

**Item No:** 5.1  
**Application No:** 16/01603/FUL Author: Maxine Ingram  
Date valid: 2 December 2016 ☎: 0191 643 6322  
Target decision date: 3 March 2017 Ward: Weetslade

Application type: full planning application

**Location: Land at the Site of 18-21, Western Terrace, Dudley,  
NORTHUMBERLAND**

**Proposal: Erection of 20 residential dwellings, 5no 3 bedroom properties and 15no 2 bedroom properties with associated parking and landscaping (Revised site layout 23.12.16, amended red line 1.3.17) (Additional flooding information received 7.2.17)**

Applicant: SHN Homes Ltd, FAO Mr Shaun Dunn 62 Cauldwell Avenue Whitley Bay, Tyne And Wear NE25 9RW

Agent: AJ Walton Architecture & Surveying, FAO Mr Alan Walton 38 Linskill Terrace North Shields NE30 2EN

**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;
- Ecology and loss of trees.
- Other Issues.

### 2.0 Description of the site

2.1 The site to which this application relates is two rectangular plots of grassed land either side of Western Terrace, north of Dudley Lane. The site area measures approximately 0.21 hectares. Western Terrace is rather uneven, potholed and in relatively poor condition.

2.2 To the north of the site are allotments. Beyond the allotments is agricultural land. To the east of the site are residential properties with a CIU Club and Gym behind, beyond which is the railway line. To the west of the site are residential

properties. The site is bound to the south by Dudley Lane, beyond which are residential properties.

2.3 The proposed site is generally flat with a slight incline of approximately 1m from east up to west.

2.4 The site is designated as a wildlife corridor within the Council's Unitary Development Plan (2002). The site is designated for housing within the Council's Local Plan Pre Submission Draft (2015).

### 3.0 Description of the Proposal

3.1 Planning permission is sought for the construction of 20 residential dwellings with associated landscaping and parking.

3.2 There are three house types:

- 5no. Type 1 (3 bedroom end terrace)
- 14no. Type 2 (2 bedroom mid terrace)
- 1no. Type 3 (2 bedroom mid terrace)

3.3 The proposed layout comprises of three terraced blocks; two positioned on the southern parcel of land, fronting onto Dudley Lane, and one positioned on the northern parcel of land, fronting onto Western Terrace. The living accommodation would be provided over two storeys.

3.4 Parking provision is provided in the garden areas of the units and between the two rows of terraced properties fronting onto Dudley Lane. Access to the site would be gained from Dudley Lane, leading onto Western Terrace.

3.5 Small garden areas are provided to the front of the terraced properties fronting onto Dudley Lane. These rear gardens would back onto Western Terrace and would accommodate a parking bay, refuse storage and cycle store. The front garden areas of the terraced properties, fronting onto Western Terrace, would accommodate a parking bay, refuse storage and cycle store. These rear gardens would back onto the allotments.

3.6 The applicant has submitted the following information in support of their application:

- Design and Access Statement
- Ecology Report
- Noise Assessment
- Flood Risk Assessment (Revision A) and Preliminary Drainage Design

### 4.0 Relevant Planning History

05/03291/FUL - Erection of 14 no 3 bedroom houses. Construction of a new access to a highway, alteration of an existing access to a highway.  
(Resubmission) – Permitted 25.01.2006

05/01932/FUL - Erection of 14 no 3 bedroom houses .Construction of a new access to a highway, alteration of an existing access to a highway – Withdrawn  
16.08.2005

## 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 (NPPF) (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 The main issues in this case for members to consider are:

- The principle of the development;
- Housing Supply;
- Impact on Surrounding Amenity and amenity of proposed occupiers;
- Design and Layout;
- Car Parking and Access;
- Ecology and loss of trees.

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

## 8.0 Principle of the Proposed Development

8.1 The NPPF confirms that local authorities should attach significant weight to the benefits of economic and housing growth and enable the delivery of sustainable developments. It identifies 12 core planning principles for Local Authorities that should underpin decision making. One of these is to encourage the effective use of land by reusing land that has been previously developed (brownfield land). 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 Policy H5 of the UDP states that proposals for housing development on sites not identified for this purpose will only be approved where all of the following criteria can be met: (i) The proposal is on a previously developed site and is within the built up area; (ii) It is acceptable in terms of its impact on its site, local amenity, the environment, and adjoining land uses; (iii) It can be accommodated within the existing infrastructure; (iv) It does not have an adverse impact on open space provision.

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

8.7 The Council's Local Plan Draft Consultation (2015) includes this site as a potential site to meet future housing requirements.

8.8 The site is conveniently located as it is within reasonable walking distance of local services in the village centre. The site is in an accessible location for local bus services which provide access to a wider range of services within Killingworth and Cramlington town centres.

8.9 The site is not previously developed land however, it is located within the built up area. The proposal therefore complies with some of the elements of Policy H5. Officers have also taken into account that the development plan is out of date. The North Tyneside Unitary Development Plan was adopted in March 2002, approximately 15 years ago. The plan period ran until 2006 and we are now significantly beyond this. Following the advice in paragraph 14 of NPPF it states that where the development plan 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 the benefits, when assessed against policies in the NPPF taken as a whole, or specific policies in the Framework indicate that development should be restricted. Given the development plan is out of date the presumption in favour of sustainable development applies, subject to all matters being considered acceptable.

