15.0 SUSTAINABILITY

15.1 INTRODUCTION

The preceding sections of the ES have dealt with environmental effects at a local level and context, in keeping with the main requirements of the EIA process. However, it is also relevant to examine, in broad terms, aspects related to the overall sustainability of the development, particularly in view of Government and local policies on the issue.

Since the 1992 Earth Summit in Rio de Janeiro, sustainability has become a high profile issue for governments around the world. In the past decade, national, regional and local planning policy in Britain has been re-written to make the present generation aware that it needs to act responsibly in terms of resource management and land use to avoid compromising the prospects of future generations. This translates to environmentally responsible and sustainable approaches to new development.

A summary of the sustainable development measures adopted by Westlink Group Limited in the design process associated with this project is presented in the following subsections.

15.2 ASSESSMENT METHODOLOGY

This section of the ES reviews the various aspects of sustainability incorporated into the development proposals. Whilst some of these aspects have already been set out in other contexts in other parts of the document, this section demonstrates the overall approach taken to ensure a development that accords with sustainable design principles.

The proposed development can be considered on several levels:

- relationship to planning policies on sustainability;
- transport and access; and
- development operation and design, procurement of materials and construction principles.

These are discussed in more detail below.

15.3 PLANNING POLICIES - GENERAL

National Policy

The British Government's policy position on sustainability was first set out in "*Sustainable Development: The UK Strategy 1994*". This Strategy was predicated on the principle that all new development should be sustainable. In other words, it should, *inter alia*:

i) provide for the nation's needs in terms of industrial development while respecting environmental objectives;

ii) use already developed areas in the most efficient way while making them more attractive places to live and work;

iii) conserve both cultural heritage and natural resources (including wildlife, landscape, water, soil and air quality), taking particular care to safeguard designations of national and international importance; and

iv) shape new settlement patterns in a way which minimises the need to travel.

Subsequently, PPG1 – General Policy and Principles 1997 identified a key role of the planning system as enabling the provision of homes and buildings, investment and jobs in a way that is consistent with sustainable development. This was followed up in 1998 with the planning guidance document "*Planning for Sustainable Development: Towards Better Practice*", which was aimed at assisting local authorities to incorporate sustainable development principles into their plan preparation. In 1999, the Government produced an updated Strategy entitled "*A Better Quality of Life*" which included a range of indicators, in addition to those relating to the economy and society, to help judge progress towards sustainable goals. The Government recognises that urban regeneration and the re-use of previously developed land are important supporting objectives for achieving sustainable development and that locating such

development in areas well served by road, rail and other transport networks has considerable advantages in terms of sustainability.

Planning Policy Guidance (PPG1) which has subsequently been superseded by PPS 1 (*Delivering Sustainable Development*) defines sustainable development in the following manner:

"Sustainable development seeks to deliver the objective of achieving, now and in the future, economic development to secure higher living standards while protecting and enhancing the environment. The most commonly used definition is "development that meets the needs of the present without compromising the ability of future generations to meet their own needs" (World Commission on Environment and Development, 1987). The Government is committed to the principles of sustainable development set out in Sustainable Development: The UK Strategy (1994)."

The past few decades have seen a rise in traffic flows and the government has been forced to change its thinking on transport issues and has moved from the 'predict and provide' approach to road building towards a more sustainable approach. Journeys to work now account for 19.6% of all journeys (DETR 'Focus on Personal Travel' 1998) and since 1985/86 the proportion of individuals travelling to work by car has risen from 57% to 70% (DETR 'A Travel Plan Resource Pack for Employees 2000').

The Rio Earth Summit in 1992 highlighted the concern about transport emissions on the environment and the *Road Traffic Reduction Act 1997* introduced the requirement for local authorities to monitor traffic levels and reduce them.

The revised PPG 13 places more importance on travel plans and provides guidance to local authorities as to when to specify a travel plan. A New Deal for Transport: Better for Everyone (1998) emphasises the role that Company Travel Plans can make to ease congestion, especially during rush hour.

