

**Committee Report**

<b>Application No:</b>	<b>DC/22/01135/COU</b>
<b>Case Officer</b>	<b>Rebecca Norman</b>
<b>Date Application Valid</b>	<b>11 October 2022</b>
<b>Applicant</b>	<b>Mr Sohail Khan</b>
<b>Site:</b>	<b>Jump Giants Forge Road Gateshead NE8 2RB</b>
<b>Ward:</b>	<b>Dunston And Teams</b>
<b>Proposal:</b>	<b>Partial change of use of trampoline park (Use Class E (d)) to motorcycle showroom with external alterations to front elevation with creation of new entrance doors and external cladding with associated access and landscape works (amended description 14.11.2022) (amended plans 14.11.2022, 04.01.2023).</b>
<b>Recommendation:</b>	<b>GRANT SUBJECT TO A S106 AGREEMENT</b>
<b>Application Type</b>	<b>Change of Use</b>

**1.0 The Application:**

**1.1 DESCRIPTION OF THE SITE**

The application relates to part of a building situated to the northern side of Forge Road in Dunston that is currently occupied by 'Jump Giants' as an indoor trampoline park. The application site also includes the yard to the western end of the building and areas of landscaping along Forge Road.

1.2 The building was previously used as an exhibition centre then later as a kitchen manufacturer and retailing premises prior to its conversion to an indoor Go Kart track in around 1995. The yard area to the western side of the site was also previously used as a motorcycle training school in around 2004. The building has operated solely as an indoor trampoline park since around 2017.

1.3 The existing building is single storey with an industrial appearance and is formed from brick with a dual-pitched metal sheet roof. The application site is level and is enclosed by trees/shrubs. The yard to the western end of the building has a gated access onto Forge Road. This access and yard have previously been used in connection with the building and for the motorcycle training centre however are not currently used by Jump Giants.

1.4 The site is situated within a mixed commercial and residential area. To the north of the site is a railway line and Teams Cycleway with Lookers Ford and Harley Davidson premises beyond. To the eastern

end of the building is the Jump Giants car park with the A184 and Vance Business Park beyond. To the south and west of the site beyond Forge Road are residential properties along Thornhill Close, Appleton Close and Rochester Gardens, beyond which is the A1.

- 1.5 The site is not allocated for any specific purpose on the Council's Local Plan policies map.
- 1.6 **DESCRIPTION OF THE APPLICATION**  
The application seeks planning permission for the change of use of the western portion of the building from an indoor trampoline park (Use Class E(d)) to a motorcycle showroom (Sui Generis).
- 1.7 Floor plans submitted with the application illustrate that the proposed showroom and associated storeroom and w/cs would have an internal floor area of around 445m<sup>2</sup> and would be separated internally from the trampoline park. An existing overhead canopy to the west elevation would be utilised for deliveries and access. The remainder of the building (around 3500m<sup>2</sup>) would continue to operate as a trampoline park.
- 1.8 The application proposes external alterations to the building comprising the installation of new cladding and entrance doors to the west elevation together with external works within the yard area to introduce a car and motorcycle parking layout. Vehicle access would be provided via the existing entrance from Forge Road and the existing entrance gates would be set back slightly into the site. The application also proposes to create a pedestrian entrance from Forge Road, alongside landscaping works to improve visibility at the access.
- 1.9 The submitted Planning Statement sets out that the showroom would be operated as a KTM and Royal Enfield motorcycle dealership which would complement the applicant's existing Harley Davidson showroom on Ellison Road, around 140m north of the site.
- 1.10 The application does not include any workshop/servicing facilities for motorcycles and states that these would be carried out at the applicant's existing Harley Davidson workshop at Ellison Road.
- 1.11 The proposed opening hours are 0800-1800. The applicant has confirmed that the showroom would be open 5 days per week and would be closed on either Saturday or Sunday.
- 1.12 **RELEVANT PLANNING HISTORY**  
DC/17/00574/COU - Change of use from Go Kart Track (Sui Generis - use class) to Indoor Trampoline Park (leisure use class - D2). Planning permission granted 05.10.2017.

