

PLANNING APPLICATION NUMBER:P08/1381

Type of approval sought	Full Planning Permission
Ward	BROCKMOOR AND PENSNETT
Applicant	Mr Peter Marsh, Interserve FM
Location:	LAND OFF DREADNOUGHT ROAD, THE PENSNETT ESTATE, KINGSWINFORD, WEST MIDLANDS
Proposal	TEMPORARY USE OF SITE AS A PARK AND RIDE CAR PARK FOR STAFF AT RUSSELLS HALL HOSPITAL DURING THE HOURS OF 07:00 - 19:00 ON MONDAY TO FRIDAY
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

1. The 1.3 hectare application site is located approximately 1.5 kilometres to the west of Russells Hall Hospital on land generally adjacent to the junction of the A4101 High Street, Pensnett (west of the local centre) and Dreadnought Road. Access to the site is located off Dreadnought Road, some 45 metres from the junction with High Street which is shared with that to the Dreadnought Tile works.
2. The site forms part of the wider Pensnett Industrial Estate to the west, a Key Industrial Area designated under the Adopted Unitary Development Plan (UDP). This site is specifically designated as a Key Industrial Site subject to Policy EE1 of the UDP but is separated from the main estate by a railway line. A residential area is located to the opposite side of Dreadnought Road to the east.
3. The application site proper, consists of a tarmacaddam hard standing which has previously been used in the past for the storage of cars and has recently been marked out with car parking bays. An existing access to the site itself is located 7 metres beyond the rear of the footway from the shared industrial site access. The site is then bounded by an area of mature trees which are the subject of a Group Tree Preservation Order on the south/south east frontage, none of which are affected by the by the current application.

PROPOSAL

4. This application seeks permission to use the site as a temporary park and ride facility for staff at Russells Hall Hospital for a maximum period of two years. The car park is required to accommodate staff displaced from existing temporary and permanent car parking areas at the hospital by the construction of a multi-storey car park, which was approved by this Committee on 18th March 2008.
5. Submitted plans indicate that the site has been marked out to accommodate approximately 500 car parking spaces with a security staff office and a bus shelter. Access to the site is proposed from the existing site access off Dreadnought Road. The site layout also indicates in/out vehicle circulation and a bus turn around point. The site will be illuminated when necessary by thirteen lighting columns.
6. Submitted information states that the site is to operate from the hours of 07.00 to 19.00 on Monday to Friday only, and that at peak periods, three minibuses will operate a shuttle service at a 10 minute frequency. It is stated that the site is intended to accommodate a maximum of 250 members of staff, which would in fact equate to the number of hospital parking spaces lost to the construction and construction compound.
7. The application is accompanied with Transport and Lighting Assessments.

RELEVANT PLANNING HISTORY

Application no.	Proposal	Decision	Decision Date
93/50025	Retention of use of land for the storage of cars	Approved	25/02/1993
P00/50763	Erection of industrial building (B1, B2, B8)	Approved	24/07/2000
P02/1508	Erection of building for steel handling and warehousing connected to the existing Pensnett railhead.	Refused. Subsequently allowed at appeal following inquiry	15/06/2004

8. The two latter applications covered a larger site area than the current application and included a main means of access for industrial vehicles and staff from Dandy Bank

Road within the Pensnett Estate. Application P00/50763 did include an access off Dreadnought Road for some 33 office staff and visitors.

PUBLIC CONSULTATION

9. The planning application has been publicised by the direct notification of all adjoining and adjacent neighbours, the display of a site notice and a notice in the press. Local Members have also been notified directly.
10. As a result of such publicity, 70 letters of objection have been received in respect of the application including 21 from local residents, 40 from workers in Dreadnought Road, 6 from the operators, hauliers and persons associated with the Dreadnought Tile works (including a 14 name petition from goods vehicle drivers), 2 letters with observations from all three Ward Councillors and 1 from Ian Pearson M.P.
11. Objections and concerns raised relate to;
 - Additional traffic dangers from vehicle movements and merging traffic in the access bellmouth.
 - Additional delays to traffic and congestion on Dreadnought Road from 250 vehicles entering and exiting the site.
 - The bus shuttle is likely to be held up in traffic queues.
 - Alternative sites and points of access are available.
 - Previous planning appeal decision prohibited access from Dreadnought Road.
 - Additional pollution from noise, light and fumes.
 - Traffic surveys taken in school holidays when traffic was light.
 - Impacts upon the hauliers and Dreadnought Tile businesses due to delays and time constraints to bring in raw materials.
 - Works have been carried out on site in advance of the application.

