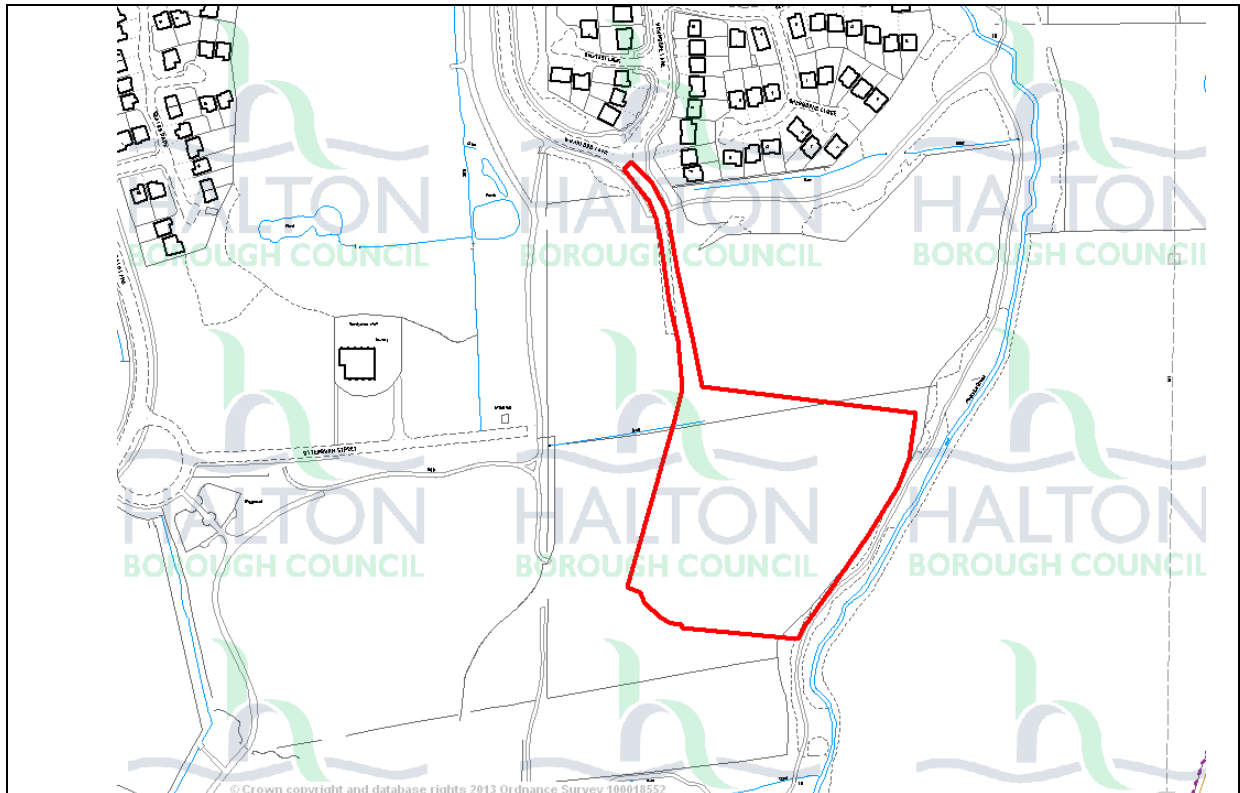


<b>APPLICATION NO:</b>	13/00190/FUL
<b>LOCATION:</b>	Land to the South of Wharford Lane and to the East of Otterburn Street
<b>PROPOSAL:</b>	Proposed 900 Place secondary school with sports and art/ media centre, also for community use, along with means of access, car and coach parking, coach lay-by, external sports and play areas and associated landscaping and boundary treatment.
<b>WARD:</b>	Daresbury
<b>PARISH:</b>	Sandymoor
<b>CASE OFFICER:</b>	Glen Henry
<b>AGENT(S) / APPLICANT(S):</b>	The Governors and Directors, Sandymoor Free School
<b>DEVELOPMENT PLAN ALLOCATION:</b>  Halton Unitary Development Plan (2005)	The site lies entirely within an allocated Housing Site 406/21 in the Halton Unitary Development Plan
<b>DEPARTURE</b>	Yes
<b>REPRESENTATIONS:</b>	15 - Support 4 – Objections 1 – Comments from Sandymoor Parish Council
<b>RECOMMENDATION:</b>	Approve subject to Conditions.
<b>SITE MAP</b>	