DC/17/00035/FUL - Installation of metal sheeting clad facade on south elevation. Planning permission granted 02.03.2017.

DC/04/01202/COU - Change of use of vacant land at west side of existing building to provide motorcycle training school. Planning permission granted 01.11.2004.

67/98 - RENEWAL OF PERMISSION: Continued use of former kitchen manufacturing and retail premises as indoor go-karting track (sui generis use). Planning permission granted 16.03.1998; amended by appeal 16.12.1998.

154/95 - Change of use from former kitchen manufacturing and retailing premises to indoor go-karting track (sui generis use) (amended 28/3/95). Temporary planning permission granted 03.04.1995.

## **2.0 Consultation Responses:**

Northumbria Police

No comments received

## **3.0 Representations:**

3.1 Neighbour notifications were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015, including the display of a site notice.

3.2 A letter of representation has been received from Councillor Haley which raises the following matters:

- While I accept there have been previous users of the site where the sound of engines has been an issue, most notably while the site was a karting track, these sounds were indoor by nature.
- The potential for repeated engine noise along Forge Road from potential customers of a motorcycle retailer to cause disturbance to residents would be a concern for me.
- Potential for traffic priorities to be altered to give priority for residential and physical measures to slow traffic down at the junction
- Concerns have been raised by local residents regarding highway safety and noise

3.3 A total of 14no. letters of objection have been received which raise the following matters:

- The development would not be in keeping with the residential character of the area
- The development will have a significant impact on the area
- Loss of privacy
- Additional noise in proximity to residential properties
- Disturbance early mornings/late evenings

- Operation of the business 7 days a week would spoil weekends
  - Overbearing impact
  - Noise impacts from customers using Forge Road to test drive motorbikes
  - Allowing a motorbike shop close to homes is unfair and will affect people's mental health, contrary to the Council's Thrive agenda
  - Impacts of noise pollution and road pollution on amenity, contrary to the Council's green/clean air agenda
  - Excessive noise from Harley Davidson motorcycles
- Traffic/highways concerns
  - No safe access
  - Potential traffic accidents on the corner as a result of extra traffic
  - Inadequate car parking would result in parking on nearby roads (Appleton Close and Thornhill Close)
  - Increase in traffic
  - Highway safety concerns over increase in traffic on a blind corner, creating a hazard for cars using the junction to Thornhill Close, increase in accidents
  - Potential safety hazard to pedestrians and an increase in accidents
  - Existing highway safety issues along Forge Road from users of the trampoline park speeding along the middle of the road
  - Parked cars would prevent children playing on the grass area opposite the site
  - Increase in traffic will affect access to Appleton Close
  - Concerns about proximity of development to primary school and children coming and going, as parents use Forge Road to pick up and drop off children
  - Forge Road is busy around school opening and closing time and cars double park; excess traffic will cause further problems
  - Any new development should be subject to a reduced speed limit, speed bumps, appropriate waste facilities and noise limits
- Loss of trees and bushes
  - Impacts on biodiversity from increased traffic and pollution
- Potential to result in undesirable antisocial behaviour, vandalism and break ins
  - Devaluation of property
  - There are many unused commercial sites that could be used for this development
  - No need for the development
  - Development has started on site without planning permission
  - Lack of public consultation

#### **4.0 Policies:**

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS18 Green Infrastructure/Natural Environment

MSGP15 Transport Aspects of Design of Dev

MSGP17 Residential Amenity

MSGP18 Noise

MSGP36 Woodland, Trees and Hedgerows

MSGP37 Biodiversity and Geodiversity

## **5.0 Assessment of the Proposal:**

5.1 The key considerations in the assessment of this application are the principle of the development, design/visual amenity, residential amenity, highway safety and parking, ecology/trees, CIL, and any other matters.

### **5.2 THE PRINCIPLE OF THE DEVELOPMENT**

The application site is not allocated for any specific purpose in the Council's Local Plan. The principle of the change of use of the site from an indoor trampoline park to a motorcycle showroom is therefore considered to be acceptable, subject to all other material planning matters being satisfied.

