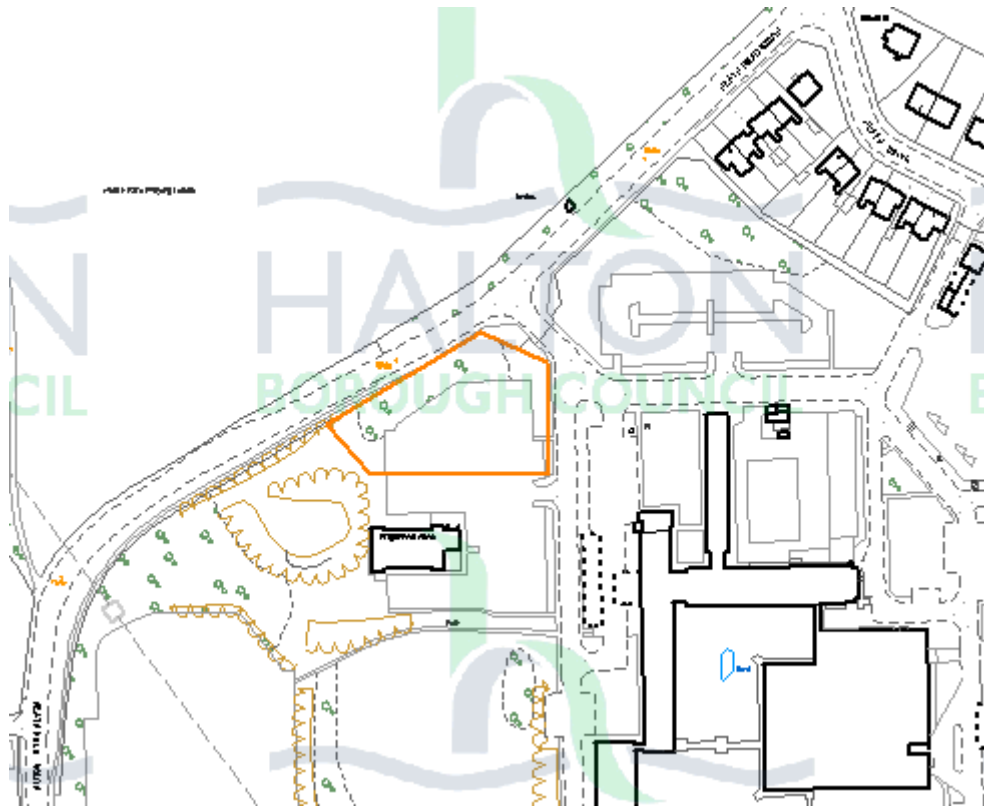


<b>APPLICATION NO:</b>	16/00313/OUT
<b>LOCATION:</b>	The Heath Business & Technical Park, Heath Road South, Runcorn, Cheshire, WA7 4QF.
<b>PROPOSAL:</b>	Outline application, with all matters reserved, for the development of a retail unit up to 200 sq. metres (Use Class A1).
<b>WARD:</b>	Heath
<b>PARISH:</b>	None
<b>AGENT(S) / APPLICANT(S):</b>	Mr John Lewis – SOG Pension Fund.
<b>DEVELOPMENT PLAN ALLOCATION:</b>	Primarily Employment Area.
National Planning Policy Framework (2012) Halton Unitary Development Plan (2005) Halton Core Strategy (2013) Joint Merseyside and Halton Waste Local Plan (2013)	
<b>DEPARTURE</b>	No.
<b>REPRESENTATIONS:</b>	33 representations received from the publicity given to the application.
<b>KEY ISSUES:</b>	Retail Development, Location within a Primarily Employment Area, Protected Trees, Highway Considerations, Ground Contamination, Flood Risk, Biodiversity.
<b>RECOMMENDATION:</b>	Grant outline planning permission subject to conditions.
<b>SITE MAP</b>	



## **1. APPLICATION SITE**

### **1.1 The Site**

The site is located within the Heath Business & Technical Park in Runcorn. The site is 0.3ha in area and is located adjacent to the Heath Road South boundary.

