

**Item No:** 4  
**Application No:** 16/01424/FUL Author: Maxine Ingram  
Date valid: 20 September 2016 ☎: 0191 643 6322  
Target: 20 December 2016 Ward: Weetslade  
decision date:

Application type: full planning application

**Location: Dudley And Weetslade Social Club, Clayton Street, Dudley, NORTHUMBERLAND, NE23 7HY**

**Proposal: Erection of 20 No. properties, consisting of 2no three bed semi detached housed, 8no two bed housed, 5no two bed flats and 5no one bed flats (Amended site plan 14.10.16, Bat Survey 19.10.16) (Revised site layout 11.11.16)**

Applicant: North Tyneside Council, FAO Mr Trevor Pringle The Quadrant Silverlink North Cobalt Business Park NE27 OBY

Agent: Kier North Tyneside, FAO Mr Guy Holmes Harvey Combe Killingworth Newcastle Upon Tyne NE12 6UB

**RECOMMENDATION:** Minded to grant on expiry consultation

## **INFORMATION**

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

1.0 The main issues 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;
- Other Issues;

1.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Members need to consider whether this application accords with the development plan and also take into account any other material considerations in reaching their decision.

## 2.0 Description of the site

2.1 The site to which this application relates is a parcel of land measuring approximately 4, 506 square metres. The site is currently occupied by the former Dudley and Weetslade Working Mens Club. Since the site visit, Members are advised that works have commenced to demolish this building in accordance with 16/00763/DEMGDO. The site is relatively flat, sloping gradually down towards Weetslade Road.

2.2 To the west the site is bound by Weetslade Road, beyond which are residential properties. To the north the site is bound by Clayton Street, beyond which are residential properties. To the east of the site are residential properties. Immediately to the south of the site is an existing single storey bookmakers.

2.3 There are limited landscaping features on the site, with large areas of hard standing/parking areas surrounded by areas of grass verge.

2.4 The site is well situated for existing local amenities, including community facilities, local shops and local bus services.

## 3.0 Description of the Proposal

3.1 Planning permission is sought for the construction of 20 dwellings, all of which are to be affordable units, with associated parking. The following housing mix is proposed:

- 2no. 3 bed semi detached houses
- 8no. 2 bed houses
- 5no. 2 bed apartments
- 5no. 1 bed apartments.

3.2 A new access road is proposed from Clayton Street. Parking provision for the development would be provided in accordance with LDD12. The applicant has also provided additional parking following feedback from their consultation event with local residents.

3.3 Areas of landscaping will be provided as part of the scheme.

3.4 The following supporting documents have been submitted:

- Design and Access Statement
- Bat Survey
- Coal Authority Search
- Geoenvironmental Statement

3.5 The applicant has advised that they have carried out a consultation event on 11 May 2016. A total of 37 visitors signed the attendance form, with generally

positive feedback. The main concerns raised were the loss of the car park and overlooking. The applicant held a further consultation event on the 27 July 2016.

#### 4.0 Relevant Planning History

16/00763/DEMGDO - Demolition of former social club, single storey building – Permitted 27.05.2016

#### 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 National Planning Practice Guidance (NPPG) (As amended)

6.3 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 Main Issues

7.1 The main issues in this case are:

- The principle of the development;
- Housing Supply;
- Impact on Surrounding Amenity and amenity of proposed occupiers;
- Design and Layout;
- Car Parking and Access;
- Other Issues;

7.2 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). However, this is not a prerequisite.

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 The development plan is out of date. The North Tyneside Unitary Development Plan was adopted in March 2002, over 14 years ago. The plan period ran until 2006 and we are now significantly (10 years) beyond this. Following the advice in paragraph 14 of NPPF it states that where the development is out of date, the presumption is that planning permission should be granted, unless any adverse effects of doing so would significantly and demonstrably outweigh, when assessed against policies in the NPPF taken as a whole or specific in the Framework indicate that development should be restricted.

8.6 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. This policy is not wholly consistent with the advice in NPPF and therefore Members should not give it full weight.

8.7 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.

8.8 The site is previously developed land, is located within the built up area and does not impact upon any open space provision. The site is also conveniently located as it is within reasonable walking distance of shops and services in the village centre. The site is in an accessible location for public transport, which provides access to a wider range of services within Killingworth and Cramlington town centres. The development therefore complies with Policy H5. The impact on its surroundings and its affect on local infrastructure will be considered in the latter parts of this report.

8.9 Members must determine whether or not the principle of residential development on this site is acceptable. The proposed development site is previously developed land and it is positioned within an existing urban area, it is 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 Housing Land Supply

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 6,416 new homes between 2016/17 and 2020/21.