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

#### 9.0 North Tyneside 5-Year 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 Several letters of objection have been received as a result of the consultation process. They have raised objections regarding the design and the

impact on residential amenity, including noise and disturbance. These objections are noted.

10.6 The proposed properties fronting onto Dudley Lane would be sited between 20m – 22.45m from the residential properties located to the south. It is noted that some of the proposed separation distances are marginally substandard. However, a separation distance of 20m would still result in acceptable separation distance in terms of privacy/overlooking.

10.7 The proposed properties fronting onto Dudley Lane would sit beyond the front building line of No. 7 Western Terrace, by approximately 0.8m. The proposed development would be sited approximately 10.8m from the gable of this neighbouring property. There are no windows proposed in the gable of the proposed development and there are no existing gable windows to this neighbouring property. Therefore, it is not considered that the proposed development would affect the residential amenity of this neighbouring property in terms of outlook or loss of privacy.

10.8 The proposed properties fronting onto Dudley Lane would sit beyond the front building line of No. 36 Western Terrace, by approximately 1.8m. The front entrance to this neighbouring property would be sited closest to the shared boundary with the application site. Its first floor window would be sited further away from the shared boundary with the application site. There are no windows proposed in the gable of the proposed development and there are no existing gable windows to this neighbouring property. Therefore, it is not considered that the proposed development would affect the residential amenity of this neighbouring property in terms of outlook or loss of privacy.

10.9 The proposed properties fronting onto Western Terrace would be located to the east of the residential properties of Westfield. A separation distance of approximately 9.78m would exist between the gable of the nearest proposed dwelling and the existing two storey rear projection. A separation distance of approximately 16m would exist between the gable of the nearest proposed dwelling and the rear elevation of these neighbouring properties. No windows are proposed to the west gable of this part of the development. On balance, the proposed separation distances are considered to be acceptable in terms of privacy/overlooking.

10.10 A separation distance of 20.5m would exist between the proposed dwellings. This separation distance is considered to be acceptable.

10.11 Views of the proposed development would be afforded from the existing residential properties sited on Dudley Lane and Westfield. It is noted that the outlook from these properties would be affected as they currently afford views of two vacant parcels of land. However, there is no right to a view. It is the view of officers, that due to the separation distances that would exist between the proposed dwellings and existing dwellings, the impact on outlook is considered to be acceptable.

10.12 The proposed development would be located to the north of Dudley Lane. Therefore, it would not significantly affect the amount of light entering the existing

properties sited on Dudley Lane. The proposed development would affect the amount of light entering the properties sited towards the most northern end of Westfield at certain times of the day. The main impact would occur in the morning. It is the view of officers, that this impact is considered to be minimal and insufficient to sustain a recommendation of refusal.

10.13 The Manager for Environmental Health (Pollution) has been consulted. She has assessed the submitted noise assessment. She has advised that this has assessed ambient noise levels for the area for daytime and night time. The report has considered noise arising from road traffic and from aircraft as the site is located on the flight path for Newcastle Airport. However, the site is also located approximately 84 metres west of an existing rail track but the noise report makes no reference to the assessment of rail noise.

10.14 She has advised that the outdoor amenity areas for the properties are located to the rear of the properties. Therefore, these areas would be afforded some screening from road traffic noise. However, any outdoor gardens that may be provided that have line of sight of the road would require mitigation in the form of 1.8m high acoustic fencing.

10.15 Subject to conditions to take into account rail noise and to secure appropriate forms of boundary treatments, the Manager for Environmental Health (Pollution) has raised no objections.

10.16 Newcastle International Airport (NIA) has been consulted. They have advised that 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 that the dwellings are suitably designed in terms of acoustic attenuation in relation to the site's proximity to the Airport's flightpath and other more proximate sources of noise such as passing road traffic. They have requested that an informative is added to any grant of planning permission advising future residents that site lies within close proximity to NIA operating 365 days per year, 24 hours per day.

10.17 Members need to determine whether the proposal would have a detrimental impact on the amenity of existing properties and future occupants. It is officer advice that the layout of the proposed development is acceptable in terms of its impact on outlook, privacy and light for both existing and future occupants. It is also the advice of officers that, subject to conditions, the impact in terms of noise could be adequately mitigated. Members need to consider this when making their decision.

## 11.0 Design and Layout

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

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

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

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

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

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

11.7 Several objections have been received regarding the impact of the development in terms of its design. These objections are noted.

11.8 New developments should be well designed and should not be viewed in isolation. The application site is located within a predominantly residential area of Dudley. The immediate surrounding properties are mainly two storeys and there are a number of terraced properties surrounding the site. The form of the proposed dwellings complements the existing housing stock within the immediate vicinity.

11.9 The applicant has revised the design of the layout to take into consideration the Design Officer's initial comments. He has advised that the revised design now includes a setback from all properties fronting onto Dudley Lane. The layout provides an outward facing street scene onto both Dudley Lane and Western Terrace. It is noted that the applicant has suggested a timber fence to enclose the garden areas. However, a condition is recommended to secure final design details of the boundary enclosures to ensure an attractive street scene.

