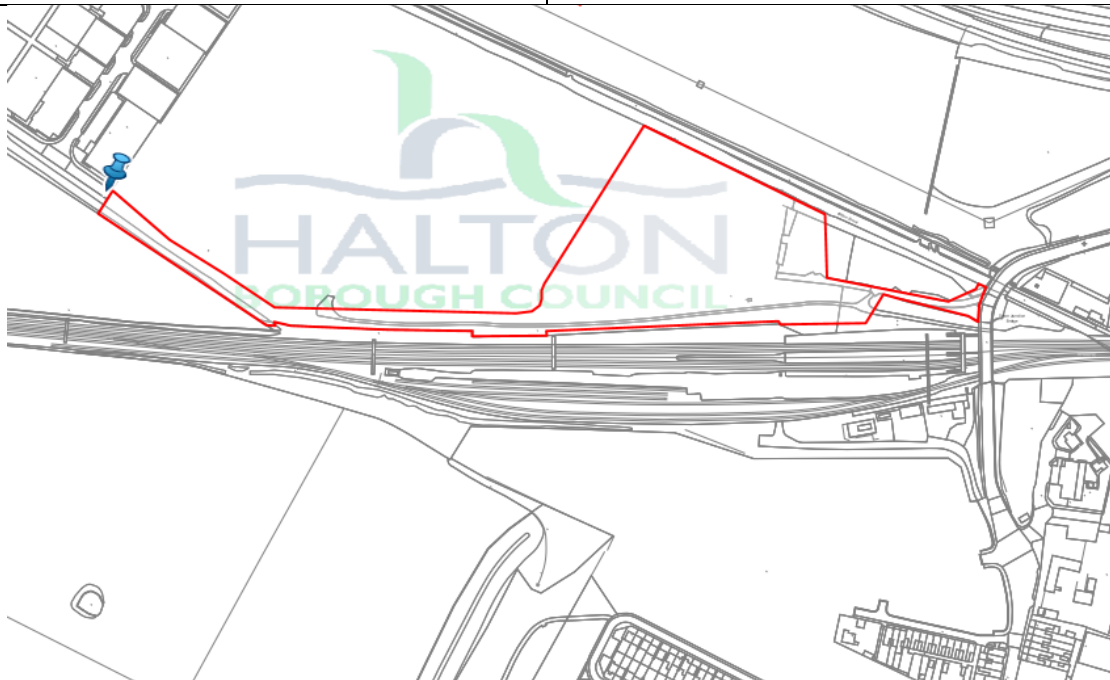


APPLICATION NO:	18/00215/FUL
LOCATION:	Land at south of Newstead Road bounded by the London and Western Railway (West Coast Mainline)
PROPOSAL:	Proposed B2 / B8 storage / distribution unit with ancillary B1 office space and staff facilities, comprising a maximum floorspace of 9960 sqm with associated loading bays, HGV / car parking, landscaping, pedestrian / cycle connections and associated infrastructure.
WARD:	Ditton
PARISH:	N/A
AGENT(S) / APPLICANT(S):	Liberty Widnes c/o Liberty Property Trust
DEVELOPMENT PLAN ALLOCATION: Halton Unitary Development Plan (2005)/ Core Strategy	Part of the Proposed Employment Development Site (242). Also includes part of the former Castaway Site which is Undesignated. Policy CS8 of Halton's Core Strategy identifies the site as falling within the 3MG Key Area of Change.
DEPARTURE REPRESENTATIONS:	No
RECOMMENDATION:	One plus Objection from Hale Bank Parish Council – See Representations Section of the Report Approve subject to Conditions.
SITE MAP	



APPLICATION SITE

The Site and Surroundings

Site of approximately 2.43 Ha forming part of a wider commercial development site. The site occupies land to the south end of Newstead Road bounded to the north by Ditton Brook and to the south by the West Coast Mainline. The majority of the site was historically used as a railway timber sleeper treatment facility, which was operational until the 1990s but has since been demolished. The site also incorporates part of an adjoining site formerly occupied by the castaway club which has also been demolished.

