

## DELEGATED DECISION OFFICER REPORT

AUTHORISATION	INITIALS	DATE
Case officer recommendation:	ML	31/05/2023
Planning Manager / Team Leader authorisation:	JJ	05/06/2023
Planning Technician final checks and despatch:	CC	05.06.2023

**Application:** 22/01369/FUL **Town / Parish:** Ramsey & Parkeston Parish Council

**Applicant:** Jo Hopkins - Carlson Vehicle Transfer (Groupecat) Ltd

**Address:** Dock Hereditament and Premises Parkeston Quay Harwich

**Development:** Proposed use of the site as an HGV maintenance and service depot including vehicle storage (use Class B2/B8), including site parking/vehicle storage, site offices and a welfare and workshop building.

### **1. Town / Parish Council**

Ramsey & Parkeston Parish Council      No comments received

### **2. Consultation Responses**

Highways England  
15.02.2023

Referring to the consultation on a planning application dated 14 November 2022 referenced above, in the vicinity of the A120 that forms part of the Strategic Road Network, notice is hereby given that National Highways' formal recommendation is that we:

**a) offer no objection (see reasons at Annex A);**

Highways Act 1980 Section 175B is/is not relevant to this application.

This represents National Highways' formal recommendation and is copied to the Department for Transport as per the terms of our Licence.

Should the Local Planning Authority not propose to determine the application in accordance with this recommendation they are required to consult the Secretary of State for Transport, as set out in the Town and Country Planning (Development Affecting Trunk Roads) Direction 2018, via [transportplanning@dft.gov.uk](mailto:transportplanning@dft.gov.uk) and may not determine the application until the consultation process is complete.

The Local Planning Authority must also copy any consultation under the 2018 Direction to [PlanningEE@nationalhighways.co.uk](mailto:PlanningEE@nationalhighways.co.uk)

Annex A National Highway's assessment of the proposed development

National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority, and street authority for the Strategic Road Network (SRN). The SRN is a critical national asset and as such, we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective

stewardship of its long-term operation and integrity.

This proposed development application is a relocation of the existing business (Carlson Vehicle Transfer) to the Harwich international port area, where the nearest Strategic Road Network junction is the A120 Parkeston Roundabout junction. The proposed development will operate on a 24/7 basis following the current activity of Harwich International Port.

Following National Highways' last response dated 22 November 2022, the applicant's consultant or agent has submitted the transport statement to support this applicant. We have completed our review of the details and information provided. Due to the scale of the proposed development trips, it is unlikely to have any severe impact on the A120, part of the Strategic Road Network.

Therefore, we are in a position to withdraw our existing holding recommendation and recommend no objection instead.

ECC Highways Dept  
23.01.2023

The information submitted with the application has been fully assessed by the Highway Authority and conclusions reached based on a desktop study, no site visit was undertaken in conjunction with this application. The roads in the vicinity of the site (West Dock Road and Refinery Way) are classed as private roads and as such the Highway Authority would not normally comment. The proposal will use an established vehicular access off West Dock Road. It is noted that the proposal site is currently unoccupied and is laid to concrete and tarmac hardstanding across the whole site area; while the site has historically been used by HGV transport and logistics companies for haulage, distribution, and storage similar to the re-locating business. As the proposal is for the relocation of the existing business from Tendring Green to a new premises at Parkeston Quay, the proposals are expected to generate the same number of vehicle movements as the existing premises, of around 8 cars / LGVs and 2 HGVs during the AM peak hour and 10 cars / LGVs and 2 HGVs during the PM peak hour, a low number of additional vehicle movements on the surrounding highway network. The site is in an area where there are existing transport and logistics businesses and therefore benefits from excellent access to the A120 and surrounding highway network. The site will provide adequate parking and turning for all vehicles, considering these factors:

The Highway Authority does not object to the proposals as submitted.

Environmental Protection  
24.11.2022

Thank you for your consultation regarding the proposed development above. The Environmental Protection Team's comments are given below:

I have reviewed the above application and can confirm that Environmental Protection have no comments to make.

Environment Agency  
31.05.2023

Having reviewed the updated Flood Risk Assessment and supporting documents we are removing our holding objection to this planning application, providing that you have taken into account the flood risk considerations which are your responsibility. We have highlighted these in the flood risk section below.