OTHER CONSULTATION

12. The Head of Environmental Health and Trading Standards: raises no objection.
13. The Group Engineer, Development: has no sustainable objections to the development subject to the implementation of junction and access improvements, plus approval of the methodology for allocating staff to use the car park.

RELEVANT PLANNING POLICY

14. Adopted UDP (2005)

DD4 – Development in Residential Areas

DD6 – Access and Transport Infrastructure

DD10 – Nature Conservation and Development

EE1 – Key Industrial Areas and Development Sites

NC9 – Mature Trees

NC6 – Wildlife Species

EP6 – Light Pollution

15. Supplementary Planning Document

Nature Conservation

ASSESSMENT

16. The key issues in determination of this application are ;

- The principal of the proposed use
- Congestion and Highway Safety
- Residential amenities
- Nature conservation interests

The Principal of the Proposed Use

17. Policy EE1 – Key Industrial Areas and Development Sites (Site 4, Dreadnought Road) seeks to safeguard this site for industrial purposes. However, given the difficult situation for car parking at Russells Hall Hospital, the last authorised planning use for this site being car storage and the fact that this application is for a temporary period only, no in principle policy objection is raised to this proposed use for a temporary period.

Congestion and Highway Safety

18. This application was supported by a Transport Assessment, but the Highways Authority was also in possession of up to date survey information for the local highway network. This information has confirmed that queues exist at peak periods for traffic wishing to exit Dreadnought Road onto High Street or to turn right onto Tansey Green Road. This information has been tested by the West Midlands Joint Data Team with the additional traffic impacts of the proposed car park use added. The conclusion of the testing is that although queue lengths may be increased by up to eight vehicles at peak periods, such an increase is not significant and not a sustainable reason for refusal of the proposal. This conclusion is also based upon consideration of the operation of the site in the AM peak when vehicle flows to the site are generally less impeded and shuttle buses may exit the site left to Tansey Green Road. There, a further left then right turn to Smithy Lane/Coopers Bank Road can connect to the hospital via Russells Hall estate and the bus only link which is not subject to the same delays as routes onto Pensnett High Street.
19. It is acknowledged that the site has been marked out with approximately 500 car parking spaces (an operation considered to be de-minimus and not require planning permission) and could accommodate that number of vehicles, whereas calculation of impacts relate to 250 displaced staff vehicles.
20. It must be appreciated however, that any displaced staff car parking from Russells Hall Hospital must be incentivised and carefully considered in order that staff use the park and ride facility and do not cause impacts upon the area around the hospital by parking in streets, as it is easier than going to the new facility. To this end, the methodology of staff selection for the car park is to be agreed by the Council and is to be wherever possible, from the west of the Borough such that they do not have to pass the hospital to reach the park and ride site. Selected staff will have their existing hospital parking passes de-activated in order to encourage use of the park and ride site which is otherwise unlikely to be a favoured alternative to on site hospital parking.
21. The operation of the Dreadnought Tile works has also been considered in terms of potential delays to deliveries to and from the site of raw materials and finished products. The last planning approval (95/51029) relating to the import of Etruria Marl for brick and tile production had an hours limitation set between 07.00 and 18.00

hours Monday to Friday plus Saturday mornings. Ketley Quarry which provides the raw Etruria Marl for production is located approximately 1.5 kilometres from the works and has operating restrictions imposed by operations approval (97/50322). This approval allows operations at the site between 07.30 and 18.00 hours Monday to Friday and 07.30 and 13.00 on Saturday. Loaded vehicles are unable to enter and leave the site before 08.00 hours and unloaded vehicles before 07.30. Removal of clay from the clay cake storage area at the site is restricted to six hours in every working week.