Vehicular access to the site is gained from Heath Road South which is adjacent to the application site.

The site is identified as part of a Primarily Employment Area allocated by the Halton Unitary Development Plan which encompasses the Heath Business & Technical Park.

The application site includes a group of protected trees (G4 of TPO no.110) which are located in the north eastern corner of the site.

Located to the south and east of the site are the buildings which form the Heath Business & Technical Park.

Located to the north west of the site on the opposite side of Heath Road South are the Heath Playing Fields.

## **2. THE APPLICATION**

### **2.1 The Proposal**

This outline planning application seeks to establish the principle of the development of a retail unit up to 200 sq. metres (Use Class A1) with all matters reserved for future consideration.

### **2.2 Documentation**

The outline planning application is supported by a Design, Access and Planning Policy Statements, Commentary on Parking Provision, Outline Arboricultural Impact Assessment, Interim Ground Investigation and Risk Assessment Report and an Ecological Assessment.

## **3. POLICY CONTEXT**

### **3.1 National Planning Policy Framework**

The National Planning Policy Framework (NPPF) was published in March 2012 to set out the Government's planning policies for England and how these should be applied.

Paragraph 196 states that the planning system is plan led. Applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise, as per the requirements of legislation, but that the NPPF is a material consideration in planning decisions. Paragraph 197 states that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

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

The site is partly designated as a Primarily Employment Area in the Halton Unitary Development Plan. The following policies within the adopted Unitary Development Plan are considered to be of particular relevance;

- BE1 General Requirements for Development;
- BE2 Quality of Design;
- GE21 Species Protection;
- GE27 Protection of Trees and Woodlands;
- PR2 Noise Nuisance;
- PR12 Development on Land Surrounding COMAH Sites;
- PR14 Contaminated Land;
- PR16 Development and Flood Risk;
- TP1 Public Transport Provision as Part of New Development;
- TP6 Cycle Provision as Part of New Development;
- TP12 Car Parking;
- TC6 Out of Centre Retail Development;
- H3 Provision of Recreational Greenspace;

- E3 Primarily Employment Areas;
- E4 Complementary Services and Facilities.

### 3.3 Halton Core Strategy (2013)

The following policies, contained within the Core Strategy are of particular relevance:

- CS2 Presumption in Favour of Sustainable Development;
- CS5 A Network of Centres;
- CS18 High Quality Design;
- CS19 Sustainable Development and Climate Change;
- CS23 Managing Pollution and Risk.

### 3.4 Joint Merseyside and Halton Waste Local Plan (2013)

The following policies, contained within the Joint Merseyside and Halton Waste Local Plan are of relevance:

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

## 4. **CONSULTATIONS**

### 4.1 Highways and Transportation Development Control

It will be necessary to provide details of how the unit is to be serviced for deliveries, waste and emergency vehicles. Tracking details will be necessary illustrating how a service vehicle can enter and exit the site in forward gear. We would also require details of how safe pedestrian access into the site can be provided.

I have reviewed the additional information provided by the applicant. Given the size of the unit to be provided (200m<sup>2</sup>) this does not amount to a significant loss of parking. I would also agree with some of the applicants assessment of the parking demand and as such would not consider the loss of parking associated with this specific application to be significant, however, the continued and gradual erosion of the parking provision at the Heath Business Park still remains an issue of concern. Given the staff numbers at this location we feel it prudent that the applicant produces a travel plan for the site.

### 4.2 Environmental Health – Contaminated Land

The report presents an appraisal of the wider The Heath Technical Park, is slightly dated (2008) and is presented as an interim report. Whilst these are potential shortcomings in relation to supporting this specific application, I believe that there is sufficient information presented not to warrant further assessment. The site history states that the development plot was

undeveloped up until the construction the technical park (built as ICI Ltd offices and research facilities), with this plot only being used for car parking. The site investigation sampling location relevant to the plot (WS1) identified hardstanding overlying the natural solid geology. No significant potential sources or actual contamination was identified. Additionally, the application is for a small retail unit which is of relatively low sensitivity to land contamination.