9.3 The September 2016 Strategic Housing Land Availability Assessment (SHLAA) identifies the total potential 5-year housing land supply in the borough at 5,544 new homes (a total which includes delivery from sites yet to gain planning permission). This represents a shortfall of 872 homes against the Local Plan requirement (or a 4.32 year supply of housing land).

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 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.

#### 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 site lies adjacent to Weetslade Road (B1321) and the East Coast main rail line is located approximately 94m to the west of the site. The western boundary of the site will have a direct line of site to this rail line.

10.6 The Manager for Environmental Health has been consulted. She has advised that a noise assessment will need to be carried out that takes into account road and rail noise. Gardens and internal rooms will need to be provided with appropriate noise mitigation to ensure good standards of internal noise levels are achieved. It is noted that Newcastle International Airport (NIA) also request that the dwellings are appropriately designed in terms of acoustic attenuation, due to the proximity to their flight path. Subject to conditions, it is considered that an acceptable level of amenity could be achieved for future occupants.

10.7 A separation distance of over 21m would exist between plots 1-4 and Nos. 4-8 Bamborough Court. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.8 A separation distance of between 9-12m would exist between plots 18-20 and the gable of No. 9 Bamborough Court. Albeit, part of this separation distance does not comply with DCPS No. 14 consideration has been given to the fact that this is an infill site. On balance, it is the view of officers that the impact on existing and future occupants is acceptable.

10.9 A separation distance of approximately 21m would exist between plots 5-7 and 19-20. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.10 A separation distance of approximately 21m would exist between plots 8-9 and plot 18. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.11 A separation distance of approximately 13m would exist between plots 14-15 and plot 18. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.12 A separation distance of over 12m would exist between plots 16-17 and Nos. 24-26 Bamborough Court. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.13 A separation distance of over 21m would exist between plots 12-17 and the residential properties located to the north of the site. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.14 A separation distance of over 21m would exist between plots 1-11 and the residential properties located to the west of the site. This separation distance complies with the privacy distances set out in DCPS No. 14.

10.15 It is acknowledged that the outlook from Nos. 22-26 Bamborough Court would be affected as these properties currently afford views of an area of hardstanding/car parking. However, the proposed units are two storeys and would comply with the recommended privacy sets out in DCPS No. 14. The window proposed to the first floor gable would accommodate a bathroom. A condition is recommended for this window to be obscure glazed.

10.16 It is the views of officers that the outlook from Nos. 1 – 8 Bamborough Court would not be significantly affected as these properties afforded views of the

former club and areas of hardstanding/car parking. Furthermore, the proposed units would be sited further away from these properties than the former club.

10.17 It is the view of officers that due to the orientation of No. 9 Bamborough Court, the proposed development would not affect the outlook from this property. It is acknowledged that views of the proposed development would be afforded from its garden areas. However, the impact on outlook from its garden areas would not be sufficient to sustain a recommendation of refusal. The views from the first floor windows over the garden areas of this property is considered to be acceptable, as it is not uncommon for first floor windows in built up areas such as this, to afford views over garden areas.

10.18 Members need to determine whether the proposed development is acceptable in terms of its impact on existing and future occupants. It is the view of officers that the layout of the proposed development is acceptable in terms of its impact on noise, outlook, privacy and light for both existing and future occupants.

#### 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 UDP Policy H12 states that housing development will be expected to make the most efficient use of land, usually having a net density of between 30 and 50 dwellings per hectare. However, this policy was a reflection of the previous national planning policy and therefore cannot be given full weight.

11.4 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.

11.5 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.

11.6 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.

11.7 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.”

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

11.9 The applicant has worked proactively with officers to revise the layout of the development to provide an active frontage onto Weetslade Road and Clayton Street. This revised layout maintains a positive relationship with the residential properties to the east of the site in terms of overlooking and outlook. Officers consider that the dual aspect apartments work particularly well and create a successful ‘gateway’ into the site.

11.10 Small areas of amenity space are located to the front of the proposed dwellings sited along the north and west boundary, as well as to the front of plots 18-20. The site occupies a prominent position and it is the view of officers that these areas of amenity space to the site perimeter would contribute to the amenity of the surrounding area. These areas of soft landscaping would be enclosed by a low level timber knee rail which would maintain openness and increase natural surveillance to Weetslade Road and Clayton Street. A fully detailed landscaping plan should be conditioned.

11.11 The proposed houses would have private garden areas to the rear of the property. A condition is recommended to ensure that an attractive boundary treatment is to be used, in order to avoid large expanses of close boarded timber fencing.

11.12 Parking provision has been provided within the site which will ensure that the views along Weetslade Road would not be dominated by parked cars. This

design layout will also help to ensure the area to the rear of the properties feels safe and well used.

