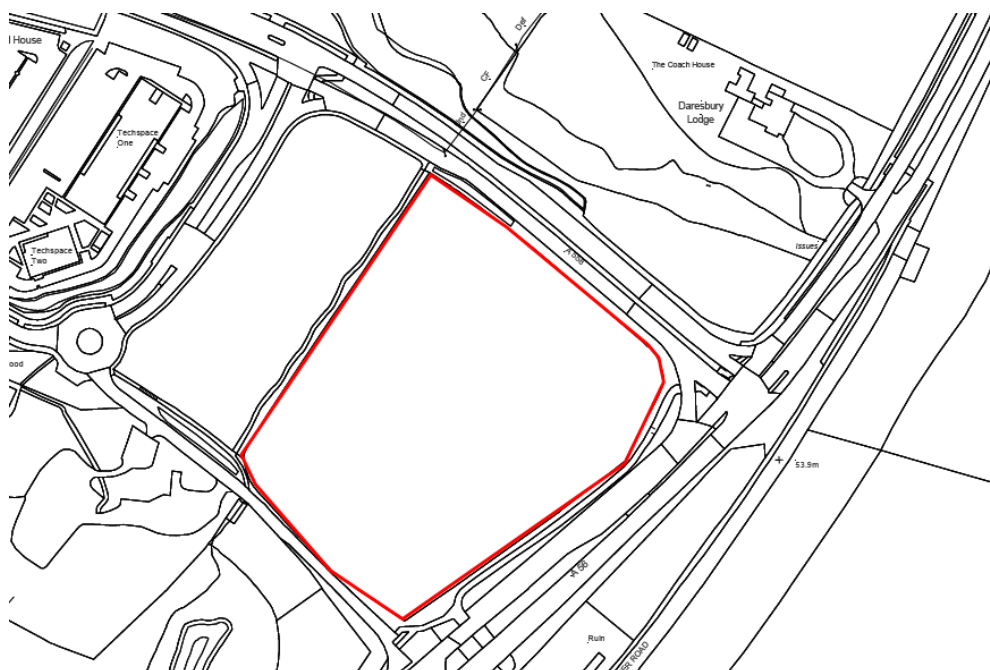


<b>APPLICATION NO:</b>	21/00166/OUT
<b>LOCATION:</b>	Daresbury Laboratory Keckwick Lane Daresbury
<b>PROPOSAL:</b>	Outline planning application, with all matters reserved, for laboratory and office space (Use Class E(g)(i) and E(g)(ii)) development with associated car parking and landscaping
<b>WARD:</b>	Daresbury
<b>PARISH:</b>	Daresbury
<b>AGENT(S) / APPLICANT(S):</b>	Agent: Gavin Winter Applicant: Simon Foden
<b>DEVELOPMENT PLAN ALLOCATION:</b> National Planning Policy Framework (2012) Halton Unitary Development Plan (2005) Halton Core Strategy (2013) Joint Merseyside and Halton Waste Local Plan (2013)	Proposed Employment Areas (E3) Regional Investment Sites (E6 and E7) Allocated Employment Site (CS11)
<b>DEPARTURE REPRESENTATIONS:</b>	No
<b>KEY ISSUES:</b>	1 objection received from Daresbury Parish Council.
<b>RECOMMENDATION:</b>	Site suitability, scale, ecology, impact on Daresbury Village inc lighting and urbanising impacts, Drainage and Flooding issues, access, ground contamination, economic benefit, parking and highway issues.
	Grant planning permission subject to conditions and the securing of a commuted sum via S106 agreement for off-site highway improvements



## **1. APPLICATION SITE**

### **1.1 The Site**

The site subject of the application is the vacant development site located at the junction of the A56 and A558 within the wider campus of the Daresbury Science and Innovation Centres (DSIC).

DSIC forms part of the wider Runcorn East Key Area of Change allocation set out in Figure 12 of Halton Core Strategy Policy CS11 of the Halton Core Strategy.

The A56 and A558 form a permanent boundary to the Green Belt as designated by the Halton UDP allocations map. For the avoidance of doubt the Halton Core Strategy maintained the existing Green Belt designation of the Halton UDP. The village of Daresbury is located to the South East of the application site. Daresbury village is washed over Green Belt. The site is relatively level with the roads that bound its perimeter but the landform drops quite rapidly to the north west and sits at the edge of the Green Belt making any development potentially prominent including from the adjoining village of Daresbury.

