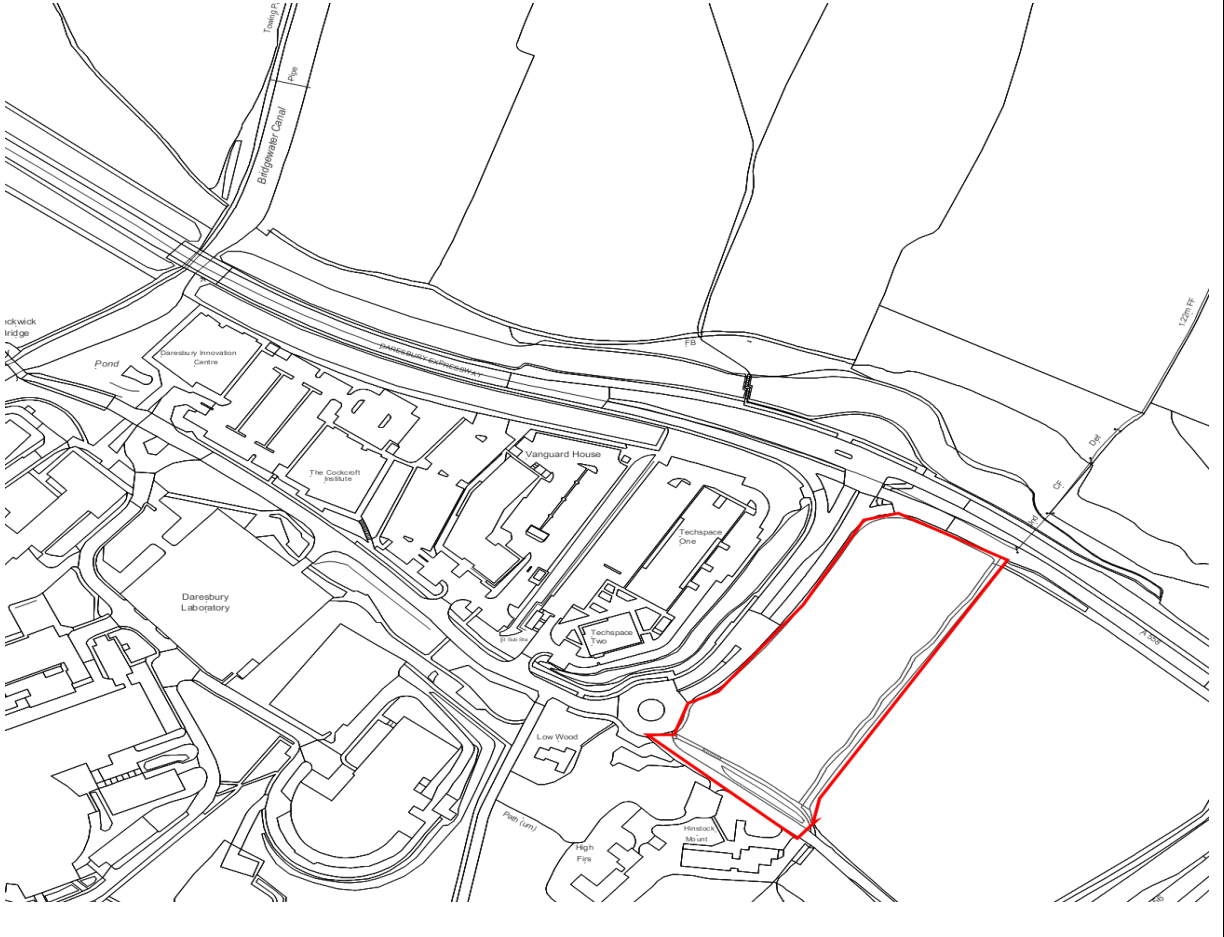


<b>APPLICATION NO:</b>	17/00556/FUL
<b>LOCATION:</b>	Daresbury Science Park, Keckwick Lane, Daresbury WA4 4FS
<b>PROPOSAL:</b>	Proposed erection of 3 No. office buildings each with 3 floors plus plant level, with associated parking, access, landscaping, substation and ancillary developments
<b>WARD:</b>	Daresbury
<b>PARISH:</b>	Daresbury
<b>CASE OFFICER:</b>	Pauline Shearer
<b>AGENT(S) / APPLICANT(S):</b>	Langtree SIC LLP, St James Business Centre, Wilderspool Causeway, Warrington WA4 6PS
<b>DEVELOPMENT PLAN ALLOCATION:</b>	National Planning Policy Framework (2012) North West Plan: Regional Spatial Strategy for the North West (2008) Halton Unitary Development Plan (2005) Halton Core Strategy Local Plan (2013)
<b>DEPARTURE</b>	No
<b>REPRESENTATIONS:</b>	No objections
<b>KEY ISSUES:</b>	Highway safety; design; landscaping
<b>RECOMMENDATION:</b>	Approval