Therefore, I have no objection to the application and I will not be seeking any further information relating land contamination.

#### 4.3 Environmental Health - Noise

Environmental Health would have no concerns or comments to make regarding this application.

#### 4.4 Open Spaces

##### Trees

Tree Preservation Order 110 is in force at this site but the area does not fall within a designated Conservation Area.

The proposal requires the removal of one tree (T3 Norway maple) from the site (submitted doc Outline Arboricultural Impact Assessment, The Heath Retail Development) which is unacceptable in my opinion. The tree is subject to statutory protection, recorded as a category A tree, mature, in good condition with a 'long' estimated remaining contribution.

Furthermore, section 7.11 of the submitted Outline Arboricultural Impact Assessment, The Heath Retail Development, states that "there is very little space available for replacement tree planting within the site therefore any mitigation planting would need to be undertaken elsewhere in the borough."

Section 7.14 of the same document states "It is the recommendation of this report that mitigation in the form of tree planting would result in a net loss of long term tree cover and quality (estimated at 40 years post-construction)."

It is my opinion that the development proposal should be re-assessed by the developer and amended to accommodate the retention of this protected tree.

**Based on this observation, the indicative site layout has been amended to demonstrate that the tree in question can be retained.**

Protective fencing will be required (as per BS5837 2012) to exclude activity from the root protection areas of trees potentially affected by this proposal.

##### Ecology

There are no specific ecological constraints associated with the site, however we would recommend that all tree works comply with current bird nesting legislation.

#### 4.5 Merseyside Environmental Advisory Service

The applicant has submitted the following report in accordance with Local Plan Policy CS20:

- Ecological Assessment report (Ecological Assessment: The Heath, Runcorn, TEP, July 2016, Ref: 5822.002); and
- An Aerial Inspection of Tree (Correspondence between I. Holland (TEP) & Terry Rogan Architects, dated 20<sup>th</sup> October 2016)

I advise the surveys are acceptable and will be forwarded to Cheshire rECOrd.

The report states that no evidence of bats or presence was found. The Council **does not** need to consider the proposals against the three tests (Habitats Regulations) or consult Natural England.

Built features or vegetation on site may provide nesting opportunities for breeding birds, which are protected. No tree felling, hedgerow clearance, ground clearance and/or building works is to take place during the period 1 March to 31 August inclusive. If it is necessary to undertake works during the bird breeding season then all buildings, trees and hedgerows are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. If present, details of how they will be protected would be required. This can be secured by a suitably worded planning condition.

#### Waste

The proposal involves demolition and construction activities and policy WM8 of the Joint Merseyside and Halton Waste Local Plan (WLP) applies. This policy requires the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. site waste management plan) demonstrating how this will be achieved must be submitted and can be secured by a suitably worded planning condition. The details required within the waste audit or similar mechanism is provided in Part Two.

The applicant has not provided sufficient information to demonstrate compliance with policy WM9 of the Joint Merseyside and Halton Waste Local Plan. I advise that the information set out in policy WM9 of the Waste Local Plan is required and can be secured by a suitably worded condition.

#### Ecology

**The applicant, their advisers and contractors should be made aware that if any European protected species are found, then as a legal requirement, work must cease and advice must be sought from a licensed specialist.**

#### Waste

A waste audit or similar mechanism (e.g. site waste management plan) provides a mechanism for managing and monitoring construction, demolition and excavation waste. This is a requirement of WLP policy WM8, and may

also deliver cost savings and efficiencies for the applicant. The following information should be included within the waste audit or similar mechanism:

- Details of persons responsible;
- Process for update;
- Forecast waste types (European Waste Codes recommended) and waste arisings ( tonnages);
- Facilities/carriers and proposed waste management option(s) chosen;
- Actual waste arisings ( tonnages), facilities/carriers and waste management option(s) chosen;
- Waste prevention, reduction and recycling actions; and
- Process to ensure contractors/staff are aware of requirements (e.g. toolbox talks).

