

<b>DATE WRITTEN</b>	4th March 2019
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<b>COMMITTEE</b>	Planning and Regulatory
<b>COMMITTEE DATE</b>	13th March 2019

**Application No.**  
P/19/0017

**Date**  
23rd January 2019

**Determining Authority**  
MTCBC

**Proposed Development**

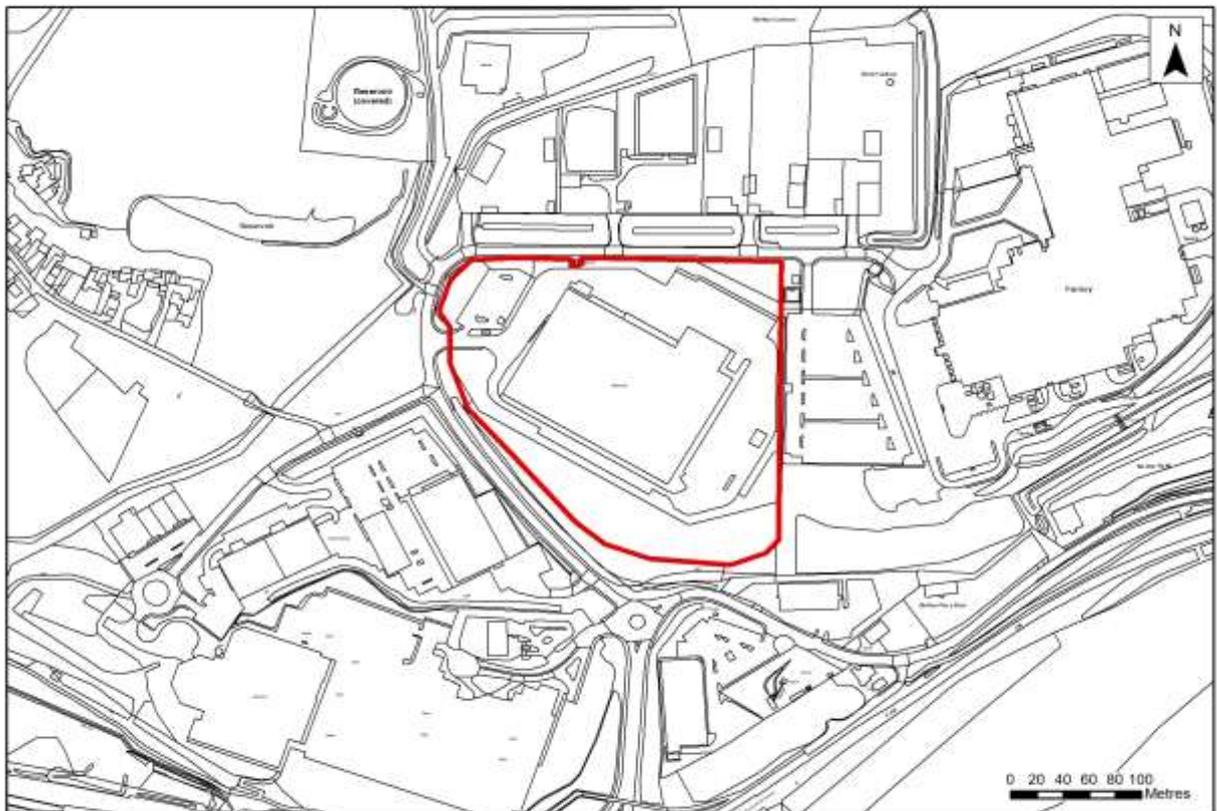
**Location**

**Name & Address of Applicant/Agent**

Proposed warehouse building with associated infrastructure/engineering works to existing hard standing areas and access/parking areas

Unit 5  
Pengarnddu Industrial Estate  
Dowlais  
Merthyr Tydfil  
CF48 2TA

Tenneco Walker UK Ltd  
F.a.o. Mr S Isacc  
Unit 5 Pengarnddu Industrial Estate  
Dowlais  
Merthyr Tydfil



## APPLICATION SITE

This application relates to Unit 5 Pengarnddu Industrial Estate, which is currently occupied by 'Tenneco' who manufacture exhaust systems for motor vehicles. The existing building is situated within a central position of the site with the main service yard located to the north and staff/visitor parking located on all other sides of the industrial unit. Adjacent to the service yard is an area currently used to stockpile pallets. Additionally, along the boundaries of the site are areas of grassland with a number of trees, which offer some screening to the site. In the wider context the site is surrounded by a number of commercial and industrial properties, including the St Merryn Meat Factory to the east, a waste transfer station and power plants to the north and retail units/supermarkets to the south.