### **1.2 Development Site Access**

Access is currently taken from Keckwick Lane via the Innovation Way roundabout. There is currently no direct link with the A56.

### **1.3 Relevant Site Planning History**

The application site has previously been approved planning permission on two previous occasions:

- 08/00215/OUT - Outline application (with appearance, landscaping, layout and scale matters to be reserved) for proposed erection of three storey office accommodation with associated car/cycle parking, amenity and landscaping
- 20/00343/FUL - Proposed temporary use of land for storage and stockpiling of material to facilitate land levelling and future development platforms on the Lord Daresbury plot

Application 08/00215/OUT has expired, it proposed the same employment land use as that detailed by this planning application. It should be noted that the approval of application 08/00215/OUT considered the Halton UDP allocation (site 247) Regional Investment Site. It is considered that the UDP site allocation is consistent with the Core Strategy site allocation of Policy CS11 'Runcorn East' which is a key area of change.

## **2. THE APPLICATION**

### **2.1 The Proposal**

The application proposes the following description of development 'Outline planning application, with all matters reserved, for laboratory and office space (Use Class E(g)(i) and E(g)(ii)) development with associated car parking and landscaping'.

The description submitted to the Council does not stipulate a quantum of development. For the avoidance of doubt, the application proposes 17,970SQM floor space. This figure is set out in the detail of the design and access statement. Given that the Application is outline with all matters reserved, the proposed floor space will feature in the description of works in the decision notice.

The proposal meets the terms of the Local Plan land allocation (CS11) and is therefore compliant in principle with the land use aspirations of the Local Plan.

Consideration will be given in this report to the quantum of development on this site and the sites overall appropriateness for such application.

## **3. POLICY CONTEXT**

### **National Planning Policy Framework**

The National Planning Policy Framework (NPPF) was published in July 2021 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 and 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 81 states planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

### **National Planning Policy for Waste**

The National Planning Policy for Waste sets ambitious aims to work towards a more sustainable and efficient approach to resource use and management through positive planning in delivering sustainable development and resource efficiency including through the provision of modern infrastructure and by driving waste management up the waste hierarchy and by securing the re-use, recovery or disposal of waste without endangering human health or harming the environment.

### Other Considerations

The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a person's rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.

### 3.1 Local Plan Policy

The application site features within the Runcorn East Key Area of Change (Fig11 Pg79 Halton Core Strategy). The Land allocation of Figure 12 in CS11 supersedes the allocation set by the UDP Proposals Map. Notwithstanding, there remain relevant UDP policies for the determination of future scheme impact and the justification of conditions. Such matters are discussed in greater detail below.

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

The relevant UDP policies are:

- BE1 General requirements for development;
- BE2 Quality of design;
- PR16 Development and floodrisk;
- TP6 Cycle Provision as Part of New Development;
- TP12 Car parking;
- TP14 Transport assessments;
- TP15 Accessibility to new development
- TP16 Green travel plans
- TP17 Safe travel for all

### 3.2 Halton Core Strategy (2013)

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

- CS2 Presumption in Favour of Sustainable Development;

- CS4 Employment Land Supply and Locational Priorities;
- CS11 East Runcorn;
- CS15 Sustainable Transport;
- CS18 High Quality Design;
- CS19 Sustainable Development and Climate Change;
- CS20 Natural and Historic Environment
- CS23 Managing Pollution and Risk.

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

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

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

## 4. CONSULTATIONS

4.1 The application was advertised by way of a site notice posted near to the site, press notice dated 1/04/2021, letters to surrounding properties and the Council website.

4.2 The following consultees and organisations were consulted and any comments received summarised below and addressed in more detail as required in the assessment section of the report:

### 4.3 INTERNAL CONSULTEE RESPONSES

#### Highways and Transportation Development Control

No objection subject to S106 off site contribution to fund improvements to A558.

#### Contaminated Land Officer

The submitted site investigation is acceptable and there is no objection to the proposed development and no requirement for further conditions.

#### Ecology

Comments from the Council's ecology advisor are attached to this report in full. There are a set of recommendations that will inform a schedule of conditions to ensure a detailed reserved matters application addresses any concerns. The summary of the advice is that the scheme is acceptable in principle subject to planning conditions.

#### LLFA

No objection. Standard drainage conditions to be attached to any approval requiring the submission of a surface water drainage scheme.