Flood Risk

Our maps show the site lies within tidal Flood Zones 2 and 3a defined by the 'Planning Practice Guidance: Flood Risk and Coastal Change' as having medium and high probabilities of flooding respectively. The proposal is for the construction of a range of industrial buildings including site parking, vehicle storage, site offices and a welfare and workshop building. This development is classified as 'less vulnerable', in Annex 3: Flood Vulnerability classification of the National Planning Policy Framework (NPPF). Therefore, to comply with national policy the application is required to pass the Sequential Test and be supported by a site-specific Flood Risk Assessment (FRA). To assist you in making an informed decision about the flood risk affecting this site, the key points to note from the submitted FRA, referenced 2330 and dated 15/05/2023, are:

#### Actual Risk

- o The site benefits from the presence of defences which protect the site from flooding in all annual exceedance probabilities up to, and including, the 0.5% (1 in 200) annual probability event including climate change. Therefore, the site is not at actual risk of flooding in the 'design event'.

- o The Environment Agency's Stour and Orwell coastal flood modelling indicates that the defences will overtop in the 0.1% (1 in 1000) annual probability event including climate change. Therefore, the site is at actual risk of flooding in an extreme event.

- o The FRA states that minimum site levels are 3.17mAOD. Therefore, based on a modelled flood level of 4.26 mAOD, maximum flood depths at the site will be 1.09m during a 0.1% (1 in 1000) annual probability event including climate change.

Assuming a velocity of 0.5m/s the flood hazard is danger for most including the general public in this event. Therefore, this proposal does not have a safe means of access in the event of flooding to an area wholly outside of the floodplain.

- o The FRA has not provided finished floor levels for the proposed buildings and therefore it is assumed that all proposed buildings will also flood internally to a depth of 1.09m during an extreme event.

- o The applicant has provided a Flood Response Plan to manage the risk of flooding to occupants in the event of a flood. The Local Planning Authority should assess this plan to determine its adequacy. When assessing the risks, it should be noted that the land to the south of the development will become a 'dry island' during the 0.1% (1 in 1000) annual probability event including climate change.

- o Compensatory storage is not required.

#### Residual Risk

- o Section 5.3 of the FRA explores the residual risk of flooding using the undefended levels from the Environment Agency's Stour and Orwell coastal modelling as a proxy for a breach in the tidal flood defences. This shows that the site could experience flood depths of up to 1.88m during the 0.5% (1 in 200) annual probability breach flood event and up to 2.25m during the 0.1% (1 in 1000) annual probability breach flood event, both including climate change.

- o Assuming a velocity of 0.5m/s the flood hazard is danger for all including the emergency services in the 0.5% (1 in 200) annual probability flood event including climate change.

- o Finished ground floor levels have not been proposed and therefore it is assumed that the maximum internal flood depths will be the same as the depths on site during a breach event.

- o A Flood Response Plan has been proposed and is necessary to ensure the safety of the development in the absence of safe access /

with internal flooding in the event of a breach flood.

#### Other Sources of Flooding

In addition to the above flood risk, the site may be within an area at risk of flooding from surface water, reservoirs, sewer and/or groundwater. We have not considered these risks in any detail, but you should ensure these risks are all considered fully before determining the application.

Health and Safety  
Executive  
01.02.2023

Land Use Planning Consultation with Health and Safety Executive [Town and Country Planning (Development Management Procedure) (England) Order 2015, Town and Country Planning (Development Management Procedure) (Wales) Order 2012, or Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013]

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of Major Hazard Sites/ pipelines. This consultation, which is for such a development and is within at least one Consultation Distance, has been considered using HSE's planning advice web app, based on the details input on behalf of Tendring District Council.

HSE's Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Breakdown:

Parking Areas : Do Not Advise Against

Is this a parking area with no other associated facilities, car parks which are part of another development type should be included within that development type Yes

Workplaces : Do Not Advise Against

Is it a workplace specifically for people with disabilities, e.g. sheltered workshops? No

Are there 100 or more occupants in any individual workplace building (that lie partly or wholly within a consultation distance)? No

Are there 3 or more occupied storeys in any workplace building (that lie partly or wholly within a consultation distance)? No

This advice report has been generated using information supplied by Eve Ramsden at Tendring District Council on 01 February 2023.

Note that any changes in the information concerning this development would require it to be re-submitted.

