

**Item No:** 5.2  
**Application No:** 15/00789/FUL Author: Julia Crebbin  
Date valid: 24 June 2015 ☎: 0191 643 6314  
Target 19 August 2015 Ward: Whitley Bay  
decision date:

Application type: full planning application

**Location: Whitley Bay Metro Station, Station Road, Whitley Bay, Tyne And Wear,**

**Proposal: Change of use for a community market at Whitley Bay Metro Station on weekends and public holidays, and change of use of Unit 2 to a market office and music rehearsal space Monday - Sunday (revised description 24.02.2016)**

Applicant: Station Masters Centre Ltd, FAO Dr Duika Burges Watson 15 Alexandra Terrace Whitley Bay Tyne And Wear NE26 2DU

**RECOMMENDATION:** Application Permitted

## **INFORMATION**

### **1.0 Summary Of Key Issues & Conclusions**

#### 1.0 Description of the Site

1.1 The site to which the application relates is Whitley Bay Metro Station. The metro station is located within Whitley Bay town centre, facing onto Station Square at the bottom of Station Road and Victoria Terrace. The application specifically relates to an area of Platform 1 immediately to the front of Unit 1 (Yoga Station), areas within the main entrance (to the sides), a larger area of Platform 1 located immediately to the front of Units 2 to 7, and to Unit 2 itself. The metro station building is Grade II Listed.

#### 2.0 Description of the Proposed Development

2.1 The proposal relates to the use of the identified areas of Platform 1 and the entrance area for the purposes of a community market on weekends and public holidays, and to the change of use of Unit 2 to allow it to be used as a music rehearsal room and market office at non market times between 08:00 – 22:00 hours.

#### 3.0 Relevant Planning History

02/02118/LBC - Installation of closed circuit television cameras to monitor station access, ticket machines, platforms and general areas. – Approved 11.10.2002

03/00504/LBC - Carry out repair/restoration work to existing entrance foyer. – Approved 23.01.2004

05/03805/LBC - Entrance canopy to Station Road elevation, entrance lobby to rear of station, replacement glazed roof panels, new lighting strategy to main concourse and associated walls along with tiling to floor surface in this area, renovation work to existing shop unit, construction of ramped access to main entrance of shop from within station, alterations/modernisation of existing suspended ceiling in shop, implementation of bird prevention/control measures to existing station canopy over platform areas and re-painting/maintenance work to steel canopy structure - Approved 20.01.2006

11/00089/LBC - Installation of ATM cash machine pod – Approved 21.03.2011

12/00331/LBC - Installation of a new automated fare collection system. Necessary enabling works will be carried out to allow for the installation of new ticket vending machines and ticket validators. Existing data cabling containment shall be utilised and new containment shall be kept to a minimum and positioned as discretely as possible – Approved 18.04.2012

13/00574/FUL - Change of use including refurbishment of the existing Signal Store Room (Unit 1) to form Yoga Station – Approved 04.06.2013

13/00580/LBC - Change of use including refurbishment of the existing station Signal Store Room (Unit 1) to form Yoga Station – Approved 04.06.2013

15/00274/LBC - Replace the existing 8 cycle lockers located on Platform 1 within the same footprint, with 8no new black powder coated lockers including the installation of a new electrical enclosure located behind the lockers for termination of power and data connections. Installation of two new conduits at high level along the back wall of the station to service the new lockers from the existing equipment cubicle located at the Cullercoats end of Platform 1, the new conduits will follow the route of existing services along the wall – 12.05.2015

#### 4.0 Development Plan

4.1 North Tyneside Council Unitary Development Plan (adopted March 2002)

4.2 Direction from Secretary of State under Paragraph 1(3) of Schedule 8 to Town and Country Planning and Compulsory Purchase Act 2004 in respect of Policies in the North Tyneside UDP (August 2007)

#### 5.0 Government Policy

5.1 National Planning Policy Framework (March 2012)

5.2 National Planning Practice Guidance (As Amended)

5.3 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

## **PLANNING OFFICERS REPORT**

### 6.0 Planning Considerations

#### 6.1 Main Issues

- i) The principle of the proposed use
- ii) The impact of the development upon neighbours living conditions
- iii) Impact on the highway network

#### 6.2 The principle of the proposed use

6.3 The NPPF states that the Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth in order to create jobs and prosperity. Significant weight should therefore be placed on the need to support economic growth through the planning system.

