

Application Number:	21/01348/FUL
Proposal:	Erection of timber manufacturing facility unit (Use Class B2); and five mixed use employment units (Use Classes B2, B8, E(g)(i)(ii)(iii)); with associated external storage and yard areas, parking and landscaping.
Site:	Land northwest of Shepley Industrial Estate, Shepley Road, Audenshaw
Applicant:	Howarth Timber Group
Recommendation:	Members resolve to grant planning permission.
Reason for Report:	A Speakers Panel decision is required because the application constitutes a major development.
Background Papers:	The planning application documents are background papers to the report. They are open to inspection in accordance with Section 100D of the Local Government Act 1972.

1. SITE & SURROUNDINGS

- 1.1 The site subject of this planning application relates to a 2.4 hectare parcel of vacant land, which is located to the north west of the existing built area of the Shepley North Industrial Estate in Audenshaw.
- 1.2 In terms of the setting within the locality, the site sits at a low point when viewed from the surrounding area, with the River Tame running along the northern boundary of the site. The remaining area of Shepley Road Industrial Estate is located to the east; an area of open space, known locally as King George Playing Field, is located to the south and west of the site, whilst further employment land is also located to the north west.
- 1.3 Nearby residential development is positioned along the outer perimeter of the open space. Birch Grove and The Old Stables lie approximately 170m to the south. Mount Pleasant Street is located to the west, beyond the allotment gardens at a distance of approximately 120m whilst the nearest residential accommodation is located along Paradise Street. This is approximately 50m from the development site boundary.

2. PROPOSAL

- 2.1 This full application seeks planning permission for a new timber manufacturing facility unit (Use Class B2), alongside five mixed use employment units for general industrial (use class B2); storage or distribution (use class B8); or offices, research and development and industrial processes (use classes E(g)(i)(ii)(iii)), with associated external storage and yard areas, parking and landscaping.
- 2.2 Howarth Timber Engineered Solutions Ltd propose to utilise the timber manufacturing facility unit as their primary facility. The company would manufacture roof trusses, spandrel panels and posi-joists. Alongside the primary building they would have external raw material storage areas and finished product storage areas, with parking and turning areas. The five additional units would be let, with no end user yet identified, and externally would have loading and parking areas.
- 2.3 The timber manufacturing facility building would measure 72m by 39m, with a total height of 9.4m. It would include vertical insulated profile wall panel elevations, and timber cladding,

with brickwork at the lower level. The roof would consist of insulated profile panels. Doors, windows and rainwater goods would all be finished green aluminium. At ground floor, the building would have large areas for roof truss manufacture, alongside areas for spandrel cladding and framing, component saw areas, posi-joist press areas, an area for dry storage, and a large ancillary staff and office area. The building would include a smaller first floor area (measuring 30m x 8.5m) which would house ancillary staff facilities.

- 2.4 The second warehouse building, to comprise five units internally, would measure 83m by 30.7m, with a total height of 9.5m. It would include materials matching those of the timber manufacturing building as described above. No ground floor layout plans have been provided, however each of the units would include a smaller mezzanine floor area to house ancillary staff facilities.
- 2.5 The timber manufacturing facility would include a car park area and HGV loading area externally with turning circle, alongside an area for finished product storage and separate raw material storage. The five employment units would include a parking and loading area to the front, with a materials storage area to the rear, to be split with fencing. An overflow car park and an attenuation pond are proposed to the north of the site. A substation is also proposed.
- 2.6 Access and egress to the development will be taken through the Shepley North Industrial Estate, from Shepley Road.

3. PLANNING HISTORY

- 3.1 00/00309/OUT – Development of industrial floorspace within Classes B2 and B8 with ancillary B1 offices, associates access, car parking and landscaping (Outline) – Approved May 2003.
- 3.2 16/00972/FUL – Erection of one industrial building to create 3749m² of B2 General Industrial floorspace – Approved May 2017.

4. PLANNING POLICY

National Planning Policy Framework

- 4.1 Paragraph 9 of the National Planning Policy Framework (NPPF) states that planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account to reflect the character, needs and opportunities of each area.
- 4.2 Paragraph 11 states that planning decisions should apply a presumption in favour of sustainable development. This means approving development proposals that accord with an up-to-date development plan without delay (as per section 38(6) of the Planning and Compulsory Purchase Act 2004). However, where the development plan is absent, silent or out of date, planning permission should be granted unless the application of policies in the NPPF that protects areas or assets of particular importance, provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 4.3 Paragraph 12 of the NPPF clarifies that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan, permission should not normally be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Development Plan

- 4.4 The adopted development plan is the Tameside Unitary Development Plan (2004) and the Greater Manchester Joint Waste Development Plan Document (2012).

Tameside Unitary Development Plan (2004)

4.5 **Part 1 Policies**

- 1.1: Capturing Quality Jobs for Tameside People;
- 1.3: Creating a Cleaner and Greener Environment;
- 1.5: Following the Principles of Sustainable Development;
- 1.6: Securing Urban Regeneration;
- 1.9: Maintaining Local Access to Employment and Services;
- 1.10: Protecting and Enhancing the Natural Environment;
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 **Part 2 Policies**

- C1: Townscape and Urban Form
- E3: Established Employment Areas
- E6: Detailed Design of Employment Developments
- MW11: Contaminated Land
- MW12: Control of Pollution
- N3: Nature Conservation Factors
- N4: Trees and Woodland
- N5: Trees within Development Sites
- N6: Protection and Enhancement of Waterside Areas
- N7: Protected Species
- OL10: Landscape Quality and Character
- OL15: Openness and Appearance of River Valleys
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- T11: Travel Plans
- U3: Water Services for Developments
- U4: Flood Prevention
- U5: Energy Efficiency

Places for Everyone

- 4.7 The Places for Everyone Joint Development Plan Document was published in August 2021. It was submitted to the Secretary of State in February 2022 and inspectors are appointed to carry out an independent examination. It is a joint plan covering nine of the ten Greater Manchester districts, including Tameside, and is intended to provide the overarching framework to strategically manage growth across the boroughs.
- 4.8 Paragraph 48 in the NPPF states that local planning authorities may give weight to relevant policies in emerging plans according to: the stage of preparation of the emerging plan (the more advanced its preparation, the greater weight may be given); the extent to which there are unresolved objections (the less significant, the greater the weight that may be given); and the degree of consistency of the relevant policies in the emerging plan to the NPPF (the closer the policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).
- 4.9 Whilst Places for Everyone has been published and submitted, a number of representations have been received objecting to policies, and so in accordance with paragraph 48 of the NPPF, only very limited weight can be given to those policies at this time.

