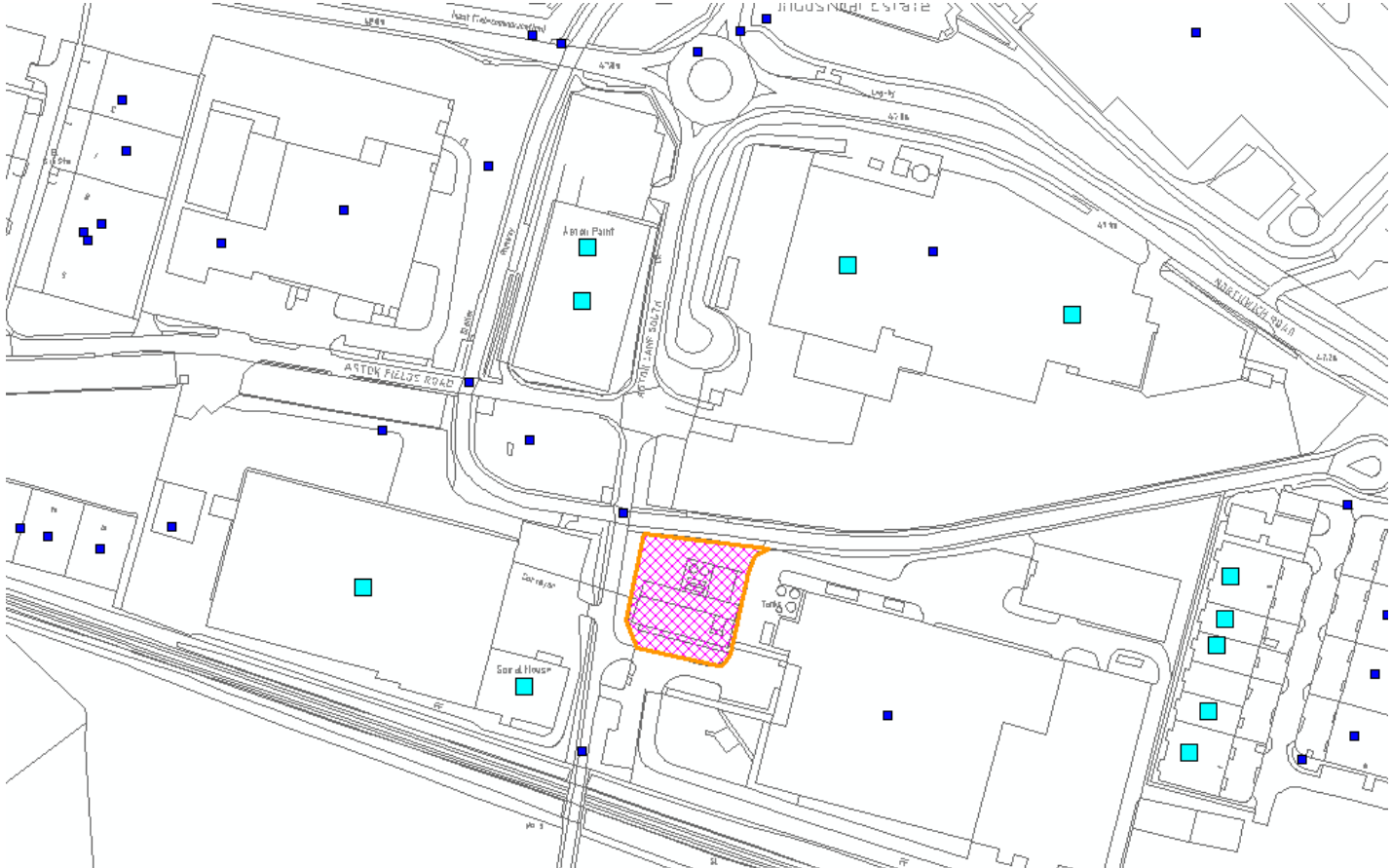


<b>APPLICATION NO:</b>	16/00120/FUL
<b>LOCATION:</b>	YKK (UK) Aston Lane South
<b>PROPOSAL:</b>	Proposed construction of new workshop and office facilities (2,255 square metres) together with additional car parking and associated development
<b>WARD:</b>	Daresbury
<b>PARISH:</b>	Preston Brook
<b>AGENT(S) APPLICANT(S):</b>	Mr Stuart Evans Barrie Newcombe Associates Ltd Winnington Hall Winnington Lane Winnington Northwich Cheshire, CW8 4DU
<b>DEVELOPMENT PLAN ALLOCATION:</b>	Halton Unitary Development Plan (2005)
<b>DEPARTURE REPRESENTATIONS:</b>	No
<b>KEY ISSUES:</b>	12 neighbours consultations – no objections Design Contaminated Land Parking, Access and Highway Safety
<b>RECOMMENDATION:</b>	Approve