6.4 The NPPF also states that there are three dimensions to sustainable development, with one of these being a social role. In performing this role the planning system should supporting strong, vibrant and healthy communities, by ensuring that accessible local services reflect the community's needs and support its health, social and cultural well-being.

6.5 One of the 12 core planning principles of the NPPF is to deliver sufficient community and cultural facilities and services to meet local needs. Furthermore, planning policies should be positive, promote competitive town centre environments and local planning authorities should take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

6.6 Policy S3 of the UDP provides that Whitley Bay town centre will continue to be maintained and enhanced as the main focus for retail provision and associated facilities.

6.7 Policy LE2 of the UDP states that support will be given for the development of tourist and leisure facilities provided that they are acceptable in terms of their impact on the natural and built environment.

6.8 A retail/tourist/leisure development is classed as a 'main town centre use' (Annex 2 – Glossary – Main Town Centre Uses, NPPF). Therefore, this town centre location is, in principle, an appropriate location for such a use.

6.9 Whilst there has been a significant level of support for the proposed development, there has also been a noticeable level of objection - mostly from nearby residents. A number of the objections consider the metro station to be an unsuitable venue for a market and do not consider it will be of any benefit to the local community. However, the applicant has submitted a supporting a statement in which it is stated that the proposal will complement and enhance current regeneration efforts at the seafront, increasing footfall and use of the metro station. The focus of the proposals is on well-being and inclusion and builds on established relationships within community garden projects on the metro system, and charitable and community organisations. The focus for the rehearsal space

is on the provision of a free space for local artists to develop their projects. The applicant is the Station Masters Centre Ltd, a trustee led not-for-profit company limited by guarantee and established for the benefit of the health and well being of the people of North Tyneside. Proceeds from the market will be reinvested or gifted to local charitable causes with an inclusion and/or health and well being focus.

6.10 The applicant has advised that the objective of the community market and market office/music rehearsal space is to provide a hub for community engagement and a means to promote and encourage community cohesion and well being.

6.11 The Council's Regeneration team have offered their support of the proposal, advising that, given the success of the nearby Tynemouth Station market, it is considered that a similar, albeit smaller market in Whitley Bay, will encourage visitors to the town centre and the coast and increase footfall for existing businesses. A community market such as this will work in conjunction with the wider regeneration plans for the coast and main town centres, aiming to improve the local economy and encourage private investment and new business.

6.12 Members must determine whether the principle of the proposed use of part of the metro station as a community market, and the use of Unit 2 as a market office and music rehearsal room, is acceptable. It is Officer opinion that the proposed development represents sustainable development in accordance with the NPPF, and that it will improve the vitality and viability of the metro station for the benefit of the local community, whilst also encouraging visitors to Whitley Bay, which will in turn be of benefit to the local economy. In addition, the proposal is for a local non profit making initiative, and is in accordance with one of 12 core principles of the NPPF, which states that support should be given to local strategies to improve social and cultural wellbeing and to deliver sufficient community and cultural facilities to meet local needs.

#### 7.0 Impact upon living conditions of neighbouring occupiers

7.1 The NPPF states that there are three dimensions to sustainable development; economic, social and environmental. The planning system needs to perform each of these roles. The environmental role contributes to protecting and enhancing our natural, built and historic environment, and as part of this, helping minimise waste and pollution.

7.2 The NPPF outlines 12 core planning principles which should underpin decision taking. It states that local planning authorities should contribute to conserving and enhancing the natural environment and reducing pollution. It goes on to state that new and existing development should be prevented from contributing to unacceptable levels of air or noise pollution. To prevent unacceptable risks from pollution, local planning authorities should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account.

7.3 Local planning authorities should focus on whether the development itself is an acceptable use of the land, and the impact of the use, rather than the control of processes or emissions themselves where these are subject to approval under pollution control regimes. Local planning authorities should assume that these regimes will operate effectively.