Other Considerations

- 4.10 The application has been considered having regard to Article 1 of the First Protocol of the Human Rights Act 1998, which sets out a persons 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 of 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.
- 4.11 The application has been considered in accordance with the Tameside One Equality Scheme (2018-22), which seeks to prevent unlawful discrimination, promote equality of opportunity and good relations between people in a diverse community. In this case the proposed development is not anticipated to have any potential impact from an equality perspective.

5. PUBLICITY CARRIED OUT

- 5.1 In accordance with the requirements of the Town and Country Planning (Development Management Procedure) (England) Order 2015 and the Council's adopted Statement of Community Involvement the application has been advertised as a major development by neighbour notification letters, display of site notice; and advertisement in the local press.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 In response to the neighbour notification letters, there have been 68 letters of objection and 2 letters of support received. The concerns raised within the letters of objection are summarised below:
- The proposed development would create noise and disturbance which would impact upon neighbouring properties, particularly from use of tools, plant and machinery;
 - The vehicles, particularly HGVs, which would visit the site would lead to undue noise and disturbance;
 - The proposed development is overly large;
 - The site is currently utilised for recreation purposes, by dog walkers and for playing of sports, and should not be lost;
 - The proposed development could be better situated within an existing industrial use elsewhere;
 - The proposals would not deliver sufficient gain for local communities, in order to offset the proposed impact;
 - The proposed development would cause air pollution;
 - The proposed development would set an unwanted precedent;
 - The proposed development would unduly impact the highway network;
 - Additional pedestrian crossings for school children and others should be provided;
 - The proposed development would provide insufficient parking provision;
 - The development would be out of character with the surrounding area and developments;
 - Undue impacts upon biodiversity would occur as a result of the development;
 - The development would result in a loss to ecology and protected species;
 - Climate change may increase and worsen as a result of the development;
 - There is already a lack of green spaces in Audenshaw;
 - The development would negatively impact upon the adjacent playing fields;
 - The area and river bank should remain accessible to the public if the development goes ahead.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority – No objections, subject to conditions requiring car parking and servicing to be implemented; a construction environment management plan; a scheme for electric vehicle charging points; a scheme for secured cycle storage; details of a street lighting design scheme; the access road to be constructed to base course level; and a staff travel plan to be provided.
- 7.2 Transport for Greater Manchester – No objections, subject to conditions requiring submission of a travel plan, including development, monitoring and implementation. Recommends upgrades to highway and footways to ensure adequate access for future users.
- 7.3 Environment Agency – No objections, but advises the applicant should prepare a flood emergency evacuation plan, noting part of the site lies within Flood Zone 2. Also provides advice regarding Environmental Permitting requirements and maintenance access.
- 7.4 Lead Local Flood Authority – No objections, subject to a condition requiring a surface water drainage scheme.
- 7.5 United Utilities – No objections, subject to a condition requiring a surface water drainage scheme.
- 7.6 Greater Manchester Ecology Unit – No objections, subject to conditions requiring submission of a landscape environmental management plan; a scheme for fencing between the site and the river; a badger survey and a method statement as to how they would be protected; tree protection measures; no works during the bird nesting season; a method statement for invasive species; and design of the attenuation pond proposals.
- 7.7 Environmental Health – No objections, subject to conditions restricting HGV deliveries during night time hours; noise mitigation measures to be implemented; requiring acoustic properties of plant and machinery to be submitted; and restrictions on construction working hours.
- 7.8 Contaminated Land – No objections, subject to conditions requiring a phase 1 and a full site investigation strategy to be undertaken, followed by an options appraisal/remediation strategy and verification plan; and that recommended remedial measures be implemented prior to use.
- 7.9 Coal Authority – No objections. Notes that the site does not lie within the Development High Risk Area, and therefore no further information is required.
- 7.10 Arborist – Notes that the site consists primarily of low value scrub and self-seeded trees and vegetation, which is not worthy of retention. Area G2, classed as higher value, is to be largely retained. The soft landscaping plan is considered to be sufficient.
- 7.11 Forestry Commission – No ancient woodland is affected by the proposals. No comment to make.
- 7.12 Greater Manchester Archaeological Advisory Service – No objections. There are no known or potential sites affected by the proposal, and therefore no further archaeological mitigation is required.

8. ANALYSIS

- 8.1 Section 6 of the NPPF is entitled “Building a strong, competitive economy”. Paragraph 81 states that ‘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.’

