GLADMAN

OUR BUSINESS IS DEVELOPING

'Plot B' - Tankersley Wenworth Industrial Park, Wentworth Way, Tankersley

Supporting Statement
21.12.2007

Supporting Statement for a Planning Application to

Barnsley Metropolitan Borough Council

for a development of

4 Speculative Warehouses with ancillary office accomodation, parking, service yards and associated works.

at

Land to the North of DCUK / Mercedes Benz, Wentworth Industrial Park, Tankersley

Applicant:

T A Dean G K Edwards Dip. T.P, M.R.T.P.I

on behalf of

GLADMAN

Gladman Homes
Gladman House
Alexandria Way
Congleton Business Park
Congleton
Cheshire
CW12 1LB

Tel: 01260 288 800
Fax: 01260 288 801

Project Manager:

Nick Gardner
01260 288875
n.gardner@gladman.co.uk
19.12.2007

A. Contents

A. Contents 3
A. Introduction 4
B. Context 4
The Site and Surrounding Area 4
Project Background 4
Planning History 4
C. Development Proposal 5
Creating the right environment for business 5
D. Planning Background 5
LDP/ LDF 5
Employment Policies 6
Transport and Parking Policies 6
Pre-application discussions 6
Pre- Application Consultations 8
Economic Development 8
E. Sustainability Statement 9
Gladman's Sustainability Ethos 9
Structural Change and Sustainability 9
Sustainable Construction 9
F. Design Statement 10
DDA Compliance 10
Secure by Design 10
G. Landscaping Statement 11
Objectives 11
Landscaping Proposals 11
Landscaping Conclusion 11
H. Transport Issues 11
I. Environmental Issues 12
J. Conclusion 12

A. Introduction

This statement is in support of the planning application submitted to Barnsley Metropolitan Borough Council on 21.12.2007 for a development of 4 Speculative Warehouses with ancillary office accomodation, parking, service yards and associated works. at Wenworth Industrial Park, Wentworth Way, Tankersley. It sets out Gladman's approach to the development.

B. Context

The Site and Surrounding Area

The site is situated in the County of South Yorkshire, approximately 13 miles to the north of Sheffield, 5 miles to the south of Barnsley (via the A61) and within 1 mile west of junction 36 of the M1 Motorway.

The site is accessed by both the A616T and A61 and is served by both junctions 35a and 36 of the M1 Motorway. Elsecar railway station is approximately 2 miles from the site and Leeds and Bradford Airport is approximately a further 27 miles away.

The site is located within the employment allocated Wentworth Estate Industrial Park (WEIP) and is adjoined to the south east by Tankersley and to the north by the settlement of Pilley. The Industrial Park is surrounded by Green Belt and has an established 'Area of Borough Landscape Value' designation to the north, south and western portions of the site boundary.
The site itself forms a substantial part of the WEIP, which extends to approximately 110 acres in total and is bordered on two sides by a mixture of industrial, commercial, warehouse distribution and retail uses.

Project Background

'Wentworth Industrial Park' has been identified as a major site to bring to fruition the Barnsley Metropolitan Borough Council's aims of diversifying the local economy and attracting service sector employment to the Borough.

Planning History

Ref	Application Description	Decision	Date
B/84/1461/WO	Full Planning Permission for the erection of vehicle processing, storage and distribution centre with car parking, Wentworth Ind Park, Tankersley	Approved	
2006/1901	Refusal of Planning Permission for the erection of four industrial units with 2/3 storey ancillary offices, security gatehouse, car parking and service yards.	Refusal	29/1/07

2007/0529	Refusal of Planning Permission for the erection of three industrial units with 2/3 storey office accomodation inc service yards, car parking, associated works and landscaping. (Re-submission)	Refusal	11/10/07

C. Development Proposal

As shown on the plans and elevations attached to the planning application, the scheme comprises of 29,529 m^2 (317,859 sq ft) of speculative build industrial space, accommodated in 4 units with 3 storey ancillary office accommodation. The proposal is accessed off Wentworth Way and includes 306 car parking spaces (of which 12 are for the disabled) cycle racks and pedestrian links.

Creating the right environment for business

The decision to speculatively build 317,859 sq ft is in direct response to the lack of new and cost effective distribution accommodation for companies wishing to remain in the area, but are unable to do so because of the absence of appropriate new development.

