



North Tyneside Council

# Planning Committee

26 August 2022

Dear Councillor,

With reference to the agenda previously circulated for the meeting of the Planning Committee to be held on Tuesday, 30 August 2022, I attach for your consideration the following supplementary documents:

<b>Agenda Item</b>		<b>Page</b>
6.	<b>20/00136/FUL, Vacant land to the North and South of Tynemouth Metro Station Building to the East of the Metroline, Tynemouth</b>	<b>199 - 220</b>
	a) an addendum to the Planning Officers' report	
	b) Councillor Bartoli's objection (additional supporting documentation has been published with the agenda on the council's website.)	
	c) Ms Joan Hewitt's letter of objection.	
7.	<b>20/00137/LBC, Vacant land to the North and South of Tynemouth Metro Station Building to the East of the Metroline, Tynemouth</b>	<b>221 - 222</b>
	An addendum to the Planning Officers' reports.	
9.	<b>22/00755/FUL, Unit 14 Wesley Way, Benton Square Industrial Estate</b>	<b>223 - 224</b>
10.	<b>22/00603/FUL, Unit 14 Wesley Way, Benton Square Industrial Estate</b>	

Since publication of the agenda Councillor Erin Parker Leonard has been granted permission to speak to the Committee in relation to items 9 & 10.

A statement from the applicant Marc Poppleton of Joseph Parr (Tyne & Wear) Ltd is attached as he is unable to attend the meeting to respond to Councillor Parker Leonard.

**Circulation overleaf ...**

**Members of the Planning Committee:**

Councillor Ken Barrie  
Councillor Muriel Green  
Councillor John Hunter  
Councillor Tommy Mulvenna  
Councillor Paul Richardson (Deputy Chair)  
Councillor Jane Shaw  
Councillor Louise Marsahall (Substitute)

Councillor Julie Cruddas  
Councillor Margaret Hall  
Councillor Chris Johnston  
Councillor John O'Shea  
Councillor Willie Samuel (Chair)  
Councillor Liam Bones (Substitute)

## ADDENDUM

<b>Application No:</b>	<b>20/00136/FUL</b>	Author	Rebecca Andison
Date valid:	30 January 2020	:	
Target decision date:	30 April 2020	☎:	0191 643 6321
		Ward:	Tynemouth

Application type: full planning application

**Location: Vacant Land To The North And South Tynemouth Metro Station Building To The East Of The Metroline Tynemouth Tyne And Wear**

**Proposal: Mixed use scheme comprising 130 sqm Class E unit and 71no. one, two and three bedroom residential units with 43 car parking spaces, cycle parking, public realm improvement and landscaping on land to the south of Tynemouth Station; new access from Tynemouth Road; partial demolition of the stone perimeter wall to Tynemouth Road; and car parking on land to the north of Tynemouth Station; widening of access from Station Terrace (AMENDED). (ADDITIONAL ECOLOGY REPORTS).**

Applicant: Station Developments Ltd, C/O Agent

Agent: Karen Read, Room 23 Amron House Borough Road North Shields NE29 6RN

**RECOMMENDATION:** Minded to grant legal agreement req.

### 1.0 Report update

1.1 It is set out in the Officer Report (10.37) that the applicant has advised that receipts from the proposed development would be used to fund improvements to, and the ongoing maintenance of the station. It was officer advice that limited weight should be attached to these financial benefits given that the LPA would not be in control how the money would be spent.

1.2 The applicant has now stated that they would be willing to enter into a S106 agreement to ensure these benefits are secured.

1.3 Members are reminded that paragraph 57 of NPPF states that planning obligations must only be sought where they meet all of the following tests:

- a) Necessary to make the development acceptable in planning terms;
- b) Directly related to the development; and
- c) Fairly and reasonably related in scale and kind to the development.

1.4 It is officer opinion that a S106 agreement to secure a financial contribution towards the improvement and maintenance of the station is not necessary to make the development acceptable in planning terms. Officers

remain of the view that the less than substantial harm to heritage assets is outweighed by other benefits of the proposal.

1.5 Members need to consider whether they agree, or whether they consider that a S106 agreement is required to secure a financial commitment towards the station.

### 2.0 Additional condition

2.1 No part of the development shall be occupied until a refuse management strategy for the site has been submitted to and agreed in writing by the Local Planning Authority. The management plan shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety and residential amenity, having regard to the NPPF and Policies DM6.1 and DM7.4 of the North Tyneside Local Plan 2017.

### 3.0 Representations

3.1 1no. additional objection has been received. No new concerns are raised.

Dear Rebecca Andison,

**Vacant Land To The North And South Tynemouth Metro Station Building To The East Of The Metroline Tynemouth Tyne And Wear. Ref. No: 20/00136/FUL**

**Vacant Land To The North And South Tynemouth Metro Station Building To The East Of The Metroline Tynemouth Tyne And Wear. Ref. No: 20/00137/LBC**

I wish to object to the FUL and LBC applications above in the strongest possible terms. As the Ward Councillor and a resident in Tynemouth I have had the opportunity of talking with many residents who are extremely concerned that this proposal is totally inappropriate for this location. I have listed below the key concerns of myself and the residents who have contacted me.

