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GATESHEAD METROPOLITAN BOROUGH COUNCIL PLANNING AND DEVELOPMENT COMMITTEE MEETING

Wednesday, 5 February 2020

PRESENT: Councillor B Goldsworthy (Chair)

Councillor(s): Anderson, D Burnett, L Caffrey, S Craig,
A Geddes, M Hall, L Kirton, J Lee, K McCartney,
J McClurey, E McMaster, C Ord, R Oxberry, I Patterson,
J Turnbull, R Waugh and K Wood

APOLOGIES: Councillor(s): M Hood, S Dickie, K Ferdinand and A Wheeler

PD456 MINUTES

The minutes of the meeting held on 15 January 2020 were approved as a correct record and signed by the Chair.

PD457 DECLARATIONS OF INTEREST

There were no declarations of interest.

PD458 PLANNING APPLICATIONS

- RESOLVED:
- i) That the full planning applications and outline applications specified in the appendix to these minutes be granted, refused or referred to the Department for Communities and Local Government or deferred as indicated subject to the conditions, if any, as specified therein and to any other appropriate conditions of a routine or standard nature.
 - ii) That the applications granted in accordance with delegated powers be noted.

PD459 ENFORCEMENT TEAM ACTIVITY

The Committee received a report to inform them of the activity of the Enforcement Team since last Committee.

The team have received a total of 119 new service requests and have 63 pending prosecutions. The team attended 8 Court Hearings, 8 of which was finalised, resulting in £2750 fines and £1212 costs.

RESOLVED - That the information be noted.

PD460 ENFORCEMENT ACTION

Consideration was given to a report that informed of the progress of enforcement action previously authorised by the Committee.

RESOLVED - That the information be noted.

PD461 PLANNING APPEALS

The Committee received a report advising of new appeals received and to report the decisions of the Secretary of State received during the report period.

The Committee were informed that there have been two new appeals lodged since the last committee.

The Committee were informed that there have been no new appeal decisions received since the last committee.

The Committee were informed that there had been no appeal cost decisions

RESOLVED - That the information be noted.

PD462 PLANNING OBLIGATIONS

The Committee were advised that since last Committee there has been one new planning obligation.

The Committee were advised that since last Committee there have been no new planning obligations.

The Committee were advised that since last Committee there have been no new payments received in respect of planning obligations.

RESOLVED - That the information be noted.

Chair.....

Date of Committee: 5 February 2020

Application Number and Address:

DC/19/01021/BPIP
St Cuthberts Clearance Area Land Between
Askew Road
Gateshead

Applicant:

Gateshead Council

Proposal:

Proposal to enter site onto Part 2 of the Brownfield Register and grant Permission in Principle for 140 to 190 homes (inclusive) with one or more of following uses: Hotel (C1) 1 to 1600 square metres, Assembly and Leisure (D2) 1 to 1600 square metres or Offices (B1a) 1 to 1600 square metres (description amended 17.10.2019)

Declarations of Interest:

Name

Nature of Interest

None

None

List of speakers and details of any additional information submitted:

Reason for Minor Update:

Additional Information Received

A Preliminary Ecological Appraisal has been submitted in support of the application and determines the likely ecological impacts of clearing all existing vegetation from the site.

It is recommended that the wording in the informative relating to Ecology be amended to read the following:

‘Future development on the site and a TDC application should have reference to the Preliminary Ecological Appraisal (submitted with DC/19/01021/BPIP, reference BE001110.012 dated February 2020), and provide adequate mitigation and/or compensation measures, to address the loss and impacts on habitats/features and biodiversity on site, and retained habitats and features surrounding the site, including designated sites, protected and priority species and ecological connectivity.’

Any additional comments on application/decision:

That Permission in Principle be GRANTED and the following informative be attached to the permission to advise the developer on matters that would be addressed in the TDC application:

‘MATTERS FOR TECHNICAL DETAILS CONSENT APPLICATION’

Please be advised that the following matters would be addressed in the TDC application (please note this is not necessarily an exhaustive list but guidance on the details considered at TDC stage):

Housing Requirements

New residential development should provide “adequate space inside and outside of the home to meet the needs of residents”. With regard to the March 2015 DCLG published nationally described space standards for new housing.

