

DESIGN AND ACCESS STATEMENT

July 2025

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DESCRIPTION OF PROPOSED DEVELOPMENT

THIS APPLICATION SEEKS CONSENT TO CONSTRUCT AN EXTENSION TO AN EXISTING WORKSHOP TO CREATE STORAGE FACILITIES WITH INTERNAL OVERHEAD CRANE FOR OFF-LOADING

1.0.0 INTRODUCTION

- 1.1.0 This design proposal has been prepared by A.T.C. Design and Build Limited, on behalf of Kelproperties Ltd., to support a Planning Application for the proposal as described above
- 1.1.2 This Design and Access Statement is undertaken using the procedure outlined in the CABE documentation "Design and Access Statements"
- 1.1.3 The Application seeks consent for the proposals given above and as further explained as follows;
- 1.1.4 The Detailed Planning Application will be supported with detailed plans and specifications.
- 1.1.5 This Design and Access Statement will provide information in relation to the various material factors which should be brought to bear in the consideration of the planning application, including:
 - (a) An assessment of the development against existing policies contained in the Adopted Core Strategy Policy
 - (b) Supplementary Planning Guidance
 - (c) Current Development Plan which comprises the Regional Spatial Strategy and Structure Plan
 - (d) The impact that the development will have on the surrounding properties
- 1.1.6 The policies above will be considered alongside of the principles contained in the appropriate sections of the Core Strategy and the National Planning Policy Framework, and all national planning policy guidelines

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2.0.0 DESIGN PROCESS – ASSESSMENT - Physical

- 2.0.1 The overall development site occupies a rectangular shaped configuration with access on to the A50 Markfield Road via new access as approved under Planning Consent 20/01284/FUL. This application refers to one Tenant occupier – Westermans International Limited - within the overall development site.
- 2.0.2 The general development works as permitted under Planning Consent 20.01284/FUL are underway and therefore, for the purposes of this application, we will refer to the previously permitted development as now being the Existing Layout
- 2.0.3 The overall redevelopment site area equates to approximately 2.45 hectares or 6.05 acres out of which, the firm of Westermans International Limited, occupy approximately 40% and in addition, have a right of way over the internal road network and the new access to the A50
- 2.0.4 Facing North the overall development site boundary fronting the A50 Markfield Road is defined by a green hedge alongside a palisade security fence. The boundary to Westermans International Limited will comprise a steel palisade security fence
- 2.0.5 To the far south of the application site is a Residential development. Boundaries are a mixture of green hedge and timber panel fence. The proposals within this application will have no effect on the residential development
- 2.0.6 On the West facing boundary is a water course running alongside a Public Footpath. Whilst the public footpath is sited within the land ownership of the Applicant, it is separated from the rest of the application site by a palisade steel security fence. The condition of this Public Footpath was poor and consent was given under 20/01284/FUL to improve this footpath. This improvement work has been carried out
- 2.0.7 As shown on Drawing ATC 1140.04(b), the Applicant owns the land showed edged in blue on that Plan. The Application site, edged red on the plan, is separated from the total land ownership by a steel palisade security fence
- 2.0.8 The physical context of the site, the lines of geometry derived from the buildings on the site and the buildings in the vicinity, and the distant views towards the site on the approaches by road, have all been evaluated and used to inform the positioning, and height of the proposals, and also the scale, massing and the overall appearance
- 2.0.9 The overall development site is occupied by a two companies – as follows;
- (a) Keltruck Limited
 - (b) Westermans International Limited
- 2.0.10 We will now comment upon the existing buildings, within the overall development site to offer context, and specifically within the application site, as follows;

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2.1.0 Keltruck Ltd

2.1.1 Keltruck will occupy a new workshop building constructed as follows;

(a) Horizontally configured composite Kingspan Microrib panels in metallic silver fixed to a steel portal frame. At the end of the workshop is an office and welfare facility to the same height as the workshop but defined by horizontally configured composite Kingspan Microrib panels in Anthracite Grey. The materials to be used have been approved and the relevant Condition attached to Planning Consent 20/01284/FUL has been discharged

(b) Workshop and Personnel doors will be in Anthracite Grey

2.1.2 Keltruck Ltd offer a service facility to HGV's. The new building will be energy efficient

2.2.1 Westermans International Ltd

2.2.1 The building occupied by Westermans International Ltd has had a new roof installed in its history. The exact date is not known. The headroom and insulation values remain poor. The external walls are patchy brickwork and present a very poor aesthetic. Planning Consent 20/01284/FUL approved the complete refurbishment of this existing building.

2.2.2 The existing building will be clad externally with horizontally configured composite Kingspan Microrib panels in metallic silver and the existing office section will be defined by horizontally configured composite Kingspan Microrib panels in Anthracite Grey. Workshop and Personnel doors will be in Anthracite Grey – all as previously approved and to match in style to the new building for Keltruck

2.2.2 Externally, there is a hardstanding used for storage externally. This application seeks consent for an extension to the existing building in order to provide cover for this external storage. With specific regard to this proposed extension;

(a) The extension will be clad in materials to correspond with the refurbishment of the existing building as described above

(b) The concealment of external storage will improve the general aesthetic of the site to generally correspond to the overall dramatically improved site

2.3.0 Site Access

2.3.1 Planning Consent 20/01284/FUL gave approval to a new access off the A50 Markfield Road. This new access is under construction as a part of the previous planning application. This current application has no bearing on the access as it will not impact on traffic movements etc. It is simply a covered area for external storage and loading

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- 2.3.2 For the purposes of this application, the new access is shown as 'Existing' as work will be completed prior to the proposed extension to Westermans International Limited – which is the subject of this application

3.0.0 DESIGN PROCESS – ASSESSMENT – Social

- 3.1.0 The two existing tenant companies have been operating from these premises for a considerable number of years without creating any form of detrimental impact to the local environment. They have provided local employment for many years and will continue to do so, despite working from poor quality, outdated workshops and facilities.. The applicant has become the landowner in the last few years and within their Mission Statement is a commitment to carry out the following;

- (a) Improve the Health and Safety standards on the site generally, and particularly with reference to the existing site access. Hence the previous approved planning consent.
- (b) Improve the Health, Safety and Welfare facilities for all operatives on the overall site, and for all visitors to the site. Hence the segregation of HGV and Car traffic as permitted by the previous approved application
- (c) Improve the standards of the buildings on the site all to create a much-improved visual aesthetic on what is a prominent location. Improvements that will take into account the following;
 - Construction standards.
 - High level of insulation and energy conservation

It is proposed that the extension now applied for, will utilise the same standards of materials

- 3.1.1 A major objective of the Applicant is also to provide improved welfare facilities for all operatives within his two tenant companies on the site. Planning Consent 20/01284/FUL dealt with this and was approved and that work is in progress. However, the previous application did not take into consideration that Westermans International Limited have a considerable quantity of external storage and their operatives have to work outside for loading and off-loading. Hence this application to provide a covered external storage warehouse that provides improved working conditions for their operatives
- 3.1.2 The position of these Companies within the local society and their importance to their employees is recognised by the Applicant. The wish of Westermans International Limited to create an extension to accommodate storage that would otherwise be external and visible has been supported by the Applicant as it is viewed as an improved to the visual aesthetic

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4.0.0 DESIGN PROCESS – ASSESSMENT – Economic

4.0.1 Whilst the affairs of Keltruck Ltd has no direct bearing to the current application, it is important to note that the applicant is actively investing in the construction of a state-of-the-art new building for Keltruck Ltd to encourage the company to continue and improve its role as a major employer throughout the UK generating a huge financial contribution to the country's economy, and indeed to the local economy.

