

Item No: 5.4
Application No: 15/01421/FUL Author: Maxine Ingram
Date valid: 2 October 2015 ☎: 0191 643 6322
Target: 27 November 2015 Ward: Benton
decision date:

Application type: full planning application

Location: Police Station, Wilson Terrace, Forest Hall, NEWCASTLE UPON TYNE, NE12 7JP

Proposal: Conversion of the former police station to residential accommodation to form 5no three bedroom properties including a two storey side extension and single storey rear extension

Applicant: Mr Richard Wearmouth, Barmoor Farm House Morpeth
Northumberland NE61 6LB

RECOMMENDATION: Application Permitted

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 The main planning considerations for this proposal are:

- The principle of the development;
- Housing supply;
- Impact on surrounding amenity and amenity of proposed occupiers;
- Design and Layout;
- Car parking and access.

2.0 Description of the site

2.1 The site to which the application relates is the former Forest Hall Police Station located at the end of a cul-de-sac, Wilson Terrace. It is bordered by Forest Hall Primary School to the east and to the west by residential properties. To the south the site is bound by Delaval Road, separated by a brick wall and fence.

2.2 The site itself comprises of the former Police Station and the associated yard area to the rear. The yard currently houses a portacabin and there is also a dog cage/kennel and shed.

2.3 Access to the site is gained via Wilson Terrace. There is a vehicular access to both the eastern and western ends of the building.

2.3 The site is well situated for all local amenities; the district centre of Forest Hall is located within easy walking distance proving a range of services including a supermarket and a public house.

2.4 There are a number of parking spaces located along the front of the building within a turning loop on Wilson Terrace which were marked for police use. This existing car parking area does not form part of the application site. Officers have been made aware that this land is currently unregistered.

3.0 Description of the Proposal

3.1 Planning permission is sought to convert and extend the former Police Station to provide residential accommodation. Five three bedroom properties including a two storey side extension and single storey rear extensions are proposed.

3.2 There are no significant external alterations to the north elevation of the building. Single storey extensions will be added to units 3 and 4 to provide additional living space. The two storey side extension would accommodate unit 5. Three obscure glazed windows are proposed in the gable of unit 5. All of the properties would have a rear yard area.

3.3 Access to the site would be gained via Wilson Terrace. Based on the information submitted no incurtilage parking is to be provided.

4.0 Relevant Planning History

06/03555/FUL - Proposed portable office accommodation to rear yard – Permitted 01.02.2007

5.0 Development Plan

5.1 North Tyneside Unitary Development Plan (adopted March 2002). Direction from Secretary of State under Paragraph 1(3) of Schedule 8 of Town and Country Planning and Compulsory Purchase Act 2004 in respect of policies in the North Tyneside UDP.

6.0 Government Policy

6.1 National Planning Policy Framework published 27 March 2012.

6.2 Planning applications must be determined in accordance with the development plan, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in the determination of this planning application. It requires local planning authorities to apply a presumption in favour of sustainable development.

PLANNING OFFICERS REPORT

7.0 The main issues in this case for members to consider are:

- The principle of the development;
- Housing supply;
- Impact on surrounding amenity and amenity of proposed occupiers;
- Design and layout;
- Car parking and access.

7.1 Consultations responses and representations received as a result of the publicity given to this application are set out in the appendix to this report.

8.0 Principle of the Proposed Development

8.1 The NPPF confirms that local authorities should attach significant weight to the benefits of economic and housing growth and enable the delivery of sustainable developments. It identifies 12 core planning principles for Local Authorities that should underpin decision making. One of these is to encourage the effective use of land by reusing land that has been previously developed (brownfield land).

8.2 In relation to housing, NPPF states that the Government's key housing objective is to increase significantly the delivery of new homes. In order to achieve this objective government requires that authorities should identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements plus an additional buffer of 5% to ensure choice and competition in the market for land. Where there has been persistent under delivery the buffer should be increased to 20 per cent.

8.3 NPPF goes on to say that local planning authorities should plan for a mix of housing based on current and future demographic trends and market trends.

8.4 The NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development.

8.5 Policy H5 of the UDP states that proposals for housing development on sites not identified for this purpose will only be approved where all of the following criteria can be met: (i) The proposal is on a previously developed site and is within the built up area; (ii) It is acceptable in terms of its impact on its site, local amenity, the environment, and adjoining land uses; (iii) It can be accommodated within the existing infrastructure; (iv) It does not have an adverse impact on open space provision.

