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Architecture + Building Surveying + Town Planning

11 Factory Road, Sandycroft, Deeside Supporting Planning Statement

20th February 2025

CASSIDY + ASHTON

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CH1 4EB

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1.0 EXECUTIVE SUMMARY

- 1.1 The following is a Full Planning Application submitted on behalf of Rose Farmhouse Properties Ltd. in relation to the site at 11 Factory Road, Sandycroft, Deeside, CH5 2QJ.
- 1.2 The proposal is for the erection of an industrial unit within an existing industrial estate with associated parking facilities and landscaping on the site. This includes demolition of existing buildings located on site.
- 1.3 The description of development is:

“Erection of 1 no. industrial building (use class B2/B8), associated parking and landscaping (demolition of existing buildings)”
- 1.4 The principle of development is supported as the site is within a Principal Employment Area as allocated under the Flintshire Local Plan [Policy PE2].
- 1.5 The proposed development will make best use of an existing employment site which is currently underutilised within a sustainable location and designated Employment Area.
- 1.6 The proposed development is supported within national policy as it is located in the National Growth Area of Wrexham and Deeside and will contribute to long term economic well-being through redevelopment of the site.
- 1.7 The site is allocated under Zone C1 in the Development Advice Map, a flood consequence and drainage assessment has been undertaken which confirms the development is acceptable with mitigation design measures.
- 1.8 The proposal has resulted from an extensive design process, which has identified and responded to site specific characteristics, opportunities and constraints with particular consideration to its location in an industrial estate. Detailed design considerations are included within the Design and Access Statement submitted with this application.

2.0 INTRODUCTION

2.1 Cassidy + Ashton have been instructed by Rose Farmhouse Properties Ltd to oversee the preparation and submission of a Full Planning Application to Flintshire County Council.

2.2 The application site is **11 Factory Road, Sandycroft, Deeside, CH5 2QJ**.

2.3 The application is for:

“Erection of 1 no. industrial building (use class B2) and associated parking and landscaping (demolition of existing buildings)”

2.4 This supporting planning statement sets out the context of the site and considers the planning merits of the proposal, reaching the conclusion that the proposed development is compliant with local and national planning policy.

2.5 This statement is to be read in conjunction with a series of plans and other documentation, comprising the planning application pack as a whole:

- Application Forms – *Cassidy + Ashton*
- Supporting Planning Statement – *Cassidy + Ashton*
- Design and Access Statement – *Cassidy + Ashton*
- Location Plan, Existing and Proposed Site Plan - *Cassidy + Ashton*
- Proposed Floor Plans and Elevations – *Cassidy + Ashton*
- Preliminary Ecological Appraisal – *Sambrook Associates*
- Flood Consequence Assessment – *Tier*
- Ground investigation Report - *Tier*
- Drainage Strategy – *JPS*
- Transport Statement – *SLR*
- Tree Survey and AIA – *Tree Solutions*
- Solar PV Report and Roof Plan - *ECS*

3.0 SITE AND CONTEXT

3.1 The application site is **11 Factory Road, Sandycroft, Deeside, CH5 2QJ**.

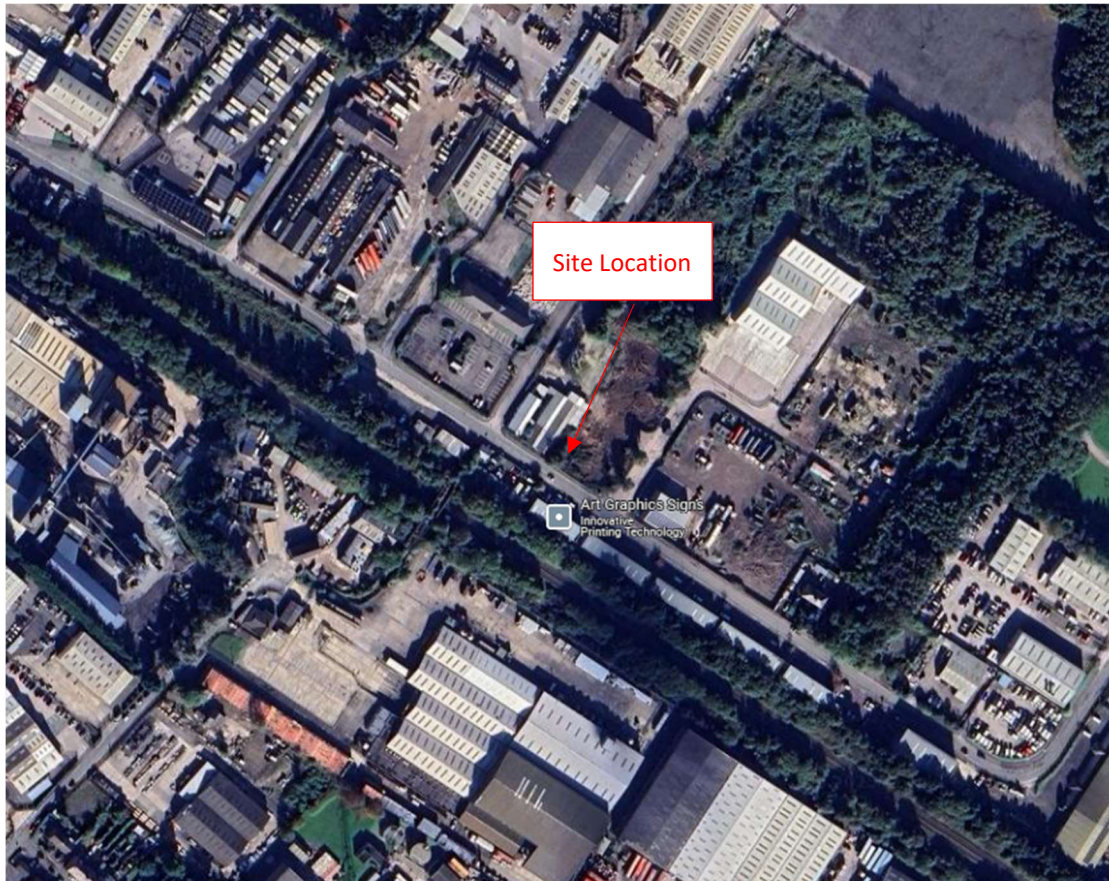


Fig. 1 Site Location [Source: Google Maps]

- 3.2 The application site extends to 0.85Ha encompassing an area of land previously used for industrial chemical manufacturing.
- 3.3 The site is located on an industrial estate and is currently occupied by an industrial building (approximately 861m²) and associated land/structures. The remainder of the site is generally level with hardstanding surrounding the building and extending across the southern part of the site.
- 3.4 The application site is comprised of the existing buildings at the south-western corner, as well as foundations of a previous building at the east of the site, demolished between 2006 and 2009. As such the existing hardstanding will be

utilised across the site for the development with an extent of new hardstanding in place of informal soft landscaping at the more northern extent.

- 3.5 There are a number of boundary trees, notably along the Factory Road boundary to the southern corner. Otherwise, there are few landscape features.
- 3.6 The site is situated within the village of Sandycroft, Deeside approximately 2 miles southeast of Queensferry and 7 miles southwest of Chester.
- 3.7 The site is accessible on foot from key residential areas including Mancot, Sandycroft, Pentre and Queensferry.
- 3.8 The site is situated in Deeside and is surrounded by a variety of industrial and retail uses. To the south, the site is bound by Factory Road. To the east and west the site is bound by access roads to additional industrial units within the estate. To the north the site is bound by vacant land.
- 3.9 The site is accessible off Factory Road, connecting to the A494 (via B5129) to the west which connects Queensferry and Deeside to the North Wales Coast road and the M56 to the north.
- 3.10 As such, the site is highly accessible via private motor car, situated in close proximity to a number of key A-roads, with the A494 accessible c. 1 mile to the west.
- 3.11 The nearest bus stop is located 1.6 miles to the northwest on Station Road, with frequent services to Connah's Quay and Flint.
- 3.12 Shotton Railway Station is situated 2.2 miles to the northwest. The primary rail operating company is Transport for Wales and provides frequent connections to Llandudno, Bidston and Wrexham.
- 3.13 As such, it is considered that the site is in a sustainable and accessible location.

4.0 PLANNING HISTORY

- 4.1 An online search of the Flintshire Council Planning Register highlights no previous planning applications for the site.

