 1, with a further 33 no. regular parking spaces provided in Car Park 2, located on the opposite side of Green Lane West with its boundary abutting the roundabout interchange and grassed highway verge.

- 7.06 Each regular parking space measures 2.4x4.8m, and each disabled/accessible parking space measures 3.6x4.8m in accordance with SPGN no. 11 Parking Standards. A carriageway aisle measuring 6m in width will be installed between each strip of parking.
- 7.07 A new bus lane will be created immediately to the south of the proposed park and ride facility which will provide a connection between Green Lane West, and Parkway between Zones 1 and 2 of Deeside Industrial Park. The proposed bus lane will predominantly be a single lane width with passing places incorporated to enable the bidirectional movement of the shuttle bus service. The existing shared pedestrian footway/cycleway to the south of the site will be realigned along the southern edge of the proposed bus lane, running parallel into Parkway and beyond.
- 7.08 Two new bus stops will be provided immediate to the south of the proposed Park & Ride, one for eastbound services, and one for westbound services. Fully enclosed bus shelters will be provided at each stop. The proposal also includes a Bike & Go facility for the storage of cycles.
- 7.09 The site will continue to be accessed off Green Lane West accompanied by a new priority junction. Improvements will be made to the Green Lane West / Drome Road junction, with a right turn ghost island implemented from Drome Road onto Green Lane West. Existing vegetation to the east of Drome Road will be cleared to provide greater forward visibility for vehicles exiting the roundabout onto Drome Road.
- 7.10 Pedestrian connectivity to the new bus stops will be provided from the Park & Ride through the creation of new pedestrian footways. Four new pedestrian crossings will be installed as part of the scheme. These crossings will link the Park & Ride to both eastbound and westbound bus stops, and will provide a link between the two areas of the Park & Ride and the existing local pedestrian infrastructure network. Each crossing will feature tactile paving.
- 7.11 Principle of Development – Green Barrier
With the exception of the southern part of the site the bulk of the site lies within green barrier GEN4(16) ‘Sealand – Cheshire Border’ in the adopted UDP. The boundary of the green barrier does not follow any physical feature on the ground but cuts directly across the site.

- 7.12 The policy approach to green barriers in the UDP is still broadly in line with PPW although the recent publication of PPW10 has introduced amendments by identifying 4 further forms of development which may be acceptable within a green barrier. The main aim of green barriers is to protect the open character of land and PPW sets out a general presumption against development which is inappropriate in relation to the purpose of the designation. PPW advises that development within a green barrier must be strictly controlled to maintain openness and sets out a number of types of development which are not inappropriate development. PPW10 has introduced further guidance which states:
- 7.13 'Certain other forms of development may be appropriate in the Green Belt or green wedge provided they preserve its openness and do not conflict with the purposes of including land within it. These are:
- mineral extraction;
 - renewable and low carbon energy generation;
 - engineering operations; and
 - local transport infrastructure'.
- 7.14 The role of this section of the green barrier is to protect the open character and appearance of a swathe of flat land between the northern edge of Deeside Industrial Park / A548 Shotwick Road and the Cheshire border. It seeks to mirror the Cheshire Green Belt and to safeguard the open countryside from encroachment. The bulk of the green barrier comprises flat open agricultural fields which represents Best and Most Versatile Agricultural Land. By contrast the application site is a small swathe of land between Deeside Industrial Park and roundabout interchange between the A494(T) and A548 Shotwick Road. It comprises rough scrubland with self-seeded trees and sits at a slightly lower level than the A548. With the backdrop of industrial development and the infrastructure associated with the A548 / A494(T) interchange, it has a distinct urban context, and it is quite different in character and appearance from the wider green barrier.
- 7.15 Turning to the specific form of development proposed, the site will be predominantly laid out with car parking spaces and the only built development on the site will be a bus shelter and Bike & Go Facility. The proposed use of the site as a Park and Ride Facility, linking with regular shuttle buses and existing cycle routes clearly represents 'local transport infrastructure' and forms part of a number of sustainable transport schemes and initiatives in and around Deeside. The lack of built development will ensure that the purposes of this green barrier are not compromised in terms of maintaining the open character of the site and preventing the encroachment of built development into open countryside. The proposed development is therefore considered to comply with the updated guidance in PPW10

and is therefore not inappropriate development in the Green Barrier.

