

Committee Report

Application No:	DC/16/01288/FUL
Case Officer	Graham Stephenson
Date Application Valid	20 December 2016
Applicant	Aldi Stores Ltd
Site:	4 High Street Gateshead NE9 7JR
Ward:	Lamesley
Proposal:	Erection of foodstore (1,254sqm net) landscaping, parking and associated works following demolition of existing foodstore. (Amended 02.03.2017).
Recommendation:	GRANT
Application Type	Full Application

1.0 The Application:

1.1 DESCRIPTION OF THE APPLICATION SITE

The application site is approximately 0.72 hectares in area and comprises the recently closed Co-Operative Food store and Council owned car park. The site is located on the corner where Old Durham Road, Springwell Road and the High Street converge and is within the Wrekenton District Centre as identified in the Core Strategy and Urban Core Action Plan (CSUCP). The eastern elevation of the store fronts onto the High Street which provided pedestrian access, with Springwell Road skirting round the northern and western boundaries, separated from the site by a highway verge. There was a secondary access from the car park with the car park accessed from Easedale Gardens at the south of the site. The car park is currently in use as a public car park with no restrictions. There is an existing delivery and service yard to the north of the site which is accessed off Springwell Road.

1.2 The existing building is flat roofed and has accommodation over 3 floors, with the ground floor providing the retail floorspace. The first floor accommodation provides office back up space and other associated uses, and the basement providing further warehouse space. The total floor space of the Co-Op store over the 3 floors is 2,624 sqm (GIA).

1.3 DESCRIPTION OF THE APPLICATION

The proposed development comprises demolition of the existing Co-Op store and replacing it with a new and contemporary designed Aldi store. The application area also includes the existing car park which would be reconfigured to provide 21 long stay car parking spaces (up to 4 hours) and 104 short stay parking spaces (up to 2 hours). The short stay spaces includes 8 parent and child bays and 10 accessible parking bays. There is also 1 electric charging point proposed. The short stay car park is also proposed to

incorporate a relocated recycling point towards the south-western corner. This will be serviced from within the car park, with the car park accessed off Easedale Gardens in the same way it currently does. Deliveries to the store will be made using the current service yard off Springwell Road but with the access widened and a recessed loading bay designed into the proposal along the north elevation.

- 1.4 The floor area of the store itself would be, and 1,754 sqm Gross Internal Area with 1,254 sqm net sales area.
- 1.5 In broad terms, the proposed Aldi store will be in the same location as the existing Co-Op store albeit with a slightly larger foot print and will include an access onto High Street which follows a route along the south side of the store, with the main store access being in the south-western corner, from the car park. It should be noted that although the footprint of the proposed store is slightly larger than the existing , the overall floor area of the building is less.
- 1.6 The store is proposed to be single storey with a flat roof but due to the design the building will be 5 metres high which is the same as the eaves of the adjacent two-storey buildings. The store is rectangular in shape, running east to west. Materials to be used on the store are primarily cladding and render, consistent with other new Aldi stores that have been built in the area.
- 1.7 A landscaping scheme for the site is proposed along with a new drainage system.
- 1.8 Amendments have been made to the proposal and these include the enclosure of an emergency access ramp on the north east corner and the creation of additional landscaping on that corner, the enlargement of the recycling area, the relocation of the plant compound and additional landscaping within the car park. A revised drainage strategy has also been proposed which would result in the loss of hedging around the western perimeter of the car park.
- 1.9 The following information has been submitted with the application.

Design and Access Statement
Planning Statement
Flood Risk Assessment
Land Contamination Assessment
Sustainability Statement
Transport Assessment

- 1.10 PLANNING HISTORY
There is no recent planning history on the site.

2.0 Consultation Responses:

Northumbrian Water – No objections subject to discharge rates being reduced from current levels.