### **5.3 DESIGN/VISUAL AMENITY**

The host building is industrial in appearance and has previously been subject to alterations to the east elevation which serves as the entrance to Jump Giants.

5.4 The application proposes the installation of grey cladding and new entrance doors to the west elevation of the building which would face towards the car park for the premises. Officers consider that the proposed alterations would be in keeping with the appearance of the building and would not adversely affect the character of the wider area. It is recommended that conditions be imposed in respect of final details of materials to be used.

- 5.5 In terms of landscaping, the application proposes to cut back vegetation at the site entrance to improve visibility and to provide a pedestrian access to the premises. The vegetation is within Council ownership and therefore these works would be required to be undertaken by the applicant under licence from the Council; the Council's Property Services team have indicated agreement to the proposed works.
- 5.6 The vegetation to the eastern side of the access along the frontage with Forge Road is already maintained at a low height and therefore the application would not significantly alter its current appearance. The vegetation to the western side of the access is however very overgrown and is therefore required to be cut back more significantly to achieve satisfactory visibility. Having regard to the established appearance of the low vegetation along the frontage of the building, and when taking into account the requirement for the works to provide improve visibility at the site entrance, Officers are of the view that, on balance, the proposed landscaping works are acceptable and would not be detrimental to the character or appearance of the wider area, and would reflect the established arrangement to the eastern side of the access. It is considered that these changes would not result in the site appearing unacceptably prominent within the locality nor from nearby residential properties, given their orientation and relationship to the site and screening vegetation along the southern side of Forge Road.
- 5.7 It is recommended that the extent of landscaping works to be undertaken is conditioned.
- 5.8 Subject to the above conditions it is considered that the proposed development would be acceptable in terms of design/visual amenity and impact upon local character, in accordance with the NPPF and policies CS15 and MSGP24 of the Local Plan for Gateshead.
- 5.9 **RESIDENTIAL AMENITY**  
The application site is within a mixed commercial and residential area in proximity to the A1 and A184 and has supported a range of uses in the past and at present. The closest residential properties are to the south of the site along Thornhill Close, which are accessed via a junction with Forge Road. The rear/side elevations of these properties face north towards Forge Road, separated by their gardens and a row of mature trees/vegetation.
- 5.10 Letters of objection have been received from Councillor Haley and local residents which raise concerns in relation to noise and disturbance from the operation of the business; traffic visiting the site and customers test riding motorbikes along Forge Road; the overbearing impact of the proposal; and the appropriateness of the use in proximity to residential properties. Officers also note that the

representations received indicate that there are existing problems with antisocial behaviour along Forge Road.

- 5.11 In response to the issues raised the applicant has provided the following details about the operation of the proposed development in support of the application:
- The business will follow an online-first model: sales are generated online and delivered direct to customers, therefore low footfall and traffic are expected at the site.
  - No bikes will be 'on show' outside the site for storage or display. Videos of bikes are taken inside and sent to customers for home viewing.
  - The business is EV-focussed, and no motorbike engines will be 'revved' in the yard. Service and aftersales facilities are not proposed on this site, therefore there will be no noise from tools or testing motorcycles up and down Forge Road.
  - Test drives devalue products and these are therefore minimised wherever possible.
  - Vehicle deliveries will take place in small transit style vans. Traditional car transporters cannot be used for the delivery of motorcycles and could not access this site in any event due to the low railway bridge over Forge Road.
  - The application site is experiencing frequent anti-social behaviour including fly tipping and fires, requiring regular police attendance. The development would include 24-hour security and occupation of the premises would provide surveillance and deter anti-social behaviour.
- 5.12 The applicant has also provided information in relation to anticipated sale and visitor numbers to the premises. The business plan for the premises indicates target unit sales for 2023 of 72 new units. A third-party market share report has also been provided for comparison which shows sales figures for other brands within the same sales region. The supporting information sets out that established industry averages for the motor trade indicate that 1 in 3 customers who visit a dealership in person make a purchase, and statistical analysis evidences a declining trend in footfall for retail sales at motorcycle dealers coupled with a rise of ecommerce sales from 2002 onwards. Based on the current industry average as a hypothetical, the applicant has therefore outlined that the proposed development is anticipated to attract 216 retail customers per year, which equates to 0.8 customers per day (over a 5 day week).
- 5.13 The proposed opening hours are 0800-1800 Monday to Sunday, however the applicant has confirmed that the showroom would be open 5 days per week and would be closed either Saturday or Sunday.