**SITE MAP**



## **1. APPLICATION SITE**

### **1.1 The Site**

This 2.2ha site is located at the Daresbury Science and Innovation Centre (DSIC) on Keckwick Lane, Daresbury. The land is in the ownership of DSIC with the public highways of Keckwick Lane and Innovation Way to the south and west. The site is directly adjacent to Daresbury Expressway to the north and is seen as one of the gateway sites for DSIC.

The site is identified as the Daresbury Strategic Site within the East Runcorn Key Area of Change in the Halton UDP and Core Strategy.

### **1.2 Planning History**

Previous outline planning permissions:- 01/00785/OUTEIA – Science Park comprising office buildings and incubator building; 97/00700/OUT – Scientific Research Complex; 15/00059/FUL - Construction of new vehicular and pedestrian access into and throughout the site including lighting, drainage and amendments to Keckwick Lane.

## **2. THE APPLICATION**

### **2.1 The proposal**

The proposal seeks permission to develop the next phase in the expansion of the Sci-Tech Daresbury site. The works include the erection of three 3-storey buildings; Building 1 totalling 2175.38 sqm; Building 2 totalling a 1701.10 sqm; Building 3 totalling 1701.10 sqm; with car parking, cycle parking and service area. Access into the site is gained directly off Keckwick Lane.

### **2.2 Documentation**

The applicant has submitted a Planning Application, drawings and the following reports:

Design and Access Statement  
Ground Investigation  
Transport Assessment  
Travel Plan  
Flood Risk Assessment  
Ecological Assessment  
Landscape Character Assessment  
Tree Survey

## **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.

Paragraph 14 states that this presumption in favour of sustainable development means that development proposals that accord with the development plan should be approved, unless material considerations indicate otherwise. Where a development plan is absent, silent or relevant policies are out of date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF; or specific policies within the NPPF indicate that development should be restricted.

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

The following national and Council Unitary Development Plan policies and policy documents are relevant to this application: -

- BE1 General Requirements for Development
- BE2 Quality of Design
- BE22 Boundary Walls and Fences
- TP6 Cycle Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP17 Safe Travel for All

### 3.3 Halton Core Strategy Local Plan (2013)

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

- CS2 Presumption in Favour of Sustainable Development
- CS7 Infrastructure Provision
- CS11 East Runcorn
- CS15 Sustainable Transport
- CS18 High Quality Design
- CS19 Sustainable Development and Climate Change
- CS20 Natural and Historic Environment

## 4. CONSULTATIONS

The application has been advertised by a site notice posted near the site. All adjacent land owners, residents and occupiers of the site have been notified by letter. Daresbury, Moore and Parish Councils have been notified by letter.

No comments have been received from Daresbury or Moore Parish Council.

The Council's Nature Conservation Consultants, Merseyside Environmental Advisory Services has been consulted in relation to the site's potential as habitat and other ecological factors and their response is included in the assessment below.

The Environment Agency have been consulted in relation to ground water protection and no comments have been received.

Natural England have been consulted and have no comments to make on this application.

Penspen have been consulted in relation to the proximity of the Shell/Essar pipeline who have confirmed that it will not be affected by the proposed development.

United Utilities have not objected providing that easement requirements are met and have suggested conditions in relation to the separation of foul and surface water; that surface water flow attenuation is controlled and under the agreement of United Utilities were necessary; construction method statement in relation to the existing water main.

The Lead Local Flood Authority have been notified of the proposal and require further information in relation to the Flood Risk Assessment. Any further comments will be presented verbally to members.

The Local Highway Authority and the Council's Open Spaces department have been consulted any comments received have been summarised below in the assessment section of the report.

The Local Authority's Land Contamination Officer has been notified and has raised no objection, nor requires any conditions.

Peel Holdings have been consulted due to the proximity of the development to the Bridgewater Canal.