- 8.2 Despite the site being currently undeveloped, it is allocated as an Established Employment Area, as per Policy E3 of the Unitary Development Plan (UDP). The Council recognises that there is at present a shortage in the supply/allocation of employment land within the borough. This will be partly addressed within the emerging spatial plan, Places for Everyone, and following its adoption the formation of the Local Plan. The evidence submitted as part of the Greater Manchester Spatial Framework and Places for Everyone highlighted that Tameside has the lowest availability of industrial and warehousing space within Greater Manchester. Industrial and warehousing development has an important role to play in addressing the economic disparities across Greater Manchester and, in particular, to boost the competitiveness of the borough within the northern areas. It is therefore material to the decision.
- 8.3 Policy E3 states that in Established Employment Areas, the Council will permit development for employment purposes. The erection of the proposed buildings would yield direct economic outputs and the creation of the employment floor space would provide direct employment opportunities. The investment within the site is welcomed and this would compliment the wider employment offer within the established Shepley Industrial Estate. The investment is welcomed as it fully accords with the strategic objectives of the Council, current UDP policies and those of the emerging Places for Everyone strategic plan.
- 8.4 The principle of development is considered to be acceptable, the proposals would be compliant with the site allocation and meet the test of policy E3 'Established Employment Areas'.
- 8.5 Noting that the five mixed use units would include Class E(g), which allows office use, research and development, or industrial processes, or a combination of the three, it is appropriate to impose a condition restricting those units to the uses applied for i.e. use classes B2, B8 or E(g). If not imposed, the units could be used in future for any use within Use Class E, which includes main town centre uses amongst others, and may be further intensive than the uses applied for. This would require a further assessment as to its acceptability in this location, and should therefore require a separate planning application.

9. DESIGN & LAYOUT

- 9.1 Policy E6 'Detailed Design of Employment Developments' sets out a number of design based criteria to be applied in the consideration of new employment development. Policy C1 promotes that new development responds positively to and with understanding of its local context.
- 9.2 The site currently consists of grassland including trees and bushes, with dense tree and shrubbery coverage to the edges. It is believed that the site has in the past been accessed for informal recreational purposes.
- 9.3 The site is located to the edge of and accessed via the existing Shepley Industrial Estate. The development would be viewed from public vantage points primarily along Mount Pleasant Street, Paradise Street and Arnfield Road to the west and north of the site, and from the King George Playing Field and allotments (situated to the east of Mount Pleasant Street) to the west and south. Dense tree cover and landscaping forms a border between the recreation ground and the site, however it is acknowledged that this provides less valuable coverage during winter months. Notwithstanding, it is considered that the design of the buildings would broadly follow the established character of the industrial estate to which it would extend. The setting and overall character of the locality is influenced by the presence of the existing employment units and the development would be seen in the context of this backdrop to the south east, and also that of the Ashton Wastewater Treatment Works to the north east. It is noted that separation would be provided from the boundaries of the site, with the proposed

buildings set in, and that the site is of a relatively low position when viewed from the south and west.

- 9.4 The development would also be set in from the boundary with the River Tame, providing a separation distance between the site and the river, assisting with protecting the river valley and its character. This area would be landscaped, and is acceptable given the positioning of the buildings they would be viewed in the context of, other industrial development. The level of harm upon the character of the river valley is therefore not considered significant.
- 9.5 The development would comprise of a large warehouse building, with vertical insulated profile wall panels and timber cladding to its main elevations. The latter would break up the mass of the building, which would stand at 9.4m in height. The principal elevation would also include brickwork at ground floor level. The roof of the building would be constructed in insulated profile panels to match the main external elevation. In order to provide consistency across the building, the doors, windows and rainwater goods would all be finished in a green aluminium. The development would also comprise a second warehouse building, with matching materials to those described above, but which would be split internally into five units, and measuring 9.5m in height. Fenestration, particularly windows, would be limited on each of the buildings; in particular, they would be situated primarily around principal elevations and entrances.
- 9.6 The overall height and scale of the buildings are considered to be acceptable. Levels within the site are flat, and are set slightly raised over the Shepley Industrial Estate from which access is gained. The warehouse buildings would appear as a natural addition to the established employment park. The design and scale would not result in an overbearing impact on the character of the surrounding area, from which there would be relatively limited views given the landscaped buffer to the west.
- 9.7 The site is presently covered with vegetation and tree and landscaped scrub. The edges of the built development would include native wildflower planting, and adjacent to the river would include aquatic/riverbank planting. The northern area of the site would be broadly retained as a landscaped area, supported with additional woodland planting.
- 9.8 The design is acceptable meeting the criteria of policy E6. The buildings are deemed to be complimentary to existing industrial units within the adjacent estate and would not detract from the appearance of the locality. The buildings take a simple appearance similar to that of adjacent buildings, and the addition of brick work and timber cladding will provide a degree of interest to the overall appearance of the development. Landscaping to the edges of the site surrounding the buildings will provide a degree of screening for more sensitive receptors where the buildings will assimilate successfully into the site.

10. RESIDENTIAL AMENITY

- 10.1 The nearest residential properties are those located to the west on Paradise Street. These properties occupy a higher elevation to the site. They are situated over 55m from the edge of the site. Those properties do not face or back onto the application site, however some of the properties on Mount Pleasant Street further to the west, and Birch Grove and The Old Stables to the south, which are all a considerably further distance from the site, would have views over the site. The existing dense tree cover and landscaping forms a border between the recreation ground and the site, however, as earlier, it is acknowledged that this provides less valuable coverage during winter months. Much of this landscaped buffer is outside of the applicant's control and therefore would not be impact upon by the proposals. This would therefore continue to provide a degree of mitigation associated with vegetation screening which would be retained.

