

Application Number:	21/00217/FUL
Proposal:	Construction of 3no. new storage and distribution (Use Class B8) units on former gas works site, to include new access road and associated car parking.
Site:	Land to the east of Oldham Street, Denton, M34 3RB
Applicant:	G&P Properties (NW) Holdings Ltd
Recommendation:	Grant planning permission, subject to conditions.
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 application site is a roughly rectangular shaped piece of land, which forms the eastern portion of a former gas works, currently accessed off Oldham Street in Denton.
- 1.2 Windmill Lane runs parallel with the south eastern boundary of the site.
- 1.3 The former large storage cylinders associated with the former gas works have been demolished recently. Storage containers have more recently been situated on the site.
- 1.4 The site and a wider area is allocated as an Established Employment Area, within the Council's adopted Unitary Development Plan.

2. PROPOSAL

- 2.1 This full application seeks planning permission for the erection of a single building, to be sub-divided into three units for the purposes of storage and distribution. Access would be taken off Windmill Lane into a car parking and servicing area.
- 2.2 The building would have an eaves height of 6.75m and a ridge height of 7.75m, and would have a mono-pitched design. Each unit would include a roller shutter and separate pedestrian door and window to the front elevation, with the building backing on to the rear boundary of the site, and an additional personnel door to the rear. The outer elevations and roof of the building would be constructed from a grey coloured steel cladding.

3. PLANNING HISTORY

- 3.1 None of relevance.

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;
- 1:11: Conserving Built Heritage and Retaining Local Identity; and
- 1.12: Ensuring an Accessible, Safe and Healthy Environment.

4.6 Part 2 Policies

- C1: Townscape and Urban Form
- E3: Established Employment Areas
- E5: Local Employment Opportunities and Mixed Uses
- E6: Detailed Design of Employment Developments
- MW11: Contaminated Land
- MW12: Control of Pollution
- N3: Nature Conservation Factors
- N7: Protected Species
- OL10: Landscape Quality and Character
- T1: Highway Improvement and Traffic Management
- T7: Cycling
- T8: Walking
- T10: Parking
- 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 person's rights to the peaceful enjoyment of property and Article 8 of the Convention of the same Act which sets out his/her rights in respect for private and family life and for the home. Officers consider that the proposed development would not be contrary to the provisions of the above Articles in respect of the human rights of surrounding residents/occupiers.
- 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 letter, display of a site notice; and advertisement in the local press.

6. SUMMARY OF THIRD PARTY RESPONSES

- 6.1 No representations have been received.

7. RESPONSES FROM CONSULTEES

- 7.1 Local Highway Authority (LHA) – No objections, subject to conditions requiring a scheme for secured cycle storage; car parking to be implemented; a lighting scheme; a green travel plan; a construction environment management plan; a highway condition survey; a highway construction scheme; and retention of visibility splays. A financial contribution for upgrades to public rights of way is also requested.
- 7.2 Transport for Greater Manchester – Provides guidance regarding proposed access and servicing arrangements; traffic regulation orders; site accessibility; active travel; cycle parking; and Travel Plans.

- 7.3 Lead Local Flood Authority (LLFA) – Limited drainage information provided, and infiltration should be further investigated, alongside use of permeable paving. Further detail regarding the submitted drainage plan is also required, including details of sewers, chambers, ground levels, cover and invert levels, attenuation tank details, and hydro brakes. Further details of foul drainage systems is also required to be included.
- 7.4 Greater Manchester Ecology Unit (GMEU) – No objections. Recommends an informative advising that works should cease if bats are present; and conditions requiring clearance works to be undertaken outside of the bird nesting season, and biodiversity enhancement measures.
- 7.5 Arborist – No objections, proposals represent adequate new planting.
- 7.6 Environmental Health – No objections, subject to a condition requiring restrictions on construction working hours.
- 7.7 Contaminated Land – No objections, subject to conditions requiring a remediation strategy as necessary, and that remedial measures be implemented prior to use.
- 7.8 Waste Management – No objections. As the proposal is for a commercial use, Council waste collections would not apply.
- 7.9 Cadent Gas – No objections. Advises that the HSE be consulted due to presence of high pressure pipelines within vicinity.
- 7.10 Health and Safety Executive (HSE) – No objections. Do not advise on safety grounds, against the granting of planning permission.
- 7.11 Designing Out Crime Officer – Advises that the development should be designed and constructed in accordance with the recommendations and specification as set out in sections 3 and 4 of the submitted Crime Impact Statement.
- 7.12 United Utilities – No comments received.

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 Locally, the application site forms part of a wider area of land allocated as an Established Employment Area and therefore the provisions of Policy E3 of the UDP apply. The policy mirrors the NPPF in supporting the use of land in such designated areas for employment purposes, including the redevelopment of sites.
- 8.3 The principle of development is therefore considered to be acceptable, subject to all other material considerations being satisfied.