4.0.2 In much the same way, The Applicant is investing heavily to refurbish the existing building occupied by Westermans International Limited. The Applicant intends to invest heavily to satisfactorily achieve its mission - the objectives set out above – to create an improved, visually more pleasing and energy efficient development, safe to access and to safe to operate in. The present application seeks to cover external storage. This will have the following effects;

- (a) A more pleasing visual aesthetic than external storage
- (b) Safer off-loading and loading for operatives
- (c) Improved working conditions

4.0.4 The Construction process will engage local trades people and materials suppliers, therefore benefitting the local economy in the short term at least.

4.0.5 From an Economic perspective, by upgrading the workplace conditions, Keltruck Ltd and Westermans International Ltd., will be in a position to improve efficiency, increase turnover and thereby increase employment. A definite advantage to the local economy.

4.0.6 Hinckley and Bosworth Borough Council quote in their Community Plan, the following paragraph in the section headed Prosperity;

“we will boost economic growth and regeneration by encouraging investment that will provide jobs. We will work with partners to raise aspirations..... and provide opportunities for employment...”

4.0.7 The Applicant wishes to be an active part in helping the Borough Council to fulfil that objective

5.0.0 DESIGN – Initial Considerations

5.0.1 It is important to consider this present application in context with the overall objectives for the entire site; The evolution of the redevelopment of this overall site began in 2018. At that stage, the thought was simply to improve the facilities on site with the construction of new buildings. A Pre-Application Consultation was made to Hinckley and Bosworth Borough Council on 27th March 2020. Reference Number 18/10082/PREMAJ refers.

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- 5.0.2 The response was favourable to the development proposals at that stage. We therefore commenced the redevelopment proposals. Consent 20/01284/FUL approved the first phase of this redevelopment
- 5.0.3 Having commenced the first phase of the redevelopment, we are now addressing the fine-tuning stage. For Westermans International Limited, this fine-tuning process is to extend their premises to put under cover their external storage items and improve the working conditions of their employees when loading and off-loading

6.0.0 DESIGN – Detailed Considerations

6.1.0 Priority ONE; New Site ACCESS

6.1.1 New access approved under Consent 20/01284/FUL and work is in progress to create

- (a) A deceleration lane to allow all vehicles entering the site to leave the flow of traffic on the A50 safely and in advance without causing other road users to have to apply brakes etc
- (b) A Merge Lane to allow all vehicles leaving the site to join traffic with ease and safely.
- (c) A new site access that will provide a method of segregating all traffic types and enable Car and bicycle users to access separate parking zones without the occupants having to thereafter cross HGV routes to access the buildings. Complete segregation and safe walkways etc

6.2.0 Priority TWO; Construct New Building and Refurbish the Existing Building

6.2.1 All work approved under Consent 20/01284/FUL and work is in progress

6.3.0 Priority THREE; This Application for an Extension to Westermans International Limited

6.3.1 The Application seeks Planning Consent for the construction of an extension to the existing building for Westermans International Ltd. The new extension will comprise a steel portal framed building offering improved headroom and an overhead crane. The construction will employ high quality energy efficient construction techniques, materials and methods.

6.3.2 The footprint of the new extension will be 42.70 m x 16.00m = 683.20 square metres.

6.2.3 The new building will be provided with the following facilities;

- (a) Overhead Crane
- (b) Solar Power
- (c) The Surface/Storm water drainage will be dealt with via a SUDS system designed by our Consulting Engineers upon receipt of a Planning Consent

7.0.0 The following drawings will form a part of the Application for Planning Consent

- (a) Drawing Number ATC 1130.01 Existing Ground Floor Plan
- (b) Drawing Number ATC 1130.02 Existing First Floor Plan
- (c) Drawing Number ATC 1130.03 Existing Elevations
- (d) Drawing Number ATC 1130.04 Proposed Ground Floor Plan
- (e) Drawing Number ATC 1130.05 Proposed First Floor Plan
- (f) Drawing Number ATC 1130.06 Proposed Elevations
- (g) Drawing Number ATC 1120. 04d Proposed Location Plan
- (h) Drawing Number ATC 1120.05j Proposed Block Plan

8.0.0 Site General Proposals

8.0.1 Please refer to Drawing Number ATC 1120.07j Proposed Landscaping. This drawing illustrates the proposed general site landscaping and tree planting as was approved by Planning Consent 20/01284/FUL. The present application will not alter these proposals. The application site is a hardcore hardstanding.

8.0.2 Boundary Treatments to Westermans International Limited will include Steel palisade fence to enclose Westermans completely

9.0.0 **USE**

9.0.1 As confirmed by the response to the Pre-Application Consultation in their Conclusion, Hinckley and Bosworth Borough Council state that the site is,

"...located in an existing employment site. The proposed development seeks to retain the existing employment use and is considered acceptable in principle."

9.0.2 The overall site is in an Employment Area and the basic proposals remain to keep the two companies on site but in a much safer operational environment. The present application to construct a covered storage area will provide safer working conditions for operatives loading and unloading

10.0.0 SCALE

10.0.1 The scale and massing of the proposed new buildings will be sympathetic to the environment. All are derived from analysis of the existing buildings

11.0.0 PLANNING POLICY

9.1.0 An assessment will be made of the proposed development against the existing policies contained in the National Planning Policy Framework, The Adopted Core Strategy Policy, The Site Allocations and Development Management Policies, all applicable Supplementary Planning Guidance, and the Current Regional Spatial Strategy, and the Structure Plan.

9.2.0 Consideration will be given to

- (a) The impact that the development will have on the surrounding properties
- (b) The circumstances that exist that have prompted the Application

9.3.0 The aspects of the above Policies that will be considered in order to inform the submitted design proposals are as follows;

- Policy for Development
- Design Quality
- Established Public views
- Diversity and Distinctiveness
- Townscape and Landscape
- Access and Highway Safety
- Scale/Massing
- New Tree Planting
- Appearance
- Open Space

9.4.0 Planning Policy Generally

9.4.1 Policy for Development

- (a) The starting point for consideration of this Application must begin with an overall appraisal of the objectives of the proposal set against the individual aspects of Policy

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- (b) The National Planning Policy Framework states that applications for development such as this should be determined in accordance with the Core Strategy Plan (2009) and the Site Allocations and Development Management Policies.

9.5.0 Adopted Core Strategy Policy (2009) Policy 21

9.5.1 This policy identifies the site as being within the National Forest. The overriding objective of this policy is the implementation of National Forest Strategy. The policy states that any application will be supported provided that;

- (a) The siting and scale of the proposed development is appropriately related to its setting within the forest
- (b) The proposed development respects the character and appearance of the wider countryside
- (c) The development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside

9.5.2 The site is existing and its 'Use' Class is as existing. The proposals seek to make substantial improvements to the existing site, in particular the following;

- (a) Improvements to the visual aesthetic of the buildings
- (b) Improvements to the Site Access – with its associated Health and Safety advantages
- (c) Significant improvements to soft landscaping
- (d) Significant improvements to hard landscaping

9.5.3 The Application is considered therefore to be compliant with Policy

9.6.0 Adopted Core Strategy Policy (2009) Policy 22

9.6.1 This policy states that the site is within The Charnwood Forest and, as such, to be supported, the Proposal must;

- (a) Maintain the traditional working landscape of the Forest.

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- (b) Enhance woodland and habitat provision, including built edges

9.6.2 The site is existing and its 'Use' Class is as existing. However, when considered in the context of this Planning Policy, the proposed application will seek to make substantial improvements to the existing site, in particular the following;

- (a) Significant improvements to the tree planting generally.

9.6.2 Continued

- (b) Improvements to the boundary treatments, with habitat provision in mind
- (c) Improvements to the Public Footpath, the water course and all planting and habitat provision associated.