11.10 The building line fronting onto Dudley Lane now has a break in it to accommodate additional parking. While this interrupts the building line, it does provide much needed parking within the site.

11.11 Small areas of amenity space are located to the front and rear of the proposed dwellings. The Landscape Architect has been consulted. He has advised that there is limited scope for landscaping within the site. A fully detailed landscaping plan should be conditioned.



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

#### 12.0 Car Parking and Access

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

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

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

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

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

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

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

12.8 Several objections have been received regarding the impact on parking provision, highway and pedestrian safety and traffic congestion. These objections are noted.

12.9 The site is accessed via the existing rear lane, which would be upgraded to an adopted standard. Parking has been provided in accordance with the Council's maximum standards and each property has cycle storage.

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

12.11 Members need to determine whether the proposal will have a severe impact on the transport network. It is officer advice that the development would have an acceptable 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 Ecology

13.6 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.

13.7 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.

13.8 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.

13.9 NPPF advises that that the planning system should contribute to and enhance the natural and local environment. Members need to consider whether 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.

13.10 UDP Policy E12/6 states that development which would adversely affect the contribution to biodiversity of a wildlife corridor identified on the proposals map will not be permitted unless: no alternative site is reasonably available; or appropriate measures of mitigation of, or compensation for, all the adverse effects are secured, where appropriate through planning conditions or obligations. In all cases any adverse effects of development shall be minimised. In addition the positive effect of a proposed development on the contribution to biodiversity of a wildlife corridor will be taken into account in determining planning applications.

13.11 The applicant has submitted an Ecology Report. This has been assessed by the Council's Ecology Officer. She has advised that the proposed development will result in the loss of 1200 sqm of semi improved grassland which

is not being mitigated for. Whilst this loss is regrettable, she has recommended conditional approval.

13.12 Members need to determine whether the impact on ecology is acceptable. It is officer advice that, subject to conditions, it is.

#### 13.13 Flooding

13.14 NPPF states that when determining applications, local planning authorities should ensure that flood risk is not increased elsewhere.

13.15 Several objections have been received regarding flooding and drainage. These objections are noted.

13.16 The applicant has submitted a Flood Risk Assessment and a preliminary drainage design.

13.17 Northumbrian Water Limited has been consulted. They have recommended conditional approval.

13.18 The Lead Local Flood Authority (LLFA) has been consulted. They have recommended conditional approval.

13.19 Members need to determine whether the impact on flood risk is acceptable. It is officer advice that it is.

#### 13.20 Archaeology

13.21 NPPF states that heritage assets are an irreplaceable resource and therefore should be considered in a manner appropriate to its significance.

13.22 UDP Policy E19/6 states “Where an assessment and evaluation have established that 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 to be submitted and agreed with the Local Planning Authority before the start of the development”.

13.23 The Tyne and Wear Archaeology has been consulted. She has raised no objections to the proposed development.

#### 14.0 Financial Considerations

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 Planning Obligations

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 contributions 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 developer to enable the development to be deliverable.

15.2 Policy DC4 of the UDP states that where it can be demonstrated that it is a necessary requirement for the grant of planning permission, agreement will be sought with a developer to enter into a planning obligation /agreement or to make a financial contribution towards infrastructure or other essential elements including, amongst other things, access roads, open space, community facilities and affordable housing. The extent of a contribution must fairly and reasonably be related to the scale of the proposed development, as well as being reasonable in all other respects.

15.3 The Council's Supplementary Planning Document LDD 8 on Planning Obligations was adopted in October 2009 following public consultation, and is considered a material consideration with substantial weight. Planning obligations are considered an appropriate tool to ensure that the environment is safeguarded and that necessary infrastructure and facilities are provided to mitigate impacts, ensure enhancements and achieve high quality environment where people choose to live, work, learn and play and should comply with local, regional and national planning policies.

15.4 Regulation 122 Community Infrastructure Levy Regulations 2010 came into force in April 2010 and 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 of whether an obligation is:

- a) necessary to make the development acceptable in planning terms
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

15.5 The applicant has submitted a Viability Assessment. This assessment has been independently assessed. The LPA have been advised that this development could not support any affordable housing or S106 contributions. The LPA has also been advised that it is worth noting that Dudley is such a low value area that the house prices on this scheme at market value are probably more affordable than affordable housing in other areas of the Borough.

#### 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 contribution seeking to address this. Members also need to consider whether the proposal will impact on existing land uses, whether the occupants of the proposed dwellings will have a suitable level of residential amenity, whether existing residents would be affected, whether the development would have an acceptable impact upon biodiversity, whether the development would have an acceptable impact on 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 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 also requested to authorise that the Head of Law and Governance and the Head of Environment and Leisure to undertake all necessary procedures (Section 278 Agreement) to secure:**

Upgrade of Western Terrace rear lane to an adopted standard  
Associated street lighting  
Associated drainage  
Associated road markings  
Associated Traffic Regulation Orders  
Associated street furniture and signage









19. 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.

20. Notwithstanding Condition 1, prior to the commencement of any development above damp proof course levels details of 2no. bat boxes or bat slates and 3 bird boxes (suitable for house sparrow) to be included within the new buildings shall be submitted to and approved in writing by the Local Planning Authority. These details shall include the bird and bat box design and their location. Thereafter, these details shall be implemented in full accordance prior to the occupation of the relevant dwelling and 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.

