

Committee Report

Application No:	DC/18/00715/FUL
Applicant	Mr Frank Craney
Date Application Valid	23 July 2018
Site:	Former Stadium Service Station Park Road Gateshead NE10 0XF
Ward:	Bridges
Proposal:	Erection of two storey building for Motorbike Sales (Sui Generis Use) and two ground floor units with uses to include A1 (retail), A3 (food and drink) and/or a mixed A1/A3 drive-thru facility, with associated car parking, access and landscaping (amended and additional information received 12/11/18).
Recommendation:	GRANT SUBJECT TO A SECTION 106 AGREEMENT
Application Type	Full Application

1.0 The Application:

1.1 DESCRIPTION OF THE SITE

The application site is an area of vacant land adjacent to the east bound carriageway of the A184 Felling Bypass, which is accessed via Park Road. To the east and north of the site is the Stadium Industrial Park, the A184 is to the south and to the west is Park Road and the Gateshead Council Depot (Park Road). Towards the western edge of the site a foot bridge spans the A184 and its northern landing abuts the application site. The site is roughly rectangular and has an area of approximately 0.35 hectares. The application site is located within East Gateshead Primary Employment Area (PEA). The character of the area is mixed with a range of industrial, recreational and residential developments.

1.2 DESCRIPTION OF THE APPLICATION

This application proposes the re-development of the Former Stadium Industrial Park Petrol Filling Station via the erection of a two storey building for Motorbike Sales (Sui Generis Use) and two ground floor units with uses to include A1 (retail), A3 (food and drink) and/or a mixed A1/A3 drive-thru facility, with associated car parking, access and landscaping (amended and additional information received 12/11/18).

1.3 The proposed building would be made up of 2 adjoining blocks, the larger of which would have footprint of 18m by 23m and the smaller would have a footprint of 18m by 18m. Both would feature a mono-pitch roof layout with the larger having a maximum roof height of between 6.4m and 8.1m and the smaller having a maximum roof height of between 6m and 7.3m.

- 1.4 The ground floor level would be split between the showroom and the two retail/cafe units and the first-floor would be given over exclusively to the showroom and ancillary office space.
- 1.5 The elevations would be a combination of double-glazed aluminium curtain walling with solid infill panels. The roof would be constructed from seamed metal cladding.
- 1.6 The building would have a total floor area of 1400 square metres (sqm) over the two floors, of which on the ground floor the motorcycle showroom occupies 356sqm, Unit 1 provides 136sqm and Unit 2 occupies 170sqm. The first floor provides 692sqm of accommodation solely for the Motorcycle Showroom.
- 1.7 The building is situated in the centre of the site, with two access points off Stadium Road. The road serves the facilities, with entrance and exit both out onto Park Road. There are 10 car parking spaces, including 2 for electric vehicles, and 7 motorcycle parking spaces designated to the motorcycle showroom, lying to the north west of the site. An additional 27 car parking bays (including 2 no. holding bays and 2 no. disabled bays) are situated to the south east of the site. 6 cycle parking bays are also situated on the north edge of the showroom, alongside a rear entrance for deliveries with a designated unloading bay on the northern site boundary.
- 1.8 **RELEVANT PLANNING HISTORY**
 DC/15/00540/FUL: Planning permission granted for the erection of a two-storey car showroom and ancillary cafe.
- DC/10/00282/FUL: Planning application withdrawn for the erection of 5 light industrial units with associated parking and hardstanding.
- 318/83: Planning permission granted for the erection of a self-service filling station and sales kiosk.

2.0 Consultation Responses:

Tyne And Wear Archaeology Officer	No comments or concerns.
Northumbria Water	No objection subject to conditions.

3.0 Representations:

- 3.1 No representations have been received.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS6 Employment Land

CS7 Retail and Centres

CS8 Leisure, Culture and Tourism

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS17 Flood Risk and Waste Management

CS18 Green Infrastructure/Natural Environment

JE1 Primary Employment Areas

DC1C Landform, landscape and after-use

DC1D Protected Species

DC1E Planting and Screening

DC1P Contamination, derelict land, stability

DC2 Residential Amenity

ENV3 The Built Environment - Character/Design

ENV44 Wood/Tree/Hedge Protection/Enhancement

ENV46 The Durham Biodiversity Action Plan

ENV47 Wildlife Habitats

ENV54 Dev on Land Affected by Contamination

ENV61 New Noise-Generating Developments

MWR28 Prov of Facilities in new Developments

5.0 Assessment of the Proposal:

5.1 ASSESSMENT

The main issues to be considered are the principle of the development, ecology, flood risk and drainage, the design/landscaping, any transport implications/refuse, contamination and any loss of amenity that may result to neighbouring properties.