9. DESIGN & LAYOUT

- 9.1 Policies within the UDP, NPPF and the adopted Residential Design Guide SPD are clear in their expectations of achieving high quality development that enhances a locality and contributes to place making objectives. The NPPF emphasises that development should be

refused where it fails to take opportunities available to improve the character and quality of an area and the way that it functions (para. 134).

- 9.2 Policy E6 of the UDP requires the design of new commercial development such as that proposed, to be satisfactory in terms of highway safety and parking, of a design and appearance that reflects the character of the locality, to incorporate landscaping and measures to minimise the visual impact of external storage, etc. and to preserve the amenity of neighbouring uses.
- 9.3 The proposed development would be viewed within the context of the metal railing fencing that demarcate the boundary of the site, and the industrial character of the buildings to the east of the site, and recently approved commercial development to the north (under planning application 20/00835/FUL), as well as those on the opposite side of Oldham Street to the west. Given the largely industrial and commercial nature of the area, it is considered that landscaping surrounding the building is not considered necessary, however some shrubbery is proposed along the front boundary, which would provide some relief of the building when viewed from the highway.
- 9.4 In light of the above, it is considered that the visual amenity of the development and the site layout is acceptable, considering the employment and commercial context of the surrounding area.

10. RESIDENTIAL AMENITY

- 10.1 The Framework seeks to ensure a good standard of amenity for all existing and future occupants of land and buildings.
- 10.2 The application site is surrounded by commercial uses and the proposed units would be located a considerable distance from any surrounding residential properties. On this basis, the level of noise and disturbance resulting from the proposed use would not result in a detrimental impact upon the amenity of any sensitive uses. No objections have been received from the Council's Environmental Health Officer, subject to a condition requiring that works be undertaken in daytime hours only. However, given the considerable distance the site is situated from surrounding residential properties, and noting that the site is situated within a built up industrial area, it is not attached as a recommendation.
- 10.3 In light of the above, the development is acceptable with regards to amenity considerations.

11. HIGHWAY SAFETY & ACCESSIBILITY

- 11.1 It is considered that vehicle trips generated by the development would be minimal. There would be a total of eight two-way trips in the AM peak hour, and 10 two-way trips in the PM peak hour. On this basis, the residual cumulative impact upon the road network would not be severe.
- 11.2 The development proposes 24no. off-street parking spaces, including 3no. disabled bays. This level of parking provision is sufficient, with no objections raised by the LHA. Notwithstanding, sustainable transport methods should be promoted and encouraged, and it is recommended that a staff travel plan is produced for the development, with the objective of reducing reliance on the private car, particularly single occupancy use. The travel plan should be designed to raise awareness of opportunities for reducing travel by car, and should feature a range of measures and initiatives promoting a choice of transport mode, and a clear monitoring regime with agreed targets. A relevant condition requiring a travel plan to be submitted is thereby recommended.

- 11.3 In addition to the above, secure cycle storage spaces are required to be accommodated within the development, encouraging greater use of sustainable transport modes. A condition is recommended requiring cycle storage to be implemented.
- 11.4 The LHA is satisfied that the proposed access into the development off Windmill Lane is satisfactory, meeting the requirements for maximum gradients and visibility splay standards. All vehicles entering the site could manoeuvre within the site and leave in a forward gear. The LHA initially required that the main access gates be set back 5m from the edge of the carriageway, to allow vehicles to access the site when the gates are closed without restricting traffic on Windmill Lane. The applicant subsequently amended the plans to incorporate this requirement.
- 11.5 The new access should be designed to incorporate tactile paving and dropped kerbs. In addition, street lighting should be provided to the access and car parking/servicing areas. Relevant conditions are recommended requiring such detail to be provided. In addition, the LHA requested that a financial contribution be provided in order to enhance a surrounding footpath through resurfacing, street lighting upgrades and signage. Such a request is not considered to be necessary to make the development acceptable in this case, considering footpaths run adjacent to the site providing pedestrian connectivity. However, no dedicated access for pedestrians is indicated on the submitted plans, and therefore a separate condition is therefore recommended, which would allow a dedicated and safe pedestrian access into the site.
- 11.6 The LHA have recommended that a survey be undertaken of the adjacent highway to be used for construction traffic, in order to ensure that no damage is caused by construction traffic to the highway, and if this occurs, that it is remediated by the developer. They also recommend that a construction environment management plan be provided, in order to ensure that the construction phase is adequately managed so that an undue impact upon the highway network is minimised. Such conditions are considered necessary and are recommended.
- 11.7 In concluding highways matters, the proposed development would not result in an adverse impact on highway safety in terms of trip generation, and a travel plan would encourage use of sustainable transport methods for future users of the development, with cycle parking also provided. The development provides adequate parking provision for future users of the site. Subject to the recommended conditions, the proposals would not result in a detrimental impact upon highway safety.

