

Committee Report

Application No:	DC/23/00502/FUL
Case Officer	David Morton
Date Application Valid	10 July 2023
Applicant	Mr Ayaz Akram
Site:	The Apartment Company North East The Hall Sunderland Road Gateshead NE10 9LR
Ward:	Felling
Proposal:	Proposed change of use from apart hotel/serviced apartments to residential flats (use class C3).
Recommendation:	GRANT
Application Type	Full Application

1.0 The Application:**1.1 DESCRIPTION OF SITE**

The application site, known as The Hall, (formerly Felling Town Hall) is a Grade II listed, two-storey building located on the southern side of Sunderland Road. Currently, the building comprises 15 separate units: 14 are utilised as aparthotel units, while one functions as a flat.

1.2 The site features two vehicle access points onto Sunderland Road - one at the northeast corner and another at the northwest corner. Adjacent to the building, there's a hardstanding area used for car parking, enclosed by a stone wall and metal railings along the Sunderland Road frontage.

1.3 Positioned within a mixed area, the site is bordered by housing and a school to the north, a park to the east, a bowling green to the south, and a church hall to the west.

1.4 DESCRIPTION OF APPLICATION

This planning application seeks to convert the building's current aparthotel function into individual C3 apartments. This change would lead to a total of 15 residential units, although only 14 will be created, given one of the units is currently lawfully in use as an individual residential unit.

1.5 No modifications to the building, whether internal or external, are being proposed.

1.6 The applicant has submitted several documents in support of the application, including:

- An Affordable Housing Statement;
- A Design and Access Statement;

- A Heritage Statement; and
- A Planning Statement.

1.7 RELEVANT PLANNING HISTORY

The relevant planning history is summarised as follows;

- 623/93
Listed Building Consent to change the use of the building from offices to residential care home involving internal alterations, installation of ramped access at front entrance and fire escape at the rear. APPROVED August 1993.
- 626/93
Planning permission to change the use of the building from offices to residential care home. APPROVED August 1993.
- 155/94
Planning permission to change the use of the building from offices to student halls of residence. APPROVED April 1994.
- 238/94
Listed Building Consent to change the use of the building from offices to student halls of residence. APPROVED October 1994.
- 812/00
Planning permission to change the use of the building from student halls of residence to hostel. APPROVED October 2000.
- DC/16/00113/FUL
Change of use from hostel (consisting of 23 individual bedrooms with shared facilities and 3 flats) into 16 flats (C3 Residential Use). APPROVED June 2016.
- DC/16/00411/LBC
LISTED BUILDING CONSENT: Change of use from hostel (consisting of 3 no. flats) into 16 no. flats. APPROVED October 2016.
- DC/16/00576/FUL
Planning permission to change to use of the building from hostel to aparthotel (C1) (Retrospective). APPROVED November 2016.

2.0 Consultation Responses:

T&W Fire	No objection.
Northumbria Police	No objection, however concerns raised around parking levels. The comment is made specifically in regard to the low levels of on street parking in the area.

3.0 Representations:

3.1 Neighbour notifications were carried out in accordance with the formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015. A total of one objection has been received, the letter is summarised as follows;

- The change of use of aparthotel has resulted in anti-social behaviour;

- The parking scheme on York Terrace has failed; and
- The increase in accommodation will be result in additional parking issues.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS11 Providing a range and choice of housing

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

MSGP12 Housing Space Standards

MSGP15 Transport Aspects of Design of Dev

MSGP17 Residential Amenity

MSGP25 Conservation/Enhancement Heritage Assets

MSGP26 Heritage at Risk

5.0 Assessment:

5.1 The main planning issues are considered to be the acceptability of C3 residential use (flats) at this site, the impact on highway safety and parking demand in the area and the impact on the living conditions of surrounding residents.

5.2 PRINCIPLE OF THE DEVELOPMENT

The site is not allocated for any specific purpose in the Local Plan for Gateshead and is therefore to be determined on the basis of its own merits.

5.3 Range and Choice of Housing

Local Plan policy CS11(1) requires that a minimum of 60% of new private housing across the plan area is suitable and attractive for families (i.e., homes with three or more bedrooms). The proposal would result in the create of one three-bedroomed unit, seven two-bedroomed units and six one-bedroomed units.

5.4 The proposed development would therefore do little to help meet the above target. However, it is acknowledged that the target is Plan-wide and for the duration of the Plan period and is not a requirement for every site. The applicant has suggested that the amendment to the internal layout to accommodate

larger units would lead to significant alteration to the historic fabric of the building. Therefore, the layout is considered to be appropriate for this building.