Gladman would look to begin construction immediately after gaining permission and would hope to have the first occupiers on site within 12 months. It is anticipated that when completed this development will provide employment for up to 300 people.

D. Planning Background

LDP/ LDF

The site lies within the jurisdiction of Barnsley Metropolitan Borough Council, The Barnsley UDP was adopted in December 2000 and is also located in the area known as the Hoyland Community area.

The policy for the site is determined by the Local Plan and Regional Planning Policy Guidance (RPG12). Regional Planning Guidance for Yorkshire and the Humber' looks forward to 2016 and replaces guidance that was issued in 1996 and covered the period to 2006. It looks to links between social, economic and environmental progress and will set the policy framework within which the long term future of this site will be considered.

The Borough Proposals Map shows the entire site is designated as an 'Employment Policy Area' and therefore, it is subject to the 'Objectives' in the UDP for such areas, which are:

- To increase job opportunities and diversify the local economy by encouraging the provision of a range of sites, factories, workshops and offices in order to meet the requirements of existing and prospective firms in Barnsley.
- To improve the buildings and infrastructure of older industrial and commercial areas in order to improve the economic development potential of the Borough.

- To encourage the reuse of premises for job creation activities subject to protecting the amenity housing and sensitive areas of the Borough.

The principal policy that stems from the above is Policy ED1, which allows for proposals to develop of some 307 to 375 Ha of land for employment purposes, and some Greenfield sites should be included.

Employment Policies

The Wentworth Industrial Park is subject to two employment policies, an 'Employment Policy Designation' and an 'Employment Proposal' designation, although the Daimler Chrysler site is only subject to the Employment Policy designation

Transport and Parking Policies

Our proposals comply with the standards for parking (bicycles and cars) as stipulated in the Local Plan and Supplementary Planning Document 32. A detailed Transport Assessment has been compiled and submitted as part of this application.

Pre-application discussions

Following the refusal of planning permission application no. 2007/0529 a meeting was held on 16th October 2007 with Martyn Winnard, Head of planning and Peter O'Brien the application case officer. The purpose of the meeting was to discuss the reasons for refusal and agree how each could be addressed.

Subsequent to this meeting further consultation has been undertaken with officers that have taken the form of submitting all matters of detail prior to formal submission. Save for some minor outstanding matters relating to landscape details, officers have indicated by exchange of email that the revised proposals are now satisfactory and overcome the previous reasons for refusal. The matters raised throughout this iterative process are summarised below together with our design responses.

1. Road Alignment – The main access road to serve the site is repositioned moving it away from the northern boundary placing it on the southern boundary further away from the residential properties to the east.

2. Operational Traffic – As a consequence of the repositioning of the access road the service areas including loading/unloading and heavy goods vehicle turning areas are positioned on the western side of the warehouse units. In particular the resultant relationship with the nearest dwelling places unit no. 1 between the vehicle service area and the nearest residential properties.

3. Size of Development – The buildings have now been split into 4 buildings rather than 3. The original application 2006/1901 proposed buildings of some 402,000 sqft. This application is now a third proposal which has resulted in the floorspace being reduced to 317,000 sqft, a net reduction of 85,000 sqft.

4. Position of Warehouse Buildings – The repositioned buildings are some 50 metres away from the nearest residential property on Carr Lane, an improvement of a further 10 metres in contrast to the previous application.

5. Buildings Heights – The previous application proposed building heights on unit 1 of 15 metres and 18.108 metres to eaves level and ridge respectively. This application now proposes reduced heights of 11.5 metres and 15.030 metres respectively. A reduction of 3 metres to eaves level and 3.078 to ridge line.

6. Ground Levels – A "cut and fill" exercise is required to make the site capable of receiving development. This, in conjunction with the splitting of the buildings from 3 units to 4 has enabled a further reduction in ground levels to be achieved. The previous proposed finished floor level was set at 159.00 ffl, this application now proposes a reduction down to157.425 ffl.

7. Total Height Reduction – The reduction from ridge height of 3.078 metres together with the reduced ground level of some 1.575 results in unit 1 being some 4.653 metres lower than the last proposal.

8. Distant Views/Visual Impact – Long distance views are of the buildings are evident from Pilley Green village some 0.5 K (0.3 miles) from the site. The buildings have been split from 3 units to 4 creating gaps between them. The roofs will be clad in green together with an element of green banding introduced into the walls.

