

09/995

edwards clegg

Your ref:
Our Ref: JWE
Please ask for: Mr J W Edwards

Direct email: je@edwardsclegg.com

14 August 2009

Ms. C. Turton,
Planning Officer,
Newark & Sherwood District Council,
Kelham hall,
Kelham,
Newark,
Notts. NG23 5QX

NEWARK & SHERWOOD
DISTRICT COUNCIL
18 AUG 2009
PLANNING SERVICES

Dear Ms. Turton,

Re: Staunton Works – Ref: 09/00995/FUL

I refer to your letter of 30 July and our subsequent telephone conversations and I now enclose the three copies of the Planning Application with panels 11, 12 and 13 completed as requested. As far as paragraph 11 is concerned, please refer to the Background Statement for the number of staff vehicles and number of lorries to be parked on site and to the Block Plan (four of which will have been delivered separately to you by my clients) for the position of the respective parking areas on the site. As I said when we spoke on the telephone, the site is so vast that it is more than adequate to accommodate on-site parking for staff, lorries and trailers.

I unfortunately omitted to add a legend on the Plan in respect of the various colourings. They are as follows:-

The Site – edged red
Access – hatched brown
Staff parking – hatched blue
Unloading/loading/turning – hatched green
Lorry & trailer parking/turning – hatched yellow

As far as panels 12 and 13 are concerned, my clients are not yet precisely aware of the nature of the foul and surface water systems serving the site but my clients' operations there will certainly be less intensive than the former Bullock & Driffill use and the existing foul and surface water systems to be used will be more than adequate. In fact my clients have no intention of making any alteration to buildings or infrastructure other than re-arranging the internal working areas within the buildings.

As discussed over the telephone, please refer to the Background Statement and in particular to paragraph 7 in connection with my clients' anticipated vehicle movements. You asked if we have any information concerning the Bullock &

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Driffill operation and my clients did actually periodically work for them so they do have some limited knowledge. They believe that the company had approximately a dozen lorries of their own but they also sub-contracted work out to haulage firms (as they did with my clients) and they also had deliveries coming into the site (for example timber from the ports). My clients estimate that the Bullock & Driffill operation most probably generated a very similar volume of vehicle movements to my clients' own operation. I can add that my clients' busiest times of the week will be 6.00 to 8.30 a.m. on Mondays and 3.00 to 6.00 p.m. on Fridays.

As I said to you on the telephone, my clients are currently under Contract to purchase the site from Bullock & Driffill's Liquidators but subject to the grant of Planning Consent pursuant to the current Application. It is important that the Application is turned round as quickly as possible because, although there is 24 hour security at the site, that is not preventing the site being vandalised. I should therefore be grateful if you would do what you can to ensure that the Application proceeds as smoothly and quickly as possible. If you need anything further please do not hesitate to contact me.

Yours sincerely



JEFF EDWARDS

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