- 10.2 Given the distance between the residential properties and the site, it is not considered that the development would cause any oppressive or overbearing impacts upon neighbouring residential properties. The buildings would measure 9.4/9.5m in height, which is not excessive given the established context of existing industrial units within the employment park, and noting that the site is set at a lower level than the residential dwellings situated closest to it. Openings are relatively limited to the elevations facing residential properties, aside from ground floor pedestrian servicing doors, and windows within the roof. Given this, combined with the distance between the two as mentioned previously, the proposals would not result in any unreasonable overlooking into or overshadowing of those neighbouring properties concerned.
- 10.3 Save for a roller shutter door to the side elevation of the main building to serve Howarth Timber, both of the buildings would include only fire escapes to their southern and western elevations, facing towards neighbouring residential properties, which would result in minimal overlooking towards neighbouring properties.
- 10.4 The main loading area, including HGV turning circle, and car park area serving the proposed timber facility would be situated immediately to the north (frontage) of the main building. It would be largely screened from neighbouring residential properties by the main building and by the industrial units to be situated to the west. Similarly, the loading and parking areas to those latter units would be situated to the east, screened by the building itself. Material storage is proposed along the western boundary, and raw material storage to the south western boundary, which is not considered the noisiest of activities, although it is appreciated that some noise would occur from transporting the materials and raw materials to and from these locations.
- 10.5 The Council's Environmental Health (EH) officers reviewed the application, and initially raised concerns regarding noise and disturbance associated with HGV deliveries to the site, as a result of information included within the Noise Impact Assessment. The EH officer noted that the entrance to the main Shepley North Industrial Estate, which would also serve as the vehicular access to the proposed development, is situated close to residential properties along Birch Grove. The applicant had indicated that HGV deliveries may take place (including arrivals and departures) between the hours of 4-6am, on any day of the week. The EH officer noted that this would take place out of hours which are considered reasonable to potentially disturb the sleep of residents residing in those properties. This issue would be exacerbated due to the route the HGV's would take into the site, over a relatively uneven road surface and speed humps, which would increase noise. The EH officer has therefore recommended that HGV arrivals and departures be restricted between the hours of 0600 and 2300, in order that undue disturbance would not occur during night time or early morning hours. This condition is recommended.
- 10.6 The EH officers did not recommend that activities within the site, and general operations of the site, be restricted, and therefore operation of the development between the hours of 06:00 and 20:00, as indicated by the applicant, would be considered to be acceptable.
- 10.7 The Noise Impact Assessment submitted by the applicant provides a number of recommended mitigation and management measures in order to control noise levels within the site. The EH officer has recommended that each of these be implemented prior to first use of the development. Such a condition is recommended. Furthermore, it is considered necessary to assess any plant and machinery which would be required as part of the development, in order to ensure sufficient acoustic properties to minimise further noise and disturbance, and a condition is recommended requiring such details to be provided upfront.
- 10.8 It is also noted that the development would have the potential to cause undue disturbance during a construction phase. A condition is recommended restricting construction work to daytime hours only.

- 10.9 Following the above assessment, the proposed development would not result in an adverse impact on the residential amenity of any surrounding neighbouring properties, subject to the recommended conditions adequately controlling noise and disturbance from the proposed development.

11. HIGHWAY SAFETY & ACCESSIBILITY

- 11.1 The proposed access into the site would be taken from within the Shepley North Industrial Estate, to the east, which in turn utilises an existing access off Shepley Road.
- 11.2 The applicant has submitted a Transport Assessment, which calculates the anticipated trip generation from the proposed development. The vehicle trips generated are expected to be 26 two way trips in peak periods. The LHA confirm that these expected trips are considered to be relatively minimal, and that there is sufficient capacity on the local network to accommodate the associated trips without any detriment to safety.
- 11.3 The existing access and egress from the development is satisfactory, meeting the LHA requirements for maximum gradients, and the visibility splays available comply with the technical requirements. All types of vehicles proposed could safely manoeuvre within the site and exit in a forward gear, and all private access roads are to be constructed to an adoptable standard, which further ensures safe access.
- 11.4 In terms of parking provision, the development proposed a total of 90 car parking spaces to serve the development, which is acceptable to the LHA and largely consistent with Policy T10 of the UDP. Cycle parking provision is also proposed, alongside electric vehicle charging facilities. These are important matters promoting sustainable transport, and can be controlled by means of conditions.
- 11.5 Amendments have been sought in order to provide a pedestrian route between Shepley Road and the entrance to the site, leading into the site. Ideally, a 2m wide footpath would be provided in this location, however due to access constraints this is not possible. Through discussions with the applicant, a lined pedestrian pathway would be accommodated, with street lighting. An amended location plan was submitted to ensure the entire access is positioned within the site in order that the pathway could be provided, and is recommended to be dealt with by means of a condition.
- 11.6 In relation to the internal footway to be provided, the LHA have recommended that facilities for pedestrians and cyclists be improved close to the site, in order to encourage sustainable transport links. Within the vicinity of the site lies Jet Amber Fields, which is accessed via Shepley Road and Broomstair Road and which requires improvement to surfaces and signage; and separately Footpaths AUD/14 and AUD/15, which lead directly off Shepley Road and which require similar improvement. The LHA requested a commuted sum of £20,000 in order to contribute to such works, which the applicant has agreed to. These measures combined would encourage future users of the site to access the site sustainably, rather than the development becoming reliant upon the private car.
- 11.7 It is considered reasonable to impose conditions requiring the laying out of the vehicle parking spaces and servicing areas as indicated on the submitted plans prior to the operation of any part of the development plot and that details of an internal street lighting scheme are submitted and approved. It is also reasonable to condition the submission and approval of a management plan relating to the construction phase of the development.
- 11.8 TfGM recommend that the application should be accompanied by a staff travel plan, to encourage sustainable travel choices, with use of incentives and a clear monitoring regime with agreed targets. They recommend that a travel plan should include tailored measures to overcome specific barriers or take advantage of opportunities presented by the site to

encourage staff to use sustainable modes of travel for appropriate journeys. It is recommended that further development, implementation and monitoring of such should take place, and a relevant condition is recommended.

- 11.9 In concluding highways matters, the proposed development would not result in an adverse impact on highway safety in terms of trip generation, the safety of the access arrangements or car parking capacity, subject to securing a package of pedestrian connectivity improvement measures as detailed earlier. The proposals would not result in a detrimental impact on highway safety. The development thus complies with national and locally adopted policy as a result.