8.6 Policy H11 of the UDP requires that applications for residential development take into account the impact of the proposal on its site, local amenity, the environment and adjoining land uses. It also requires the need for the resulting dwelling to have acceptable external standards of space, light outlook and privacy.

8.7 The site is conveniently located as it is within reasonable walking distance of local shops and services within the district centre of Forest Hall. The site is also located within close proximity to public transport links which provide access to a wider range of services in the area.

8.8 The site is identified within the Council's Strategic Housing Land Availability Assessment (2015) as a potential site able to deliver a small scale housing development within the next six-ten years. The Council's Pre Submission Draft Local Plan (November 2015) includes this site as a potential site to assist in meeting future housing requirements.

8.9 The site is previously developed land, is located within the built up area and does not impact upon open space. The proposal therefore complies with UDP Policy H5. The impact on its surroundings and its affect on local infrastructure will be considered later within the report.

8.10 Members must determine whether or not the principle of residential development on this site is acceptable. The proposed development site falls within the definition of previously developed land and it is positioned within an existing urban area, located in an area that lies within close proximity to local amenities and public transport links. Officer advice is that the principle of residential development on the site is acceptable. This proposal for new housing accords with the Government's objectives, as set out in the NPPF, and should be considered on the basis of the presumption in favour of sustainable development.

9.0 North Tyneside 5-Year Land Supply (September 2012)

9.1 Paragraph 47 of National Planning Policy Framework (NPPF) requires local planning authorities to identify and maintain a rolling 5-year supply of deliverable housing land. This must include an additional buffer of at least 5%, in order to ensure choice and competition in the market for housing land.

9.2 Through the North Tyneside Local Plan Pre-Submission Draft 2015, the Council has outlined a preferred level of future housing growth to 2032 based on the latest evidence of need. Reflecting this position, and after incorporating a 5% buffer, there is a minimum requirement for 6,109 new homes to be delivered during the next 5 years (between 2015/16 and 2019/20).

9.3 The October 2015 Strategic Housing Land Availability Assessment (SHLAA) identifies the total potential 5-year housing land supply in the borough at 4,150 new homes. These new homes will be delivered from a number of developments which already have planning permission, some sites identified for housing which are yet to gain planning permission and a proportion from windfall sites. There is a shortfall of 1,929 homes against the Local Plan requirement for the next five years. Current supply for this period is at 3.4 years.

9.4 Paragraph 49 of the NPPF sets out that relevant development plan policies for the supply of housing will not be considered up-to-date if the local planning authority cannot demonstrate a 5-year supply of deliverable housing sites. Therefore, North Tyneside Council remains dependent upon approval of further planning permissions to achieve, and subsequently maintain, its housing supply.

9.5 This proposal would make a small but valuable contribution towards the Council's ability to achieve a deliverable 5-year housing land supply, a situation which provides significant weight in favour of the proposal.

9.6 Members need to determine whether the small contribution towards the five year housing land supply outweighs any harm arising from the development in terms of its layout, impact on amenity and parking provision which will be assessed in the latter parts of this report.

10.0 Impact on Surrounding Amenity and amenity of proposed occupiers

10.1 Paragraph 123 of NPPF states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development.

10.2 UDP Policy E3 seeks to minimise the impact of pollution on the environment, including existing land uses and on proposed development and will support and encourage measures including the monitoring of pollution to reduce it to the lowest practicable levels.

10.3 UDP Policy H11 states that in determining applications for residential development, the LPA will take into account the impact of the proposal on its site, local amenity, the environment and adjoining land uses.

10.4 Development Control Policy Statement No. 14 considers guidance in determining applications for residential development. The criteria includes general and detailed design guidance, car parking standards, privacy distances (back to back 21.0m, back to gable 12.0m, front to front 21.0m), amenity space standards (minimum 50 square metres) and site development ratios (area of buildings should not exceed 50% of plot size). Further to the above, DCPS14 states that in fill sites within established residential areas may not be able to meet those standards relating to privacy distances and a reduced standard may be permissible.

10.5 The existing building would be converted to provide units 1-4. It is noted that single storey rear extensions are proposed to the rear of units 3 and 4. Unit 5 would be accommodated within the two storey side extension. A separation of 21m would exist between unit 2 and the residential properties located to the south of the site. A separation distance greater than 21m would exist between units 1, 3, 4 and 5 and the residential properties located to the south of the site. Therefore, the proposed development would not result in any greater impact on these residential properties over and above that experienced at present.