7.4 The NPPF defines pollution as ‘anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.’

7.5 Planning policies and 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; mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions.

7.6 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 existing pollution to the lowest practicable levels.

7.7 Policy H13 states that applications for non-residential development within or adjacent to residential areas will be approved where the Local Planning Authority consider that they would not adversely affect residential amenity. Uses that generate excessive noise, smell, fumes, traffic, or on street parking problems will not be allowed.

7.8 There have been several objections from local residents who are concerned that the proposed market and music rehearsal space will result in unacceptable levels of disturbance, noise and mess. These concerns are noted. However, regard must also be had to the town centre location, the existing operational characteristics of the metro station and the way in which the proposed market and music rehearsal space will operate.

7.9 The Council’s Environmental Health team have raised no objections to the proposal, but have suggested conditions to control the way in which the music room and market are operated in order to protect the residential amenity of the surrounding residents. It is noted that the metro continues operating up until 11pm, and there is noise from both this and associated activity at the metro up until this time. However, the proposed music room will result in a different type of noise, which could result in disturbance for nearby occupants. Indeed, a number of objectors have advised that they have suffered disturbance from music played within the existing restaurant at the station.

7.10 As such, and as per the Environmental Health Officer’s comments, it is considered appropriate to attach conditions to the approval in order to ensure that no drums, other than electronic drums on which the volume can be restricted, should be played within the music room and speakers should

orientated to face the direction of the metro line. Furthermore, during the playing of all instruments or recording, the doors and windows to the room must be closed. In addition, she has suggested that the existing single glazed window must be double glazed in order to reduce any potential noise break out. However, the building is Listed and as such the installation of a double glazed unit will require Listed Building Consent. It is therefore considered an acceptable alternative to require the applicant to submit a scheme to mitigate for noise breakout from this window, perhaps via the installation of secondary internal glazing.

7.11 The Environmental Health Officer has also advised that a noise limiter must be fitted to the electrical circuit in order to ensure that the maximum limit of the noise produced is controlled. As the proposal is for a community lead project, the Council's Environmental Health team will assist in setting the limits. Finally, the times at which the room can be used for music rehearsal practice will be restricted to between 8am and 7pm Monday to Saturday, and between 9am and 7pm on Sundays and Bank Holidays.

7.12 In order to ensure that there is minimal noise disturbance from the market, a condition will be attached to prohibit the use of any tannoys or sound reproduction equipment, which is audible outside of the curtilage of the station building.

7.13 The market will operate between the hours of 10am and 4pm on weekends and bank holidays. Given the relatively small size of the proposed market (46 stalls with a small number of optional additional stalls), the hours of operation and the existing use of the site as a metro station, it is not considered that this will result in such an unacceptable level of harm to the residential amenity of nearby occupants by way of disturbance from noise and increased activity that refusal of the application is justified on these grounds.

7.14 Notwithstanding all of the above, it is considered appropriate to grant a temporary planning permission in this particular case. This will enable the Local Planning Authority to monitor the way in which the market and music rehearsal space operate over the next year giving it time to become established, and the impact that this has on neighbouring residential amenity. If, after one year, it is considered that the proposal has not resulted in significant harm to surrounding residential amenity then permanent permission could be granted.

7.15 Members must determine whether the proposed market and market office/music rehearsal space are acceptable in terms of their impact on the residential amenity of nearby occupants, subject to the suggested conditions. Officer advice is that the proposal is acceptable in this regard and the proposal would accord with the advice in NPPF and policies E3 and H13 of the UDP.

## 8.0 Car Parking and Access

8.1 The NPPF states that Transport policies have an important role to play in facilitating sustainable development, but also 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.

8.2 Policy T11 states that parking requirements will in general be kept to the operational maximum.

8.3 Supplementary Planning Document, LDD12 Transport and Highways, sets out the Council's adopted car parking standards.

8.4 There have been a number of objections on parking and highway safety grounds, these mainly relate to the lack of an existing residents only parking scheme, insufficient parking provision for visitors to the market and the impact that the proposal will have on existing parking problems, leading to inconsiderate parking, which will result in difficulty for residents to access their properties and a danger to pedestrians and motorists. These objections are noted.