- 5.14 In view of the mixed commercial and residential character of the area and current and previous uses of the building, Officers are of the view that the proposed motorcycle showroom is not an inappropriate use for this site.
- 5.15 The applicant has asserted that there would be no external display or storage of motorbikes, this is recommended to be secured through conditions. On the basis that all motorcycles would be contained within the proposed showroom, Officers are of the view that the proposed development would be small in scale. Taking the overall scale into account together with the operational analysis undertaken by the applicant and anticipated sales and customer figures, Officers are of the view that the proposed development is unlikely to attract a significant number of visitors and is therefore unlikely to result in an unacceptable level of noise and disturbance or overbearing impact upon nearby residential uses.
- 5.16 In response to concerns raised in relation to noise and disturbance from test driving motorbikes, the applicant has clarified that test drives are, in principle, minimised where possible due to their impact upon the value of products. Were any test drives to take place, Officers are of the view that because of their anticipated infrequent regularity and that these would only occur during business hours, the impact of these in terms of noise or disturbance to nearby residential properties would be limited.
- 5.17 It is recommended that conditions be imposed to restrict the opening hours of the development to 0800-1800 Monday to Saturday only, with no opening on Sundays, Bank Holiday or Public Holidays. It is also recommended that a condition be imposed requiring the submission of a Noise Management Plan, in order to control noise during operation of the business to prevent issues of noise and disturbance to neighbouring residential properties.
- 5.18 The Council's Environmental Health team have reviewed the application and are satisfied that the proposed development is acceptable subject to conditions.
- 5.19 It is considered that the proposed development would not result in a loss of privacy or any overlooking of neighbouring uses.
- 5.20 Having due regard for the representations received it is considered that, subject to the conditions recommended above, that the proposed development would not have an unacceptable impact upon the amenity of neighbouring occupiers and would therefore comply with the aims and objectives of the NPPF and policies CS14, MSGP17 and MSGP18 of the Local Plan for Gateshead.
- 5.21 HIGHWAY SAFETY AND PARKING



NPPF Paragraph states that *“development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”*.

- 5.22 Letters of objection have been received from Councillor Haley and local residents which raise concerns in relation to highway and pedestrian safety, parking and traffic generation. Suggestions have been made in letters of representation as to highways improvement works that the application should include.
- 5.23 Based on the information submitted with the application Officers are satisfied that the scale of the proposed development is such that this is unlikely to have a material impact upon the safety and operation of the wider highway network.
- 5.24 The application proposes to utilise the existing access from Forge Road which leads to a service yard. The service yard was used by the previous occupier in association with the use of the building as a Go Karting centre and for a motorcycle training centre however is currently unused by Jump Giants as this does not generate a requirement for a service yard; this business also has a separate car park to the eastern end of the building. Therefore, Officers are satisfied that the loss of the existing off-road service area is acceptable.
- 5.25 The existing vehicular access is bordered on either side by vegetation which limits visibility. There is therefore a requirement to improve visibility and provide a 2.4m x 43m visibility splay at the site access and a 2m x 2m visibility splay for pedestrians crossing the access, with no vegetation over 0.6m high within the splays. The red line boundary on the submitted plans includes the visibility splays and proposes to reduce the vegetation within the splays to 0.6m in height. The submitted plans also propose to create a 2m wide pedestrian footway and gated entrance into the site to segregate pedestrian movements from the access junction and remove potential conflict between cars and pedestrians, which would require the removal of vegetation.
- 5.26 As the Council’s Property Services team have indicated agreement to the works to Council-owned vegetation, Officers are satisfied that the proposed visibility splay and pedestrian access can be achieved. Conditions can therefore be imposed as to final details of the proposed works and their delivery and maintenance, to include clarification of the location of the tree to the west of the site access to determine the feasibility of its retention.
- 5.27 The application also proposes to relocate the entrance gates further into the site to ensure that waiting vehicles can be accommodated off the highway and do not block pedestrian movements. Officers are

satisfied with the details shown and recommend that this be secured by condition.