## Deferred from July Development Control Committee

### 1. APPLICATION SITE

#### 1.1 The Site and Surroundings

Site of approximately 1.163Ha located to the south of Wharford Lane falling within the larger area known as Sandymoor North. To the west of the site is a further area allocated for housing and then the existing village green and proposed local centre which currently comprises the Sandymoor village hall and the Sandymoor School on its temporary site. The residential development of Sherborne Close and other houses are located some 140 metres to the north of the site.

#### 1.2 Planning History

Temporary planning permission was approved under planning permission 12/00176/FUL for temporary buildings to be used as temporary school premises on land adjacent to Sandymoor Community Centre, Pitts Heath Lane/ Otterburn Street for a period of approximately 2 years. That permission is due to expire by end September 2014 when those buildings are conditioned to be removed and the land restored.

### 1.3 Background

This application was deferred by Committee in July 2013. At that meeting a response from the Secretary of State for Education was tabled in response to a Freedom of Information Request. The item was deferred to allow the Authority to write to the secretary of State for Education to ask whether the impact assessment referred to in the Freedom of Information response was a sustainability impact assessment. The Committee considered this could be a material planning consideration due to the reference in NPPF of Sustainable Development. A letter has been sent to the Secretary of State for Education in this regard and a response is awaited. Members will be updated orally.

The site and all the surrounding land is owned and controlled by the Homes and Communities Agency (HCA) and has been formally designated for development since the 1960s and more specifically since the publication of the Runcorn New Town Master Plan

The application site is greenfield and is located to the south of Wharford Lane. The site presently has no direct means of access but this will be provided by completion of the new road to be known as The Avenue (approved by planning permission 12/00328/FUL) currently nearing completion. Access for the school has been designed for, as part of the road's design and layout.

The site, until recently, comprised open grassland. However the works involved with the construction of the flood alleviation works for the HCA and more particularly for the Newmoore Lane flood bund, and the construction of the extension to Wharford Lane has resulted in the site being changed by the construction works. The site has an extant consent for up to approximately 37 dwellings.

## 2. **THE APPLICATION**

### Proposal Description

The application proposes a school and sports/media hall with associated on-site parking, coach drop off area and front piazza. The range of facilities in the sports and media block includes dance studios, art centre/space and pottery studios. Much of the space is multifunctional and allows flexible use through the use of sliding room dividers. The maximum capacity of the school is 900 pupils. The design (& ethos of the school) is to facilitate extensive community access.

The school has been designed over 3 floors with an overall floor space of 7626 sq. m. The proposed building is described as consisting of two individual teaching wings accessed off a central full height glazed entrance forum. The wings will be constructed one of a red multi-brick and one of grey metallic composite cladding with matching brick at ground floor. Common detailing including matching integrated window and flat panel systems with matching colour detailing and use of matching brick throughout aim to bring

the 3 distinct elements together. Within the flat roof, recessed and screened areas will hide essential roof-top plant.

Secure open space is also provided at the rear of the school to include a MUGA and areas for outdoor teaching and play. It is suggested by the applicant that the School will have close working ties with SciTech Daresbury, (the science laboratories at Daresbury Science Park) and it is intended that the school will become a centre of excellence for science and technology with teaching taking place in the school and potentially at Sci Tech.

The applicant states that one of the reasons for the siting of the new school in the location sought is because of its relationship with the site to the north which is and has been allocated since the New Town Plan for playing fields. There are no formal playing fields in Sandymoor.

Sandymoor Parish Council (PC) as a public body has agreed to adopt future green areas within the parish boundary. Negotiations are currently taking place on this. Once the land has been adopted by the PC, Sandymoor School will make a proposal to enter into a joint use agreement with the PC to the benefit of both the school and the wider community. This will be in addition to the community use of the school's own facilities and sports hall. The relationship between the two has strongly influenced the HCA's and the school's decision to select the application site. Members were updated orally at the July 13<sup>th</sup> Committee that Sandymoor Parish Council had raised concerns that this inferred a prior arrangement or more intimate relationship than exists. They state that "there has been no approach from the school or prior insinuation from the (Parish) Council that any shared usage arrangements may be entered into in the future should the Parish Council successfully adopt the areas of green space within the Parish".