Regional Policy

In July 2000, the Government Office for the North West and the North West Regional Assembly published a regional sustainability action plan, "Action for Sustainability". This document sets out regional targets and indicators for local authorities within the north west in each of the main areas of sustainability.

The need for sustainability was built into Economic Policy EC4 of Regional Planning Guidance for the North West (RPG13) published in March 2003 which promoted the development of sustainable business clusters. Strategic Development Policy SD9 in RPG13 also focuses on the provision of multi-modal solutions to the conveyance of goods, people and services, particularly at major hubs, in line with the principles of sustainability.

In recent years, increasing emphasis has been placed on the transfer of freight traffic from road to rail to achieve sustainable transport targets. RPG13 Transport Policy T2 encouraged the development of an efficient Regional Freight Strategy that would achieve this end. The North West Regional Freight Strategy was subsequently produced in late 2003:

> *"to develop and maintain an integrated, efficient and sustainable freight transport system which facilitates and supports economic development in the North West, whilst also contributing to environmental objectives and improving quality of life in the region."*

Part of this Regional Freight Strategy and the NWDA's brief involved the identification of inter-modal terminals, rail-linked warehousing and distribution centres at sustainable locations within the North West that would facilitate the transfer of freight from road to rail.

Local Planning Policy

The Government recognises that the development plans prepared by local authorities can make a major contribution to the achievement of its objectives for sustainable development. To this end, sustainability is the guiding principle in formulating aims, objectives & policies and development plans are required to include sustainability objectives and indicators, against which policy options are tested. The key planning policy document at local level is the Halton Unitary Development Plan (HUDP). One of the main strategic aims of the draft HUDP is to place:

- *a greater emphasis on providing for necessary sustainable development in a manner and in locations which do not compromise the ability of future generations to meet their needs"*

HBC's main strategic aim is stated as being:

- *To transform the quality of Halton's environment and improve economic prosperity and social progress through sustainable development."*

In terms of economic development, sustainability also appears within the key aim of the UDP:

- *To promote sustainable economic prosperity and create new employment opportunities which broaden the economic base, reduce unemployment and are accessible to local residents."*

Moreover, the key economic objectives include:

- *[To] Allocate a sufficient quantity and variety of marketable sites in sustainable locations for business use, general industry and warehousing and distribution uses, in equal balance between Runcorn and Widnes."*

With regard to Environmental and Cultural Assets, one of the aims is:

- *To maintain a sustainable balance between the needs of development and conservation by ensuring development shows a net gain of environmental value to Halton's natural and man-made heritage and to ensure that any significant losses are mitigated or compensated through associated measures.*

Turning to transportation, key aims of UDP include:

- *To provide an efficient and effective land use pattern and transport infrastructure which will reduce the overall demand for travel, and allow improved accessibility by a variety of transport modes; and*

- *To develop safe, efficient and inclusive integrated transport systems and infrastructure that encourage sustainable economic growth and regeneration.*

Finally, in relation to waste, one of the aims is:

- *To encourage sustainable waste management within Halton."*

As to the sectoral policies within the UDP, sustainability issues arise in the Strategic, Built Environment, Green Environment, Minerals & Waste, Transport and Employment Policy sections.

In order to be sustainable, the Council recognises that development must not be carried out at the expense of the green environment. Such actions would be in contravention of the many Green Environment policies set down in the UDP relating to nature conservation and landscape, particularly those covering areas protected by designations of regional, national or international importance such as the River Mersey.

Minerals and Waste Policy signals the Council's intention to encourage moves towards more sustainable waste management methods. These include the segregation of waste types for possible re-use or recycling, Materials Recycling Facilities (MRFs) leading to the reduction of final disposal volumes, provided such facilities are located together in Primarily Employment Areas and well away from residential properties. Policy MW10 Wastewater & Sewage Treatment Facilities also confirms that such plant should be located in Primarily Employment Areas where there is no conflict with existing amenities or the environment.