22. With regard to the permitted operating hours of the quarry and the tile works, there is considered to be adequate flexibility within those working hours to enable programmed unimpeded operation of the works outside of peak traffic flows, and notwithstanding the restricted clay cake removal.
23. Regard has also been given to the safe operation of the car park access in conjunction with vehicle flows to and from the adjacent Dreadnought Tile works. On this basis an access junction improvement has been required by the Group Engineer-Development, at the Dreadnought Road entrance to reduce the junction radius and enable safer joint operation of the access and remove vehicle conflicts. This improvement is required prior to the operation of the proposed site, in accordance with a detailed specification to be submitted.
24. In conjunction with this modification, a highway junction improvement is also proposed at Dreadnought Road and High Street. This temporary traffic management has been informed by local safety improvements and will increase the radius at the junction. This will have the effect of slowing the speed of vehicles entering Dreadnought Road to enable the safer operation of the site access. The slowing of traffic at this junction will also potentially give more opportunity for traffic to exit Dreadnought Road onto High Street, therefore reducing queue lengths on Dreadnought Road. The development is therefore considered to comply with UDP Policy DD6 Access and Transport Infrastructure, in terms of impacts and measures to overcome deficiencies.
25. Notwithstanding the foregoing assessment, the majority of objection letters refer to an alternative preferred access point for the use to be located off Dandy Bank Road, within the Pensnett Estate. Previous approvals included the railway sidings and land adjacent to this site within the application boundary and included

permanent built development that would fund such infrastructure works. It must be noted that such land is not within the gift of the applicants, or within the application site to enable the consideration of such an alternative access point for this temporary use.

Residential Amenities

26. Policy DD4 – Development in Residential Areas, seeks to ensure that residential development will be allowed where *there would be no adverse effect on the character of the area or upon residential amenity.*

27. The site is to operate during the limited hours of 07.00 to 19.00 Monday to Friday and will have on-site security personnel to ensure that anti-social behaviour does not arise. Security lighting has been indicated, with a luminance plot to show no light spillage outside the site which is also screened by trees outside winter months. Only limited impacts in terms of congestion and noise are considered likely to arise given the information in the foregoing section.

28. The temporary development is therefore considered to comply with the requirements of UDP Policies DD4 and EP6.

Nature conservation interests

29. None of the trees surrounding the site are to be pruned or removed whether protected by the group Tree Preservation Order or not. The proposed lighting scheme has been the subject of a submitted assessment, the details of which indicate that no adverse impacts will arise upon protected species by the spillage of light outside the parking site. No objection is therefore raised by the Council Tree or Ecological officers. The development is therefore considered to comply with UDP Policies DD10, NC6, NC9 and the Nature Conservation SPD.

CONCLUSION

30. The temporary use of the site for parking does not conflict in principle with the designated employment use. Following detailed consideration of traffic impacts and the provision of mitigation works, no significant road safety concerns or congestion are likely to arise, consequently, no direct impacts are considered to impact upon

residential amenities in the area. With no loss of trees and an agreed lighting scheme, no adverse impacts upon protected species will arise.

31. The development is therefore considered to comply with Policies DD4, DD6, DD10, EE1, NC6, NC9 and EP6 of the adopted UDP and The Nature Conservation Supplementary Planning Document.

RECOMMENDATION

Approval, subject to the following conditions, with powers delegated to the Director of the Urban Environment to make amendments to these as necessary.

REASON FOR GRANT OF PLANNING PERMISSION

The temporary use of the site for parking does not conflict in principle with the designated employment use. Following detailed consideration of traffic impacts and the provision of mitigation works, no significant road safety concerns or congestion are likely to arise, consequently, no direct impacts are considered to impact upon residential amenities in the area. With no loss of trees and an agreed lighting scheme, no adverse impacts upon protected species will arise.

The development is therefore considered to comply with Policies DD4, DD6, DD10, EE1, NC6, NC9 and EP6 of the adopted UDP and The Nature Conservation Supplementary Planning Document

INFORMATIVE

For the avoidance of doubt, this permission relates to drawings numbered D121258/T003/001 01, 003 01, 004 01, 08-415-/1 site plan and 08-415/1 land Areas and shall be implemented in strict accordance with these plans unless otherwise agreed in writing with the LPA.

Conditions and/or reasons:

1. The use hereby approved shall be discontinued on or before 15th December 2010.

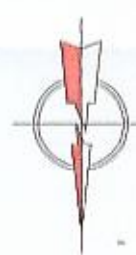
2. No development shall commence until highway junction and access improvements as indicated on drawing numbers D121258/TT003/001 01 and 003 01 have been implemented in accordance with details that shall first have been submitted to and agreed in writing by the local planning authority.
3. The site shall only operate between the hours of 07.00 and 19.00 on Mondays to Fridays and at no time on Saturdays and Sundays.
4. Only lighting of the type and location indicated on the hereby approved plans shall be installed on site and such lighting shall only be operated between the hours of 07.00 and 19.00 on Mondays to Fridays and at no time on Saturdays and Sundays.