The proposal is of a scale and has impacts which do not warrant the submission of an Environmental Statement under the Environmental Impact Assessment (EIA) Regulations 2011.

## **5. REPRESENTATIONS**

No objections have been received as a result of the public consultation.

## **6. ASSESSMENT**

### **6.1 Principle of Use**

The site is situated in an area which is identified as the East Runcorn Key Area of Change in the adopted Halton Core Strategy. This part of that area is currently dominated by the existence of the Daresbury Science and Innovation Centre campus, which straddles Keckwick Lane and runs from Keckwick Bridge to Innovation Way. The application site is a parcel of land bounded on three sides by highway, Daresbury Expressway, Innovation Way and Keckwick Lane and to the west by the existing developments of TechSpace and Vanguard House. The site is undeveloped and vacant.

The area is allocated as a Strategic Site within the East Runcorn Area of Change in the adopted Halton Core Strategy and as such, supersedes previous land allocations and related policies adopted through the Unitary Development Plan. Members should note that UDP policy E1 still exists and contains references to particular requirements for 'Daresbury Laboratory'. However as the Core Strategy Policy CS11 relates to a Key Area of Change, this enables a re-allocation of the land use in that area and the related policy supersedes the existing UDP Policy E1 where it relates to Runcorn East, specifically Sci-Tech Daresbury and Daresbury Park. In this regard significant weight should be given to Policy CS11.

Policy CS11 expects Sci-Tech Daresbury to expand with B1 uses that include science, high tech and research development. Development will be expected to deliver a network of open spaces for nature conservation and recreation including conservation of Daresbury Firs and creation of smaller green spaces integral to individual developments. Development should facilitate strong connectivity through public transport and promote walking and cycling routes.

The main issues to consider arising from the proposal are: - Highway safety; Design; Ecology; and Landscaping. These issues are explored below.

## 6.2 Highway Safety

The Local Highway Authority has commented as follows:-

"For clarity only the plans received on the 3<sup>rd</sup> Jan 2018 have been considered for comment.

The developer and their representatives have engaged in pre-application and continued dialogue throughout the process and on the whole the highway officer considers the site and access arrangements to be suitable for a development of this size and nature. There are however several points that we would raise to be addressed either prior to a decision, via condition or engineering issues to be dealt with under any future agreements with the Highway Authority.

- The submitted tracking information illustrates that the turning areas provided will cater for the current vehicles used for refuse collection, we would however state that the allocated space is tight and careful planning of collection times should be undertaken to minimise potential conflict with car park users.
- The 1036.1 arrow shown in the right hand approach lane to the roundabout should be a straight on arrow not a right turn.
- It is noted that a signage strategy/ plan has not yet been received.

- The uncontrolled crossing point to the East of the roundabout should be moved closer to the junction. Consideration should be given to providing pedestrian facilities within the splitter island.
- Tracking should be provided for vehicles turning into and out of the realigned Keckwick Lane junction.
- The back of footway detail to the South of the new 3m cycleway footway link to Keckwick Lane should be considered, the existing situation is a mix of batters, stone walls and timber retaining details. To ensure highway safety additional cross sections will be required showing proposals. **As the embankment/ back of footway detail may stray beyond the red line boundary to the South we consider that this issue should be addressed prior to any approval being granted.**
- It has become apparent that the areas to the South of Keckwick Lane have now been formed into car park areas with barriers and lighting. We have no details on these areas and seek clarification as to their use, drainage provision and how they will tie in with the proposed design. The dropped access provision shown on the current plans may not be considered suitable and a more formal arrangement may be required. **The required details/ changes should be submitted prior to any approval being granted.**
- The narrow grass verges shown on the latest layout plan to the access road may promote inconsiderate parking and given the known issues in the area, we would not accept the narrow grass strips as part of an adopted highway. We would request that an alternative proposal is submitted to prevent/ discourage verge/ footway parking. **It is considered that inconsiderate parking leads to road safety issues and we would therefore request that the necessary changes are made prior to any approval being granted.**
- Although we have agreed in principle to the tie in detail to the Eastern stub of Keckwick Lane the plans appear to stop slightly short, please show the new layout connecting to the existing carriageway.