11.13 The proposed units would be two storeys which would reflect the mix of housing within the immediate surrounding area. It is noted that the site gently slopes down towards Weetslade Road. The applicant has submitted street views to show these differing levels and the relationship between existing residential properties. A levels condition is recommended to ensure that the differing levels results in an acceptable impact on existing and future occupants.

11.14 Members need to determine whether the proposed development is acceptable in terms of its design and layout. It is the view of officers that the impact on the character of the area is acceptable and accords with advice contained within NPPF and policies H11, H12 and LDD11.

## 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 site is accessed via a new access on Clayton Street with the existing club access removed. Parking has been provided in accordance with the Council's maximum parking standards, with some additional visitor parking bays within the site and on Clayton Street.

12.9 The Highways Network Manager has been consulted. He has recommended conditional approval.

12.10 Members need to determine whether the proposal will have a severe impact on the transport network. NPPF clearly states that development should not be prevented or refused on transport grounds unless the residual impacts of development are severe. It is officer advice that the development would not have a severe impact on highway safety and the local road network.

### 13.0 Other Issues

#### 13.1 Contamination

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

13.3 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.

13.4 The Contaminated Land Officer has been consulted. She has recommended conditional approval.

13.5 The Coal Authority has been consulted. They have raised no objections.

13.6 Members need to determine whether the proposal would accord with NPPF and policy E3 of the UDP and weight this in their decision. Subject to conditions, it is officer advice that the proposal would accord with the advice in NPPF and UDP Policy E3.

#### 13.7 Biodiversity

13.8 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural, built and historic environment as part of this helping to improve biodiversity amongst other matters.

13.9 Paragraph 109 of NPPF states that the planning system should contribute to and enhance the natural and local environment by amongst other matters minimising the impacts on biodiversity and producing net gains to biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity.

13.10 Paragraph 118 of NPPF states that when determining a planning application, local planning authorities should aim to conserve and enhance biodiversity. If significant harm resulting from a development cannot be avoided, or as a last resort be compensated for, then planning permission should be refused.

13.11 The Council's Ecology Officer has been consulted. She has considered the submitted Bat Survey and has raised no objections subject to the imposition of conditions to secure appropriate mitigation.

13.12 NPPF advises that that the planning system should contribute to and enhance the natural and local environment. Members need to consider whether they the proposal would accord with the advice in NPPF and weight this in their decision. It is officer advice that, subject to conditions the proposal would not result in significant harm to biodiversity and that suitable mitigation is proposed to limit the impact. The proposal would accord with the advice in NPPF.

#### 13.13 Archaeology

13.14 National Planning Policy Framework (NPPF) states that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to its significance.

13.15 Paragraph 128 of NPPF states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected by a proposal.

13.16 UDP Policy E19/6 states that where assessment and evaluation have established that the proposed development will affect a Site or Area of Archaeological Interest, the applicant will be required to preserve archaeological remains in situ unless this is clearly inappropriate or destruction of the remains is demonstrably unavoidable in which case a programme of archaeological works will be required.

13.17 The Tyne and Wear Archaeology Officer has been consulted and raises no objections.

13.18 It is officer advice that this proposal would accord with NPPF and policy E19/6 of the UDP.

### 13.19 Flooding

13.20 NPPF states that when determining applications, local planning authorities should ensure that flood risk is not increased elsewhere. Due to the size of the site a Flood Risk Assessment (FRA) is not required.

13.21 The Lead Local Flood Authority (LLFA) has been consulted. He has advised that surface water will drain into existing NWL infrastructure at agreed rates. On this basis, he has recommended conditional approval.

13.22 Northumbrian Water has been consulted. They have advised that foul flows from the proposed development will discharge without restriction to the relevant manhole, whilst a restricted surface water discharge of 12.8 litres per second will discharge to the existing surface water sewer. However, as a drainage scheme has not been submitted NWL have recommended conditional approval.

13.23 Members need to consider whether in terms of flooding, the proposal would accord with NPPF and weight this in their decision. It is officer advice that subject to conditions the proposal would not have an adverse impact in terms of flooding and would accord with the advice in NPPF in terms of flood risk.

### 13.24 Aviation Safety

13.25 Newcastle International Airport (NIA) has been consulted. They have raised no objections subject to a condition to control the heights of any cranes required during construction and an informative to advise future occupants of the proximity to the flight path.