PRECEDENT APPLICATIONS

- 4.2 There are a number of relevant previous applications within the same locality as outlined below:

Ref. Number	Description	Decision	Address	Date
057513	Screening opinion - Erection of a plastic reprocessing facility to reprocess plastic material into pump quality diesel and gasoline	EIA not required.	Factory Road, Sandycroft, CH5 2QJ	26/09/2017
059022	Construction of 1 new industrial/business unit on vacant plot of land to the south of Factory Road, Sandycroft	Approved	Factory Road, Sandycroft, CH5 2QJ	07/05/2019
046303	Erection of 2 No. 31m x 9m industrial units and 3 No. 41m x 9m units with ancillary parking and delivery access areas.	Approved	Holland Park Factory Road Sandycroft	28/10/2009

- 4.3 **059022** – The proposed development is located within the same Flood Risk Zone (C1) and was considered appropriate, subject to the imposition of a condition for finished floor levels and a Flood Management/Emergency Evacuation Plan. As it was demonstrated that the risks of flooding and consequence of flooding can be managed, there was no objection in principle to the development of the site.

4.4 There are also a number of relevant previous applications within the surrounding area as outlined below:

Ref. Number	Description	Decision	Address	Date
FUL/000519/23	Demolition of existing building and construction of new industrial units with associated works	Approved	A C Canoe Products Unit 102, Tenth Avenue, Sealand, Deeside, CH5 2UA	27/09/2023
RES/000385/22	Reserved matters application for proposed storage and distribution unit with ancillary offices, car parking, service yards, security gatehouse, electricity substation, pump house and landscaping	Approved	Plot B, The Airfields, Northern Gateway, Deeside, Flintshire, CH5 2RD	08/03/2023
Pursuant to outline application ref. 049320	Outline application for the redevelopment of a strategic brownfield site for an employment led mixed use development with new accesses and associated infrastructure including flood defences and landscaping	Approved	South Camp Welsh Road Garden City Deeside CH5 2RD	07/01/2017
059947	Siting of storage units, office accommodation and Van hire	Approved	Interlinq Trade Park Ffordd Y Pentre	22/11/2019

			Pentre Deeside	
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- 4.5 **FUL/000519/23** - The proposed development is in Flood Zone C1 and consequently, the tests set out in section 6.2 of TAN 15 apply. NRW noted that the main risk of flooding was minimal however, because the finished floor levels and resilience measures as outlined in the FCA and Planning Statement were built into the design, NRW had no objection to the proposed development.
- 4.6 **RES/000385/22** – The proposed development is in Flood Zone C1 and consequently, the tests set out in section 6.2 of TAN 15 apply. NRW noted that the application proposed less vulnerable development due to its use as a storage and distribution centre. In addition, as the floor levels meet the agreed level in the FCA and the surrounding site slopes away from the building, they were satisfied and removed their flood risk concerns with the application.
- 4.7 **0599470** - The proposed development is located in Flood Zone C1 and consequently, the tests set out in section 6.2 of TAN 15 apply. It was found the development was acceptable subject to the imposition of a condition which sets the finished floor levels as recommended and the requirement for a Flood Management/Emergency Evacuation Plan to be submitted and approved prior to the commencement of development, as well as requiring full details of the flood storage area.
- 4.8 As above, it is clear that through the implementation of appropriate floor levels and flood resilience measures, developments in Flood Risk Zone C1 can be considered acceptable for less vulnerable proposals. Based on the policy position and considering the above examples, it should be considered that the proposed development is appropriate as it is classified less vulnerable development (commercial) in line with TAN 15 and the design elements include finished floor levels and flood resilience features.

5.0 PROPOSED DEVELOPMENT

- 5.1 The proposed development is for 1 no. B2/B8 industrial unit within 1 no. building, accompanied by associated parking and landscaping.
- 5.2 The proposed development will be accessible by an entrance off an access road to the south-east of the site. The site fronts Factory Road which connects to the access road.



Fig. 2 Proposed Site Plan [source: Cassidy + Ashton]

- 5.3 Pedestrian access will be via a footway, accessed from Factory Road and crossing the site to the main entrance.
- 5.4 The building will comprise of a main warehouse area, picking area and additional rooms for storage, W.C. facilities and a dye workshop.
- 5.5 The main entrance will lead into a lobby with stairs and lift access up to a mezzanine floor which provides access to a meeting room, office, sales/display room and kitchen with additional W.C. facilities.

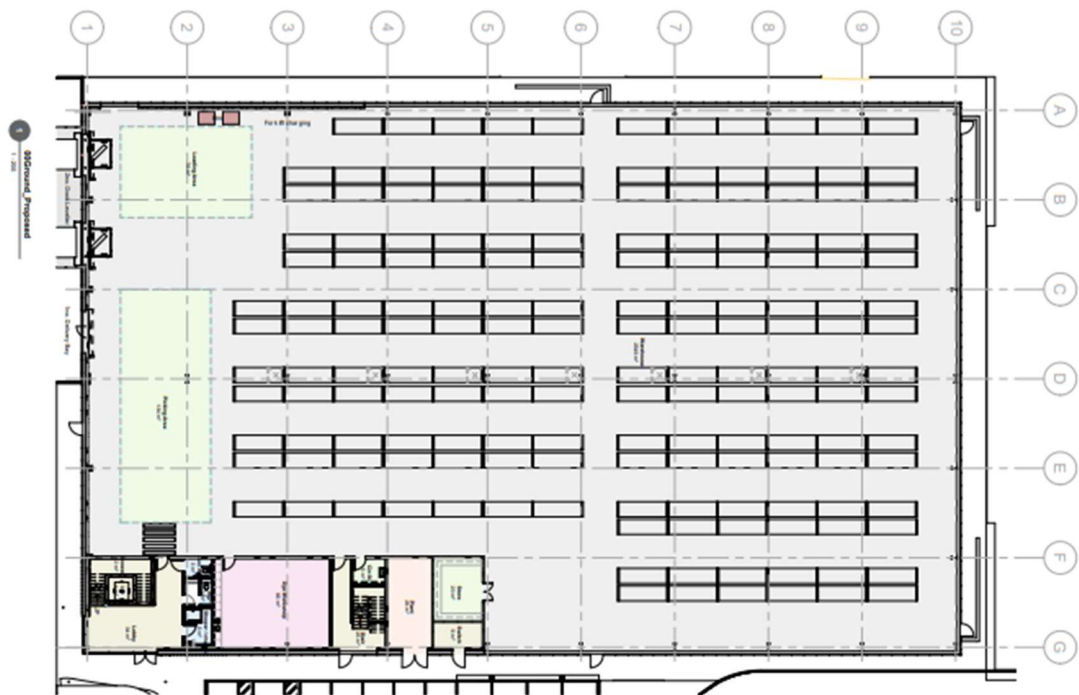


Fig. 3 Proposed Ground Floor Plan [source: Cassidy + Ashton]

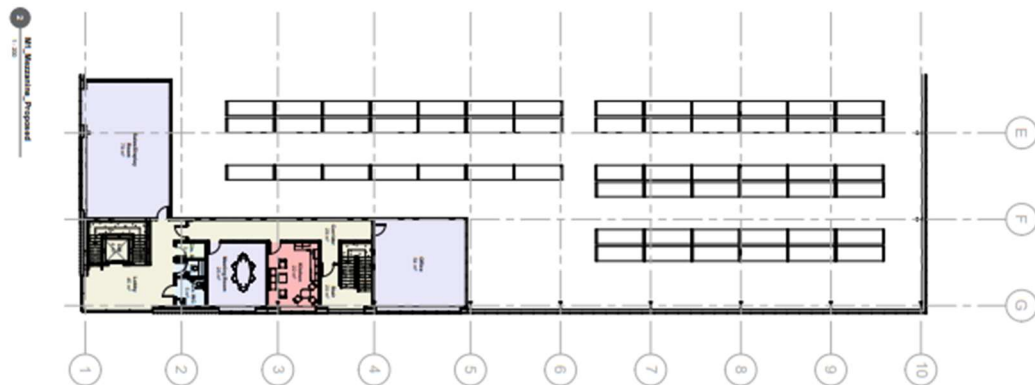


Fig. 4 Proposed Mezzanine Floor Plan [source: Cassidy + Ashton]

5.6 The proposed development is set out in further detail in the accompanying design and access statement.

6.0 PRE-APPLICATION CONSULTATION EXERCISE

- 6.1 Following the enactment of the Planning (Wales) Act 2015, the requirement for pre-application consultation on major development was implemented.
- 6.2 The statutory requirement to consult is imposed by Section 61Z of the Town and Country Planning Act 1990.
- 6.3 Pre-application consultation exercises must include:
- Making draft planning application documents available to view;
 - Notifying the right consultees of the consultation;
 - Providing a 28 consultation period; and
 - Reporting how the pre-application consultation was undertaken and how people's views were considered in a 'Pre-Application Consultation Report' submitted as part of the application.
- 6.4 A pre-application consultation exercise has been undertaken in line with these requirements prior to submission of a planning application. This will consult a variety of statutory and non-statutory consultees, who will be invited to make comment.