9. Landscaping – The development has been repositioned moving a further 2 metres away from the Carr Lane boundary and landscape belt. This landscape belt will be strengthened with additional appropriate planting.

10. Area Subject to a Tree Preservation Order – This application is supported by a more detailed tree survey that assesses the existing trees within the TPO area. Consequently, a more detailed landscape masterplan has been produced and is submitted with this application and covers matters of mitigation planting and enhancement measures where appropriate.

Pre- Application Consultations

Economic Development

For reference the previous application was the subject of extensive consultation with Richard Nutter (Barnsley Development Agency). The full copy of the consultation response is attached at Appendix A. Suffice to say that the proposed development receives strong support from the BDA given the economic benefits that will be realised as a result of the development.

Environmental Health

A detailed Noise Impact Assessment is included with this application, consultation has taken place with Sarah Newman (Senior Environmental Health Officer – Barnlsey Council) to clarify the content of this report.

E. Sustainability Statement

Gladman's Sustainability Ethos

Since our inception over 20 years ago, Gladman have been conscious of the scope and potential for our developments to enhance the sustainability of the communities we invest in. This is reflected in our approach towards building design, transport and parking facilities, and landscaping as well as the sites we choose and the type of space we construct.

Structural Change and Sustainability

In the past, towns were created around employment hubs, often focused on a particular industry or sector. Settlements were subsequently seen as mill towns, market towns, ports, coalfield towns, manufacturing centres, and so on.

The major structural change to the economy over the last two decades has seen a shift of employment from the manufacturing to service sector and distribution sectors. Large numbers of towns whose workforce would previously walk, bike or bus a short distance to work in their home town have to commute to another town or regional centre, as employment opportunities are limited in their own locality.

To redress this imbalance and reduce such out commuting, in our opinion there needs to be new employment opportunities for the distribution and office sectors to be established. The proposed development provides just such an opportunity to encourage local employment to one of these sectors, with the creation of a high quality facility which should attract a blue chip occupier.

Sustainable Construction

Our sustainability ethos is also reflected in the physical characteristics of the proposed development.

The buildings are built to a high standard with a degree of design flexibility that can be customised to the occupant's requirements. We have also designed the buildings to be highly energy efficient.

Security has been a further consideration in the design of the scheme with a layout and lighting encouraging natural surveillance, helping to prevent crime and provide peace of mind for tenants and members of the public.

Whilst the final drainage scheme is yet to be finalised, we seek to adopt SUDS principles as far as practical minimising the developments impact on surrounding watercourses / drainage systems. The diversity of planting included in the landscaping scheme will also help to increase biodiversity in the area in comparison to the site's rough land

F. Design Statement

The proposed scheme will comprise 4 portal frame distribution facilities complete with offices, service yards with docks, parking for trailers and cars and comprehensive landscaping / screening to sensitive boundaries.

The buildings are modern construction utilising current best practice to create functional business facilities. The warehouses and offices are predominately open plan with the facility for sub-division by the end user.

The site has an existing level difference of over 20 metres between its most westerly and easterly points which has resulted in the need for plateau's to suit each building. An access road is being created into the site to service the four buildings and their parking and service yards, the road will run along the southern boundary of the site.

Footpaths and Cycleways will be incorporated into the parks infrastructure and also enabling a direct link to the local cycle network.

We have addressed concerns with the previous applications for the site by changing the orientation of the buildings so they are all now laid out in a North / South direction with the offices positioned to overlook the parking areas to each unit. Service yards to units 1, 2 & 3 are positioned on the opposite side of the buildings to the residential properties on Carr Lane and Colliery Yard to minimise disturbance from loading / unloading vehicles.

A substantial landscaped area has also been proposed to the eastern boundary of the site to enhance the existing landscaping.

DDA Compliance

Gladman have continually strived to improve our standard range of office buildings and are fully committed to designing and constructing to current best practice. Working closely with our Approved Building Control inspector over a number of years we have obtained "Type Approval" for each of our Standard Range of commercial office buildings proposed for this site. All buildings therefore, comply with the Building Regulations including Approved Document M (2004).

The site is also designed to be as accessible as possible throughout, ensuring that the proposed scheme would promote opportunity for all.