In line with national and regional strategy, HBC recognises that providing an integrated transport system is key to improving sustainability throughout the Borough and the wider region. In particular, the UDP promotes the sustainable transport of freight through the allocation of sites for rail freight depots and the protection of rail lines. Transport Policy identifies a number of sites with exceptional road and rail connections, including that at Ditton sidings, for upgrading to intensive freight transfer facilities.

In addition, Transport Policy requires a Green Travel Plan to accompany all major applications for development. Green Travel Plans (GTPs) are a requisite of national planning guidance and aim to deliver sustainable objectives through:

a) Reductions in car use;
b) Increase in use of walking, cycling and public transport;
c) Reduced traffic speeds and improved safety; and
d) More environmentally friendly delivery and freight movements.

The explanatory text within the UDP makes clear that works necessary to implement the GTP, such as improved pedestrian routes, cycle-ways and bus stop provision may be a condition of a planning permission if located on-site or, if off-site, may be subject to a legal agreement.

Employment Policy expands on Transport Policy and refers specifically to the Regional Investment Site at Ditton. As this site is immediately adjacent to the national trunk road and rail networks, HBC considers it meets the sustainable transport objective of locating industrial and distribution development at rail or water connected sites.

15.5 Sustainable Transport and Accessibility

15.5.1 Modal split

The majority of staff employed at the proposal site are expected to arrive mainly by car due to the size of the scheme and the difficulty in achieving permeability for pedestrians, cyclists and public transport.

The difficulties arise because of the following problems:

1. The site boundary ie the Liverpool to Crewe railway, the River Mersey, Halton Brook form physical barriers between the site and the nearby residential area.

2. The site is over a kilometre in length and half a kilometre wide and hence it is a longer distance to walk.

3. The roads crossing the site are largely private and need to be retained for security purposes, hence, it is not feasible to run public buses through the site.

4. The routes into the site are long cul-de-sacs and therefore it would not be effective and economical to re-route existing bus services to serve the site.

It is therefore, expected that staff travel plans will form an essential part of the proposed development and these will place emphasis on a car share scheme, private bus services and cycling. A framework draft travel plan is provided in *Section 15.5.6* of this study.

15.5.2 Pedestrians

Pedestrian access into the site will be provided from Desoto Road and from the Hale Bank area via Foundry Lane Bridge. There will be a provision of a 2m footway from Foundry Lane across the bridge to enable pedestrians to walk from Hale Bank into the distribution centre and between the buildings within the site.

15.5.3 Cyclists

The proposed development will include secure covered cycle storage areas based on 2% of employees cycling. This will be monitored as part of the TP commitment and increased if necessary. Changing facilities, showers and lockers will also be provided for staff and this is set out in the Framework Travel Plan (refer to *Section 15.5.6*).

The Mersey Way, part of the Trans Pennine Trail runs along the southern boundary of the site providing cycle and pedestrian access to Liverpool, Runcorn, Widnes and Warrington. This is part of the national cycle network. The cycle routes in terms of: local, regional and national are shown on a plan in Figure *15.5.1* provided by Sustrans.

Cycle access will be maintained from the Hale Bank area via Foundry Lane Bridge for employees. The developer will investigate the potential for an on road cycle link to be provided into the site via Desoto Road, which links to The Mersey Way.

