

Application No: 21/02539/FUL

Author: Rebecca Andison

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☎: 0191 643 6321

Target decision date: 8 April 2022

Ward: Cullercoats

Application type: full planning application

Location: The Sandpiper, Farringdon Road, Cullercoats, Tyne and Wear, NE30 3ER

Proposal: Demolition of existing public house and redevelopment of site to provide 1no.retail unit (Class E), 1no.drinking establishment with expanded food provision (Sui Generis) and 14no. apartments, associated car parking, infrastructure and landscaping works (AMENDED DESCRIPTION AND PLANS)

Applicant: Malhotra Leisure Ltd

Agent: IDPartnership Northern

RECOMMENDATION:

The Committee is recommended to:

- a) indicate that it is minded to grant this application; and
- b) authorise the Director of Regeneration and Economic Development to issue a notice of grant of planning permission subject to:
 - i) the conditions set out in this report;
 - ii) the addition, omission or amendment of any other conditions considered necessary by the Director of Regeneration and Economic Development; and
 - iii) completion of a legal agreement with the applicant under Section 106 of the Town and Country Planning Act 1990 to secure the following financial contributions:-
 - 4no. affordable homes (25%).
 - Ecology and biodiversity: £2,730
 - Parks and greenspace: £7,454
 - Equipped play: £9,800
 - Primary education: £37,500
 - Highways: £30,000 to provide a new pedestrian crossing on Farringdon Road and £2,500 travel plan monitoring fee.
 - Coastal mitigation: £4,718

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 Main Issues

1.1 The main issues for Members to consider are:

- Principle;
- Impact on the living conditions of surrounding occupiers, and whether the proposal would provide a sufficient residential living environment for future occupiers;
- Design and impact of the proposal on the character of the area;
- Impact on trees and biodiversity; and
- Whether there is sufficient car parking and access provided.

2.0 Description of the Site

2.1 The application site has an area of approximately 0.27 hectares and is located at the junction of Farringdon Road and Shaftesbury Crescent, Cullercoats. It contains a public house with car parks to the front and side, and a beer garden at the rear. There are 3no. existing access points into the site, 2no. on Shaftesbury Crescent and 1no. on Farringdon Road.

2.2 The site is surrounded by residential properties and a parade of small commercial units to the east.

3.0 Description of the Proposed Development

3.1 Planning permission is sought to demolish the existing public house and redevelop the site to provide a 4-storey building containing 1no. retail unit (Class E), 1no. drinking establishment with expanded food provision (Sui Generis) and 14no. apartments.

3.2 The proposed building is located approximately centrally within the site with car parking on all sides. The proposed car park contains 34no. spaces and utilises the 3no. existing access points. A service and plant area are proposed on the north side of the building.

4.0 Relevant Planning History

12/01291/FUL - Erection of an external dining area and children's play area. The external terrace (located on the south elevation, adjacent to Farringdon Road) and the children's play area (located at the north-west corner of the building). (Retrospective) – Permitted 04.10.2012

5.0 Development Plan

5.1 North Tyneside Local Plan (2017)

6.0 Government Policy

6.1 National Planning Policy Framework (July 2021)

6.2 National Planning Practice Guidance (As Amended)

6.3 Planning applications must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF is a material consideration in the determination of all applications. It requires LPAs to apply a presumption in favour of sustainable development in determining development proposals. Due weight should still be attached to Development Plan policies according to the degree to which any policy is consistent with the NPPF.

PLANNING OFFICERS REPORT

7.0 Main Issues

7.1 The main issues for Members to consider are:

- Principle;
- Impact on the living conditions of surrounding occupiers, and whether the proposal would provide a sufficient residential living environment for future occupiers;
- Design and impact of the proposal on the character of the area;
- Impact on trees and biodiversity; and
- Whether there is sufficient car parking and access provided.

7.2 Consultation responses and representations received as a result of the publicity given to this application are set out in the appendix to this report.

8.0 Principle

8.1 Paragraph 7 of NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development.

8.2 Paragraph 11 of NPPF introduces a presumption in favour of sustainable development, which amongst other matters states that decision takers should approve development proposals that accord with an up-to-date development plan without delay.