9.6.3 The Application is, therefore, compliant with Policy

9.7.0 **Site Allocations and Development Management Policies; These are as follows;**

- (a) **Policy DM1; Presumption in favour of Sustainable Development**
- (b) **Policy DM4; Safeguarding the Countryside and Settlement Separation**
- (c) **Policy DM10; Development and Design**
- (d) **Policy DM17; Highway Design**
- (e) **Policy DM18; Vehicle Parking Standards**
- (f) **Policy DM19; Existing Employment Sites**

9.8.0 **Site Allocations and Development Management Policy DM1**

9.8.1 Please refer also to NPPF Paragraph 14. Sustainable development is supported and the Application must demonstrate contribution towards the three principal roles;

- (a) Economic
- (b) Social
- (c) Environmental

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- 9.8.2 Economic; The site is identified as a *Category A* employment site. In order to preserve the employment status and indeed increase employment opportunities, it is necessary to make improvements to the Conditions and Standards of the workplaces on this site. All in accordance with the Health and Safety at Work Act, Employment Legislation and Employee Expectations.
- 9.8.3 The Application proposes significant improvements to the Office Environment, the general Welfare Facilities, and working conditions generally.
- 9.8.4 The proposed new access road will create a far safer environment externally for the modern of Cars and HGV's, Pedestrians and Cyclists. This also serves to preserve the employment status
- 9.8.5 The Application offers sustainable employment, and is therefore compliant with Policy
- 9.9.0 **Site Allocations and Development Management Policy DM4**
- 9.9.1 This Policy states that a development in the Countryside will be considered sustainable where the proposal involves a re-use or extension, or a newbuild, that will lead to an enhancement of the immediate setting.
- 9.9.2 The proposals seek to refurbish an existing building and to replace other buildings of no architectural merit – all on an existing site.
- 9.9.3 It is considered that the Impact of the proposed development will be no greater – and possibly less – than the existing impact. The Application is therefore compliant with Policy
- 9.10.0 **Site Allocations and Development Management Policy DM10**
- 9.10.1 Policy DM10 requires a high level of Design and Development. The Application proposes the following;
- (a) New construction using modern construction techniques, low carbon technology
 - (b) Visually pleasing aesthetics
 - (c) High standards of working conditions
 - (d) Improvements to Health and Safety standards.
- 9.10.2 National Planning Policy Framework also comments upon Design in the Planning System in the section headed; Towards Better Practice. Generally, the principles given are as follows;

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- (a) Building upon the existing guidance is the National Planning Policy Framework and also a Government publication, “*By Design*”. This document stresses the importance of good design and states that it is fundamental to achieving sustainable development. The guidance examines various aspects of design and sets out the design principles that new development should be aiming to achieve. The application proposals accord with the design principles set out in this document.

9.10.2 Continued

- (b) In particular, the document incorporates a number of prompts to thinking about design, but points out that:

“In any real situation, some of these prompts will conflict and some will benefit some people more than others. Good design results from consideration being given to a wide range of concerns and the creative resolution of potential conflicts.”

- 9.10.3 The Application is therefore considered to be compliant with Site Allocations and Development Management Policy DM10, and the National Planning Policy Guideline

9.11.0 Site Allocations and Development Management Policy DM17

- 9.11.1 The first objective of this application is to seek a consent for improvements to the access to the site, and to the Highways Design in general with the provision of a deceleration lane and a merge lane – all to improve the safety of road users. Traffic Consultants *Systra Ltd* were commissioned accordingly to design the access road etc all in accordance with the Council Highways Engineers recommendations

- 9.11.2 A pre-application consultation was made to Leicestershire Highways and Systra Ltd., in accordance with ourselves, provided a design that is fully compliant with the design guides of the County Council Highways Engineers

- 9.11.3 The Application is therefore considered to be compliant with Policy

9.12.0 Site Allocations and Development Management Policy DM18

- 9.12.1 Traffic Consultants *Systra Ltd* were commissioned to assess the parking requirements for such a development and the relevant Leicestershire County Council standards have been incorporated into the submitted design proposals

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9.12.2 The Application is therefore compliant with Policy

9.13.0 Site Allocations and Development Management Policy DM19

9.13.1 This Policy provides that the Borough Council will seek to retain Category A Employment Sites in their entirety for B1, B2, and B8 employment uses.

9.13.2 The Application site is a Category A Employment site, and the employment opportunities on this site will be retained and improved. Please refer to Appendix H

9.13.3 The Application is considered to be compliant with Policy

9.14.0 Environmental Health Policy

9.14.1 The Use of the buildings will be as follows;

- (a) Keltruck Ltd. The servicing of Heavy Goods Vehicles. There are no hazardous materials involved in their operations.
 - Waste oil is collected in accordance with well-practiced guidelines and dealt with by specialist companies who take the waste off site
 - Other general, none hazardous waste is collected into skips on site for removal by the appropriate companies with waste transfer licences. Skips will be kept under cover
- (b) Westermans International Ltd. The servicing of Welding Equipment There are no hazardous materials involved in their operations.
 - Waste oil is collected in accordance with well-practiced guidelines and dealt with by specialist companies who take the waste off site
 - Other general, none hazardous waste is collected into skips on site for removal by the appropriate companies with waste transfer licences. Skips will be kept under cover

9.14.2 Policy states that development should generally conserve and where possible, improve, the quality of life and the environment and where possible, reduce noise and light pollution. It should also not cause the loss of amenity to existing residential properties; Please note the following points;

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- (a) No operations take place outside of the buildings. There will be no noise pollution as all operations are within standards and the buildings are insulated. The location and siting of the buildings are sufficiently distant from all existing residential buildings that there will be no detrimental effect to any other properties. The noise emanating from the completed project will probably be far less than the existing simply due to the extent of the insulation and modern construction methods employed
- (b) The activities of this development will have no detrimental effect on the quality of life and visual amenity of the surrounding context.

9.14.3 Modern Green Technology used in the construction of the proposed development will result in a far reduced environmental impact.

9.15.0 **National Forest; Adopted Core Strategy Policy (2009) Policy 21**

9.15.1 A Pre-Application Consultation was made to Hinkley and Bosworth Borough Council with regard to the initial draft of this current Planning Application the Planning Officer, in response to the Pre-Application Consultation stated the following;

- (a) As the Application site exceeds 1 hectare, the proposal will be expected to incorporate National Forest Woodland Planting in accordance with Policy 21 of the Adopted Core Strategy Policy (2009)
- (b) The amount of tree planting required for compliance with this policy would equate to approximately 20% of the site area.

9.15.2 The overall application site equates to some 2.45 hectare. This comprises the following;

- (a) The built site 1.62 hectare
- (b) New tree planting 0.26 hectare
- (c) Existing Tree Planting 0.57 hectare

Please refer to the Aerial photograph on Page Number 6

9.15.3 A woodland management scheme will be put into operation by the Applicant for the areas of the existing woodland. The Applicant is developing a management scheme that will allow access to this woodland for members of the public. The existing dense undergrowth and lack of structure does not permit this

9.15.4 Given the above data, the application is considered to be compliant with Policy

9.16.0 Summary; 5.10 Compliance with Policy

9.16.1 The information provided within this section demonstrates the minimal impact that the proposal would have on the surrounding areas, and further assesses the benefits that would arise as a consequence of the development. The proposals are fully compliant with all of the policies and objectives detailed in the various applicable Planning Policy Documents

10.0.0 INVOLVEMENT AND EVALUATION

10.1.0 The proposed use is considered to be suitable for the area and the impact of the proposals on any other party in the immediate environment is negligible.

10.1.2 The development site has been identified as being within an Employment Zone, and is an existing Industrial use. The proposed use is therefore considered to be suitable.