**SITE MAP**



## **1. APPLICATION SITE**

### **1.1 The Site**

The application site relates to YKK site on Aston Lane South in the Preston Brook area of Runcorn. The property is located towards the end of a stretch of industrial units between the railway line that borders the site to the south, and the Busway to the north.

## **2. THE APPLICATION**

### **2.1 The Proposal**

Proposed construction of new workshop and office facilities, providing a new floor space of 2255 square metres, together with additional car parking and ancillary development. The development aims to expand YKK's Research and Development Department at the Runcorn site, to improve methods of production, and is set to increase the number of jobs at the site will from 154 to 168.

### **2.2 Documentation**

The application has been submitted with the requisite planning application form and location plan, including associated plans and supplementary information/reports.

### **2.3 History**

No recent relevant planning history.

## **3. POLICY CONTEXT**

### **3.1 Halton Core Strategy (2012)**

- Policy CS2 - Presumption in Favour of Sustainable Development
- Policy CS18 - High Quality of Design
- Policy CS23 – Managing Pollution and Risk

### **3.2 Halton Unitary Development Plan (UDP) (2005)**

- Policy BE1 - General Principles of Development
- Policy BE2 – Quality of Design
- Policy E3 – Primarily Employment Areas
- Policy E5 – New Industrial and Commercial Development
- Policy TP12 – Car Parking
- Policy PR14 – Contaminated Land
- Policy PR16 – Development and Flood Risk
- Policy TP17 – Safe Travel for All

The primary planning policy for the determination of this planning application is policy E3 and BE1 'General Principles of Development' of the Halton UDP. Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management  
WM9 Sustainable Waste Management Design and Layout for New Development

The Design of New Industrial and Commercial Development Supplementary Planning Document is also of relevance.

#### **4. CONSULTATIONS AND REPRESENTATIONS**

The application has been advertised by means of a site notice, press notice and neighbouring properties have been consulted via letter.

Consultation has been undertaken internally with the Council's Highways Engineer, the Lead Local Flood Authority, the Contaminated Land Officer and the Open Spaces Officer.

Externally the Health and Safety Executive, Network Rail and Preston Brook Parish Council have been consulted. The comments have been summarised below:

##### **4.1 Highways and Local Lead Flood Authority**

The Council's Highways section was consulted as part of the applications consultation process. They have not raised any objection to the regarding vehicle circulation within the site, whilst maintaining safe access, which does not alter as part of the proposal. It was considered that the parking provided is sufficient, despite the proposed being below the UDP requirements. The Highway Officers' comments on parking are as follows:

*The UDP required a maximum of 50 new parking spaces be provided in line with this proposal and 19 additional are proposed. Whilst 50 is advised as the maximum it is considered that the increase in spaces of 19, in this instance, would be appropriate given the facility within the site to increase parking if necessary and the ample provision of cycle parking within the site.*

##### **4.2 Open Spaces**

There were no objections to the proposed development.

##### **4.3 Contaminated Land**

No objections subject to the standard contaminated land condition being attached.

#### 4.4 The Health and Safety Executive

Do not advise against the development

#### 4.5 National Rail

National have no objection.

#### 4.6 British Pipeline Association

The British Pipeline Association has been consulted, and a response has yet to be received. The response will be reported at committee.

#### 4.7 Cheshire West and Chester

Do not have any objections to the proposal or comments to make in relation to the proposal and would simply advise that the scheme is considered in line with relevant Local and National planning policies.

No representations have been received from local residents or businesses.

### 5. **ASSESSMENT**

#### Planning Policy

The proposed development of the workshop and office falls within a B2/B1 use class, and is sited with a designated primarily employment area, as identified in the Unitary Development Plan. In this respect the proposed use is considered to comply with policy E3, which encourages development for B1, B2 and B8 planning use classes, and is considered to be acceptable in principle.

#### Design and Appearance

The proposal seeks to use an area of the existing YKK site that is currently redundant. The area previously sited sub stations that are to be relocated within the site.