Policy CS11(5) requires that 15% affordable homes should be provided on all developments of 15 or more dwellings subject to development viability. An Affordable Housing Statement should be submitted with a TDC application.

Saved policy H9 of the UDP requires that for development of 25 dwellings or more, a minimum of 10% of dwellings, across all types, are constructed to ‘Lifetime Homes’ standards providing accessible, adaptable and flexible homes which are capable of meeting changing household needs.

Saved policy H10 of the UDP requires that for the developments of 25 dwellings or more, a minimum of 2% of dwellings to be built, or be capable of adaptation without structural alteration, to Wheelchair Housing Standards.

An application for TDC should address these requirements in addition to providing a range of housing choices.

Please also note that emerging policy MSGP11 requires that on housing developments of 15 or more requires that on housing developments of 15 or more dwellings 25% of dwellings will be constructed to meet the Building Regulation M4(“) Category 2: Accessible and Adaptable Dwellings standard or equivalent successor standards.

Open Space and Play Provision

A TDC application will need to account for the provision of open space (where required), toddler and junior play facilities on site and a contribution towards teenage play facilities off site, if this cannot be accommodated on site.

Appearance

The massing of buildings, their arrangement on site and finished appearance of the development should be designed with reference to, and with a view to enhance, locally listed Windmill Hills Town park to the south, Grade II listed King Edward Railway Bridge to the north, Bridges Conservation Area to the east and the Tyne Gorge Area/Study.

In accordance with policy SC3 of the CSUCP, the development would need to deliver/contribute to urban form, active frontages adjacent footpaths and a boulevard along Askew Road. In terms of the latter, sufficient space must be allowed for large trees to grow to maturity with appropriate soil provision, as well as the footway and any potential separate cycleway alongside the road itself. A Design and Access Statement, Heritage Statement and full landscaping details should be submitted with a TDC application.

Additionally, the design should take onto account advice from Network Rail below:

Provision of a suitable trespass proof fence adjacent to Network Rail’s boundary (minimum approx.1.8m high) and make provision for its future maintenance and renewal.

Buildings should be situated at least 2 metres from Network Rail's boundary to allow construction and future maintenance to be carried out from within the development site.

Where trees/shrubs are to be planted adjacent to the railway boundary these shrubs should be positioned at a minimum distance greater than their predicted mature height from the boundary. Certain broad leaf deciduous species should not be planted adjacent to the railway boundary and Network Rail should be consulted on a landscaping scheme adjacent to the railway. Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it and no hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that Network Rail would find acceptable and not acceptable adjacent the railway boundary are provided below:

Acceptable:

Birch(Betula), Crab Apple (Malus Sylvestris), Field Maple (Acer Campestre), Bird Cherry (Prunus Padus), Wild Pear (Pyrus Communis), Fir Trees – Pines (Pinus), Hawthorne (Cretaegus), Mountain Ash – Whitebeams (Sorbus), False Acacia (Robinia), Willow Shrubs (Shrubby Salix), Thuja Plicatata "Zebrina"

Not Acceptable:

Acer (Acer pseudoplatanus), Aspen – Poplar (Populus), Small-leaved Lime (Tilia Cordata), Sycamore – Norway Maple (Acer), Horse Chestnut (Aesculus Hippocastanum), Sweet Chestnut (Castanea Sativa), Ash (Fraxinus excelsior), Black poplar (Populus nigra var, betulifolia), Lombardy Poplar (Populus nigra var, italica), Large-leaved lime (Tilia platyphyllos), Common lime (Tilia x europea)

Highway Safety and Parking

A TDC application will be required to assess the impacts of the development on the following junctions:

- A184/A189
- Cuthbert Street/Askew Road West

The assessment of these junctions may result in the need to provide an improvement scheme or a contribution towards a future improvements scheme within the scale of the development.