12. DRAINAGE AND FLOOD RISK

- 12.1 The applicant has submitted a Flood Risk Assessment (FRA). The site is primarily located in Flood Zone 1 (at a lower risk of flooding), but parts of the site including the point of access to the industrial estate is within Flood Zone 2, so at a greater risk of flooding. None of the proposed buildings are situated in Flood Zone 2. The site is presently an undeveloped area, with established vegetation.
- 12.2 The FRA demonstrates that surface water would be attenuated and discharged to the River Tame. Infiltration has been discounted. The Lead Local Flood Authority (LLFA) has agreed with this approach, noting that due to the proximity of the River Tame, any infiltration assumedly enters the river. The maximum discharge of the proposed surface water drainage system would be utilised as the existing greenfield run-off rate, and outfall into the River Tame is considered acceptable, with attenuation provided by a pond to the north, supported by oversized pipes and an offline attenuation tank.
- 12.3 The FRA proposed permeable paving on the site, however it is noted that no foul drainage proposals have been demonstrated, and no further surface water drainage controls are assessed. Both United Utilities and the LLFA noting that the application does not include full details of a sustainable drainage scheme (SuDS), and no details of foul drainage and use of permeable paving throughout the development which would aid with disposal of surface water. Neither body raises objections, and therefore a condition requiring a full sustainable drainage scheme to be submitted prior to commencement of development is recommended, in order to ensure this is satisfactory to the LLFA.
- 12.4 The Environment Agency recommend that the applicant prepares an emergency evacuation plan, should the access be compromised by flood water. An informative is therefore recommended advising the applicant of this responsibility. Furthermore, the EA note that an Environmental Permit may be required, for any proposed works or structures within eight metres of the top of the river bank, and in order to allow discharge of surface water to the river. An informative advising the applicant of this responsibility, controlled under separate legislation, is recommended.
- 12.5 Subject to imposition of a condition requiring a sustainable drainage scheme to be submitted prior to works commencing, it is considered that the proposals have demonstrated they can be implemented without undue flood risks, and to ensure that an appropriate amount of attenuation can be achieved to account for climate change.
- 12.6 Following the above assessment, it is considered that the proposals would not result in a detrimental impact on flood risk or drainage capacity, and thus complies with the development plan in this regard.

13. GROUND CONDITIONS

- 13.1 The site falls outside of the Coal Authority's defined Development High Risk Area. As such, a Coal Mining Risk Assessment is not required. The Coal Authority have however advised that their standing advice should be followed, in the interests of public health and safety. An informative is recommended advising the applicant of this.
- 13.2 The Environmental Protection Unit (EPU) have reviewed the submitted phase 1 contamination report, which identifies potential sources, pathways and receptors at the site and pollutant linkages. Potential sources of contamination identified include made ground, asbestos and ground gas. The submitted Desk Study Report advises that ground investigations should be undertaken to determine the existence of contamination at the site. The EPU raise no objections to this approach, and recommend that a condition is attached to any approval which would require a full site investigation strategy to be undertaken, followed by an options appraisal/remediation strategy and a verification plan, in order to address any unacceptable risks posed by contamination. The condition would ensure any recommended remedial works and measures be implemented prior to first use.
- 13.3 The conditions recommended by the EPU are considered reasonable and necessary to ensure that future users of the proposed development would not be exposed to potential risks caused by contamination at the site, and subject to its imposition the application is thereby considered acceptable in this regard.

14. LANDSCAPING & ECOLOGY

- 14.1 It is considered that the site has developed ecologically over time, and further broadleaved woodland has developed. The woodland is an important habitat in a local context, and the development proposal would result in substantial losses to this woodland. Greater Manchester Ecology Unit (GMEU) initially considered that proposed landscaping enhancements would not provide sufficient compensation for losses of self-natural habitat. GMEU initially recommended that the applicant applied the DEFRA Biodiversity Metric to the scheme, in order to objectively assess habitat losses and gains. The applicant subsequently provided further detail of habitat creation and habitat enhancement, with efforts made to accommodate nature conservation on the site. In terms of habitat creation, hedgerows, pond and species-rich grassland is proposed, and extensive control of invasive plant species is proposed with regards to habitat enhancement. Although noted that the scheme would still result in losses to area-based habitats, there would be a gain in linear habitats (i.e. hedgerows), and GMEU consider that the additional detail is acceptable. GMEU recommend that the proposed habitat creation, enhancement and management measures proposed are controlled through a Landscape and Habitat Management Plan, which would be subject to a condition.
- 14.2 The application proposes the removal of primarily self-seeded trees and vegetation. Consultation with the Council's Arborist has confirmed that these trees are of a lower amenity value, and are not considered worthy of retention. Those trees which are considered of a higher amenity value (within Area G2 as indicated on the submitted plans) are to be largely retained, as they partially screen the site and provide a high amenity value alongside those trees situated within the landscaped buffer (which itself lies outside of the site). The Arborist considers that adequate protection measures for the trees to be retained are proposed within the submitted information, however a condition is recommended to ensure these measures are implemented.
- 14.3 The Council's Arborist has reviewed the proposed landscaping scheme, and considers that the soft landscaping plan indicates sufficient tree coverage, and landscaping including appropriate species and planting specifications, to ensure a good level of landscaping surrounding the proposed buildings. A condition is recommended to ensure this is implemented, and that it is maintained as such for at least five years should species die within that time period.