12. DRAINAGE AND FLOOD RISK

- 12.1 The site lies within flood zone 1, at the least risk of flooding. The site is a previously developed site, formerly in an industrial use with sales.
- 12.2 The applicant has submitted a Flood Risk Assessment and Drainage Strategy, which has been reviewed by the Lead Local Flood Authority (LLFA). The LLFA has considered that additional information is required through the flood risk assessment, including further details of infiltration, and use of permeable paving. Further detail regarding the submitted drainage plan is also required, including details of sewers, chambers, ground levels, cover and invert levels, attenuation tank details, and hydro brakes. Further details of foul drainage systems is also required to be included. A relevant condition for a detailed surface water drainage scheme and its associated implementation is thereby recommended.
- 12.3 In light of the comments from the LLFA, it is appropriate to recommend a condition that requires a sustainable drainage scheme to be proposed and implemented. This would be submitted to the LLFA for their comment before its implementation, and would ensure that the development is adequately drained and flood risk reduced.

- 12.4 Subject to imposition of the condition as set out above, the proposed development would be adequately drained. The proposals would therefore not result in a detrimental impact upon flood risk or drainage capacity.

13. GROUND CONDITIONS

- 13.1 The Environmental Protection Unit (EPU) notes that potential sources of contamination at the site includes the former gasholders, made ground and on site stockpiles, and the storage of potentially hazardous oils and chemicals. Potentially contaminating activities in the area include the various industrial works and the former Ruby Street Landfill Site, which is a source of landfill gas. Based on risk assessments undertaken, the potential risks posed to groundwater have been identified as low.
- 13.2 The submitted Preliminary Risk Assessment has recommended that intrusive investigations be undertaken at the site. Subsequently, a more detailed investigation proposal for two parcels on the site has been produced. These are considered to be largely acceptable to the EPU, and they raise no objections to the proposals, subject to a condition which require that 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. It is also recommended that a verification/completion report demonstrating that such remedial works have been undertaken is also provided.
- 13.3 The condition recommended by the EPU is 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. ECOLOGY

- 14.1 It is noted that the site previously supported cooling towers, and Greater Manchester Ecology Unit (GMEU) note that these and the remainder of the site were assessed for bats and other species in 2018. Although it is unlikely that the site would now be occupied by protected species, an informative is recommended that advises the applicant of their responsibility, to cease works and seek appropriate advice, should such species be discovered during the construction phase.
- 14.2 Although there is limited scope to provide biodiversity enhancements through the site, with an absence of extensive soft landscaping, provision of placement of bird/bat boxes for example is recommended, in order to deliver some enhancement facilities for those species. A relevant condition is thereby recommended.
- 14.3 Subject to the recommendations above, the application is considered acceptable, minimising risks to protected species. The application is thereby considered acceptable in these regards.

15. OTHER MATTERS

- 15.1 Cadent Gas have highlighted the presence of a high pressure gas pipeline within the locality. Following further investigation, they have confirmed that the proposed development would not directly affect the line of this pipe, and therefore they raise no objections to the proposals, subject to the imposition of informatives on any planning permission granted, outlining the responsibilities of the developer in this regard. Furthermore, the Health and Safety Executive

(HSE) has confirmed that they have no objections to the proposals, following consideration of the site circumstances and the response from Cadent Gas.

- 15.2 The Designing Out Crime Officer has reviewed the submitted Crime Impact Statement, and advised that the safety and security recommendations made within this report are acceptable. Particular recommendations and specifications are set out at sections 3 and 4 of the report. An informative is thereby recommended which would advise the applicant to consider these measures, in order to ensure a good level of security and sense of safety for future users of the development.

16. CONCLUSION

- 16.1 The proposed development would result in new employment generating development, within an Established Employment Area, and is therefore considered to be acceptable in principle.
- 16.2 The design and scale of the development is appropriate for this location. The external elevations are considered to be visually acceptable, within an area characterised by surrounding employment and commercial uses.
- 16.3 The proposal is considered not to be detrimental to residential amenity, given the nature of the proposed use and surrounding commercial uses, with a considerable distance from any neighbouring sensitive uses.
- 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 statutory consultees in relation to the proposals, which is considered an appropriate use within this 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 the following conditions:

- 1) The development hereby permitted shall be begun before the expiration of three 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.

- Site location plan (dwg no. 2020.083.PL00A);
- As proposed elevations (dwg no. PL04A);
- As proposed floor plans (dwg no. PL03A);
- As proposed site plan (dwg no. PL02A).