## 2.1 Documentation

The planning application is submitted in full with all matters for approval supported by:

1. Screening Assessment;
2. Application forms and certification;
3. Location Plan and existing site plan;
4. Detailed site layout plan, floor plans and all elevations;
5. Planning Statement
6. Statement of Community Involvement;
7. Design and Access Statement (DAS);
8. Flood Risk Assessment;
9. Drainage Assessment;
10. Transport Assessment and Travel Plan;
11. Landscape Strategy, landscape plans and detailed planting and hard landscaping specification;
12. Lighting Assessment;
13. Planning Noise Impact Assessment Report;

14. Site Waste Management Plan;
15. Ground Condition Report – Phase 2;
16. Ecological Assessment;
17. Economic Report;
18. Sustainability Report;
19. Executive Summary;
20. Crime Impact Statement.

### **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 site lies entirely within an allocated Housing Site 406/21 in the Halton Unitary Development Plan and in the Supplementary Planning Document for Sandymoor. The following National and Council Unitary Development Plan policies and policy documents are of particular relevance: -

- BE1 – General requirements for development;
- BE2 – Quality of design;
- BE18 – Access to new buildings used by the public;
- BE20 – Disabled access in public places;
- GE21 – Species protection;
- PR2 – Noise nuisance;
- PR4 – Light pollution and nuisance;
- PR14 – Contaminated Land

- TP17 – Safe Travel for All
- PR16 – Development and flood risk;
- TP1 – Public transport provision as part of new development;
- TP6 – Cycle provision as part of new development;
- TP7 – Pedestrian provision as part new development;
- TP12 – Car parking;
- TP14 – Transport Assessments;
- LTC3 – Development of major leisure and community facilities in out of centre locations;

### 3.3 Halton Core Strategy (2013)

The Core Strategy provides the overarching strategy for the future development of the Borough. The policies of relevance to the application are:

- CS1- Halton Spatial Strategy Key Diagram;
- CS2 – Presumption in favour of sustainable development;
- CS7 – Infrastructure provision;
- CS11 – Key area of change – East Runcorn;
- CS15 – Sustainable transport;
- CS18 – High quality design;
- CS19 – Sustainable development and climate change;
- CS21 – Green infrastructure;
- CS22 – Health and well-being;

### 3.4 Relevant SPDs

Sandymoor SPD; Designing for Community Safety SPD; are of particular relevance.

## 4. **CONSULTATIONS**

4.1 HBC Highways– No objection in principle

4.2 HBC Open Spaces\_– No objection in principle

4.3 HBC Contaminated Land –\_No objection in principle

4.4 Environment Agency – No objection in principle

4.5 Merseyside Environmental Advisory Unit – No objection in principle. They have recommended a number of conditions relating to flood risk and a construction management plan.

4.6 Cheshire Police Architectural Liaison Officer - No objection in principle

4.7 Sustrans – No objection in principle

## **5. REPRESENTATIONS**

5.1 Four letters of objection have been received raising the following issues:

- If planning permission has only just been applied for why is building preparation going on now?
- No objection to Sandymoor Free School but infrastructure in Sandymoor not sufficient to accommodate the additional traffic
- Traffic levels during school start and finish times would be heavy making difficulty for residents
- Evening/ community sports facilities will destroy quiet village atmosphere
- That Manor Park would be more suitable
- Adequate schools in the area no need for this development
- Waste of money
- School building too close to existing houses.
- Impact on ecology.
- Not consistent with the master plan
- Public consultation was a joke.
- Increase in traffic
- Cannot be legally submitted having been submitted by the directors who are the governor and also on the parish council.

A further letter has also been received from a resident who has questioned the level of public consultation claimed to have been undertaken by the school and validity of the planning application. This is not however considered to provide grounds to invalidate the application and the Planning Authority has fulfilled its statutory requirements with respect to consultation.

