

# Planning Statement

## 1.0 Introduction and Reasons for This Application

This planning statement has been prepared on behalf of W G Tanker Group to support an application to increase the working hours of the site from those granted in 08/01675/FUL condition 12 limiting the use of the site between 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 on Saturdays.

The site has now been formed ready to accept the new buildings and workshops and since the approval of the above working methods and hours have altered across the world to suit the customers' requirements and to ensure that these requirements can be met it is necessary to alter the working hours to suit these changed practices.

In connection with the above, it is important to vary the working of the site to enable the efficient use of the operatives in what has become a very competitive market.

## 2.0 The Applicant

W G Tanker Group are currently based in Waterhouses, Staffordshire, Foston, Derbyshire and Tilbury, Essex. At present, there are no working hour specific requirements on any of the sites despite the closeness of residential housing to two of these depots.

As part of the original planning approval, W G Tanker Group has agreed to vacate their current village centre site upon moving into the new facility at Winkhill. They currently employ 35 local people at this depot and this will increase once they relocate to Winkhill.

The applicant operates a transport operation including sales, hire and maintenance facilities. Currently throughout its depots clients can and require 24 hour access to these areas to pick up and to drop off vehicles and in some instances emergency maintenance works. With regard to the Waterhouses site these maintenance works are often carried out externally, whilst at the new facility at Winkhill these will be undertaken internally within reasonable noise limits.

## 3.0 The Application Site

The developed site at Winkhill is now in a position to commence to the construction and infrastructure of the final phase, however, the layout of the site and also orientation of the buildings have been carefully thought through so as to limit noise nuisance and transmission.

The workshop is currently approximately 130.00 metres from the main A523 and another 31.00 metres to the closest property, being Mill House. This property is set at a lower level than the A523 and is shielded by the road and boundary walls.

The properties to the East of the site on the A523 are also shielded by the formed bank of the earlier phases of the development as originally planned.

The properties further up The Casey are approximately 240.00 metres from the workshop and again are at a lower level than the depot.

The farm to the West of the site is currently in an elevated position, approximately just over 200.00 metres away from the maintenance workshop although positioned at an angle of 90° and with a tree barrier between the two areas.

Property to the rear is over 250.00 metres from the site and to the rear of the workshop unit to the rear of the site enclosing bank.

Based upon the above, it is believed that noise will not become an issue with regard to the site operation, especially when compared to the current W G Tanker Group operations elsewhere.

We also have to consider the main A523, this is a major trunk road with no restriction and therefore 24 hour noise levels from this will be variable although as this route is used extensively by heavy goods vehicles including those from the quarry in Waterhouses throughout the day and night and it is considered that the noise levels from these greatly exceed any noise from vehicle movements to and from the site in question.

It is not anticipated that refrigeration vehicles will be situated on the site with compressors in operation.

The remainder of the development is not affected.

#### 4.0 Design and Access Statement

The development of the site was approved on the 5<sup>th</sup> August 2010 and the site preparation, levels and material removal have now been completed in accordance with this.

The current conditions only allow for restrictive use of the site and since the approval requirements have changed which require the 24 hour operation of the facility. This mainly relates to the collection and dropping off of vehicles although in some instances some maintenance will be necessary, although this will be within the workshop, offices or stores which will significantly reduce noise levels at the boundary to a level lower than ambient noise levels.

It is not proposed to alter the access to the property, this still allows for an adequate pull off of the main A523 for vehicles.

#### 5.0 Conclusions

The proposed alteration in operating hours is to ensure that the site accords with current client demand, any variation to the proposed is likely to affect the viability of the proposed operation.

The current operations in Waterhouses and also Foston, both of which are close to residential properties are operated in a way where there have been no complaints

relating to noise or the hours of operation and it is believed that this will also be the case with regard to the facility in Winkhill.

The new site will employ a significant number of people, as outlined in the previous planning approval, most of which are local to the area, these currently work at Waterhouses to a varied shift pattern to accommodate their clients requirements and this will need to be reciprocated at Winkhill if the development is to remain a success.

*The Winter Partnership*  
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