## 14.0 Financial Benefits

14.1 The proposal involves the creation of 20 dwellings. The Government pays New Homes Bonus to local authorities to assist them with costs associated with housing growth and payments were first received in the financial year 2011/12. The payments are based on the net addition to the number of dwellings delivered each year, with additional payments made to encourage bringing empty homes back into use, and the provision of affordable homes. Granting consent for new dwellings therefore increases the amount of New Homes Bonus, which the Council will potentially receive.

14.2 As the system currently stands, for North Tyneside, for the new increase in dwellings built in 2016/17, the Council will receive funding for the six years from 2018/19. It should be noted, however, that the Government are currently reviewing the operation of the New Homes Bonus Scheme, including reducing the numbers of years for which payments are made. This was outlined in the Government Consultation paper "New Homes Bonus: sharpening the incentive:

technical consultation”, which they issued in December 2015. This Consultation closed on 10 March 2016, and the Government are yet to report their findings.

14.3 In addition, the units will bring in revenue as a result of Council tax.

14.4 Officers have given weight, amongst all other material considerations, to the benefit accrued to the Council as a result of the monies received from central government.

#### 15.0 S106 Contributions

15.1 NPPF states that pursuing development requires careful attention to viability. To ensure viability, the costs of any requirements likely to be applied to development such as requirements for affordable housing standards, infrastructure contribution or other requirements should, when taking account of the normal costs of development and mitigation provide competitive returns to a willing land owner and willing development to enable the development to be deliverable.

15.2 Regulation 122 of the Community Infrastructure Levy (CIL Regulations, makes it unlawful for a planning obligation to be taken into account in determining a planning application, if it does not meet the three tests set out in Regulation 122. This states that a planning obligation may only constitute a reason for granting planning permission for the development of the obligation is;  
Necessary to make the development acceptable in planning terms;  
Directly relates to the development; and  
Fairly and reasonably relates in scale and kind to the development.

15.3 The Council’s adopted SPD on Planning Obligations LDD8 states that planning obligations are considered an appropriate tool to ensure that the environment is safeguarded and that the necessary infrastructure and facilities are provided to mitigate impacts, ensure enhancement and achieve a high quality where people choose to live, work and play.

15.4 The SPD also states that the Council is concerned that planning obligations should not place unreasonable demands upon developers, particularly in relation to the impact upon economic viability of development and sets out the appropriate procedure to address this. However, the SPD states that the Council will take a robust stance in relation to this requirement for new development to mitigate its impact on the physical, social, economic and green infrastructure of North Tyneside.

15.5 A development of this nature would usually generate the need for S106 contributions towards facilities such open space, play sites and health facilities etc. However, in this case Members are advised to take into account the benefits

of the development in terms of providing affordable housing when assessing the need for contributions.

15.6 All the proposed dwellings are to be affordable units. This will assist in meeting the Council's target for the provision of affordable housing.

15.7 Officer advice is that in this instance it would not be expedient to request S106 contributions due to the impact of the contributions on the financial viability of the scheme, and taking into account the wider benefits of the development. Members must decide whether these benefits are significant enough to outweigh the need for S106 contributions.

#### 16.0 Conclusion

16.1 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 but valuable contribution seeking to address this. It will also provide much needed affordable housing which is a material consideration which weighs significantly in favour of the proposal. 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 biodiversity, highway safety and impact on the character and appearance of the area.

16.2 Members need to weigh the benefits of the proposal against the impacts and determine whether or not to grant planning permission.

16.3 It is the opinion of officers that, subject to the imposition of appropriate conditions, the development would accord with relevant national and local planning policy and would therefore be acceptable.

**RECOMMENDATION: Minded to grant on expiry consultation**

**It is recommended that members indicate they are minded to approve the application subject to the consultation period expiring and the conditions set out below and the addition or omission of any other considered necessary, subject to the receipt of any additional comments received following expiry of the consultation period and grant plenary powers to the Head of Environment, Housing and Leisure to determine the application providing no further matters arise which in the opinion of the Head of Environment, Housing and Leisure, raise issues not previously considered which justify reconsideration by the Committee.**

**Members are requested to authorise that the Head of Law and Governance and the Head of Environment, Housing and Leisure to undertake all necessary procedures (Section 278 Agreement) to secure:**

- Closure of existing access
- Provision of new access
- Provision of visitor parking bays on Clayton Street
- Upgrade of existing footpaths surrounding the site
- Associated drainage
- Associated street lighting
- Associated road markings
- Associated signage

**Conditions/Reasons**

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

- Ordnance Survey Plan (Scale 1:1250)
- Existing site layout Dwg No. 16-0320400
- Proposed site layout Dwg No. 16-032 401 Revision L
- House type 1 Dwg No A201-A
- House type 2 Dwg No. A202-A
- House type 3 Dwg No. A203-A
- House type 4 Dwg No. A204-A
- House type 5 Dwg No. A205-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. Prior to the construction of any dwelling above ground level a schedule and/or samples of all surfacing materials and finishes shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To ensure a satisfactory appearance having regard to Policy H11 of the North Tyneside Council Unitary Development Plan 2002.