15 letters of support have been received raising the following:

- It would be a great addition to the community and bring the community together as many children currently go to distant schools
- Excellent use of land as opposed to further large housing without facilities.
- Cost to children having to travel to existing schools
- Success of the existing school
- Potential quality building complementing Daresbury Science Park
- Child currently happy and thriving at current temporary school. Currently cycle/ walks there everyday/ local education for local children is exactly what is needed in Sandymoor.
- Good to see Runcorn at the forefront of educational development in 21<sup>st</sup> Century facilities and methods.
- In keeping with the surroundings

Sandymoor Parish Council has submitted representations that they refer to as comments and observations. They identify 4 main issues raised by community members. They state their opinion that noise and anti-social behaviour are considered "non-material considerations but that the Borough Council may wish

to have experts examine the traffic and flooding reports raised within the application". With regards to flooding they note that the schemes already put in place may help but not necessarily solve the problems. With regards to traffic it is stated that residents of Newmoore Lane and Wharford Lane will suffer disruption and ask that an alternative haul road is provided to deter construction traffic from these areas and separate school and construction traffic as per the masterplan.

## **6. ASSESSMENT**

### **6.1 Principle**

The site is designated for residential development and, as such, the proposals have been advertised not to accord with the provisions of the development plan.

The principle of development of the site is established through the Halton UDP designation and the new Core Strategy although the designated use is for housing. The Homes and Communities Agency has, however, agreed with the Sandymoor School the location and size of the site. At present Sandymoor has no school. Whilst land to the west of the village green is allocated for a primary school this has not yet been developed although the site is reserved to satisfy potential future demand that may arise.

It is argued that the use of a small percentage of overall housing allocation for the school will significantly enhance the overall sustainability attributes of Sandymoor and the loss of land with a predicted capacity for 37 dwellings is not considered significant in the wider context of the overall wider development of Sandymoor (with some 1200 houses yet to be built)

The NPPF has at its heart the need to deliver sustainable development through the mutually dependent economic, social and environmental factors and provides that there should be a presumption in favour of sustainable development. NPPF at paragraphs 37 and 38 seeks a balance of land uses within an area to minimise journey length and paragraph 72 of NPPF stresses the importance the government attaches to ensuring a sufficient choice of school places to meet the needs of both existing and new communities.

The proposed school site is within easy walking distance from wider residential area. It is reported that it will be accessible by a school bus as well as by public transport and that the existing temporary school is accessed primarily by pupils either by bicycle or on foot and is supported by a school travel plan.

The catchment for the permanent school will still be centred on Sandymoor, Windmill Hill and other parts of Runcorn. Whilst it will also be taking pupils from the feeder primary schools of Moore and Daresbury, a number of the parents live locally and it is expected that others will choose to move to



Sandymoor to benefit from access to Sandymoor school. This activity combined with the Travel Plan which the school and its parents and pupils are to adopt will help reduce reliance on access to the school by car.

The maximum capacity for the school is 900 pupils with occupation of the school phased over a period of 7 years as follows:

School Year	Comment	No. of Pupils
2012/2013		80
2013/2014	Next year	120
2014/2015	First year in new school	220
2015/2016	6th form launch	450
2016/2017		660
2017/2018		840
2018/2019		880
2019/2020	maximum capacity	900

Members should also be aware of the policy statement - planning for schools development issued by the Secretary of State for Communities and Local Government and the Secretary of State for Education in August 2011 which states that:

**“It is the Government’s view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, “yes”.**

**The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:**

**There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.**

**Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions.**

**Local authorities should make full use of their planning powers to support state-funded schools applications.**

**Local authorities should only impose conditions that clearly and demonstrably meet the tests set out in Circular 11/95.**

**Local authorities should ensure that the process for submitting and determining state-funded schools' applications is as streamlined as possible.**

**A refusal of any application for a state-funded school, or the imposition of conditions, will have to be clearly justified by the local planning authority.”**

Appeals against any refusals of planning permission for state-funded schools should be treated as a priority.

Where a local planning authority refuses planning permission for a state-funded school, the Secretary of State will consider carefully whether to recover for his own determination appeals against the refusal of planning permission.