8.3 Paragraph 60 of NPPF states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

8.4 Paragraph 87 of NPPF, states that local planning authorities should apply a sequential test to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan.

8.5 Paragraph 93 of NPPF states that to provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;

c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;

8.6 Policy DM1.3 states that the Council will work pro-actively with applicants to jointly find solutions that mean proposals can be approved wherever possible that improve the economic, social and environmental conditions in the area.

8.7 Policy S1.4 states that proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development or areas specific policies of the Local Plan.

8.8 Policy DM3.4 of the Local Plan states that proposals for main town centre uses on sites not within the town centres will be permitted where they meet the following criteria:

- a. In order of priority, there are no sequentially preferable sites in-centre, then edge of centre, and then existing out-of-centre development sites previously occupied by appropriate main town centre uses that are readily accessible to Metro stations or other transport connections to the town centres and then finally existing out-of-centre locations;
- b. The suitability, availability and viability of sites should be considered in the sequential assessment, with particular regard to the nature of the need that is to be addressed, edge-of-centre sites should be of a scale that is appropriate to the existing centre;
- c. There is flexibility in the business model and operational requirements in terms of format; and
- d. The potential sites are easily accessible and well connected to town centres. Proposals for retail development outside a town centre will require an impact assessment where they would provide either:
 - e. 500m² gross of comparison retail floorspace, or more; or
 - f. 1,000m² gross of retail floorspace for supermarkets/superstores, or more.

The proposal would be supported when the necessary Impact Assessment has shown that:

- g. The proposal would have no significant adverse impacts, either individually or cumulatively, on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
- h. The proposal would have no significant adverse impact on the vitality and viability of a town centre, including consumer choice and trade in the town centre and wider area, up to five years from the time the application is made. For schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

8.9 Policy DM3.6 states that small-scale out of centre facilities serving local retail and leisure needs of less than 500m² gross floorspace, or extensions to existing facilities, will be permitted if it can be shown that all of the following requirements are met:

- a. The proposal is of an appropriate size and function to meet specific day-to-day needs of a neighbourhood population within convenient, safe walking distance (300m);
- b. It will not have an adverse effect on the amenity of neighbouring uses;

- c. Contribute to social inclusion and sustainable development;
- d. Safeguard the retail character and function of existing centres and not detract from their vitality and viability.

8.10 Policy S7.10 states The Council and its partners will ensure that local provision and resources for cultural and community activities are accessible to the neighbourhoods that they serve. Planning permission for the re-use or redevelopment of any land or buildings used for community infrastructure will be permitted where the community's ability to meet its day-to-day needs for services are not reduced.

8.11 Policy S4.1 states that the full objectively assessed housing needs of North Tyneside will be met through the provision of sufficient specific deliverable housing sites, including the positive identification of brownfield land and sustainable Greenfield sites that do not fall within the Borough's Green Belt, whilst also making best use of the existing housing stock.

8.12 Policy S4.3 specifically allocates sites to meet the overall housing needs. The application site is not allocated for housing in the Local Plan.

8.13 Policy DM4.5 states that proposals for residential development on sites not identified on the Policies Map will be considered positively where they can:

- a. Make a positive contribution to the identified housing needs of the Borough; and,
- b. Create a, or contribute to an existing, sustainable residential community; and
- c. Be accessible to a range of sustainable transport modes; and
- d. Make the best and most efficient use of available land, whilst incorporating appropriate green infrastructure provision within development; and
- e. Be accommodated by, and make best use of, existing infrastructure, and where further infrastructure requirements arise, make appropriate contribution to its provision; and
- 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.

8.14 The development would provide 14no. new homes, which would contribute to meeting the housing needs of the borough in accordance with the NPPF and part (a) of Policy DM4.5. It is located in a sustainable location close to bus stops on Farringdon Road and local shops/services. The principle of residential development on this site is therefore considered to be acceptable.

8.15 The development also includes 2no. commercial units, a convenience retail store (349sqm) and a drinking establishment with expanded food provision (288 sqm). These are town centre uses as defined by NPPF. As the site is in an out of centre location it must be considered whether the development could be located on any sequentially preferable sites.