Figure 15.5.1

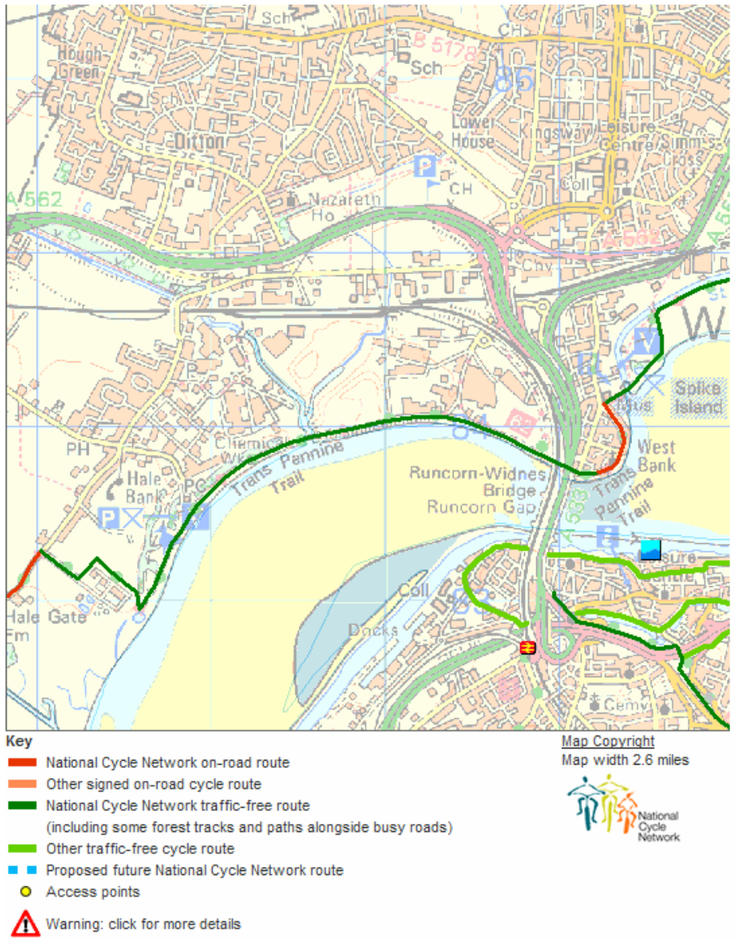


Table 15.5.2 - Bus services

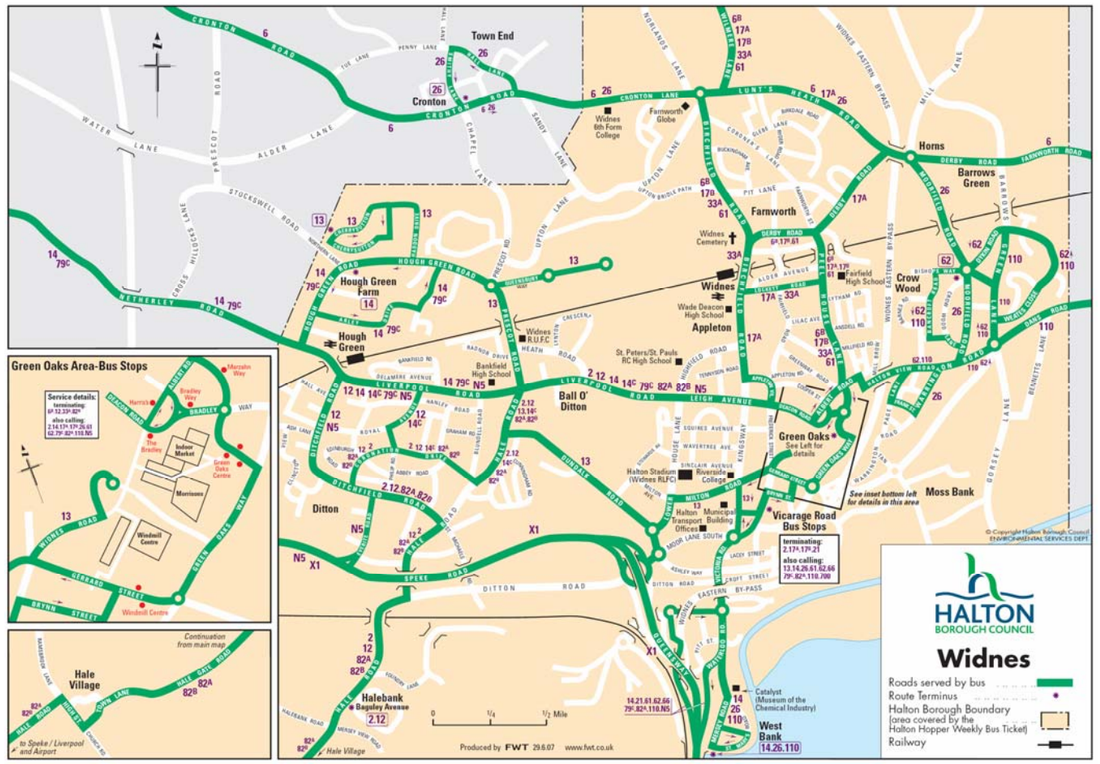
Service	Route	Frequency
2	Halebank – Widnes	2 an hour
12	Widnes – Baguley Ave	60 mins
82A	Runcorn – Widnes – Liverpool	20 mins
82B	Widnes – Hale – Speke – Liverpool	30 mins