The proposals are not considered to conflict with or prejudice the wider aspirations of the Sandymoor SPD

## 6.2 Design, Character and Amenity

The site is allocated for future development for residential development within the Halton UDP. The proposed buildings and ancillary development are considered to be of a high standard with a number of environmental and sustainability benefits. Whilst being three storeys, of educational use and modern design it is not considered that the proposals would be out of character with the future residential development of the Sandymoor area. Such a relationship between schools and adjoining residential properties is not uncommon across the Borough and it is not considered that refusal of planning permission could be justified on visual or residential amenity grounds.

The external lighting scheme has been designed to provide illumination to the surrounding environment of the building whilst minimising potential light spill and nuisance. Given that there are existing residential dwellings located approximately 140 metres away to the north of the site on Sherborne Close potential noise sources from the external play areas and plant and machinery have all been assessed through a Planning Noise Impact Assessment Report (PNJAR). Measures will be put in place to achieve the requisite noise rating level limits on all external fixed and mounted equipment. The distance between this and the nearby residential premises is such that noise is not expected to have any adverse impact on either existing dwellings or proposed new dwellings. No further noise mitigation from the MUGA is expected to be required.

With regards the issue of construction noise the applicant has confirmed that they are to use screwed piles which substantially reduces noise and vibration from piling activities. It is considered that this can be secured by condition.

A crime impact statement for the scheme has been produced in accordance with advice from Cheshire Police. This is not considered to raise significant planning issues.

The overall objectives of the adopted Supplementary Planning Documents, Halton Unitary Development Plan and other policy guidance are considered to be met within the proposed submission.

### Highways, Parking and Servicing

The Transport Assessment (TA) accompanying the application deal with the traffic implications generated by the school but also takes into account the planned development of the wider area of both North and South Sandymoor. The site already benefits from consent for about 37 - 40 houses. Traffic impact on all the local road junctions is assessed in the Transport Assessment. The local existing and planned road network have already taken into account the planned expansion of Sandymoor for some 1200 houses, new primary school and the yet to be built new local commercial centre.

The Transport Assessment addresses the overall policy background which includes the Core Strategy Local Plan, the Sandymoor SPD and the East Runcorn Sustainable Transport Study. It then addresses the detail of the proposed development assessing access, parking, pedestrian and cycle usage and public transport. The Travel Plan which accompanies the report sets out the sustainable ways in which use of private vehicles will be reduced. The impact of construction is of potential concern to residents. It is anticipated that construction traffic will be brought in off Pitts Heath Lane and Wharford Lane. The application is accompanied by a Construction Impact Assessment and Method Statement including recommendations with regards to wheel wash / road cleansing together with hours of construction and will need to be included as conditions on any planning decision.

The findings of the TA are that the effect of the school traffic on the wider highway network is predicted to be marginal, with the school likely to have less of a traffic impact than the previously consented residential development on the same site. The existing school is accessed in the main by pupils using bicycles or walking. That scenario is expected to be little changed with the new school. Over 200 cycle spaces are proposed with nearly half under cover. Linkages to the school via the local footpath network are good. In addition, a dedicated coach drop off lay-by is proposed on the new road alongside the main entrance to the school. The use of the school's mini-bus will be expanded again reducing the need for access by car.

Road safety has been fully assessed and reviewed for the last 5 year period available. From a review of the collision information, it is concluded that with the exception of the Pitts Heath Lane/Daresbury Expressway junction, there is

a low collision occurrence rating in the study area with no identifiable causal trend.

The school will be developed with a 70 space car park. Based on Halton's UDP car parking standards (which are maximum), at full occupancy the school would generate a maximum of 75 car parking spaces. The authors of the report conclude that a 70 space provision is both practical and one that does not exceed the maximum provision stipulated in the UDP. It can be seen from the conclusions of the report and the technical information submitted that there are no significant highway safety issues flowing from development of the site for the school and that there is adequate space for on-site parking for vehicles, the school's mini bus and bicycles.

Sustrans has commented that cycle parking should be provided under cover, pedestrians and cyclists should not have to mix with motorised traffic within the school, a safe crossing point should be provided and asking if there is a travel plan with targets and monitoring. It is considered that these issues have been addressed as far as practical within the scheme.