21. Prior to the operation of cranes, over 40m in height, 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.

22. 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.

23. Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment" dated 7/2/2017 Revision A. The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 7702, and ensure that surface water discharges to the existing culverted watercourse.

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

24. Notwithstanding Condition 1, prior to the commencement of any dwelling above damp proof course level a noise scheme shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall include an assessment of noise from the rail line located to the east of the site and shall also mitigate road traffic noise. Details of the window glazing to be provided to habitable rooms, to ensure bedrooms meet the good internal equivalent standard shall be of 30 dB(A) at night and prevent the exceedance of L<sub>max</sub> of 45 dB(A) and living rooms meet an internal equivalent noise level of 35dB LAeq in accordance with the World Health Organisation Community Noise levels for internal residential houses and BS8233. Thereafter, these agreed details shall be implemented prior to the occupation of any dwelling and permanently retained.

Reason: To protect the occupants of the new development from undue noise and disturbance having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

25. Notwithstanding Condition 1, prior to the commencement of any dwelling above damp proof course level, a ventilation scheme for habitable rooms shall be submitted to and approved in writing by the Local Planning Authority. This scheme shall ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F. Mechanical ventilation, with an extract vent in each habitable room, must be provided as a minimum for properties facing onto Dudley Lane. For other properties an alternative passive acoustic ventilation will be considered adequate. The ventilation to meet the requirements of Building Regulations with windows closed. Thereafter, these agreed details shall be installed prior to the occupation of each dwelling and shall be permanently retained.

Reason: To protect the occupants of the new development from undue noise and disturbance having regard to policy H11 of the North Tyneside Unitary Development Plan 2002.

26. Notwithstanding Condition 1, utility boxes shall either be ground mounted or located on a side elevation unless otherwise agreed in writing by the Local Planning Authority.

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

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

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

**Informatives**

Building Regulations Required (I03)

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)

Contact ERH Erect Scaffolding on Rd (I12)

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)

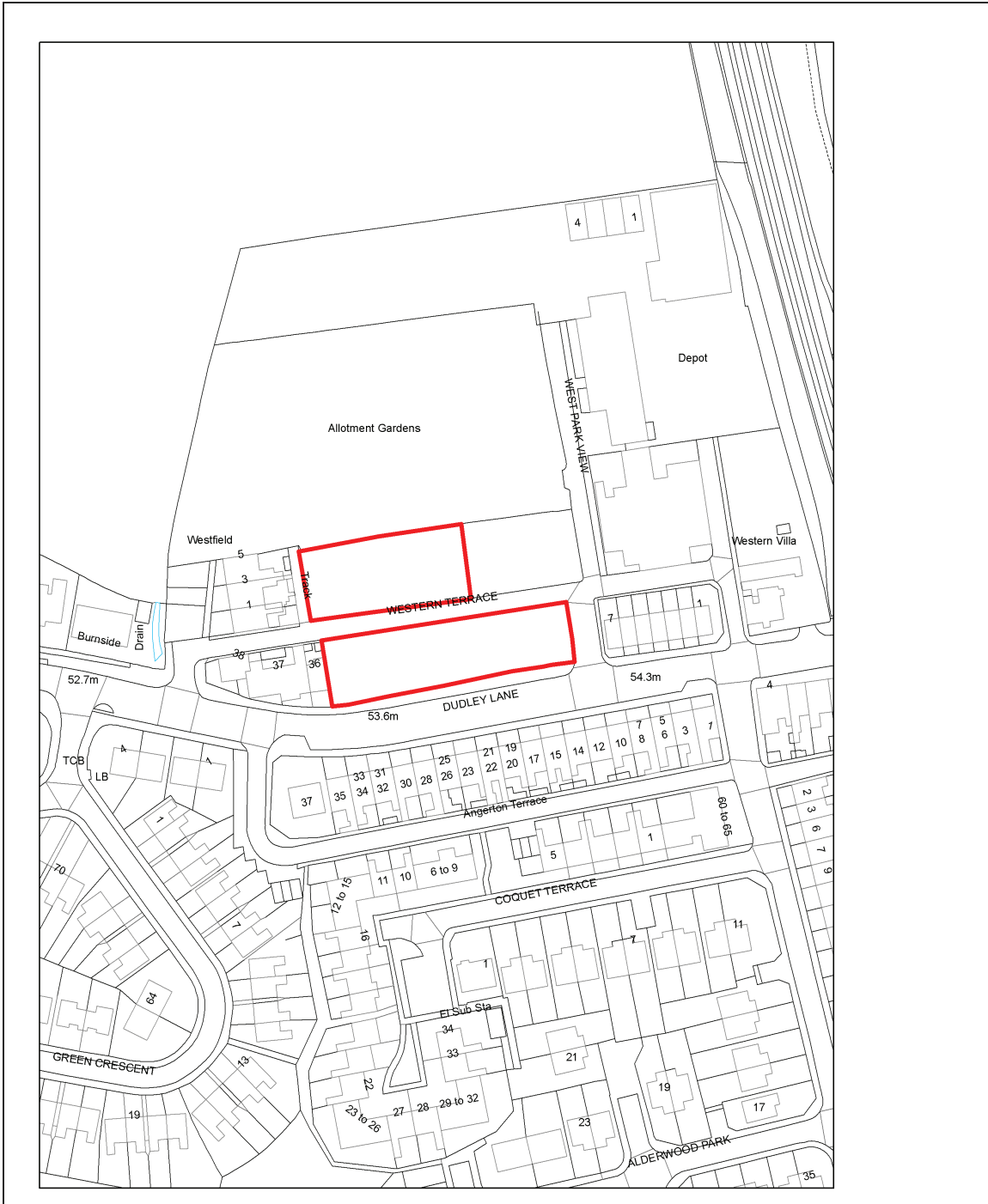
Street Naming and numbering (I45)