#### Open Spaces

No objection

#### Conservation Adviser

The Council's retained advisor on conservation matters has considered the proposal and reported no objection subject to the use of appropriate conditions.

### 4.4 EXTERNAL RESPONSES

#### Environment Agency

No comment received.

#### Natural England

Have confirmed that they have no comment to make on the application.

#### Cheshire Police

No objection. The designing out crime officer has provided detailed comments concerning site security of a developed site. These have been forwarded to the agent advising the Applicant for consideration in the future submission of a reserved matters application.

#### United Utilities

Responded to state still considering proposal. This is an outline proposal with all matters reserved including drainage. Notwithstanding, the scheme has been considered by the LLFA, appropriate conditions have been recommended that will ensure development will be serviced by an adequate drainage system. Members will be updated orally as required

#### Shell Pipeline

Have confirmed that the proposal will have no impact on their pipeline

#### Daresbury Parish Council

The Parish Council has objected and raised the following concerns

- Lightspill into the village of Daresbury;
- An urbanising appearance to the immediate area;
- Encroach and overlook the village of Daresbury;
- Expectation the development would be in keeping with the village setting.

## 5. REPRESENTATIONS

5.1 One neighbour objection received detailed the following concerns:

- The existing business units are not fully utilised;
- More business units are not needed as people are working from home
- The traffic in that immediate area is heavy;
- Light pollution from existing buildings is bad.

## 6. ASSESSMENT

6.1 Design and layout

Plans submitted with the application provide an example layout that is indicative only. This will not form part of an approved suite of plans. Its purpose is to provide an example of what the form the proposed floor space may take to give context to discussions. Final details are expected in a later reserved matters application. Notwithstanding, the indicative plans depict the appearance of a development consistent with the allocated land use and recent development on site, most notably that immediately adjacent to the application site (ref: 17/00556/FUL).

During the period of determination, Daresbury Parish Council raised concerns that the development would have an impact on the setting of the village and its conservation area. When officers reviewed this concern, it was noted that the application site had a prominent outlook given its position within the local geography. Occupying a naturally elevated position, consideration had to be given toward the impact a 4 and 5 storey series of buildings would have on both immediate and wider surroundings. The Applicant agreed to undertake a landscape visual impact assessment so that the local planning authority (LPA) could better understand such impact.

## 6.2 Landscape Impact

The Applicant has undertaken a landscape visual impact assessment (LVIA). Such an assessment was required due to the description of development that details a maximum build height of 5 storeys. The LVIA has been assessed by the Council's landscape architect who raises no objection.

The development plot is at the highest point on the enterprise zone campus. Daresbury has an elevated position within the local topography. The LVIA accurately determines harm caused to the surrounding landscape. Identified harm is a material planning consideration and forms part of the planning balance.

The LVIA report prepared for this application is in line with the Landscape Institute's Guidelines for Landscape and Visual Impact Assessment (3<sup>rd</sup> Edition 2013). All the viewpoints were agreed with HBC and offer a good reflection of potential impacts the development may have from surrounding locations/receptors. The photomontage images provided in the report demonstrate well any impact the proposal may have, and are backed up with a comprehensive analysis which considers sensitivity of receptors, means of mitigation and a final assessment of remaining affects.

Whilst some impact will be expected during the construction phase, most of the receptors will not be adversely affected in the longer term. There are two areas of impact.

The A56/A558 Daresbury Expressway junction impact should be considered in the context of a major highway infrastructure junction which already forms the gateway transition from rural character to urban settlement. The proposed building heights demonstrate the potential for a reasonable continuation of the existing style and high standard of design already used on the site.

The effect on Daresbury Village with a predominately rural character, has been considered with the designers proposed slightly lower elevation from this viewpoint. The LVIA has assessed the baseline impact on view to the application site to be of medium sensitivity. This is based upon a medium value of view and high susceptibility to change.

With the proposed mitigation of layout design shown in the indicative layout plan there remains a small overall effect to the Daresbury Conservation Area that is adverse in nature. This is based on an assessment of minor scale and effect, a local extent of effect, an overall small magnitude of effect, an adverse nature of effect and a high probability of occurrence. The LVIA has taken into account seasonal variances (e.g. tree cover) with no change in the overall assessed outcome of impact.

It is clear that there will be a degree of impact to the Daresbury Conservation area (viewpoint 4 of the LVIA). However, the presence of the busy A56 and the proximity of the village entrance to the A56/A558 junction and village access, places this affect in the context of a very edge of rural character that transitions to the urban settlement character and is therefore considered acceptable.

