

<u>Project</u>	Extension to and Refurbishment of Existing Workshop
<u>Location</u>	Midland Distribution Centre; Markfield Road; Groby, LE6 0FS
<u>Applicant</u>	Kelproperties Ltd
<u>Tenant</u>	Westermans International Limited
<u>Subject</u>	Responses to email dated 30th January 2026

1.0 Introduction

- 1.1 Following receipt of the email from Planning Officer Ashleigh Gade dated 30th January 2026, a meeting was held on site with Ashleigh on 5th February. At the meeting all of the points raised in the above email were discussed
- 1.2 The purpose of this Report is to confirm all of the points discussed and to add further detail where applicable

2.0 Email 30th January 2026; Item 1

- 2.1 Planning Permission 20/01284/FUL was granted in December 2023. The original objectives of this application were to;
 - (a) Create a new access off the A50 for safety reasons and to facilitate an improved traffic movement system, enabling segregation of HGV and Cars e
 - (b) Construct a new workshop with offices for Westermans International Limited
 - (c) Alter and Refurbish the existing building occupied by Westermans International Limited and for Keltruck Limited to occupy that building
 - (d) Demolish the buildings currently occupied by Quinto Cranes Limited and Keltruck Limited
- 2.2 Due to the much-reported problems during the original planning application, the progress of the original application was consistently delayed. Staff changes and shortage of officers at the Planning Department etc., all created delays. Eventually, after approximately three years, Planning Consent was granted. However, at that point, Westermans International Limited decided that they did not then wish to move to a new building and would prefer to remain where they were, but with an extension. Hence the application subsequently submitted for an extension to their existing building.

- 2.3 Following the decision made by Westermans International Limited to remain in their existing building, it was decided that the new building for which a Planning Consent had been granted, would be occupied by Keltruck Limited.
- 2.4 The above changes in the occupancy of the two buildings then necessitated a change in the access and parking arrangements. This was discussed with the previous Planning Officer and no issues were highlighted. The access and parking arrangements to each building were amended, and an Application for an extension to the existing building occupied by Westermans International Limited was submitted.
- 2.5 The above is offered as Clarification for the reason for what you have reported as the inconsistencies between the plans. Following discussions with the previous Planning Officer it was believed that this had been accepted. Given the points made by Ashleigh at the time of the site meeting in February, we understand that this now requires further confirmation as no record was kept at the Planning Office.
- 2.6 We therefore wish to formally apply for Planning Permission to vary a Planning Condition. This application has been made via the Planning Portal and the Planning Portal Reference is PP – 15162332

3.0 Email 30th January 2026; Item 2

- 3.1 To address the queries raised, I will analyse and compare the parking provisions in the original Permitted Application 20/01284/FUL with the provisions in the revised Application to which Planning Portal Reference PP- 15162332 refers. Copies of each plan will be attached to this Report
- 3.2 Westermans Original Parking Provision; Approved Plan ATC 1120.05(p)
- (a) Car Parking standard spaces 18
 - (b) Car Parking Disabled spaces 3
 - (c) HGV 3 tandem parking plus 1 at approach to building
- 3.3 Westermans Revised Parking Provision; Proposed Block Plan ATC 1140.04(c)
- (a) Car Parking standard spaces 14
 - (b) Car Parking Disabled spaces 3
 - (c) HGV 3
 - (d) There is an 'apparent' loss of car parking. However, when their offices and workshop are full, the maximum cars parked totals 11. The revised layout is therefore adequate for their actual requirements
 - (e) The space required for the proposed extension has not been used in the above computation of parking provision and will, therefore, have no adverse impact on parking provisions

3.4 An Explanatory Note with regard to HGV movements within the Westermans site;

- (a) Due to the value of the goods brought into, and transported from, Westermans, they require a facility to enable them to off-load or load, under cover and using an overhead crane.
- (b) Vehicles delivering will enter the enclosed secure yard in forward gear. Turn to the right and then reverse back into the extension area for off-loading. Then they drive out in forward gear. Any HGV waiting will enter the enclosed yard in forward gear and park to the right of the entrance gate. The logistics of the company do not allow more than one major delivery at a time in any event, so parking provision is adequate.
- (c) Vehicles loading will follow the same procedure.

3.5 Keltruck Original Parking Provision; Approved Plan ATC 1102.05(p)

- (a) Car Parking standard spaces 30
- (b) Car Parking Disabled spaces 3
- (c) Technicians' vans spaces 9
- (d) HGV spaces 21

3.6 Keltruck Revised Parking Provision; Proposed Block Plan ATC 1140.04(c)

- (a) Car Parking standard spaces 28
- (b) Car Parking Disabled spaces 3
- (c) Technicians' vans spaces 9
- (d) HGV spaces 21

3.7 The proposed revised layout incorporates a one-way system for Keltruck which will dramatically improve traffic movements on their site

4.0 Email 30th January 2026; Item 3

- 4.1 As discussed on site, and demonstrated in the walk around the site, Westermans work on very specialised equipment, some machines standing 4 metres or more, off the ground. One such machine was outside and wrapped in polythene for protection when the site inspection was made. Westermans therefore require a building extension that can accommodate an overhead crane to facilitate the off-loading and safe internal handling of such machines whilst they are being worked on.
- 4.2 The proposed extension, and indeed the original permitted development, incorporated a scheme to re-clad the existing building in a parapet style construction which takes the existing elevations to just above the ridge height of the existing building. This reduces the visual impact of the 'higher' extension.

- 4.3 The increased height of the proposed extension will have no visible effect on the wider public amenity as it is visible only from within the site by the occupiers of the two units within the overall site

5.0 Email 30th January 2026; Item 4

- 5.1 Your email states that National Forest requires further information and that you attached your consultation response. When you visited the site in February, I explained that no consultation response had actually been attached to your email. You then informed me that a Woodland Management Scheme and a Landscaping Scheme were required.
- 5.2 I informed you that a Woodland Management plan had been prepared and submitted to the Planning Office, in April 2025. As this had clearly not been incorporated into our Application files, I confirm that I have now submitted in again via the Planning Portal. Planning Portal Reference PP-15132863 refers. Please inform me if National Forest require anything further
- 5.3 If National Forest are seeking information relating to tree planting, then could I refer you to the Approved Plan Drawing Number ATC 1140.07k. This plan details all proposed tree planting, and as explained to you at the February 2026 meeting on site, we have requested comment from the National Forest and/or the Local Authority Arboriculturalist for comment and input into these tree planting proposals but have received no responses. We are now mid-summer but wish to carry out the planting in the Autumn which will be upon us fast. I would therefore appreciate some feedback
- 5.4 The submitted tree planting and landscaping proposals that were approved under Consent 20/01284/FUL will not be affected by the proposed extension to Westermans

6.0 Email 30th January 2026; Item 5

- 6.1 Your email states that LCC Highways noted that the potential movement of HGV's through the site may be tight and that you attached your consultation response. When you visited the site in February, I explained that no consultation response had actually been attached to your email.
- 6.2 To address the comment that you made via LCC Highways, I would refer you to the Proposed Block Plan ATC 1140.04(c). The revised layout shows the following;
- (a) A dedicated road for all cars accessing Westermans and Keltruck car parking facilities
 - (b) A one-way system for HGV's entering into Keltruck and exiting from Keltruck

- (c) A secured HGV yard for Westermans to enter, turn , off-load or load, and then exit in forward gear