HSE – Explosives  
05.06.2023

Location: Dock Hereditament and Premises, Parkeston Quay, Essex, Parkeston, CO12 4SR

Proposal: The proposed relocation of Carlson Vehicle Transfer (Groupecat) Ltd to Harwich International Port, West Dock Road, Parkeston, CO12 4SR with site parking/vehicle storage, site offices and welfare and a workshop building.

The proposed development lies just outside of SD2, but within SD3, of the nearby licensed explosive site. Provided that the proposed

development does not constitute as a 'vulnerable' building HSE has no comment to make.

### **3. Planning History**

18/01212/FUL	Proposed erection of industrial unit.	Approved	16.10.2018
22/01369/FUL	Proposed relocation of Carson Vehicle Transfer Ltd to Harwich International Port including site parking/vehicle storage, site offices and a welfare and workshop building.	Current	

### **4. Relevant Policies / Government Guidance**

National:

National Planning Policy Framework July 2021 (NPPF)

National Planning Practice Guidance (NPPG)

Local:

Tendring District Local Plan 2013-2033 and Beyond North Essex Authorities' Shared Strategic Section 1 Plan (adopted January 2021)

SP1 Presumption in Favour of Sustainable Development

SP5 Employment

SP7 Place Shaping Principles

Tendring District Local Plan 2013-2033 and Beyond Section 2 (adopted January 2022)

SPL1 Managing Growth

SPL2 Settlement Development Boundaries

SPL3 Sustainable Design

PP6 Employment Sites

PP7 Employment Allocations

PPL1 Development and Flood Risk

PPL5 Water Conservation, Drainage and Sewerage

PPL10 Renewable Energy Generation

CP1 Sustainable Transport and Accessibility

Local Planning Guidance

Essex County Council Car Parking Standards - Design and Good Practice

**Status of the Local Plan**

Planning law requires that decisions on applications must be taken in accordance with the development plan unless there are material considerations that indicate otherwise (Section 70(2) of the 1990 Town and Country Planning Act and Section 38(6) of the Planning and Compulsory Purchase Act 2004). This is set out in Paragraph 2 of the National Planning Policy Framework (the Framework). The 'development plan' for Tendring comprises, in part, Sections 1 and 2 of the Tendring District Council 2013-33 and Beyond Local Plan (adopted January 2021 and January 2022, respectively), together with any neighbourhood plans that have been brought into force.

## **5. Officer Appraisal (including Site Description and Proposal)**

### Site Description

The application site is located between Harwich International Port to the north and the village of Parkeston to the south. The site falls wholly within the defined development boundary for the Harwich, Dovercourt and Parkeston area.

The site is currently unoccupied and is laid to concrete and tarmac hardstanding across the whole site area, the site is served by existing drainage and external lighting including secure fenced boundaries with 6m wide gated access. The site has been historically used by HGV transport and logistics companies for haulage, distribution and storage.

The site falls within a high-risk flood zone (Zones 2 and 3).

### Proposal

This application is for the erection of new workshop building and temporary portacabin office buildings including change of use to establish an HGV maintenance and service depot including vehicle storage (use Class B2 and B8) at the proposed site off West Dock Road, Parkeston within the Harwich International Port area. The plans also incorporate a HGV drivers training area.

Carlson Vehicle Transfer currently operate at Heath Road, Tendring and are looking to relocate to a more suitable location for the business and its operations to include better facilities to support business development with better access and egress for the articulated trucks and vehicle movements.

The proposal is to construct a new workshop building 23m x 18m to service and maintain the Carson fleet of articulated trucks. The workshop will be of steel frame construction with cladding externally. Provision of 'Portacabin' style office accommodation to be sited for office staff, and drivers' welfare area. There is an existing lorry wash down bay which Carlson propose to bring back into operation.

The site will operate with 6 office staff and 7 technicians including yard staff.

### Appraisal

#### Principle

The key and most important local plan policy governing new commercial proposals is policy PP7 (Employment Allocations). The site in question is not allocated for B2 and/or B8 use under policy PP7 but has been used historically for commercial purposes given its close proximity to the port.

Policy PP7 goes on to state 'Proposals for new employment-related development on land outside of these allocations will be considered having regard to their potential to support economic growth in the district and the requirements of other policies in this Local Plan.'

Therefore, Policy PP7 clearly envisages that proposals for employment related development may be acceptable on land outside of the allocations having regard to their potential to support economic growth in the district and the requirements of other policies in this Local Plan.