POS1381

Location
Plan



POS1381 Land Areas



22 JUL 2008
RECEIVED

RECEIVED
- 8 SEP 2008

11

GENERAL NOTES

CONTRACTOR MUST VERIFY THE SITE AND BE RESPONSIBLE FOR TAKING AND CORRECTING ALL MEASUREMENTS.

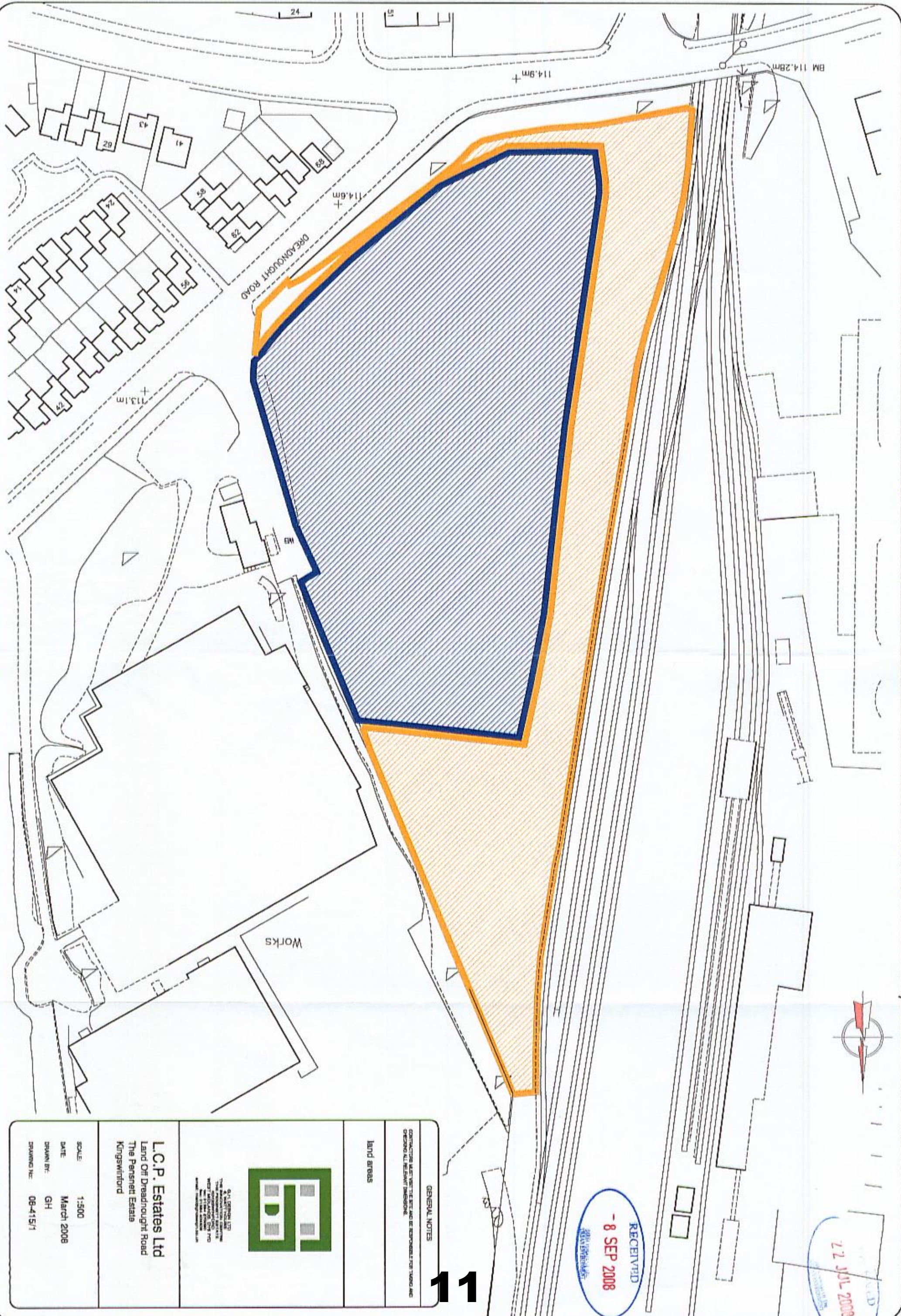
land areas



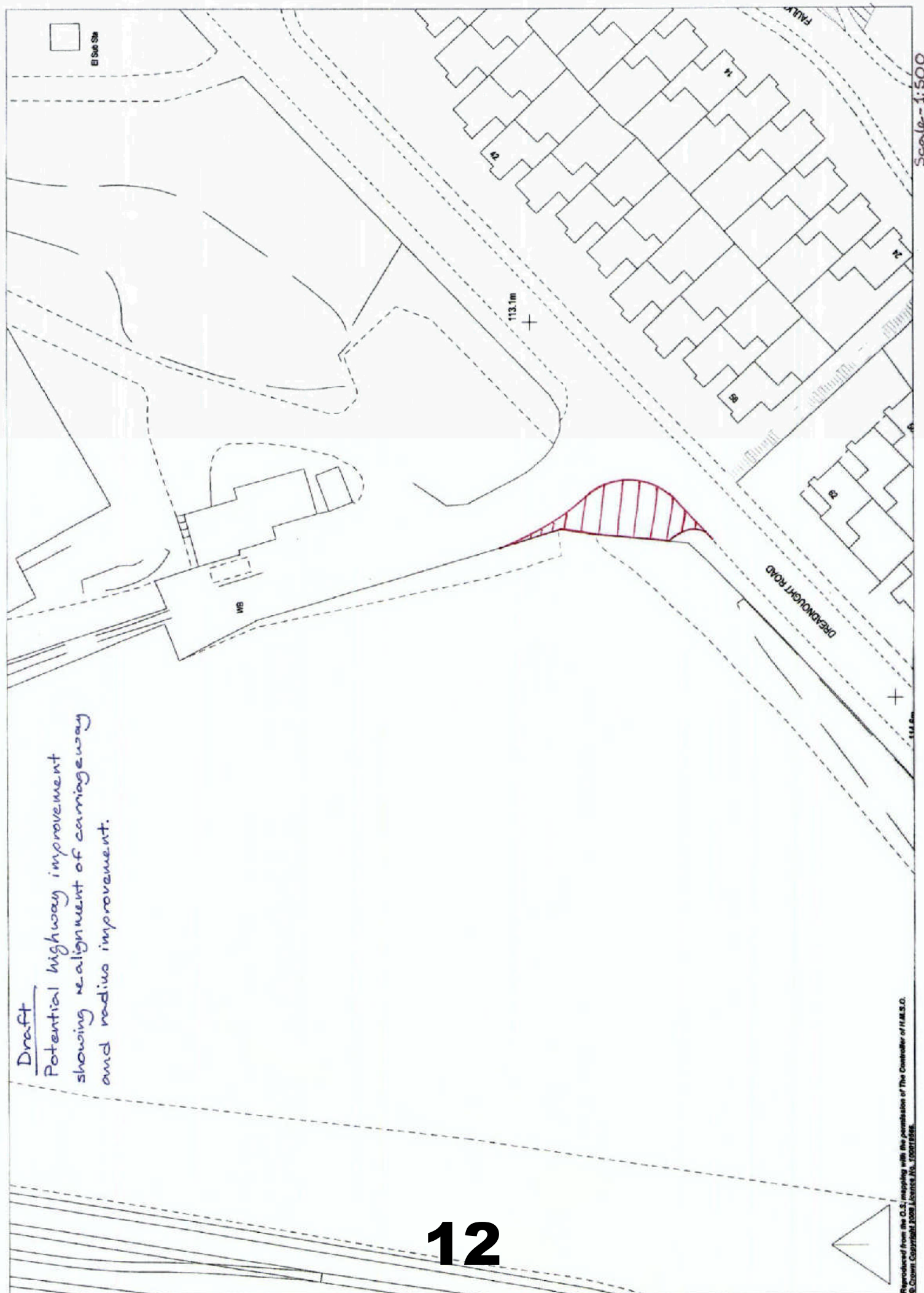
L.C.P. ESTATES LTD
THE REGISTRATION OFFICE
WEST WILKINS ROAD
KINGSWINFORD
SOMERSET TA9 1JH

L.C.P. Estates Ltd
Land Off Dreadnought Road
The Pensnett Estate
Kingswinford

SCALE: 1:500
DATE: March 2008
DRAWN BY: GH
DRAWING NO: 08-415/1



Potential highway improvement
showing realignment of carriageway
and radius improvement.