Secure by Design

'Plot B' - Tankersley has been designed with safety and crime prevention in mind. The following features have been incorporated:

- The scheme has an open design to ensure high levels of natural surveillance for all entrances and parking areas.
- External lighting will be included as appropriate, with lighting fixtures attached to the buildings.
- Weldmesh paladin fencing (to BS.1722 Part 14) is proposed around the site perimeter to provide security without compromising natural surveillance. This

is complemented by splayed tops palisade fencing (to BS.1722 Part 12) to the rear of unit D to for added security in the more vulnerable corner.

We adopt principles of *secure by design* wherever possible to ensure that we provide a secure building shell. Notwithstanding this point, since we are building speculatively it is not unusual for the purchaser/tenant to have specific requirements in respect of security and therefore, they will normally wish to install additional measures, such as CCTV, alarm systems, lighting etc.

G. Landscaping Statement

Objectives

Our design of the landscaping scheme looks to encourage sustainability through design to achieve the following:

- Increased biodiversity within the area through diverse planting.
- An appropriate setting for the development as a whole.
- A pleasant environment for both work and passive recreation for users of the development.

Landscaping Proposals

Our Landscape Architects have created a proposal which meets the requirements of Barnsley MBC Planning Guidance Notes and has been approved by Peter Carter (Senior Landscape Designer – Landscape Design Group). The proposal also provides generous mitigation for the loss of woodland on the site.
A competent landscaping contractor will carry out the planting in accordance with a detailed Landscape Specification. The contact will include an initial twelve month maintenance period with replacement guarantees to cover any failures.

Landscaping Conclusion

Overall we feel the landscape proposals set out in the detailed masterplan attached to the application are appropriate for this development.

H. Transport Issues

We are very aware of our responsibilities in respect of sustainable transport policies and have designed the scheme to reflect these. A comprehensive Interim Travel Policy has been deposited as part of this application, sections of which will be provided to each building occupier as a 'travel pack' and will comprise bus and rail timetables, National Cycling Forum information, a staff 'travel to work survey' and a travel framework summary. This, along with the incorporation of a travel policy within our lease and sale agreements best ensures the theory being put into practice; the final travel plan for the site being administered by a Site Travel Plan Co-ordinator.

A Transport Assessment is also submitted in support of this application.

I. Environmental Issues

A detailed Ecological study has been carried out prior to this submission. The study consisted of three primary stages:

- An ecological impact assessment – identifying the likely impacts of the development and the sensitivity of the receiving environment.
- Ecological surveys
- Ecological summary report which summarises the ecological surveys and impact assessments and makes recommendations in terms of mitigation measures.

Copies of all of these reports are included with this application.

Relevant environmental checks were incorporated within the detailed site investigation.
The proposal has been fully evaluated in respect of the availability and usability of existing drainage and utility services and the associated protection to be afforded throughout the contract.

Whilst the final drainage scheme is yet to be finalised we seek to adopt SUDS principles as far as practical minimising the development's impact on surrounding watercourses / drainage systems. Further dialogue will be entered into with the Environment Agency to confirm exact capacities, attenuation and interception requirements.

J. Conclusion

We believe we have produced a carefully considered proposal that fully respects the environment, is designed to an extremely high standard and will meet both the demands of our potential occupiers and the economic growth and employment opportunities of Barnsley.

The proposals accord with both regional and local planning polices and guidance. The built form and proposed land use will enhance the amenities of the area whilst providing a sustainable development with considerable economic and resource benefits for the community.

Appendix A

Pre-Application Correspondence

Nick Gardner

From: Tim Dean

Sent: 19 December 2007 16:11

To: Nick Gardner

Subject: RE: Planning application 2007 0529 Industrial units Wentworth Park Barnsley

Consultation Response – Richard Nutter

Application number 2007 0529 Industrial/Warehouse Units Wentworth Park

Following the meeting in July 2007, between BMBC Planning and Transportation, Gladman Developments and the BDA, as you are aware, the BDA are keen to ensure a robust economic development case is made in conjunction with this application for what we understand is a proposed £35m to £40m investment providing potential to create some 300 job opportunities at Wentworth Business Park.

We note that the proposal is for three large warehouse buildings at the edge of a long established industrial estate, where newer housing, permitted within the last 10yrs or so has benefited from significantly reduced intensity of the commercial vehicle storage use by the last owners in more recent years. This proposal represents a more efficient use of brown field land and amounts to 320,335 sq ft of building floorspace, of which some 22,120sq ft is proposed for office use.