3.0 Representations:

3.1 Neighbour notifications, press and site notices were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) (England) Order 2015. 76 letters of support have been received and no letters of objection but comments relating to the following have been made:

- Will the parking remain free for the public?
- The alley between the High Street and the car park is liable to flooding.
- Will the bus stop outside be relocated during demolition and construction?
- The actual demolition and construction will be very disruptive to daily life on the High Street.
- Disappointed that there will be no fresh fish or fresh meat counters within the store.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS5 Employment-Economic Growth Priorities

CS7 Retail and Centres

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS17 Flood Risk and Waste Management

DC1C Landform, landscape and after-use

DC1E Planting and Screening

DC1G Energy Conservation-Sustainable Building

DC1J Substrata Drainage-Water Quality

DC1P Contamination, derelict land, stability

DC2 Residential Amenity

ENV3 The Built Environment - Character/Design

ENV54 Dev on Land Affected by Contamination

ENV61 New Noise-Generating Developments

RCL5 District and Local Centres

JE4 Sustainable Economic Development

PO2 Planning Obligations - Emp/Training

5.0 Assessment of the Proposal:

5.1 The main planning issues in this case are considered to be the principle of development and the impact on amenity, highway safety/parking and surface water management.

5.2 PRINCIPLE

The principle of demolishing the existing supermarket and replacing it with a new store is considered acceptable as the site is within the Wrekenton District Centre where retail development is encouraged. It is considered the store will be compatible with the scale and nature of the centre and will enhance the vitality of viability of the centre by encouraging more people to the area and increasing the number of linked trips to the centre as a whole. The store would also employ up to 30 staff when open as well as a number of construction jobs.

5.3 Local Employment provision can be conditioned (CONDITION 3). Car parking will be addressed in more detail later in the report but the car park would continue to be available for people visiting the proposed store as well as other shops/amenities within the centre.

5.4 As such the development satisfies the aims and objectives of the relevant paragraphs in the National Planning Policy Framework (NPPF) policies CS5 and CS7 of the Core Strategy and Urban Core Plan (CSUCP) and policies RCL5 and JE4 of the Unitary Development Plan (UDP).

5.5 AMENITY

The current building is now vacant and is not visually appealing. Therefore it is considered the redevelopment of the site would have a positive impact on the appearance of the site itself as well as Wrekenton District Centre. However notwithstanding this it is still important to ensure the design of the store is appropriate for this location.

5.6 In terms of scale, as highlighted earlier the footprint of the store would be increasing but the height of the building would be lower than the existing store which is 6 metres. The proposed scale is considered to be acceptable when considered in context with other properties in the area which are primarily 2 storeys and do include some flat roofed buildings. In addition although there would not be an active frontage as such onto the High Street, access to the store, from the High Street, is proposed via a walkway along the southern elevation of the building.

- 5.7 In terms of the most prominent corner (junction of High Street, Old Durham Road and Springwell Road), it was suggested that stone could be introduced to this elevation to tie in with other properties in the area. This was explored but it was considered in the context of the area generally and the range of materials that currently exist, there was no precedent for stone to be introduced into this modern development and it would be unreasonable to insist on this treatment. However the external access ramp that was originally proposed on this corner is now enclosed, with additional landscaping also proposed. The plant enclosure has also been moved further away from the prominent corner. As such the materials proposed (cladding and render) are considered acceptable and these can be conditioned (CONDITION 12).
- 5.8 It is acknowledged that some planting on the northern corner as well as along the northern edge of the site would be lost but the replacement planting on the northern boundary and within the car park is considered adequate for this District Centre location. The grass verge around the car park will remain and although it was proposed to remove some hedging around the perimeter of the site, to allow for an improved drainage system, this is now being re-visited and will be addressed later in the report. Final details of the landscaping can be conditioned (CONDITION 15 AND 16).
- 5.9 Railings have been proposed on the north east corner of the site and although these are acceptable in principle a more contemporary design would be more appropriate. Therefore final details have been requested (CONDITIONS 25 AND 26).
- 5.10 Therefore taking into account these improvements and the positive impact the new development would have on the appearance of Wrekenton as a whole, it is considered the impact on the visual amenity of the area is acceptable and in accordance with the NPPF, policies CS7 and CS15 of the CSUCP and policy ENV3 of the UDP.
- 5.11 It is also considered the proposed development would have no greater impact on the amenity of any residential properties in the area, notably the properties immediately to the south, than the existing store when it was in operation. This includes the opening hours which are proposed to be 08:00 - 22:00 Monday to Saturday and 09:00 -18:00 on a Sunday which can be conditioned (CONDITION 24). These are in line with the opening hours of the previous store. Please note even though 09:00 - 18:00 on a Sunday has been applied for and in planning terms is considered acceptable, the store would still be subject to Sunday trading laws. Hours of construction and construction control measures can be conditioned (CONDITION 5) to protect the amenity of residents and other users of the District Centre.
- 5.12 As a result it is considered the proposed development does not conflict with the aims and objectives of the relevant paragraphs in the NPPF, policy CS14 of the CSUCP and policy DC2 of the UDP.
- 5.13 HIGHWAY SAFETY/PARKING