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

- 3) The materials to be used in the construction of the external surfaces of the development hereby approved shall match the details as stated within the submitted Design and Access Statement the approved proposed elevations plan (prepared by Bradbury Consulting, ref: 2020.083) and stated in question 7 on the planning application form dated 7 December 2020. The development shall be retained as such thereafter.

Reason: In the interests of the visual amenities of the locality, in accordance with Policies OL10: Landscape Quality and Character and C1: Townscape and Urban Form.

- 4) 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. An intrusive investigation shall be undertaken at the site in line with the proposals detailed in the submitted Brownfield Solutions Limited's Site Investigation Proposal dated March 2022 (ref: NS/C4743/10784 Rev A) and the requirements detailed in the Environmental Protection Unit's letter dated 4 May 2022 (ref: 2100217FUL-R1). Any proposed changes or amendments to this investigation strategy and/or full details of any additional investigations/monitoring required at the site shall be submitted to and approved in writing by the LPA prior to the investigation works/additional investigation works being undertaken.
2. The findings of the site investigation(s) and detailed risk assessments referred to in point (1) including all relevant soil/water analysis and ground gas/groundwater monitoring data.
3. Based on the site investigation(s) and detailed risk assessments 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 point (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.

- 5) Prior to first occupation of the development hereby approved, 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.

- 6) Prior to the commencement of development, a surface water drainage scheme, based on the hierarchy of drainage options in the National Planning Practice Guidance with evidence of an assessment of the site conditions, shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. The scheme shall demonstrate that foul and surface water shall be drained from the site via separate mechanisms and shall detail existing and proposed surface water run-off rates. The scheme shall also include details of ongoing maintenance and management arrangements. 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.

- 7) Prior to bringing the development into first use the car parking, servicing and turning facilities indicated on the approved plans shall be provided to the full satisfaction of the Local Planning Authority and thereafter kept unobstructed and shall be retained as such thereafter. Driveways shall be constructed on a level that prevents displacement of materials or surface water onto the highway and shall be retained as such thereafter.

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

- 8) Prior to bringing the development into first use, details of secured cycle storage to be installed to serve the development, alongside changing facilities, 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.

- 9) No development, other than site clearance, demolition and site compound set up, shall commence until a scheme relevant to highway construction has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include full details of:
- a. Phasing plan of highway works;
 - b. Details of works to the reinstatement of redundant vehicle access points as continuous footway to adoptable standards following the completion of the construction phase;
 - c. Details of the areas of the highway network/car park within the site to be constructed as continuous footway to adoptable standards and the specification of the construction of these areas; and
 - d. Details of carriageway markings and signage.

The approved scheme of highway works shall be constructed and completed prior to the first occupation of any part of the development.

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) No development shall commence until such time as a Construction Environment Management Plan has been 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; and
- 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 UDP Policy T1: Highway Improvement and Traffic Management.

- 11) No development shall commence until a condition survey (including structural integrity) of the highways to be used by construction traffic has been submitted to and approved in writing by the Local Planning Authority. The methodology of the survey shall be approved in writing by the Local Planning Authority and shall assess the existing state of the highway. On completion of the development a second condition survey shall be submitted to and approved in writing by the Local Planning Authority which shall identify defects attributable to the traffic ensuing from the development. Any necessary remedial works shall be completed at the developer's expense in accordance with a scheme, including timescales, to be submitted to and approved in writing by the Local Planning Authority.

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.

- 12) No development shall commence until a lighting scheme to provide lighting on the private carriageways, driveways and car parking and servicing areas off the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The approved lighting scheme shall be completed prior to first use of the development.

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.

- 13) Prior to the first occupation of the development hereby approved, a Green Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Green Travel Plan shall thereafter be implemented as per a timetable agreed within the approved details.

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.

- 14) There shall be no demolition, vegetation clearance works, or other works that may affect nesting birds on the development or off-site habitat creation areas, between March and August 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.

- 15) Prior to any above ground works commencing on the site, details of biodiversity enhancement measures to be installed as part of the development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The details shall include a specification of the installations and scaled plans showing their location within the development. The approved details shall be installed prior to the first use of the development, 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.

- 16) A clear view shall be maintained at the junction of the site access and Windmill Lane, measuring an area 2.4m along the centre of the access road and 43m along the edge of the highway on Windmill Lane. The area shall be kept clear of anything higher than 0.6m along the edge of the adjoining carriageway and access, on land within the control of the site 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.

- 17) Notwithstanding the details shown on the approved plans, prior to the first use of the development hereby approved, a scheme for a pedestrian route from Windmill Lane into the development site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall be provided 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.