There are on average of 6 services per hour passing near to the site.

The developer will also provide new bus stops as near to the site as is feasible and liaison with the bus companies will also be undertaken to service these stops.

The development will provide a contribution, subject to a Section 106 Agreement to enable HBC to enhance the local bus services.

Figure 15.5.3 Bus Routes



15.5.4 Public Transport Provision

The site is served by the bus routes summarised in *Table 15.5.2*. Bus stops are located on MacDermott Road, Waterloo Road and Hale Road. The bus routes are shown in *Figure 15.5.3*, which has been provided by Halton Borough Council.

15.5.5 Travel Plan

HBC require a Travel Plan to be provided in connection with the above proposal. Travel Plans are new ways of managing the travel of employees to and from developments. They allow individual organizations to promote more sustainable travel behaviour without reducing mobility or accessibility.

To achieve these aims, a staged approach has been adopted, as summarised below:

Stage 1: ADL Traffic Engineering will (on behalf of Westlink Group), prepare and submit for the Council's approval a framework TP, which sets out the measures that will be implemented by them in connection with application. It will also set out targets and monitoring procedures and proposed time scale and a sample questionnaire survey.

Stage 2: Within an agreed period of opening the occupant will undertake a survey of employees travel patterns.

Stage 3: This travel plan will be monitored and reviewed annually.

Each occupant of the regional distribution centre will designate a member of staff as their Travel Plan Co-ordinator (TPC), and they will be responsible for the implementation of the Travel Plan. The TPC's will publish and promote the TP initiatives. In general, the role of the TPC will involve the following:

- Overseeing the development and implementation of the Travel Plan;
- Promoting and marketing the objectives and benefits of the Travel Plan;
- Co-ordinating the necessary data collection required to develop the Travel Plan including the staff travel survey;
- Setting up and maintaining the car sharing database;
- Liasing with local transport operators;
- Ensuring that the benefits of the Travel Plan are promoted as part of the induction process for all new employees; and
- Reviewing the Travel Plan annually in conjunction with senior management.

The TP will provide information on:

i) Car sharing initiatives
ii) Cycling and walking initiatives
iii) Public transport initiatives
iv) Improvements, monitoring and review procedures

<u>Car sharing</u>

Car sharing will be an important part of this TP because of the relative inaccessibility of the site to public transport and on foot. The main benefits to employees using car sharing are as follows:

- Reduction in travel costs.
- Reduction in wear and tear on vehicles
- An opportunity to socialise with colleagues.
- Shared driving and reduced stress.

The reasons for not wanting to car share are often found to be as follows:

- Fear of not being able to get home.
- Reduced flexibility to meet job requirements.
- Less freedom to combine trips to and from the destination with other journeys.
  Difficulties in keeping to agreed schedules.