8.5 The Council's Highway Manager has noted that the applicant has held eight markets at the station over the last two years and the Council is not aware of any parking issues resulting from this activity. However, in order to properly monitor this he has suggested that planning permission be granted for a temporary period of 12 months. This will allow monitoring of the parking situation over this period in order to ensure that it does not result in problems for the local residents. This will be controlled via the attachment of a condition to the planning approval to require the submission of a scheme for monitoring the impact of the development on the existing parking provision on specific streets surrounding the station. The scheme will include parking surveys, and the submission of their results, along with any parking control measures necessary to alleviate any overspill parking arising from the development.

8.6 In addition, the Highway Network Manager has noted that the applicant has advised that they will instruct stallholders to park away from the area, and that they will encourage visitors to travel by public transport.

8.7 Conditions have also been suggested with regard to refuse storage and management, and secure undercover cycle parking. The details of the submission of refuse storage and management are considered necessary in order to ensure that the proposal does not result in mess within and around the station. However, the application relates only to specific parts of the platform, and Unit 2, within the station. The remainder of the metro station is not within the control of the applicant (it is controlled by Nexus). There is therefore little possibility that the applicant would be able to provide additional cycle parking facilities at the application site, and it is considered that this condition is not necessary as the lack of additional onsite cycle parking provision would not justify refusal of the planning application.

8.8 Members must determine whether the proposal is acceptable in terms of its impact on car parking and access subject to the suggested conditions. Officer advice is that a 12 month temporary planning permission, subject to the suggested conditions, will enable the parking situation to be adequately

monitored and, if it demonstrated that it does not result in highway/parking problems, to allow a permanent planning permission to be granted after this time.

## 9.0 Conclusion

9.1 Members need to determine whether the principle of the proposed market and market office/music rehearsal space is acceptable in this location, and if it is, whether the proposal is acceptable in terms of its impact on the amenity of surrounding residents and the highway network. Officer advice is that, on balance, the proposal is acceptable in each of these respects subject to the suggested conditions.

### **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/details:

Location Plan  
Site Plan  
Supporting Document entitled 'Response to Planners'.

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

- |    |                                     |       |   |
|----|-------------------------------------|-------|---|
| 2. | Standard Time Limit 3 Years FUL     | MAN02 | *   |
| 3. | Temp Permission Use To Cease Before | TEM04 | *one year from the date of this planning permission<br>*H13 |
| 4. | Noise No Tannoys Externally Audible | NOI02 | *E3 and H13   |

5. No drums, other than electronic drums on which the volume can be restricted, shall be played in the music room. All speakers must be oriented to face the direction of the metro line, and during the playing of instruments or any recording, the doors and windows to the room must be closed.

Reason: In order to protect the residential amenity of nearby occupants in accordance with Policies E3 and H13 of the North Tyneside Unitary Development Plan 2002.

6. Prior to the first occupation/use of Unit 2 for the purpose of music rehearsals



or the operation of any sound reproduction equipment, full details of a scheme of mitigation for a reduction in noise breakout from the window (e.g. internal secondary glazing) shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, prior to the use of the room for music rehearsal purposes or the operation of any sound reproduction equipment, the scheme shall be implemented in accordance with the approved details and retained at all future times.

Reason: In order to protect the amenity of nearby residents from noise disturbance as a result of noise breakout from the single glazed window in accordance with Policies E3 and H13 of the North Tyneside Unitary Development Plan 2002.

7. Prior to the first occupation/use of Unit 2 for the purpose of music rehearsals or the playing of any sound reproduction equipment, contact must be made with the Council's Environmental Health team in order to establish an agreed maximum noise limit. A noise limiter set at the agreed maximum noise limit must then be fitted to the electrical circuit prior to the use of Unit 2 for the purposes of music rehearsals or the playing of any sound reproduction equipment. Thereafter, the noise limiter shall not be tampered with and shall remain set at the agreed limit at all future times.

Reason: In order to protect nearby residents from noise disturbance in accordance with policies E3 and H13 of the North Tyneside Unitary Development Plan 2002.