STATUTORY CONSULTEES

- Adjoining Owners & Occupiers (letter drop)
- Queensferry Community Council
- Ward Member(s) – Queensferry and Sealand

Councillor Christine Jones

Councillor Dale Selvester

SPECIALIST CONSULTTEES

- Flintshire County Council Economy and Regeneration
- Flintshire County Council Highways Department
- Flintshire Couty Council Public Rights of Way
- Flintshire County Council Health and Safety Officer
- Flintshire County Council Biodiversity Officer
- Flintshire County Council Tree Officer
- Flintshire County Council Community Safety Officer
- Flintshire County Council Drainage & SAB Officer
- Flintshire County Council Public Protection Officer
- Flintshire County Council Pollution Control and Contaminated Land Officer
- Natural Resources Wales
- Welsh Water
- Health and Safety Executive
- Fire and Rescue Authority

PRE-APPLICATION CONSULTATION REPORT

- 6.5 The details of this exercise, including representations made and a summary of responses will be set out within the Pre-application Consultation Report, which will be submitted with the Planning Application.

7.0 NATIONAL PLANNING POLICY

FUTURE WALES: THE NATIONAL PLAN TO 2040

- 7.1 Future Wales is a 20-year framework for planning the change and development of Wales to 2040, with a strategy for addressing key national priorities through the planning system. These priorities include: sustaining and developing a **vibrant economy; achieving decarbonisation and climate-resilience**; developing strong ecosystems; and improving the health and well-being of our communities.
- 7.2 The Welsh Government recognises and supports the important role of businesses of all sizes, from major international manufacturers to micro businesses, in strengthening, diversifying and increasing the resilience of our economy.
- 7.3 Future Wales sets out 11 ambitions/outcomes, supported by 36 specific policies. The relevant outcomes and policies are outlined below:
- 7.4 **Outcome 1** states that our cities, towns and villages will be physically and digitally well-connected places, offering good quality of life to their residents.
- 7.5 **Outcome 6** sets out that Development Plans will have a forward thinking, positive attitude towards enabling economic development, investment and innovation.
- 7.6 **Outcome 11** sets out that the planning system must help Wales lead the way in promoting and delivering a competitive, sustainable decarbonised society.
- 7.7 **Policy 1** defines where Wales will grow with the Welsh Government supporting sustainable growth in all parts of Wales. In three National Growth Areas there will be growth in employment and housing opportunities and investment in infrastructure. Wrexham and Deeside is identified as a National Growth Area.
- 7.8 **Policy 6** states that significant new commercial, retail, education, health, leisure and public service facilities must be located within town and city centres. They should have good access by public transport to and from the whole town or city and, where appropriate, the wider region.

- 7.9 **Policy 8** states that flood risk management that enables and supports sustainable strategic growth and regeneration in National and Regional Growth Areas will be supported.
- 7.10 **Policy 17** states that the Welsh Government strongly supports the principle of developing renewable and low carbon energy from all technologies and at all scales to meet our future needs.
- 7.11 **Policy 20** states Wrexham and Deeside will be the main focus for growth and investment in the North region. Strategic and Local Development Plans across the region must recognize the National Growth Area as the focus for strategic economic and housing growth; essential services and facilities; advanced manufacturing and transport infrastructure. The Welsh Government will work with regional bodies and local authorities in the region and in neighbouring regions of England to promote and enhance Wrexham and Deeside's strategic role and ensure key investment decisions support places in the National Growth Area and wider region.

Commentary

The key objectives of Future Wales seek to encourage economic growth, investment and innovation. This is particularly the case in towns and cities, with the priority to create mixed-use sustainable places where new commercial facilities are located and can be accessed by public transport. Wrexham and Deeside is identified as a National Growth Area; a focus for strategic economic and housing growth for the North Wales region - within which the application site is located. Additionally, there is a focus on supporting decarbonisation of all scales to meet future energy needs. Whilst the proposed development is in a flood risk area, there will be appropriate management as outlined in the Flood Consequences Assessment (FCA). Therefore, the proposed development supports the principles of Future Wales by encouraging economic growth in the local area and beyond.

PLANNING POLICY WALES

- 7.12 Planning Policy Wales Edition 12 (PPW) was published in February 2024. PPW sets out the Welsh Assembly Government's (WAG) planning policies and how these should be applied.
- 7.13 Alongside PPW sits 24 Technical Advice Notes (TAN), which form planning guidance at a national level on various topics.
- 7.14 The primary objective of PPW is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales, as required by the Planning (Wales) Act 2015.
- 7.15 Planning Policy Wales addresses each of the seven well-being goals of the Well-being of Future Generations (Wales) Act 2015, setting out how planning and development should work toward achieving these objectives.
- 7.16 Figure 7 of PPW sets out how proposals should be prepared within the context of key planning principles of the planning system, this is included below (Fig 5).



Fig. 5 PPW Extract

- 7.17 PPW states that the planning system should support sustainable development by improving the economic, social, environmental and cultural well-being of Wales.

All of these elements must be achieved while acting in a manner that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Commentary

The proposal seeks the development of an industrial unit located within an established industrial estate and designated Employment Area. The proposal will facilitate sustainable economic development by making best use of a currently underutilised site and contributing to the development of the identified wider National Growth Area. The location of the proposed site is well related to the town centre of Sandycroft and the wider Industrial Park in Sandycroft within which it is situated. The proposed development provides economic uplift in the local area and will contribute to sustainable growth.

The proposal includes a soft landscaping scheme which has been established with a biodiversity focus in accordance with both Ecology and Arboricultural consultants. Decarbonisation measures are proposed including an air source heat pump and solar PV to minimise the impact on climate change. This statement concludes that no unacceptable harm will be caused as a result of the proposed development and, in particular, with respect to residential amenity, safety and wider environmental considerations. On the basis of the site location, characteristics and decarbonisation measures, it is considered that the development will have a positive impact on the environment. This is reinforced by the Preliminary Ecological Appraisal and Flood Risk Assessment.

Chapter 2 - People And Places: Achieving Well-Being Through Placemaking

- 7.18 **Paragraph 2.2** states that Sustainable Places are the goal of the land use planning system in Wales; they are the output of the planning system rather than the

process of achieving them. All development decisions, either through development plans policy choices or individual development management decisions should seek to contribute towards the making of sustainable places and improved well-being.

- 7.19 Sustainable development is built from social considerations, economic considerations; cultural considerations and environmental considerations. In achieving truly sustainable development, each of these objectives need to be considered in mutually supportive ways.
- 7.20 A key planning principle within PPW states that the planning system should enable development which contributes to long term economic well-being, making the best use of existing infrastructure and planning for new supporting infrastructure and services. Communities, national and local government, businesses and the third sector must work together to take a long-term view, integrating and aligning priorities through greater collaboration to achieve sustainable economic benefits for all in line with the well-being goals.

Commentary

The proposed development contributes to long term economic well-being through redevelopment of the site for further industrial use which will provide considerable economic and social benefit, in the form of economic uplift to the local area and employment provision. The application site is located within a dedicated Employment Area and as such the proposed development supports strategic economic growth.

The proposed development is located on previously developed land, making best use of an existing site which would otherwise fall into disrepair. This will be achieved without detriment to the environment, as evidenced within the supporting documentation with reference to ecology, flood risk and highways. PPW supports development which contributes to making the best use of existing infrastructure and providing economic longevity. The

proposed development aims to secure the site for future commercial use to provide long-term employment provision.