#### Parking

*(Including cycle/disabled/motorcycle/taxi/drop-off) comment on compliance with UDP (+other) Standards)*

- Although the required maximum UDP car parking standard has been met the Highway Authority notes that the area is subject to high parking demand across the sites which has previously led to issues with inconsiderate parking. We would welcome additional parking as part of the application.
- If no additional car parking can be provided we would expect to see a robust car parking strategy linked to the travel plan.
- Cycle storage has been shown to an acceptable level although it has been previously noted that some of the provision will potentially be masked by parked vehicles. We would request that methods of ensuring security be

considered.

- Provision should be made to encourage the use of electric vehicles, Further guidance on EV charging points can be found in the document produced by the Liverpool City Region <http://www.merseytravel.gov.uk/about-us/local-transport-delivery/documents/e-mobility-strategy.pdf>. Specific regard should be paid to 3.2.2 Table 3 “Min. provision of parking bays and charging points in new developments

Fra/drainage  
(Inc Suds)

- Agreement from the Lead Local Flood Authority would be required.

Levels/Highway sections/retaining walls.  
(inc need for topo,AIP, commuted sums)

- It is noted that the gradient of Keckwick Lane is steeper than set out in current guidance but the proposed realignment is no worse than the existing adopted carriageway. It is worth noting that previous permission has been given for a similar access road to the site (15/00059/ful).
- The site access road and footway links all appear to illustrate that the levels will work in terms of vehicle, cycle and pedestrian access.
- We would however request that 2 additional sections are provided through the North of the site, along the access road and through the car park.

Access by sustainable modes  
(including bus access (UDP 400m compliance) walk access, travel planning)  
(see GTA thresholds/local circumstances) (Greenways –UDP)

- The site is on a bus route with stops within walking distance.
- Improvements are proposed to improve walking and cycling on the adjacent highway network, namely provision of a 3m wide shared use cycleway/ footway to Keckwick Lane.
- The site also benefits from DDA compliant pedestrian access routes to the bus stop avoiding the 1 in 9 gradient on Keckwick Lane.
- A travel plan should be provided for the site or if an existing site wide plan exists this document should be updated.

Construction Phase Considerations  
(Inc wheelwash, routing construction management plan, personnel parking/facilities)

- A full construction management plan should be submitted prior to commencement of works. All construction related vehicle parking should be accommodated on site and deliveries to site be suitably managed. Wheelwash facilities and a road sweeper regime should be provided as appropriate, with winter management/gritting plan. Details of how underground services will be dealt with should also be included.

#### Transport Assessment/Traffic Impact

*(if appropriate given thresholds in GTA/local circumstances)*

- The supporting information illustrates that the proposed junction will adequately serve the development traffic and that there will be no severe impact of the surrounding highway network.
- It is worth noting that preparatory works were undertaken to widen Innovation Way to create a dual carriageway which will cater for the increase in vehicle numbers.

#### Recommended conditions and

*(including std conditions for access crossings, retaining wall details, travel plan (including monitoring timetable, nominated coordinator and measures to encourage sustainable access*

- A full construction phase management plan is required for the proposed development prior to commencement.
- Development shall not commence on site until the scheme of offsite highway works is approved by local planning authority.
- These offsite works should be completed prior to first occupation of dwellings.
- A scheme of EV charging provision should be submitted for approval prior to occupation.

#### Informatives

- The offsite highway works will require a suitable agreement with the highway authority.
- The main highway will need to be reconstructed to highway authority satisfaction following any offsite highway works or drainage and utilities connections.
- Detailed design work of offsite highway works may result in works to the surrounding network beyond the extent of the works shown on the plans to ensure suitable tie ins and to negate road safety issues.



Other offsite works/S278 *inc making good of site frontage, access measures etc*

- A S278 or similar agreement would be required to carry out works on adopted highway and a S38 agreement to cover any new highway offered for adoption.”

On this basis the proposal is acceptable in principle and complies with Core Strategy Policy CS11; and TP6 and TP17 of the Halton Unitary Development Plan subject to the submission of amended drawings that satisfactorily deal with technical highway matters.

### 6.3 Design

The scheme comprises a set of three buildings. Building 1 is 2,175.38 sqm; Building 2 1,701.10 sqm; Building 3 1,701,10 sqm; plus car parking, cycle parking; refuse storage and landscaping.