- 5.28 The submitted site plan proposes the creation of 12no. parking spaces (including 2no. disabled bays) and 4no. motorbike spaces. Officers consider that the level of parking proposed to serve the development is acceptable and conditions are recommended requiring that this be provided prior to first use of the development.
- 5.29 The scheme does not include provision of visitor or staff cycle storage; conditions are therefore recommended to secure the submission of such details.
- 5.30 Officers have sought clarification from the applicant as to delivery arrangements for the site to ensure that any delivery vehicles could be accommodated within the site without loading or unloading on Forge Road. Clarification has also been sought as to the requirement for any outdoor storage and display areas, to ensure that any such areas could be accommodated alongside parking, servicing and delivery requirements for the site. The applicant has confirmed that deliveries would take place within the site using small vans only, and that no outdoor storage or display is proposed. Officers are satisfied with the details submitted and recommend that a condition be imposed requiring the submission and implementation of a Servicing Management Plan which includes these details.
- 5.31 Officers have had regard for suggestions raised in objections as to potential highways improvements including altered priorities at the junction of Forge Road and Thornhill Close however the geometry of the bend and junction is such that the priorities cannot readily be altered. Whilst existing issues in relation to anti-social behaviour by drivers speeding along Forge Road are noted, given the level of additional traffic and movements that Officers consider would be associated with the proposed development it is considered that these would not materially worsen the existing issues and therefore it would be unreasonable to require the applicant to implement improvement works to seek to overcome the existing problems.
- 5.32 Having due regard for the representations received Officers are satisfied that the proposed scheme, subject to the recommended conditions, would be acceptable in terms of highway safety and would comply with the aims and requirements of the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.
- 5.33 **TREES/ECOLOGY**  
The application proposes works to Council-owned vegetation at the site entrance to provide the necessary visibility splay and pedestrian access. The submitted site layout plan identifies the visibility splays and proposes to reduce the vegetation within the splays to 0.6m in height. Final details as to the works to be carried out are however

required, including clarification as to the feasibility of the retention of a tree to the western side of the access, which can be sought through conditions.

- 5.34 Whilst the loss of vegetation at the site is undesirable, these works are necessary to ensure that adequate visibility for drivers and pedestrians can be achieved at the site access. Furthermore, in order to compensate for the works, the applicant has agreed to pay the Council a financial contribution towards the planting of two new trees on an area of Council owned land to the west of the site (based on a charge per heavy standard tree of £596.61). Officers therefore consider that, on balance, the proposed works are not unacceptable in ecology terms and that appropriate compensation measures can be secured through the S106 and planning conditions. It is therefore considered that the proposed development is acceptable on balance from an ecology point of view and would accord with the ecology aims, objectives and mitigation hierarchy of the NPPF and policies CS18 and MSGP37 of the Local Plan for Gateshead.
- 5.35 **COMMUNITY INFRASTRUCTURE LEVY (CIL)**  
On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule and the development is CIL not chargeable development as it is not relevant retail or housing related. The development would therefore not be charged.
- 5.36 **ANY OTHER MATTERS**  
Matters raised in letters of representation relating to the need for the development, the availability of alternative sites and devaluation of property are not material planning matters.
- 5.37 There is no evidence that the proposed development would lead to an increase in anti-social behaviour, vandalism or burglaries.
- 5.38 In response to comments made regarding a lack of public consultation on the application, Officers are satisfied that extent of publicity for the application has been carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015.
- 5.39 It is considered that all other material planning considerations have been addressed within the body of the report.

## **6.0 CONCLUSION**

- 6.1 Taking all the relevant issues into account and having regard for the representations received it is considered that the proposed development is acceptable in terms of visual amenity/design, residential amenity, highway safety and trees/ecology and would

comply with the aims and objectives of the NPPF and the relevant policies of the Local Plan for Gateshead.