10.1.3 Care has been applied to the concept of the scheme and the scale, mass and layout of the proposals submitted have been carefully considered and the scheme layout has been developed accordingly to provide a development of sufficient integrity to be compliant with all applicable Policy

10.1.4 We believe, that in the development of this project through the pages of this Design and Access Statement, all necessary heed has been taken of the response to the Pre-Application Consultation by the Hinckley and Bosworth Borough Council Planning Officer

11.0.0 SCHEDULE OF DRAWINGS

11.1.0 The following drawings are included within the Application submission;

11.2.0 Westermans International Limited

- ATC 1012.01a Proposed Ground Floor Plan
- ATC 1012.02a Proposed First Floor Plan
- ATC 1012.03a Proposed Elevations

11.2.0 Keltruck Ltd

- ATC 1130.01 Existing Ground Floor Plan

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- ATC 1130.02 Existing First Floor Plan
- ATC 1130.03 Existing Elevations
- ATC 1130.04 Proposed Ground Floor Plan
- ATC 1130.05 Proposed First Floor Plan
- ATC 1130.06 Proposed Elevations

11.3 Site General

- ATC 1120.01c Location Plan as Existing showing Total Land Ownership
- ATC 1120.02 Location Plan as Existing Showing Land Contours
- ATC 1120.03 Topographical Survey of Part of Site
- ATC 1120.04f Proposed Site Plan Showing Total Land Ownership
- ATC 1120.05k Proposed Block Plan Application Site
- ATC 1120.06b Proposed Block Plan Showing Vehicle Tracking
- ATC 1120.07d Proposed Landscaping
- ATC 1120.08e Improvements to Public Footpath

12.0.0 APPENDIX

- | | | | |
|--------|------------|------------|---|
| 12.1.0 | Appendix A | Page No.27 | Photographic Survey |
| 12.2.0 | Appendix B | Page No.28 | Response by Hinckley and Bosworth Borough Council to Pre-Application Consultation |
| 12.3.0 | Appendix C | Page No.29 | Response by Highways Department to Pre-Application Consultation |
| 12.4.0 | Appendix D | Page No.30 | Transport Assessment by Consulting Engineers, Systra Ltd |
| 12.5.0 | Appendix E | Page No.31 | Travel Plan prepared by Consulting Engineers, Systra Ltd |
| 12.6.0 | Appendix F | Page No.32 | Response from Leicestershire Council Access Officer with |

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Regard to the Public Footpath

12.7.0	Appendix G	Page No.33	Analysis of Floor Areas
12.8.0	Appendix H	Page No.63	Analysis of Employment on Site; Existing and Proposed

APPENDIX A

Photographic Survey



Photograph P1

Note the poor condition of the barrel-vaulted roof. This photograph shows the access To Westermans International, an access shared with pedestrians, staff and visitor cars, and HGV's

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Photograph P2



Photograph P3; View from Public Footpath as existing

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Photograph P4; View from Existing Public Footpath



Photograph P5

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Photograph P6; View from Existing Public Footpath



Photograph P7

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Photograph P8

Staff cars have to pass the main workshop entrance and share the same manoeuvring space as HGV's



Photograph P9

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The Office Entrance to Westermans International Ltd. All staff and visitors have to share the same manoeuvring space as HGV's entering the workshop, and HGV's passing the office entrance to access the external storage yard as shown below



Photograph P10; View from public footpath as existing



Photograph P11

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Photograph P12

The two photographs above illustrate the issues with the position of the site access, and the fact that all pedestrians, all vehicles, whether visitors or staff, and all HGV's, all share the same areas. The safety implications are serious and with the present arrangements, it is not practicably possible to segregate



Photograph P13

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Photograph P14



Photograph P15



Photograph P16

These two photographs show the side elevation of the barrel-vaulted roof building and the adjacent apex buildings. There is no aesthetic visual appeal

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Photograph P17

This will be the proposed point of the new
Site Access

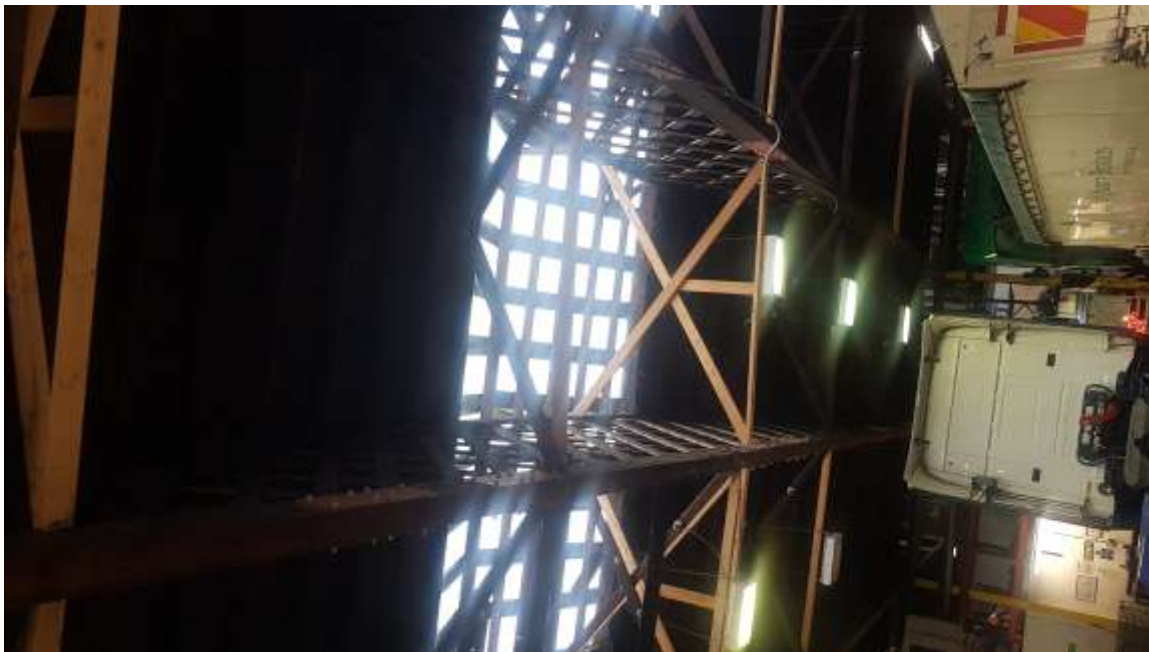
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Photograph P18

This shows the existing timber barrel-vaulted roof over Keltruck Ltd and Quinto Cranes Ltd. Some temporary repairs have been carried out. However, the overall condition is poor and to a degree, unsafe. It is in need of complete replacement but the costs would be prohibitive as the resulting building would still remain not fit for purpose



Photograph P19

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Photograph P20

This shows the reinforcing brackets installed to support the eaves where the timber of the barrel-vaulted roof is rotting



Photograph P21

This shows the inspection pit. In periods of rainfall, the pit suffers water ingress. The walls are cracked and deflecting. It cannot safely be used.



Photograph P22

Further illustrations of the barrel-vaulted timber roof. Metal splice plates have been introduced to strengthen the deflecting bottom cords of the timber trusses. The roof is dangerous and unsafe



Photograph P23

This shows the side elevation of the barrel-vaulted roof building. It has no aesthetic visual appeal

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Photograph P24



Photograph P25

These elevations front the A50 Markfield Road. The elevations have no aesthetic appeal, especially in such a prominent roadside position. In addition to this, the fact that it is not possible to segregate the car traffic, the HGV traffic and pedestrian traffic – are all factors that affect the health and safety of the users of the site

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Photograph P26

Keltruck Main Entrance to Offices

It is not possible to segregate the car traffic, the HGV traffic and pedestrian traffic – are all factors that affect the health and safety of the users of the site



Photograph P27

APPENDIX B

A pre-application consultation was made to Hinckley and Bosworth Borough Council on 27th March 2018. At that preliminary stage of the evolution of the proposals for this site, it was envisaged that the buildings only would be improved etc.

A response by Hinckley and Bosworth Borough Council, dated 18th June 2018, was in direct response to that original consultation. This is copied on the following pages.

Given that an improvement to the site would be supported, subject of course to detail and design, the process of designing began with a research into the site conditions in general.