We note also that, in the interests of reducing the impact of the development, particularly in the interests of residential amenity, the proposals represent a reduction of one unit and some 81,853 sq ft over the previous application. Additionally, a reduction of 3m in the currently proposed height of the largest unit has recently been offered.

While we are aware that issues raised by BMBC Planning and Transportation officers remain to be addressed to their satisfaction, the BDA feel that the considerable economic development potential of the scheme towards the challenging targets adopted by the Council and its regional partners, should not be underestimated. We would therefore appreciate the following economic development perspective being included as part of the PRB report.

Work being undertaken for the emerging Economic Masterplan for Barnsley has provided the following economic context:

- **Office of National Statistics** highlights that Barnsley is 'under stocked' with enterprises/companies and the residents of Barnsley are 'under served' in terms of the lack of economic opportunities compared with other areas of the UK.
- Of the 136,000 people of working age (16-59/64) in Barnsley there are 94,000 people currently in employment (69.1% compared with the UK average 73.4%).
- Most critically, economic ***in***activity in Barnsley totals 36,000 people (26.9%) (UK 21.8%) with the unemployment total estimated at 6,000 (6.2%) (UK 5.4%).
- **The Regional Economic Strategy** target for the percentage of the Barnsley working age population in employment by 2016 is set at 78%-80%.
- To achieve this target there is a need to have 106,000 or 109,000 of the working age population in work, i.e. 12,000-15,000 more jobs than now (assuming no change in total working age population).
- **The Community Plan for Barnsley and the emerging LDF** adopt the same/similar targets. Additionally, the Economic Background Paper (2005) for the emerging LDF aspires to reduce the considerable and increasing levels of car borne travel to work outside Barnsley. Allowing for changing patterns of employment, including a modest reduction in the net effect of in/out commuting, more jobs located in the Town Centre, jobs in existing companies and on 'unallocated sites' (e.g. education, health, etc) the LDF assumes some 60% of new jobs will still be located on land allocated for new employment. This requires some 200 to 235 Ha.
- While, on the face of it, this appeared to be available from previous years annual monitoring report

(AMR)figures, emerging figures for 2006 -2007 employment land availability, reflects the upturn in development of employment units (as well as some overestimate from previous years). BDA involvement in the emerging analysis for the 2006/07 AMR is indicating less than 100Ha allocated employment proposal land remained in March 2007. Furthermore, developments completed since March 2007 and currently in the pipeline, suggest this upturn will continue into 2008 at levels well above the 18Ha per annum anticipated in the 2005 LDF background paper.

- **An independent appraisal of land availability** (sites 1Ha +) is currently being carried out for Renaissance South Yorkshire and the SY Local Authorities. This takes into account individual constraints on sites remaining within the allocated employment proposal land supply and seems likely to confirm that, at the present time the genuine availability of many sites within the supply in Barnsley is heavily constrained by physical, legal and economic factors. This in turn limits their availability within a reasonable timescale, for the diverse range of opportunities which need to be secured for sustainable economic development and achievement of the regional employment targets of the Council and it's regional partners.

- Losses of employment opportunity also occur from losses of older existing employment sites to alternative use, principally housing. Rates of such loss are now well in excess of allowances previously made in calculating future employment land need *therefore* the need to make best use of existing employment allocations is considered essential.

- To achieve the challenging employment target of 12,000-15,000 more jobs with a significant proportion of these on allocated employment sites, it is vital to the Barnsley economy that maximum support is provided to grow, attract and retain employers by ensuring that the land available is capable of yielding a ***range of sites*** and premises suitable for a wide variety of uses in different employment sectors and preferences for different locations or types of tenure. **At the present time BDA officers believe there is neither the quantity, quality or range of sites remaining to sustain the required future economic activity and to meet the employment aspirations of the Council and its regional economic development partner.**

- Notwithstanding the serious challenges to agreed economic targets, including the changes in circumstances outlined above, pending review of the LDF, no additional sites are identified for employment use. **Consequently it is vitally important to make the best use of potential employment opportunities which arise on existing employment sites, such as the application site.**

- In the context of such future employment requirements and of land required to support them, we also suggest it is not possible to ignore the potential contribution of any one sector. This includes the logistics sector, which is well suited to Barnsley's location between conurbations and its good access to the national road network. Albeit this also implies more extensive land requirements and a scale of site and building not seen in the district until quite recently, maximising future employment opportunities entails acceptance, wherever reasonably possible, of the needs of this sector and of the institutional investors financing new accommodation within it.