8. Unit 2 shall not be used for music rehearsal purposes or the playing of any sound reproduction equipment outside the hours of 08:00 - 19:00 Monday to Saturday and 09:00 - 19:00 Sundays and Bank Holidays, and shall not be used as an office outside the hours of 08:00 - 22:00 Monday to Sunday.

Reason: In order to protect the residential amenity of nearby occupiers in accordance with policies E3 and H13 of the North Tyneside Unitary Development Plan 2002.

9. Prior to commencement of any part of the approved use, a scheme for the management of all refuse from the market and music rehearsal space, 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.

Reason: In the interests of highway safety and residential amenity in accordance with policies E3 and H13 of the North Tyneside Unitary Development Plan 2002.

10. Prior to the first operation of the approved market a scheme for monitoring the impact of the development on the existing parking provision shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall set out the scope and timing of the parking surveys and shall focus on the following streets:

- Station Road
- Victoria Terrace
- Metro off-street car park
- Metro on street parking

- Plessey Crescent
- Felton Avenue
- Etal Avenue
- Dilston Avenue

Thereafter the monitoring shall be carried out in accordance with the approved details.

Reason: In order to ensure that the approved use does not result in a severe residual cumulative impacts of development in accordance with the NPPF.

11. Upon completion of the parking surveys required by condition 10, a report detailing the results shall be submitted to and approved in writing by the Local Planning Authority. The report shall also include any parking control measures deemed to be necessary to alleviate any overspill parking arising from the development, and the proposed method of implementation of the parking control measures. Thereafter, the parking control measures should be adhered to at all future times whilst the market is in operation.

Reason: In order to ensure that the approved use does not result in a severe residual cumulative impacts of development in accordance with the NPPF.

12. The market shall not be operated outside the hours of 10:00 - 16:00 on Saturdays, Sundays and Bank Holidays, and shall not be in operation at all on any other day.

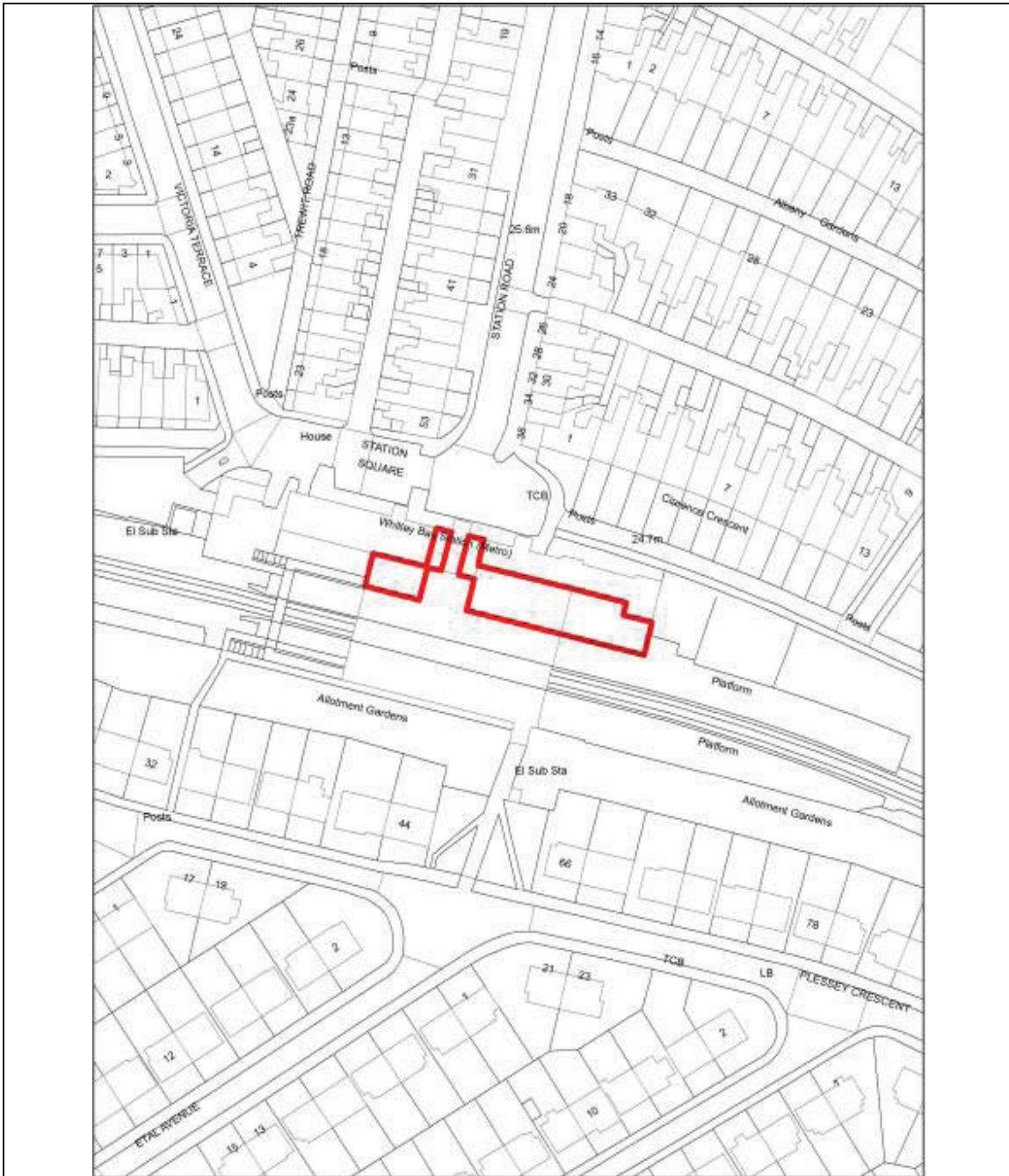
Reason: In order to protect the residential amenity of nearby occupiers in accordance with policies E3 and H13 of the North Tyneside Unitary Development Plan 2002.