The objections that I have received and read, highlight the fact that the residents have carefully reviewed the original and new proposal and are extremely concerned that this proposed development is; too big, not in keeping with a traditional village setting, overshadows an important heritage asset and peoples houses and will increase the pressures on parking. This new proposal, which increases the number of units whilst reducing the parking and appears to have completely ignored these concerns. The objectors are not opposed to change but this building would stand-out rather than blend-in and dominate the views and skyline of Tynemouth. It does not recognise the village-nature of its setting and would upset the balance between landmark buildings and townscape buildings.

I refer to the Village character statement which is planning guidance for the Tynemouth Conservation Area and was prepared by residents and officially adopted as Supplementary Planning Guidance, which states.

***“Planning Decisions should be about managing change, not preventing it. Choices made by this generation will be the heritage of the next.***

***In short we hope to preserve Tynemouth’s character.”***

I would also wish to request speaking rights at any future planning committee.

## GROUNDS FOR OBJECTION

### 1. THE SITE IS NOT DESIGNATED FOR HOUSING IN THE LOCAL PLAN:

The Local Plan (S4.3) specifically identifies sites for the future location for housing within North Tyneside. This site at Tynemouth station is not identified for this purpose.

#### S4.3 Distribution of Housing Development Sites

The sites allocated for housing development are identified on the Policies Map, including those identified for both housing and mixed-use schemes.

- Many sites in Tynemouth have been identified for new housing in the Local Plan (S4.3) and these are listed below:

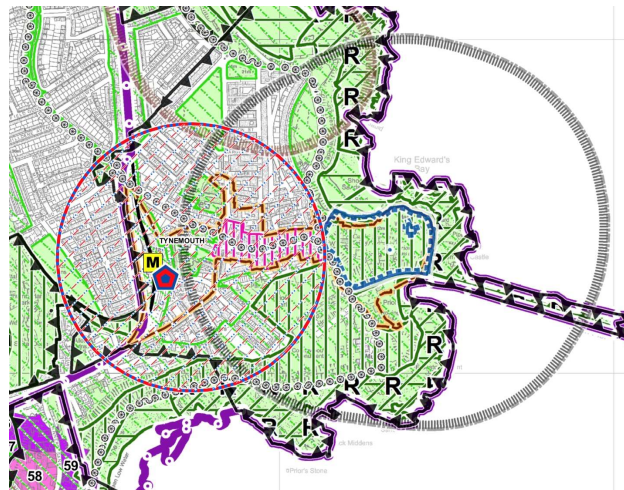
#### S4.3

Site	Ward	Type	Potential homes
Tanners Bank West (S)	Tynemouth	Brownfield	100
Stephenson House, Stephenson Street	Tynemouth	Brownfield	5
Land at Albion Road, North Shields	Tynemouth	Brownfield	10
Albion House, Albion Road,	Tynemouth	Brownfield	36
Land at North Shields Metro, Russell Street	Tynemouth	Brownfield	30
Coleman NE Ltd, North Shields	Tynemouth	Brownfield	14
East George St and surrounding area,	Tynemouth	Brownfield	174
Tanners Bank East	Tynemouth	Brownfield	42
Norfolk St/Stephenson St Car Parks Office,	Tynemouth	Brownfield	41
<b>TOTAL</b>			<b>452</b>

- This new development would be the third biggest development in the ward but not have been previously identified in the Local Plan as a site for housing.
- Other sites, not recognised in the Local Plan have already been allocated for additional housing in Tynemouth, most notably Bird Street (36 properties), Linskill Mews (9 properties) and most recently Unicorn House (40+ properties).
- Tynemouth is a small and densely populated ward with many heritage assets and historic and cultural sites, which must be protected from overdevelopment. There are already well over 500 new properties planned for Tynemouth ward. An additional 71 properties are not necessary and would result in overdevelopment.

**2. THE SITE IS SPECIFICALLY IDENTIFIED FOR NEW RETAIL USE WITHIN THE LOCAL PLAN**

- The Local Plan specifically identifies this site as a future location for retail and not for housing. The blue and red icon by the station signifies a site for retail

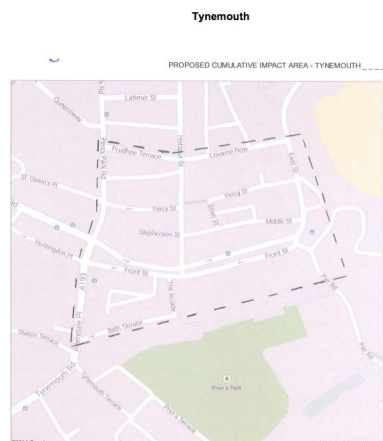


**S3.3 Future Retail Demand**

*Key sites identified for retail development over the plan period are:*

<b>Site Name</b>	<b>Designated Centre</b>	<b>Total Floorspace (m<sup>2</sup> Net)</b>
<i>Tynemouth Station</i>	<i>Tynemouth</i>	<i>1,011</i>

The original proposed plan contains 460sqm of space for commercial use. The update plans have reduced this down to only 130sqm by removing the commercial unit on the Tynemouth Road side of the development and replacing it with more residential units. This however is also being proposed as potential class E which could be restaurants, cafes or drinking establishments. I would also remind the Council that site is on the border of the cumulative impact policy as outlined below. Major new drinking establishments would have a very large impact on antisocial behaviour and alcohol related crime and nuisance in the area.