Overall the LVIA study demonstrates that the landscape impact of this development in this location is acceptable provided that the next stage of detailed design carries over all the LVIA recommendations and methods of mitigation that have been arrived at in this stage. Together with fine detailing and use of quality materials for building and public realm with good long term management, the development can be seen as an appropriate focal point and entry point to the borough.

Whilst the mass of the building will be notable it is within the expectation of the site allocation and is therefore not considered harmful to such a degree that it would be considered contrary to the Local Plan. It is of note that the final design and choice of material will have the greatest level of impact for this particular development. Careful consideration to these two elements will contribute toward the development having a limited impact on the local landscape.



With regard to the concerns raised by Daresbury Parish Council, the LVIA demonstrates that a impact will be medium/high. The visualisations provide context for the decision making. Two views have been prepared to show the impact the development will have on Daresbury Village. Viewpoint 9 confirms that views of the development are obscured by the natural topography and extensive mature vegetation that bounds west of the village. Viewpoint 4 depicts the view taken from the church car park. Whilst this affords a view of the proposed development it is restricted to a natural aperture between trees, it is noted that the development would not be viewed above the existing tree line. This is to be caveated that such a view and in turn impact will be greater felt during winter months when the broad leaf trees are not in leaf. The view of the proposed development will become more prominent on approach to the Daresbury Village northern access point with the A56. The LVIA exercise has resulted in a positive change, a reorientation of the plots has moved the largest building away from the Daresbury Village entrance to the A56/A558 junction, thereby addressing any concerns of overlooking.

Whilst there is a degree of impact to the setting of Daresbury Village, it is not considered detrimental to the character and setting of the Conservation Area. With regard to an urbanising character being brought to the area, this site has been allocated for development since 2005 and the development proposed is commensurate to that on site and the demands of the market. Therefore any urban appearance is a natural consequence to the expansion of the Daresbury Labs campus.

### 6.3 Highway Considerations

The Highways Authority have provided comments that seek contributions for off-site works to improve the capacity of the A558. The submitted transport assessment modelling shows the A558 reaching capacity beyond 2026. This will limit development potential within the Runcorn East key area of change unless investment is undertaken to improve the capacity of the A558.

The Council has identified the A558 as a pinch point in the Councils development aspirations for Runcorn East (CS11). The proposed solution is to widen the A558 to a dual carriageway. This is consistent with the remainder of the Runcorn New Town ring road system. A contribution was previously sought by the lapsed planning approval 08/00215/OUT. This has set a historic precedent in terms of values, the same value will be sought again with an uplift in line with inflation as original agreed. The contribution will be pooled alongside other financial contributions to fund future A558 infrastructure costs.

Policy CS11 seeks infrastructure funding contributions from all development sites allocated in the Runcorn East Key Area of Change. With regard to this

scheme, table 8 of the Core Strategy sets out a requirement for off-site contribution to the widening of the A558. It should be noted that DSIC participated in the Core Strategy Examination and recent examination in public sessions of the DALP, which has copied over the Runcorn East Key Area of Change. There is no recorded objection from DSIC to the policy based requirements of Policy CS11.

It is considered that the S106 contribution sought is necessary to make the proposed development acceptable in policy terms. It is directly relatable to the development proposed and is fairly and reasonably related to the scale of the development sought. Therefore, the terms of S106 agreement comply with paragraph 57 of the NPPF.

In terms of access to sustainable modes of travel the site is served by existing bus services and close to the local cycleway, greenway and footway networks.

#### 6.4 Flood Risk and Drainage

The Environment Agency and Lead Local Flood Authority (LLFA). No objections have been received subject to the following conditions being attached to a planning approval:

No development shall take place until details of the implementation, maintenance and management of a sustainable drainage scheme in accordance with the SUDS hierarchy have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- i. a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by, or connection to any system adopted by, any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- ii. infiltration testing, soakaway design and/or attenuation and filtration structures and calculations to demonstrate a reduction in surface water runoff rate to greenfield rates for new roof/hardstanding areas.
- iii. verification that capacity downstream of the outfall to watercourse is sufficient for the proposed discharge

No development shall be occupied until a verification report confirming that the SuDS system has been constructed in accordance with the approved design drawings (including off site alterations) and in accordance with best

practice has been submitted to and approved by the local planning authority. This shall include:

- i) Evidence that the SuDS have been signed off by an appropriate, qualified, indemnified engineer and are explained to prospective owners & maintainers plus information that SuDS are entered into the land deeds of the property.
- ii) An agreement that maintenance is in place over the lifetime of the development in accordance with submitted maintenance plan; and/or evidence that the SuDS will be adopted by third party.
- iii) Submission of 'As-built drawings and specification sheets for materials used in the construction, plus a copy of Final Completion Certificate.