Highway Inspection before dvlpt (I46)

The site abuts adopted highway, if access to this highway is to be restricted during the works the applicant must contact Highway Network Management Team: [streetworks@northtyneside.gov.uk](mailto:streetworks@northtyneside.gov.uk) (0191) 643 6131 to obtain a temporary footpath closure.

Newcastle International Airport (NIA) has advised that future occupants should be advised in the sales particulars 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.'

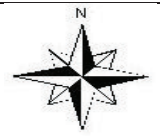
The Police Architectural Liaison Officer has advised that the units should be built in line with the advice given in the police approved security Secured by Design (SBD) details of which can be found at [www.securebydesign.com](http://www.securebydesign.com)



**Application reference: 16/01603/FUL**  
**Location: Land at the Site of 18-21, Western Terrace, Dudley**  
**Proposal: Erection of 20 residential dwellings, 5no 3 bedroom properties and 15no 2 bedroom properties with associated parking and landscaping (Revised site layout 23.12.16, amended red line 1.3.17) (Additional flooding information received 7.2.17)**

Not to scale  
 Date: 02.03.2017

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**Appendix 1 – 16/01603/FUL**  
**Item 1**

**Consultations/representations**

1.0 Internal Consultees

1.1 Highways Network Manager

1.2 This application is for the erection of 20 new build houses comprising of 5 three bedroom properties and 15 two bedroom properties with associated parking and landscaping.

1.3 The site is accessed via the existing rear lane, which will be upgraded to an adopted standard. Parking has been provided in accordance with current standards and each property has cycle storage. Conditional approval is recommended.

1.4 Recommendation - Conditional Approval

1.5 The applicant will be required to enter into a Section S28 Agreement for the following works:

Upgrade of Western Terrace rear lane to an adopted standard  
Associated street lighting  
Associated drainage  
Associated road markings  
Associated Traffic Regulation Orders  
Associated street furniture & signage

1.6 Conditions:

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

No development shall commence until a car park management strategy for the site has been submitted to and agreed in writing by the Local planning Authority. Thereafter the management of the car park shall be carried out in accordance with the agreed details.

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 of highway safety.

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 on Dudley Lane, Western Terrace (rear lane) and eastern and western accesses

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.

#### 1.7 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
- I12 - Contact ERH Erect Scaffolding on Rd
- I13 - Don't obstruct Highway, Build Materials
- I45 - Street Naming & Numbering
- I46 - Highway Inspection before dvlp

The site abuts adopted highway, if access to this highway is to be restricted during the works the applicant must contact Highway Network Management Team: [streetworks@northtyneside.gov.uk](mailto:streetworks@northtyneside.gov.uk) (0191) 643 6131 to obtain a temporary footpath closure.

#### 1.8 Design

1.9 The revised design now includes a setback for all properties fronting onto Dudley Lane. A landscape plan and boundary treatment plan should be conditioned to ensure an attractive street scene. In line with previous advice, utility boxes should be ground mounted or located on a side elevation to improve the overall street scene.

1.10 Car parking has also been increased by having a break in the building line and having parking adjacent to Dudley Lane. While this interrupts the building line, it does provide parking to meet a realistic assessment of parking standards. A lack of a turning head for parking may cause difficulties for ease of access, however Highways will advise on this issue further if relevant.

#### 1.11 Contaminated Land Officer

1.12 The plan submitted is sufficient, therefore GAS06 need not be applied. The following conditions should be applied:

#### CON 01

"Gas Protection Measures should be installed in the proposed dwellings in accordance with the "Gas Membrane Detail to Ground Floor" Drawing Number "J260.A1.00"

#### 1.13 Manager for Environmental Health (Pollution)

1.14 I have viewed the noise assessment that has assessed the ambient noise levels for the area for daytime and night time. The report has considered noise arising from road traffic and from aircraft as the site is located on the flight path

for Newcastle Airport. However, the site is also located approximately 84 metres west of an existing rail track but the noise report makes no reference to the assessment of rail noise.

1.15 I note that the outdoor amenity areas for the properties are located to the rear of the site and the buildings will afford some screening of road traffic noise. Any outdoor gardens that may be provided that have line of sight of the road would require mitigation in the form of 1.8m high acoustic fencing.

1.16 If planning consent is to be given I would recommend the following conditions:

Submit and implement on approval of the Local Planning Authority a noise scheme that includes an assessment of noise from the rail line located to the east of the site and also mitigates road traffic noise. Details of the window glazing to be provided to habitable rooms, to ensure bedrooms meet the good internal equivalent standard of 30 dB(A) at night and prevent the exceedance of L<sub>max</sub> of 45 dB(A) and living rooms meet an internal equivalent noise level of 35dB LA<sub>eq</sub> in accordance with the World Health Organisation Community Noise levels for internal residential houses and BS8233.