Guidance and templates are provided at:

[http://www.meas.org.uk/media/5014/SWMP-Audit\\_Checklist\\_Final.pdf](http://www.meas.org.uk/media/5014/SWMP-Audit_Checklist_Final.pdf)  
<http://www.wrap.org.uk/> and <https://www.smartwaste.co.uk/>

Guidance on design and access to accommodate sustainable waste management is available for Halton Council in the following documents:

- Design of Residential Development SPDv2

Other useful sources of guidance include:

- NHBC (2015) – Avoiding Rubbish Design  
<http://www.nhbcfoundation.org/Publications/Guide/NF60-Avoiding-rubbish-design>
- Building for Life Partnership (2014) - The Sign of a Good Place to Live: Building for Life 12  
[http://www.hbf.co.uk/?eID=dam\\_frontend\\_push&docID=24115&filename=BfL\\_REPRINT\\_2014\\_FINAL.pdf](http://www.hbf.co.uk/?eID=dam_frontend_push&docID=24115&filename=BfL_REPRINT_2014_FINAL.pdf)

#### 4.6 Natural England

Natural England has assessed this application using the Impact Risk Zones data (IRZs). Natural England advises your authority that the proposal, if undertaken in strict accordance with the details submitted, is not likely to have a significant effect on the interest features for which the Mersey Estuary SPA and Ramsar has been classified. Natural England therefore advises that your Authority is not required to undertake an Appropriate Assessment to assess the implications of this proposal on the site's conservation objectives.

In addition, Natural England is satisfied that the proposed development being carried out in strict accordance with the details of the application, as submitted, will not damage or destroy the interest features for which the Mersey Estuary SSSI has been notified. We therefore advise your authority that this SSSI does not represent a constraint in determining this application. Should the details of this application change, Natural England draws your attention to Section 28(l) of the Wildlife and Countryside Act 1981 (as amended), requiring your authority to re-consult Natural England.

#### 4.7 Health & Safety Executive

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites / pipelines. The HSE does not advise, on safety grounds, against the granting of planning permission in this case.

#### 4.8 United Utilities

United Utilities will have no objection to the proposed development provided that conditions relating to foul water, surface water and sustainable drainage systems. Their other observations should be attached as an informative.

#### 4.9 Liverpool John Lennon Airport

*We have assessed the above proposal in line with Aerodrome Safeguarding. We have found that the proposed works as stated above will have no impact on operations at LJLA; therefore we have No Objections to this outline application.*

### 5. REPRESENTATIONS

5.1 The application has been advertised by a press advert in the Widnes & Runcorn World on 11/08/2016, a site notice was posted on Heath Road South on 05/08/2016 and 33 neighbour notification letters sent on 04/08/2016.

5.2 Thirty three representations have been received from the publicity given to the application. The observations received are summarised below:

- Visual impact on the local area;
- Safety concerns in relation to highways – Potential parking on a busy corner;
- Implications for vehicles responding to nearby COMAH sites;
- Loss of car parking at the Heath;
- Impact on landscape;
- Impact on local wildlife;
- Detrimental impact on existing local shops;
- No requirement for a convenience store;
- Will bring shopping provision closer to home;
- Increase in litter;
- Increase in anti-social behaviour and noise;
- This proposal may encourage increased usage of Heath Road South;
- COMAH regulations should apply;
- Loss of a village feel in Weston;
- Two trees support bat roosts.

### 6. ASSESSMENT

#### 6.1 Primarily Employment Area



The site is designated as being within a Primarily Employment Area. This designation covers the Heath Business & Technical Park in which the application site is located. Policy E3 of the Halton Unitary Development Plan is relevant. This designation gives support to B1, B2 & B8 uses, however does not preclude other uses. The suitability of a retail use on this parcel of land needs to be considered on its merits.