6.2 It is therefore recommended that planning permission be granted subject to conditions.

**7.0 Recommendation:**

**GRANT SUBJECT TO A SECTION 106 AGREEMENT:**

- 1) The agreement shall include the following obligations:
  - A financial contribution to the Council of £1,193.22 for the planting of two new trees (based on a tariff of £596.61 per heavy standard tree). The financial contribution would be used by the Council for the planting and maintenance of two new trees on Council owned land.
- 2) That the Service Director of Legal and Corporate Services be authorised to conclude the agreement.
- 3) That the Service Director of Climate Change, Compliance, Planning and Transport 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 -

Dwg. No. 001B 'TPS001B – Full Plans'

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 be constructed entirely of the materials detailed within the application form and Planning Support Statement (August 2022), as shown on Dwg. No. 001B 'TPS001B – Full Plans'

Reason

To ensure that the external appearance of the development is of an appropriate design and quality in accordance with the NPPF and policies CS15 and MSGP24 of the Local Plan for Gateshead.

4

The development hereby approved shall only be open to the public between 0800 and 1800 Mondays to Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason

In the interests of the amenity of nearby residents, in accordance with the NPPF and Local Plan policies CS14, MSGP17 and MSGP18.

5

No storage or display of motorcycles shall take place other than within the building on the site.

Reason

In the interests of the amenity of nearby residents and highway safety, in accordance with the NPPF and Local Plan policies CS13, CS14, MSGPMSGP17 and MSGP18.

6

Notwithstanding the details shown on Dwg. No. 001B 'TPS001B – Full Plans', prior to any works being undertaken to cut back vegetation within the visibility splay the following details shall be submitted to and approved in writing by the Local Planning Authority:

- A) Final details of the works to be undertaken to achieve the 2.4m x 43m visibility splay and pedestrian access shown on 'Dwg. No. 001B';
- B) Clarification as to the location of the tree to the north western side of the access;
- C) A maintenance regime for vegetation clearance to retain the 2.4m x 43m visibility splay and pedestrian access under A) for the lifetime of the development

Reason

In the interests of clarity and highway safety by ensuring appropriate visibility at the site access and in the interests of the biodiversity value of the area, in accordance with the NPPF and policies CS13, CS15, CS18, MSGP15, MSGP24, MSGP36 and MSGP37.

7

The works to vegetation approved under condition 6 shall be implemented in full prior to first use of the development hereby approved.

Thereafter the development shall be maintained in accordance with the maintenance regime approved under condition 6.

Reason

In the interests of clarity and highway safety by ensuring appropriate visibility at the site access and in the interests of the biodiversity value of the area, in accordance with the NPPF and policies CS13, CS15, CS18, MSGP15, MSGP24, MSGP36 and MSGP37.

8

Notwithstanding the details shown on Dwg. No. 001B 'TPS001B – Full Plans' prior to first use of the development hereby approved final details of the repositioned entrance gates shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of clarity and highway safety and to ensure that the external appearance of the development is of an appropriate design and quality in accordance with the NPPF and policies CS13, CS15, MSGP15 and MSGP24 of the Local Plan for Gateshead.

9

The details approved under condition 8 shall be implemented in full prior first use of the development hereby approved.

Reason

In the interests of clarity and highway safety and to ensure that the external appearance of the development is of an appropriate design and quality in accordance with the NPPF and policies CS13, CS15, MSGP15 and MSGP24 of the Local Plan for Gateshead.

10

Prior to first use of the development hereby approved details of secure and weatherproof cycle storage for staff and visitors shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure adequate provision for cyclists in accordance with the NPPF, policies CS13 and MSGP15 of the Local Plan for Gateshead and the Council's Cycling Strategy.

11

The details approved under condition 10 shall be implemented in accordance with the approved details prior to first use of the

development hereby approved and shall be retained as such for the lifetime of the development.

Reason

To ensure adequate provision for cyclists in accordance with the NPPF, policies CS13 and MSGP15 of the Local Plan for Gateshead and the Council's Cycling Strategy.

12

Prior to first use of the development hereby approved final details of works to the highway to provide a pedestrian connection into the site and dropped kerb crossing on the existing access junction radius for pedestrians crossing the access junction shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure adequate provision for pedestrians in accordance with the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.