The application site falls within the defined development boundary for Harwich on land previously utilised as a haulage yard. To this end the application site has been identified as a good location for Carlson Vehicle Transfer as it offers 24/7 unrestricted use within the port's existing operations.

Given the historic use of the site, its siting within the development boundary and the compatibility of surroundings uses, the principle of development is acceptable.

### Design/Impact

Paragraph 130 of the National Planning Policy Framework 2021 (NPPF) requires that developments are visually attractive as a result of good architecture, are sympathetic to local character, and establish or maintain a strong sense of place.

Adopted Policy SP7 of Section 1 of the 2013-33 Local Plan seeks high standards of design, which responds positively to local character and context.

The construction of a warehouse and the siting of staff offices would appear contextually appropriate for the character of the area, which comprises of warehousing and structures associated with the adjacent port and carless refinery, which is located further to the west. The scale and materiality of the proposed structures is in keeping with other built form in the vicinity and would therefore not appear out of place or visually intrusive in the location.

### Highways Impact

Paragraph 108 of the National Planning Policy Framework 2021 seeks to ensure that safe and suitable access to a development site can be achieved for all users. Paragraph 111 of the Framework states that Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Adopted Policy CP1 (Sustainable Transport and Accessibility) states proposals for new development must be sustainable in terms of transport and accessibility and therefore should include and encourage opportunities for access to sustainable modes of transport, including walking, cycling and public transport.

A Transport Assessment has been submitted which concludes the following;

'The proposals will not result in a material impact on the Strategic Road Network with around 1 additional vehicle movement every 5 - 6 minutes during the AM and PM peak hours. Furthermore, the proposals are in keeping with the range of businesses which operate from Harwich International Port and are not therefore considered to result in a material change in the number or type of vehicles accessing the wider road network.

As the proposed vehicle movements are very low and will not result in a change in the type of vehicles on the surrounding highway network the proposals are not likely to result in any change to the PIA rate at the Parkeston roundabout or the wider road network'.

Essex County Council Highway acknowledge the low number of additional vehicle movements envisaged and the good existing access arrangements and confirm they have no objections to the proposal.

National Highways have also been consulted due to the potential impacts upon the nearby A120. Following a review of the Transport Assessment, they have confirmed no objections to the proposal.

The development provides for 18 staff parking spaces, which comfortably accords with the requirements of the parking standards and the envisaged level of employees. Two conditions are recommended to ensure that the parking areas are laid out prior to the use first commencing and to ensure that no vehicles are stored outside of secure vehicle storage compound. These conditions are considered to meet the NPPF tests because they are to ensure the storage of

vehicles is restricted to a small area of the site and to ensure all parking areas are laid out prior to the completion of the workshop building, in the interest of highway safety and the amenity of the area.

### Flood Risk

The National Planning Policy Framework (NPPF, July 2021) sets out the government's planning policies for England. The NPPF sets out planning and policies related to development planning and flood risk using a sequential characterisation of risk based on planning zones and the Environment Agency's Flood Maps. The aim of the flood risk assessment is to identify which Flood Zones the site is located in and vulnerability classification relevant to the proposed development, based on an assessment of current and future conditions.

In accordance with the technical guidance set out to support the National Planning Policy Framework, office and commercial uses are considered 'Less Vulnerable' uses and are considered appropriate uses within Flood Zones 2 and 3a subject to only a FRA, with no sequential test or exception test assessments required.

The submitted Flood Risk Assessment concludes;

The tidal modelling data indicates that under the defended condition the site is not subject to flooding from any of the 5% AEP (1 in 200 year) and the 5% AEP (1 in 200 year) plus climate change SLR 755mm and 1110mm events. This implies that the flood hazard to the people and the property from these extreme events is low.

However, to minimise the damage and to enable quick recovery and clean up after the flooding event, it is proposed that flood resilient measures will be implemented up to 2m from ground level in conjunction with a Flood Emergency Plan, which has been submitted. This plan will ensure that the occupants are fully aware of the flood risk and flood warning and evacuation during an extreme event.

The Environment Agency has reviewed the FRA and have no objections to the development. The EA outline that the site benefits from the presence of defences which protect the site from flooding in all annual exceedance probabilities up to, and including, the 0.5% (1 in 200) annual probability event including climate change. Therefore, the site is not at actual risk of flooding in the 'design event'.