The vehicular entrance to the car park off Easedale Gardens is proposed to largely remain the same as existing, however there are proposed changes to the configuration of the car park. On entering on the left there are 21 long stay car parking spaces proposed, with the rest of the car park given over to 104 short stay spaces which includes 10 disabled bays, 8 parent and child bays. There is also 1 electric charging point. The long stay bays would be for up to 4 hours whereas the short stay bays would be for up to 2 hours. Both areas would be free and managed and enforced by the store or by someone on their behalf under the terms of a Car Park Management Plan, which can be conditioned (CONDITIONS 22 AND 23). Minor amendments have been made to the recycling area to ensure it functions safely and overall the layout of the car park does not raise any concerns. The cycle parking proposed for visitors is considered acceptable but secure and lockable parking will be required for staff. Ideally this should be within the building. This can be conditioned (CONDITION 17). Secure fixings for motorcycles would also be required (CONDITION 18).

- 5.14 Alterations to the service access off Springwell Road are proposed, including the widening of the access and improvements to size of the yard which would help with HGV movements, allowing them to enter and exit the site in a forward gear. This arrangement is an improvement on the current situation and does not raise any significant concerns.
- 5.15 Dropped kerbs and tactile paving should be provided both across the entrance to the car park and across the junction with Easedale Gardens and all off site highway works will need to be completed prior to the store being brought into use (CONDITION 19 AND 20).
- 5.16 With regards to traffic generation data suggests there would be an increase in weekend visits to the new store, when compared to the old Co-Op store but this increase would not be significant and would not have a detrimental impact on the surrounding road network. It cannot be guaranteed there would be no impact in terms of increased queuing in and around the site but in accordance with the NPPF it is considered the impact would not be severe. The implementation of a Travel Plan (CONDITION 21) would also help to reduce traffic. As a result it is considered the proposed development does not conflict with the aims and objectives of the NPPF or policy CS13 of the CSUCP.
- 5.17 **CONTAMINATED LAND/COAL MINING**
The application site is in an area identified as being potentially contaminated and therefore a land contamination assessment was submitted. Assessments have been carried out but further investigations are required to determine the necessary remediation works. This can be conditioned (CONDITIONS 6,7,8, 9 AND 10).
- 5.18 With regards to coal mining legacies the site is within a standing advice area and the applicant will be made aware of this.
- 5.19 Therefore providing the additional work relating to contaminated land is carried out it is considered the proposed development would comply with the relevant

paragraphs of the NPPF as well policies CS14 of the CSUCP and policies DC1 and ENV54 of the UDP.

5.20 SURFACE WATER MANAGEMENT

The development site has been assessed for flood risk based on the Environment, Agency flood maps, Northumbrian Water records and 3E Consulting Engineers Phase 2 Geo-Environmental Assessment and in accordance with the NPPF and policy CS17 of the CSUCP. All sources of flooding have been reviewed in accordance with the National Planning Policy Framework, including fluvial, tidal, ground water, land run-off and sewers and the risk of flooding is considered to be low.

