

09/995

APPLICATION FOR CHANGE OF USE
Relating to
THE STAUNTON WORKS
NEWARK ROAD, STAUNTON-IN-THE-VALE, NOTTINGHAMSHIRE

BACKGROUND STATEMENT

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1. The Local Planning Authority will be well aware of that part of the Staunton Works formerly occupied by Bullock & Driffill Limited which is the subject of the current Application by Farrell Transport Limited. The extent of the premises is shown edged red on the Plan attached to this Statement. It is understood that the premises were used by Bullock & Driffill for B1 and B2 General Industrial purposes as per the advice received from the LPA on 15 June 2009 a copy of which is also attached.
2. The site has a total area of some 5.9 hectares or thereabouts. The buildings on site comprise steel portal framed industrial buildings with a gross internal area of a little under 8,200 square metres comprising:-

	Sq Metres
Production/storage bays	1965.99
Workshop/garage	1418.75
Loading canopy	779.81
Production bays (rear)	3243.53
Lean-to stores	129.06
Timber treatment shed	105.09
Offices	328.40
Canteen	143.00
Miscellaneous (WC/store)	<u>52.14</u>
Gross Internal Area	8165.77

3. Bullock & Driffill went into administration in October 2008 since when the premises have been vacant. Despite on-site security the premises have been vandalised due to break-ins with, on one occasion, an oil drum being overturned allowing oil to escape into the drains and there has been at least one instance of arson. In the current climate the Selling Agents are finding it difficult to find a suitable purchaser.
4. Farrell Transport Limited are a medium sized company currently employing some 40 full time individuals. Their business is storage and haulage, the haulage element being both local and national. They currently operate from two sites – warehouse premises at Hangar 5 at RAF Newton and warehouse premises with

ancillary office accommodation at Bingham Industrial Estate, Moorbridge Road East, Bingham. In both cases their tenure of the premises is leasehold. In the case of the Newton premises their Lease comes to an end on 13 September 2009, they do not have security of tenure and there is no guarantee that the Lease will be renewed.

5. A move to the Staunton Works would present an opportunity for the company to rationalise their operation (by virtue of not having to operate from two sites) and consolidate. The Bingham premises, which are on a medium term Lease, would be sub-let to a suitable tenant. In particular a move to the Staunton Works would not involve the loss of jobs. On the contrary it is the company's hope that business would grow. Current storage capacity at Newton and Bingham amounts to 80,000 square feet and therefore the additional capacity at Staunton will allow for expansion. The nature of the business is such that it is likely that the need for additional employees will be met from the locality.
6. In the event that Permission for Change of Use is granted then no new accommodation would be required at the site within the foreseeable future. Instead there would be general repair and refurbishment of the existing premises coupled with adaptation of the premises internally to cater for storage rather than industrial processes. The substantial yard in front of the existing industrial buildings is more than adequate to cater for the company's fleet of twenty haulage vehicles (which in any event would not all be present on site at the same time) together with the parking of some thirty private vehicles belonging to employees. The existing accesses into the site are more than adequate for the company's operations and the existing foul and surface water drainage systems will be utilised. Trade waste comprises, in the main, packaging materials and the company employs the services of a waste contractor who makes provision for the separate storage and collection of recyclable waste.
7. Because of the haulage element of the company's operations the premises would need to be designated as an HGV Operating Centre and the company has already made the necessary application to the Traffic Commissioner. As mentioned above, the company operates twenty HGV vehicles (LGV). Thirteen vehicles are on general haulage and leave on a Monday morning and may not return on a daily basis due to the distances they have to travel. This means that some vehicles are out all week and do not return to base until the end of the week. The other seven are local delivery and collection vehicles which means that they leave in the morning and return late afternoon. On a normal day approximately two containers per day are delivered into the company for unloading for storage purposes and vehicles movements are fairly small – some 20 movement per day which is probably less than for the Bullock & Driffill operation. It is estimated that 50% of the vehicle movements would be to the left out of Staunton Works along Grange Lane towards Newark with the remaining 50% turning right along Long Hedge Lane, Spar Lane and Lordship Lane towards the A52.
8. The Application presents an opportunity for vacant premises that are currently stagnating to be brought back into beneficial use together with an opportunity to allow an existing established business to rationalise, consolidate and expand.