### 3. THE DEVELOPMENT DOES NOT FULFIL THE CRITERIA WITHIN THE LOCAL PLAN FOR ADDITIONAL HOUSING (A WINDFALL SITE)

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The Local Plan does make allowance for additional housing that is not within the plan however this site does not fulfil all of the criteria for this purpose. The Local Plan sets out the criteria required for a windfall site:

#### **DM4.5 Criteria for New Housing Development**

**Proposals for residential development on sites not identified on the Policies Map will be considered positively where they can:**

**f. Make a positive contribution towards creating healthy, safe, attractive and diverse communities; and,**

**g. Demonstrate that they accord with the policies within this Local Plan**

This development would not contribute positively, as is evidenced by the objections from the local community. It also is not in accordance with the Local Plan with regards to building on a Conservation area and wildlife corridor.

**7.66 Policy DM4.5 looks to ensure that such proposals are appropriately located, sustainable and attractive and do not harm the amenity of neighbouring properties or land uses. This also reflects the principles of national planning policy in ensuring that new housing development is: Informed by the latest evidence of housing need; Takes full account of its surroundings;**

This development is not attractive or appropriate for the site and its surroundings. The development will have a negative impact on its surroundings due to its size scale and design and will put pressure on local amenities, in particular; parking, schools and nurseries.



4. THE DEVELOPMENT HAS INSUFFICIENT PARKING FOR RESIDENTS

The developer presents a scheme of 71 homes, 1 retail unit and only 43 parking spaces. This scheme contravenes the Council’s Local Plan, formally adopted on 20/7/17, in the following sections:

*DM6.1 Design of Development Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:*

*e. Sufficient car parking that is well integrated into the layout; and,*

*AS8.23 Coastal Transport Through working in partnership with applicants for development, the community, public transport providers and Nexus, the Council will seek to improve the accessibility of the coastal area by:*

*e. Maintaining adequate car parking provision that serves the coast with improved access for sustainable transport that would cause no adverse impacts on people, biodiversity and the environment*

*DM7.4 New Development and Transport The Council and its partners will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support residents health and well-being:*

*c. The number of cycle and car parking spaces provided in new developments will be in accordance with standards set out in the Transport and Highways SPD (LDD12).*

The Council’s **Transport and Highways Supplementary Planning Document (LDD12)** sets out the criteria for sufficient parking for new developments. Appendix D states:

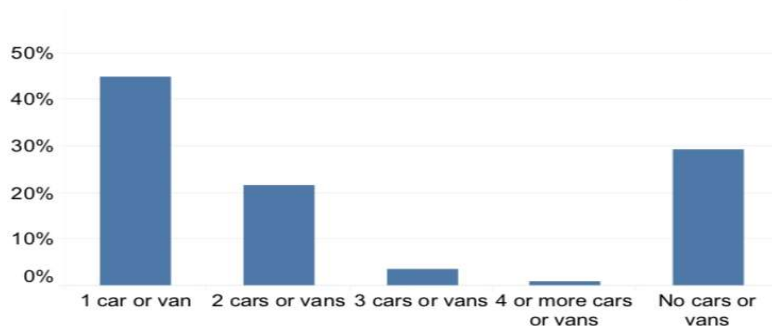
<b>C3 Dwelling Houses</b>	Dwelling Houses	1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter  1 space per 3 dwellings for visitors  Provision for access to an electrical facility suitable for charging an Electric Vehicle (EV)
	Flats (New Build and Conversions)	1 space per dwelling for properties up to 2 bedrooms, 1 additional space per additional bedroom thereafter  1 space per 3 dwellings for visitors  Electric Vehicle (EV) charging points by negotiation

The Councils own planning guidance would require approximately 110-120 spaces for the residential properties.

The development is woefully short of parking for the residential elements and the developer unrealistically justifies their inadequate parking provision because they have decided that a high proportion of occupants won't have cars. I would draw the Councils attention to their own data on car ownership in Tynemouth which shows that over 70% of residents own at least one car and over 20% own 2 cars.

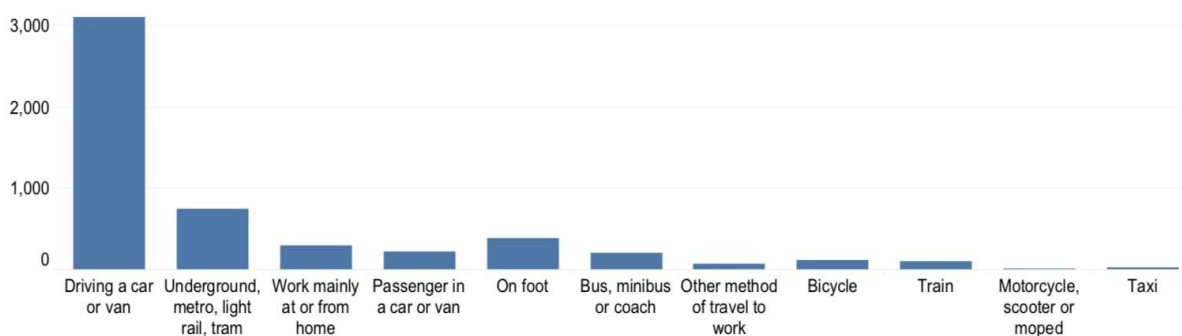
## 15. Transport and Travel

Tynemouth Ward  
Access to car or van in the Household (% of Households)



The assumption is also that the residents would commute to work therefore not require a car. I would again draw the Councils attention to their own data on methods of travel to work in Tynemouth which shows that the vast majority of residents still commute by car.