The new building would be 8 metres in height, this is quite typical of the surrounding building within the Industrial Estate, and the design replicates that of the area. The attention paid to the materials will provide a good quality of design, one that is an improvement on this particular area of the site. As the proposal is at street level and adjacent to both the Busway and Aston Lane South, it will create an attractive frontage whilst respecting the scale of buildings in the area.

The proposed development is deemed acceptable and complies with policies BE1, BE2 and E5 of the Halton Unitary Development Plan and CS18 of the Halton Core Strategy. The design and appearance of the new building is also considered to comply with the Design of New Commercial and Industrial Development Supplementary Planning Document.

### Parking and highway safety

The Highways Engineer has been consulted and has raised no objections to the proposed development. The intensification will not have a detrimental impact on the existing highway or parking provision. As a result, there is adequate parking to meet the requirements within the site if necessary, and the proposed development is considered to comply with policy TP12 of the Unitary Development Plan.

It is recommended that conditions are attached for boundary treatment details and a travel plan, and these are to be submitted and to be agreed prior to the developments completion.

### Drainage

The Local Lead Flood Authority has been consulted and there are no issues regarding surface water drainage and an informative will be attached to the permission to state all water should be constructed in a way to prevent run off to the adopted highway.

The proposal is considered to be compliant with Policy PR16 of the Halton Unitary Development Plan and Policies and CS23 of the Halton Core Strategy Local Plan.

### Open Spaces

There are a number of trees around the boundary of the site that will be affected and will need to be removed to accommodate the development. The Open Spaces Officer has been consulted, and has no objections to the proposed development. It is recommended that the following informative regarding the removal of trees will be attached to the decision notice.

'The applicant is reminded that under the Wildlife and Countryside Act 1981 (Section 1) it is an offence to take damage or destroy the nest of any wild bird while that nest is in use or being built. Planning consent for a development does not provide a defence against prosecution under this act'.

### Amenity and Impact on Surrounding Area

By virtue of its location within an existing industrial area and being separated by the busway, and adjacent road there would be no loss of amenity to neighbouring properties as a result of the proposed development. The nature of the offices and warehouse is ancillary to the existing site, and the new facility will have little additional impact to the operation of the existing use.

There are no residential properties within the vicinity of the site that would be affected by the development. Any potential disturbance created by the development, such as noise, is deemed to be acceptable due to the nature of the use and the location within an established industrial estate. The proposed

development would not have an impact on amenity and is considered to comply with policy BE1 of the Unitary Development Plan.

### Planning for Risk

The Health and Safety Executive were consulted as part of the process. Their response stated that they do not advise against the proposal. There is a functioning pipeline to the north of the proposed development, which is operated by the British Pipeline Association (BPA). At the time of the writing of this report, the BPA have yet to respond to the consultation. Members will be updated when the response is received. Officers are therefore seeking delegated authority to determine the application once the response has been received.

### Summary and Conclusion

In conclusion the proposed development will bring an unused area of the site into operation without compromising the surrounding uses or the users of the adjacent highway. Furthermore the proposed development will bring an additional 14 jobs to the site.

As a result, the new development at YKK is deemed acceptable the Local Planning Authority. The proposed development is considered to comply with Policies BE1, BE2, E3 and E5 of the Halton Unitary Development Plan.

## **6. RECOMMENDATIONS**

It is recommended that the delegated powers are given to the Operational Director – Policy, Planning & Transportation in consultation with the Chair or Vice Chair of the Development Control Committee to make a final determination once the application has received a response from consultation sent to the British Pipeline Association (BPA).

## **7. CONDITIONS**

1. Standard 3 year expiry
2. Materials condition
3. Position, design, materials and type of boundary treatment.
4. Travel Plan shall be submitted to and approved in writing by the Local Planning Authority
5. Prior to the occupation of the premises hereby approved the vehicle access, service and parking areas shall be laid out and surfaced to the satisfaction of the Local Planning Authority.
6. Submission and approval of contaminated land report
7. Traffic Management Plan

## **8. SUSTAINABILITY STATEMENT**

As required by:

- Paragraph 186 – 187 of the National Planning Policy Framework;
- The Town and Country Planning (Development Management Procedure) (England) (Amendment No.3) Order 2015; and

This statement confirms that the local planning authority has worked proactively with the applicant to secure developments that improve the economic, social and environmental conditions of Halton.