13

The details approved under condition 12 shall be implemented in full accordance with the approved details before the development hereby approved is first brought into use and shall be retained as such in for the lifetime of the development.

Reason

To ensure adequate provision for pedestrians in accordance with the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.

14

Prior to first use of the development hereby approved a Servicing Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of highway safety in accordance with the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.

15

The Servicing Management Plan approved under condition 14 shall be adhered to in full for the lifetime of the development.

Reason

In the interests of highway safety in accordance with the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.

16

Prior to first use of the development hereby approved a Noise Management Plan shall be submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that the use would not result in an unacceptable level of noise and disturbance to neighbouring residential properties in accordance with the NPPF and policies CS14, MSGP17 and MSGP18 of the Local Plan for Gateshead.

17

The Noise Management Plan approved under condition 16 shall be adhered to in full for the lifetime of the development.

Reason

To ensure that the use would not result in an unacceptable level of noise and disturbance to neighbouring residential properties in accordance with the NPPF and policies CS14, MSGP17 and MSGP18 of the Local Plan for Gateshead.

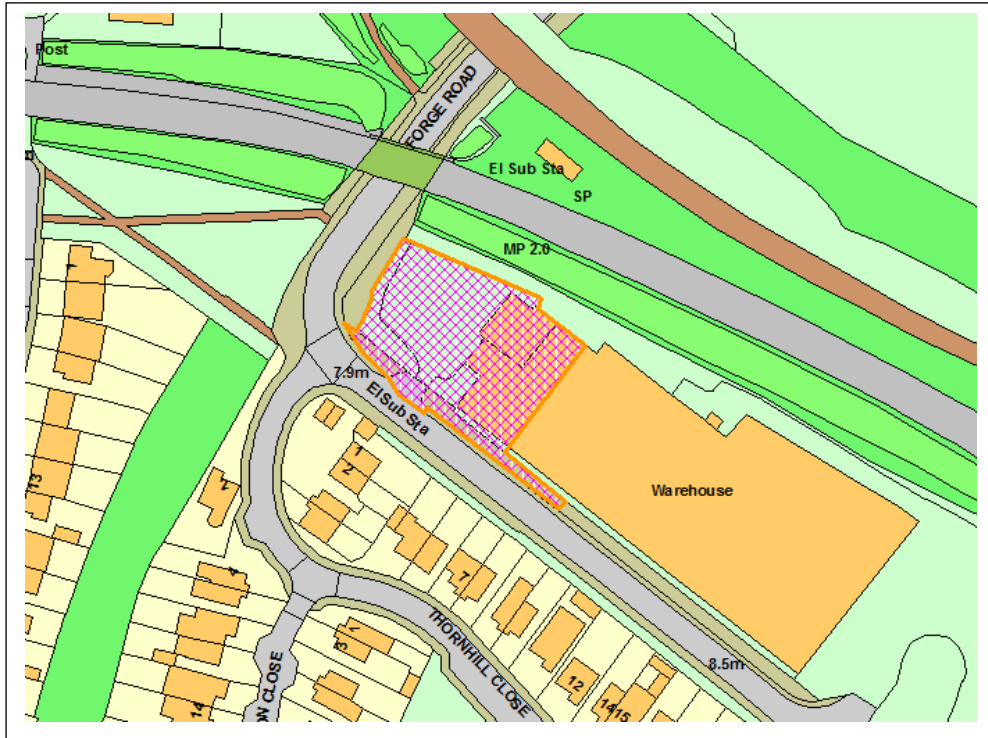
18

Prior to first use of the development hereby approved the car and motorcycle parking layout shown on 'Dwg. No. 001B' shall be marked out in complete accordance with the layout shown on the approved plan and shall be maintained as such for the lifetime of the development.

Reason

To ensure that appropriate parking provision is made for the development prior to first operation and in the interests of highway safety, in accordance with the NPPF and policies CS13 and MSGP15 of the Local Plan for Gateshead.





This map is based upon Ordnance Survey material with the permission of the Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. Gateshead Council. Licence Number LA07618X