Method of Travel to Work (No. Households)



Tynemouth

Produced by Policy, Performance & Research

## 5. THE DEVELOPMENT HAS INSUFFICIENT PARKING FOR THE COMMERCIAL ELEMENTS

Parking would also be required for the retail elements of the proposal. Currently there appears to be no associated parking provision. The developer is proposing **130sqm** of class E use. Appendix D also sets out these standards.

If the space is used for shops this would require 2 spaces.

North Tyneside Council

LDD12  
Transport and Highways

## Appendix D

### Parking Standards

<b>Parking standards</b>		
<b>The standards below are determined on Gross Floor Area (GFA) unless otherwise stated. In areas with good accessibility, appropriate parking management and robust Travel Plan measures in place, a reduction in these standards may be considered acceptable.</b>		
<b>Use class</b>	<b>Type of development</b>	<b>Car parking standard</b>
<b>A1 Shops</b>	Small Shops (less than 1,000m <sup>2</sup> )	1 space per 50m <sup>2</sup> Electric Vehicle (EV) charging points by negotiation

If the space is used for A3 or A4 use this would require 13 spaces.

<b>A3 Restaurants and Cafés</b>	Restaurants, Snack Bars and Cafés	1 space per 10m <sup>2</sup> of public floor area In addition 1 disabled space per 20 spaces  In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m <sup>2</sup> GFA will be applied Electric Vehicle (EV) charging points by negotiation
<b>A4 Drinking Establishments</b>	Pubs and Bars	1 space per 10m <sup>2</sup> of public floor area In addition 1 disabled space per 20 spaces  In outline applications or at the pre-planning stage where the public floor area is not known a parking standard of 1 space per 20m <sup>2</sup> GFA will be applied Electric Vehicle (EV) charging points by negotiation

Under the same guidelines the commercial element also requires disabled bays which appear to have been omitted.

### 6.3 Non Residential Developments

6.3.3 Commercial proposals will be expected, regardless of size, to provide disabled parking spaces, which must take priority over other car parking needs.

The development is completely devoid of parking for the commercial elements. Tynemouth already has considerable parking issues and the area of Tynemouth Road and Station Road where this development is planned is particularly congested with both sides of the road filled with parked cars.

## 6. THE DEVELOPMENT IS NOT APPROPRIATE FOR A CONSERVATION AREA AND BEING BUILT NEXT TO A HERITAGE ASSET

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Tynemouth Station is Grade II\* listed and is located within Tynemouth Village Conservation Area. The Station is an important form of transportation for both locals and visitors and also serves as a focal point for the community and functions as an art display area and a venue for the weekend market. This development would result in a major change to the setting of Tynemouth Station and would dominate the Station as a landmark building. The proposal would result in the loss of some views of the Station which would be harmful to the setting of the listed Station building.

The proposal is within the conservation area, which retains the character of the village. The dominant building form is two or three storey developments with pitched roofs. The new development would create a landmark building that would dominate the area in terms of size, design and scale and be harmful to the character and appearance of the conservation area.

The proposal is overly tall, bulky and fussy and would introduce a very large building into the conservation area that is not in keeping with the character and appearance of the village. The development would be visible from Birtley Avenue, Station Terrace, Tynemouth Road and Tynemouth Station platform and footbridge and completely change the roofline of the village.

The development is considered to be of a scale, mass and height which would substantially harm the character and appearance of the conservation area. This concern particularly relates to the fact that the design appears to completely ignore the traditional buildings that surround it and draw its influence from modern buildings such as Knots flats and Mariners Point

The proposal also includes the demolition of 50 metres of a curtilage listed stone wall fronting onto Tynemouth Road. This would remove a positive feature of the conservation area and part of the curtilage of the listed Station.

The area of the proposed development is within a conservation area and guidance for building in this area is covered by:

- The Local Plan
- Tynemouth Village character statement
- Tynemouth Village conservation area character appraisal
- Tynemouth Village Conservation area management strategy

The plan contravenes the **Local Plan** in the following areas

*DM6.1 Design of Development Applications will only be permitted where they demonstrate high and consistent design standards. Designs should be specific to the place, based on a clear analysis the characteristics of the site, its wider context and the surrounding area. Proposals are expected to demonstrate:*

*a. A design responsive to landscape features, topography, wildlife habitats, site orientation and existing buildings, incorporating where appropriate the provision of public art;*

*b. A positive relationship to neighbouring buildings and spaces;*

*e. Sufficient car parking that is well integrated into the layout; and,*

9.17 The Council has a good record of a proactive approach to the conservation of its heritage assets. Its strategy is to continue this: protecting, enhancing and promoting heritage assets so they can be understood and enjoyed by residents and visitors now and in the future.

### S6.5 Heritage Assets

North Tyneside Council aims to pro-actively preserve, promote and enhance its heritage assets, and will do so by:

a. Respecting the significance of assets.

b. Maximising opportunities to sustain and enhance the significance of heritage assets and their settings.

