



UPDATE

**REPORT OF THE
SERVICE DIRECTOR, DEVELOPMENT TRANSPORT AND PUBLIC
PROTECTION**

**TO THE PLANNING AND DEVELOPMENT COMMITTEE ON
20 February 2019**

Please note this document should be read in conjunction with the main report of the
Service Director, Development Transport and Public Protection

MINOR UPDATE

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| Application No: | DC/18/01206/FUL |
| Site: | Dene House Durham Road Gateshead NE9 5AE |
| Proposal: | Conversion and upgrading of existing office property into seven apartments and conversion of annexe into a store/workshop (amended 29/01/19 and additional information received 08/02/19). |
| Ward: | Saltwell |
| Recommendation: | Grant Permission |
| Application Type | Full Application |

Reason for Minor Update

Further consultation response received

The County Archaeologist has stated that the building should be deemed to be a non-designated heritage asset in accordance with paragraph 197 of the NPPF.

A condition is recommended to ensure the building is recorded prior to conversion to provide an archive record of the building as existing.

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No development hereby permitted shall take place until a programme of archaeological building recording has been completed, in accordance with a specification provided by the Local Planning Authority. A report of the results shall be submitted to and approved in writing by the Local Planning Authority prior to any development or demolition work taking place.

Reason: To provide an archive record of the historic building or structure and to accord with paragraph 199 of the NPPF and saved Unitary Development Plan Policy ENV23 and CSUCP policy CS15

Reason for pre commencement condition

To ensure that the non designated heritage asset is recorded for the archives.

The Local Planning Authority is satisfied that this information is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

Paragraph 5.23 on the main agenda reads:

5.23 The provision of a footway alongside the access road is a good improvement despite being what would be considered a minimum useable width. The main issue to consider in relation to this is the potential for vehicles turning into the site to overrun the proposed footway, which would be a safety concern. Vehicle tracking should be carried out to demonstrate how a delivery size vehicle turning into the site could do so without overrunning the footway as well as showing how such vehicles could turn within the site before egressing in a forward direction. If necessary, following this exercise, demarcation between the adopted highway and private drive would need to be incorporated. This can be conditioned. The applicant should also consult with Waste Services in respect of a small refuse vehicle to make collections within the development. If the use of a small vehicle is not possible, the vehicle tracking should also include a standard refuse vehicle. Again this can be secured by condition (CONDITIONS 14 - 15).

The paragraph has been amended to read as follows:

5.23 The provision of a footway alongside the access road is a good improvement despite being what would be considered a minimum useable width. The main issue to consider in relation to this is the potential for vehicles turning into the site to overrun the proposed footway, which would be a safety concern. Vehicle tracking should be carried out to demonstrate how a delivery size vehicle (box van or LWB Transit style van) turning into the site could do so without overrunning the footway as well as showing how such vehicles could turn within the site before egressing in a forward direction. This can be conditioned. The applicant should also consult with Waste Services in respect of a small refuse vehicle to make collections within the development. If the use of a small vehicle is not possible, the vehicle tracking should also include a standard refuse vehicle. Again this can be secured by condition (CONDITIONS– 15-16).

Condition 15 on the main agenda reads:

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Prior to first occupation of the development hereby permitted details of autotracking of the turning head by a refuse wagon shall be submitted for the consideration and written approval of the Local Planning Authority. If the autotracking demonstrates that there is an overrun over the footpath then details of an extension of the imprint paving into the development site to create a small shared surface area with a segregated footway to include a demarcation between the adopted highway and private drive must be submitted for the consideration and written approval of the Local Planning Authority.

It is recommended to replace condition 15 with the following wording:

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Prior to first occupation of the development hereby permitted details of autotracking of the access and turning head by a box van/LWB Transit type van and refuse wagon shall be submitted for the consideration and written approval of the Local Planning Authority. If the autotracking demonstrates that there is an overrun of the footpath in the vicinity of the access then details of an extension of the imprint paving into the development site to create a small shared surface area must be submitted for the consideration and written approval of the Local Planning Authority. If the autotracking demonstrates that the aforementioned vehicles could not turn within the site using the proposed turning head a revised proposal should also be submitted for the consideration and written approval.

SEE MAIN AGENDA FOR OFFICERS REPORT.