The buildings are similar in scale and set out in a linear format alongside Innovation Way and are three storey and the height at the roof is 15m (with an additional central air conditioning/extraction box). The buildings are highly visible from the approach from Daresbury and from Runcorn along the A558 Expressway. The building design takes strong reference from the existing modern development of the Daresbury campus, in particular the most recent on the opposite side of Innovation Way, ‘Techspace’ and maintains the modern theme with a strong mix of cladding and glazing. Both these and the previous Techspace buildings continue the eclectic design approach for Sci-Tech Daresbury. Final materials will be dealt with through planning conditions.

The final details of the bin and cycle stores and any retaining walls will be dealt with by planning condition.

It is considered that the proposal’s design is of a sufficient quality to meet the overall objectives of the Daresbury Strategic Site and the principles of CS11 are met.

### 6.4 Impact on Ecology

The application was accompanied by an extended phase 1 habitat survey and the Council’s ecological consultants Merseyside Environmental Advisory Services have provided there assessment as follows:-

“Part One

1. The applicant has submitted an Extended Phase 1 Habitat Survey report in accordance with Core Strategy Local Plan policy CS20 (Ecus environmental consultants, Sci-Tech Daresbury (West) – Extended Phase 1 Habitat Survey, 10554, October 2017) which meets BS 42020:2013. I advise the survey is acceptable and will be forwarded to Cheshire rECOrd.

2. The applicant has also submitted an Extended Phase 1 Habitat Survey report (Ecus environmental consultants, Sci-Tech Daresbury (East) – Extended Phase 1 Habitat Survey, 10554, October 2017) for land adjoining to the east outside of the development site.

#### Bats

3. The report states that no evidence of roosting bats was found on site. Habitats on site do however provide opportunities for foraging and commuting, and several species are known to be active in the area. The report includes mitigation (section 4.4) which sets out proposals to avoid and mitigate impacts on the local bat population. If these measures are put in place it is unlikely that the species will be affected or an offence committed (Habitats Regulations). I advise that the measures are secured by a suitably worded planning condition. The Council does not need to consider the proposals against the three tests (Habitats Regulations) or consult Natural England.

#### Designated Sites

4. The development site is close to the following designated site and Core Strategy Local Plan policy CS20 applies:
  - Daresbury Firs LNR and LWS 40m to the south.

On this occasion the development is unlikely to harm the features for which the site has been designated:

- Daresbury Firs is a large conifer plantation on the slopes of Keckwick Hill. The LWS incorporates small areas of broad-leaved semi-natural woodland. The site selection criteria comprise lowland mixed deciduous woodland and accessible natural greenspace. The development site is dominated by species poor semi-improved grassland which is not publically accessible or functionally linked to the woodland at Daresbury Firs.

#### Landscaping

5. The Landscape Masterplan (Plant Intelligent Environments LLP, drawing no. PL1094.4-VW-001, 23.08.2017) suggests that no habitats will be retained on site. To mitigate for this loss the survey report recommends planting of a native hedgerow along the proposed southern access road, creation of a pond and/or linear features using locally native planting. These measures can be secured by a suitably worded planning condition as part of a detailed landscape plan.

#### Breeding Birds

6. Vegetation on site may provide nesting opportunities for breeding birds, which are protected. No tree felling, scrub clearance, hedgerow removal or vegetation management 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 trees, scrub 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.

7. The proposed development will result in the loss of bird breeding habitat and Core Strategy Local Plan policy CS20 applies. To mitigate for this, the applicant must provide details of bird nesting boxes (e.g. number, type and location on an appropriately scaled plan) that will be erected on the site for agreement with the Council. This can be secured by a suitably worded planning condition.

#### Hedgehog

8. Hedgehogs are known to be present in the area and habitats on site provide suitable foraging and refuge opportunities. Hedgehog is a protected species and policy CS20 of the Core Strategy Local Plan applies. Mitigation and enhancements are proposed in section 4.4 and are acceptable. These measures can be secured by a suitably worded planning condition.

#### Badger

9. The report considers (paragraph 3.5.5) that given the proximity to the nearby science park and roads it is unlikely that this site is used by badger for foraging. These features in my view are not significant barriers to dispersal and there are several records of this species in the area. I advise that a pre-commencement check for badger is required and this can be secured by a suitably worded planning condition.

#### Amphibians

10. Common frog has been recorded within 1km of the site and the report considers habitats on site as suitable for winter refuges. The report includes recommendations for site clearance (section 4.4) which should ensure no harm to amphibians. This can be secured by a suitably worded planning condition.
11. The above measures could be secured through any CEMP produced for the development.