Planning History

Outline planning permission (15/00428/OUT) was previously approved with all matters reserved except for means of access for a B2/B8 development comprising a maximum floorspace of 43,321 sq.m including ancillary office space/staff facilities with associated loading bays, HGV/car parking, landscaping, pedestrian/cycle connections and associated infrastructure. That permission was for a wider site which included the majority of the current application site including its access to Newstead Road but excluded the site of the former castaway club.

An earlier outline permission was also previously approved in 1996 for development of the site as part of a wider development for uses B1, B2 and B8 and provision of roads. Earlier phases of that permission on land to the west have been constructed under numerous subsequent planning permissions.

THE APPLICATION

Background and Proposal Description

The application seeks full planning permission for a proposed B2 / B8 storage / distribution unit with ancillary B1 office space and staff facilities, comprising a floorspace of 9960 sqm with associated loading bays, HGV / car parking, landscaping, pedestrian / cycle connections and associated infrastructure. The application states that this will be broken down to create a net warehouse area of 9,406m² and 2 storey offices over 554m².

The majority of the current application site was previously included within a wider application (15/00428/OUT) for which outline planning consent was approved for B2/B8 development. The site covered by that earlier outline permission has, in the interim, been remediated and native bluebell translocated from the site in accordance with the conditions attached to that planning permission.

The indicative masterplan submitted as part of that earlier application for outline planning permission showed 3 distribution warehouse units as being capable of being accommodated on that wider site. The current application is for a very similar form of development to unit 3 as indicated on that masterplan. That unit 3 provided a smaller floor space indicating 7432m² of warehouse with 554m² of offices. The site has been extended east to incorporate part of the adjoining former castaway site

owned by Halton Borough Council, which provides for the uplift in warehouse/ industrial floor space.

A single point of access into the site is shown to be provided from Newstead Road to the south west corner via the A5300/ A562 junction. A cycle/footpath is also to be provided to the eastern boundary in order to provide greater connectivity to public transport facilities, shops and services. All this is consistent with the earlier outline planning permission.

Documentation

The application is supported by a Design and Access Statement, Flood Risk Assessment, Geo Environmental/ Contamination Report, Ecological Assessment, Transport Statement, Sustainability Statement Construction Environmental Management Plan (CEMP) and Site Wide Waste Management Plan (SWWMP).

POLICY CONTEXT

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2018 to set out the Government's planning policies for England and how these should be applied.

Paragraph 47 states that planning law requires for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on application should be made as quickly as possible and within statutory timescale unless a longer period has been agreed by the applicant in writing.

Paragraph 11 & paragraph 38 state that plans and decisions should apply a presumption in favour of sustainable development and that local planning authorities should work in a positive and creative way, working pro-actively with applicants to secure developments that will improve economic, social and environmental conditions of their areas."

Paragraphs 80-82 states the need for planning policies and decisions to be made to create conditions in which business can invest, expand and adapt. Significant weight to be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. It encourages an adaptive approach to support local and inward investment to meet the strategic economic and regenerative requirements of the area.

Halton Unitary Development Plan (UDP) (2005)

The site is identified as predominantly within a Proposed Employment Development Site but the former castaway site is Undesignated. All falls within the Potential Extent of the Ditton Strategic Rail Freight Park and an Environmental Priority Area. The following policies within the adopted Unitary Development Plan are considered to be of particular relevance:

- S22 Unallocated Land in Urban Areas
- BE1 General Requirements for Development;
- BE2 Quality of Design;
- BE3 Environmental Priority Areas
- GE21 Species Protection
- PR2 Noise Nuisance
- PR4 Light Pollution and Nuisance
- PR14 Contaminated Land;
- PR15 Groundwater
- PR16 Development and Flood Risk
- E5 New Industrial and Commercial Development
- TP3 Disused Public Transport Facilities
- TP6 Cycling Provision as Part of New Development
- TP7 Pedestrian Provision as Part of New Development
- TP12 Car Parking
- TP14 Transport Assessments
- TP15 Accessibility to New Development
- TP16 Green Travel Plans

Halton Core Strategy (2012)

Policy CS8 of Halton's Core Strategy identifies the site as falling within the 3MG Key Area of Change. The following policies within the adopted Core Strategy are considered to be of particular relevance:

CS2: Presumption in Favour of Sustainable Development

CS4 Employment Land Supply and Locational Priorities

CS7 Infrastructure Provision

CS8: 3MG

CS15 Sustainable Transport

CS19: Sustainable Development and Climate Change

CS23: Managing Pollution and Risk

Joint Waste Local Plan 2013

WM8 Waste Prevention and Resource Management

WM9 Sustainable Waste Management Design and Layout for New Development

Relevant SPDs and Other Considerations

The Council's Design of New Industrial and Commercial Buildings Supplementary Planning Document and 3MG Mersey Multi-Modal Gateway: Supplementary Planning Document (2009) are also of relevance.