5.2 PRINCIPLE

The proposed development is located within the East Gateshead Primary Employment Area (PEA). The site was assessed in the 2017 Employment Land Review (ELR) Update, including giving weight to the existing planning permission (DC/15/00540/FUL) granted for a non-B class use, and stated the development of such a use is unlikely to affect the operations of nearby businesses operating in B-class uses.

5.3 Saved Unitary Development Plan (UDP) policy JE1 states that PEAs should be protected for employment uses, and as such notes that change of use to non-employment uses including retailing will not normally be permitted, although it states: Exceptions may be made for complementary supporting uses A1, A2, A3, A5 and D1 (less than 200sqm) where local need is demonstrated. Importantly, JE1 also notes that exceptions may be made for car showrooms within PEAs:

1. demonstrating that the proposal cannot be accommodated on alternative edge of centre sites;
2. locating in the vicinity of the main road network;
3. integrating within an existing cluster of car showrooms; and
4. being accessible by a choice of means of transport.

5.4 The proposal includes the erection of a two-storey building for motorbike sales (sui generis use) and restaurant / coffee shop with drive-through (use classes A1, A3, A1/A3) including car parking, access and landscaping - the two units to be occupied by the restaurant / coffee shop elements are Unit 1 (136m²) and Unit 2 (170m²).

5.5 The applicant has undertaken a sequential assessment to consider the suitability, availability and viability of alternative in or edge-of-centre sites, in accordance with policy CS7 of the Core Strategy and Urban Core Plan (CSUCP) and the National Planning Policy Framework (NPPF). The applicant has provided an assessment of alternative sites and premises within or close to Gateshead, Felling, Pelaw and Wrekenton centres, and finds each of them unsuitable on the basis of either being too small, currently in use or with unsuitable access/configuration.

5.6 The application does not provide information on local need (generated by workers within the East Gateshead PEA) for the retail/restaurant and/or coffee shop (with drive-through), nor on the business format requiring the co-location of the elements proposed. An ancillary café was accepted in principle in the

previous application - however, although not a significant difference in floorspace terms, two such units/uses now proposed would operate independently of the showroom.

5.7 Furthermore, it is considered that the location of the site addresses the points raised by policy JE1 and the National Planning Policy Framework (NPPF) promotes a more pragmatic approach to the development of formerly developed sites within industrial areas. It is also worth noting that the previous use of the site as a petrol filling station (sui generis) is not a B class use and in this case the site has been vacant for 16 years. Therefore, this development would help to revitalise the area.

5.8 Overall, it is considered that the proposal would be acceptable in principle and hence accords with the NPPF, policies CS6, CS7 and CS8 of the Core Strategy and Urban Core Plan (CSUCP) and saved policy JE1 of the UDP.

5.9 CONTAMINATION

The site has been assessed and inspected as part of the Council's Contaminated Land Strategy and is situated on potentially contaminated land based on previous historic use. Therefore, given that a more sensitive end use is being proposed a Phase 1 Contamination Assessment has been submitted. The report has assessed the history of the site and recommends that a Phase 2 Intrusive Investigation is required and where required remediation and validation. This has been considered by Council officers and the recommendations of the report are considered to be correct. Therefore, it is appropriate to condition the above should permission be granted and subject the conditions the proposal would accord with the NPPF, policy CS14 of the CSUCP and saved policies DC1(p) and ENV54 of the UDP (conditions 4-6).

5.10 FLOOD RISK AND DRAINAGE

The application site area is less than 0.5 hectares, is in Flood Zone 1 and the proposed mixed-use development is not considered to be more vulnerable than the current established use of the site as a service station. Therefore, the site is considered to have a low flood risk and thus a Flood Risk Assessment is not required.

5.11 That said this is a major development and so a SuDS system should be proposed for the site to conform to the requirements of NPPF, policy CS17 of the CSUCP and the DEFRA Non-Statutory Technical Standards for SuDS. It is considered that this can be dealt with via conditions (conditions 7-8).

5.12 ECOLOGY

The proposed development site measures approximately 0.35 hectares and comprises a mosaic of habitats including ephemeral/short perennial grassland (DBAP priority habitat), scrub, introduced shrubs and hardstandings. The habitats may support statutorily protected and priority species including breeding/foraging birds, foraging bats & commuting bats, invertebrates (including potentially dingy skipper butterfly) and small mammals (including hedgehog).