Prior to occupation, the ventilation scheme for habitable rooms must be submitted for approval in writing and thereafter implemented to ensure an appropriate standard of ventilation that meets as a minimum System 3 of Table 5.2 of Approved Document F.

Mechanical ventilation, with an extract vent in each habitable room, must be provided as a minimum for properties facing onto Dudley Lane. For other properties an alternative passive acoustic ventilation will be considered adequate. The ventilation to meet the requirements of Building Regulations with windows closed.

1.8 m high Acoustic fencing must be fitted to any garden areas with line of sight of Dudley Lane to ensure noise levels within the gardens are below the WHO guidance level of 55 dB(A) for outside areas.

HOU04  
SIT03

#### 1.17 Landscape Architect

1.18 The proposed site occupies former housing land at Western Terrace, Dudley and consists of several (rectilinear) grassed areas of land with an access road sub-dividing them. The current land uses adjacent to the proposed site boundary are housing to the west with allotment sites along the northern boundary and Dudley Social Club and further residential housing to the east. The site is accessed from Dudley Lane (B1321), which runs along the southern edge of the site.

1.19 The topography of the site is generally flat and is grassed (scrub) for amenity purposes, with a small tree grouping to the east and western ends of the northern land plot.

## 1.20 Landscape Comments (Trees and Landscape Design)

1.21 The submitted documents have not highlighted any (soft) landscape element to the scheme other than the grassed areas within the garden spaces. The scheme presents an opportunity to provide some level of aspiration for the immediate streetscape in an otherwise very dominant built environment. The existing background trees appear here and there at distance but what would be welcome is a landscape scheme utilising (principally) trees and shrub beds/hedgerow, possibly along the frontage and/or some other level throughout the development. The planting of trees along the frontage areas would help to showcase the development and offer the amenity value and an additional level of eco-biodiversity sorely needed locally.

1.22 In relation to the proposed residential units, information regarding a Landscape Scheme should be submitted; with reference to the layout of the general external areas including associated garden areas (hard and soft) and the perimeter frontage areas bordering the scheme. This should take into account the prevailing landscape flavour and species of the immediate and wider area, including type, sizes and protection/support method(s).

1.23 The aspiration to give more porosity to the material used in the external environment is notable but in terms of graveled driveways it is not something we would approve of due to the mobile nature of the material. The amount of driveways (20no.) that would contain the proposed gravel element would constitute a significant amount of free-movement of aggregates across the roadway and adjoining areas over time, which would become a problem.

1.24 As a suggestion, there are both porous tarmac/resin bound and paving block products on the market that would provide a superior finish without the movement issues, whilst still retaining the capability to free-drain locally.

1.25 The driveway gravel proposals should be reconsidered in favour of a more appropriate material and finish.

1.26 As guidance and also in relation to the above NTC has set out guidelines as part of the wider Local Planning Policy North Tyneside Council Unitary Development Plan (March 2002). The strategy for the proposed tree and hedgerow replacement works should acknowledge and address the guidelines as set out below. A 'Specification' and 'Planting Schedule' for the proposed (planting) works, detailing all species types, sizes, fixing method(s), planting layout and associated protective (plant) fencing and/or measures should also be provided.

1.27 The applicant should provide information regarding the reinstatement and treatment of all access points, pathways and verges that will be affected on site following the completion of the proposed works.

1.28 Protection of existing trees and green infrastructure growing close to the boundary of the proposed development area will be required during the construction works in accordance with best practice and to BS5837: 2012, 'Trees in Relation to Design, Demolition and Construction - Recommendations'. Appropriate protective barriers, any other relevant physical protection measures



including ground protection and construction exclusion zones to protect the root protection areas, will be provided to avoid physical damage to trees and root plates during construction and existing boundary trees and shrubs.

#### 1.29 Ecology Officer

1.30 The above application will result in the loss of at least 1200sqm of semi-improved grassland which is not being mitigated for through site landscaping. I have requested a S106 contribution (through consultation for this site) in order to be able to create some wildflower grassland elsewhere in order to mitigate for this. It is disappointing that a small contribution could not be agreed. However, if the condition to provide bat and bird mitigation remains on the application and is deliverable, then I will not object to the application.

#### 1.31 Conditions:-

-2 bat boxes or bat slates and 3 bird boxes (suitable for house sparrow) to be included within the new buildings. Details of bird and bat box design and their location to be submitted to the Local Authority for approval prior to development commencing.

-Any vegetation removal must take place outside of the bird nesting season (March-August) unless a survey by a qualified ecologist has confirmed the absence of nesting birds immediately prior to removal.

#### 1.32 Local Lead Flood Authority

1.33 As part of the application a Flood Risk Assessment (FRA) was submitted and it noted that the site has flooded in the past. As a result of this mitigation measures are proposed to raise the floor levels 150mm above outside levels and carry out repairs to the culvert to the west of the site. For these reasons and on balance, conditional approval is recommended.