10.6 Unit 5 would be sited approximately 15m to the south of No. 13 Wilson Terrace. This separation distance complies with DCPS No. 14.

10.7 The proposed units would not be sited any closer to Nos. 17 and 18 Wilson Terrace than the existing building. Therefore, the proposed development would not result in any greater impact on these residential properties over and above that experienced at present.

10.8 The two storey extension would be constructed to provide unit 5. It would be sited adjacent to No. 21 Wilson Terrace. It is noted that this part of the development would project beyond the front and rear elevations of this neighbouring property. The garage of this neighbouring property is sited closest to this shared boundary. Therefore, it is not considered that this part of the proposed development would significantly impact on the residential amenity of this neighbouring property in terms of loss of light or outlook. It is noted that there are three windows proposed in the gable of unit 5. However, these windows would be obscured glazed and would not impact on privacy.

10.9 The objections received regarding the standard working hours are noted. However, this is a standard condition that is used on all residential developments and is considered acceptable working practice by the LPA. This condition restricts construction activity during the most sensitive hours.

10.10 The Manager for Environmental Health has been consulted. She has advised that none of the habitable windows would directly overlook the school playground areas. The existing school buildings would further screen the playground areas. Also there is no evident plant/equipment sited on the school building façade facing the development site. In order to protect the rear yard areas a minimum height of 1.8m double boarded fencing would be required.

10.11 Subject to conditions to control the hours of construction and appropriate boundary treatments the impact on the residential amenity of future occupants is considered acceptable.

10.12 Members need to determine whether the proposal would have a detrimental impact on the amenity of existing properties and future occupants. It is officer advice that the layout of the proposed development is acceptable in terms of impact on outlook, privacy and light for both existing and future occupants. Officers note that the conditions suggested by Environmental Health would assist in mitigating some of the impact from the adjacent school and would also control the hours of construction. Members need to consider this when making their decision.

11.0 Design and Layout

11.1 The National Planning Policy Framework states that good design is a key aspect of sustainable development and that permission should be refused for development of poor design. NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development. It also confirms that authorities should set out their own approach to housing density to reflect local circumstances.

11.2 UDP Policy H11 states that in determining applications for residential development the local planning authority will require that any proposals take account of the impact on its site, local amenity, the environment and adjoining land uses.

11.3 DCPS No.6 'Landscape and Environmental Improvements' states that the proximity of existing trees to the proposed development, and the effect of these trees on the amenity of future occupiers must be taken into account.

11.4 LDD11 Design Quality provides guidance on layout and design for both new buildings and extensions to existing properties. This states that the context of the site itself, through to its immediate surroundings and to the wider local area should be taken into account in formulation of a design concept. Positive features of the local area should be used as design cues. Whilst contemporary and innovative designs are appropriate in certain locations each site should be considered individually. In some areas a more traditional design may be more appropriate that uses authentic details and local materials.

11.5 In addition LDD11 provides that the scale, mass and form of a building are the most important factors in producing good design and ensuring development integrates into its setting in the wider environment.

11.6 LDD11 states that “All new buildings should be well proportioned and have a well-balanced and attractive, external appearance. Good design requires a harmonious and consistent approach to the proportions of details, the position, style and location of windows and doors, the type and use of materials and the treatment to the roof, its eaves and verges. Preference should be given, when selecting materials, for using materials produced with the greatest consideration given to their environmental impacts, re-used or reclaimed materials, locally produced materials and those products comprising recycled materials.”

11.7 Both the NPPF and the local policies seek to achieve a high standard of design for new residential development.

11.8 New developments should be well designed and should not be viewed in isolation. The existing building would be utilised and there would be no significant external alterations to the north elevation. The two storey side extension would be located on the site of the existing changing rooms and its design complements the original building design. This extension would be set back from the line of the original buildings creating a subservient feature. Officers do not consider that the addition of the extension would detract from the visual appearance of the main building or the surrounding area.

11.9 Small areas of amenity space are located to the front of the units. Yard areas are to be provided to the rear of the building which would be in keeping with the existing residential properties located to the west of the site.

11.10 Members need to determine whether the proposal is in keeping with the character of the area. It is officer advice that the impact on the character of the area is acceptable.