8.16 The application is supported by a sequential assessment which considers a variety of sites within the surrounding town centres. No sites were identified as being suitable, available and viable. The applicant has stated that the viability of each individual use within the application is dependent upon one another, and it

is not appropriate to disaggregate the uses. While there were units identified in the site search that could accommodate some of the uses proposed, there was no site that could deliver the entire scheme.

8.17 Both the commercial units have floor areas under 500 sqm. Out of centre local facilities of this size are supported by Local Plan Policy DM3.6.

8.18 The Sandpiper public house has recently been nominated to be an asset of community value. The nomination was rejected on 20.10.2022 due to insufficient information being submitted. Nonetheless, the proposal would result in the loss of an existing community facility and there has been a significant level of public objection to the demolition of the existing public house.

8.19 The applicant has stated that the public house is no longer viable and has experienced a decline in trading revenue and barrellage since 2016. The proposal includes a replacement drinking facility with expanded food provision and would therefore maintain a meeting place for members of the community. It is therefore officer opinion that the proposal to demolish the public house is acceptable.

8.20 The additional residential properties would help to support existing business on Farringdon Road and the applicant has advised that the proposed commercial units would create approximately 15 – 20 full and part time jobs.

8.21 Having regard to the above, the principle of the proposed development is considered acceptable and in accordance with the NPPF and Local Plan Policies S1.4, DM3.4, DM3.6, DM4.5 and S7.10 subject to consideration of the following matters:

9.0 North Tyneside Council Housing Land Supply

9.1 Paragraph 74 of National Planning Policy Framework (NPPF) requires local planning authorities to identify and maintain a rolling five-year supply of deliverable housing land. This includes an additional buffer of at least 5%, in order to ensure choice and competition in the market for housing land.

9.2 The most up to date assessment of housing land supply informed by the five year housing land summary included within the Housing Land Availability Assessment, September 2021. It identifies the total potential 5-year housing land supply in the borough at 4,012 additional dwellings, a total which includes delivery from sites yet to gain planning permission. This represents a shortfall against the Local Plan requirement or approximately a 4 year supply of housing land. It is important to note that this assessment of five year land supply includes over 2,000 homes at proposed housing allocations within the Local Plan (2017). The potential housing land supply from this proposal is not included in this assessment. The proposed dwelling will make a small contribution towards the borough achieving a five year housing land supply.

10.0 Impact on the amenity of existing and future occupiers

10.1 Paragraph 185 of NPPF states that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution. In doing so they should

mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life.

10.2 The NPPF states that planning should always seek to ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

10.3 Policy S1.2 of the Local Plan states that the wellbeing and health of communities will be maintained and improved by amongst other matters requiring development to create an age friendly, healthy and equitable living environment.

10.4 Policy S1.4 of the Local Plan states that development proposals should be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses.

10.5 DM5.19 states that development proposals that may cause pollution either individually or cumulatively of water, air or soil through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, and other pollutants will be required to incorporate measures to prevent or reduce their pollution so as not to cause nuisance or unacceptable impacts on the environment, to people and to biodiversity. Development that may be sensitive (such as housing, schools and hospitals) to existing or potentially polluting sources will not be sited in proximity to such sources. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

10.6 Policy DM6.1 of the Local Plan states that proposals are expected to demonstrate a positive relationship to neighbouring buildings and spaces; a safe environment that reduces opportunities for crime and antisocial behaviour; and a good standard of amenity for existing and future residents and users of buildings and spaces.

10.7 Policy DM4.9 states that to ensure that new homes provide quality living environments for residents both now and in the future and to help deliver sustainable communities, from the 1 October 2018 the following standards will apply, subject to site viability:

Accessibility of homes:

Market Housing

a. For new housing developments, excluding low-rise non-lift serviced flats, 50% of homes are to meet building regulation M4(2) – ‘Category 2 -accessible and adaptable dwellings’.