- 5.13 Therefore, a Preliminary Ecological Appraisal Report has been submitted in support of the application, which involved a single survey visit to the site in early-June to identify, map and describe the main habitat types/features on site. Prior to the ecological survey being undertaken the site was subject to extensive vegetation management works, including the removal of scrub/small trees and the spraying off of vegetation using a contact herbicide.
- 5.14 The proposed development will result in the direct loss of all existing habitats and associated fauna from within the site and the submitted plans include the creation of soft landscaped areas spread across the site. However, whilst the provision of an area of soft landscaping within the site is welcome, the proposed development will result in a residual net loss of biodiversity, including an area of ephemeral/short perennial grassland (priority habitat) and associated fauna including dingy skipper butterfly.
- 5.15 In accordance with the mitigation hierarchy/NPPF the requirement for suitable ecological compensation (to be delivered offsite) to ensure no net loss of biodiversity is required.
- 5.16 The Council's ecologist has identified an appropriate/proportionate biodiversity offset to be delivered on Council land. This comprises the creation of 260m of native hedgerow on land east of Wardley Lane.
- 5.17 The provision of an appropriate biodiversity offset is secured through a S106 agreement, which means the proposed development can be delivered within ecologically acceptable limits and achieving no net loss of biodiversity and thus according with the NPPF and the relevant Core Strategy policy CS18 and saved UDP policies DC1(d), ENV44, ENV46 and ENV47.
- 5.18 Invasive non-native species plants (Cotoneaster) have been identified on site and should be dealt with appropriately in accordance with Schedule 9 of the Wildlife & Countryside Act, 1981 (as amended). An informative to that effect has been added to this recommendation.
- 5.19 Vegetation clearance should not take place during the bird breeding season wherever possible and thus a condition to that effect is recommended (condition 3).
- 5.20 **TRANSPORT**
The location of the site is considered sustainable in Transport Planning terms being well served by cycle routes and bus lanes within 300m and a Metro Station within 700m of the site. Whilst the A184 is a barrier there is ample opportunity to cross via signalised crossings and via the footbridge immediately adjacent to the site. There are also other similar vehicle sales and food retail units in close proximity.
- 5.21 It is considered that the amended information provided within the transport statement, the methodology used, and the amended plans are appropriate and are acceptable.

- 5.22 The layout of the site was a major concern previously, however, the amended plan drawing no 00-DR-A-A060 now provides for two-way movement within the site which is welcomed. Nonetheless, this will need to be strongly enforced with signing, direction plates within the site and signage works on the highway (via Section 278 agreement). The parking locations and numbers provided, the inclusion of the electric charging facilities and disabled bays are shown on the amended plans and all are welcomed.
- 5.23 The retention of the exit onto the A184 is accepted and after further assessment, it is considered better to retain the short slip rather than carry out a minor amendment to the junction. Full construction details can be agreed as part of the S278 agreement process, which is separate from this planning application.
- 5.24 Given the sensitivity of the A184 and the fact Stadium Road is designated an emergency access route to Gateshead International Stadium, the total of 35 spaces proposed is acceptable, as this will help prevent overspill parking taking place on those roads. Parking numbers are also considered acceptable due to the mixed-use nature of the proposal, which makes it harder to pin down likely parking requirements.
- 5.25 Travel plans for each of the uses will be required and can be addressed via conditions (conditions 9-10)
- 5.26 Two electric charging bays are proposed, which is welcomed, and the final details can be agreed via condition (condition 11).
- 5.27 Cycle parking provision is also proposed for both staff and visitors, which is welcomed, and the final details can be agreed via conditions (conditions 12-13).
- 5.28 Subject to the conditions referred to above, the proposal would safeguard highway safety and thus accord with the NPPF and policy CS13 of the CSUCP.
- 5.29 DESIGN/LANDSCAPING
The modern design proposed for the building, the materials and the combination of hard and soft landscaping are considered acceptable. Therefore, subject to conditioning the final details that the proposal would accord with the NPPF, policy CS15 of the CSUCP and saved policies ENV3 and DC1 (c and e) of the UDP. (Conditions 14-18).
- 5.30 REFUSE
Enclosed bin stores are proposed for each unit in appropriate locations. Therefore, the provision raises no issues, subject to implementing the details as shown, which can be done via a condition (condition 19). Subject to the condition the proposals accord with the NPPF and saved policy MWR28 of the UDP.