CONSULTATIONS

- Health and Safety Executive – Does not advise on safety grounds against the granting of planning permission in this case.
- Network Rail – No Objection
- HBC Contaminated Land – No objection in principle

- HBC Environmental Health – No Objection
- Lead Local Flood Authority – No Objection in principle see Drainage sections of report
- Environment Agency – No Objection subject to conditions
- Knowsley Council – No Objection
- HBC Highways – No objection subject to conditions
- Cadent Gas – No Objection
- United Utilities – No Objection

REPRESENTATIONS

One letter of representation has been received stating as follows:

“Our only concern is the proposed height of this development, would not want anything more than one floor anything else would not be in keeping with the area.”

One Letter of Objection has been received on behalf of Hale Bank Parish Council (HBPC). They state that they:

Object to the above application for the reasons set out below.

Principle of Development

1. *HBPC accepts that the principle of a Class B2/B8 development on this site has already been approved under the existing outline consent reference 15/00428/OUT.*

2. *I have carried out an assessment of the potential additional impacts of a larger building, because that is how the application has been presented by the applicants.*

1. *However, what we have before us is an application for full planning permission for a 9,971 sq. m. warehouse, not an application for the approval of reserved matters, so the proposal needs to be assessed as a whole, including its entire traffic generation, potential noise and light pollution and the potential impact of the 9,971 sq. m. warehouse on local residential amenity.*

2. *HBPC do not believe this has been adequately done.*

Comparison with Previously Approved Scheme

3. *The abovementioned outline consent specifies a maximum combined floorspace for this and the two proposed adjoining buildings of 43,321 sq. m. (including ancillary office space). Other than means of access, all matters were reserved, including the scale of development. On the Council’s website, the description of the development has been obscured on the decision notice, so I can only presume that it is unchanged from the application form. I can see no condition limiting the scale of the buildings to the floorspace specified on the application form.*

4. *Compared with the outline application plans, the current submitted layout plan shows an application site edged red extended eastwards towards residential parts of Hale Bank village, whilst the application building now has a proposed floorspace of 107,210 sq. ft. (9,971 sq. m.). The approved outline application plans show a smaller floorspace of 85,960 sq. ft. (7,994 sq. m.).*

5. *The increase in floorspace of the application building is therefore 24.7%.*

Potential Additional Impact

6. *The submitted Technical Note by BWB (which appears to be a Transport Assessment) concludes that “the additional floorspace will not generate a significant number of vehicle trips. This level of trips will also not adversely affect the operation of the surrounding highway network”.*
7. *I note that there are no assessments of the potential for additional noise generation, nor any lighting assessment.*
8. *The Parish Council’s main concern is that the potential traffic impacts have been dismissed as insignificant and we assume that no other impact reports have been sought for the same reason.*
9. *HBPC’s experience, based on daily use of the local highway network and the access roundabout, is that they already appear to be near capacity.*
10. *Noise from Newstead Road developments already carries across the Village Green to properties in Clap Gate Crescent and Lovell Terrace. The proposed development will bring the potential for additional noise generation even nearer these properties.*
11. *As Planners, you will be well aware of the potential problems of cumulative impact and the point at which even a small increase in development can tip a proposal from acceptability into unacceptability.*
12. *By way of an example, an access roundabout may be working acceptably at 98% of its capacity, but if a small development adds just 3% extra traffic, its capacity is exceeded and problems will arise.*
13. *Nobody appears to have looked at this in terms of the potential cumulative impacts of the additional floorspace sought in this application.*
14. *Paragraph 3 of the Ecology Assessment states that “It is unknown whether there will be any tree loss or works to trees undertaken during construction of the warehouse or access road”. HBPC are concerned about the recent loss of trees in the general vicinity of this development. Local residents say they do act as both a visual and sound barrier, so when they are removed (like the poplars at the Alstom sidings site) it does make a difference and reduce local amenity. Nobody appears to take into account. Someone knows if trees are to be removed. If they do not, then they should! A proper assessment needs to be made.*