In relation to Development Management, this application provides all necessary information for the scheme to be considered in full detail and concludes that the scheme is an appropriate form of development for this location.

This Statement, in conjunction with the accompanying reports, confirms that the proposal will secure sustainable development and that all relevant social, economic and environmental considerations are supported by the proposal.

Chapter 3 – Strategic And Spatial Choices

GOOD DESIGN MAKING BETTER PLACES

- 7.21 **Paragraph 3.3** states that good design is fundamental to creating sustainable places where people want to live, work and socialise. To achieve sustainable development design must go beyond aesthetics and include the social, economic, environmental and cultural aspects of the development.

Commentary

The proposed development has been designed to be in-keeping with its industrial surroundings and appropriate to its primary use as a warehouse. The design makes the best use of the site and provides fit-for-purpose facilities for both the industrial operation and for future employees.

SPATIAL STRATEGY AND SITE SEARCH SEQUENCE

- 7.22 **Paragraph 3.41** determines that an essential component for a sustainable place is where development is to be located. Development plans will provide the basis for this by identifying areas and sites for new development.
- 7.23 **Paragraph 3.43** states that planning authorities must prioritise the use of suitable and sustainable previously developed land and/or underutilised sites for all types of developments.

Commentary

The proposed development represents a suitable and sustainable location as it is an underutilised site located on previously developed land in a Principal Employment Area as allocated within the local development plan. The site is sustainably located within the settlement boundary of Sandycroft and is close to amenities and public transport. Consequently, the site should be prioritised for new development.

PREVIOUSLY DEVELOPED LAND

- 7.24 **Paragraph 3.55** states previously developed land (brownfield) should, wherever possible, be used in preference to greenfield sites, where it is suitable for development.
- 7.25 **Commentary**

The site represents the epitome of previously developed land. The proposed use of the site is consistent with both its previous use and characterised by surrounding development, being within an allocated Employment Area and an existing Industrial Park.

Chapter 4 – Active And Social Places

TRANSPORT

- 7.1 **Paragraph 4.1.11** states that development proposals must seek to maximise accessibility by walking, cycling and public transport, by prioritising the provision of appropriate on-site infrastructure.

Commentary

The proposed development is located within an existing commercial site and will benefit from the transport network already in place at this location. It is considered that the development in this location will continue to establish the industrial estate as a hub for economic activity within the area. The site is within walking distance to residential areas and associated amenities and therefore constitutes a sustainable location for development. As set out within the submitted Design and Access Statement and the Transport Statement, the proposed development will support sustainable transport methods and has provided appropriate car parking provision and cycle parking.

Chapter 5 – Productive And Enterprising Places

ECONOMIC INFRASTRUCTURE

- 7.2 **Paragraph 5.4.1** states that the planning system should ensure that the growth of output and employment in Wales as a whole is not constrained by a shortage of land for economic uses.
- 7.3 **Paragraph 5.4.4** determines that wherever possible, planning authorities should encourage and support developments which generate economic prosperity and regeneration.
- 7.4 **Paragraph 5.4.13** states with regard to economic development, planning authorities should aim to:

- co-ordinate development with all forms of infrastructure provision such as transport and utilities;
- **support national, regional, and local economic policies and strategies;**
- **align jobs and services with housing and sustainable transport infrastructure, to reduce the need for travel, and dependency on travel by car;**
- **promote the re-use of previously developed, vacant and underused land;**
- deliver physical regeneration and employment opportunities to disadvantaged communities;
- control and manage the release of unwanted employment sites to other uses;
- propose specific locations for locally and strategically important industries which are detrimental to amenity and may be a source of pollution; and
- identify protection zones around land and premises that hold hazardous substances and protect the ability of existing businesses to operate or expand by preventing the incremental development of vulnerable uses in the locality. (our use of bold)

Commentary

The proposed development represents redevelopment of an underutilised site in an industrial estate and dedicated Employment Area. On the basis of the previously developed nature of the site, the allocation of a local economic employment policy and the locality of the site close to the centre of Sandycroft, it can be confirmed that the scheme is compliant with Chapter 5 of PPW.

REDUCE ENERGY DEMAND AND USE OF ENERGY EFFICIENCY

- 7.5 **Paragraph 5.8.1** states the planning system should support new development that has very high energy performance, supports decarbonisation, tackles the

causes of the climate emergency, and adapts to the current and future effects of climate change through the incorporation of effective mitigation and adaptation measures.

Commentary

The proposed development includes provision of solar PV across the extensive roof and an air source heat pump to provide an energy efficient solution for heating and hot water supply. The scheme is proposed in a way to provide decarbonisation solutions, contributing to minimising the ongoing energy requirement of the building and mitigate the impact on climate change.

Chapter 6 – Distinctive And Natural Places

GREEN INFRASTRUCTURE

- 7.6 **Paragraph 6.2.12** states that a green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal.

Commentary

A Green Infrastructure Statement is provided within the Ecological Appraisal appended to this application. The site will benefit from a soft landscaping scheme created with a biodiversity focus. The proposed landscaping is proportionate to the scale and nature of the proposed development and provides an opportunity for ecological betterment of the site whilst opening it up for use and view.

BIODIVERSITY AND ECOLOGICAL NETWORKS

- 7.7 **Paragraph 6.4.11** states that planning authorities must follow a step- wise approach to maintain and enhance biodiversity, build resilient ecological

networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for.

Commentary

The proposed development achieves net benefits for biodiversity through the provision of a soft landscaping scheme and balancing pond. The landscaping has been created to provide opportunities for enhancement of biodiversity on site. This is detailed within the Ecological Appraisal appended to this application.

DEVELOPMENT AND FLOOD RISK

- 7.8 **Paragraph 6.6.25** outlines that development should reduce, and must not increase, flood risk arising from river and/or coastal flooding on and off the development site itself. The priority should be to protect the undeveloped or unobstructed floodplain from development and to prevent the cumulative effects of incremental development.

Commentary

This planning application is supported by a comprehensive Flood Consequence Assessment and Drainage Strategy which confirms that the development can safely be accommodated with no detrimental impacts.

There is a presumption in favour of growing the Welsh economy and achieving sustainable development principles, ensuring social, economic, cultural and environmental considerations are seen in mutually supportive ways. PPW defines the importance of suitably accommodating all other material considerations in achieving sustainable development, i.e. environmental sustainability, infrastructure capabilities and flood risk.

This planning application is supported by all necessary specialist reports that set out that the proposed development can be constructed with no negative impacts upon material planning considerations.

UNLOCKING POTENTIAL BY TAKING A DE-RISKING APPROACH

- 7.9 **Paragraph 6.9.1** states that understanding the barriers to unlocking the potential of places, including the transformation or regeneration of an area or the development of a single site, is a key part of achieving sustainable places. Barriers could include dereliction or risks such as flooding, land contamination or instability. A de-risking approach, where the consideration of natural and human-made surface and subsurface hazards and environmental risks is factored in as an integral part of a better understanding of the characteristics of places, should be actively facilitated by planning authorities, with the input of local authority Environment Health departments, whose assistance should be sought at the earliest stage. This means that the role of planning authorities is to facilitate awareness of environmental hazards and risks and to identify opportunities for creative placemaking.

Commentary

Whilst the proposed development is within a flood risk zone, PPW is in support of sustainable development where a de-risking approach has been actively implemented to understand the location of the site. In this instance, consideration to the environmental risks have been conducted via a comprehensive Flood Consequence Assessment, Drainage Strategy and Ground Investigation. These reports support the application before you in setting out that the proposed development can be constructed with no negative impacts upon material considerations including the environmental risks.

TECHNICAL ADVICE NOTES

- 7.10 Alongside PPW sit 24 Technical Advice Notes (TANs).
- 7.11 Technical advice notes (TANs) provide detailed planning advice. Local planning authorities take them into account when they are preparing development plans. Of those available, the most pertinent to the proposal are as follows:
- Technical Advice Note 12 – Design
 - Technical Advice Note 15 – Development and Flood Risk
 - Technical Advice Note 18 – Transport
 - Technical Advice Note 23 – Economic Development
- 7.12 Of the above relevant TAN documents each has been dealt with in full by the relevant technical report produced to support the scheme.