12.0 Car Parking and Access

12.1 The NPPF states that Transport policies have an important role to play in facilitating sustainable development and also in contributing to wider sustainability and health objectives. The NPPF also states that development should only be prevented or refused on transport grounds where residual cumulative impacts of development are severe.

12.2 UDP Policy T6 states that the highway network will be improved in accordance with the Council’s general objective of amongst other matters improving the safety and convenience of the public highway.

12.3 UDP Policy T8 seeks to encourage cycling by amongst other matters ensuring cyclists needs are considered as part of new development.

12.4 UDP Policy T9 states that the needs of pedestrians, including people with disabilities and special needs will be given a high priority when considering transport and development issues.

12.5 UDP Policy T11 states that parking requirements will in general be kept to the operational maximum and should include adequate provision for people with disabilities and special needs.

12.6 Development Control Policy Statement (DCPS) 4 'Car and Cycle Parking Standards' has been devised to minimise the impact on the private car by encouraging the greater use of public transport and cycling. This will be achieved by, amongst other matters, adopting a reduced requirement for car parking.

12.7 LDD12 Transport and Highways SPD sets out the Council's adopted parking standards.

12.8 The objections received regarding landownership and parking are noted.

12.9 There is an area marked out as car parking to the front of the site that can currently be utilised by any motorist. Whilst the applicant has referenced utilising these car parking spaces in their supporting information these areas are not included within their red line boundary and therefore do not form part of this planning application. The application will be assessed on this basis.

12.10 It is acknowledged that no incurtilage car parking is to be provided. However, the proposed end use requires less parking than the former use. The Highways Network Manager has been consulted and he has not raised any objections on this basis.

12.11 The Highways Network Manager has recommended conditional approval.

12.12 Members need to determine whether the proposal will have a severe impact on parking provision within the immediate area. It is officer advice that the development would have an acceptable impact on highway safety and would not result in a severe impact on parking provision to such an extent that would sustain a recommendation of refusal.

13.0 Contamination

13.1 NPPF states that the planning system should contribute to remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land where appropriate.

13.2 UDP Policy E3 states that the LPA will seek to minimise the impact of pollution on the environment including existing land uses and on proposed development.

13.3 The Contaminated Land Officer has been consulted. She raises no objection to the development.

13.4 The Coal Authority has been consulted. They have raised no objection to the development.

14.0 Other Issues

14.1 Northumbrian Water Limited has been consulted. They have raised no objection to development.

14.2 Newcastle International Airport (NIA) has been consulted. They have raised no objection to the development.

14.3 NATS has been consulted. They have raised no objection to the development.

15.0 Conclusion

15.1 In conclusion, Members should be aware that North Tyneside does not have a 5-year housing land supply and the proposal would make a small contribution seeking to address this. Members also need to consider whether the proposal will impact on existing land uses, whether the occupants of the proposed dwellings will have a suitable level of residential amenity, whether the development would have an acceptable impact upon the character and appearance of the area.

15.2 Members need to weight the benefits of bringing this brownfield site back into use against the lack of incurtilage parking provision and determine whether or not to grant planning permission.

15.3 It is the opinion of officers that the development would accord with relevant national and local planning policy and would therefore be acceptable.

RECOMMENDATION: Application Permitted

Conditions/Reasons

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:

-OS plan (1:1250)

-Existing site plan Dwg No: 33247/R/CVD/010/A

-Existing and proposed rear elevations Dwg No: 33257/R/CVD/005/B

-Existing and proposed side elevations Dwg No: 33257/R/CVD/010/B

-Existing and proposed front elevations Dwg No: 33247/R/CVD/004/B

-Existing first floor layout plan Dwg No: 33247/R/CVD/003/B

-Existing ground floor layout plan Dwg No: 33247/R/CVD/002/B

-Proposed site plan and boundary layout Dwg No: 33247/R/CVD/011/A

-Proposed ground floor layout plan Dwg No: 33247/R/CVD/006/B

-Proposed first floor layout plan Dwg No: 33247/R/CVD/007/B

-Foundation detail Dwg No: 33247/R/CVD/008/A

Reason: To ensure that the development as carried out does not vary from the approved plans.