Conclusion

15. *Until these shortcomings have been addressed, HBPC must object to this application.*

DISCUSSION AND ASSESSMENT

Principle of Development

A significant portion of the site benefits from outline planning permission and is located within an area allocated as a Proposed Employment Development Site in the Halton Unitary Development Plan. The site is specifically identified in the policy as the “Ex. Sleeper Depot, Ditton Junction” as part of wider site reference 242 for the provision of 17.24 hectares for B1, B2 and B8 uses. The site also falls within the 3MG Key Area of Change under policy CS8 in the Halton Core Strategy 2013. The 2009 “3MG Mersey Multimodal Gateway” SPD identifies the site within its list of Key Development Opportunities as Site D with the “Most Appropriate Use” being B1, B2 and B8 uses.

A portion of the site being part of the former castaway club site is Unallocated. UDP Policy S22 identifies that such land is assumed to continue in its present use and that any proposals for change of use of such land will be judged in accordance with the relevant policies of the Plan.

Against this backdrop it is considered that the development of the site for proposed use with Use Class B2 and B8 is considered acceptable in principle.

Design and Character

The proposal is for a modern industrial building providing approximately 9,406m² for B2 and B8 uses with ancillary offices of 554m² over 2 floors. The building measures approximately 154m by 61m and will have a ridge height of approximately 15.5m and haunch height of 12.5m. The building will be of portal frame construction and the external materials will comprise a mix of profile cladding of varying profiles and colours with glazing and additional detailing to the office elevation and feature corner not dissimilar to many other units in the area and across the Borough. Detailed materials are to be agreed by condition.

The Site Layout Plan shows separate entrances into a service yard and car parking which is split between two areas. The service yard is located to the north of the unit with access to the building via docking and surface level access doors. Car parking is located to the east and west of the unit and provides parking for 89 staff and visitors including disabled spaces. The unit will be able to operate 24 hours a day, 7 days a week.

One letter of representation has been received in relation to the application raising concern about the potential impact of the height of the building. Indeed existing nearby industrial units on Newstead Road are believed to be circa 8m in height and the nearby Alstom facility is circa 12.65m in height.

The applicant has however stated as follows:

“There are a number of factors which dictate the building height requirement for 15.5 metres. Firstly, the building height is determined by Pallet Racking heights and the building has been designed to adequately accommodate these to provide an occupant with 6no. high pallets. Reducing the overall building height to 12m would not be institutional or marketable, which could mean that the building is left unoccupied for a significant period & would significantly devalue the proposed development. Ultimately the height is dictated by the pallet height but the pallet height is dictated by market forces as this is what tenants require.”

The site must also be considered in its commercial/ industrial setting with the west coast main line immediately to the south. It is also set at a lower level than the nearby Hale Road Bridge at Ditton Station and well screened to the south and north by intervening landscaping and tree planting outside the side. This will substantially soften and screen the proposed building from wider public vantage points and in particular residential properties at Hale Bank.

Having regard to this and the commercial and market demands outlined by the applicant, it is considered that the building and wider development are of a scale, character and quality appropriate to the site and wider area.

Highways and Transportation

The proposed development will be accessed from a single highway access from the A5300/A562 junction which serves the existing businesses off Newstead Road and is the responsibility of Knowsley Council. The recent Alstom development and proposed future development of HBC Field are also served from that junction. The internal estate roads are however, as far as they are adopted, the responsibility of Halton Borough Council. Pedestrian and cycle access will be provided to the east connecting through the site from Newstead Road to Hale Road at Ditton Station in accordance with the aspirations established through the earlier grant of outline planning permission.

The application is supported by a Transport Statement. This concludes that the additional floorspace over and above that approved by the earlier grant of outline planning permission will not generate a significant number of vehicle trips so as to adversely affect the operation of the surrounding highway network including the A562/ Speke Road/ Newstead Roundabout.