As part of their TP commitment, the TPC's will organise a staff car-sharing scheme which would be maintained by each occupant free of charge. They would set up a register of staff interested in car sharing which would allow staff journeys to be matched and the names of potential sharers given out. The scheme would include a guarantee that staff who car share be given a

ride home in the event of an unforeseen problem, either by a free taxi or by another member of staff.

The scheme would be well publicised through posters on staff notice boards in each unit. New staff members would be made aware of the scheme's existence as part of their induction process. Incentives for staff to car share could include the dedication of preferential parking spaces for car sharers.

Cycling and Walking

Cycling and walking are an economical, environmentally friendly and healthy means of transport. It provides a sustainable and realistic alternative to the car for many short trips. Cycling is a feasible option for many people. The main advantages of cycling to work are:

- Speed, convenience and reliability;
- Cheap method of transport;
- Fitness and enjoyment;
- Pollution free;
- No parking problems;
- Avoids congestion

The principle reasons that discourage people from cycling are:

- Lack of safe cycle routes and fear of accidents;
- Discomfort in bad weather;
- Lack of changing facilities at work;
- Lack of secure cycle parking.

In order to overcome the main concerns that could discourage staff from cycling, it is important that a more positive attitude to cycling is adopted, backed by the provision of secure parking, showering and changing facilities. Therefore, the developer will undertake the following measures to promote cycling as part of their TP commitments.

A cycle route into the site will be provided from the Hale Bank area, across Foundry Lane Bridge and a route from The Mersey Way via Desoto Road will be investigated.

- Showering and changing facilities in each unit for staff wishing to walk or cycle to and from work.

- Secure covered storage spaces for cycles, assuming that 2% of employees cycle. This is to be reviewed annually and increased if necessary.

- The location of cycle routes in the vicinity of the site will be displayed on the staff notice board and included in staff induction packages together with details of initiatives and promotion of cycling by HBC, Sustrans and the DETR.

Public Transport

The TP's will liaise with HBC and the local bus companies to improve the bus services to the site. Funding will be provided by way of a Section 106 Agreement for this purpose.

Information on bus services will be provided on the staff notice boards. Other initiatives could include subsidised bus fares for employees.

Plan Implementation, Monitoring and Review

The travel survey will be instigated within six months of the first occupation of the development. The monitoring will include items such as:

- Current staff level.
- Review of transport initiatives.
- Response to car sharing.
- Comparison of actual and predicted travel modes.
- Staff response, participation and views.
- Content and effectiveness of information supplied to staff.
- Development of fresh initiatives.

The monitoring programme will be developed in conjunction with HBC to ensure that the monitoring procedures are appropriate. The TP will aim to reduce the number of staff traveling to

the development by single occupancy car trips by about 15% within five years and a further 10% over the next three years.

The review will be important in assessing the effectiveness of the measures implemented in achieving these targets and to identify areas where modification may be necessary. In particular the following will be assessed:

- Modal split for staff
- Demand for car and cycle parking occupancy
- Recommendations for future use and user satisfaction.

Following the annual review, the TPC's would prepare a report setting out the effectiveness of the plan over the previous twelve months and the actions and new targets proposed in the coming year. A copy of these reports will be forwarded to HBC's Travel Plan Co-ordinator.

15.6 BUILDING DESIGN AND MATERIALS

It is the developers intention that the buildings will be certified under the BRE Environmental Assessment Method (BREEAM) or similar sustainability certification scheme, with a minimum objective of "very good". The intended occupier for the site has a well developed approach to sustainability and energy performance of its buildings and the design team has been cognisant of these requirements in the development of the building design.

At a broad level, the proposals make optimum use of the site by maximising the available commercial space creating effective employment opportunities and employing economies of scale. At the same time there will be substantial re-engineering of the site surface and levels to allow efficient layout of ancillary infrastructure, vehicle maintenance units, parking areas

Sustainability guidance for this scheme works across two levels. The first, the masterplan level, deals with sustainability issues that relate to wider issues such as walkability, solar access, plan depth, and sustainable transport approaches. The second tier is more detailed and building specific guidance relating to building performance, water management, energy consumption, and materials selection.