### DM6.6 Protection, Preservation and Enhancement of Heritage Assets

Proposals that affect heritage assets or their settings, will be permitted where they sustain, conserve and, where appropriate, enhance the significance, appearance, character and setting of heritage assets in an appropriate manner. As appropriate, development will:

e. Ensure that additions to heritage assets and within its setting do not harm the significance of the heritage asset;

Any development proposal that would detrimentally impact upon a heritage asset will be refused permission, unless it is necessary for it to achieve wider public benefits that outweigh the harm or loss to the historic environment, and cannot be met in any other way.

9.25 Heritage assets, both designated and non-designated (as defined in the NPPF), are an irreplaceable resource and should be conserved in a manner appropriate to their significance. The settings of heritage assets can contribute significantly to their enjoyment through, for example, views, experiences and approaches, and should be given appropriate protection too. When assessing the potential impact of development on heritage assets and their settings, considerations could include scale, height, mass, footprint, materials and architectural detailing.

The plan also contravenes the **Village character statement**. This document is planning guidance for Tynemouth Conservation Area prepared by the Village Character Statement Design Team. The Council officially adopted this document as Supplementary Planning Guidance.

Visitors and residents alike have commented that Tynemouth has already been spoilt by inappropriate change. But they believe Tynemouth to have a strong and vibrant character, and want to be involved in its future. Consequently, the objectives for the future should be to manage change in order to preserve and improve the village. In order to achieve this objective, they said all new development should:

- *Respect the character and appearance of the conservation area and recognise the 'village nature' which it retains.*
- *Not challenge the well established balance between 'landmark' buildings (e.g. churches) and 'townscape' buildings (e.g. terraces of houses) in the conservation area.*
- *Be designed to 'blend in' rather than 'stand out' and not be in a 'visual fight for supremacy' along the street.*
- *Reflect the design principles of each part of the conservation area. For example, it was felt that the Castle and Priory, the former Congregational church in Front Street, the Grand Hotel, the Drill Hall, the Collingwood Monument, and the railway station are all well separated by traditional buildings which combine to create Tynemouth's townscape.*
- *Add to the architectural richness of the area. For example, a building can be distinctive but should be in context.*
- *Preserve the balance between buildings, streets and open space that is such a fundamental part of Tynemouth.*

## 7. THE PROPOSAL WILL CAUSE EXCESSIVE CONGESTION AND SUBSEQUENT POLLUTION

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Tynemouth village is already struggling badly with traffic congestion. The proposed site for the only entry into the properties is accessed via Tynemouth Road. This site is particularly problematic because.

- It is a very busy main road into the village which is beset with speeding issues and has recently had electronic traffic slowing signs fitted to slow traffic
- It is adjacent to the entries to both Kingswood Court and Kinder Castle nursery which will create 3 entries in close proximity.
- It is immediately prior to the speed change point from 30 to 20 as an entry into the village.
- It is between 2 nurseries and a major school that create problems with congestion during pick up and drop off times.
- The proposed entry point is regularly filled on both sides of the road with parked cars.
- There is a high probability that cars turning right into the development or out of the development (particularly at peak times) would cause congestion and queues and increase air pollution.

## 8. THE PROPOSED DEVELOPMENT DOES NOT PROTECT A STRATEGIC WILDLIFE CORRIDOR

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The proposed site is within a strategic wildlife corridor and this building would have a huge impact on the movement and habits of species. Despite the efforts of the developer the scheme contravenes the Local Plan in the following areas.

**8.27** *Wildlife corridors allow the movement of species between areas of habitat, linking wildlife sites and reducing the risk of small, isolated populations becoming unsustainable and dying out. Wildlife corridors are important features that should be protected, enhanced and created, to protect and promote biodiversity and to prevent fragmentation and isolation of species and habitats.*

**8.28** *North Tyneside's wildlife corridors are made up of three key components of equal standing:*

### **Strategic Wildlife Corridors**

**8.29** *These corridors are important for their linkage value to the wider environment and not necessarily for their intrinsic ecological value but own particular significance on a regional basis. They can be the longest of wildlife corridors and sweep across important ecological assets contained within the Borough. They indicate the major open passageways between and into the urban areas.*

**DM5.7** *Wildlife Corridors Development proposals within a wildlife corridor, as shown on the Policies Map, must protect and enhance the quality and connectivity of the wildlife corridor. All new*



*developments are required to take account of and incorporate existing wildlife links into their plans at the design stage. Developments should seek to create new links and habitats to reconnect isolated sites and facilitate species movement.*

## 9. THE PROPOSED CYCLE PATH ALONG TYNEMOUTH ROAD WILL REMOVE OVERFLOW PARKING

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Currently there are plans to create a cycle path from Tynemouth to North shields and beyond along Tynemouth Road where this proposed development will be situated. It has been acknowledged that this will necessitate the removal of parking along one sides of Tynemouth Road. This will remove much of the potential overspill space for residents or visitors to the development that will be required due to insufficient parking provision within the plans.

## 10. THE VIEWS OF RESIDENTS HAVE BEEN DISREGARDED

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As the ward Councillor for Tynemouth this development has been the single issue that has consumed most of my discussions, surgeries, emails and phone calls with residents. The feedback provided to the designers directly at the consultation (at which I was present) and via the Councils planning portal were clear. The main concerns were that the development was too large, inappropriate in design and scale and had insufficient parking. The new plans have both increased the number of residential units while decreasing the number of parking spaces. This has not just ignored the people who will be directly affected but demonstrated a complete disregard for their views. This demonstrates that the consultation with residents was no more than a box-ticking exercise to satisfy the planning requirements and not a genuine attempt to work with or listen to those whose lives will be affected by this development.