It should however be noted that there is provision for Complementary Services and Facilities within Primarily Employment Areas within Policy E4 of the Halton Unitary Development Plan. The supporting text for this policy indicates that it is intended to apply to a shop amongst other uses such as a children's day nursery, bank, restaurant, sandwich bar etc.

## 6.2 Principle of Retail Development

Retail development is defined by the NPPF as being a main town centre use. The site subject of the application is not within an existing centre (Town Centre, District Centre or Local Centre).

Policy CS5 of the Halton Core Strategy Local Plan is relevant to the determination of this application. The policy relates to a network of centres and the supporting text outlines the importance to define and protect the retail hierarchy to ensure new development is secured and focused in appropriate locations to enhance and strengthen the Borough's retail offer for the benefit of all. Both national and local planning policy set out the requirement for sequential and impact assessments for out of centre retail developments, however based on the amount of development sought in this case (up to 200sqm), neither a sequential or an impact assessment is required in this case.

The supporting documentation indicates that the purpose of the application is to enhance facilities for both the local community and businesses whilst not diluting the retail offer elsewhere.

Policy TC6 of the Halton Unitary Development Plan is relevant given the sites out of centre location. The supporting text to this particular policy indicates that an appropriate size of store to serve local needs is considered to be about 200sqm as being a typical size of local convenience store. This is in line with the threshold set in Policy CS5 to allow for appropriate provision to meet local needs outside of defined centres. The amount of development being sought in this case is in line with the size considered to be appropriate to meet local needs.

Policy TC6 makes clear that small scale retail proposals designed to serve purely local needs within a Primarily Residential Area or within a Primarily Employment Area that is some distance from existing retail facilities can be acceptable subject to the criteria in the policy being satisfied.

The existing business space at the Heath Business and Technical Park amounts to approximately 26,000sqm and is a significant local employer and

creates a local need for retail provision. Criteria (a) is considered to be satisfied.

As set out above, the amount of development sought is considered to be of an appropriate scale to address local need. Criteria (b) is considered to be satisfied.

There have not been any other recent retail developments in this area. The nearest retail provision to the application site is in Weston Village and at Ascot Avenue neither of which are within walking distance (10 minute walk or a distance of 400m) of the application site. It is therefore considered that the proposal would not damage the vitality and viability of nearby neighbourhood centres. Criteria (c) is considered to be satisfied.

Policy E4 of the Halton Unitary Development Plan relates to Complementary Services and Facilities within Primarily Employment Areas. As stated previously, this is intended to apply to a shop. In terms of compliance with this policy, the amount of retail development being sought is of a scale which is considered to serve local needs and by virtue of the size of the Heath Business and Technical Park, there is considered to be a demonstrable need for such a facility. It is therefore concluded that the proposed development would be considered as Complementary Services and Facilities within the Primarily Employment Area.

### 6.3 Access

Access is reserved for future consideration.

The applicant has provided a commentary on parking provision at the Heath Business and Technical Park. It is noted that the proposed development would be located on an existing area of car parking. This proposal would inevitably increase the amount of floorspace whilst reducing overall parking provision at the Heath Business and Technical Park.

The Highway Officer has concluded that given the amount of development proposed, this would not amount to a significant loss of parking. Based on the applicant's assessment of the parking demand, it is considered that the likely loss of parking associated with the amount of development proposed is unlikely to be significant.

Based on the above, the Highway Officer has concluded that the amount of retail development proposed is acceptable from a highway perspective.

Access which covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site would be considered as part of a reserved matters application.

The Highway Officer has noted that it will be necessary to provide details of how the unit is to be serviced for deliveries, waste and emergency vehicles. Tracking details will be necessary illustrating how a service vehicle can enter

and exit the site in forward gear. Details on safe pedestrian access into the site would also be required. These observations should be attached as an informative to inform any subsequent reserved matters application.

#### 6.4 Layout

Layout is reserved for future consideration. There is no longer a requirement to provide an indicative layout to accompany an outline planning application; however the applicant has chosen to provide one to demonstrate the suitability of the amount of development being sought. The layout would not be restricted to that shown on the indicative layout.