- 5.21 However in accordance with the NPPF as well as policy CS17 of the CSCUP, where new development is proposed on brownfield sites, run off rates should be reduced, ideally to greenfield rates but as a minimum a 50% reduction and a range of measures should be considered. In this case due to the ground conditions the use of infiltration techniques will not be suitable for disposal of surface water from the proposed development. Instead surface water from the service yard and new store would be discharged to the existing public combined sewer crossing the site but would be restricted to a greenfield discharge rate. A landscaped bio retention area is also proposed to treat surface water run-off from the service yard area. These measures would result in a 85% reduction in the run off from the surface yard.
- 5.22 A filter drain is proposed to treat the run off from the existing car park to the south and cellular storage would be utilised on the site to attenuate surface water flows and reduce the peak rate of run off from the car park by 50% resulting in a 63% reduction in flow reduction from the site. However the filter drain is proposed to be in the highway verge which cannot be delivered and as a result an alternative location for this drain would be required. Therefore final details of the surface water drainage scheme would be required and this can be conditioned (CONDITIONS 13 AND 14).
- 5.23 Foul water will discharge to the combined sewer crossing the site. Part of the combined sewer would need to be diverted into the landscaped area to the north of the site which would limit tree planting above the sewer but it is considered there is ample opportunity for planting elsewhere which would help to enhance the appearance of the development. Final details of the landscaping would be covered under conditions 15 and 16.
- 5.24 Concerns have been raised about flooding in the existing alley between the High Street and the car park but this does not form part of the application site but surface water management across the site would be improved as a result of this development.
- 5.25 Consequently as a result of the significant reduction in water flows from the site it is considered surface water would be appropriately managed as a result of this proposal and would accord with the aims and objectives of the NPPF as well as policy CS17 of the CSUCP and policy DC1 of the UDP.

5.26 ENERGY EFFICIENCY

Policy CS16 of the CSUCP sets out a number of requirements to ensure new developments are more energy efficient. A Sustainability Statement has been submitted with the application and it is considered compliance with this statement would adequately satisfy the aims and objectives of policy CS16. This can be conditioned (CONDITION 11).

5.27 CIL

This application has been assessed against the Council's CIL charging schedule and the development is CIL chargeable development as it is retail related. The development is located within a Charging Zone with a levy of £10 per square metre for this type of development.

5.28 However the application has been accompanied by the requisite CIL forms and the charge has been calculated as £0. This is on the basis that the floor area of the proposed retail store is less than the floor area of the retail store that it is replacing.

5.29 OTHER MATTERS

It is understood that if the bus stop needs to be relocated during construction a temporary stop will be provided. With regards to other disruption, conditions have been recommended to deal with noise and dust but disruption caused by construction traffic etc. to the area is not material to this application. Separate laws also cover the safe demolition and construction of buildings.

5.30 The produce sold by the retail store and how it is sold is also not material to this application.

6.0 CONCLUSION

6.1 Taking all relevant issues into account it is recommended that planning permission is granted, subject to conditions, as the principle of development as well as the positive impact the development would have appearance of the area ensures the development satisfies the aims and objectives of national and local planning policy. Other material considerations have also been satisfied.

7.0 Recommendation:

That permission be GRANTED subject to the following condition(s) and that the Strategic Director of Communities and Environment be authorised to add, delete, 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 -

0359 (0) 04 Rev B, 05 Rev A, 06, 07 Rev B.

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.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

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

Reason

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

The development hereby approved shall not commence until a targeted employment scheme for the construction and operation of the development is submitted to and approved in writing by the Local Planning Authority.

Reason

To maximise the economic benefits of the development for local people and in accordance with policy CS5 of the Core Strategy and policies PO2 and JE4 of the Unitary Development Plan.

4

The development shall be constructed and operated in accordance with the targeted employment scheme approved under condition 3.

Reason

To maximise the economic benefits of the development for local people and in accordance with policy CS5 of the Core Strategy and policies PO2 and JE4 of the Unitary Development Plan.