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From: Joan Hewitt  
■ Birtley Avenue  
Tynemouth  
NE30 2RS  
Date: 28<sup>th</sup> February 2020

To : Rebecca Andison  
Head of Law and Governance  
North Tyneside Council  
Planning  
Quadrant East  
The Silverlink North  
Cobalt Business Park  
North Tyneside  
NE27 0BY

Also emailed to: [development.control@northtyneside.gov.uk](mailto:development.control@northtyneside.gov.uk)

### **Document summary and request for Speaking Rights at the relevant Planning Committee**

This document gives the objections of local residents in **Horseley Terrace and Birtley Avenue** to the proposed planning applications 20/00136/FUL and 20/00137/LBC for a mixed-use scheme on land to the north and south of Tynemouth Station, which includes a tower block of residential units and two retail outlets.

We are **west of the railway line**, facing the tower-block which, at its proposed maximum height of 6 –storeys, is equivalent to the height of the **monolithic Knotts Flats** at the southern end.

Many of us are members of the **Tynemouth Action Group** , which includes residents from **Kingswood Court on the east side** of the line. We have had a great deal of sympathy for them, many of whom are retired folk, as they will suffer greatly from loss of light and construction noise, as will the pupils and teachers of Kinder Castle Nursery. However, I should point out that neither the Kinder Castle director or her staff have contributed to this report, and any observations on impact come solely from our residents.

We on the west side were shocked to find from research offered us that the **Canyon effect** is likely to mean that we may **suffer more than the east side from amplified acoustic effect** when the construction is partly-completed, and then from the noise of passing metros.

150 of us voted unanimously (bar one) at last week's Tynemouth Action Group's (TAG) Public Meeting to **oppose the proposal** in its entirety. Whereas we accept that the current site has been too long neglected and is an eyesore, we want a proposal which will not be considered mainly in revenue terms, which will benefit the community, which will not result in parking chaos, and which is more appropriate to the beautiful conservation area of the Victorian station, and Others amongst my neighbours (who did not attend the TAG meeting) accept that the **proposal has been somewhat improved in design terms**, but are still urging a **further scaling- down of height and size and a much more practicable Parking policy.**

**The need for the retail units is widely questioned- see Historic England's recommendations on the 24 Feb, detailed below.**

I have therefore included **recommendations in this report in the event that planning permission is ultimately granted.**

Kingswood Court's objections will doubtless be included in the Tynemouth Action Group's representation .

**Relevant sections of the Local Plan have been referenced where the proposals contravene or fall far short.**

**Finally, I am requesting Speaking Rights at the Planning meeting,** with full awareness that all the objectors need to decide democratically who should represent them, perhaps with two sharing the allocated 5 minutes. I can assure you this will be amicably arranged amongst ourselves.

## **Objections**

### **1. There is no designated need for additional housing in this conservation area**

The council recognises we need 800-900 new homes per year for the foreseeable future in North Tyneside. However , this site has not been allocated for housing, nor is it on a brownfield register. While this does not preclude building housing here, it means the housing need for North Tyneside should be met without factoring in this proposal.

#### **Local Plan 7.85**

**There is no affordable housing provision whatsoever in the application,** despite the Plan recommending 25 percent across the Borough, with an acknowledgement that this will vary from place to place . Zero percentage here will exacerbate the increasing gentrification of Tynemouth, and reinforce the lack of the diversity recommended in the Local Plan.

### **2. Parking and Traffic**

Parking is a huge problem with this application .The massive scale of the bulding and the two retail units make it the greatest concern for residents in nearby and the wider vicinity, who already find it impossible to get a parking space in Tynemouth Road and other permit- free zones.

**Local Plan LAS8 . 23 .** "Through working in partnership with applicants for development, the community, public transport providers and Nexus, the council will seek to improve the accessibility of the coastal area by: ...Maintaining adequate car parking provision that serves the coast with improved access for sustainable transport that would cause no adverse impacts."

**DM6.1 :** new developments are expected to 'demonstrate sufficient car parking that is well integrated into the layout' .

**The reality: 69 homes and 2 retail units are proposed. These will have a 46 - car underground car park plus 62 (or 61, the drawings are inconsistent on this) spaces to the north with additional double-parking here for market traders.**

**This is a ratio of of 0.67 per unit.**

**Local Plan DM7.4** sets out the number of parking spaces needed. According to it, **69 homes should have 75 spaces plus 23 more for visitors: total 98.**

**The developers only allow 46: a shortfall of 52.**

**Furthermore, the developers' Transport Assessment is based on flawed premises.**

a. They argue that the amount of spaces they allocate is sufficient, because census data show that 'on average developments of this nature have less than one vehicle per dwelling'. A simple review of the census figures data does not bear out their argument.

In North Tyneside, the census shows that 75% of the 70, 934 houses had at least one car, and 46% of flats or apartments had at least one car. This differs from the figures quoted by the developers. A more valid comparison would be with the 8 houses in one section of Kingswood Court, (which is to be deprived of light, and of peace. Of the 8 houses sampled, one has 3 vehicles, 5 have 2 and 2 have 1. Most people in the rest of the Court have cars.