7.16 Highway Impact

The site will continue to be accessed off Green Lane West with the addition of a new priority junction. Improvements will be made to the Green Lane West / Drome Road junction, with a right turn ghost island implemented from Drome Road onto Green Lane West.

7.17 Existing vegetation to the east of Drome Road will be cleared to provide greater forward visibility for vehicles exiting the roundabout onto Drome Road. A forward visibility splay of 66m will be achievable for vehicles exiting the roundabout. Lateral visibility splays of 2.4 x 63m are achievable in both directions from the Drome Road / Green Lane West junction.

7.18 Pedestrian connectivity to the new bus stops will be provided from the Park & Ride through the creation of new pedestrian footways. Four new pedestrian crossings will be installed as part of the scheme. These crossings will link the Park & Ride to both eastbound and westbound bus stops, and will provide a link between the two areas of the Park & Ride and the existing local pedestrian infrastructure network.

7.19 The application is supported by a Transport Assessment prepared by Pell Frischmann, dated February 2019. The report has been subject to statutory consultation with the Highway Development Control Manager, who conclude that the report together with the proposed junction improvements adequately address the previous concerns raised in relation to traffic impact on the Green Lane West Junction, and wider highway safety. The proposed achievable visibility splays are considered to be acceptable.

7.20 The application has been submitted on behalf of the Highway Authority; subject to the grant of planning consent, detailed design work and safety audit will be commissioned. As such, all work to be undertaken within the highway will be controlled by the Highway Authority and further control by the imposition of highway related planning conditions is not required. The Highway Development Control Manager therefore confirms that it has no objection to the development.

Furthermore Welsh Government, Highways Authority for the A494 Trunk Road have not raised an objection in respect of the proposal.

7.20 Flood Risk

The application site lies entirely within Zone C1 as defined in TAN15 Development and Flood Risk (2004) and shown on the Natural Resource Wales Development Advice Map. This is confirmed by Natural Resource Wales (NRW) which confirms the site is within the defended flood zone 3 – an area considered to be at risk with a 0.5%

(1 in 200) or greater annual probability of tidal flooding but served by significant infrastructure, including flood defences.

7.21 The nearest watercourse is an unnamed land drain which is located immediately south of the site. Shotwick Brook is located approximately 300m north-west of the site and flows south to join the River Dee approximately 2.6km south west of the site. The River Dee is tidally influenced in this location.

7.22 For the purposes of this determination, it is necessary to assess the proposal in line with TAN15. Firstly, the proposed development is considered to fall within the 'less vulnerable' category of development i.e. transport and fixed surface infrastructure such as car parks. Such development can be justified in Flood Zone C1 provided it can be demonstrated that:

- i) Its location in zone C is necessary to assist, or be part of , a local authority regeneration initiative or a local authority strategy to sustain an existing settlement, or:
- ii) Its location in Zone C is necessary to contribute to key employment objectives supported by the local authority, and other key partners, to sustain an existing settlement or region; and
- iii) It concurs with the aims of PPW and meets the definition on previously developed land; and
- iv) The potential consequences of a flooding event for the particular type of development have been considered, and in terms of the criteria contained in sections 5 and 7 and appendix 1 of TAN15, found to be acceptable.

7.23 In terms of justifying the development, the site has been identified as being within flood risk zone C1. In accordance with TAN15 (fig.1) zone C1 are areas of floodplain which are developed and served by significant infrastructure, including flood defences. The development site is located in an area which benefits from tidal flood defences in the form of earth embankments along the River Dee; the north embankment in particular has been subject to improvement and strengthening works as part of the Northern Gateway site, which has seen the defence crest increased to 7.20m AOD.

7.24 The site is located adjacent to a major employment allocation, Deeside Industrial Park. The proposed development would contribute to the Local Authority's Wider Transport Strategy, which seeks to reduce the reliance on the private car and supports the change to more sustainable modes of transport in line with PPW10. The development would therefore accord with criteria (i) and (ii) above.