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Temporary Traffic Management
prior to implementation
of permanent proposal

HIGH STREET

DREADNOUGHT ROAD

HIGH STREET

THE PLANTATION



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
IF THE DIMENSIONS SHOWN ARE USED

DATE	BY	CHKD	DATE
04.11.08	04.11.08	04.11.08	04.11.08
04.11.08	04.11.08	04.11.08	04.11.08

P - PRELIMINARY

RUSSELL'S HALL HOSPITAL
DREADNOUGHT ROAD
TEMPORARY STAFF CAR PARK

DREADNOUGHT ROAD/
HIGH STREET
- PROPOSED
TEMPORARY SCHEME

DATE	BY	CHKD	DATE
04.11.08	04.11.08	04.11.08	04.11.08
04.11.08	04.11.08	04.11.08	04.11.08

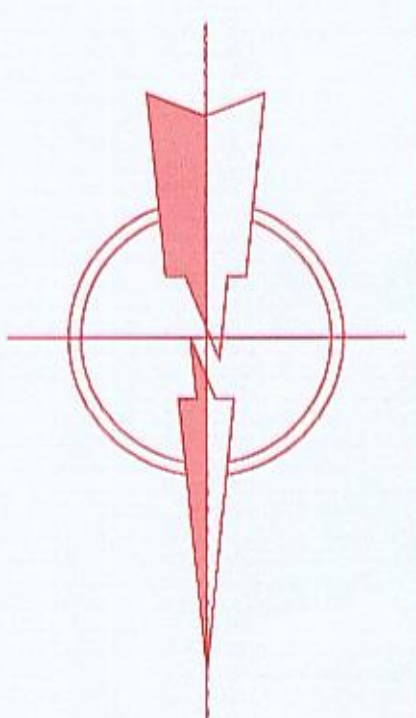
Scott Wilson
3 Park Lane House
Stirling Road, Stirling Park,
Telford, Shropshire, TF11 3AG
Tel: 01952 235555
Fax: 01952 235555
www.scottwilson.com



Scale Drawing Number
P D121258/T003/001 01

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P08/1381



As Proposed		TEMP CAR PARK	
Scale	1:250		
Date	07.08.08		
Drawn	T.M.D		

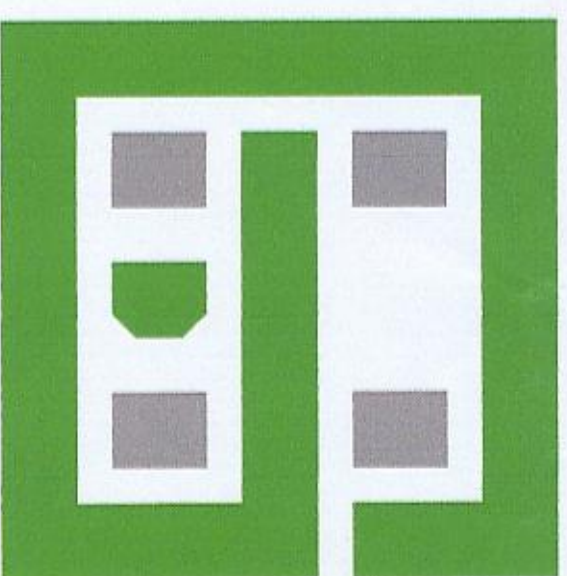
InterServe
Facilities
Management

DUDLEY GROUP OF HOSPITALS
RUSSELLS HALL

GENERAL NOTES

CONTRACTORS MUST VISIT THE SITE AND BE RESPONSIBLE FOR TAKING AND CHECKING ALL RELEVANT DIMENSIONS.

land areas



G.H. DESIGN LTD
THE INNOVATION CENTRE
THE PENSNETT ESTATE
KINGSWINFORD
WEST MIDLANDS, DV8 7YD
TEL: 01824 404500
FAX: 01824 404508
email: gh@ghdesign.co.uk

L.C.P. Estates Ltd
Land Off Dreadnought Road
The Pensnett Estate
Kingswinford



SCALE: 1:250
DATE: March 2008
DRAWN BY: GH
DRAWING No: 08-415/1