**Higher income areas and higher value properties have more vehicles.**

**Moreover, the Local Plan was developed in 2017, years after the census data was published.**

North Tyneside Council (and the inspector who scrutinised the plan) still concluded that 1 space per 2 bedroom home, with additional spaces for more bedrooms and visitors was needed. That is the policy.

b. The application says that **residents would not be permitted to apply for parking permits.**

However, Tynemouth Road and certain other nearby areas are not currently permit-restricted. And **how would that idea be enforced?** The planning permission cannot put restrictions on the council in that way and stop them issuing such permits. (Compare the case a few years back where Kensington Council tried something similar using a section 106 agreement - a side-agreement with the developer- but it was quashed by the courts). Nor would a restrictive covenant of some kind be very practicable. Thus, this is a highly-dubious promise.

c. **Developers say parking and traffic issues would be monitored for 12 months with monies made available to North Tyneside Council to bring forward other solutions if problems arise.**

This might be acceptable if such problems were a low risk. But they are high-risk. Parking pressure is already acute (as recent Council documents have recognised) and this will exacerbate it to an unacceptable degree. It is not sufficient to say the Council will be left to sort out the problems.

**3. The developers' Daylight and Sunlight Assessment is limited to an internal assessment** i.e.

only as to how the sun will affect the homes in the proposed development. There is no assessment of the impact on other properties, despite this being a key objection raised by residents in the meetings, in particular, Kingswood Court. Many of its residents are elderly and very distressed at the threat of losing their enjoyment of sunlight, specifically in the late afternoon. This is a serious loss of Amenity, contravening

**Local Plan S1.2 Spatial Strategy for Health and Well-being**

**“The wellbeing and health of communities will be maintained and improved by:  
... b. Requiring development to contribute to creating an age friendly, healthy and equitable living environment . “**

#### **4. The inappropriate height and scale of the building.**

While it is acknowledged by some that design improvements have been made to the plan, specifically a reduction by one storey and a staggered roofline, residents on both sides of the metro line and on Tynemouth Road feel that **the problems caused by the number of units and associated parking as well as the loss of light to neighbours, reinforce strong arguments for a further reduction of scale: height and number of units.**

#### **Historic England’s report on scale and design of 24th February 2020**

opines that the attempt to accommodate a large- scale and contemporary design within a conservation area is **only partially successful**. ‘The desire to bring down the scale through changes in materials, tone and vertical planes has led to visual confusion and separation’.

**It criticises the two retail units** as further sources of visual confusion which ‘feel out of place and forced’. They recommend **“considering their omission** in favour of quieter treatments. This could be particularly beneficial at the northern end where the retail unit is overshadowed both by the proposal and the station canopy.’ They recommend allowing this space to be landscaped and open ‘to provide a better connection between the buildings.’ **In other words, no retail units.**

#### **5. Further arguments against such a large-scale project .**

##### **a. Noise pollution during and after the construction period.**

**Local Plan S1.2 Preventing negative impacts on residential amenity and wider public safety from noise, ground instability ground and water contamination,**

**Reduction of height and scale would do something towards lessening the appalling prospect of the estimated two years of construction noise.** This will be deeply distressing to the residents, many retired, **on the east side of the tracks**, and to the children and teachers in Kinder Castle Nursery. (NB. This latter is a presumption on our part , as no input has been given to this report, nor do we know if parents of pupils have been consulted ).

**The Canyon effect will impact even more greatly on the west side of the tracks.** We were shocked to find it will mean increased acoustic disturbance and amplification of noise during 2 years of construction work , and then that of the passing metros, both during and beyond the construction period.

**Ref. DEFRA : Noise Action Plan: Railways Environmental Noise (England) Regulations 2006 Updated 2 July 2019**

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/813664/noise-action-plan-2019-railways.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813664/noise-action-plan-2019-railways.pdf)

**Environmental noise is can have serious implications for human health, quality of life, economic prosperity and the natural environment.** The World Health Organisation<sup>1</sup> (WHO) recognises environmental noise as one of the top environmental hazards to health and well-being in Europe. It causes sleep disturbance, annoyance and there is growing evidence that long-term exposure to high levels of environmental noise is associated with illnesses like heart attacks and strokes. **We have in Kingswood Court a resident group with a high geriatric component , a nursery group In Kinder Castle, and residents, workers and visitors a of all ages who will be affected.**

**In the event that the proposal goes ahead in a modified form, we ask for**

- a. safeguarding of the mental wellbeing of those residents, and children and staff of Kinder Castle Nursery by good management of the impact of construction : vibration, work hours, vehicle access, waste management, site cabins etc , and that**
- b. an absolute limit on noise is set , and a level of reporting guaranteed.The WHO guidelines typically call for 30dba in bedrooms at night.**
- c. strongscrow piles are used rather than driven piles ( thus reducing noise level)**
- d. the Council consults local residents on the discharge of construction conditions**

**NB. Air pollution during construction.**

Kinder Castle has a statutory requirement to provide early - years children with maximum outdoor time. We do not know if assurances on air-quality have been received,

**C. Sustainability and biodiversity.**

We note at the time of writing that **no Environmental Assessment had been requested.**

**Local Plan 3.41.**

**“North Tyneside will develop and promote approaches to reduce greenhouse gas emissions and to adapt to, and mitigate the impact of climate change** including flood risk, promoting the renewable energy sector and developments which seek to minimise energy and resource consumption, whilst improving the Borough's resilience to the effects of climate change.”