The indicative layout which accompanied the application at the time of submission showed the removal of one of the protected trees at the site (T3). This was not considered to be acceptable and in order to provide certainty moving forward, the applicant has amended the indicative layout to show the retention of the protected tree (T3).

A suitable layout for the site is something which would need to be demonstrated through a reserved matters application.

#### 6.5 Scale

Scale is reserved for future consideration. There is no longer a requirement to provide scale parameters with an outline planning application; however the design and access statement does indicate that the building would be single storey. Scale is something which would be considered as part of a reserved matters application.

#### 6.6 Appearance

Appearance is reserved for future consideration. This is something which would be considered as part of a reserved matters application.

#### 6.7 Landscaping

Landscaping is reserved for future consideration. As set out above in paragraph 6.4, the indicative layout has been amended to show the retention of all the protected trees within the boundary of the application site. A condition securing the submission of a scheme of tree protection measures is considered appropriate. The implementation of Landscaping would be considered as part of a reserved matters application.

#### 6.8 Ground Contamination

The application is accompanied by an Interim Ground Investigation and Risk Assessment Report. The Contaminated Land Officer concludes that no significant potential sources or actual contamination was identified and that the application is for a small retail unit which is of relatively low sensitivity to land contamination.

On this basis, no objection to the application is raised and no further information relating land contamination is being sought.

The proposal is considered to be compliant with Policy PR14 of the Halton Unitary Development Plan.

#### 6.9 Biodiversity

The application is accompanied by an Ecological Assessment and an Aerial Inspection of Tree (based on a single willow tree having the potential to support roosting bats). It is recommended that these documents are accepted as an accurate assessment of the current ecological content. Our Ecological Advisor advises that the report states that no evidence of bats or presence was found. Therefore, the Council does not need to consider the proposals against the three tests (Habitats Regulations) or consult Natural England. No objection to the proposed development is raised from an ecological perspective subject to the attachment of a condition which secures breeding bird protection.

Based on the above, it is considered that the proposal is compliant with Policy GE21 of the Halton Unitary Development Plan.

#### 6.10 Noise

The site is located within the Heath Business and Technical Park and the proposed use is considered to be both complementary and sympathetic to surrounding land uses. The Council's Environmental Health Officer raises no objection to the proposed development on noise grounds.

The proposal is considered to be compliant with Policy PR 8 of the Halton Unitary Development Plan.

#### 6.11 Sustainable Development and Climate Change

Policy CS19 of the Halton Core Strategy Local Plan outlines some principles which will be used to guide future development.

NPPF paragraph 35 which states that to further enhance the opportunities for sustainable development any future developments should be located and designed where practical to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

The incorporation of facilities for charging plug-in and other ultra-low emission vehicles could be realistically achieved for retail development and a condition requiring investigation into the provision of future charging points for ultra-low emission vehicles is considered reasonable.

The proposal is compliant with Policy CS19 of the Halton Core Strategy Local Plan.

#### 6.12 Waste Prevention/Management

Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan are applicable to this application. In terms of waste prevention, a construction management plan will deal with issues of this nature and based on the development cost, the developer would be required to produce a Site Waste Management Plan. The submission of a Site Waste Management Plan and a Sustainable Waste Management Design should be secured by condition.

The proposal is compliant with Policies WM8 and WM9 of the Joint Merseyside and Halton Waste Local Plan.

#### 6.13 Risk

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of major Hazard sites / pipelines. The HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Policy PR12 is relevant to the determination of the application. It states that development will be permitted provided that the accidental risk level from the COMAH site is not considered to be significant. This is defined as being where an individual accidental risk level does not exceed 10 chances per million in a year. Appendix D of the Planning for Risk Supplementary Planning Document includes maps which identify this risk and this site is outside of the area affected by an individual accidental risk of in excess of 10 chances per million in a year and therefore the proposal is in compliance with Policy PR12 of the Halton Unitary Development Plan.