4. Restrict Hours No Construction Sun BH              HOU04   \*

5. Restrict Hours No Demolition Sun BH                HOU05   \*

6. Notwithstanding Condition 1, prior to the commencement of construction works a detailed plan of the site showing the existing and proposed ground levels and levels of thresholds and floor levels of all proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: This information is required to ensure that the work is carried out at suitable levels in relation to adjoining properties and highways, having regard to amenity, access, highway and drainage requirements having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

7. Notwithstanding Condition 1, prior to the occupation of any dwelling details of all screen and boundary walls, fences and any other means of enclosure within that development shall be submitted to and approved in writing by the Local Planning Authority. 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. These agreed boundary treatments shall be retained thereafter.

Reason: To ensure that the proposed development does not adversely effect the privacy and visual amenities 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.

8. Notwithstanding Condition 1, prior to the commencement of any dwelling above damp proof course a fully detailed landscaping scheme shall be submitted

to and approved in writing by the Local Planning Authority. The landscaping scheme shall include locally native trees. Thereafter, the development shall only be carried out in accordance with these agreed details. The agreed landscaping shall be planted in accordance with these details within the first planting and seeding seasons following the commencement of development. Any trees or plants which, within a period of five years from the completion of the development, die are removed or become seriously damaged or diseased, shall be replaced in the current or first planting season following their removal or failure with others of similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping having regard to policy E14 of the North Tyneside Unitary Development Plan 2002.

- |     |  |       |                 |
|-----|--|-------|-----------------|
| 9.  | New Access Access Before Devel         | ACC10 | *H11            |
| 10. | Altered Access Access Alt Prior to Occ | ACC15 | *H11            |
| 11. | Exist Access Closure Misc Points By    | ACC17 | *6<br>*H11      |
| 12. | Turning Areas Before Occ               | ACC25 | *refuse<br>*H11 |

13. No development shall commence 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 to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees and residential amenity having regard to Policy H11 of the North Tyneside Council Unitary Development Plan 2002.

14. Notwithstanding Condition 1, prior to the occupation of any dwelling details of facilities to be provided for the storage of refuse bins within the site and a scheme to manage refuse collection, including identifying a suitable storage area for collection day only, shall be submitted to and approved in writing by the Local Planning Authority. The facilities which shall 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: To ensure a satisfactory appearance and in the interests of the amenities of the occupiers and adjoining residents having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

15. The scheme for parking and manoeuvring indicated on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and these areas shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

16. No development shall commence until a detailed scheme for surface water management 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 before the development is occupied.

Reason: These details are required from the outset to ensure satisfactory means of surface water drainage can be accommodated within the site having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

17. Notwithstanding Condition 1, prior to the occupation of the first dwelling a scheme for the provision of secure undercover cycle storage for residential use 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: To comply with the Council's policy on cycle storage regarding residential dwellings.

18. Upon expiration of 6 months of the first occupation of the development, a scheme for monitoring the impact of the development on existing parking



50 dB. Thereafter, the approved development shall be carried out in accordance with these agreed details which shall be installed prior to the occupation of any dwelling and shall be permanently retained.

Reason: To protect the occupier of the dwelling(s) from noise disturbance having regard to policy H11 and E3 of the North Tyneside Unitary Development Plan 2002.

23. Development shall not commence until a detailed scheme for the disposal of foul and surface water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water. Thereafter the development shall take place in accordance with the approved details.

Reason: This information is required from the outset to prevent the increased risk of flooding from any sources in accordance with the NPPF.

24. No vegetation removal shall take place within the bird nesting season (March-August inclusive) unless a suitably qualified ecologist has confirmed there are no nesting birds.

Reason: This is required from the outset in the interests of wildlife protection having regard to policy E12/6 of the North Tyneside Unitary Development Plan 2002 and NPPF.

25. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above damp proof course details of the design and location of two bat boxes shall be submitted to and approved in writing by the Local Planning Authority. These agreed bat boxes shall be installed prior to the occupation of the first dwelling and shall be permanently retained.

Reason: In the interests of wildlife protection having regard to policy E12/6 of the North Tyneside Unitary Development Plan 2002 and NPPF.

26. Prior to the operation of cranes over 40m on site, a Method Statement for Crane Operation, shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Newcastle International Airport. Thereafter, the development shall be carried out in accordance with these agreed details.

Reason: This information is required from the outset in the interest of aerodrome safeguarding and in accordance with the National Planning Policy Framework.