This resulted in the present proposals

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Bill Cullen MBA (ISM), BA(Hons) MRTPI
Chief Executive

Please Ask For: Craig Allison
Direct Dial/Ext: 01455 255700
Email: craig.allison@hinckley-bosworth.gov.uk
Your Ref:
Our Ref: 18/10082/PREMAJ
Date: 18 June 2018



**Hinckley & Bosworth
Borough Council**

Alan Crossley
ATC Design And Build Ltd
Design House
Lower Drayton
Brimfield
Ludlow
Shropshire
SY8 HNX

Dear Sir/Madam

Pre-Application Response

Reference: 18/10082/PREMAJ
Proposal: Redevelopment of part existing site.
Location: Unit 2, Midland Distribution Centre, Markfield Road, Groby
Ward: Groby

Thank you for your pre-application enquiry received 14 May 2018. The advice provided is based upon the information submitted with this enquiry.

The pre-application advice is based on the proposed redevelopment of the site. The current site has four industrial sized units. One unit is vacant. Quinto Cranes are soon to vacate their unit. This will leave Westermans and Keltruck remaining on the site.

It is proposed that the Westermans unit to the rear of the site will remain as is. The redevelopment will seek to provide a more suitably designed building to accommodate Keltruck, and to construct one other unit for rental. Therefore the proposal will involve the reduction in units from four to three, with two of the existing units being demolished and being rebuilt.

The site is located outside of the settlement boundary of Groby within an existing employment site. The Employment Land and Premises Review 2013 classifies the site as a Category A site for Employment within the Borough.

Appraisal

Paragraph 11 of the National Planning Policy Framework (NPPF) states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Paragraph 12 of the NPPF states that the development plan is the starting point for decision making and that proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise. Paragraph 13 confirms that the NPPF constitutes guidance and is a material consideration in determining planning applications.

The development plan in this instance consists of the Core Strategy (2009) and the Site Allocations and Development Management Policies DPD (SADMP).

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Core Strategy (2009)

Policy 21 of the adopted Core Strategy identifies the site as being within the National Forest. The policy states to support the implementation of the National Forest to the north east of the borough proposals that contribute to the delivery of the National Forest Strategy will be supported provided that the siting and scale of the proposed development is appropriately related to its setting within the forest; the development respects the character and appearance of the wider countryside; and the development does not adversely affect the existing facilities and working landscape of either the Forest or the wider countryside.

Policy 22 of the adopted Core Strategy identifies the site as within the Charnwood Forest. Proposals will be supported within the Charnwood Forest that; maintain the traditional working landscape of the forest, particularly those which involve rural diversification and sustainable tourism, including green tourism initiatives; provide new recreation facilities around the fringes of the area; provide access to and from the rural areas into and within the regional park by non vehicular means provided they: retain local character and complement the local landscape; enhance open spaces, including the treatment of built edges; enhance woodland and habitat provision and connectivity; and manage and enhance the cultural heritage of the area.

Site Allocations and Development Management Policies (SADMP)

Main relevant policies:

Policy DM1: Presumption in Favour of Sustainable Development
Policy DM4: Safeguarding the Countryside and Settlement Separation
Policy DM10: Development and Design
Policy DM17: Highway Design
Policy DM18: Vehicle Parking Standards
Policy DM19: Existing Employment Sites

Policy DM1 of the SADMP and paragraph 14 of the NPPF support sustainable development. The NPPF in paragraph 7 identifies three interacting dimensions to sustainable development – the economic, social and environmental roles. Proposals should be able to contribute to each role to demonstrate sustainable development.

Policy DM4 of the adopted SADMP seeks to protect the intrinsic value, beauty, open character and landscape character of the countryside from unsustainable or unjustified development and sets out those categories of development which can be considered sustainable within the open countryside.

Policy DM10 of the adopted SADMP requires new development to complement or enhance the character of the surrounding area with regard to scale, layout, mass, design, materials and architectural features and for building materials to respect existing/neighbouring buildings and the local area generally. In addition, new development should not have any significant adverse effects on the privacy or amenity of any neighbouring residential properties. The NPPF in paragraph 17 requires planning to take account of the different roles and character of different areas recognising the intrinsic character and beauty of the countryside. Paragraph 17 also seeks to secure high quality of design and paragraph 56 states that good design is a key aspect of sustainable development. Paragraph 58 seeks to ensure that development responds to local character and reflects the identity of local surroundings.

Policies DM17 and DM18 of the adopted SADMP require developments to be provided with satisfactory access arrangements and parking facilities to serve the development. The NPPF in paragraph 32 seeks safe and suitable access to sites and states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Policy DM19 of the adopted SADMP and the Employment Land and Premises Review has identified the site as a Category A site. Policy DM19 of the adopted SADMP states that the

Borough Council will seek to retain sites classified as Category A sites in their entirety, for B1, B2 and B8 employment uses.

National Planning Policy Guidance

National Planning Policy Framework (NPPF) (2012)
Planning Practice Guidance

Assessment

The site is identified as a Category A employment site within the Employment Land and Premises Review and therefore Policy DM19 of the SADMP is of relevance. The Policy provides that the Borough Council will seek to retain Category A sites in their entirety for B1, B2 and B8 employment uses. The proposal to re develop two of the existing units would retain the employment use of the buildings and is therefore considered to be in accordance with Policy DM19 of the Site Allocations and Development Management Policies DPD.

Policy DM4 states that development within the countryside can be considered sustainable where the proposal involves the change of use, re-use or extension of existing buildings which lead to an enhancement of the immediate setting. Without design details of the proposed buildings it is difficult to comment further on this matter.

Given that the proposed new buildings would be constructed on a similar footprint and in a similar location to the existing buildings it is anticipated that the impact of the development on the surrounding area would be no greater than the existing impact.

It is therefore considered in principle that the development is in accordance with Policy DM1, DM4, DM10 and DM19 of the SADMP subject to appropriate design of the buildings proposed. Notwithstanding this; I have set out below considerations and responses received from consultees with regard to this request for pre-application advice.

Highway Safety Issues

I have consulted Leicestershire County Council (Highways) on the proposed access however no formal response was received. The applicant should be aware of the County's design standards and policies towards this type of development including access and parking. A detailed Design and Access Statement is required for the County Highway Authority to thoroughly review the proposal. The applicant should analyse the geometrical features of the existing access carefully and present these on a detailed plan. This must include visibility splays. Adequate parking provision and its design (both in accordance with the Leicestershire County Council's 6C's Design Guide) is essential.

Environmental Health (Pollution)

I have consulted HBBC Environmental Health (Pollution) who have no objection in principle to such a development subject to full details being submitted at the application stage.

National Forest

I have consulted the National Forest who have stated that as the application site area exceeds 1 hectare the proposal will be expected to incorporate National Forest woodland planting and landscaping in accordance with Policy 21 of the Core Strategy 2009.

The amount of planting requested would equate to 20% of the site area. If it is not possible to accommodate planting on site this can be addressed by a financial contribution. This is calculated as 20% of the area by £35,000.

Submission/Validation Requirements and Planning Fee

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In terms of the validation requirements for plans and documents to be submitted with such an application, a list of national and local requirements can be found under the 'planning' pages on the Council's website. The list below provides an indication of the likely/suggested requirements:

- Planning Application Form
- Ownership Certificates/Notices
- Planning Fee - £10,626.00
- Design and Access/Planning Statement
- Site Location Plan
- Block/Site Location Plan
- Detailed Access/Parking/Turning Elevations
- Proposed Floor Plans and Elevations

Conclusion

The site is located outside of the settlement boundary of Groby within the open countryside. However the site is located in an existing employment site. The proposed development seeks to retain the existing employment use and is considered to be acceptable in principle.