- 14.4 It is noted that the site is not designated for its nature conservation value, and it is not adjacent to or close to any designated sites. Notwithstanding, the River Tame forming the northern boundary of the site is an ecological asset of Borough-wide importance and forms an important wildlife corridor. GMEU consider that the proposed development would not directly affect the river or its banks (aside from a small area to allow for installation of surface water drainage), and a wide landscape buffer appears to have been retained between the built development and the river.
- 14.5 GMEU note that the woodland to the south and west of the site is also of local ecological value, but this area is on steeply sloping land and will not be directly affected by the proposals. Echoing the comments of the Arborist, GMEU recommend that trees to be retained should be suitably protected.
- 14.6 Given the time passed since the ecology surveys were undertaken, and subsequent time which may pass should the development not be begun imminently should permission be granted, it is recommended that a further, precautionary survey of the site for the possible presence of badger setts should be carried out. This is important given badgers are mobile in their habitats and can establish new setts quickly. Furthermore, GMEU recommend that a comprehensive method statement, to describe how harm to badgers will be avoided during the course of any development, should be submitted and implemented in full once agreed. Relevant conditions are recommended to ensure these measures are complied with.
- 14.7 With regard to the wider layout of the site, GMEU recommend that the attenuation pond (shown as part of the landscape and drainage proposals) could successfully enhance the wildlife value of the site, however such features do require careful design if they are to function effectively as both a SuDS feature and as a resource for wildlife. A detailed design of this feature is therefore recommended to be submitted, taking into account the potential of the feature to support wildlife. GMEU also recommend that suitably robust fencing should be erected between the development site and the buffer zone adjacent to the river, to prevent encroachment. Conditions are recommended in this regard.
- 14.8 The submitted information notes that invasive plant species are present within the development site, particularly Himalayan Balsam and Japanese Knotweed, and further surveys are necessary to establish their full extent and distribution. A method statement should then be followed in order to outline measures to control their spread during the course of development. A condition is thereby recommended.
- 14.9 Should the various conditions outlined above be attached to a planning approval, the development would ensure an adequate level of landscaping and no undue impacts upon ecology. The application is thereby considered acceptable in these regards.

15. DEVELOPER CONTRIBUTIONS

- 15.1 In relation to developer contributions, any requirements in this regard must satisfy the following tests (as stated in paragraph 57 of the NPPF):
- a) necessary to make the development acceptable in planning terms;
 - b) directly related to the development; and
 - c) fairly and reasonably related in scale and kind to the development.
- 15.2 The applicant will be required to make a contribution to the provision of footpath and cycle infrastructure upgrades within the local area, in accordance with policy T13 of the adopted UDP. A contribution of £20,000 is to be secured towards improvements to footpaths AUD/14 and AUD/15, and separately Jet Amber Fields.

- 15.3 The development contribution calculation takes into account the level of works judged necessary to upgrade the pedestrian and cycle facilities listed above. The upgrades to the pedestrian and cycle facilities would improve access to the proposed development, and would encourage sustainable transport links, reducing reliance upon the private car.
- 15.4 The footpath and cycle contributions would meet the CIL Regulations in that they are necessary to make the development acceptable in planning terms (given the limited access as at present), directly related to the development (as the close proximity ensures that future users are likely to use these facilities) and proportionate in that the sum is based on the size of the development.

16. CONCLUSION

- 16.1 The application proposes the erection of development that will generate employment on a site which is allocated for employment uses in the Unitary Development Plan. The economic benefits associated with investment and subsequent employment opportunities carry significant weight and the principle of the development is acceptable.
- 16.2 The development would be viewed within the context of the existing industrial estate adjacent, and given the lower level of the site to surrounding residential and recreational development and the good levels of landscaping surrounding, it would not unduly impact upon the character of the area. The development would include a buffer to the River Tame and would protect the character of the river valley.
- 16.3 The proposal would not to be significantly detrimental to residential amenity, subject to the imposition of conditions.
- 16.4 The development would not cause undue impacts to highway safety, and would be considered acceptable subject to the imposition of conditions.
- 16.5 There are no objections to the proposals from the statutory consultees in relation to the proposal which is considered to be an efficient use of an allocated site.
- 16.6 The proposal therefore complies with relevant development plan policies as well as those contained within the NPPF and is considered acceptable when taking into account other material planning considerations.

RECOMMENDATION

Grant planning permission subject to the prior signing of a Section 106 Legal Agreement and following conditions:

- 1) The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: In order to comply with the provision of Section 91 of the Town and Country Planning Act 1990.

- 2) The development hereby approved shall be carried out strictly in accordance with the plans and specifications as approved unless required by any other conditions in this permission.
 - Location plan (dwg no. 2083.001, rev. A);
 - Proposed elevations – main warehouse (dwg no. 2083.024, rev. C);
 - Proposed elevations – warehouse block (dwg no. 2083.028, rev. C);
 - Proposed first floor plan – main warehouse (dwg no. 2083.023);

- Proposed floor plans – warehouse block (dwg no. 2083.027, rev. C);
- Proposed ground floor plan – main warehouse (dwg no. 2083.022, rev. B);
- Proposed sections (dwg no. 2083.025, rev. B);
- Proposed site sections (dwg no. 2083.026, rev. C);
- Proposed site levels (dwg no. 2083.017, rev. B);
- Proposed site plan (dwg no. 2083.021, rev. F);
- Proposed bin storage (dwg no. 2083.040).

Reason: In the interests of the visual amenities of the locality and in accordance with polices of the adopted TMBC UDP.

- 3) With exception of site clearance and demolition no above ground development shall take place until full details of the proposed external materials have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason: In the interests of the visual amenities of the locality and river valley, in accordance with polices OL10: Landscape Quality, OL15: Openness and Appearance of River Valleys and Character and C1: Townscape and Urban Form

- 4) Prior to the first use of the development hereby approved, details of all the means of enclosure on the site shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the means of enclosure shall be provided in accordance with the approved details before the development permitted is brought into use and shall be retained thereafter.