TAN 12 - Design

- 7.13 All of the elements contained within TAN 12 have been addressed within the submitted Design and Access Statement.
- 7.14 The proposed development is located within a long-established employment area – notwithstanding this, the building’s external appearance has been carefully considered to provide an attractive development with the incorporation of high quality elevational treatments to soften the building’s appearance.
- 7.15 On the basis of the submitted Design and Access Statement and the conclusions reached the proposed development accords with TAN 12.

TAN 15 – Development and Flood Risk

- 7.16 The proposed development is located within Zone C1 on the Development Advice Map (DAM) which accompanies TAN 15. This indicates that development can take

place subject to application of the justification test, including acceptability of consequences.

7.17 As the proposed development is general industrial development, TAN 15 identifies this as less vulnerable development.

7.18 TAN 15 allows for new development to occur in Zone C1 if justified by the planning authority where:

- I. Its location in zone C is necessary to assist, or be part of, a local authority regeneration initiative or a local authority strategy required 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 of previously developed land (PPW fig 2.1); 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 found to be acceptable.**

7.19 The proposed development is on previously developed land within a key employment area and will contribute to economic objectives within the local authority. In addition, Tier's comprehensive Flood Consequence Assessment considers the potential consequences of a flooding event for the proposed industrial development.

7.20 The conclusion of the Flood Consequences Assessment indicates that the site is unlikely to flood except in extreme conditions and that, as the development is classified as 'less vulnerable', the site is suitable for the proposed use. The assessment demonstrates that the proposed development may be completed in line with planning policy subject to the following measures:

- Finished floor levels to be set at a minimum of 6.55 m AOD with a minimum of 6.25m AOD for ancillary areas.
- Increased flood resistance through external sealant for all windows and doors, use of ceiling down electrical circuits and external ground levels sloping away from the buildings.
- Flood Warning and Evacuation Plan to be developed and participation in the Natural Resources Wales flood warning telephone service to be required.
- A Flood Plan outlining the precautions and actions to be taken when a flood event is anticipated.
- Safe Access and Egress Route (Factory Road) will remain dry in all actual flood events.

7.21 The proposed scheme has been designed in accordance with the recommendations from the FCA.

7.22 On the basis of the submitted Flood Consequences Assessment and the design of the scheme, it can be concluded that the proposed development accords with TAN 15.

TAN 18 - Transport

7.23 As part of the planning submission SLR have completed a Transport Assessment. This considers all of the relevant items identified within TAN 18 and the Transport Assessment reaches the below conclusion:

- The local highway network has sufficient capacity to accommodate the anticipated traffic from the proposed development;
- There are no safety concerns in the vicinity of the site;

- The proposed development is considered to be accessible for pedestrians, cyclists and public transport users;
- The site layout, access, and servicing arrangements are safe, appropriate and suitable;
- The parking spaces provided will be sufficient for the use of the development; and
- The development will not have an adverse impact upon the safe or efficient operation of the local highway network.

7.24 On the basis of the submitted Transport Statement and the conclusions set out above reached the proposed development accords with TAN 18.

TAN 23 – Economic Development

7.25 TAN 23 deals predominantly with the allocation of economic development land within local plans. As part of this TAN 23 sets out that Local Authorities should recognise market signals and have regard to the need to guide economic development rather than prevent or discourage such development.

7.26 As the application site is located within an existing industrial area as allocated within the adopted development plan, it is considered that the proposed development meets the requirements set out within TAN 23.

8.0 LOCAL PLANNING POLICY

INTRODUCTION

- 8.1 This section provides an overview of the local planning policy relevant to the site.
- 8.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that planning applications must be determined in accordance with the development plan unless material considerations of which PPW, together with emerging development plans, indicate otherwise.
- 8.3 The development plan relevant to this site is the Flintshire Local Development Plan 2015-2030.

FLINTSHIRE LOCAL DEVELOPMENT PLAN (2015 – 2030)

- 8.4 The Flintshire Local Development Plan was adopted by the Council on 24th January 2023.

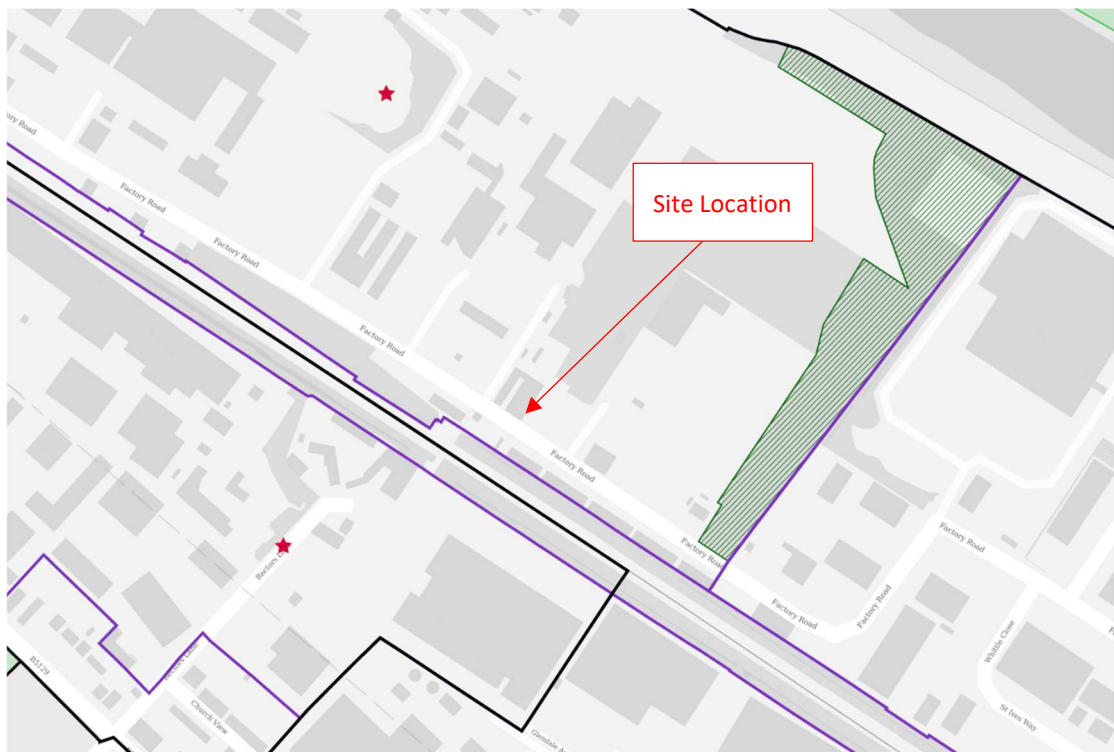


Fig. 6 Local Plan Proposals Map

8.5 The site is situated within the settlement boundary of Sandycroft (Sustainable Settlement) as indicated by the black boundary line. The site is also within the Principal Employment Area of Queensferry Industrial Estate (Policy PE2) (purple boundary line).

8.6 **Policy PE2: Principal Employment Areas** states:

Within principal employment areas, as defined on the proposals map and listed below, the following types of employment development will be permitted:

- a. B1 business use;
- b. B2 general industry;
- c. B8 storage and distribution

provided that the proposal is of an appropriate type and scale for both the site and its surroundings and satisfies other Plan policies. Within these areas, development must also avoid adverse effects on European Sites. Any development proposals on sites that may be located within a flood risk zone causing constraint will require further investigation in terms of firstly, avoidance of flood risk through layout and design measures and secondly, through a detailed site specific FCA at the development management stage.

Commentary

The proposed development is consistent with neighbouring industrial development within a designated Employment Area and proposes a development with use class B2/B8. A Flood Consequence Assessment has been undertaken by Tier and a Drainage Strategy is provided by JPS, which confirm the development is acceptable with recommended mitigation design measures. The proposal is therefore consistent with PE2.

8.7 The other relevant policies of the Local Development Plan are set out below.

8.8 **Policy STR1: Strategic Growth** highlights that in order to meet Flintshire's economic ambition between 2015 and 2030, the Plan will make provision for:

- i. 8,000 – 10,000 new jobs;
- ii. 124.97 hectares of employment land;
- iii. 7,870 new homes to meet a housing requirement of 6,950 of which 2,265 will be affordable.

The focus of this development will be at sustainable employment locations and in accordance with the sustainable settlement hierarchy and spatial distribution strategy.