Relevant Policies/Guidance

All policy documents can be found on the council's website at: http://www.hinckley-bosworth.gov.uk/info/1004/planning_policy/381/planning_policy_documents

I trust that this information is of use to you. If you have any queries on the above points, please do not hesitate to contact me.

Yours faithfully



Nicola Smith
Interim Head of Planning

The above comments are initial informal officer views only and are made without prejudice to any decision the local planning authority may make in respect of a subsequent application, and are given without the opportunity to consider all the relevant issues that may arise from consultation or may be expressed by local residents and other interested parties. This letter does not constitute a decision under the Town and Country Planning Act 1990 (as amended) or other relevant legislation.

Where your proposed work requires additional consent under the Building Regulations, Hinckley and Bosworth Borough Council's Building Control Service are able to provide a quotation and advice. The Building Control Service can be contacted at buildingcontrol@hinckley-bosworth.gov.uk to arrange a quote.

APPENDIX C

A pre-application consultation was made to Leicestershire County Council on 1st October 2019. Having commenced the research into the best way of developing the site, it was decided that a new site access would provide be the best solution to provide a safe environment to all users of the site

That preferred solution involved the creation of a deceleration lane and a merge lane, all to and from a new site access point. This proposal was put to Leicestershire County Council.

A response by Leicestershire County Council, dated 12th November 2019, was in direct response to that original consultation. This is copied on the following pages.

Following this response, Consulting Engineers, Systra Limited, were commissioned to prepare the detailed design of the site access etc

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PRE-APPLICATION DETAILS:

District Reference Number:

Highway Reference Number: 2019/7588/04/HEN

Location: Keltruck Ltd Scania Midland Distribution Centre Markfield Road Groby LE6 0FS

Proposal:

Enquiry - proposed improvements to site entrance.

GENERAL DETAILS

Planning Case Officer:

Applicant: A T C Design & Build Ltd

Parish: Groby

Road Classification: Class A

Please note that the contents of this report including any attachments are offered as my officer opinion and will not prejudice any future decision the Highway Authority may make in relation to this matter.

The following comments are based on a desktop exercise; no site visit is undertaken for pre-application advice.

The Local Highway Authority (LHA) are in receipt of a pre-application enquiry for the construction of a new access to Keltruck Ltd, Markfield Road Groby.

At this stage no preliminary design has been submitted detailing the access, however it is understood it would be to the east of the A50 within land under the Applicants control and consist of new acceleration/ deceleration lanes to assist vehicles entering and exiting the site.

The A50 is a 40mph Class I dual carriageway and therefore it is essential that the access would need to be designed fully in accordance with the Design Manual for Roads and Bridges and an independent Stage 1 Road Safety Audit and designers' response would be required as part of any future application.

A speed survey in the vicinity of the proposed access would need to be undertaken in order to establish 85%ile speeds of passing traffic to determine the design of the access, visibility splays and the requirements for the acceleration/deceleration lanes. Leicestershire County Council's Network Data & Intelligence Team (NDI) may already hold data on record which can be purchased or could alternatively undertake a speed survey should this be required, please contact NDI@Leics.gov.uk for more information. Vehicle tracking of the largest anticipated vehicle to use the site entering and exiting in a forward gear will also be required. It is noted there appear to be gradients within the site and the northbound carriageway of the A50 is downhill fronting the site. Gradients will need to be considered and the new access should be no steeper than 1:20 for at least the first 15 metres behind the highway boundary.

As part of any proposals, the shared use footway/ cycleway running along the A50 would also need to be maintained. Consideration will need to be given as to how pedestrians and cyclists will safely cross the new access. Confirmation as to what would happen to the existing access to the site access would also be required e.g., may be permanently closed.

Based on the information provided, it does not appear that the proposals would result in enabling right turn manoeuvres out of the access through re-opening of the central reservation. The LHA would strongly resist this as the gaps in the central reservation including opposite the existing access have been closed on the grounds of highway safety.

It is understood as part of the proposals, existing buildings will be demolished and new workshop/office facilities will be constructed in order to accommodate the expansion of existing businesses already working on the site. It is also understood that one business on the site is relocating elsewhere. The LHA would advise that Part 2 of the Leicestershire Highway Design Guide ([LHDG] available at <https://resources.leicestershire.gov.uk/lhdg>) is considered as depending on the scale of the proposals, a Transport Statement or Transport Assessment and Travel Plan may be required as part of any future application. At the very least, a Technical Note should be submitted in order to demonstrate the volume of traffic the proposals are likely to generate once the development is complete in comparison to the volume of traffic which could currently be generated. This should also consider the type of traffic likely to be generated by the development (e.g., level of car and HGV's) and whether this would be increased or reduced.

The LHA is also mindful of Part 1, Section IN5 of the LHDG in relation to new/ increased usage of accesses on to Class I roads. Should the proposals increase the level of traffic to the site, this will need to be considered.

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Should the proposals generate an increase in traffic, the impact on the development at the A50 Markfield Road/ Lena Drive signalised junction would need to be assessed, given that this is the closest opportunity for car drivers to turn in Lena Drive and access the southbound carriageway of the A50. Additional capacity assessments further afield, for example the A50 Bradgate Hill/ A50 Leicester Road roundabout and the Field Head roundabout may also be required depending on the level of traffic likely to be generated by any new development on the site.

Car and HGV parking provision will need to be considered within the development in line with the guidance set out in Part 3 of the LHDG. The LHA would have concerns should the proposals have a shortfall in parking as this could result in inappropriate parking including on the shared use footway/ cycleway or in the Lena Drive area.

Date Received	Case Officer	Reviewer	Date issued
1 October 2019	Ben Dutton	DH	12 November 201

APPENDIX D

A pre-application consultation was made to Leicestershire County Council on 1st October 2019. Having commenced the research into the best way of developing the site, it was decided that a new site access would provide be the best solution to provide a safe environment to all users of the site

That preferred solution involved the creation of a deceleration lane and a merge lane, all to and from a new site access point. This proposal was put to Leicestershire County Council.

A response by Leicestershire County Council, dated 12th November 2019, was in direct response to that original consultation and is copied on the previous Appendix C

Following this response, Consulting Engineers, Systra Limited, were commissioned to prepare the detailed design of the site access etc. They produced two documents, as requested by the Highways Engineer, as follows;

Document ONE; Transport Assessment

Document TWO; Travel Plan

Due to the size of each document, the hard copies will be printed separately. This Appendix contains the Transport Assessment details

APPENDIX E

A pre-application consultation was made to Leicestershire County Council on 1st October 2019. Having commenced the research into the best way of developing the site, it was decided that a new site access would provide be the best solution to provide a safe environment to all users of the site

That preferred solution involved the creation of a deceleration lane and a merge lane, all to and from a new site access point. This proposal was put to Leicestershire County Council.