Reason: In the interests of the visual amenities of the locality and river valley, in accordance with polices OL10: Landscape Quality, OL15: Openness and Appearance of River Valleys and Character and C1: Townscape and Urban Form

- 5) No development, other than site clearance and site compound set up, shall commence until a remediation strategy, detailing the works and measures required to address any unacceptable risks posed by contamination at the site to human health, buildings and the environment has been submitted to and approved in writing by the Local Planning Authority (LPA). The scheme shall be implemented and verified as approved and shall include all of the following components unless the LPA dispenses with any such requirement specifically in writing:

1. A site investigation strategy, based on the submitted ARP Geotechnical Limited Stage 1 Geo-environmental Desk Study Report (dated 27.08.2021, ref: HWH/02r1), detailing all investigations including sampling, analysis and monitoring that will be undertaken at the site in order to enable the nature and extent of any contamination to be determined and a detailed assessment of the risks posed to be carried out. The strategy shall be approved in writing by the LPA prior to any investigation works commencing at the site.
2. The findings of the site investigation and detailed risk assessment referred to in point (1) including all relevant soil / water analysis and ground gas / groundwater monitoring data.
3. Based on the site investigation and detailed risk assessment referred to in point (2) an options appraisal and remediation strategy setting out full details of the remediation works and measures required to address any unacceptable risks posed by contamination and how they are to be implemented.
4. A verification plan detailing the information that will be obtained in order to demonstrate the works and measures set out in the remediation strategy in (3) have been fully implemented including any requirements for long term monitoring and maintenance.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 184 of the National Planning Policy Framework.

- 6) Prior to use, a verification / completion report demonstrating all remedial works and measures required to address all unacceptable risks posed by contamination and ground gas have been fully implemented in accordance with the approved remediation strategy shall be submitted to, and approved in writing by the Local Planning Authority (LPA). If during development, contamination not previously identified is encountered, then no further development (unless otherwise agreed with the LPA), shall be undertaken until a remediation strategy detailing how this contamination will be appropriately addressed and the remedial works verified has been submitted to, and approved in writing by the LPA. The remediation strategy shall be fully implemented and verified as approved.

The discharge of this planning condition will be given in writing by the LPA on completion of the development and once all information specified within this condition and any other requested information has been provided to the satisfaction of the LPA and occupation of the development shall not commence until this time unless otherwise agreed in writing by the LPA.

Reason: To ensure any unacceptable risks posed by contamination are appropriately addressed and the site is suitable for its proposed use in accordance with paragraph 184 of the National Planning Policy Framework.

- 7) With exception of site clearance and demolition, and notwithstanding the submitted plans / information, no further development shall commence until a detailed surface water drainage scheme and associated strategy has been submitted to and approved in writing by the Local Planning Authority. The scheme to be submitted shall include:

- Investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof), to include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- A restricted rate of discharge of surface water, if infiltration is discounted by the investigations;
- Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- Be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards;
- Incorporate mitigation measures to manage the risk of sewer surcharge where applicable;
- Demonstrate that foul and surface water shall drain on separate systems;
- Shall include details of ongoing maintenance and management. The development shall be completed and maintained in full accordance with the approved details.

The development shall be carried out in accordance with the approved details and shall be retained as such thereafter.

Reason: To ensure proper drainage of the area, in accordance with Policy U3 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 8) Prior to the first use of the development hereby approved, a lighting scheme to provide street lighting (to an adoptable standard) on the private access road both within the development site, and between the site and Shepley Road shall be submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be installed and completed prior to the first use of any part of the development, and shall be maintained as such thereafter.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

9) Prior to the commencement of the development hereby approved, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of:-

- Wheel wash facilities for construction vehicles;
- Arrangements for temporary construction access;
- Contractor and construction worker car parking;
- Turning facilities during the remediation and construction phases;
- Details of on-site storage facilities.

The development shall be carried out in accordance with the approved Construction Environmental Management Plan.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

10) Prior to the first use of the development hereby approved, details of secured cycle storage to be installed to serve the development shall be submitted to and approved in writing by the Local Planning Authority. The details shall include scaled plans showing the location of storage and details of the means of enclosure. The secured cycle storage shall be installed in accordance with the approved details prior to the first use of the development and shall be retained as such thereafter.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

11) Prior to bringing the development into use the car and cycle parking, servicing and turning facilities indicated on the approved plans shall be provided to the full satisfaction of the LPA and thereafter kept unobstructed and shall be retained as such thereafter. Vehicles must be able to enter and leave the site in forward gear at all times.

Reason: In the interests of highway safety in accordance with policy T1 Highway Improvement.

12) Prior to the first use of the development hereby approved, details of Electric Vehicle Charging Point(s) shall be submitted to and approved in writing by the Local Planning Authority which complies with the requirements listed below.

The specification of the charging points installed shall:

- i. be designed and installed in accordance with the appropriate parts of BS EN 61851 (or any subsequent replacement standard in effect at the date of the installation);
- ii. have a minimum rated output of 7 kW, measured or calculated at a nominal supply voltage of 230VAC;
- iii. be fitted with a universal socket (known as an untethered electric vehicle charge point);
- iv. be fitted with a charging equipment status indicator using lights, LEDs or display;
- v. a minimum of Mode 3 or equivalent.

The Electric Vehicle Charging Point(s) shall be installed in accordance with the approved details prior to the first use of the development, and shall be retained and maintained as such thereafter.

Reason: In the interest of promoting sustainable forms of transport, in accordance with UDP Policy T1 and the NPPF.