In relation to that earlier application for outline planning permission Knowsley Council had raised concerns that:

“The Transport Assessment and supplementary analysis provided shows that the development will have an impact on the operation of the A5300/A562 junction, despite the committed improvements due to be implemented soon. Although the analysis shows that the relative impacts may be low in most of the scenarios demonstrated, recent guidance emphasises that when at or close to saturation, even relatively small increases in the degree of saturation can have large impacts, and can make accurate prediction of queuing difficult.”

In relation to the current application Knowsley Council had submitted comments amounting to a holding objection seeking further information regarding the performance of the A562/ Speke Road/ Newstead Roundabout taking into consideration any information and mitigation supplied in the determination of that earlier outline application.

Halton Highways Engineers have confirmed that the scheme provides for suitable parking for its scale and usage and provides acceptable accessible parking provision and cycle parking. They also confirm that the scheme proposes a sustainable cycle and pedestrian link into the site which is also well served by public transport. Adequate space is provided for vehicular movements within the car park and service area. Provision for Electric Vehicle charge points can be secured by planning condition. On that basis the Council's Highways Engineer has confirmed that no objections are raised to the scheme subject to conditions included within the recommendation section of this report.

Hale Bank Parish Council has raised concern that the potential traffic impacts have been dismissed as insignificant and that, their experience is that the local highway network and the access roundabout appear to near capacity.

As a result of further information supplied in relation to previous contributions by Halton Borough Council towards the upgrade of that roundabout and wider network Knowsley Council have now confirmed that their holding objection will be withdrawn. Final confirmation is awaited and members will be update orally. It is therefore considered that no significant transport or highway safety issues are raised capable of sustaining a refusal of planning permission based on NPPF, UDP and Core Strategy Policy.

Contamination

The application is supported by a geo-environmental summary report. The document presents a high-level summary of the previous investigations, assessment and remedial works undertaken on the site. That work has received regulatory approval from both Halton Borough Council and the Environment Agency in 2017. The general conclusion of that work is that significant betterment of the land contamination conditions has been achieved (significant removal of the bulk contamination and reduction in contaminant concentrations in groundwater) in line with the remedial objectives set for the site with an industrial and/or commercial end use in mind.

The Council's Contaminated Land Officer has advised that the summary should however include clear reference to the caveats placed on the remediated status of the site, specifically;

- how the development fits with the CSM formulated at the site assessment stage,
- the recommendations for hydrocarbon resistant membrane in the building construction, cover system for soft landscaping and appropriate water supply pipes,
- a piling risk assessment.

On that basis it is recommend that the above points are addressed by the applicant prior to making a decision. Where constraints make this difficult, particularly if the foundation design is not suitably advanced for a piling risk assessment, then it is advised that this should be secured by planning condition. A condition is also recommended to require the verification of the minor remedial measures (cover system and membrane installation) post-completion.

The applicant has advised that at this stage the specific pile design methodology is unknown until the identified main contractor is appointed and therefore requested that these element be subject to planning condition.

On that basis the proposals are considered capable of demonstrating compliance with the development plan having particular regard to UDP Policy PR6, 14 and PR15 and Core Strategy Policy CS23. The Environment Agency and Council's Contaminated Land Officer have confirmed that they raise no objection, subject to the requested conditions, which are included within the recommendation section of this report.

Lighting and Noise

The issue of noise together with potential impacts arising from light pollution have been raised as areas of concern by Hale Bank Parish Council.

The application is not supported by a Noise Impact Assessment or Lighting Assessment. The application and comments by Hale Bank Parish Council have however been reviewed by the Council's Environmental Health Officer. She notes that the development is some considerable distance from residential areas and on that basis potential issues arising from noise and light are considered to raise much less concern. The site is also separated from residential properties in Hale Bank by the West Coast Main Line. It must also be noted that the building is orientated with a largely blank elevation facing south towards properties in Hale Bank. The building itself therefore offers a significant degree of screening from likely potential light and noise sources from such as HGV loading and service yard activities which are located to the north of the building.