8.9 **Policy STR2: The Location of Development** states that

New development will be directed to the following locations:

- i. Allocated Sites;
- ii. **Principal Employment Areas as detailed in policy PE2;**
- iii. Sustainable settlements based on the first three tiers of the settlement hierarchy

Commentary

The application site is within a Principal Employment Area as set out above and is a secondary priority within the hierarchy for the location of development, following allocated sites. The proposed development is located within a sustainable employment location and will contribute to the delivery of economic development and employment land on a site which is currently underutilised and dilapidated. With this in mind the principle of development in this location is supported by STR1 & STR2.

8.10 **Policy STR4: Principles of Sustainable Development, Design and Placemaking**

To promote and create new sustainable places, all development will be designed to a high standard in line with the sustainable placemaking design principles and should achieve local distinctiveness, be inclusive and accessible, and mitigate and adapt to climate change.

To achieve this, all development should:

- i. Be designed to be adaptable, safe and accessible, to respond to climate change, and for housing, adapt to changing needs over time;
- ii. **Respond to local context and character, respect and enhance the natural, built and historic environment, and be appropriate in scale, density, mix, and layout;**
- iii. **Be accessible and connected, allowing ease of movement;**
- iv. **Make the best use of land, materials and resources;**
- v. Contribute to the well-being of communities, including safeguarding amenity, the public realm, provision of open space and recreation, landscaping and parking provision in residential contexts;
- vi. Incorporate new, and connect to existing green infrastructure, promoting biodiversity;
- vii. Incorporate where possible on-site energy efficiency and renewable energy generation;
- viii. Ensure there is capacity and availability of infrastructure to serve new development;
- ix. Manage water and waste sustainably;
- x. Ensure that it supports and sustains the long term well being of the Welsh language.

Commentary

The application site is within a Principal Employment Area and is well connected to existing infrastructure as well as surrounding development of a comparable nature. The design responds to local context and character in the industrial area and makes best use of a currently underutilised site.

8.11 Policy STR7: Economic Development, Enterprise, and Employment

In order to sustain Flintshire's role as a sub-regional economic hub, the Plan will support this by:

- i. Facilitating the delivery of jobs from key strategic sites at Northern Gateway, Deeside, and Warren Hall, Broughton;
- ii. **Providing a range of general employment sites to enable a range of businesses to start-up, invest, innovate, expand and grow, benefitting from Flintshire's strategic location and positive quality of life;**
- iii. Emphasising Deeside and its area of influence as the economic focus for Flintshire's long term economic ambition;
- iv. **Providing the opportunity to realise the creation of 8-10,000 jobs in key sectors, over the plan period;**
- v. Supporting the role of Flintshire's main towns as Main Service Centres, providing a range of employment, retail, leisure development, and services and facilities that are accessible to the wider communities they serve;
- vi. Supporting development related to the provision of higher/further education facilities which offer vocational skills training and direct links to key employers;
- vii. In rural areas, recognise the continued contribution agriculture makes to the rural economy, whilst also supporting wider rural enterprise, tourism and diversification;
- viii. Supporting the widespread provision of high speed broadband infrastructure across Flintshire, as well as consistent telecommunications connectivity.

Commentary

The proposed development will make better use of an existing employment site which is currently underutilised. The development will enable Chester Wool Co. to expand and grow and encourage economic growth and employment in Sandycroft and is therefore consistent with Policy STR7.

8.12 Policy STR8: Employment Land Provision

A strategic and local supply of employment land is identified to satisfy the County's employment needs. Economic development will be guided to the most appropriate locations by providing a range and choice of sites in terms of location, quality, type and size which will comprise:

- i. Land currently committed for employment uses;
- ii. **Undeveloped land and existing premises within Principal Employment Areas;**
- iii. Employment land allocations including two key strategic sites of sub-regional significance referred to in Policies STR3, and STR7;
- iv. The safeguarding of existing employment sites and premises, where they play an important role in meeting future economic needs;
- v. Land and sites outside settlement boundaries, allocated sites, and Principal Employment Areas which can deliver sustainable employment development through the re-use of suitable buildings and land.

Commentary

The proposed development will make better use of an underutilised existing employment site within a Principal Employment Area and is therefore considered an appropriate location in accordance with Policy STR8.

8.13 Policy EN14: Flood Risk

In order to avoid the risk of flooding, development will not be permitted:

- a. in areas at risk of fluvial, pluvial, coastal and reservoir flooding, unless it can be demonstrated that the development can be justified in line with national guidance and is supported by a technical assessment that verifies that the new development is designed to alleviate the threat and consequences of flooding;

- b. where it would lead to an increase in the risk of flooding on the site or elsewhere from fluvial, pluvial, coastal or increased surface water run-off from the site;
- c. where it would have a detrimental effect on the integrity of existing flood risk management assets: or
- d. where it would impede access to existing and proposed flood risk management assets for maintenance and emergency purposes.

Commentary

As evidenced within the submitted Flood Consequence Assessment, the proposal is justified in line with national guidance – meeting the justification test - and has been designed to alleviate the risk of flooding. The Flood Consequence Assessment and Drainage Strategy provide mitigation and design recommendations to ensure the proposal will not increase the risk of flooding. In line with this, the development will not increase flood risk elsewhere and is therefore in accordance with Policy EN14 above.

8.14 Policy PC2: General Requirements for Development

All development should:

- a. harmonise with or enhance the character, local distinctiveness and appearance of the site, existing building(s) and surrounding landscape/townscape;
- b. not have a significant adverse impact on the safety and living conditions of nearby residents, other users of nearby land/property, or the community in general, through increased activity, disturbance, noise, dust, vibration, hazard, or the adverse effects of pollution;
- c. take account of personal and community safety and security in its design and layout;

- d. maximise sustainable travel choice by having safe and convenient access by foot, cycle, public transport and vehicles;
- e. not have an unacceptable effect on the highway network or highway safety as a result of problems arising from traffic generation, inadequate and poorly located parking spaces, servicing and maneuvering;
- f. not result in or be susceptible to problems related to foul and surface water drainage, land stability, contamination, flooding, or pollution of light, air and water, either on or off site.

Commentary

The application site is located within a dedicated Employment Area and is a brownfield site which has previously been occupied by industrial development. The proposed development on this site will be in keeping with the appearance of the surrounding industrial estate and ensure other material considerations such as flood risk and traffic generation are considered. The development will be achieved without detriment to environmental considerations, as evidenced within the supporting documentation with reference to ecology, flood risk and highways.

In relation to Development Management, this application provides all necessary information for the scheme to be considered in full detail and concludes that the scheme is an appropriate form of development for this location.

8.15 Policy PC4: Sustainability and Resilience of New Development

Development should:

- a. be sustainably located and accessible to non – private car means of travel, so as to reduce carbon emissions;
- b. **be designed so as to be resilient and adaptable to the effects of climate change;**

- c. incorporate planting, landscaping and design features within a Sustainable Management of Natural Resources (SMNR) approach which mitigate the effects of climate change such as increased rainfall events and high temperatures;
- d. make efficient use of resources through sustainable construction techniques and materials, including layout, siting and orientation to maximise solar gain, water conservation and waste reduction; and
- e. **incorporate renewable energy technologies and carbon sinks where appropriate.**

Commentary

The proposed development incorporates renewable energy technologies through the inclusion of solar PV and an air source heat pump. This will generate low carbon energy and maximise the energy efficiency of the building. The proposed development has been designed to be resilient to climate change and is subsequently in accordance with Policy PC4 above.

8.16 Policy PC5: Transport and Accessibility

New development proposals must be supported by appropriate transport infrastructure, and depending on the nature, scale, location and siting of the proposal, will be required to:

- a. **Incorporate good access to the more sustainable modes of travel**, firstly by walking and cycling, secondly by public transport, then by low emission private vehicle and finally by private motor vehicle;
- b. **not compromise the safe, effective and efficient use of the highway network** and not have an adverse impact on highway safety or create unacceptable levels of traffic generation;
- c. where significant adverse effects upon the transport network arising from the proposed development are unavoidable, they must be mitigated by, for example, improvements to transport infrastructure and traffic management;

- d. **provide appropriate levels of parking, servicing and manoeuvring space** and in non-residential development, a minimum of 10% of parking spaces to have electric vehicle charging points;
- e. create well designed people orientated streets and make provision for people with restricted mobility including those with characteristics as defined by the Equality Act 2010;
- f. safeguard, enhance and expand the active travel network, particularly by means of improving connectivity to and from the proposed development.