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

The Local Planning Authority worked proactively and positively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirements in Paragraphs 186-187 of the National Planning Policy Framework.

### **Informatives**

This permission is granted in respect of the "change of use" of the premises only. Any proposed alterations must be submitted to this Authority for planning permission and Listed Building Consent.



**Application reference: 15/00789/FUL**

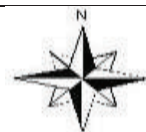
**Location: Whitley Bay Metro Station, Station Road, Whitley Bay, Tyne And Wear**

**Proposal: Change of use for a community market at Whitley Bay Metro Station on weekends and public holidays, and change of use of Unit 2 to a market office and music rehearsal space Monday - Sunday (revised description 24.02.2016)**

Not to scale

Date: 25.02.2016

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## **Item 5.2**

### **Appendix 1 – 15/00789/FUL**

#### **Consultations/representations**

##### 1.0 Representations

1.1 26no. letters of support have been received and 14no. objections have been received. These are summarised below:

##### 1.2 Support

- The application has been submitted by the same people who are behind the Station Masters Garden, which has brought new life to Whitley Bay. They have a proven track record.
- The market will help towards making Whitley Bay better and give local people a chance to share their skills and talents, potentially leading to opportunities for people supported by New Prospects Association (which is an organisation which supports people with learning disabilities) to develop their own enterprises.
- This will be a smaller, more local community focussed market with a strong environmental focus and will encourage people to use other modes of transport than a car.
- The market will encourage community spirit and enhance the ethos of community involvement, and it will be run by volunteers.
- Comparisons should not be made with Tynemouth Market. The proposed market is for a small not-for profit community initiative, not a private company.
- Market would provide financial support for the other community led initiatives including the Station Masters Garden.
- Due to the small scale of the proposal concerns regarding noise, parking, etc. are unfounded.
- Several events have recently taken place in the station which have been well organised. They bring life to the station and have been a focus for community involvement.
- Proposal will do wonders for the much needed rejuvenation of the resort and help breathe new life into that part of town.
- Proposal will provide a focal point of attraction and bring footfall/visitors and business into Whitley Bay.
- It will promote, raise awareness and add value to the regeneration efforts that are ongoing in Whitley Bay.
- It will make the metro station a safer and more welcoming gateway to the town.
- As a local market the majority of visitors will walk and visit from their homes.
- This will keep money circulating in the local economy. Beneficial impact on existing business in the area.