#### Waste

12. The proposal is major development and involves excavation and construction activities which are likely to generate significant volumes of waste. Policy WM8 of the Merseyside and Halton Waste Joint Local Plan (WLP) and the National Planning Policy for Waste (paragraph 8, bullet point 3) apply. These policies require the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal. In accordance with policy WM8, evidence through a waste audit or a similar mechanism (e.g. a 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.

13. Sufficient information has been submitted to demonstrate compliance with policy WM9 of the Waste Local Plan.

#### Part Two

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

15. The applicant, their advisers and contractors should be made aware that if any hedgehog is found, then as a legal requirement, work must cease and advice must be sought from an ecologist.

16. A waste audit or similar mechanism (e.g. a 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 the National Planning Policy for Waste (paragraph 8, bullet point 3), and may also deliver cost savings and efficiencies for the applicant. The following information could be included within the waste audit (or similar mechanism) as stated in the Planning Practice Guidance for Waste:

- the anticipated nature and volumes of waste that the development will generate;
- where appropriate, the steps to be taken to ensure the maximum amount of waste arising from development on previously developed land is incorporated within the new development;
- the steps to be taken to ensure effective segregation of wastes at source including, as appropriate, the provision of waste sorting, storage, recovery and recycling facilities; and
- Any other steps to be taken to manage the waste that cannot be incorporated within the new development or that arises once development is complete.

Guidance and templates are available at: <http://www.meas.org.uk/1090>, <https://www.gov.uk/guidance/waste> and [http://www.wrap.org.uk/http://ec.europa.eu/growth/tools-databases/newsroom/cf/itemdetail.cfm?item\\_id=8983](http://www.wrap.org.uk/http://ec.europa.eu/growth/tools-databases/newsroom/cf/itemdetail.cfm?item_id=8983).]”

### 6.5 Landscape and Visual Appearance

The proposal is accompanied by a Landscape Character Assessment given its location close to the green belt and Daresbury Area of Special Landscape Value. The assessment identifies the location as surrounded by large areas of open fields. It identifies the location of the site and the highway boundaries and the nearby Bridgewater Canal which borders the already developed parts of the campus to the west. There are significant level changes across the campus as a whole as the topography rises from the lowlands along the canal up to Keckwick Hill and Daresbury Village. Daresbury Firs spans a large area of Keckwick Hill and is a Commercial Forestry Plantation and Local Nature Reserve which has mix of pine and larch trees.

The campus as a whole accommodates many unique science facilities with different architectural styles including laboratories, offices and the highly visible landmark particle accelerator tower. These structures when combined with the above natural features and canal help to define much of the immediate application site's unique landscape character.

The existing highway network already establishes visual boundaries with the wider more open and rural areas. The proposed buildings should be read within the context of Sci-Tech Daresbury and it is this which should influence their design. It is considered that on this basis the buildings are of a scale and design which sit well within the built form and features of the existing Sci-Tech Daresbury campus and are acceptable in this context.

The Council's Open Spaces Officer has provided the following assessment:-

"There are no Tree Preservation Orders in force at this site and the area does not fall within a designated Conservation Area.

#### Trees

The proposal seeks to remove all current trees from the site. Several trees, situated on the embankment between Keckwick Lane and the development plot, are currently HBC owned and managed. The removal of these trees is unfortunate however the proposal does contain an acceptable replanting scheme.

#### Landscaping

Clarification is required regarding the future maintenance responsibilities for the remainder of the Keckwick Lane embankment and the replanting scheme it will contain. Will this be maintained by the developer or HBC? The submitted Indicative Softworks Plan shows proposed tree planting and a hedge but also contains coloured swathes that indicate some form of other planting however this is not referenced in the drawing's key. If the land is to be retained by the council, changes to its composition that would demand increased levels of maintenance would be difficult to accommodate.

#### Ecology

There are no formal ecological constraints associated with the proposal, and the site appears to be ecologically quite poor. The recommendations contained within the submitted Extended Phase 1 Habitat Survey (West) are acceptable.

All pruning works should comply with current bird nesting legislation.

<sup>1</sup>Wildlife and Countryside Act 1981 Part 1 Section 1 (1)

<sup>1</sup> Consult W&C Act 1981 (with amendments) for full details of protection afforded to wild birds."