Discussions have been ongoing between the applicant and the Council's Highways Engineer. As a result the applicant has agreed to provide a traffic table at the junction of Newmoore Lane and Wharford Lane as a means of traffic calming. It is considered that this can be secured by Grampian style condition. Notwithstanding this, in order to accommodate cumulative impacts resulting from the wider development of Sandymoor, the Council's Highways Engineers have confirmed that alteration works to Wharford Lane at its junction with Pitts Heath Lane are being considered in order to address concerns of local residents. It is not however considered that those works are required as a direct result of this development but will be secured as required through future phases of development.

It has been agreed that drop-off and collection will be managed by the school in accordance with a management plan to be submitted to and agreed in writing by the Council. It is considered that this can be adequately secured by condition. Whilst the Council's Highways Officers have confirmed that they raise no objection in principle further minor amendments have been requested to the car park and lay-by/ drop-off arrangements and amended plans are awaited in this regard. Members will be updated orally as required.

### Contamination

Due to the sensitivity of the proposed use, detailed ground investigation is required and the application is supported by a Phase II site investigation. Whilst detailed comments are awaited the Council's Environmental Health Officers have confirmed that they raise no objection in principle and it is considered that any outstanding or remediation measures can be adequately secured by condition. Members will be updated orally as required.

## Drainage and Flooding

Whilst the site is located in an area of flood risk and as such should normally be subject to sequential testing, the actual principle of development on the site has been the subject of several HCA funded flood risk assessments and latterly sustainability studies. The flood alleviation works associated with the Newmoore Lane flood bund has been designed specifically to create a developable platform for the first stages of Sandymoor North (of which the school is now a part) and then Sandymoor South. In seeking to ensure that flood risk is not increased elsewhere as a result of the development a Flood Risk assessment has been submitted. It is considered that Flood Risk Assessment and the Drainage Assessment address this issue. Furthermore, the development is to be appropriately flood resilient and resistant, including safe access and escape routes where required, again in full compliance with the principles set out in NPPF.

For this site, it is proposed that school flood levels will be set at or above the crest level of the Newmoore Lane flood bund to make the accommodation secure against the unlikely failure of the bund. The design crest level for the flood bund is confirmed by the Environment Agency to be 7.73m AOD and the school floor levels will be set above this (expected to be above a level of 8.5m AOD). This will provide a 'safe', 1000 year flood access to/from the school in so far as the school finished floor level (FFL) will be above the appropriate flood level (including allowance for climate change) and the adjacent access road is above school FFL. The flood situation is the 'residual flood risk' should the EA's Newmoore Lane flood bund fail.

Surface water run-off from the developed site would be drained in such a way as to mimic the natural drainage system and thereby implement a Sustainable Drainage System (SuDS). This results in water being collected and drained to Keckwick Brook.

The Environment Agency has confirmed that it raises no objection in principle to the proposals subject to conditions.

## Ecology

With regards to ecology the application is supported by an Ecological Assessment. The report concludes that the main impact of the proposal will be the loss of semi-improved grassland and a small section of species poor hedge and identifies no significant species impacts. It recommends standard advice for nesting birds and suggested habitat enhancement measures. It also concludes that new structure planting, trees and hedgerows will benefit a range of species and that the proposed lighting scheme, which is designed to avoid light spill onto surrounding land will minimise potential negative effects on bat commuting and foraging habitat. In response comments from the Council's retained adviser on ecology landscaping details have been amended and ecology further features incorporated including bird and bat boxes.

## **7. CONCLUSIONS**

The application proposes the erection of a three storey secondary school on land previously designated for residential development within the Sandymoor North area. The proposed scheme is considered to offer a high quality of design and development making a positive contribution to the on-going development of the Sandymoor area. Intervening land to the north and proposed to be playing fields offer a significant degree of separation to existing dwellings. With the remainder of surrounding land proposed for future residential development, it is considered that amenity of future residents of those schemes can be adequately considered through respective future planning applications. Such a relationship between schools and adjoining properties is not uncommon across the Borough and it is not considered that refusal of planning permission could be justified on visual or residential amenity grounds. It is also considered that acceptable provision can be made for highways and servicing and no significant issues are raised with regards highway safety.