2. Standard Time Limit 3 Years FUL MAN02 *

3. Materials External Surfaces to Match MAT01 *H11

4. Notwithstanding Condition 1, no residential unit hereby approved shall be occupied until details of facilities to be provided for the storage of refuse at the premises have been submitted to and approved in writing by the Local Planning Authority. The facilities which should also include the provision of wheeled refuse bins shall be provided in accordance with the approved details, prior to the occupation of any part of the development and thereafter permanently retained. Reason: In order to safeguard the amenities of the area having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

5. Notwithstanding Condition 1, no development shall take place until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; storage of plant and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; a detailed scheme to prevent the deposit of mud and debris onto the highway and a dust suppression scheme (such measures shall include mechanical street cleaning, provision of water bowsers and wheel washing and/or road cleaning facilities). The approved statement shall be implemented and complied with during and for the life of the works associated with the development, unless otherwise is approved in writing by the Local Planning Authority.

Reason: This information is required from the outset in the interests of highway safety, pedestrian safety and residential amenity having regard to Policy H11 of the North Tyneside Council Unitary Development Plan 2002.

6. Notwithstanding Condition 1, no residential unit hereby approved shall be occupied until details of secure undercover cycle parking have been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of highway safety having regard to Policy H11 of the North Tyneside Council Unitary Development Plan 2002.

7. Restrict Hours No Construction Sun BH HOU04 *

8. Notwithstanding Condition 1, no residential unit hereby approved shall be occupied until details of all screen and boundary walls, fences and any other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. These details shall include double boarding to a minimum of

1.8m to the rear yard areas. The development shall thereafter only be carried out in accordance with the approved details and the buildings hereby approved shall not be occupied until the details have been fully implemented.

Reason: To ensure that the proposed development does not adversely effect the privacy and visual amenities at present enjoyed by the occupiers of neighbouring properties, and to ensure a satisfactory environment within the development having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

9. Notwithstanding Condition 1, prior to the removal of any concrete hardstanding site investigations will be required to be carried out and any results requiring remediation works will need to be complied with. Thereafter, the development shall only be carried out in accordance with the required remediation.

Reason: In order to safeguard the development and/or the future occupiers thereof from possible future emissions from underground gas, which may potentially be prejudicial to the amenity of the occupants of the property and having regard to Policy E3 of the North Tyneside Unitary Development Plan 2002

Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirements in Paragraphs 186-187 of the National Planning Policy Framework.

Informatives

Building Regulations Required (I03)

No Doors Gates to Project Over Highways (I10)

Do Not Obstruct Highway Build Materials (I13)

Take Care Proximity to Party Boundary (I21)

Advice All Works Within Applicants Land (I29)