##### 1.3 Objections

- People who support the proposal have links to the project and do not actually live in close proximity to the station. Making Plessey Crescent a residents only parking area and lifting the 2 hour parking time at the car park next to the station would improve life for residents.
- Market will result in disruption, noise and parking problems for residents.
- Stallholders will use the station car park, preventing metro users from parking

and reducing the number of purchased journeys.

- Noise from music room, noise and congestion from market.
- Market should not be open on a Sunday.
- Market will make existing parking and highway safety problems worse.
- Insufficient car parking spaces in adjacent car park.
- Cannot see how the market will assist in the regeneration of the town centre. The metro station is surrounded by residential streets and people will not venture into the centre. There are more suitable locations for a market, i.e. near the Dome.
- Proposal will cause an intolerant amount of mess.
- Recent problems with 'buskers' performing. Steps will need to be taken to monitor noise levels from rehearsal room.
- I can see the market degenerating into a 'tat and second hands goods sale'. Do we really want this for the town?
- Noise that exists during special weekend events within the station is totally unacceptable in a residential area.
- Music from the restaurant in the station has already caused problems.

#### 1.4 Internal Consultees

#### 1.5 Environmental Health (Pollution):

#### 1.6 Final Comments received following further information and discussion

17.12.2015:

I understand the objection that the standard BS4142:2014 is not an exact fit to be used in these circumstances. However, there is little reliable alternative guidance, and it would be this guidance we would use to assess against any complaints in this absence.

1.8 The best way forward would still be via a noise survey. However I understand that the applicant is reluctant on cost basis. Alternatively the following conditions should be applied:

1.9 No drums other than electronic drums on which the volume can be restricted should be played in the music room. Any speakers should be oriented to face the direction of the metro line. During the playing of instruments or recording the doors and windows to the room should be closed.

1.10 It is recommended that the single glazed window is double glazed in order to reduce noise break out. A noise limiter should be fitted to the electrical circuit to ensure the maximum limit of the noise produced. This is normally set by the noise consultant on behalf of the applicant. As this is a community project Environmental Health are willing to assist in setting the limits. The use of the music room should be restricted to 8am – 7 pm Monday – Saturday and 9am – 7pm Sunday and Bank Holiday.

1.11 With reference to the market, there shall be no tannoys audible outside the curtilage of the building.

### 1.12 Highway Network Manager

1.13 After initial concerns regarding potential parking issues on adjacent streets, the applicant has advised us that they have held eight markets at the station over the last two years and are not aware of any parking issues resulting in this period, however they are suggesting a trial period for 12 months and monitoring of the parking situation. They have also advised that stallholders will be instructed to park away from the area and that they will encourage visitors to travel by public transport.

1.14 Given the location in Whitley Bay town centre with excellent public transport links, the above approach is considered reasonable and conditional approval for a temporary period of 12 months is recommended. Recommendation - Conditional Approval.

1.15 Conditions: REF01 - Refuse Storage: Detail, Provide Before Occ and TEM04 - Temp Permission (12 months)

1.16 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.

1.17 No development shall commence until a scheme to manage refuse, has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details and before the development is occupied.

Reason: In the interests of highway safety.

1.18 A scheme for monitoring the impact of the development on the existing parking provision on the following areas:

- Station Road
- Victoria Terrace
- Metro off-street car park
- Metro on street parking
- Plessey Crescent
- Felton Avenue
- Etal Avenue
- Dilston Avenue

The scheme shall include:

- The scope and timing of parking surveys to be agreed
- The submission of a report detailing the results of the parking surveys
- Any parking control measures necessary to alleviate any overspill parking arising from the development and the method of implementation

### 1.19 Regeneration

The Regeneration Team fully supports the proposal for a new community market based in Whitley Bay Metro Station, operating on weekends and bank holidays from 10am – 4pm.

Given the success of the nearby Tynemouth Station market, it is considered that a similar, albeit smaller market in Whitley Bay, will encourage visitors to the town centre and the coast and increase footfall for existing businesses.

A community market such as this will work in conjunction with the wider regeneration plans for the coast and main town centres, aiming to improve the local economy and encourage private investment and new business.

1.20 External Consultees

1.21 The Coal Authority

1.22 No objections.