To improve the accessibility of the site to make it fit for purpose for residential development (and complementary uses) and to promote sustainable travel and reduce the dependence on car trips, the following measures would be required:

- Creation of an all movements junction to allow vehicles to turn right in and out of the development site and the adjacent Network Rail site. It is considered that the most appropriate location would be the eastern boundary of the development site linking into the existing Network Rail Access Road. The junction should incorporate Toucan crossing over Askew Road and over the new site access, ideally staggered to minimise the impact upon traffic flows. Footways into the development site and Network Rail site would also need to be provided.
- Removal of the existing concrete footbridge over Askew Road and associated steps and ramps and works to landscape the embankment and remove footways leading to the bridge on the southern side of Askew Road.
- Upgrading the existing shared use path and creation of a new section of shared use footway alongside Askew Road an adoptable standard and installation of street lighting where required.

- Removal of the existing access road, bus stop layby, adopted access road, disused footways alongside and any associated street lighting, signage etc. and any required diversion of utilities.
- Alteration of existing paths/create new shared use path into Windmill Hills Park to the south, connecting to the new Toucan crossing, taking into consideration the need for a separate route to comply with Equalities Act requirements.
- Improvements to crossings over the slip roads to the Redheugh Bridge to provide improved routes to and from bus stops. This could potentially be through the realignment of kerb lines into areas of hatching to reduce the crossing distance.
- Installation of a new bus shelter at the stop on the northbound slip road to the Redheugh Bridge and a bus stop on the southbound slip road from the Redheugh Bridge. The latter could potentially be through the installation of a bus stop cage on the inside lane on the approach to the roundabout, and the TDC application should explore the potential for installing a shelter.
- Removal of the existing bus stop layby which is disused and considered unsafe to bring back into operation, with associated works to realign the footway and pedestrian guardrail.
- Widening of the existing footpath at the north eastern part of the site (running under the Kind Edward Railway Bridge) to 3m, resurface and install street lighting and earthworks where required)
- Improvements to the route beneath Redheugh Bridge such as improved lighting, vegetation removal, and footway widening.

Trip rates will need to be confirmed in a Transport Assessment submitted with a TDC application. However, the amount and mix of development proposed at TDC stage will need to ensure that the overall number of trips generated during any single hour by the site as a whole should not exceed the numbers that would be expected for 190 dwellings. This would demonstrate that the proposed commercial floor area(s) and number of dwellings would not have an unacceptable impact on the wider highway network. A Travel Plan would also need to be submitted with a TDC application, with measures to promote sustainable travel for both residential and non-residential uses.

Parking provision should be delivered on site in accordance with the Council's parking guidance/standards for the different uses proposed, taking into consideration the location of the site in the Urban Core. Additionally, there would be requirements for cycle parking provision, electric vehicle charging and staff car parking provision, where required.

The residential development should also be designed to 20mph Zone standards.

Additionally, access to the Network Rail is required on a 24/7 basis and must remain clear and unobstructed at all times during and after any works. Alterations to the existing access must be agreed with Network Rail in advance of any work commencing on site. Additionally, consideration should be given to the access under the railway bridge on the northern boundary of the site. Any proposals should not impact on the operational safety of the structure and would require agreement with Network Rail beforehand. Access to the structure would still be required by Network Rail for inspection and maintenance purposes.

Amenity

A Noise and Vibration Assessment and an Air Quality Assessment should be submitted with a TDC application taking into account the proximity to rail and road activity.

Additionally, Ventilation/extraction details for complementary commercial use(s) should be submitted with a TDC application.

Ground Conditions

The site is within a Coal Authority defined high risk area and a coal mining risk assessment would need to be carried out relating to land stability and submitted with the TDC application.

The potential for contaminated land and its treatment would need to be considered. A Preliminary Risk Assessment should be submitted with a TDC application.

Trees

A TDC application will need to be supported by an Arboricultural Impact Assessment Survey.

Ecology

Future development should take into account mitigation and/or compensation measures, where required, to address loss and impacts on habitats/features and biodiversity on site, and retained habitats and features surrounding the site, including designated sites, protected and priority species and ecological connectivity.