#### 6.14 Issues raised in representations not addressed above

In terms of visual impact on the local area, the proposal would be located on a car parking area within the Heath Business & Technical Park and it is unlikely that it would have a significantly detrimental visual impact on the locality.

In terms of safety concerns, the access from Heath Road South would be unchanged and the Highway Officer is satisfied that an appropriate arrangement could be achieved.

The Highway Officer has concluded that given the amount of development proposed, this would not amount to a significant loss of parking.

It is not considered that the proposal would have a significantly detrimental impact on vehicles responding to nearby COMAH sites.

The principle of retail development is considered at paragraph 6.2. In terms of competition, the planning system does not exist to protect the private rights of one individual against another.

In relation to the proposal resulting in an increase in litter, this is not a reason on which a refusal could be sustained and is a management issue for a future operator of a retail unit in this location.

With regard to the proposal being likely to result in an increase in anti-social behaviour and noise, this is not a reason which could be sustained when considering the principle of a retail development. The layout of a scheme at reserved matters stage would need to demonstrate that it would be acceptable in this regard.

In terms of the proposal encouraging increased usage of Heath Road South, the proposed development given its scale is unlikely to significantly increase vehicular movements along Heath Road South and no issue in terms of highway capacity has been raised by the Highway Officer.

It is not considered that the proposal would result in the loss of a village feel in Weston as the application site is located within the Heath Business & Technical Park separate to Weston Village.

## **7. CONCLUSIONS**

In conclusion, there is provision for Complementary Services and Facilities within Primarily Employment Areas.

Retail development is defined by the NPPF as being a main town centre use, however both national and local planning policy set out the requirement for sequential and impact assessments for out of centre retail developments. Based on the amount of development sought in this case (up to 200sqm), neither a sequential or an impact assessment is required in this case.

There is provision for small scale retail proposals designed to serve purely local needs within a Primarily Residential Area or within a Primarily Employment Area within Policy TC6 of the Halton Unitary Development Plan.

The Heath Business and Technical Park is a significant local employer and creates a local need for retail provision. The amount of development sought is considered to be of an appropriate scale to address local need. There have not been any other recent retail developments in this area. The nearest retail provision to the application site is in Weston Village and at Ascot Avenue neither of which are within walking distance (10 minute walk or a distance of 400m) of the application site. It is therefore considered that the proposal would not damage the vitality and viability of nearby neighbourhood centres.

Access is reserved for future consideration.

The applicant has provided a commentary on parking provision at the Heath Business and Technical Park. It is noted that the proposed development would be located on an existing area of car parking. This proposal would inevitably increase the amount of floorspace whilst reducing overall parking provision at the Heath Business and Technical Park.

The Highway Officer has concluded that given the amount of development proposed, this would not amount to a significant loss of parking. Based on the applicant's assessment of the parking demand, it is considered that the likely loss of parking associated with the amount of development proposed is unlikely to be significant.

A reserved matters application which provides detail relating to access, layout, scale, appearance and landscaping would be required.

The principle of locating a retail unit up to 200 sq. metres is considered to be acceptable.

## **8. RECOMMENDATIONS**

Grant outline planning permission subject to conditions.

## **9. CONDITIONS**

1. Time Limit – Outline Permission.
2. Submission of Reserved Matters.
3. Development Parameters.
4. Site Levels (Policy BE1)
5. Facing Materials to be Agreed (Policies BE1 and BE2)
6. Breeding Birds Protection – (Policy GE21)
7. Tree Protection – (Policy BE1)
8. Construction Management Plan (Highways) – (Policy BE1)
9. Electric Vehicle Charging Points – (Policy CS19)
10. Travel Plan – (Policy TP16)
11. Site Waste Management Plan – (Policy WM8)
12. Sustainable Waste Management Design – (Policy WM9)
13. Foul Water – (Policy PR16)
14. Surface Water Regulatory Scheme – (Policy PR16)

Informatives

1. Highway Informative.
2. Waste Informative.

## **10. 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.2) Order 2012; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2012.

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.