Whilst lighting levels must be designed to meet health and safety standards on site it is considered that, using modern lighting technologies and careful design issues with light spill etc and associated nuisance can be appropriately designed out and mitigated. Detailed lighting design and mitigation consistent with the Institute of Lighting Engineers guidelines can be properly secured by appropriately worded planning condition.

On that basis the Council's Environmental Health Officer raises no objection but recommends that any plant is located to the façade of the building facing north. It is not considered that a condition to that effect would satisfy the 6 tests contained within Planning Practice Guidance but that an informative to that effect could be attached to any planning permission.

Flood Risk and Drainage

The application as submitted is supported by a Flood Risk Assessment (FRA). This advises that the site is shown to be primarily within Flood Zone 1 at low risk of river flooding with an area within the east of the site shown to be in Flood Zone 3 and at high risk of river flooding. It advises that the zones are considered to be associated with Ditton Brook located on the northern boundary of the site. It states that the proposed building is to be located within the area classified as Flood Zone 1 and outside the floodplain. Risks from other sources of flooding are advised to be low. The report recommends that the finished floor level of the building is set at 8.1m AOD such that the building will be raised above the modelled 1 in 1000 year level.

Given that any required evacuation will mean crossing an area of Flood Zone 3 the report recommends a flood evacuation plan and that future occupants sign up to the Environment Agency Floodline in order to receive updates to be used for the basis of flood evacuation planning and to enable the safe evacuation of the site and surrounding roads prior to the onset of flooding.

The Environment Agency has confirmed that it raises no objection subject to planning condition requiring that the development be carried out in accordance with the FRA. The Lead Local Flood Authority continues to query the 'outline' drainage design through ongoing correspondence with the applicant. It is considered that this will be capable of being addressed through ongoing correspondence and amendment to the drainage design detail. Members will be updated accordingly including with respect to any recommended conditions.

Trees and Ecology

All trees and scrub which originally occupied part of the site covered by the outline permission have previously been cleared to allow for the remediation of that portion of the site. The site of the former castaway club is predominantly hard surfaced with limited vegetation and a small number of self-seeded trees. These are considered to be low quality and not considered an impediment to development of the site or to warrant mitigation other than currently proposed within the scheme. The Council's retained adviser has confirmed that trees present within the survey area have been assessed as having negligible potential for roosting bats.

The Council's retained adviser has noted that an ecological survey of the application site, and wider development site, was undertaken in 2015 in support of a previous outline application on the site (ref: 15/00428/OUT). The 2015 survey report identified the presence of Open Habitat Mosaic on Previously Developed Land Priority Habitat which they advise is a material consideration. The Ecological Appraisal submitted in support of the current application reveals that the site, which in addition to Priority Habitat supported areas of native bluebell, has now been cleared and now comprises predominantly bare ground. It is advised that compensation for the loss of Priority Habitat and native bluebell is still required. Due to the land take of the development, sufficient mitigation is not possible within the site. In accordance with NPPF and Local Plan policy CS20 off-site compensation is required. The applicant has submitted additional landscape and biodiversity enhancement plans together with a suggested strategy for offsite compensation. These are being reviewed by the Council's retained adviser and members will be updated accordingly.

Native blue bell have previously been translocated and that element has been confirmed as having been satisfied. The Council's retained adviser has recommended a planning condition relating to submission and agreement of a lighting scheme designed so that it protects ecology and does not result in excessive light spill onto the habitats. Advice relating to protection of nesting birds during construction can be attached as an informative to any planning permission. They have also advised that, provided no works are carried out within a minimum of 5 metres, that a dedicated water and otter survey will not be required on this occasion. The submitted plans do however show a retaining wall along the brook embankment being re-aligned in part which would encroach within 5m of the bank top. The applicant has advised that this is required to facilitate access by the Environment Agency to the brook. The applicant's ecologist has suggested that a planning condition, stipulating that a Reasonable Avoidance Measures Method Statement be submitted and agreed, would be

appropriate to ensure the habitats, flora and species of Ditton Brook are not adversely affected by these works. The Council's retained adviser is considering this response and members will be updated accordingly.

Waste, Sustainable Development and Climate Change.

The proposal involves 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 (SWWMP)) demonstrating how this will be achieved must be submitted.