Commentary

As evidenced within the submitted Transport Statement, the development is accessible by sustainable modes of travel and includes appropriate provision for vehicular and cycle parking and servicing. The proposed development will not have a severe impact upon the operation or safety of the local highway network.

9.0 OTHER MATERIAL CONSIDERATIONS

FLOOD RISK

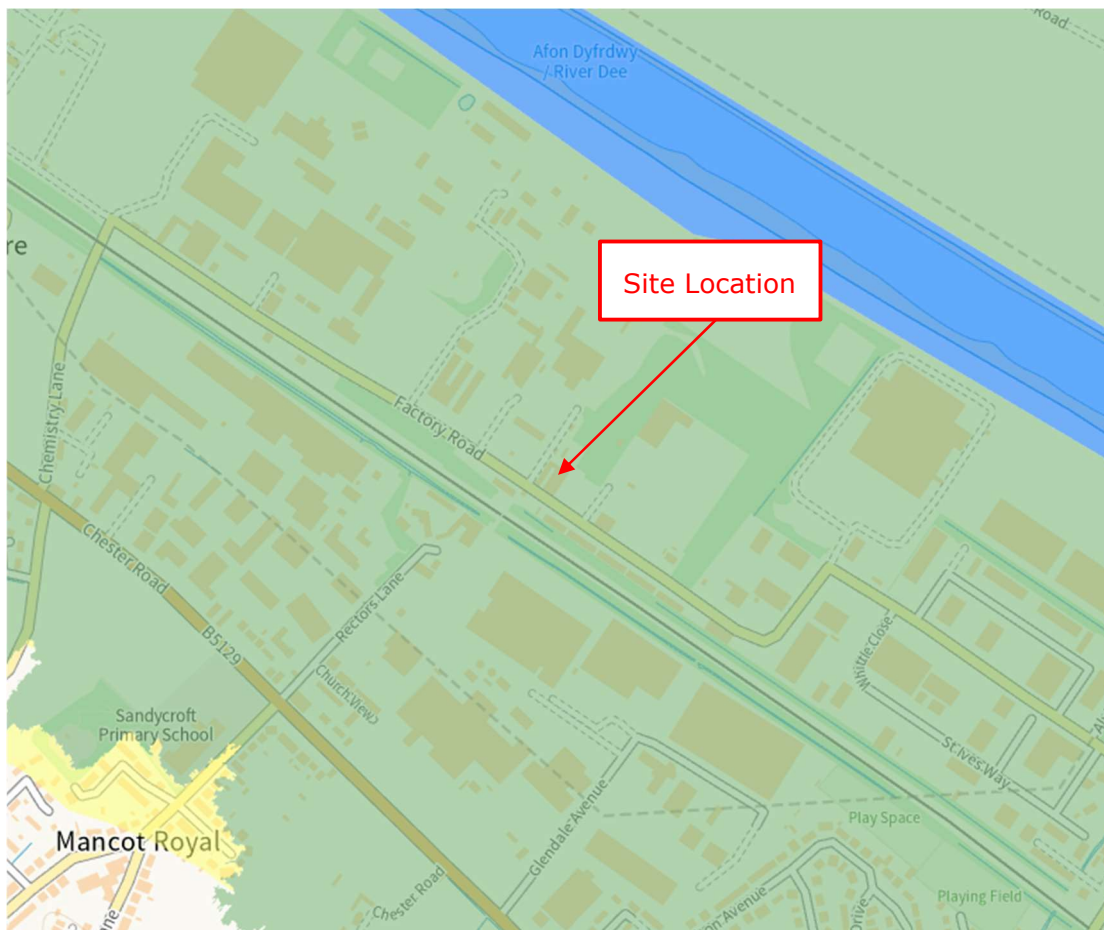


Fig. 7 Development Advice Map [Source: Natural Resources Wales]

- 9.1 As demonstrated by Figure 7 above, the site is allocated under Zone C1 in the Development Advice Map, which includes areas of the floodplain which are developed and served by significant infrastructure including flood defences.
- 9.2 As outlined in TAN 15, development in Zone C1 can take place subject to application of justification test, including acceptability of consequences.



Fig. 8 Flood Map for Planning [Source: Natural Resources Wales]

9.3 Figure 8 above, shows the Flood Map for Planning which indicates the site is in the following Flood Zones:

- Flood Zone 1 for flooding from rivers
- Flood Zone 3 for flooding from the sea
- Flood Zones 1 and 2 for flooding from surface water.

9.4 A Flood Consequence Assessment (FCA) has been prepared by Tier which concludes that the development of the site would be acceptable in line with planning policy through inclusion of a number of design measures.

9.5 The FCA determines that the site is unlikely to flood except in extreme conditions and only as a result of failure or breach of flood defences causing tidal inundation from the River Dee.

- 9.6 It is concluded that tidal flooding poses a very low actual risk to site and that flooding sources can be managed on site using a number of mitigation strategies to manage and reduce overall flood risk.
- 9.7 Mitigation measures include finished floor levels, flood resilience and resistance measures, a flood warning and evacuation service, a flood plan and safe access and egress routes. Subject to these recommendations, flood risk from all sources would be minimised and the development would not increase flood risk elsewhere.

DRAINAGE

- 9.8 JPS have provided a sustainable drainage strategy for the site which demonstrates how the site is appropriate for development subject to design and mitigation measures.
- 9.9 The existing foul and surface water drainage is through a combined sewer that crosses the site to a pump station west of the site. This information has been obtained through sewer records and a site drainage survey. That being said, the drainage network was found to be surcharged.
- 9.10 The drainage report highlights that the proposed site has suitable points of connection for the foul and surface water run-off generated by the proposed development.
- 9.11 The sustainable drainage hierarchy was considered in determining a suitable method for disposal of surface water flows. It is anticipated that infiltration methods are not a viable solution for drainage at the site due to the high water table and presence of shallow groundwater as evidenced in the ground investigation report produced by Tier.
- 9.12 The proposed surface water strategy will drain via a surface water drain into an attenuation tank before connecting to an existing drain which flows out towards

the road. A balancing pond will store additional surface water slowing the flow into the system and provide a habitat for diverse flora and fauna.

- 9.13 The proposed foul drainage strategy is to seek a diversion of an existing sewer which crosses the site to clear the new building line. The foul will drain from the site through the diverted sewer and reconnect to the existing public combined sewer. The foul drainage peak discharge will increase slightly following the scheme however, this is still anticipated to be less than 1.0l/s additional peak flow.

NOISE

- 9.14 The site is located on an established Industrial Estate which lacks noise sensitive receptors. The operation of the building by long term tenants Chester Wool Co will not involve noisy operations.
- 9.15 The proposed development is consistent with neighbouring land uses and is therefore considered a suitable form of development.

HERITAGE

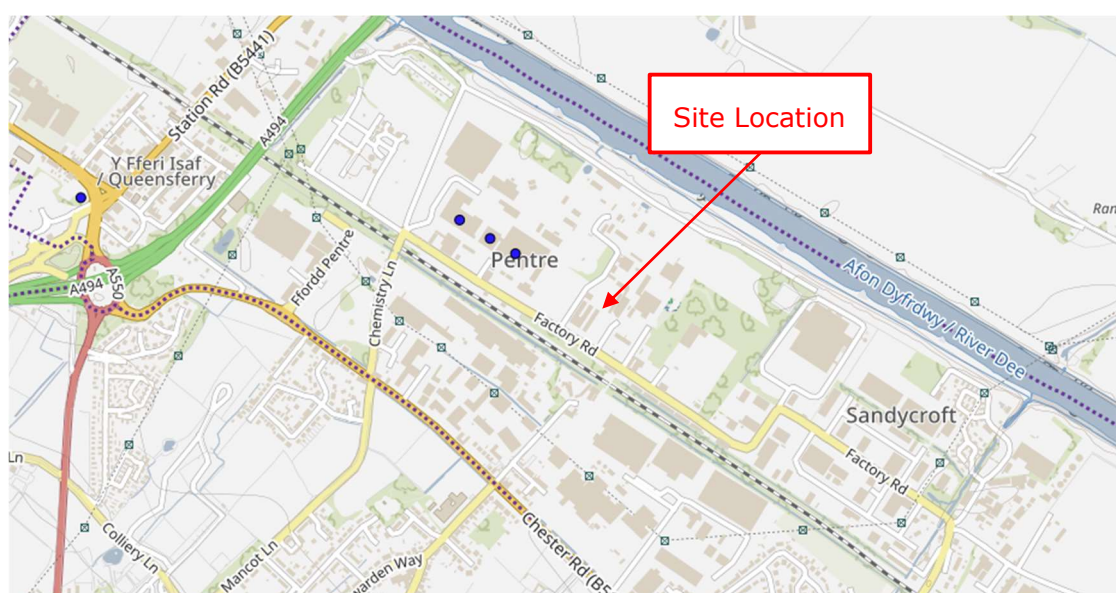


Fig. 9 Historic Protections [Source: CADW]

- 9.16 Figure 9 above shows the presence of listed buildings. There are three listed buildings within the Industrial Estate however, these are not in the immediate vicinity of the site and the site is not situated in a Conservation Area.
- 9.17 The proposed development will not impact the setting of the listed buildings as the development site will be of a scale which does not result in any spatial or visual impact which can be identified from the listed buildings.