5

Unless otherwise approved in writing by the local planning authority, all works and ancillary operations in connection with the demolition of the existing building and the construction of the new development, including the use of any noisy equipment or deliveries to the site, shall be carried out only between 0800 hours and 1900 hours on Mondays to Fridays and between 0900 hours and 1900 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

a) Before the development hereby permitted commences a scheme for the control of noise and dust during demolition and construction shall be

submitted to and approved by the local planning authority and development shall be carried out in accordance with this scheme.

b) No development shall commence until details of the measures to be employed on site to prevent mud and other debris being deposited on the highway(s) by demolition or construction traffic, including delivery lorries, has been submitted to and approved in writing by the Local Planning Authority. The submitted details should provide for a plan to remove any mud or debris that does become deposited on the highway. Thereafter, the approved measures shall be installed and operational before the development is first commenced. Once development commences the installed facilities shall be used at all times to prevent mud and other debris being deposited on the highway(s) during the demolition of the existing building and construction of the development. If, in exceptional circumstances, the approved measures fail and mud and debris is deposited on the highway the plan to remove it shall be implemented immediately.

c) Details of the location and layout of the compound area shall be submitted to and approved in writing by the Local Planning Authority prior to any work commencing on site and the compound shall be located in accordance with these approved details.

Reason

In order to protect the amenities of local residents during construction in accordance with policy CS14 of the Core Strategy and policy DC2 of the Unitary Development Plan.

6

No development approved by this Planning Permission shall be commenced until the outstanding 4 rounds of gas monitoring (identified in the 3E Phase II Geoenvironmental assessment report dated 6/9/16) have been completed, and an updated Gas Risk assessment report, with recommendations for ground gas mitigation measures and a timetable for implementation has been submitted to and approved in writing by the Local Planning Authority.

Reason

In order to ensure the land is safe in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

7

No development approved by this Planning Permission shall be commenced (except demolition) until the following additional Phase II site investigation works and Phase II risk assessment reporting are, undertaken:

Site investigation in the footprint of the existing building, to investigate the nature of made ground and to collect soil samples for testing and analysis, to assess contamination risks and inform foundation design.

Site investigation in the area of existing car park where the proposed footprint of new building is to extend, to investigate the nature of made ground and to collect soil samples for testing and analysis, to assess contamination matters and inform foundation design.

Further Site investigation across all areas of proposed landscaping works, approved by this Planning Permission, to assess risks from contamination.

Further investigation in areas of proposed SUDS storage and proposed drainage areas, approved by this Planning Permission, to assess risks from potential contamination.

Following the above a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and submitted for the written approval of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and proposed validation strategy

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS14 of the Core Strategy and policies DC1, and ENV54 of the Unitary Development Plan.

8

The remediation measures approved under conditions 6 and 7 shall be implemented in accordance with the approved timetables.

The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS14 of the Core Strategy and policies DC1, and ENV54 of the Unitary Development Plan.

9

Following completion of the remediation measures approved under condition 8 verification reports that demonstrates the effectiveness of the remediation carried out regarding ground gas and contaminated land, must be submitted and approved in writing by the Local Planning Authority prior to first occupation of the development hereby permitted.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC1(p) of the Unitary Development Plan.

10

During development works, any undesirable material observed during excavation of the existing ground should be screened and removed. If any areas of odorous, abnormally coloured or suspected contaminated ground, that had not previously been identified, are encountered during development works, then operations should cease, and it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken, and where remediation is necessary a remediation scheme shall be submitted to and approved in writing by the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy CS14 of the Core Strategy and policies DC1, and ENV54 of the Unitary Development Plan.

11

The development hereby approved, including the demolition of the existing store, shall be constructed and operated in accordance with the Sustainability Statement (Aldi Developments Sustainability Statement June 2015) submitted and approved as part of this application.

Reason

To ensure that the development is sustainable and reduces carbon emissions in accordance with policy CS16 of the Core Strategy.

12

The development hereby approved shall be constructed using the materials detailed and shown on plan number 0359 - PL(0)04 Rev B and 07 Rev B.

Reason

To ensure that the external appearance of the development is of an appropriate design and quality in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

13

Prior to the store being first brought into use, final details of the surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority.

This shall include:

Revised location of the proposed filter drain in the car park.
Full details of the car park bio retention area. This shall include soil depths and planting specification, plus maintenance schedule for the plants and soil/ filter medium. This shall include specification for plant establishment and procedure for replacement of failed plants.
Details of the filter pit/ filtration unit and manhole/ inspection chamber to be used upstream of the geocellular tank.
Detail of how existing drainage outlet from car park to highways drain will be stopped up.
Timetable for implementation.
Final maintenance plan.