## PROPOSED DEVELOPMENT

Full planning permission is sought for the construction of a new warehouse extension on the northern side of the industrial unit, within a part of the service yard that is already being used for the storage/stacking of pallets. It is intended that the warehouse would provide an enclosed space for the storage of goods, as well as pallets, which in turn would help improve the manufacturing capacity of the existing business.

The warehouse would measure 30m wide by 45m deep and 11m high with a pitched roof. The proposed external finishes would comprise a mixture of corrugated metal cladding and an air-filled white pvc coated fabric on the elevations. The roof would also be constructed using an air-filled white pvc coated fabric. To accommodate the development, part of the existing hardstanding area adjacent to the service yard would be extended into the grass verges. This would enable vehicular access around the proposed warehouse.

Access to the warehouse would be via a one-way traffic system, where lorries would approach the site from the west through the existing service yard and then along the northern side of the building. Vehicles would then enter the warehouse on the eastern side to gain access to internal loading bays and then continue to exit on the western side. Internal access from the warehouse to the existing industrial unit would be via a connecting corridor.

## PLANNING HISTORY

- |           |   |  |                                  |
|-----------|---|--|----------------------------------|
| P/14/0321 | - | Erection of single storey side extension to existing boiler room and switch room building. | Permission GRANTED on 07.01.2015 |
| P/14/0008 | - | Change of use of existing depot (Use Class B8) to manufacturing (Use Class B2).            | Permission GRANTED on 06.03.2014 |
| P/98/0339 | - | Conversion of existing warehouse to car sales showrooms, workshops and valeting areas.     | Permission GRANTED on 12.11.1998 |

P/90/0336 - Erection of factory building (FULL)

Permission GRANTED on 14.08.1990

P/90/0221 - Industrial Estate (Outline) Use Classes B1, B2 and B8.

Permission GRANTED on 21.07.1990

## CONSULTATION

Engineering and Traffic  
Group Leader

- No objection.

Environmental Health  
Manager

- No response.

Welsh Water

- No objection subject to a condition relating to surface water drainage.

Western Power Dist.

- No response.

Wales & West Utilities

- No objection.

## PUBLICITY

In accordance with the Town & Country Planning (Development Management Procedure) (Wales) Order 2012, a letter was sent to a neighbouring property on the 24<sup>th</sup> January 2019, two site notices were displayed within the vicinity of the site on the 25<sup>th</sup> January 2019 and a notice was placed in the local newspaper on the 31<sup>st</sup> January 2019.

No representations were received as a result of this publicity exercise.

## POLICY CONTEXT

The following policies are relevant to the determination of this application:

### National planning policy

*Planning Policy Wales (PPW), Edition 10, December 2018:*

Para 3.5 – 3.15 sets out the importance of high quality design to ensure inclusive design, to promote environmental sustainability and ensure high environmental quality. Regard should also be given to the special characteristics of an area, community safety and to encourage sustainable forms of transport.

Para 3.51 notes that previously developed land wherever possible should be used in preference to greenfield sites where it is suitable for development.

Para 4.1.43 – 4.1.55 sets out the need to reduce the level and speed of traffic in new development, the provision of car parking and how this may be integrated into new development to minimise the reliance of cars. Transport assessments are also an important mechanism to determine anticipated impacts a development proposal may have.

Para 6.4.21 – 6.4.23 notes that local authorities should seek to maintain and enhance biodiversity and build resilient ecological networks to ensure that any adverse environmental effects can first be avoided, mitigated or compensated. Regard should also be given to the potential harm to any protected species and habitats.

*Technical Advice Notes (TAN):*

- TAN 5, Nature Conservation and Planning, September 2009
- TAN 18, Transport, March 2007
- TAN 12, Design, March 2016

Local planning policy

*Merthyr Tydfil Local Development Plan (LDP):*

- Policy BW1 - Development strategy – Primary Growth Area
- Policy BW4 - Settlement boundaries / locational constraints
- Policy BW5 - Natural heritage
- Policy BW7 - Sustainable design and place making
- Policy BW8 - Development and the water environment
- Policy BW12 - Development proposals and transport
- Policy AS7 - Waste management facilities – locations of choice
- Policy AS24 - Employment site protection
- Policy TB11 - Access, parking and accessibility of local facilities

*Supplementary Planning Guidance (SPG):*

- SPG 4 – Sustainable Design, July 2013
- SPG 5 – Nature and Development, May 2015

**PLANNING CONSIDERATIONS**

Land use

The application relates to an established industrial site situated within the settlement boundary and the Primary Growth Area, where the majority of new development is generally supported by policies BW1 and BW4 of the LDP. The site is also situated in an employment protection area as defined by policy AS24 of the LDP, where development proposals that fall within Use Classes B1, B2 and B8 are supported. In this respect, the proposed warehouse (Use Class B8) seeks to expand the existing business, which would help to maintain its viability for the future. Therefore, the principle of the development is acceptable.