5.31 RESIDENTIAL AMENITY

The separation distance of approximately 55m to the nearest residential property, the intervening land use of the Felling Bypass, the other industrial uses in the vicinity and the none industrial nature of this proposal are such that residential amenity should be maintained to a reasonable level in terms of noise and general intrusion. That said hours of operation have not been submitted thus it is necessary to condition they are submitted for approval in order to safeguard residential amenity (conditions 20-21). Furthermore, it is considered reasonable to condition the hours of construction due to the proximity of residential properties (condition 22).

5.32 In addition, it is considered appropriate to condition that a final lighting scheme is approved to ensure that the development is lit sympathetically to prevent light intrusion (conditions 23-24).

5.33 Overall, subject to the conditions referred to above the proposal would accord with the NPPF, policies CS14 and CS15 of the CSUCP and saved policies DC1(p), DC2 and ENV61 of the UDP.

6.0 CONCLUSION

6.1 Taking all the relevant issues into account, it is recommended that planning permission be granted, as the proposal has been able to demonstrate that it would be acceptable, subject to conditions. It is considered that the proposal does accord with national and local planning policies and the recommendation is made taking into account all material planning considerations including the information submitted by the applicant.

7.0 Recommendation:

GRANT SUBJECT TO A SECTION 106 AGREEMENT

1) The agreement shall include the following obligations:

- £7,944.00 for off-site ecological mitigation works

2) That the Strategic Director of Legal and Corporate Services be authorised to conclude the agreement.

3) That the Service Director of Development, Transport and Public Protection be authorised to add, delete, vary and amend the planning conditions as necessary.

4) And that the conditions shall include;

1

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

SK-SI-001; ADTL-SBA-XX-FF-DR-A-A301; ADTL-SBA-XX-01-DR-A-A101; ADTL-SBA-XX-FF-DR-A-A401.

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

No vegetation clearance works shall be undertaken during the bird breeding season (i.e. March to August inclusive). Where this is not possible a breeding bird checking survey will be undertaken by a suitably qualified ecologist immediately prior (i.e. no more than 48hrs) to the commencement of works on site. Where active nests are confirmed these must be retained undisturbed until the young have fledged and the nest(s) is no longer in use.

Reason

To safeguard biodiversity in accordance with the National Planning Policy Framework, policy CS18 of the Core Strategy and Urban Core Plan and saved policy DC1(d) of the Unitary Development Plan.

4

Development shall not commence on the construction of the development until an intrusive land contamination assessment, to assess the nature and extent of any contamination on the site and whether or not it originates on the site has been submitted to and approved in writing of the Local Planning Authority. The report of the findings must include-

(i) a survey of the extent, scale and nature of contamination.

(ii) an assessment of the potential risks to,
- land stability
- human health,

- property (existing or proposed) including buildings, service lines and pipes,
- adjoining land,
- groundwaters and surface waters,
- ecological systems,
- archaeological sites and ancient monuments,

(iii) an appraisal of remedial options, and proposal of the preferred option(s) including a timeline and phasing for the implementation of the remediation scheme.

This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11.

Reason

To ensure that risks from land contamination and coal mining legacies to the future users of the land and neighbouring land are minimised, together with those to controlled in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policies DC1 and ENV54 of the Unitary Development Plan.

5

The remediation and mitigation schemes must be carried out in accordance with the details approved under condition 4. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced and is subject to the approval in writing of the Local Planning Authority.

Reason

To ensure that risks from land contamination and coal mining legacies to the future users of the land and neighbouring land are minimised, together with those to controlled in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policies DC1 and ENV54 of the Unitary Development Plan.

6

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An updated investigation and risk assessment must be undertaken and where remediation is necessary a revised remediation scheme must be prepared in accordance with the requirements of condition 4; (Land

contamination assessment), which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 5 (Implementation of Approved Remediation).

If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority in writing until this condition has been complied with in relation to that contamination.

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 in accordance with policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policies DC1 and ENV54 of the Unitary Development Plan.

7

Construction of the development hereby approved shall not commence until a detailed SuDS scheme and detailed drainage assessment (including modelling results) has been submitted to and approved in writing to the Local Planning Authority. The scheme and assessment shall include detailed drainage layout and detail designs of the SuDS components in accordance with the Gateshead Council Interim SuDS Guidelines (V2); drainage maintenance plan for the lifetime of the development; drainage construction method statement; and evidence to demonstrate that there is adequate foul and surface water public sewerage capacity based upon NWL's agreed discharge volumes and rates before connecting to the public sewerage system.

Reason

To ensure appropriate drainage and the exploration as to sustainable drainage systems so as to prevent the risk of flooding in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

8

The details approved under condition 7 shall be implemented prior the first occupation of the development and maintained as such for the life of the development.