27. All street lighting associated with the development should be fully cut off so as not to direct lighting up into the atmosphere with the potential to distract pilots flying aircraft overhead.

In the interest of aerodrome safeguarding and in accordance with the National Planning Policy Framework.

28. Notwithstanding any other details shown on the plans hereby approved, the window(s) and any other glazing to be inserted in the first floor east elevation of Plot 16/17 shall, up to a minimum height of 1.7 metres above finished floor level, be fixed shut (without any opening mechanism) and glazed in obscure glass. The windows(s) shall thereafter be retained as such.

Reason: In the interests of the amenity of neighbouring properties having regard to policy H11 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**

Building Regulations Required (I03)

Consent to Display Advertisement Reqd (I04)

Contact ERH Construct Highway Access (I05)

Contact ERH Path Bridleway Xs Site (I07)

Contact ERH Works to Footway (I08)

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 development hereby approved lies within close proximity to Newcastle International Airport. The airport operates unrestricted, flying 365 days per year, 24 hours per day. The site is also a co-opted military airfield and therefore unrestrictedly accepts military aircraft.

NWL informs you that public sewers 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.



**Application reference: 16/01424/FUL**

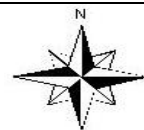
**Location: Dudley And Weetslade Social Club, Clayton Street, Dudley, NORTHUMBERLAND**

**Proposal: Erection of 20 No. properties, consisting of 2no three bed semi detached housed, 8no two bed housed, 5no two bed flats and 5no one bed flats (Amended site plan 14.10.16, Bat Survey 19.10.16) (Revised site layout 11.11.16)**

Not to scale

Date: 24.11.2016

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**Appendix 1 – 16/01424/FUL**  
**Item 4**

**Consultations/representations**

1.0 Internal Consultees

1.1 Highways Network Manager

1.2 This application is for the erection of 20 properties, consisting of 2 three bed semi detached houses, 8 two bed houses, 5 two bed flats and 5 one bed flats. The site is accessed via a new access on Clayton Street with the existing club access removed. Parking has been provided in accordance with current standards with some additional visitor parking bays within the site and on Clayton Street. Conditional approval is recommended.

1.3 Recommendation - Conditional Approval

1.4 The applicant will be required to enter into an appropriate legal agreement with the Local Authority for the following works:

Closure of existing access  
Provision of new access  
Provision of visitor parking bays on Clayton Street  
Upgrade of existing footpaths surrounding the site  
Associated drainage  
Associated street lighting  
Associated road markings  
Associated signage

1.5 Conditions:

ACC10 - New Access: Access before Devel  
ACC15 - Altered Access: Access Alt Prior To Occ  
ACC17 - Exist Access Closure: Misc Points, By \*6 months  
ACC25 - Turning Areas: Before Occ  
PAR04 - Veh: Parking, Garaging before Occ  
REF01 - Refuse Storage: Detail, Provide Before Occ  
SIT05 - Construction Management

No development shall commence until a scheme for the provision of secure undercover cycle parking 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 before the development is occupied.  
Reason: In the interests of highway safety.

No development shall commence until a detailed scheme for surface water management 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 before the development is occupied.

Reason: In the interests surface water management of the site

Upon expiration of 6 months of the first occupation of the development, a scheme for monitoring the impact of the development on existing parking provision Weetslade Road shall be submitted for approval to the Local Planning Authority. 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

Reason: To monitor the impact of the development on on-street parking in the interests of highway safety

#### 1.6 Informatives:

- I05 - Contact ERH: Construct Highway Access
- I07 - Contact ERH: Footpath/Bridleway X's Site
- I08 - Contact ERH: Works to footway.
- I10 - No Doors/Gates to Project over Highways
- I13 - Don't obstruct Highway, Build Materials
- I45 - Street Naming & Numbering
- I46 - Highway Inspection before dvlpt

#### 1.7 Lead Local Flood Authority

1.8 This application is for the erection of 20 properties, consisting of 2 three bed semi detached housed, 8 two bed housed, 5 two bed flats and 5 one bed flats. Surface water will drain into existing NWL infrastructure at agreed rates. Conditional approval is recommended.

#### 1.9 Recommendation - Conditional Approval

##### 1.10 Condition:

No development shall commence until details of a surface water management scheme 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 and before the development is occupied.

Reason: In the interests of surface water management

#### 1.11 Design

1.12 The revised layout is well designed with an active frontage onto Weetslade Road and Clayton Street while maintaining a positive relationship with the houses to the rear. The dual aspect flats work particularly well and create a successful 'gateway' into the site. Parking is located to the rear which will ensure Weetslade Road is not dominated by parked cars and will also help to ensure the area to the rear feels safe and is well used.