## Design

The existing buildings within the Pengarnddu Industrial Estate generally vary in size but are in the main typically large portal framed structures with metal cladding utilised on the elevations and roofs. The proposed warehouse would be of a similar construction to other industrial units in the vicinity and would be located on an existing hardstanding area adjacent to the Tenneco building. The siting of the warehouse would have a limited impact on the surrounding area, given that it would be set below the level of the adjacent highway and would be screened by existing vegetation along the site boundaries. The scale of the warehouse would also be appropriate for the site and would not appear out of place within the wider context.

Whilst the proposed metal cladding on the elevations would be similar to that used on the existing Tenneco building, the air-filled white pvc coated fabric (to be used on part of the gable ends of the building and on the roof), would introduce a new material finish to the industrial estate. However, the use of this fabric material would not adversely impact on the character or appearance of the existing industrial unit or the surrounding area. Therefore, the general design of the warehouse is acceptable and would comply with policy BW7 of the LDP.

## Amenities

It is acknowledged that there are two residential properties within the vicinity of the industrial estate, with one located approximately 330m to the west of the application site and the other located approximately 180m to the south-east. Taking into account these separation distances, the topography of the area and intervening vegetation/ structures, the proposal would have no impact on the amenities of those nearby residential properties. In this regard, no objections were received from local residents following the publicity exercise. Therefore, the proposal complies with policy BW7 of the LDP.

## Highways

The siting of the warehouse would result in some alterations to the existing circulation of traffic in the northern part of the site. The submitted plans indicate that lorries would generally be directed around the outside of the warehouse, following a one-way system, where they can then enter the building to an internal loading area. An area in front (to the west) of the building would continue to be used for parking lorries and trailers.

Tracking lines have been provided, which demonstrate that there is sufficient room to enable large vehicles to manoeuvre within the site. To accommodate this, the existing hardstanding area would need to be extended into small areas of grassland to ensure the appropriate circulation of traffic within the site can be maintained. Furthermore, any increase in traffic movements, as a result of the development, would not likely be significantly greater than that which already exists. The highway infrastructure serving the site and the wider industrial estate is deemed to be of an adequate standard to accommodate the development. In this respect, the Engineering and Traffic Group Leader has not raised any highway safety concerns. Therefore, the proposal complies with policies BW12 and TB11 of the LDP.

## Environment

The site is generally void of any features of ecological interest, particularly given its built-up nature. However, there would be two areas of grassland adjacent to the service yard, including a small number of trees, which would be lost as a result of the development. The loss of these features would have a negligible impact on the green infrastructure around the site and within the wider industrial estate. Furthermore, the trees are not considered to be of significant amenity value and their removal would have minimal impact on the existing screening around the site. Therefore, the proposal complies with policies BW5 and BW7 of the LDP.

## Ground conditions

The site is located within an area identified by The Coal Authority to be at high risk to past coal mining activities. As such, there is normally a need to submit a Coal Mining Risk Assessment as part of a planning application to consider the stability of the site. However, in this instance, given that the proposed warehouse would be located in an area that is already covered with a reinforced concrete hardstanding, The Coal Authority noted, as part of the statutory pre-application consultation, that a risk assessment would not be necessary. Therefore, it is considered that the site can be appropriately developed safely with minimal stability concerns.

## CONCLUSIONS

The duty to improve the economic, social, environmental and cultural well-being of Wales, in accordance with the sustainable development principle, under section 3 of the Well-Being of Future Generations (Wales) Act 2015 (“the WBFG Act”) has been taken into consideration when determining this application. In reaching the following recommendation, the ways of working set out at section 5 of the WBFG Act have been considered and thus the proposal is in accordance with the sustainable development principle through its contribution towards one or more of the Welsh Ministers well-being objectives set out as required by section 8 of the WBFG Act.

For the above reasons, the proposed development is acceptable and complies with the relevant LDP policies. Accordingly, the following recommendation is made:

**RECOMMENDATION:**     **BE APPROVED** subject to the following **CONDITIONS:**

1. The development shall begin not later than five years from the date of this decision.

**Reason** - To comply with Section 91 of the Town and Country Planning Act 1990.

2. The development shall be carried out in accordance with the following approved plans and documents:

Drawing No. P04 - Proposed Site Plan  
Drawing No. P05 - Proposed Vehicle Turning Circles  
Drawing No. P06 - Proposed Floor Plan  
Drawing No. P07 - Proposed Elevations 01  
Drawing No. P08 - Proposed Elevations 02

Drawing No. P09 - Proposed Roof Plan

**Reason** -To ensure compliance with the approved plans and clearly define the scope of the permission.