#### 6.5 Trees and Ecology

No objection, subject to conditions. Advice has been taken from the Council's retained ecology advisor, MEAS. Full comments are attached to this report.

The development is proposed to take place on a predominantly greenfield site. Part of the site has had minor operational development relating to levels preparation of the adjacent development site. In addition part of the site has been used as a temporary car park. The site has had a history of cultivation being used as part of a nearby farmstead.

The perimeter is bound by mature hedgerows. Mature hedgerows are by their nature ecological assets. Conditions recommended by MEAS seek to preserve the hedgerows in the delivery of development subject to final design considerations of a reserved matters application.

The development site is located within close proximity to the Daresbury Firs and the Bridgewater Canal. These are diverse habitats that are a known feeding ground for protected species including bats. A construction lighting condition is recommended to be attached to any decision that will limit light spill that may otherwise effect nocturnal wildlife.

#### 6.6 Assessment

As noted above the development proposed is that of an outline scheme with all matters reserved. Matters such as access, drainage, design, layout, scale and overall appearance are reserved for future consideration of a reserved matters application. The determination of this application centres on land use policy compliance, site suitability for the quantum of development and impact on the surrounding area including the Highway network.

The development site is allocated for employment use by policy CS11. The proposed development complies with this land use.

The quantum of development is consistent with Policy CS11 floor space delivery target, as set out in Table 7 of the Halton Core Strategy. The table sets out an ambition to deliver 25,000sqm of floor space using the existing remaining 'Gateway Sites' alongside the A558 and Innovation Way. To date a total of 38,418sqm of floor space has been delivered at these sites. This is a notable achievement on the part of DSIC delivering above the policy set target. The proposed development of 17,970SQM additional floor space will result in the total delivery of 56,388sqm floor space on the CS11 allocation. The development site is capable of accommodating the proposed office floor space and necessary servicing area as evident by the indicative layout plans submitted with the application.

It should be noted that Daresbury Science and Innovation Campus is one of two enterprise zone science centres in the country. Therefore finite space exists to locate such commercial specialisms. The Council has learned from the Applicant that the early interest in the development proposed by this planning application has resulted in the office space being close to fully let prior to development commencing. This is reflective of the strong confidence and growth in the commercial lab space market at this location.

Ultra Violet is the next phase of delivery for the Sci-Tech Daresbury Enterprise Zone masterplan and as such is a key site for delivering ambitious growth plans. Sci-Tech Daresbury's masterplan aims to deliver up to 1m sq ft of high quality office, lab and workshop space and grow the campus to 10,000 high quality jobs. The Borough's economy has been strengthened in recent years by the expansion of key sites and employment areas such as Sci Tech Daresbury and as a result, this area has developed an important role in the sub region for science & technology research and development.

Sci-Tech Daresbury is a national science and innovation campus, with accommodation designed for high-growth or established technology companies from sectors including digital, advanced engineering, healthcare and clean technology. The campus has a reputation as a dynamic, collaborative and scalable home at the heart of an internationally recognised, innovative tech community

Off site impacts have been assessed by the Council's Highways Department. The above target delivery of phase 1 of DSIC must be quantified in terms of its impact on the local highway network. The above noted S106 agreement will offset the identified harm resultant from an increase in traffic to the local highway network.

Highway impacts have been assessed against policy. No objection has been received from the Highway Officer provided that appropriate contributions are

made for off-site highways improvements by way of S106 or other appropriate agreement.

Matters of drainage, flood risk, contaminated land and ecological impacts have been assessed by the Council's advisors. No objections have been received subject to the attachment of relevant conditions to ensure compliance with Local Plan policies.

As noted in the comments from the Council's landscape architect, the development reflects the Local Plan land use allocation. There is identified harm to the Daresbury Village. However, this is limited to the northerly point of the village that is nearest the development. Views are limited to a small natural aperture within an existing mature landscaping boundary along the A56. This harm will increase during winter months when trees are not in leaf. In terms of light spill, this is to a degree an expected level of impact from this sites development following its land use allocation. Careful consideration of a future lighting scheme will limit such harm.