However, the EA do also state that during an extreme event (1 in 1000yr event) the proposed buildings would flood to a depth of 1.09m. However, due to the submission of a Flood Response Plan this ensures the safety of the development in the absence of safe access / with internal flooding in the event of a breach flood.

### Residential Amenity

The nearest residential properties are located a significant distance to the east in the village of Parkeston. Those properties within Foster Road are sited approximately 230m away with other commercial uses operating within the intervening area. As such the use of the site for the purposes outlined would not result in any adverse impact upon residents in terms of noise and disturbance or light pollution.

### HSE Advice

The application site lies within the relevant consultation zones of two hazardous installations. The site also lies within the consultation zone of an explosive facility at Harwich International Port.

As the proposed development is less than 3 storeys (12 metres) there are no objections from HSE. The site also lies within the middle consultation zone of the Carless refinery; however, the HSE does not advise, on safety grounds, against the granting of planning permission on this site in relation to hazardous installations.



As noted above the site also lies within the consultation zone for a nearby explosives facility at the Port. Consequently, the HSE Explosives (Land Use Team) have been consulted and provide the following comments;

'The proposed development lies just outside of SD2, but within SD3, of the nearby licensed explosive site. Provided that the proposed development does not constitute as a 'vulnerable' building HSE has no comment to make'.

As the development is commercial in nature and not residential the development is not classed as vulnerable and therefore there are no objections from the HSE on this matter.

### Sustainability

Policies PPL10 and SPL3, together, require consideration be given to renewable energy generation and conservation measures. Proposals for new development of any type should consider the potential for a range of renewable energy generation solutions, appropriate to the building(s), site and its location, and be designed to facilitate the retro-fitting of renewable energy installations.

Paragraph 112 of the Framework states that applications for development should be designed to enable charging of plug-in and other ultra-low emission vehicles (ULEV) in safe, accessible and convenient locations. However, recent UK Government announcements that ULEV charging points will become mandatory for new development have yet to be published.

There is potential to incorporate ULEV charging points for electric cars and other renewable energy options within the development. It is therefore considered reasonable and necessary to include a planning condition requiring a scheme is provided, together with a timetable to be submitted for the consideration and installation of these measures, as such a condition is capable of addressing these policy requirements.

### Other Considerations

Ramsey & Parkeston Parish Council have not commented upon the application. No further letters of representation have been received.

### Conclusion

The development, as demonstrated within the accompanying plans, design and access statement, transport statement and flood risk assessment, would not have an adverse effect on visual amenity, highway safety or from a flood risk perspective. As such the provisions of Local Plan Policy SPL3 are met. There is also policy support within national and local planning policies for the relocation and expansion of businesses to appropriate locations. For the reasons given it is considered that the relocation of the HGV maintenance and service depot and vehicle storage business (use Class B2/B8) to the application site is acceptable and in accordance with the relevant key and most important policies as set out above.

No other potential impacts will arise as a result of the development, in relation to the residential amenity or health and safety executive concerns. The application is therefore recommended for approval.

## **6. Recommendation**

Approval

## **7. Conditions**

1 COMPLIANCE REQUIRED: COMMENCEMENT TIME LIMIT

CONDITION: The development hereby permitted shall be begun not later the expiration of three years from the date of this permission.

REASON: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

NOTE/S FOR CONDITION:

The development needs to commence within the timeframe provided. Failure to comply with this condition will result in the permission becoming lapsed and unable to be carried out. If commencement takes place after the time lapses this may result in unlawful works at risk Enforcement Action proceedings. You should only commence works when all other conditions requiring agreement prior to commencement have been complied with.

## 2 APPROVED PLANS & DOCUMENTS

CONDITION: The development hereby permitted shall be carried out in accordance with the drawings/documents listed below and/or such other drawings/documents as may be approved by the Local Planning Authority in writing pursuant to other conditions of this permission or such drawings/documents as may subsequently be approved in writing by the Local Planning Authority as a non-material amendment following an application in that regard (except for Listed Building Consents). Such development hereby permitted shall be carried out in accordance with any Phasing Plan approved, or as necessary in accordance with any successive Phasing Plan as may subsequently be approved in writing by the Local Planning Authority prior to the commencement of development pursuant to this condition.

