

PLANNING APPLICATION NUMBER:P06/0052

Type of approval sought	Full Planning Permission
Ward	Cradley & Foxcote
Applicant	Rhodes and Cartwright
Location:	VULCAN WORKS, HAYES LANE, LYE, STOURBRIDGE
Proposal	EXTENSIONS TO EXISTING WAREHOUSE (RETROSPECTIVE)
Recommendation Summary:	APPROVE SUBJECT TO CONDITIONS

SITE AND SURROUNDINGS

- 1 The application site comprises a relatively large factory complex, with a separate office building on the frontage to Hayes Lane, with two access points into the site off that frontage, leading to parking within yard areas. The industrial operation involves the manufacture, galvanizing and storage of hollowware products.
- 2 The character of the area is predominantly industrial, with the Saltbrook Trading Estate to the north (the former Clancey's foundry site adjoins the north east boundary) and industrial estates to the south west of the site with the railway line intervening.
- 3 There is a Public Right of Way which runs from Hayes Lane, across the site (around the southern edge of the main building) and then the railway line. There is a belt of landscaping along the rear boundary of the site and a landscaped area in the north east part of the site.

PROPOSAL

- 4 The application is retrospective for the retention of relatively large joined extensions at the rear of the main industrial building within the complex: Those extensions are rectangular, roughly equal in size and at right angles to each other. They were built on part of the yard at the rear of the site, next to the railway line. They replace a smaller rear section of the existing building.

- 5 The extensions comprise a total additional floorspace of 1261 square metres and are 6 metres in height with shallow pitch roofs and roller shuttered entrances. They are constructed with a lower brick course and cladding above. They are used mainly for storage, although there is also a section in one of the extensions (that nearest to the railway line) where zinc plating is carried out. There is a freestanding chimney on the rear elevation of that extension associated with that operation (12.3 metres in height).
- 6 The application arose as a result of an anonymous enforcement complaint.
- 7 Amended plans have been submitted showing revisions to the parking area – 21 spaces are shown in the residual yard area next to the extensions, and there are a further 34 spaces across the wider site.

HISTORY

- 8 A summary of the planning history is set out below.

APPLICATION No.	PROPOSAL	DECISION	DATE
SB/60/285	Erection of a factory	Granted	1/11/60
P03/0234	Lawful Development Certificate for Class B2 Use.	Granted	27/02/03

PUBLIC CONSULTATION

- 9 No representations have been formally submitted.

OTHER CONSULTATION

- 10 Head of Public Protection – no objections in principle - recommends conditions on hours of use and deliveries.
- 11 Group Engineer (Development) – recommends conditions on storage of materials, the delineation of the public right of way and a travel plan to be submitted for approval.

RELEVANT PLANNING POLICY

12 Unitary Development Plan (UDP) (adopted 2005)

DD5 – development in industrial areas;

DD6 – access and transport infrastructure;

EE1 – key Industrial areas;

UR5 – industrial renewal area

S16 – access and movement

AM13 – public rights of way

Supplementary Planning Document (SPD)

Parking and travel plans.

ASSESSMENT

13 The key issues are –

- principle;
- visual impact
- car parking and access;
- environmental protection.

14 Principle

This development provides for the intensification and extension of an existing industrial employment use within a Key Industrial Area, helping to sustain that use and allowing for an expansion of operational capacity. There is therefore, in principle planning policy support for this proposal.

15 Impact on visual amenity

The extensions are at the rear of the site, unable to be viewed from the highway and screened from the railway line by vegetation. The buildings are the same height as the existing. The visual impact of the extensions is therefore not significant.

16 Car parking and access

The extensions have resulted in the loss of part of a yard area used for parking. The proposal shows how the residual yard area is to be formally laid out for parking with the provision of 21 spaces there. That number, when combined with the other parking available around the site, is considered adequate so as not to harm highway safety. That parking area has also been revised so as to allow for the safe manoeuvring of vehicles.

17 The Group Engineer has no objections subject to the imposition of conditions, including one requiring the Public Right of Way, which cuts across the site, to be delineated, with no storage or parking occurring on it.

18 Subject to these conditions, it is considered that there will be no significant impact on highway safety arising.

19 Environmental Protection

HPP has recommended a condition that any hours of use and delivery restrictions applicable to the operation of the main building should also apply to these extensions. However, the factory was built in the 1960's without any such restrictions imposed, with the granting of the Certificate of Lawfulness confirming the lawful use of the site as general industrial – B2. In addition, the nearest concentration of dwellings is 200 metres away in Mogul Lane.

20 Given the above, and the location of the site within a Key Industrial Area, it is considered unreasonable to restrict the operation of the use in this manner.

CONCLUSION

21 Notwithstanding that the development is already completed, it represents the extension of an industrial employment use within a Key Industrial Area, with the revised layout plan showing sufficient parking so as not to unduly prejudice highway safety. The development is also considered sufficiently distanced from nearby dwellings so as to not give rise to any undue impact on residential amenity. It is also at the rear of existing buildings and at a scale so as not to be unduly visually prominent in the public realm. The development is therefore considered acceptable and in compliance with the development plan, in particular policies EE1, DD5 and DD6 of the adopted Unitary Development Plan.

RECOMMENDATION

- 22 It is recommended that the proposed development be granted permission, subject to the following conditions –

Reason for approval

Notwithstanding that the development is already completed, it represents the extension of an industrial employment use within a Key Industrial Area, with the revised layout plan showing sufficient parking so as not to unduly prejudice highway safety. The development is also considered sufficiently distanced from nearby dwellings so as to not give rise to any undue impact on residential amenity. It is also at the rear of existing buildings and at a scale so as not to be unduly visually prominent in the public realm. The development is therefore considered acceptable and in compliance with the development plan, in particular policies EE1, DD5 and DD6 of the adopted Unitary Development Plan.

Note for applicant

A. This permission relates to the following plans – Amended layout plan – deposited 5.11.07 (under cover of letter dated 2.11.07); location plan – SK 2005-2895-1; 05-2895-4; 05-2895-6.

B. As this is a retrospective permission, you are strongly advised to obtain the relevant permissions prior to the commencement of development in the future.

Conditions and/or reasons:

1. Unless otherwise agreed in writing by the Local Planning Authority, within 6 months of the date of this permission or to an alternative timescale to have been previously agreed in writing by the Local Planning Authority, a Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. That Plan shall include details of a Travel Plan Co-ordinator, a staff travel survey, walking and cycling initiatives, public transport initiative, publicity and marketing, set targets and monitoring, and to join Company Travel wise in Dudley, together with a timetable for the implementation of each element.
2. Within 6 months of the date of this permission or to an alternative timescale to have been previously agreed in writing by the Local Planning Authority, the Public Right

of Way, which crosses the application site, shall be delineated by a white line, and from thereon kept open for the use of the public with no vehicles parked across that footpath so as to cause its obstruction.

3. Unless otherwise agreed in writing by the Local Planning Authority, there shall be no storage of goods or materials within external areas of the site.
4. Within 6 months of the date of this permission or to an alternative timescale to have been previously agreed in writing by the Local Planning Authority, the parking spaces shown on approved layout plan in the yard area alongside the development shall have been formally set out, marked and drained and from thereon used for no other purpose except for the parking of vehicles for the life of the development.