7.25 Whilst the site is not recognised as brownfield land, the site is considered to meet the aims of PPW10 in relation to development

within the Green Barrier. The principle of development is therefore considered to be acceptable in this location. The development would therefore accord with the broad understanding of criterion (iii).

- 7.26 In terms of criterion (iv) the application is supported by a Flood Consequence Assessment (FCA) undertaken by Waterco, dated February 2019. The assessment has detailed the modelled outputs obtained from NRW to assess the risk of tidal flooding from the River Dee. The site is shown to be flood free during all tidal overtopping (defended) events up to and including the 0.1% Annual Exceedance Probability (AEP) + climate change up to the year 2090 event.
- 7.27 A residual flood risk would arise from a breach of the River Dee Flood Defences during an extreme flood event. When accounting for a breach of the flood defences at Garden City and Broken Bank, the site is estimated to be flood free during all events up to and including the 0.5% AEP + climate change up to the year 2115 breach event, it is also considered to be flood free during the 0.1% AEP + climate change up to the year 2090 event.
- 7.28 The risk of flooding to the site from all sources is considered to be low and no mitigation measures are considered to be necessary.
- 7.29 NRW have reviewed the FCA and confirm that they are satisfied that the appropriate assessment of flood risk has been undertaken which demonstrates that the site would remain flood free with no increased flood risk elsewhere. Furthermore NRW confirm that the FCA demonstrates the proposed development complies with the requirements of TAN15: Development and Flood Risk. NRW therefore raises no objection to the proposed development.
- 7.30 It is considered that the proposed development complies with criterion (vi) as outlined above.
- 7.31 Drainage
Welsh Water have reviewed the submitted details and note, that no foul flows are proposed as part of the proposed development. However, it is noted that it is proposed to discharge surface water into a sustainable drainage system or the public sewer. Due to the sensitivity of allowing surface water to enter the public sewerage system, the developer will have to demonstrate that all other options for surface water drainage have been explored. Consideration will need to be given to the incorporation of sustainable methods of drainage into the scheme in line with Welsh Government's 'Statutory standards for sustainable drainage systems – designing, constructing, operating and maintaining surface water drainage systems' (2018).
- 7.32 Welsh Water consider the drainage arrangement to be acceptable in principle, however suggest the imposition of conditions to control the

details of surface/land water drainage.

7.33 Ecology

The application site is situated alongside the Industrial estate and is currently undeveloped land. It consists of rough grassland, tall herb, planted trees and regenerating scrub.

7.34 The Dee Estuary SSSI/SAC/SPA/Ramsar site and the River Dee SAC are both over 2.5km from the site, therefore it is not considered that the proposed development will impact directly or indirectly upon these designations. Otters are a feature of the River Dee SAC and have been recorded within the Deeside Industrial Park (DIP), with evidence found along the ditches which provide an important corridor for ecology.

7.35 The application is supported by a Preliminary Ecological Appraisal, undertaken by Pell Frischmann dated January 2019. The report covers statutory protected sites, Habitats and protected species.

7.36 In summary:

- *Phase I habitat survey identifies an area of neutral grassland, with the majority identified as tall herb vegetation scrub and planted trees.*
- *Bats: the site is identified as potential foraging habitat.*
- *Nesting birds: The habitat is suitable for nesting birds. Bird activity was recorded during the site survey which recorded common species. There are also Barn Owl and Kestrel records locally which could use the site as feeding habitat.*
- *Reptile and amphibians: Grass snake and common lizard have been recorded elsewhere within the DIP but the potential for common reptile species is low but reasonable avoidance measures have been proposed. Common Toad have also been recorded within the DIP and the presence of the nearby ditch/drain means their presence may be more likely.*
- *Otter and Water vole: not identified within the report. The water course is outside of application site. (Evidence of Water vole feeding remains was found August 2014 on connecting ditches during a survey for FCC Engineers).*
- *Badger: No setts or signs of badger were identified during the survey.*

7.37 The key issues highlighted concern nesting birds and bats. The application site is considered to possess favorable, albeit of low quality habitat likely to be used by nesting birds. It is therefore recommended that no vegetation clearance should take place during the bird nesting season, unless suitable checks are undertaken, and I propose a condition to this effect. Whilst the study suggests the need for a further bat activity survey, the County Ecologist considers the existing, limited natural habitat on site is likely to be used for foraging purposes rather than roosting, and therefore further surveys are not

necessary. The proposed mitigation which aims to strengthen green corridors along the site boundaries as part of any landscaping works is welcomed. NRW concur with this approach.