5.5 Space standards

Policy CS11(4) of the Local Plan requires adequate space inside and outside of the home to meet the needs of residents and Policy MSGP12 also sets out that new homes should be built in accordance with the Nationally Described Space Standards (NDSS). The applicant has submitted a floor space assessment, this indicated that only three out of the 14 flats would achieve NDSS in regard to internal floor area.

5.6 The applicant justifies this non-compliance by highlighting the importance of maintaining the building's original structural integrity and character, considering its spatial divisions, historical features, and wall alignments. They argue that the building previously operated as successful apartments without compromising its historic value or the amenity of occupiers. Officers consider that while the development could not be considered to comply with MSGP12, the historical significance of the application site should outweigh compliance with NDSS in this instance.

5.7 Affordable Housing

Policy CS11 of the CSUCP requires 15% affordable housing for developments creating 15 or more dwellings. As the conversion only adds 14 new units due to an existing flat, it's deemed that affordable housing isn't necessary here, complying with policy CS11 of the Local Plan.

5.8 DESIGN / HERITAGE ISSUES

The proposal doesn't involve any external changes to the building, however, the application does propose the introduction of cycle storage facilities. Cycle storage is like to take the form of sheds located to the eastern side of the building, the final appearance of which can be controlled by planning condition. As a result, it is considered that the proposal would not impact on the appearance and/or historic fabric of the listed building. The development complies with the requirements of the NPPF and policies CS15 and MSGP24, MSGP25 and MSGP26 of the Local Plan for Gateshead.

5.9 RESIDENTIAL AMENITY ISSUES

The intended use of the building as 15 self-contained units is not expected to cause significant noise or disturbance. Additionally, this use, involving 15 flats, is seen as less intensive compared to its previous function as an aparthotel, given the more long-term occupancy.

5.10 The closest residential properties are on York Terrace, situated to the northeast across Sunderland Road. The separation distances between the proposal site and these properties are sufficient to prevent any issues of overlooking.

5.11 In conclusion, officers are of the opinion that, the proposed development would not negatively affect the living conditions of adjacent residential properties or future occupants. It is therefore considered that the development is acceptable

from a residential amenity point of view and accords with the aims and objectives of the NPPF, and Policies CS14 and MSGP17 of the Local Plan.

5.12 HIGHWAY ISSUES

The concerns raised at pre-application stage have been acknowledged and parking issues have addressed through the planning submission or can be addressed via planning conditions. The current level of parking is accepted for the existing usage, and the anticipated demand won't significantly differ under the proposed residential use. Although there is not sufficient parking to accommodate a parking space for each dwelling, however restrictions on on-street parking along Sunderland Road have already been implemented by the Council, addressing the concerns around overflow parking.

5.13 In the evaluation of the earlier application for Aparthotel use, a Car Parking Management Strategy was requested for implementation through conditions to ensure proper parking utilisation and obstruction prevention. Since a similar strategy isn't included in the current application, it's recommended that this is secured via a planning condition.

5.14 Moreover, while an improved cycle storage solution has been presented in the proposal its form is considered to be inappropriate, as the current proposal provides two spaces per locker meaning that residential units would need to share access to lockers. Consequently, it's advised that the final cycle storage details be submitted for review and approval through planning conditions.

5.15 Additionally, to enhance sustainable transport options and accommodate long-term residents' travel preferences, upgrading the existing eastbound bus stop on Sunderland Road is suggested. This upgrade aims to bolster sustainable travel choices and complement the lower parking availability on-site. A condition is proposed to secure this upgrade before the dwellings are occupied, possibly requiring the applicant to engage in an S278 Agreement with the Highway Authority for its execution.

5.16 The arrangement for three shared large refuse bins displayed in the submitted plans aligns with roadside collection requirements and is acceptable in highway terms.

5.17 The proposed development will not have a material impact upon the operation and safety of the highway network over and above the current use subject to the imposition of conditions pertaining to the submission of a Car Parking Management Strategy ((including EV charging provision) Conditions 3 and 4), cycle parking (Conditions 5 and 6) and an upgraded bus stop (Condition 7 and 8).

5.18 On the basis of the above assessment and subject to conditions the proposal is considered to comply with the NPPF and Policies CS13 and MSGP15 of the Local Plan.

5.19 OTHER MATTERS

It is considered that all materials considerations raised within the objection to the proposal have been addressed within the main body of the report.

6.0 CONCLUSION

6.1 Taking all the relevant issues into account, it is considered that the proposal is on balance acceptable from a planning point of view and that subject to the planning conditions below accords with both national and local planning policies. It is therefore recommended that planning permission be granted.