Reason

In order to prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

14

The surface water management works approved under condition 13 shall be implemented in accordance with the approved timetable.

Reason

In order to prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

15

Notwithstanding the approved plans, prior to the store being brought into use a fully detailed scheme for the landscaping of the site shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details and proposed timing of hard landscaping, all existing trees and hedges to be retained, ground preparation and planting plans noting the species, plant sizes and planting densities for all new planting.

Reason

To ensure that a well laid out planting scheme is achieved in the interests of the visual amenity of the area and in accordance with Policies DC1 and ENV3 of the Unitary Development Plan.

16

The landscaping scheme shall be implemented in accordance with the details approved under condition 15. The landscaping shall be maintained in accordance with British Standard 4428 (1989) Code of Practice for General Landscape Operations for a period of 5 years commencing on the date of Practical Completion and during this period any trees or planting which die, become diseased or are removed shall be replaced in the first available planting seasons (October to March) with others of a similar size and species and any grass which fails to establish shall be re-established.

Reason

To ensure that the landscaping scheme becomes well established and is satisfactorily maintained in the interests of the visual amenity of the area and in accordance policies CS15 and CS18 of the Core Strategy and polices DC1 and ENV3 of the Unitary Development Plan.

17

Visitor cycle parking shall be implemented in accordance with the details as shown on plan reference 0359 - PL(0)04 Rev B, prior to the store being brought into use and shall be retained as such thereafter. Secure and weatherproof parking for 5 staff cycles shall be provided within the building prior to the store being first brought into use and shall be retained as such thereafter.

Reason

In order to ensure adequate provision for cyclists and in compliance with policy CS13 of the Core Strategy and the Gateshead Cycling Strategy.

18

At least one motorcycle ground anchor shall be provided within the car park prior to the store being first brought into use and shall be retained as such thereafter.

Reason

In order to ensure adequate provision for motor cyclists and in compliance with policy CS13 of the Core Strategy.

19

Prior to the store being first brought into use, a final scheme of all off site highway works shall be submitted to and approved in writing by the Local Planning Authority. These works shall also include dropped kerbs and tactile paving across the entrance to the car park and across the junction with Easedale Gardens.

Reason

To ensure that off-site highway works necessary for the proposed development are implemented in the interests of highway safety and in accordance with policy CS13 of the Core Strategy.

20

The highway works approved under condition 19 shall be implemented prior to the development hereby approved being first brought into use.

Reason

To ensure that off-site highway works necessary for the proposed development are implemented in the interests of highway safety and in accordance with policy CS13 of the Core Strategy.

21

The development hereby approved shall be operated in accordance with the Travel Plan (Proposed Aldi Foodstore Travel Plan November 2016) submitted and approved as part of this application.

Reason

In order to accord with policy CS13 of the Core Strategy.

22

The store shall not be first brought into use until details of a car park management plan have been submitted to and approved in writing by the Local Planning Authority. The plan shall demonstrate how the car parking spaces will be managed and shall include a maximum stay of 2 hours in the short stay parking bays and 4 hours in the long stay parking bays.

Reason

In the interests of effective use of the car parks, in accordance with policy CS13 of the Core Strategy.

23

Once the store is open to members of the public the car park shall be operated in accordance with the car park management plan approved under condition 22 unless otherwise agreed in writing by the local planning authority.

Reason

In the interests of effective use of the car parks, in accordance with policy CS13 of the Core Strategy.

24

The opening hours of the premises shall be restricted to between 08:00 - 22:00 Monday to Saturday and 09:00 - 18:00 on a Sunday.

Reason

To ensure that no disturbance is caused to neighbouring properties as a result of unreasonable trading hours at the premises in accordance with policy CS14 of the Core Strategy and policies DC2 and ENV61 of the Unitary Development Plan.

25

Notwithstanding the approved plans the railings proposed for the north east corner of the site shall not be installed until final details of their appearance have been submitted to and approved in writing by the Local Planning Authority.

Reason

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

26

The railings shall be installed in accordance with the details approved under condition 25 and shall be retained as such thereafter.

Reason

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with the NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