1.13 As advised in the pre-application comments, the boundary treatments to the rear should be carefully considered to ensure it is attractive and not dominated by close boarded timber fencing. The current plans show all rear boundaries to be boarded fencing; this should be broken up with brick walls or pillars. This can either be amended in the planning application or conditioned.

#### 1.14 Ecology Officer

1.15 The bat survey is acceptable. Can you please put the following conditions on the above application:-

-2 bat boxes to be provided on new buildings or mature trees within the site.

Details of bat box design and location to be submitted for approval prior to development commencing.

-No vegetation removal should take place within the bird nesting season (March-August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to removal.

-Landscaping for the site should include locally native trees.

#### 1.16 Contaminated Land Officer

GAS 06

The development hereby permitted shall not be constructed above damp proof course level until the details of a scheme of site investigation and assessment to test for the presence and likelihood of gas emissions from underground workings, historic landfill, unknown filled ground or made ground has been submitted to and agreed in writing by the Local Planning Authority.

Upon approval of the method statement:

a) A detailed site investigation should be carried out to establish the degree and nature of the gas regime, and whether there is a risk likely to arise to the occupants of the development. The results and conclusions of the detailed site investigations should be submitted to and the conclusions approved in writing by the Local Planning Authority. The Ground Gas Assessment Report should be written using the current government guidelines.

b) In the event that remediation is required following the assessment of the ground gas regime using current guidelines, then a method statement must be submitted to and approved in writing by the Local Planning Authority.

The detailed design and construction of the development shall take account of the results of the site investigation and the assessment should give regard to results showing depleted oxygen levels or flooded monitoring wells. The method of construction shall also incorporate all the measures shown in the approved assessment.

This should provide details of exactly what remediation is required and how the remediation will be implemented on site; details including drawings of gas protection scheme should be included.

c) Where remediation is carried out on the site then a validation report will be required. This report should confirm exactly what remediation has been carried out and that the objectives of the remediation statement have been met.

The validation report should include cross sectional diagrams of the foundations and how any gas protection measures proposed in the remediation method statement are incorporated. In the event that integrity testing of membranes is required then any test certificates produced should also be included.

A verification report shall be submitted to and approved in writing by the Local Planning Authority before the development is occupied/brought into use.

d) In the event that there is a significant change to the ground conditions due to the development, for example grouting or significant areas of hard standing; then additional gas monitoring should be carried out to assess whether the gas regime has been affected by the works carried out. In the event that the gas regime has been altered then a reassessment of remediation options shall be submitted to the Local Planning authority to be agreed in writing before the development is occupied/brought into use.

Thereafter the development shall not be implemented otherwise than in accordance with the scheme referred to in c) above.

Reason: In order to safeguard the development and/or the occupants thereof from possible future gas emissions from underground and or adverse effects of landfill gas which may migrate from a former landfill site having regard to policy E3; of the North Tyneside Unitary Development Plan 2002.

CON 01

INIT

### 1.17 Manager for Environmental Health

1.18 I note the site is located adjacent to the B1321 Weetslade Road and therefore have concerns about road traffic noise. There is also a main rail line located 94m to the west of the site. The western boundary of the site will have direct line of site to the rail line and therefore rail noise will need to be considered within any noise assessment.

1.19 The traffic noise assessment shall be carried out based on the memorandum of road traffic noise. Rail noise should also be monitored and the impact considered. Gardens and internal rooms should be provided with appropriate noise mitigation to ensure good standards of internal noise levels in accordance with BS8233:2014 to give a resultant noise level of below 30 decibels and maximum noise level of 45dB for bedrooms and 35 decibels for living rooms is achieved and external gardens meet the world health organisation community noise level for outside spaces to 50 dB.

1.20 Additional conditions that would be recommended include:

All demolition work should take place between the times of 08:00 - 18:00 Monday to Friday and 08:00 - 14:00 Saturday with no working on Sundays or Bank Holidays.

HOU04  
SIT03

### 2.0 Representations

2.1 One letter of representation has been received. The objections are summarised below:

-My wife works night shift as night care nurse, looking after people in end of life stages and has to give medication. Her sleep will be disrupted each day which happened last time works took place.

-Mess i.e. dust will cover our windows etc and we have to pay to have them cleaned.

### 3.0 External Consultees

#### 3.1 Northumbrian Water

3.2 In making our response to the local planning authority Northumbrian Water will assess the impact of the proposed development on our assets and assess the capacity within Northumbrian Water's network to accommodate and treat the anticipated flows arising from the development. We do not offer comment on aspects of planning applications that are outside of our area of control.

