

Members of the committee.

Several Holystone residents have requested that I present this statement on their behalf as an objection to the planning variation application 21/01510/FUL submitted by Joseph Parr.

For the planning committees' convenience, I will outline the bad working practices of this company and residents' opposition to this variation as they view it as a means by Joseph Parr to legitimise their failure to comply with the planning conditions agreed in 2010.

Since this company took over occupation of this unit in 2010 the residents' experiences with this building supplies company have been far from harmonious. Joseph Parr are not good neighbours. They have continuously and brazenly flouted the nine stipulations attached to the original approved Planning Application, granted by this committee in 2010.

Parrs have continually stored extensive amounts of building supplies, including timber, bricks and other building materials above a height of 2M and usually in excess of 4-5 M all across their premises but most prominently beside the Southern perimeter fence bordering Whitley Rd and facing local residents' houses. Goods are also routinely stored in the designated 6 staff and 21 customer parking bays (both required as part of the 2010 planning application agreement). This lack of clearly marked and accessible staff and visitor parking bays encourages the drivers of these vehicles to park on Wesley Way resulting in major traffic congestion. Generally, staff and visitors park their vehicles on the footpath in Wesley Way in an attempt to keep the road clear for incoming HGV deliveries, causing a hazard for pedestrians, including schoolchildren.

As well as negotiating the congestion on Wesley Way, the HGV drivers who are required to deliver to Parrs have major issues accessing the site because of the haphazard external stock storage situation and the fact that the unloading bays are also used to house building materials. This is against the intended purpose of these areas and in direct contravention of their former planning approval.

In addition, the failure by Parrs to implement the stipulated and approved sign posted one-way traffic system throughout their site as per their 2010 planning application, effectively means delivery drivers cannot safely negotiate throughout the site and pull into the onsite delivery bays. This results in some drivers simply unloading goods on Wesley Way and manually moving them across the road into the Parrs site – clearly a very dangerous method of work given the nature of the materials involved. The frequent blockage of Wesley

Way by deliveries to Joseph Parrs causes disruption for other businesses on the industrial estate and hampers access for emergency vehicles. The early morning deliveries (often well before 7 a.m.) to Joseph Parr causes disruption, noise and atmospheric pollution for residents and impacts greatly on their quality of life, especially when the HGV drivers sit with their engines running because the site is not open and they are unable to deliver.

The ineffective management of Parrs site resulting in vehicles parking on Wesley Way means that HGV delivery drivers sometimes find their access route blocked by HGV's making deliveries. This means they often have to perform dangerous and unsafe reversing manoeuvres across the extremely busy Whitley Rd and into St Aidans Ave, a residential cul-de-sac opposite, in order to enable them to manoeuvre these extremely large, heavily laden, 14 wheeled juggernaut type vehicles back onto Whitley Rd and into oncoming traffic.

With regards to loss of visual amenity; the residents do not have to imagine what the impact on the loss of that would be like - they simply have to look out of their bedroom windows to see a wall of bricks and other building materials stacked 5M high. During the summertime the trees on Whitley Rd mercifully shield some of the eyesore but it is only effective when the trees are in full bloom - approximately 30% of the year. For the remainder of the year, especially once the leaves fall, the true impact of the way this company manages its stock levels and storage heights and the insensitive design of this application reveals the full extent of the loss of visual amenity for local residents, it is apparent for all to see. Sadly, I have recently been made aware that a subsequent application(10/00552/FUL) by the company to remove the requirement to install the amenity screening of the site has been submitted. I understand this will be considered in due course and I hope will be refused.

By consistently failing to adhere to previous planning stipulations and agreements as outlined earlier, Parrs appears to pay scant regard to their legal responsibilities when it comes to applying for and gaining the required planning permissions. Since taking over operation of the site some 11 years ago they have frequently undertaken developments without planning permission – including unauthorised signage; unauthorised floodlighting; storing of stock in unauthorised and external locations including some for display and sale and exceeding their agreed operating hours. All of these contraventions whilst ignoring their responsibilities under planning legislation to implement others, such as, the provision of covered cycle racks; the reinstatement of the footway verges, raised kerbs and highway boundaries and the implementation of the

onsite one-way system including signage for safe access/egress for deliveries and visitors, or to carry out required landscaping and environmental works to improve the visual amenity.

When Joseph Parr breeches the conditions that are applied to their planning application, they pay lip service to requests from planning enforcement officers to address issues and only grudgingly comply when threatened with impending legal action. Even then, they only do the minimum required to comply with the request – for example; even though they were refused planning permission to install post mounted signage in 2019, Parrs went ahead and installed it anyway. They eventually complied with the request to remove the illegal sign but dumped it next to the fence where it remained for many months whilst leaving the supporting posts in place sticking up 15 feet into the air like totem poles.

As witnessed by this variation application, this company believes that they can do as whatever they like and can just apply for retrospective approval and expect this committee will nod, agree and approve.

When we compare their custom and practice with their previous 2010 planning application, the likelihood is that Parrs won't feel constrained by the conditions applied to this variation but will continue to push the boundaries and continue with their questionable management practices with no consideration on how their actions impact on residents in the local community.

With this in mind, I ask the committee not to reward their bad management and continued failure to comply with planning legislation.

I strongly urge this committee to reject this planning variation application in order to protect the amenity of the surrounding area and local community, in line with NPPF guidelines and request that this committee makes recommendations that planning enforcement officers stringently monitor this company for adherence to its responsibilities under planning law.

Thank you.