These are discussed in more detail below.

15.6.1 Energy Management and Emissions Control

In December 1997, the parties to the Framework Convention on Climate Change established the Kyoto Protocol. Under this protocol, the UK has agreed to reduce emissions from greenhouse gases by 12.5 per cent below the 1990 levels by the first commitment period of 2008-2012. About 50% of the total UK CO_2 emission arises from energy used in heating, lighting and cooling buildings, and 10% from energy used during the production and transportation of materials and construction of the building.

In respect of energy use, the buildings will be equipped with:

- high efficiency boilers and chillers, with possible use of waste heat from chillers;
- energy-efficient façades, which will need to meet the specified "U"(insulation) values specified in Part L1, although the performance is likely to be calculated using the carbon index method;
- appropriately insulated hot water services;
- building energy management systems; and
- energy efficient lighting and lighting controls.

The Building Regulations Part L applies to commercial buildings and provides guidance on achieving carbon emissions or primary energy consumption through the 'whole building method' amongst others. To minimise energy use:

- the availability of natural light will be maximised to reduce use of lighting during daylight hours, particularly in the Low Bay unit where racking will be co-ordinated to make the best use of available natural light;
- where practicable, natural ventilation will be provided; and

- the heating systems will incorporate monitored measuring devices for energy management.

Commissioning will be carried out prior to building occupation to ensure the efficient operation of all services within the building including heating, lighting and ventilation systems.

15.6.2 Materials Selection

The design has carefully considered the selection of materials and finishes that reduce maintenance and cleaning requirements.

Timber usage in the site construction is anticipated to be minimal. Nevertheless, the process of materials selection for the buildings will take specific account of the sustainability of sources of timber. Sources of timber will be independently certified in accordance with the requirements of the Forestry Stewardship Council (FSC), Pan-European Forestry Certification (PEFC) or UK Wood Advisory Service (UKWAS).

The UK construction industry uses 6 tonnes of building materials per person each year, of which most are minerals. The quarrying of 200 - 300 million tonnes of materials in the UK each year for aggregates, cement and bricks imposes significant environmental impacts. At the local level, the amount of construction waste generated has been assumed as equal to 10% of the total construction materials handled.

These materials will generally be inert or environmentally benign and all unused concrete, cement, excavation spoil and rubble will be used as base or backfill material for other buildings or altering ground levels where they are shown to be uncontaminated. Paper and packaging or protective materials will be collected and disposed at a dedicated facility.

Embodied Energy

The materials will be chosen, wherever possible, to create healthy, comfortable buildings with the low impact on the environment. It is intended that chosen materials have been assessed in relation to The Green Building Handbook. Measures that will be encouraged are as follows:

- Use of materials of low embodied energy;
- Use of materials from sustainable sources including recycled material;
- Use of non-oil based products;
- Ability to re-use and recycle materials at the end of the life of the building; and
- Sourcing of local materials where possible.

Energy Consumption

Energy efficiency is a key factor in sustainable development. Measures adopted in order to achieve the lowest possible energy use will include:

- Maximising natural lighting and optimise or minimise solar gain as appropriate;
- The use of natural, as opposed to mechanical ventilation for cooling and air movement where practicable, although this is probably impractical in large voids such as the high bay unit;
- The use of mechanical and electrical equipment such as condensing boilers, low energy lighting lamps, heat recovery systems etc to minimise energy use; and
- The use of insulation with high thermal performance.

Life Time Use and Flexibility

The long term use of buildings significantly reduces their environmental impact. Design life and flexibility play important roles in extending the life of buildings. To this end, the following criteria have been adopted:

- Designing buildings to have a 60 year design life and 15 years to non routine maintenance; and

- The use of long span construction techniques which assist in conversion to different uses in the future.