A response by Leicestershire County Council, dated 12th November 2019, was in direct response to that original consultation and is copied on the previous Appendix C

Following this response, Consulting Engineers, Systra Limited, were commissioned to prepare the detailed design of the site access etc. They produced two documents, as requested by the Highways Engineer, as follows;

Document ONE; Transport Assessment

Document TWO; Travel Plan

Due to the size of each document, the hard copies will be printed separately. This Appendix contains the Travel Plan details

APPENDIX F

A pre-application consultation was made to the Leicestershire County Council Access Officer with regard to the Public Footpath

On 13th October 2020, Mr Stephen Tipping, Access Officer for Leicestershire County Council responded, proving a copy of the Definitive Rights of Way, PUBLIC FOOTPATH R37

This Map is included on Page 54

Following further communication, Mr Tipping responded again on 6th November 2020. This response is included on Page 55

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Definitive Map Extract Of Public Rights Of Way

Footpath R37

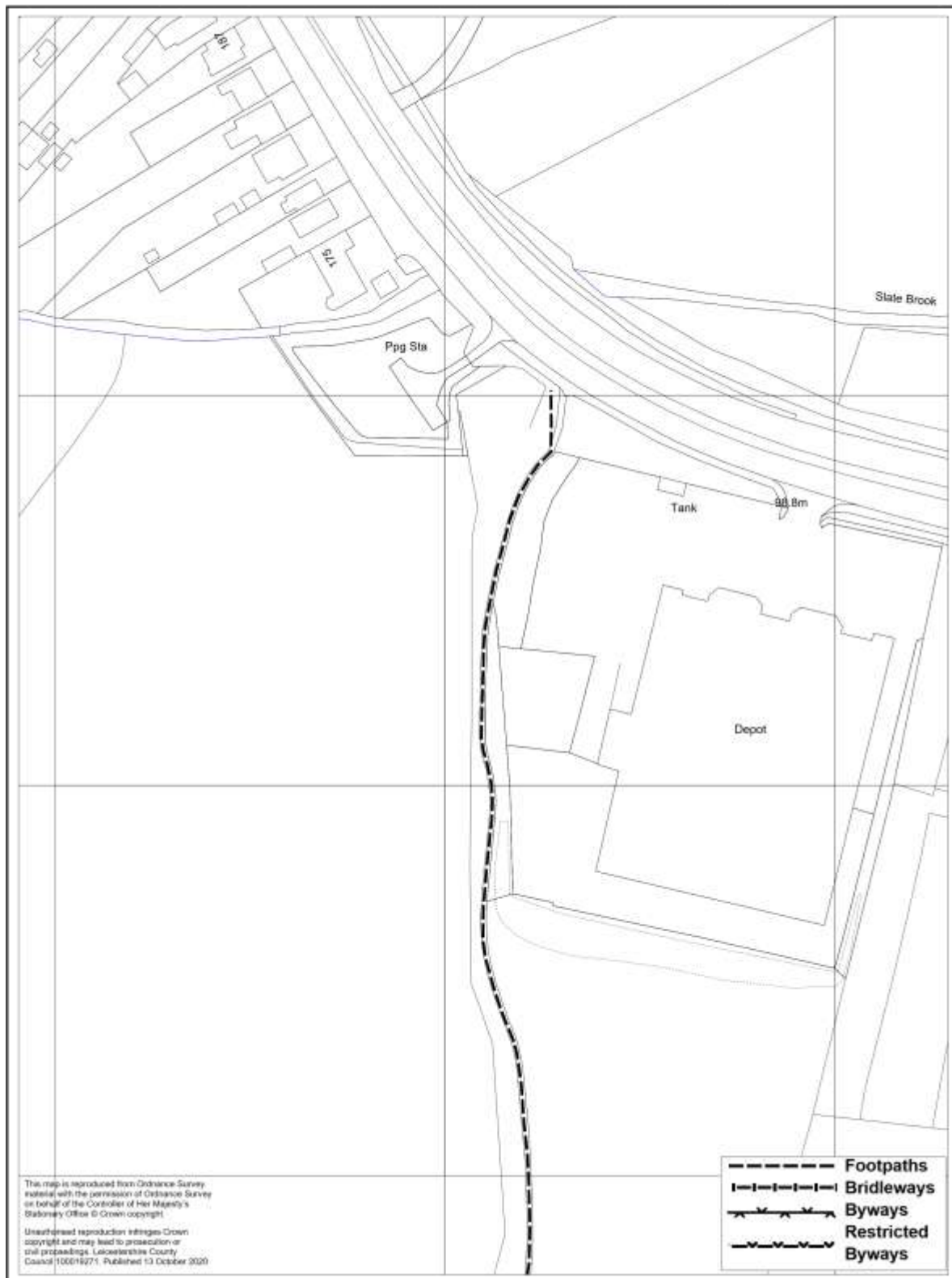
Compiled by S Tipping (Tel) on 13 October 2020

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Director Ann Carruthers



**Leicestershire
County Council**

Scale 1:1250



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Response by Mr Tipping dated 6th November 2020

Dear Mr Crossley,

I am keeping well thank you and I hope you are too.

Thank you for the drawings for consideration. I have attached our developer guidance for your information which has recently been revised, and the relevant standard drawing.

I also note that Footpath R37 forms part of the National Forest Way at this point.

You'll see Ideally, we would like a 4m wide corridor for the footpath if that is achievable in the constraints of the site, with 2m having surfacing. Gravel surfacing has been found to be suitable around other industrial developments so I would not object to your proposed surface treatment. I would ask that the planting is kept back to the 1m from the edge of the surfacing, having said that it would be a benefit to have some suitable planting along the route, of non-invasive trees or shrubs.

On your block plan, the new route does look rather squeezed at the edge of the site, and the approach to Markfield Road is awkward and could do with being straightened.

I hope my comments will be useful for your further planning,

Kind regards,
Stephen Tipping
Access Officer
Leicestershire County Council
stephen.tipping@leics.gov.uk
0116 305 0001

Mr Tipping provided the following documents as assistance

- (a) Development and Public Rights of Way Guidance Notes. These are reproduced on Pages 56 to 59 inclusive
- (b) Construction Details for Public Rights of Way. These are reproduced on Page 60

Developer Guidance Notes – Public Rights of Way (PROW)

Introduction

On sites that are subject to Public Rights of Way the following should be considered when designing the layout of a development.

Key Documents relating to Planning and PROW.

- Definitive Map of Public Rights of Way [\(Link\)](#)
- Planning Inspectorate PROW section Advice Note No.9 [\(Link\)](#)
- Rights of Way Circular (1/09) Guidance for Local Authorities [\(Link\)](#)
- National Planning Policy Framework Feb 2019 [\(Link\)](#)
- Guidance on information requirements and validation, Dept for Communities and Local Government [\(Link\)](#)
- Leicestershire County Council's Planning Obligations Policy (July 2019) [\(Link\)](#)
- LCC Rights of Way Improvement Plan. [\(Link\)](#)

Principles of Design

- Designers and developers should consult the Definitive Map of Public Rights of Way to establish their legal obligations and the exact location of any Public Rights of Way crossing the development site or running alongside it. Be aware, the legal line of the Highway recorded on the Definitive Map of Public Rights of Way, may not always accord with the route used on the ground.
- Efforts should be made to provide a route for the Public Rights of Way on their existing lines through the development. Only if this is not practicable should a diversion be considered.
- Paths should be routed through Public Open Spaces where appropriate and ideally segregated from estate roads. If the use of footways is unavoidable, the route should be as direct as possible. Parallel paths and footways should be avoided, and a single route provided.
- Consideration should be given as to who will use the Public Rights of Way and why, in order to maximise non-motorised travel. Consideration should be given to users of all abilities at the outset by careful consideration of surfacing, path widths and gradients.
- Developments may have a significant effect on the level of the use of the surrounding network of Public Rights of Way particularly where they may become important routes to neighbouring areas, shops, schools, services and places of employment. Requests may be made for improvements to the local path network beyond the development boundary.

Public Rights of Way Requirements

- Details of how all the existing and proposed Public Rights of Way will be treated should be provided within the planning application. Details should include provision for their management during construction, boundary treatments, surfacing, width, structures, signage and landscaping.

Construction and Surfacing

- Public Rights of Way should comprise of the following widths:

<u>Status of Path</u>	<u>Specified Width (to be surfaced)</u>	<u>Width of Grass verges either side of path (min)</u>	<u>Total</u>
Footpath	2.00 Metres	1.00 Metre	4.00 Metres
Bridleway	3.00 Metres	1.00 Metre	5.00 Metres
Restricted Byway	4.00 Metres	1.00 Metre	6.00 Metres
Byway	4.00 Metres	1.00 Metre	6.00 Metres

- Construction and surfacing within the development must be carried out to the specification as shown on the standard specification drawing SD/11/6.
- Where a Public Right of Way crosses a carriageway, dropped kerbs should be installed at the crossing points as per the Leicestershire County Council standard design SD/11/2. This is to ensure the safe passage for people of all abilities including wheelchair and pushchair users.