The proposal meets the objectives of the Science and Innovation campus and the aims of Core Strategy Policy CS11 and policies BE1 and BE2 of the Halton Unitary Development Plan.

## **7. CONCLUSIONS**

In conclusion, Policy CS2 and NPPF paragraphs 14-16 set out the presumption in favour of sustainable development whereby applications that are consistent with national and up-to-date local policy should be approved without delay. As set out in this appraisal, the proposal is consistent with the over-arching policy for East Runcorn Strategic Site and complies with Policy CS11. It achieves development of an important gateway site with the aim of enhancing the strategic role of Sci-Tech Daresbury and with conditions, minimises any adverse impact on highway safety and ecology.

## **8. RECOMMENDATIONS**

Approve subject to the following conditions:-

1. Standard 3 year implementation period (BE1)
2. Amended Plans and DAS ( BE1 and TP17)
3. Prior to commencement submission of levels (BE1)
4. Prior to commencement submission of a highway signage scheme to be approved and implemented prior to occupation (TP17)
5. Prior to commencement submission of additional cross-sections through the north of the site along the access road and car park (TP17)
6. Prior to commencement submission of an updated tracking scheme in relation to vehicle movements within the scheme and on Keckwick Lane, for approval and implementation prior to occupation (TP17)
7. Prior to commencement details of the access tie-ins onto Keckwick lane shall be provided. Any required improvements shall be undertaken prior to occupation (TP17)
8. Prior to commencement an amended layout to show prevention methods for inappropriate parking along the access into the site from Keckwick Lane. Such details as approved to be implemented prior to occupation (TP17)
9. Prior to commencement a scheme of Electric Vehicle charging points to be approved and implemented prior to occupation (NPPF)
10. Prior to commencement a Travel Plan to be submitted and approved and implemented on occupation and updated on an agreed timetable with the LPA (TP16 )
11. Prior to commencement submission of surface and other drainage (BE1)
12. Prior to commencement submission of materials (BE1 and CS11)
13. Prior to commencement submission of hard and soft landscaping including use of native species for replacement tree and new shrub planting phase; planting of a native hedgerow along the proposed southern access road, creation of a pond and/or linear features using locally native planting; in accordance the submitted Landscaping Masterplan and to mitigate for this loss of habitat on the site (BE1)

14. Prior to commencement submission of construction management plan (TP17)
15. Prior to commencement submission of wheel cleansing details (TP17)
16. The 3m cycle and footway on Keckwick Lane shall be provided prior to the occupation of the buildings. (TP17 & TP6)
17. The development shall be carried out in accordance with report includes mitigation (section 4.4 - Extended Phase 1 Habitat Survey, Sci-Tech Daresbury (West) – Extended Phase 1 Habitat Survey, Sci-Tech Daresbury (East) - which set out proposals to avoid and mitigate impacts on the local bat population. (GE21)
18. Precautions to be taken to protect badgers prior to the construction phase (GE21)
19. Avoidance of actively nesting birds, no tree felling, scrub clearance, hedgerow removal or vegetation management 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 trees, scrub and hedgerows are to be checked first by an appropriately experienced ecologist to ensure no breeding birds are present. (BE1)
20. Precautions to protect hedgehogs during the construction phase and throughout the development in accordance with paragraph 4.4 of the submitted Extended Phase 1 Habitat Surveys (West and East) (GE21)
21. Precautions shall be taken to protect amphibians during the construction phase and throughout the development in accordance with paragraph 4.4 of the submitted Extended Phase 1 Habitat Surveys (West and East) (GE21)
22. Prior to the commencement of development details of bird nesting boxes (e.g. number, type and location on an appropriately scaled plan) that will be erected on the site shall be provided for agreement with the Council.(GE23)
23. Prior to the commencement of development a waste audit or similar mechanism shall be submitted to and approved in writing by the LPA, demonstrating the minimisation of waste production and implementation of measures to achieve efficient use of resources, including designing out waste and minimisation of off-site disposal. (WM8)
24. Prior to the commencement of development a lighting scheme shall be submitted to and approved in writing by the LPA and implemented in accordance throughout the development lifetime (BE1 and GE1)
25. Prior to commencement details of bin store and service areas (BE1 and BE2)
26. Prior to commencement details of secured cycle storage (TP6)
27. Prior to commencement details of boundary treatment (BE22)

## 9. **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.