The principle of development of the site is established through the Halton UDP designation. It is argued that the use of a small percentage of overall housing allocation for the school will significantly enhance the overall sustainability attributes of Sandymoor and the loss of land with a predicted capacity for 37 dwellings is not considered significant in the wider context of the overall wider development of Sandymoor (with some 1200 houses yet to be built). The proposals are considered to offer a sustainable use in accordance with policies of the Halton Unitary Development Plan, The Core Strategy, the Sandymoor SPD and National Planning Policy Framework.

A number of environmental and sustainability benefits have been identified through the application in accordance with Core Strategy policy CS19 and the NPPF. It is also acknowledged through the application that potential conflicts will arise once the school becomes operational whilst future housing schemes are under construction on surrounding sites. It is however considered that this poses wider management and health and safety issues and does not justify reasons for refusal of planning permission in this case.

An economic statement submitted with the application also indicates that over 450 jobs are to be created during the construction period with a potential for 85 employees as a direct result of the school. In addition there will be a considerable knock on benefits to the local community and businesses and, given that the delivery of economic development is at the forefront of any NPPF, significant weight needs to be attached to the economic benefits as well as social and environmental ones that the delivery of the school will bring.

The development of the site for a school does not in itself generate any requirements for financial contributions by way of legal agreement. There is however a legal agreement with the Homes and Communities Agency providing financial payment per dwelling to the Council associated with all housing developments within its site area. The HCA have agreed, in their contract for sale of the land to the school to pay Halton Borough Council an

agreed figure as a back payment for dwellings potentially lost as a result of this development. This represents a significant financial payment to the council and ensures that the development of the site for a school still ensures delivery of the anticipated monies to be obtained through the ultimate development of the remainder of Sandymoor.

Detailed comments relating to a number of issues are outstanding at the time of writing however it is not considered that these will raise significant issues and can be adequately addressed through planning conditions and addressed by update to the Committee. The overall objectives of the adopted Supplementary Planning Documents, Halton Unitary Development Plan and other policy guidance are considered to be met within the proposed submission. The proposals are considered to accord with the National Planning Policy Framework and, in line with the National policy statement – planning for schools development, are recommended for approval.

## **RECOMMENDATIONS**

Approve subject to conditions relating to the following:

1. Standard 3 year permission to commence development (BE1)
2. Conditions specifying and requiring development be carried out in accordance with approved plans (BE1)
3. Requiring development to be carried out in accordance with Construction Method Statement (BE1)
4. Materials condition, requiring the development to carried out as approved (BE2)
5. Landscaping condition, requiring the development to carried out as approved (BE2)
6. Lighting condition, requiring the development to carried out as approved (PR4)
7. Condition requiring installation and screening of external plant prior to occupation and operation/ maintenance in accordance with manufacturer's instructions (PR2/3)
8. Condition requiring boundary treatments to be carried out in accordance with the approved details and additional details to be submitted and approved in writing prior to occupation. (BE22)
9. Conditions relating to drainage details as required by the Environment Agency (PR15/16)
10. Construction and delivery hours to be adhered to throughout the course of the development. (BE1)
11. Conditions requiring vehicle access, parking, servicing etc and coach drop-off to be constructed prior to occupation / commencement of use. (BE1)
12. Condition relating to the implementation of bin store provision (BE1)

13. Condition(s) relating to site and finished floor and site levels requiring the development to be carried out as approved. (BE1)
14. Condition relating to site remediation and validation (PR14)
15. Conditions relating to tree protection (boundary trees) during construction (BE1)
16. Condition relating to Travel Plan implementation (TP16)
17. Requiring implementation of cycle parking (TP6)
18. Requiring implementation of a scheme of biodiversity enhancement features to be implemented in accordance with scheme to be submitted and agreed (BE1 and GE21)
19. Requiring piling to be screwed piles (BE1)
20. Grampian Style condition requiring provision of a highway traffic table prior to commencement of use (TP18)
21. Submission, agreement and implementation of drop-off/ collection management plan (TP18)

## **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.