Fencing and Boundaries

- No trees or shrubs should be planted within 1 metre of the edge of the path. Any trees or shrubs planted alongside a Public Right of Way should be of non-invasive species and allow for the planned regular maintenance of the vegetation.

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- Proposed changes to existing boundaries must be shown on the planning documentation. No new structures should be constructed within one metre of the surfaced path and the specification must be agreed with the Highway Authority.

Signage and Gates

- Fingerposts will be installed at all locations where Public Rights of Way meet the vehicular highway. There may be other locations within the development where the installation of Fingerposts may be appropriate. The Fingerposts of standard design (drawing SD/FP/7) will be provided and installed by Leicestershire County Council at the expense of the developer.
- Waymark Posts of the specification shown in standard drawing SD/FP/6 may need to be installed along the route of a Public Right of Way at locations agreed with Leicestershire County Council.
- No new gates, stiles, fences or other structures affecting a Public Right of Way, of either a temporary or permanent nature, should be installed without the written consent of the Highway Authority. Unless a structure is authorised, it constitutes an unlawful obstruction of a Public Right of Way and the County Council may be obliged to require its immediate removal.
- Any existing Public Right of Way furniture (e.g., stiles, gates, bridges) within the development boundary should be improved to a standard agreed with Leicestershire County Council. The authority will always seek to minimise barriers when appropriate.

Pre-Construction Procedures

- If the developer requires a Right of Way to be temporarily diverted, for a period of up to six months, to enable construction works to take place, an application should be made to networkmanagement@leics.gov.uk at least 12 weeks before the temporary diversion is required. The application form can be found [\(here\)](#)
- Public Rights of Way must not be re-routed, encroached upon or obstructed in any way without authorisation. To do so may constitute an offence under the Highways Act 1980. This includes any initial site establishment, including security fencing.
- Public Rights of Way must not be further enclosed in any way without undertaking discussions with the Highway Authority (0116) 305 0001.
- Any damage caused to the surface of a Public Right of Way, which is directly attributable to the works associated with the development, will be the responsibility of the applicant to repair at their own expense to the satisfaction of the Highway Authority.

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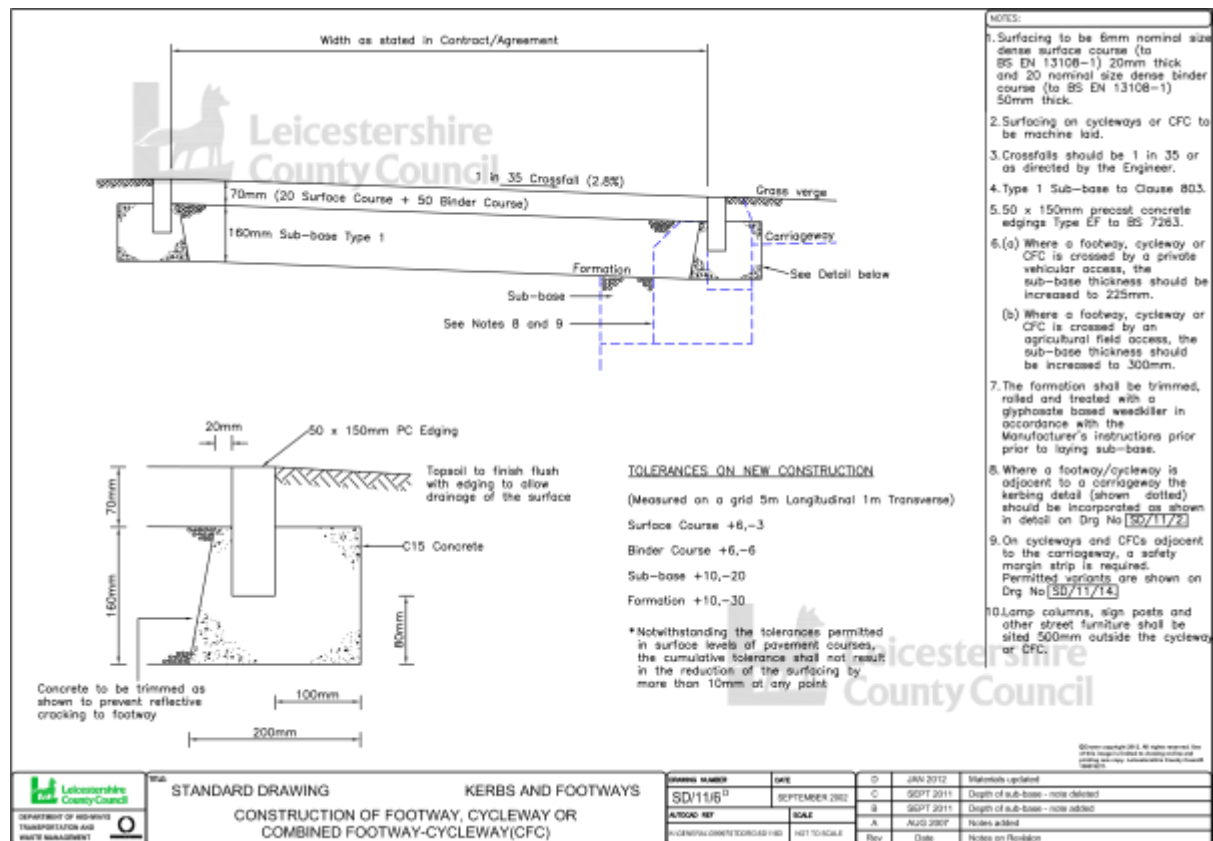
- Prior to construction, measures should be taken to ensure that users of the Public Right(s) of Way are not exposed to any elements of danger associated with construction works.

Permanent Diversion of Public Rights of Way

- A valid Planning Permission does not constitute permission to close or divert a Public Right of Way. If there are any paths which the applicant considers impracticable to retain on their existing lines, a separate application for a diversion or extinguishment Order under S 247 or S257 of the Town and Country Planning Act 1990 is required. An application for an Order under this legislation should be made to the Local Planning Authority determining the Planning Application. The appropriate timing to make the application should be discussed with the appropriate Authority.
- The applicant is not entitled to carry out any works directly affecting the legal line of a Public Right of Way until a Diversion/Extinguishment Order has been confirmed and become operative.

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APPENDIX G

Analysis of Floor Areas in Square Metres**Existing Buildings**

<u>Company</u>	<u>Office and Welfare</u>	<u>Workshop</u>	<u>Total Floor Area</u>
Keltruck Ground Floor	48	1074	1122
Keltruck First Floor	48		48
Quinto Cranes Ground Floor	48	768	816
Quinto Cranes First Floor	42		42
Westermans Ground Floor	80	1720	1800
Westermans First Floor	<u>250</u>	_____	<u>250</u>
Total Existing	516	3562	4078

Proposed Buildings

Keltruck Ground Floor	267	1353	1620
Keltruck First Floor	216		216
Westermans Ground Floor	215	1585	1800
Westermans First Floor	<u>215</u>	_____	<u>215</u>
Total Proposed	913	2938	3851

APPENDIX H

Analysis of Employment on Site

Existing Employment

<u>Company</u>	<u>Office and Welfare</u>		<u>Workshop</u>		<u>Total Number</u>	
	<u>Full</u> <u>Time</u>	<u>Part</u> <u>Time</u>	<u>Full</u> <u>Time</u>	<u>Part</u> <u>Time</u>	<u>Full</u> <u>Time</u>	<u>Part</u> <u>Time</u>
Keltruck	5	2	16	2	21	4
Quinto	3		4		9	0
Westermans	4	1	8		12	1

Proposed Employment

Keltruck	11	3	24	4	35	7
Westermans	8	3	12	2	20	5