7.0 Recommendation:

7.1 That permission be GRANTED subject to the following condition(s) and that the Service Director of Climate Change, Compliance, Planning and Transport 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

ACBP 01 - Existing Site Plan

ACBP 02 - Proposed Site Plan

ACBP 03 - Existing 01

ACBP 04 - Proposed 01

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

A Car Park Management Strategy (CMS) for the site shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of any unit hereby approved. The CMS shall detail measures to control the use of the parking bays within the site and to ensure that

the internal access road is unobstructed at all times in order to ensure that all vehicular access and egress from/to Sunderland Road is in forward gear.

Reason

In the interest of highway safety to accord with the NPPF and Policies CS13 and MSGP15 of the Local Plan.

4

The site shall be operated in full accordance with the CMS, approved as part of Condition 3, at all times.

Reason

In the interest of highway safety to accord with the NPPF and Policies CS13 and MSGP15 of the Local Plan.

5

Notwithstanding the submitted details, prior to the first occupation of any unit hereby approved final details of cycle storage for each individual unit, including details of the locking mechanism, anchor point and timetable for implementation shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of sustainable development and in order to accord with NPPF, and policies CS13 and MSGP15 of the Local Plan for Gateshead.

6

The cycle storage provision shall be installed in accordance with the details and timetable for implementation approved under Condition 5.

Reason

In the interests of sustainable development and in order to accord with NPPF, and policies CS13 and MSGP15 of the Local Plan for Gateshead.

7

Notwithstanding the submitted details, prior to the first occupation of any unit hereby approved final details of and a timescale for the implementation of the upgrading the existing eastbound bus stop on Sunderland Road shall be submitted to and approved in writing by the Local Planning Authority.

Reason

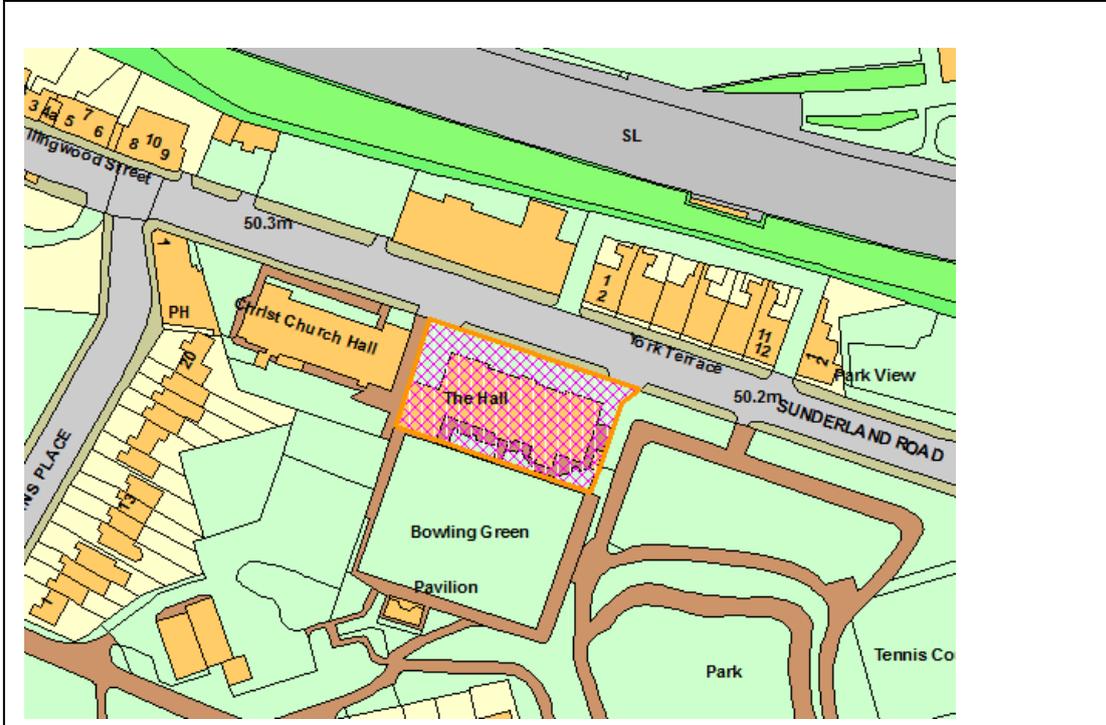
In the interests of sustainable development and in order to accord with NPPF, and policies CS13 and MSGP15 of the Local Plan for Gateshead.

8

The eastbound bus stop on Sunderland Road shall be upgraded in accordance with the details and timescales approved as part of Condition 7.

Reason

In the interests of sustainable development and in order to accord with NPPF, and policies CS13 and MSGP15 of the Local Plan for Gateshead.



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