- The logistics sector is commonly recognised to provide fewer jobs per square metre of building. However a development on this scale representing an investment of some £35m to £40m is nevertheless capable of yielding some 300 job opportunities including a significant proportion of office based jobs and at the different skill levels currently available within the existing Barnsley workforce. In terms of public transport reasonable bus services connect the site with local communities well placed to access these opportunites in Hoyland, Blacker Hill, Jump, Worsbrough and beyond.

- It should also be noted that the relatively low intensity former use of the application site and the use of this part of Wentworth Business Park, particularly in the recent past, reflects its mining history and partial restoration of a former quarry. Effectively this has permitted only open storage uses over large areas on an increasingly sporadic basis. The proposed investment includes considerable ground work to allow more intensive use for employment and the potential job opportunities represent much higher employment density than previously possible.

- Finally the site preparation work would include provision of basic services including gas, which has not previously been available at Wentworth Business Park and has limited the potential of this otherwise excellent location over a long period. Provision of a mains Gas supply could be extended to other users of Wentworth Business Park were the application to be approved.

From: Nick Gardner
Sent: 19 December 2007 16:00
To: Tim Dean
Subject: FW: Planning application 2007 0529 Industrial units Wentworth Park Barnsley
Importance: High

From: Nutter , Richard [mailto:RichardNutter@barnsley.gov.uk]
Sent: 09 August 2007 12:05
To: Tim Dean; Nick Gardner
Cc: Ainsworth , Andrew
Subject: Planning application 2007 0529 Industrial units Wentworth Park Barnsley
Importance: High

Tim, Nick,

Following our meeting with BMBC Planning and transportation colleagues, as you are aware, the BDA are keen to work with you to ensure a robust economic development case is made for your application at Wentworth Park.

You mentioned the possibility of a separate meeting to discuss this in more detail and I am aware of the looming deadline for 11th September Planning Regulation Board to determine the application.

My Section Leader Andrew Ainsworth would also like to be involved and if it is possible to suggest some dates to meet next week, we will both try to be available.

As a starting point for the discussion you may wish to consider the following headline figures regarding the economic need of the Borough.

- Office of National Statistics highlights that Barnsley is 'under stocked' by enterprises/companies and the residents of Barnsley are 'under served' in terms of the lack of economic opportunities compared with other areas of the UK.
- Economic activity in Barnsley totals 100,500 (73.1%) (UK 77.9%) of which 94,000 people are currently in employment (68.3%) (UK 73.4%).
- Economic inactivity in Barnsley totals 36,000 people (26.9%) (UK 21.8%) with the unemployment total estimated at 6,000 (6.2%) (UK 5.4%).
- It is therefore vital to the local economy that maximum support is provided to grow, attract and retain employers in Barnsley to create economic opportunities to create a sustainable community.
- Additionally as a Borough, Barnsley is increasingly short of employment land to contribute towards economic objectives therefore it is imperative that existing sites are maximised in terms of employment potential.

I look forward to hearing from you.

Regards, Richard Nutter

Business Development Manager, Barnsley Development Agency

RichardNutter@barnsley.gov.uk

BDA
PO Box 598
BARNSLEY
S70 9EX

Tel. 01226 787947

*** Barnsley MBC Disclaimer:
This e-mail and any files attached are confidential for the use of the intended recipient. If you have received this e-mail in error please notify the sender as soon as possible and delete the communication from your system without copying, disseminating or distributing the same in any way by any means.

Any views or opinions expressed belong solely to the author and do not necessarily represent those of the Council. In particular, the Council will not accept liability for any defamatory statements made by email communications.
Recipients are responsible for ensuring that all e-mails and files sent are checked for viruses. The Council will not accept liability for damage caused by any virus transmitted by this e-mail. No guarantees are offered on the security, content and accuracy of any e-mails and files received. Be aware that this e-mail communication may be intercepted for regulatory, quality control, or crime detection purposes unless otherwise prohibited.
The content of this email and any attachment may be *stored for future reference*.