- AWA/1156/01 (Site Plan)
- AWA/1156/02 (Block Plan)
- AWA/1156/03 (Office Plans)
- SL/001 (Parking Layout)
- PL01 (Workshop Plans)
- PL02 (Workshop Plans)
- Transport Statement (Ref - 2262/AF - December 2022)
- Flood Risk Assessment (Project Ref: QFRA 2330, Version: 1.1 - Date: 15/05/2023)
- Flood Emergency Plan (QFRA: 2330, Version 1.0 - Date: 15 May 2023)
- Design & Access Statement (Clarkehaus)

REASON: For the avoidance of doubt and in the interests of proper phased planning of the development.

NOTE/S FOR CONDITION:

The primary role of this condition is to confirm the approved plans and documents that form the planning decision. Any document or plan not listed in this condition is not approved, unless otherwise separately referenced in other conditions that also form this decision. The second role of this condition is to allow the potential process of Non Material Amendment if found necessary and such future applications shall be considered on their merits. Lastly, this condition also allows for a phasing plan to be submitted for consideration as a discharge of condition application should phasing be needed by the developer/s if not otherwise already approved as part of this permission. A phasing plan submission via this condition is optional and not a requirement.

Please note in the latest revision of the National Planning Policy Framework (NPPF) it provides that Local Planning Authorities should seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). Accordingly, any future amendment of any kind will be considered in line with this paragraph, alongside the Development Plan and all other material considerations.

Any indication found on the approved plans and documents to describe the plans as approximate and/or not to be scaled and/or measurements to be checked on site or similar, will not be considered applicable and the scale and measurements shown shall be the approved details and used as necessary for compliance purposes and/or enforcement action.

- 3 **CONDITION:** No development shall commence above slab level until a scheme for the provision and implementation of water, energy and resource efficiency measures for the lifetime of the development shall be submitted to and approved, in writing, by the Local Planning Authority. The scheme should include as a minimum the following:-

- Electric charging points;
- Renewable energy provision;
- Agreement of heating of building; and
- Agreement of scheme for waste reduction

The scheme shall be fully implemented prior to the first occupancy of the development unless otherwise agreed in writing by the Local Planning Authority. The scheme shall be constructed and the measures provided and made available for use as may be agreed and thereafter shall be maintained.

**REASON:** To enhance the sustainability of the development through better use of water, energy and resources reduce harm to the environment and result in wider public benefit in accordance with the NPPF.

- 4 **COMPLIANCE: FLOOD RESILIENT MEASURES**

**CONDITION:** Prior to the first use of the approved buildings the flood resilient measures outlined at Section 6.1 of the submitted Flood Risk Assessment shall be completed in full.

**REASON:** To minimise the damage and to enable quick recovery and clean up after a flooding event.

- 5 **ONGOING REQUIREMENT IMPOSED - RESTRICTION ON EXTERNAL OPEN AIR STORAGE**

**CONDITION:** There shall be no storage of vehicles outside the confines of the area titled 'Secure Vehicle Storage Compound (22 spaces)' on the approved plan AWA/1156/02 related to this permission , except pursuant to the grant of separate planning permission on an application made in that regard.

**REASON:** The application has been assessed on this basis and external storage of these items beyond the allocated areas would be harmful to the local amenity, highway safety, and the character and appearance of the area.

**NOTE/S FOR CONDITION:**

This condition shall engage and restricts the operation of the development from the first commencement of the use and/or operation hereby approved. This condition is imposed to ensure the development avoid unreasonable impact on the residential amenity of neighbouring dwellings, especially given the location of the development with considerations to the prevailing character and amenity currently enjoyed in this location. Without the imposing of this condition, the development would be refused due to the risk of harm and this condition is considered necessary, enforceable and reasonable in all other respects. This condition as detailed will apply to the development at all times unless varied or removed legally.

- 6 **ACTION REQUIRED: HIGHWAYS PARKING PROVISION**

CONDITION: The use shall not be commenced until the articulated truck parking, driver's parking and staff and visitors parking areas within the site, as shown on approved drawing no. AWA/1156/02, and for the purposes of manoeuvring and parking of vehicles has been provided and made functionally available. All parking areas shall then be retained and remain free of obstruction.

REASON: To ensure the provision of adequate on-site space for the parking and manoeuvring of vehicles in the interests of visual amenity and highway safety.

## 8. Informatives

### Positive and Proactive Statement

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

<b>Are there any letters to be sent to applicant / agent with the decision? If so please specify:</b>	YES	<b>NO</b>
<b>Are there any third parties to be informed of the decision? If so, please specify:</b>	YES	<b>NO</b>