3.3 Having assessed the proposed development against the context outlined above I can confirm that at this stage we would have the following comments to make:

3.4 An enquiry was received by Northumbrian Water from the applicant for allowable discharge rates and points into the public sewer for the proposed development. I note that our response to this enquiry has not been submitted with the planning application.

3.5 In this document it states that foul flows from the proposed development will discharge without restriction to manhole 9618, whilst a restricted surface water discharge of 12.8l/sec will discharge to the existing 450mm diameter surface water sewer at manhole 9626.

3.6 Because the applicant has not submitted a drainage scheme with the application, Northumbrian Water request the following condition:

Condition: Development shall not commence until a detailed scheme for the disposal of surface and foul water from the development hereby approved has been submitted to and approved in writing by the Local Planning Authority in consultation with Northumbrian Water. Thereafter the development shall take place in accordance with the approved details.

Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

3.7 Any drainage scheme submitted to the Local Planning Authority should be in line with the above Northumbrian Water comments.

3.8 For information only

3.9 We can inform you that public sewers 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.

### 3.10 The Coal Authority

3.11 The Coal Authority is a non-departmental public body sponsored by the Department for Business, Energy & Industrial Strategy. As a statutory consultee, The Coal Authority has a duty to respond to planning applications and development plans in order to protect the public and the environment in mining areas.

### 3.12 The Coal Authority Response: Material Consideration

3.13 I have reviewed the proposals and confirm that the application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

3.14 The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground coal mining at shallow depth.

3.15 The applicant has obtained appropriate and up-to-date coal mining information for the proposed development site; including a Coal Authority Mining Report and BGS geological mapping. This information has been used to inform the Phase 2 Geo-Environmental Assessment (August 2016, prepared by 3e Consulting Engineers Ltd), which accompanies the planning application.

3.16 Based on this review of existing mining information the Report correctly identifies the Brunton Quarry seam, which the Report confirms is at sufficient depth not to influence ground stability, even if it has been worked. Accordingly, the Report concludes that the site is safe and stable from a mining viewpoint.

3.17 The Coal Authority considers that the content and conclusions of the Phase 2 Geo-Environmental Assessment are sufficient for the purposes of the planning system in demonstrating that the application site is safe and stable for the proposed development. The Coal Authority therefore has no objection to the proposed development.

### 3.18 Tyne and Wear Archaeology Officer

3.19 No archaeological requirements.

### 3.20 Newcastle International Airport (NIA)

3.21 The application has been assessed by the aerodrome safeguarding team and I have the following comments to make.

3.22 As the development is located within an existing residential area it is not considered necessary that additional noise monitoring is undertaken on site. It is recommended however that the housing is suitably designed in terms of acoustic attenuation in relation to the sites proximity to the Airport's flightpath and other more proximate sources of noise such as passing road traffic.

3.23 Given the proximity of the site to the airports flight path it is expected that all street lighting be fully cut off so as to not direct lighting up into the atmosphere with the potential distract pilots flying to the north of the site. Whilst it is

appreciated that this is a 100% affordable housing scheme, it is recommended that the following informative is added to any grant of planning permission and future residents should be made aware of the proximity to the airports flightpath in the development sales particulars.

'The development hereby approved lies within close proximity to Newcastle International Airport. The airport operates unrestricted, flying 365 days per year, 24 hours per day. The site is also a co-opted military airfield and therefore unrestrictedly accepts military aircraft.'

3.24 It is not indicated what height crane will be required during construction, but at this location any cranes operating over 40m in height could penetrate the surfaces of the airport's navigational aids and potentially present a collision hazard for light aircraft. Therefore this should be avoided unless absolutely necessary. If there is a need to operate above this height the developer would need to inform air traffic control in advance, setting out location (including eastern and northern grid references), height, duration, and detail of lighting when operation. Should weather conditions deteriorate when operating at this height there will be a need to lower the jib on request from Air Traffic Control (ATC) and discontinue the operation until cleared to do so. The developer would need to contact – [ATSmanagementteam@newcastleinternational.co.uk](mailto:ATSmanagementteam@newcastleinternational.co.uk) or 0191 2143250

#### 3.25 Police Architectural Liaison Officer

3.26 I was contacted by Kier direct regarding this application.

3.27 I am generally happy with the proposed development and I only had one comment to them in relation to the parking for Plot 17 and I recommended it was moved to take it away from it's original position on Clayton St. I notice that this has been done.

3.28 I also have an indication from them that they intend to apply for the police approved security scheme Secured by Design (SBD) certification and if permission is given I am expecting that to follow.

3.29 With the above in mind I have no objections to this application progressing.