7.38 The survey proposes mitigation in the form of a landscaping scheme which retains the identified trees and woodland areas, includes the replanting of native trees and use of wildflower mixes which provide opportunities for ecological enhancements. Whilst a landscaping scheme has been provided, it is not considered to be sufficiently robust or detailed and therefore I propose a condition requiring such a scheme to be submitted, and approved prior to commencement in order to accord with the recommendations of the ecology study.

7.39 Trees

An Arboricultural Tree Survey has been submitted in support of the application undertaken by Pell Frischmann, dated January 2019. In addition to the assessment, an Arboricultural Method Statement and Tree Protection Plan has been prepared by the Applicant's appointed consultant. These statements have been informed by the recommendations of the comprehensive Tree Survey submitted.

7.40 The report concludes that all of the established lime trees (15) along the north boundary of the site and Shotwick Road are to be retained and appropriately protected in accordance with the Tree Protection Plan submitted. Such protection measures include fenced off areas to mark the root protection zone of each individual tree, ensuring the protection of the tree and any future growth. Retaining these trees is welcomed as they afford valuable amenity and structure to the landscape when approaching and exiting the roundabout.

7.41 Within the main body of the application site T001, G002 and G003 and G004 will need to be felled. These groups of trees and T001 give the area a more rural character and provide a degree of screening for the cycle track from Shotwick Road, however they are not strong landscape features nor do they comprise of particularly mature trees that would justify making a case for their retention. It is apparent that G005 could be largely retained with careful laying out of the car park and therefore there would be no need to replant this area of the car park as indicated on the landscape scheme. G005 also extends eastwards beyond the last lime providing additional screening and segregation of the bus lane from Shotwick Road.

7.42 Whilst this loss is required to enable the development scheme, the small groups of trees have been considered in the survey to be of low quality and of no significant amenity value, and therefore not worthy of retention. The loss of these trees is not considered to cause any detriment in respect of any identified ecological constraint on this site. It is considered that an appropriate landscaping scheme could offset any negative effects. The application is supported by a landscaping scheme. However, for the purposes of ensuring that the site is

appropriately landscaped and the trees identified retained, a robust hard and soft landscaping scheme will be required. I therefore propose a condition to this effect.

7.43 Other Matters

Representations received raise concerns of increased littering, misuse of the car park and opportunities for antisocial behaviour to intensify. Whilst these problems currently persist and are a concern, developing this site would create a presence that does not currently exist, providing surveillance, security and maintenance to the site and its surrounding areas. As such it is considered that the proposed development will deter such attributes of crime and behaviour and lead to an overall betterment. A concern was raised with regards to signage however this application cannot seek to resolve existing signage issues which are unrelated to this development.

8.00 **CONCLUSION**

The use of the proposed site for a Park and Ride Facility would help to alleviate the current parking problems experienced in the locality, reducing the pressures on the existing infrastructure that negotiates through the adjacent Deeside Industrial Park and wider area. The proposed development would contribute to the Local Authority's Wider Transport Strategy, which seeks to reduce the reliance on the private car and supports the change to more sustainable modes of transport in line with Planning Policy Wales 10.

Whilst located within the Green Barrier, the principle of development in this location is considered to meet the aims of the updated guidance set out in Planning Policy Wales 10. The development is therefore considered to be acceptable

Additionally it is not considered the proposed facility would have any undue impact upon the existing character and appearance of the site, the surrounding Industrial Park, the wider Green Barrier Designation, or upon the amenities and operation of the nearest properties. The proposed development is therefore considered to comply with the relevant policies and is recommended accordingly.

8.01 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.

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.

The Council has had due regard to its public sector equality duty under the Equality Act 2010.

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

Contact Officer: **Katie H Jones**
Telephone: **(01352) 703257**
Email: katie.h.jones@flintshire.gov.uk