SITE CONDITIONS

- 9.18 The ground investigation report has been undertaken by Tier and this has concluded as follows.
- 9.19 The land is suspected to be contaminated due to historical use, notably with soil contamination and asbestos. Appropriate management and mitigation during the site clearance, demolition of the existing building and development will be included through the development works.
- 9.20 The Tier ground investigation report acknowledges that radon protection measures will be required within the walls of the proposed building in the form of radon barrier/membrane.
- 9.21 Contaminated soils have been identified in the vicinity of the historic above ground diesel storage tank. Aligned with Tier's recommendations, this will be considered with the onsite works and any contaminated soil will be removed in line with necessary mitigation measures.
- 9.22 We expect this would be controlled through an appropriately worded planning condition.
- 9.23 As noted in the drainage strategy, the ground investigation report found that the site is underlain by brown silty sands and shallow groundwater and therefore, it is anticipated that infiltration methods of drainage are not a viable solution for the site.

TREES

- 9.24 There are no Tree Preservation Orders (TPO) on the site.

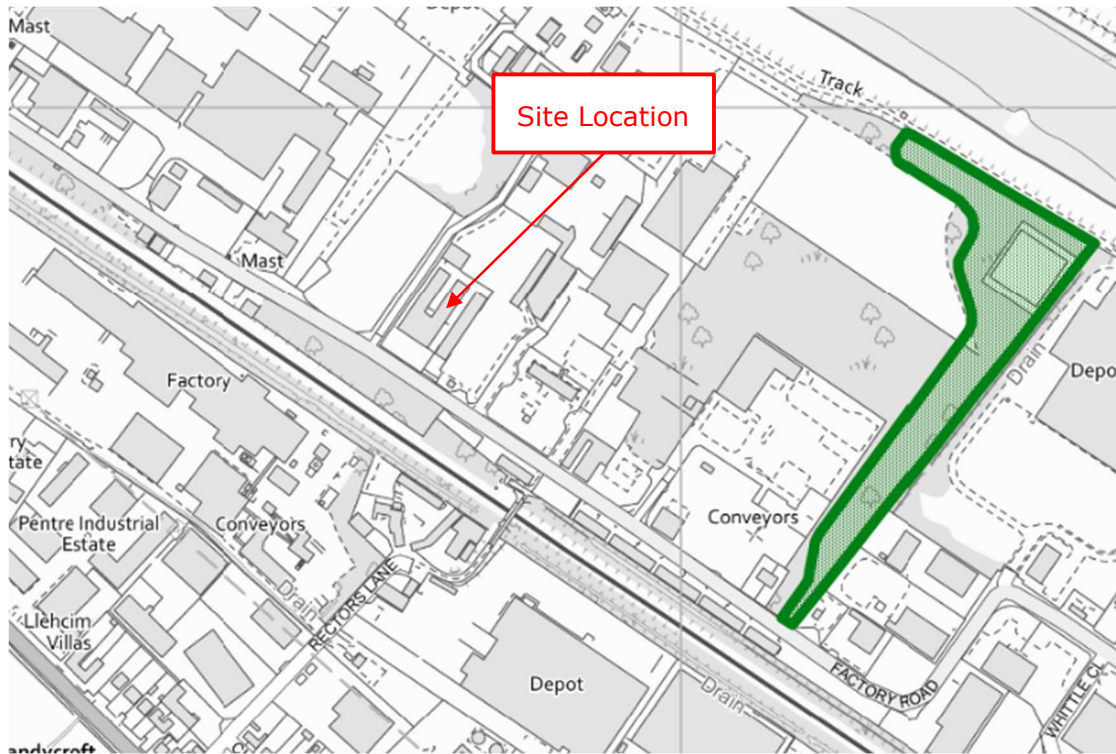


Fig. 10 Tree Preservation Orders [Source: Flintshire County Council]

- 9.25 There are 4 no. trees and 1 no. group of trees on site as indicated within the Tree Survey submitted with this application.
- 9.26 The proposed development will retain T1, T2 and T3 located at the southern corner of the site.
- 9.27 The proposed development will result in the loss of T4 and G1, due to the development of the delivery yard and turning circle. G1 is noted to be unmanaged scrub of no value and replacement tree planting will provide a betterment on site to compensate for the loss of T4.

ECOLOGY

- 9.28 The Preliminary Ecological Appraisal prepared by Sambrook Associates highlights that there are two statutory designated sites within 500m of the site however, there are no anticipated effects from the development due to the distance between the site and the designated areas.
- 9.29 The buildings on site are noted to be low suitability for bats however, a single bat survey has been recommended to be undertaken in survey season to allow a full appraisal of the site. This can be controlled through an appropriately worded planning condition.
- 9.30 The Ecological Report concludes that the proposed development is unlikely to result in significant effects on nearby designated sites, habitats or species. In line with this, mitigation and enhancement are set out to include bat boxes and bat friendly lighting.
- 9.31 The proposed development includes a soft landscaping scheme which will be created with a biodiversity focus and include the creation of neutral grassland and species rich hedgerow, the provision of a pond and planting of compensatory trees on site. This provides biodiversity net benefit on site as required by PPW.

HIGHWAYS

- 9.32 The Transport Statement prepared by SLR Consulting, assesses the existing and proposed site conditions, accessibility of the site by transport modes and impact on the local transport network as a result of the proposed development.
- 9.33 The Statement concludes that the local highway network has sufficient capacity to accommodate anticipated traffic from the proposed development and that there are no highway safety concerns in the vicinity of the site.

- 9.34 The proposed development will provide cycle and vehicle parking in line with parking standards and is located within walking distance to residential areas and key amenities.
- 9.35 Subsequently, the development site will not have a severe impact on the operation local highway or its safety and it is considered that there are no reasons why the planning application should be refused on highways or transport grounds.

AMENITY

- 9.36 The site is located on an established Industrial Estate, far from the nearest residential properties and well screened by the Industrial site to the south.

10.0 CONCLUSIONS

- 10.1 The proposed development is on behalf of Rose Farmhouse Properties Ltd. at **11 Factory Road, Sandycroft, Deeside, CH5 2QJ**. The site is situated within a Principal Employment Area, allocated as such under Policy PE2 of the Flintshire Local Development Plan and the principle of development in this location is therefore wholly acceptable in accordance with local planning policy.
- 10.2 Notwithstanding the fact that the site is situated in an area at risk of flooding, the Flood Consequence Assessment prepared by Tier confirms that the development is justified and acceptable in line with national guidance, meeting criteria of the justification test. Design measures have been incorporated to include finished floor levels, increased flood resistant materials and a Flood Warning and Evacuation Plan to further deem the proposal acceptable in consideration of flood risk management.
- 10.3 There is clear support within Planning Policy Wales for delivering sustainable development, including industrial development and employment provision. There is support for making use of underutilised land and buildings, whilst encouraging business and wider economic growth. Notwithstanding this, protection of the natural environment is paramount.
- 10.4 The development represents redevelopment of a previously developed site and is within an existing employment area. The Transport Statement prepared by SLR concludes that the development can be accommodated within the existing highway network.
- 10.5 On the basis of both national and local planning policy, the proposed development is considered wholly acceptable. The supporting technical reports conclude that there will be no unacceptable impacts to the environment or wider development management considerations.

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