**Local Plan 8.21 “The council has a statutory obligation to conserve and enhance biodiversity and geo- diversity.’**

**Many of us will regret the loss of mature trees near the site.** A single mature tree can absorb carbon dioxide at a rate of 21.6 KG/year and release enough oxygen back into the atmosphere to support 2 human beings. Research has also shown a 60% reduction in particulates from exhaust fumes in tree lined streets. Noise Reduction – trees form an effective sound absorbing barrier. Biodiversity – the benefits of providing natural habitats for birds, squirrels, and other fauna are incalculable.

**Should the project go ahead, we urge the developers and council ensure that a major biodiverse planting is well- conditioned, and install safeguards for implementation.**

### **Further Sustainability improvements urged:**

**electric car charging points, commitment to not use standard gas boilers, and higher levels of insulation** to reduce energy demand in line with declared Climate Emergency.

A contribution to fund more cars for the **car-sharing scheme Co-wheels**: currently there is only one.

### **Protect and increase I wildlife habitats**

**Bat report 3.0.** "The habitat within the development site is of **moderate value for bats** where the vegetation is present as the site provides potential foraging habitat in an area otherwise largely surrounded by a buildings, although **higher value foraging is present to the west.**"

### **Butterfly report 10** Impact Assessment and recommendations

The surveys concluded that although the habitats may suit the four species focused on from Schedule 41 of the NERC Act (dingy skipper, grayling, small heath and wall), none were recorded on site. **Absence of sightings does not however necessarily mean absence of the species.**

**As both surveys were undertaken towards the end of the optimal survey period a precautionary working approach is recommended.** This aims to preserve areas of suitable habitat for the above species. Through **additional planting** the area can be improved for these species as well as those already recorded from the site.

### **Summary**

We are highly sympathetic to the **financial pressure** on North Tyneside Council caused by stringent budget cuts and required spending. However, we hope that a **desire for commercial benefit** does not outweigh the values expressed so well in the Local Plan (3.41).

We need to protect and enhance the 'Character' of the Station Conservation Area as well its biodiversity. This is stressed in both The Tynemouth Character Statement 2002, adopted for Planning Guidance and TCAMS document also adopted for Planning Guidance 2014.

Tynemouth Station is a beautiful hub of the community, with its colourful weekend markets, and a vibrant visitor attraction. In the 2017 book *Britain's 100 Best Railway Stations* by Simon Jenkins, he describes it "as a winter garden wonderland , a feast of Victorian ironwork. One hundred columns march into the distance beneath rolling canopy of roofs."

Let us enhance it.

A greener proposal than this for the site would be much more welcome aesthetically, would benefit the community , visitors and tourists , and would comply with the Local Plan's admirable emphasis on sustainability and biodiversity to combat the crisis of climate change.



## ADDENDUM

<b>Application No:</b>	<b>20/00137/LBC</b>	Author	Rebecca Andison
Date valid:	30 January 2020	:	
Target decision date:	26 March 2020	☎:	0191 643 6321
		Ward:	Tynemouth

Application type: listed building consent

**Location: Vacant Land To The North And South Tynemouth Metro Station Building To The East Of The Metroline Tynemouth Tyne And Wear**

**Proposal: Demolition of a section of the stone boundary wall on Tynemouth Road and Station Terrace to facilitate access to a development comprising 130sqm Class E unit and 71no. one, two and three bedroom residential units with 43 car parking spaces, cycle parking, public realm improvement and landscaping on land to the south of Tynemouth Station and car parking on land to the north of Tynemouth Station.**

### 1.0 Report Update

1.1 The description of development and Officer Report refer to the demolition of a section of wall on Tynemouth Road and *Tynemouth* Terrace. This is incorrect and should read Tynemouth Road and *Station* Terrace.

### 2.0 Additional objections

1.0 1no. additional objection has been received. No new concerns are raised.

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## **Statement from Marc Poppleton of Joseph Parr (Tyne & Wear) Ltd**

### **Planning Application – 22/00603/FUL**

With regards to the above planning application, I have already planted a substantial amount of plants as per the specification providing by the council Landscaping Architect.

I have worked closely with the planning team and the application submitted is based on there recommendations and all works will be completed in the November planting season, no later and all in accordance with the specification.

There is a full landscaping Maintenance in place to ensure that the Landscaping thrives over the coming years.

### **Planning Application – 22/00755/FUL**

With regards to the above application, due to the numerous issues we are having with the storage application, I have recently spent 1 million pounds purchasing the large warehouse directly to the rear of our current site. We submitted planning for works to be completed to join the 2 sites together. Planning was granted and we have just completed the works. We are currently in the process of moving a large proportion of the materials on site into the new warehouse space. I fully appreciate all concerns from the local-residents and that is the reason for submitted the amended application removing the materials stored adjacent to the residents' properties and the only reason for making the substantial investment that we have in the warehouse.

I would like to point out that the front of the site is still currently being used as storage as we are completing the works and may look a little un-sightly to the local residents, but I have committed to the planning team that all materials will be clear no later than w/e 9<sup>th</sup> September.

However, works have progressed quicker than expected and I am hoping to have the materials removed by the end of this week.

I hope the committee can take all the above into account when making a decision on the applications and hopefully it shows that I have worked closely with the planning team to make the applications successful.

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