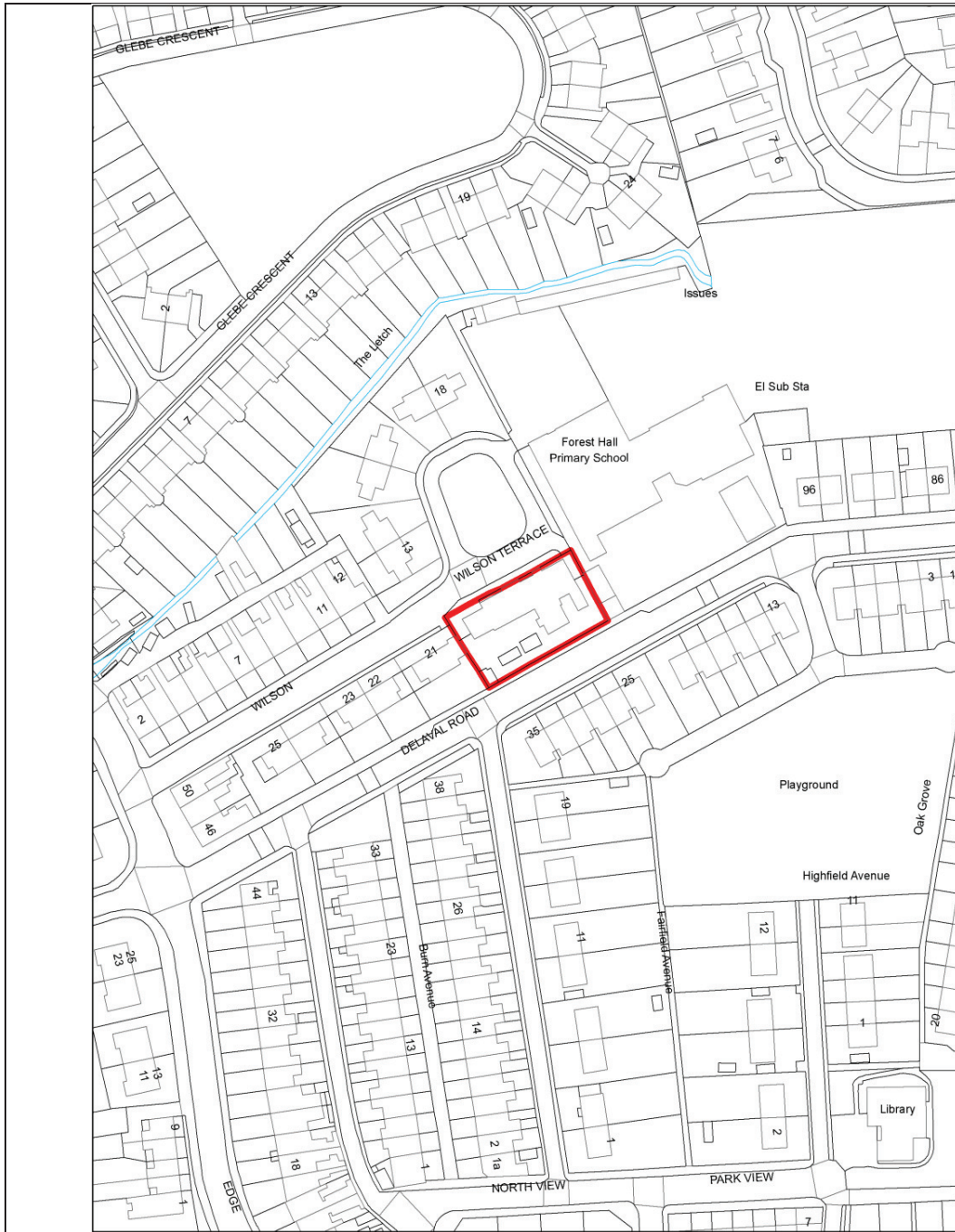
Coal Mining Standing Advice (FUL,OUT) (I44)

Street Naming and numbering (I45)

Highway Inspection before dvlpt (I46)

The applicant is advised that the potential for the presence of gas is considered to be low. The presence of the concrete hard standing could have prevented the natural venting to air of any potential gas forcing it into the buildings, however as there has been no reported incidents recorded by Environmental Health the risk to the buildings from potential gas is considered to be low. However the developer may wish to carry out some internal gas monitoring prior to development to clarify if there is the potential for gas ingress into the buildings.

The applicant is advised that Police stations of this age may have had their own fuel pumps.

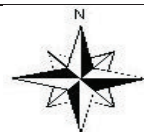


Application reference: 15/01421/FUL
Location: Police Station, Wilson Terrace, Forest Hall, NEWCASTLE UPON TYNE
Proposal: Conversion of the former police station to residential accommodation to form 5 no three bedroom properties including a two storey side extension and single storey rear extension

Not to scale

Date: 27.11.2015

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Appendix 1 – 15/01421/FUL

Consultations/representations

1.0 Ward Councillors

1.1 Councillor Janet Hunter has requested that the planning application be presented to Planning Committee.

2.0 Internal Consultees

2.1 This application is for the conversion of the former police station to residential accommodation to form 5 three bedroom properties including a two storey side extension and single storey rear extension.

2.2 There is an area marked out as car parking to the front of the site that can currently be utilised by any motorist; however this is neither under the control of the applicant nor the council and cannot be considered as part of this application. Nonetheless, the proposed use requires less parking than the existing use and for these reasons and on balance, conditional approval is recommended.

2.3 Recommendation - Conditional Approval

2.4 Conditions:

REF01 - Refuse Storage: Detail, Provide Before Occ

SIT01 - Building Site: Compound Storage

SIT02 - Building Site: Construction Access

SIT03 - Dust suppression

SIT04 - Lorry routing

Prior to works commencing a scheme for the provision of secure undercover cycle parking shall be submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of highway safety.

2.5 Informatives:

I10 - No Doors/Gates to Project over Highways

I13 - Don't obstruct Highway, Build Materials

I45 - Street Naming & Numbering

I46 - Highway Inspection before dvlp

2.6 Contaminated Land Officer

2.7 The site lies c.70m south west of the landfill Forest Hall School NT018, NT9; which relates to a former clay pit. Confirmation has been received from the developer that the floor construction in the new build; Unit 5; will match the existing building.