They also advise that Halton Core Strategy Local Plan Policy CS19 (Sustainable Development and Climate Change) seeks to encourage BREEAM Excellent standard from 2013. The applicant has proposed a fabric first approach in terms of reducing energy demand and improving energy efficiency with the aim to exceed requirements of the Building Regulations but further information is required in this regard.

The applicant has now submitted a SWWMP, Construction Environmental Management Plan (CEMP) and a Sustainability Report for the building and these are being considered by the Council's adviser. Members will be updated accordingly.

It is advised that the applicant has provided sufficient information to comply with policy WM9 (Sustainable Waste Management Design and Layout for New Development) of the Merseyside and Halton Joint Waste Local Plan (WLP) and the National Planning Policy for Waste.

Summary and Conclusions

The application seeks permission for development of the site for a B2 / B8 storage / distribution unit with ancillary B1 office space, comprising a maximum floorspace of 9960 sqm with associated loading bays, HGV / car parking, landscaping, pedestrian / cycle connections and associated infrastructure. The proposals offer the opportunity for further inward investment in the borough, the appropriate reuse of a brown field site and for employment creation. A number of issues are outstanding at the time of writing however it is considered that these can be adequately resolved and addressed by update to the Committee and/ or appropriate planning conditions as required.

The site is substantially removed from residential properties and the proposed scheme is considered to offer good quality development at a sustainable location as a progression of earlier phases of development on site 242. In particular it is considered that the overall objectives of the adopted Halton Unitary Development Plan, Supplementary Planning Documents and National Planning Policy Framework can be met within the proposed development. The proposals are not considered to prejudice the future re-use of Ditton Station in accordance with

UDP Policy TP3 and accord with the principles of Core Strategy Policy CS8 with respect to the wider development of 3MG.

RECOMMENDATIONS

The application be approved subject to Conditions relating to the following:

1. Standard 3 year timescale for commencement of development
2. Specifying approved/ amended plans
3. Conditions requiring submission and agreement of / development be carried out in accordance with the approved Flood Risk Assessment and specifying finished floor levels, Site Wide Waste Management Plan, Construction Environmental Management Plan.
4. Materials condition, requiring submission and agreement of materials (BE2)
5. Landscaping condition, requiring hard and soft landscaping including be carried out as approved (BE1/2)
6. Condition requiring the agreed biodiversity enhancement features be implemented as approved (GE21)
7. Construction and delivery hours to be adhered to throughout the course of the development. (BE1)
8. Submission and agreement of detailed lighting scheme (PR4/GE21)
9. Submission and agreement of detailed drainage scheme/ to be carried out as approved ((PR16)
10. Vehicle access, parking, servicing etc to be constructed prior to occupation of properties/ commencement of use. (BE1)
11. Requiring submission and agreement of a green travel plan. (TP16)
12. Requiring submission and agreement of finished site levels/ to be carried out as approved. (BE1)
13. Requiring fencing/ boundary treatments to be carried out as approved (BE2)
14. Wheel cleansing facilities/ details to be submitted and approved in writing. (BE1)
15. Submission and agreement of remediation verification report including cover system and membrane installation. (PR14)
16. Condition relating to identification of contamination previously not identified (PR14)
17. Condition requiring submission and agreement of detailed piling design and piling risk assessment (PR15)
18. Requiring cycle parking to be implemented as approved (TP6)
19. Restricting external storage (E5)
20. Requiring implementation of a scheme of pedestrian/ cycle linkages through the site to Hale Road (TP6/7)
21. Submission and agreement of detailed plan to minimise unlawful use of the new cycle/ footway to Hale Road
22. Restricting vehicle access during construction and use to Newstead Road
23. Requiring submission and agreement details of ancillary buildings/ structures including substation, gas kiosk, sprinkler tank and pump housing, bin store, condenser compound etc.
24. Conditions relating to submission and agreement of detailed measures/ fencing to protect Ditton Brook during construction and Reasonable Avoidance Measures for any work required within that area.
25. Submission and agreement of electric vehicle charging provision

26. Securing offsite compensation for loss of habitat.

SUSTAINABILITY STATEMENT

As required by:

- 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.