15.6.3 Water Conservation and Management

The following measures to reduce water consumption arising will include installation of:

- dual flush toilets;
- low flow and aeration taps will be fitted in appropriate locations;
- the building is designed to maximise water efficiency through low water use sanitary appliances and optimising hot water use; and
- where practicable rainwater harvesting systems will be employed at the site.

Water systems will be designed to minimise *Legionella* related health risks.

Sustainable surface water management options are limited for the site as these typically require underground attenuation or surface water features (balancing ponds). The development proposals have attempted to maximise productive use of the site so there is no room for substantial surface water balancing systems on site, with underground attenuation being the alternative approach. Typically this could include the use of porous pavements, where run-off percolates through the hard road or footway surface and is transmitted to the ground, or "tanked" storage under service areas. However, on this site, due to the contaminated nature of much of the made ground this creates waste management and environmental issues thus a higher priority has been given to the separation and removal of clean run-off from the site and into the site drainage system. Oil interceptors and sediment traps will be incorporated into the drainage system and the resulting outfalls will aid the dilution of the polluted water within the existing surrounding watercourses and will reduce the impact of those polluted waters on the River Mersey. It should be noted that as the site lies adjacent to the River Mersey, direct discharge to the very short remaining runs of Steward's Brook and Marsh Brook is less of a flood risk issue than might be the case for an inland Greenfield development where attenuation would be necessary for a development of this size.

15.7 WASTE MANAGEMENT

It is recognised that various wastes can and will be generated both during the construction phase and the operational phase of the development and these materials must be managed in such a way as to first and foremost not cause significant impact to the environment, but sustainable practices must also be taken into account.

The construction industry accounts for 29% per annum of all UK controlled waste, of which 70 million tonnes is for demolition and construction. The bulk of the waste that is recycled is utilised for low-grade purposes. However, 30% of this waste is dumped in landfill or otherwise disposed of. The government has set broad targets for the use of reclaimed aggregate and in keeping with best practice, demolition and construction contractors will be required to maximise the materials recycled and a waste management strategy will be developed for the demolition and reuse of the existing building and materials.

Notably, the development will allow the opportunity to excavate and stabilise galigu (chemical waste) which represents a long term pollution threat on the site. This goes beyond the normal sustainable approach of brownfield development by actively removing this substantial volume of contaminated material and converting it into a useable site construction material. This has the added benefit of avoiding the need to import aggregate to perform the same role. This avoids the costs and energy involved in producing this aggregate and the transport impacts (which based on the volumes involved equates to tens of thousands of lorry loads of material).

From an operational perspective, as part of the Tenants Environmental Charter, the occupiers will be encouraged to follow the waste hierarchy illustrated in *Figure 15.7* overleaf, aimed at reducing landfill disposal as much as possible with this being the final option in the event of no other reasonable solution being available. It is also noted that the intended end user has a strong track record in waste recycling and recovery.

15.8 CONCLUSIONS AND SUMMARY

The current use of the site does not accord with sustainability principles as it comprises ad-hoc development implemented over a number of years and associated ad-hoc construction materials, transport arrangements and wastes management. Also many areas of the site are unused or poorly utilised when they could be made inclusive to an economically viable and

productive use of a large brownfield site. The site also has a legacy of historic contamination and poor waste disposal practices (in the wider area) resulting in large deposits of contaminating galigu.

The new buildings will achieve high standards of environmental design as part of a sustainability agenda for the whole of the site. The design of individual buildings is respectful of orientation, materials specification and energy management strategy, so as to demonstrate responsible environmental design principles.

As part of the Tenants Environmental Charter, companies will be encouraged to follow the waste hierarchy, aimed at reducing landfill disposal as much as possible with this being the final option in the event of no other reasonable solution being available. Furthermore the Tenants Charter will actively encourage the use of sustainable travel as identified in the Green Travel Plan.

The BREEAM (or similar) certification process will also identify further opportunities for enhanced sustainability assets as the detail design is completed and the development implemented.