2.8 From the plans and comments within the Design and Access Statement it appears that the land surrounding the buildings is to remain concrete hard standing with courtyard planting. The presence of the concrete hard standing will

act as break to any potential contamination pathways therefore no further investigation is required at this moment. If plans for the hard standing were to change then this would have to be re-assessed and an investigation carried out and any results acted upon.

2.9 The potential for the presence of gas is considered to be low. The presence of the concrete hard standing could have prevented the natural venting to air of any potential gas forcing it into the buildings, however as there has been no reported incidents recorded by Environmental Health the risk to the buildings from potential gas is considered to be low. However the developer may wish to carry out some internal gas monitoring prior to development to clarify if there is the potential for gas ingress into the buildings.

2.10 Advisory - Police stations of this age may have had their own fuel pumps.

2.11 Manager for Environmental Health

2.12 I can support the application in principle. It is noted that none of the habitable living rooms will directly overlook the school playground areas as the school buildings screen the playground areas. The window to the gable end of the proposed property adjacent to the school is a stair landing area. It is therefore considered that all habitable rooms are screened from the school playgrounds and that no plant and equipment is evident on the school building facade facing the development site. However the rear yards will require a minimum height 1.8m double boarded fencing to screen the yard areas themselves.

Details of the double boarded fencing to be provided to rear yards must be submitted and implemented on approval of the local planning authority, and thereafter retained.

HOU04
SIT03

3.0 Representations

3.1 Two letters of support have been received. The comments received are summarised below:

- Sympathetic development.
- In keeping with the existing building.
- Not overdevelopment.
- It is about time the building was redeveloped and not left as an empty building or demolished.
- Development seems logical.
- Any development traffic should not be excessive and should consider existing residents.

3.2 Two letters of objection have been received. The objections are summarised below:

- Assumptions regarding the availability, allocation and use of car parking spaces in the central area of the cul-de-sac at the top of Wilson Terrace.

- The developer cannot propose to make available car parking spaces on land which they do not own, hence cannot receive planning permission on this premise.
- Surveys that have taken place were not communicated to local residents and we are taking legal advice into the legality of this in view of any human rights violation.
- Lack of understanding how the Wilson Terrace is considered the best access/egress for the flow of site vehicles, personnel and materials. To use it in this way is not questionable and would further exacerbate parking problems. This will have a serious safety and traffic disruption potential.
- Proposed working hours is not acceptable.

4.0 External Consultees

4.1 NATS

4.2 The proposed development has been examined from a technical safeguarding aspect and does not conflict with our safeguarding criteria. Accordingly, NATS (En Route) Public Limited Company ("NERL") has no safeguarding objection to the proposal.

4.3 However, please be aware that this response applies specifically to the above consultation and only reflects the position of NATS (that is responsible for the management of en route air traffic) based on the information supplied at the time of this application. This letter does not provide any indication of the position of any other party, whether they be an airport, airspace user or otherwise. It remains your responsibility to ensure that all the appropriate consultees are properly consulted.

4.4 If any changes are proposed to the information supplied to NATS in regard to this application which become the basis of a revised, amended or further application for approval, then as a statutory consultee NERL requires that it be further consulted on any such changes prior to any planning permission or any consent being granted.

4.5 Newcastle International Airport (NIA)

4.6 The proposal has been assessed by the Aerodrome Safeguarding Team and given its location and modest nature it is considered that the proposal would not result in any detriment to the safe operations of the Airport. NIA would not therefore offer any objection to this application.

4.7 Northumbrian Water

4.8 No objections.

4.9 We can inform you that a public sewer and water main cross the site and may be affected by the proposed development. Northumbrian Water do not permit a building over or close to our apparatus and therefore we will be contacting the developer direct to establish the exact location of our assets and ensure any necessary diversion, relocation or protection measures required prior to the commencement of the development. We will be contacting the developer/agent directly in this matter, however, for planning purposes you should note that the presence of our assets may impact upon the layout of the scheme as it stands.

4.10 The Coal Authority

4.11 The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area.

4.12 In accordance with the agreed approach to assessing coal mining risks as part of the development management process, if this proposal is granted planning permission, it will be necessary to include The Coal Authority's Standing Advice as an informative note to the applicant in the interests of public health and safety.