Reason

To ensure appropriate drainage and the exploration as to sustainable drainage systems so as to prevent the risk of flooding in accordance

with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

9

No part of the "showroom" shall be occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. Neither "Unit 1" or "Unit 2" shall be occupied until the submission of a Travel Plan for each occupier(s) and successive occupier(s) has been submitted to and approved in writing by the Local Planning Authority.

Each Travel Plan shall detail the delivery mechanism for its implementation in order to provide for the following measures:

- 1) Reduction in car usage and increased use of public transport, walking and cycling;
- 2) Minimal operational requirements for car parking in accordance with the National Planning Policy Framework and Council Policy CS13;
- 3) More environmentally friendly delivery and freight movements;
- 5) A programme of continuous review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.

Reason

In order to accord with policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policy T1 of the Unitary Development Plan.

10

The Travel Plans shall be implemented in accordance with the details and timescales approved under condition 9 and retained as such thereafter unless otherwise first approved in writing by the Local Planning Authority.

Reason

In order to accord with policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policy T1 of the Unitary Development Plan.

11

A minimum of two charging points for electric vehicles shall be provided within the development, prior to any part of the development being first occupied.

Reason

In order to accord with policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and policy T1 of the Unitary Development Plan.

12

Notwithstanding the details on the submitted plans, final details of secure and weatherproof cycle parking facilities for staff, as well as separate cycle parking facilities for visitors shall be submitted to and approved in writing by the Local Planning Authority, prior to any part of the development hereby approved being first occupied.

Reason

In order to ensure adequate provision for cyclists and in compliance with policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Council Cycling Strategy.

13

No part of the development hereby approved shall be occupied until the cycle parking facilities have been implemented in accordance with the details approved under condition 12 and the plans approved as part of the application. The approved facilities shall be retained as such thereafter unless otherwise approved in writing by the Local Planning Authority.

Reason

In order to ensure adequate provision for cyclists and in compliance with policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle Upon Tyne and the Gateshead Council Cycling Strategy.

14

Construction of the new development hereby approved shall not proceed beyond foundation level until samples of all materials, colours and finishes to be used on all external surfaces have been made available for inspection on site and are subsequently 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.

15

The materials used shall be in accordance with the details approved under condition 14 unless otherwise 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.

16

The development hereby approved shall not be commenced until a fully detailed scheme for the landscaping of the site, has been submitted to and approved in writing by the Local Planning Authority. The landscaping scheme shall include details and proposed timing of hard and soft landscaping, proposed trees and hedges, ground preparation and planting plans noting the species, plant sizes and planting densities for all new planting.

Reason

To ensure the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and 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.

17

The landscaping scheme approved under condition 16 shall be implemented in accordance with the timescale approved through condition 16.

Reason

To ensure the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and 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.

18

The approved landscaping scheme 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 the satisfactory appearance of the development upon completion in the interests of the visual amenity of the area and 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.

19

The bin storage and collection facilities and arrangements shown on plan reference SK-SI-001 and ADTL-SBA-XX-00-DR-A-A100 shall be provided on site prior to the first occupation of the relevant part of the development and maintained as such thereafter.

Reason

In the interests of the provision of adequate refuse and storage/collection facilities, residential amenity and the appearance and design of the development and in accordance with Policies DC1, DC2, ENV3 and MWR28 of the Unitary Development Plan and policies CS13, CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

20

No unit shall not be occupied until the opening hours of that unit have been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of the amenities of the neighbouring residents in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

21

The opening hours approved under Condition 20 shall be implemented before each unit is first occupied and retained as such thereafter.

Reason

In the interests of the amenities of the neighbouring residents in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

22

Unless otherwise approved in writing by the Local Planning Authority, all external works and ancillary operations in connection with the construction of the development, including deliveries to the site, shall be carried out only between 0800 hours and 1700 hours on Mondays to Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason

To safeguard the amenities of nearby residents and in accordance with the NPPF, saved policies DC1(h), DC2 and ENV61 of the Unitary Development Plan and Policy CS14 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

23

No part of the development shall be occupied until full details of the method of illumination of the external areas of the site have been submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of the amenities of the neighbouring residents in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

24

The external lighting scheme approved under Condition 23 shall be implemented before the development is first occupied and retained as such thereafter.

Reason

In the interests of the amenities of the neighbouring residents in accordance with the National Planning Policy Framework, policy CS14 of the Core Strategy and Urban Core Plan and saved policy DC2 of the Unitary Development Plan.