#### 1.34 Recommendation - Conditional Approval

#### 1.35 Conditions:

Notwithstanding Condition 1, prior to the commencement of any development details of a scheme to reinstate the culvert to the west of the site, including a timetable for the submission of a CCTV survey following completion of the culvert reinstatement works, shall be submitted to and approved in writing by the Local Planning Authority. The agreed scheme shall be implemented in full accordance with these agreed details prior to the occupation of any dwelling.

Reason: In the interests of managing flood risk having regard to NPPF.

Notwithstanding Condition 1, prior to the construction of any dwelling above damp proof course a surface water management strategy shall be submitted to and approved in writing by the Local Planning Authority. No dwelling shall be occupied until the details hereby approved have been constructed and thereafter permanently retained.

Reason: To reduce flood risk having regard to NPPF.

#### 2.0 Representations

Five letters of objection have been received. The objections are set out below:

- Poor traffic/pedestrian safety.
- Poor/unsuitable vehicular access.

-Traffic congestion.

-The documents provided and access route shown do not appear to consider safety at the junction at the eastern end of the proposed development. Is any junction improvement/widening proposed? Particular concerns are associated with increased traffic flow into the development (post and during construction) and deterioration in sight lines from the junction following construction.

-The access is used at present by the residents of 1-7 Western Terrace, staff and members of the Gym and by commercial traffic associated with the Garage and industrial units to the north east of the proposed development, and by PC Forklift truck services. Adding construction (and subsequent additional residential) traffic is considered to be detrimental to pedestrian and road safety without improvement of this junction. In particular, at peak times (and/or when buses are at the stops on both sides of Dudley Lane) it is already congested and difficult to exit from this junction. The line taken by many into the lane (e.g. non residents attending the gym) is often poorly routed and doesn't accommodate two way traffic (i.e. to move around the bus stop or because of poor driver planning, people frequently enter the junction on the wrong side of the road) - this is considered likely to worsen if high (1.8m) acoustic fencing is provided and sightlines of traffic to/from Dudley Lane is impeded.

-If traffic and access are given improved consideration I would have no objection to this development (assuming that the development contractor would comply with all 'considerate constructor' obligations).

-No objection to houses being built on this site we feel that the proposed number is too great. We believe that previous permission was granted for 15 homes which we felt was a more reasonable number, given the volume of traffic using the road and that there is a bust stop on this road too.

-We have noted that car parking spaces are to be provided to the rear of the new houses, and that the provision is for one space per home. Most families these days have two cars and we believe that not enough parking provision has been made. This may lead to cars being parked on the roadside in front of the homes on the main road, causing traffic obstruction and increasing the danger to pedestrians using the footpath and attempting to cross what is already a very busy road. At the present, the access road has double yellow lines marked on, which are largely ignored by drivers parking their cars.

-Two spaces have been provided at the end of the front row of houses on the access road to the small industrial estate at the rear of the gym. This is an extremely busy road and junction used by HGVs, smaller wagons and delivery trucks, horseboxes, skip trucks, cars and pedestrians accessing the gym and allotments. We have become increasingly concerned by the risks taken by drivers using this junction and feel that cars parked at the end of the street will increase potential risks to pedestrians and property.

-We have concerns that if residents and visitors are not able to park outside the homes they are visiting, then cars will be parked in the spaces on Angerton Terrace, which are already very busy.

-Residents who live in the newest houses on Western Terrace are able to park their cars to the rear of their homes. Most drivers, including a Police Officer, park their cars at the front of the houses, half on the pavement causing obstruction to pedestrians. Dudley has an ageing population and this causes difficulties for those people who often have to walk on the road.

-We ask that North Tyneside Council refuse this application and ask that SNH Homes resubmit an application for a smaller number of homes.

-Problems have already occurred since the new owner took possession of the land. In particular, rubbish/debris dropped on roadway causing damage to other motor vehicles.

-The rear of Western Terrace is an unadopted road i.e. not adopted by North Tyneside. This means that the rear of Western Terrace is owned by the homeowners, and each and every home has a right of access at all times across the entire length of road from east to west. This house build may well take over a year once started. Access for residents will be required at all times.

-It is highly likely that delivery vehicles/drivers could attempt to enter the rear of Western Terrace from either the east or west end. As there is a right angled bend within 6m of the entrance, and residents park their cars before and after this 90 degree corner, it is obvious that damage may occur to vehicles and/or property.

-Children play in the eastern and western sections of Western Terrace. Both ends are hidden around a 90 degree bend only 6m wide. Safety of local children/people/belongings/pets is paramount.

-Debris/waste. This has already become a problem. Since acquiring the site and at the end of various workings days, minor building equipment has been brought to and left on the land. Once the equipment is placed, vehicles have been cleaned out for the day. On 7.12.16 this resulted in 48 wood screws being deposited and left on the roadway.

-It is obvious that having members of the public driving through a construction site (right of access), and the contractor needing to park vehicles and receive deliveries is going to be very hard for both sides. The rear of Western Terrace is 6m wide and has walls on both sides. My own vehicle is 4.8m long and would be extremely difficult to turn around in such a restricted space. I will require access in and out of both ends of Western Terrace at any/all times, as will other local residents.

-This whole situation is not desirable by either side.