Impacts to the Daresbury Conservation Area have been assessed by the Council's retained conservation advisor who commented that the application site is located adjacent to a busy dual carriageway which cuts it off from any spatial and physical relationship to the Daresbury Conservation Area. Furthermore, Daresbury Village is bound by a substantial length of mature planting which screens it from the application site. Therefore, the character and appearance of the conservation area will not be affected.

Any harm to the landscape can be further limited by careful consideration of a final design and choice of materials. With a carefully considered landscape scheme there is the potential for such impact to soften as the landscaping scheme matures. To date there has been no discussion between the Council and the Applicant concerning the final design or choice of materials. The DSIC campus has a mixed offering of modern design materials that are consistent with the era of development in which they were constructed. As we move forward in a time of a climate emergency a wider range of construction materials are coming to the market that bring with them environmental credentials examples include energy efficient material incorporating natural cladding materials and green wall systems.

On balance it is considered that the development proposal is compliant with the application sites land use allocation. The quantum of development has been shown that to be accommodated and the off-site impacts mitigated. Such accommodation causes a degree of harm in terms of its landscape impact, particularly that of Daresbury Village. However, such harm is outweighed by the delivery of the allocated site within the Daresbury Science and Innovation Park and the economic benefit that it will bring to the locality.

## **CONCLUSIONS**

The principle of the development is acceptable and is considered to be in compliance with the aspirations of the Local Plan, specifically Policy CS11 of the Halton Core Strategy.

Approval of the application will facilitate the delivery of the final site of DSIC phase 1 allocation of the Halton Core Strategy and in the process generate significant benefits for the Borough including providing quality employment opportunities within a site that is growing in its importance both locally and regionally within the science and innovation industry.

On this basis the proposal is acceptable and accords with the Local Plan

## **7. RECOMMENDATION**

The application be approved subject to the following:

- a) A planning obligation and/or other appropriate agreement relating to securing matters as set out this report.
- b) That if the S.106 agreement or alternative arrangement is not executed within a reasonable period of time, authority be delegated to the Operational Director – Policy, Planning and Transportation in consultation with the Chairman or Vice Chairman of the Committee to refuse the application.
- c) Delegated authority be given to the Operational Director – Policy, Planning and Transportation to determine and agree the terms of all matters to be included in the planning obligation and/or other appropriate agreement and the conditions mentioned below.
- d) Conditions relating to the following:

### **CONDITIONS**

1. Outline planning permission conditions setting out time limits and reserved matters (Section 92 the Act)
2. Condition specifying approved and amended plans (BE1).
3. Condition stipulating maximum build heights as shown on the Landscape Visual Impact Assessment (Ref:2572A dated:23.9.21) (BE1).
4. Details requiring submission and agreement of Construction, Management and Environmental Development Plan (BE1)
5. Details regarding electric vehicle charging provision. (CS19)

6. As part of a future reserved matters application, the Applicant will be required to submit details of a low carbon and renewable energy strategy (CS19)
7. Applicant to submit a scheme regarding operational lighting phase (BE1 and GE21)
8. Landscape scheme to include details of habitat and protected species mitigation (BE1 and GE21)
9. Condition ensuring no net biodiversity loss (NPPF).
10. Applicant required to undertake a site waste management plan (WM8).
11. Requirement of the Applicant to undertake piling risk assessment for controlled waters and underground water resources (PR5).
12. Applicant required to submit details proposing a sustainable drainage system (NPPF)
13. Details requiring verification report demonstrating surface water drainage implemented in accordance with approved details (NPPF).
14. Condition requiring submission and agreement of site levels and finished floor levels (BE1) these shall not exceed the levels demonstrated in the Landscape visual impact assessment.
15. Applicant required to submit a scheme for the provision of cycle storage.

## **8. BACKGROUND PAPERS**

The submitted planning applications are background papers to the report. Other background papers specifically mentioned and listed within the report are open to inspection at the Council's premises at Municipal Building, Kingsway, Widnes, WA8 7QF in accordance with Section 100D of the Local Government Act 1972.

## **9. SUSTAINABILITY STATEMENT**

As required by:

- The National Planning Policy Framework (2021);
- The Town and Country Planning (Development Management Procedure) (England) Order 2015; and
- The Planning (Listed Buildings and Conservation Areas) (Amendment) (England) Regulations 2015.

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.