Waste Management

Final details of layout and uses would need to be submitted with a TDC application to fully consider waste collections/management requirements

Drainage/Flood Risk

Given the size of the site, both a Flood Risk Assessment and a Drainage Assessment (for foul and surface water, prioritising Sustainable Drainage Systems) should be submitted with a TDC application. Given the size of the development/site, SuDS should also be provided on site and a SuDS Management Plan should be submitted with a TDC application.

Additionally, in terms of the proximity to Network Rail land/features, all surface and foul water arising from the proposed works must be collected and diverted away from Network Rail property. In the absence of detailed plans all soakaways must be located so as to discharge away from the railway infrastructure. The following points would need to be addressed:

1. There should be no increase to average or peak flows of surface water run off leading towards Network Rail assets, including earthworks, bridges and culverts
2. All surface water run-off and sewage effluent should be handled in accordance with Lead Local Flood Authority and Water Company regulations.
3. Attenuation should be included as necessary to protect the existing surface water drainage systems from any increase in average or peak loadings due to normal and extreme rainfall events.
4. Attenuation ponds, next to the railway, should be designed by a competent specialist engineer and should include adequate storm capacity and overflow arrangements such that there is no risk of flooding of the adjacent railway line during either normal or exceptional rainfall events.

Utilities

Gateshead District Energy Scheme is an operating, decentralised energy scheme, providing lower carbon heat from gas-fired combined heat and power plants, located at the nearby Gateshead Energy Centre. The site is very close to a future District Heating supply, and connection to this should be included as part of any scheme coming forward on the site, where feasible. Where connection is not possible, a TDC application should demonstrate compliance with the hierarchy in policy CS16 of the CSUCP.

Targeted Recruitment and Training

A TDC application should include a Training and Employment Management Plan for both the

construction and end user phases of the development. Where a developer has an existing training and recruitment programme, this could be used. Where the developer is unable to deliver on site training or employment an equivalent financial contribution will be required.

Additional Documents to be submitted with a TDC application:

Planning Statement

Statement of Community Involvement

Planning obligations draft head of terms

Other Points to Note:

Northern Gas Networks have confirmed no objection to granting Permission in Principle but have advised that there may be apparatus in the area that may be at risk during construction works. The developer should contact Northern Gas Networks directly to discuss their requirements in detail, which may affect layout/location of built development.

It is also recommended that early consultation is made with Northumbrian Water to agree any connection points to the public sewer network. They have advised that public sewers cross the edges of the site and would need to be either accommodated within a site layout or diverted to ensure that development does not adversely impact upon the sewers.

Date of Committee: 5 February 2020

Application Number and Address:

DC/19/01100/FUL
Stirling House
173 Saltwell Road
Bensham
Gateshead
NE8 4TJ

Applicant:

Mr Alex Williams

Proposal:

Change of use of ground floor from public house to 8-bedroom House in Multiple Occupation. Change of use of first floor from function room to 3 two-bedroom flats and provision of 2 two-bedroom flats on second floor. Alterations to roof including new dormer window and rooflights (plans amended 27.01.2020)

Declarations of Interest:

Name

Nature of Interest

None

List of speakers and details of any additional information submitted:

None

Any additional comments on application/decision:

That permission be GRANTED subject to the following condition(s) and that the Strategic Director of Communities and Environment be authorised to add, vary and amend the planning conditions as necessary:

1. The development shall be carried out in complete accordance with the approved plan(s) as detailed below –

Site location plan
14/10/2019/PM/PLAN/02 REVB
14/10/2019/PM/PLAN/04
14/10/2019/PM/PLAN/05

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

2. The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

3. The development hereby permitted shall be constructed entirely of the materials detailed on the application form.

4. Prior to the occupation of the development and notwithstanding the details of the submitted application, a scheme for the provision of secure and weatherproof cycle parking facilities within the site shall be submitted to and approved in writing by the Local Planning Authority.

5. The scheme for secure and weatherproof cycle parking facilities shall be implemented in accordance with details approved by condition 4 prior to the occupation of the development and retained for the lifetime of the development.

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