-I would recommend the following conditions to any permissions given to minimise disruption to any party:

1. In consultation with all residents the developer, at his own cost, should erect a temporary solid fence/barrier at the western edge of his land, adjacent to, and touching, the eastern outside rear yard wall of No. 36 Western Terrace. Of course, this would require the permission of all residents as right of access would be temporarily lost. This fence/barrier should be extended northwards and across the roadway and continue in a straight line to meet the southern fence of the allotments north of the site. The fence/barrier would create a 5m space at the rear of Nos. 1, 2 and 3 Westfield, and behind No. 36 Western Terrace. The whole of this area including the western end of the rear of Western Terrace behind Nos. 38, 37 and 36, should be adequately surfaced to allow residents to turn around and manoeuvre, hence being able to drive in and out of the west end of Western Terrace, and not through the development site. This would give the developer a single enclosed site to secure and stop commercial traffic behind Nos. 38, 37 and 36 and Westfield.

2. The developer should create his own access to the site so as not to obstruct the highway at the front of Western Terrace, i.e. where the existing bus stop is. The access should probably be where the rear lane currently enters the development site at the east side. This will cause the least obstruction to anyone, including the businesses in the vicinity, and again give the developer a single site to enclose and secure.

3. Once the development is finished, the developer/council should negotiate with the residents as to the final outcome of the right of access over the unadopted road rear of Western Terrace.

4. No site traffic through west end of Western Terrace.

-Loss of open aspect, which is the main reason we purchased this property.

-Significantly reduce natural light that enters our front window. We will be living in darkness.

-We initially objected to the previous scheme for 14 dwellings not 22. This is surely garden grabbing/overcrowding.

-The road is extremely dangerous to cross with being on a blind corner. Vehicles come flying round the blind corner and will not be expecting to find parked cars.

The parked cars will obstruct the bus stop. Only this year we witnessed a young boy who was nearly knocked down as he was trying to cross the road between parked cars on Western Terrace, luckily the bike he was pushing took the force of the car. Also the bus stop was moved so it was not in front of residents property on the current Western Terrace and was put opposite our house, it will be once again in front of houses.

-The front row of houses are so far forward even further than the current Western Terrace that it will be a total invasion of our privacy.

-The area has flooded at the bottom of the street on a number of occasions and although flood works have been carried out in that area, putting more houses on a piece of land that naturally soaks up water could possibly cause more flooding again.

-In the application there was mention of fly tipping and the area looking unkempt. There wasn't any rubbish on the land until after the application went in? The area wasn't unkempt until it was fenced off. People used to walk their dogs and it was always green and tidy. It would be straight forward to bring it back to its former glory, remove the fence and cut the grass.

-There are already houses being built on the former club and school sites and a lot of other proposed sites with many more houses in the area. Can this little bit of land not be put to better use e.g. communal garden, allotments or park.

-A couple of the relatively new houses on Western Terrace have only recently been sold after being up for sale for at least three years.

-It says in the proposals that there is building debris left from the demolition of previous buildings? There haven't been any buildings on the site for at least 50 years. The derelict fencing which is mentioned belongs to the vendor of the land.

-We have already spoken to someone at the Council who never got back to us, about our walls and ceilings as they are cracking. Every time a bus or lorry goes past you can feel the whole house move. We were informed that a number of years ago the road was raised and our gardens reduced to widen the road and we think this has had a detrimental effect on our home. We are worried sick what will happen to our home with even more traffic when it turns into a building site with huge trucks coming and going, drilling etc.

-The revised plans will not make the slightest bit of difference with regards to the light entering our window and we cannot stress enough how our quality of life will be affected by this.

-A number of car parking spaces have been added but we are not convinced people will park in them, it is much easier just to pull up in front of your house.

-That patch of grass may have had houses on 50 years ago but there have been plenty other developments to replace the small terrace that once stood there.

### 3.0 External Consultees

#### 3.1 Northumbrian Water

3.2 In making our response Northumbrian Water 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 Northumbrian Water have the following comments to make:

3.4 We would have no issues to raise with the above application, provided the application is approved and carried out within strict accordance with the submitted document entitled "*Flood Risk Assessment*". In this document it states that foul flows from the proposed development will discharge without restriction to the existing combined sewer at manhole 7702, whilst surface water from the proposed development will discharge to the culverted watercourse.

3.5 We would therefore request that the following condition be attached to any planning approval, so that the development is implemented in accordance with this document:

3.6 Condition: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Flood Risk Assessment" dated 24/11/16. The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 7702, and ensure that surface water discharges to the existing culverted watercourse.  
Reason: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

3.7 It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developers approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy.

#### 3.8 Police Architectural Liaison Officer

3.9 I have looked through this application from a crime prevention point of view and have taken into consideration recent crime and incident figures. Having done this I can find no issues to give me grounds to object to it.

3.10 I have noted however that there is no reference to security of the individual units and I would recommend that they are built in line with the advice given in the police approved security scheme Secured by Design (SBD) details of which can be found at [www.securedbydesign.com](http://www.securedbydesign.com) and following the links to the design guides or by getting in touch with me at the details below.

#### 3.11 Newcastle International Airport (NIA)

3.12 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.

3.13 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.

3.14 It is requested 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.'*

3.15 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 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)  
0191 2143250

3.16 Tyne and Wear Archaeology Officer

3.17 I have no comments to make.