13) Prior to their first installation, any fixed plant and machinery shall be acoustically treated/designed in accordance with a scheme which shall be submitted to and approved in

writing by the Local Planning Authority. The approved scheme shall be implemented and retained as such thereafter.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 14) No HGV arrivals or departures to the site shall take place outside the hours of 06:00 and 23:00 on any day.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 15) During demolition/construction no work (including vehicle and plant movements, deliveries, loading and unloading) shall take place outside the hours of 07:30 and 18:00 Mondays to Fridays, and 08:00 and 13:00 Saturdays. No work shall take place on Sundays and Bank Holidays.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 16) The new road/access hereby approved shall be constructed in accordance with the Tameside MB Council Specification for Construction of Commercial Roads to at least base course level prior to any development taking place within the site.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 17) Prior to the first use or occupation of the development hereby approved, and notwithstanding the pedestrian routes indicated on the submitted Proposed Location Plan (dwg no. 2083.020, rev. D), pedestrian routes shall be submitted to and approved in writing by the local planning authority. They shall be marked out as approved, made available, and thereafter kept unobstructed and shall be retained as such thereafter.

Reason: In the interest of highway safety in accordance with Policy T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 18) Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for any harmful invasive plant species, including Himalayan Balsam and Japanese Knotweed, shall be submitted to and approved in writing by the Local Planning Authority (LPA). The agreed method statement shall be adhered to and implemented in full unless otherwise agreed in writing by the LPA.

Reason: in the interests of biodiversity to secure nature improvement.

- 19) Prior to the commencement of development of the development hereby approved, including earthworks, details of tree protection measures shall be submitted to and approved in writing by the Local Planning Authority. The approved measures shall be installed before machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced off in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the Local Planning Authority.

Reason: To safeguard existing trees, in the interest of visual amenity.

- 20) There shall be no tree felling, vegetation clearance works, or other works that may affect nesting birds on the development or off-site habitat creation areas, between March and July

inclusive, unless the absence of nesting birds has been confirmed by further surveys or inspections submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of protected species conservation in accordance with Policy N7 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 21) Prior to the commencement of the development hereby approved, including any earthworks, a method statement detailing the design of the attenuation pond hereby approved, including the potential of the feature to support wildlife. The attenuation pond shall thereafter be implemented in full prior to the first use of the development hereby approved and shall be retained as such thereafter.

Reason: In the interest of biodiversity enhancement in accordance with Policy N3 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 22) Prior to the commencement of the development hereby approved, including any earthworks, a badger sett survey of the site and a method statement shall be submitted to and approved in writing by the Local Planning Authority. For the avoidance of doubt, the method statement shall include details of how harm to badgers will be avoided during the course of any development, and shall include details of measures to protect existing, nearby setts. The approved details shall thereafter be implemented in full as per any timetable included within the details.

Reason: In the interest of protected species conservation in accordance with Policy N7 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 23) Prior to the commencement of any above ground works, details of fencing to be installed between the development site and the buffer zone separating the development site and the River Tame shall be submitted to and approved in writing by the Local Planning Authority. The approved fencing shall thereafter be installed prior to the first use of the development, and maintained as such thereafter.

Reason: In the interest of nature conservation factors and protection of waterside areas in accordance with Policies N3 and N6 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 24) Prior to the commencement of the development hereby approved, including any earthworks, a landscape and ecological management plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall include the following:
- a) Description and evaluation of existing habitats to be retained and enhanced including areas of grassland and wetland and length of hedgerows;
 - b) Description of habitats proposed for creation including areas or length as applicable;
 - c) Aims and objectives for habitats in terms of habitat value and condition (as defined under DEFRA biodiversity off-setting guidance);
 - d) Appropriate management options for achieving aims and objectives;
 - e) Prescriptions for management actions;
 - f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
 - g) Details of the body or organisation responsible for implementation of the plan;
 - h) Ongoing monitoring and remedial measures.

The LEMP shall include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally

approved scheme. The approved plan shall be implemented in accordance with the approved details.

Reason: In the interest of biodiversity enhancement in accordance with Policy N3 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 25) The development hereby approved shall be carried out in accordance with the submitted Landscape Masterplan (dwg no. 792-XQL-00-00-DR-L-0100, rev. PL02) and Soft Landscape Plan (dwg no. 792-XQL-00-00-DR-L-0400, rev. PL01).

All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding seasons following the occupation of the building or the completion of the development, whichever is the sooner; and any trees or plants which die within a period of 5 years from the completion of the development, are removed, or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the visual amenities of the locality, in accordance with polices H10: Detailed Design of Housing Developments, OL10: Landscape Quality and Character and C1: Townscape and Urban Form.

- 26) The five mixed use employment units hereby approved shall be used for the purposes of General Industrial (Use Class B2), Storage or Distribution (Use Class B8), Offices to carry out any operational or administrative functions, Research and development of products or processes, or industrial processes and for no other purpose (Use Class E(g)), including any other purpose in Class E of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order.

Reason: The use of the employment units other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality, for reasons of impact upon the vitality and viability of town centres, residential amenity and highway safety, in accordance with Policies C1, S2 and T1 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.

- 27) Prior to the first use of the development hereby approved, a Staff Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The approved travel plan shall be operated at all times that the development is occupied and shall be reviewed and updated on an annual basis in accordance with details that shall be outlined in the approved plan to be submitted by the appointed travel plan coordinator. The travel plan and all updates shall be produced in accordance with current national and local best practice guidance and shall include details on the method of operation, targets, infrastructure to be provided, measures that will be implemented, monitoring and review mechanisms, procedures for any remedial action that may be required and a timetable for implementing each element of the plan.

Reason: In the interest of promoting use of public transport and reducing environmental impact, in accordance with UDP Policies T1: Highway Improvement and Traffic Management and T11 Travel Plans.

- 28) The timber manufacturing facility and the five mixed use employment units hereby approved shall not be open for business or operations outside the hours of 06:00 and 20:00 on any day.

Reason: In the interest of residential amenity in accordance with Policy H10 of the adopted Tameside Unitary Development Plan and the National Planning Policy Framework.