Affordable Housing

b. For all new housing developments, excluding low-rise non-lift serviced flats, 90% of homes should meet building regulation M4(2) – ‘accessible and adaptable dwellings’.

c. 10% of new homes where the local authority is responsible for allocating or nominating a person to live in that dwelling should meet building regulation M4 (3) (2) (b). When providing for wheelchair user housing, early discussion with the Council is required to obtain the most up-to-date information on specific need in the local area. Where there is no specific need identified, then M4 (3) (2) (a) will apply, to allow simple adaptation of the dwelling to meet the future needs of wheelchair users.

Internal Space in a Home:

d. All new homes, both market and affordable, will meet the Government's Nationally Described Space Standard (NDSS).

10.8 The Design Quality SPD states: "The quality of accommodation provided in residential development contributes significantly to the quality of life of residents and reduces energy use. Residential schemes should provide accommodation of a good size, a good outlook, acceptable shape and layout of rooms and with main habitable rooms receiving daylight and adequate privacy."

10.9 Impact on the light, outlook and privacy of existing residents -

10.10 The application site is located to the south and southwest of residential properties on Shaftesbury Crescent and Cranbourne Grove, and there are further residential dwellings to the west and south of the site. A significant number of objections have been received from neighbouring occupiers. The concerns raised include loss of light, outlook and privacy.

10.11 The proposed development is 4-storey with a maximum height of 13.5m (9.5m to eaves). The surrounding residential properties are 2-storey and typically around 8.2m high.

10.12 The rear elevation of the development would be located 11.5m (approx.) from the southern boundaries of No.4 Shaftesbury Crescent and No.12 Cranbourne Grove, while the eastern elevation would be 12.8m (approx.) from the western boundary of No.27 Cranbourne Grove. There would be a separation distance of approx. 13.4m from the gable elevation of No.4.

10.13 Habitable windows are proposed in the rear of the building at 1st, 2nd and 3rd floor level. The side elevation of No.4 contains a ground floor door and ground and first floor windows.

10.14 A Daylight and Sunlight Assessment has been carried out and submitted as part of the application. This assesses the impact the development would have on the light received by the surrounding properties. The assessment looks at the impact on the Vertical Sky Component (VSC), which is a measure of available skylight at a given point on a vertical plane.

10.15 The assessment shows that the majority of the surrounding residential properties will not experience any significant reduction in natural light and all, except the gable wall of 4 Shaftesbury Crescent will fully comply with BRE guidance. The ground floor of the gable wall would see a reduction in daylight, but the values retained would exceed 20% VSC, which is typical of more

developed areas. The assessment also notes that the doors and windows in this elevation serve spaces with main windows in the rear or front elevations.

10.16 Sunlight testing has also been carried out and shows that all facades would see little or no reduction to their current sunlight.

10.17 An overshadowing study has been submitted to assess the impact of the development at four times of year. The development would cast a shadow to the north of the site which varies in length through the year. The greatest impact would be in December. During March, June and September the shadowing is mainly to the car park area within the site. There would be some shadowing of the gardens serving 4 Shaftesbury Crescent, 12 Cranbourne Grove and 27 Cranbourne Grove in March and September but none during June. The assessment shows that the spaces would comply with the BRE criteria of 50% of the space seeing 2 hours or more sunlight access on the 21 March. The report concludes that overall, whilst there would be some shadowing of the closest neighbouring properties this would be limited to the southern and western fringes of the neighbouring spaces with the majority of the areas seeing no impacts.

10.18 The impact on surrounding residents in terms of loss of light is considered to be acceptable given that the vast majority of windows pass the BRE standards and windows which are affected are limited to secondary apertures. The impact of overshadowing on the adjacent gardens is also considered to be acceptable given that the greatest impact would be in the winter months when the gardens are less likely to be used, and that any overshadowing in the spring and autumn is limited to the fringes of the gardens.

10.19 Turning to the impact on outlook and privacy. The proposed development would have some impact on outlook from the adjacent gardens to the north and northeast due to its additional height and footprint when compared to the existing building. However, it would not be within the direct line of sight of any main windows within these properties. When taking into account the separation distances of 11.5m and 12.8m from the sites northern and eastern boundaries the impact on the outlook of residents on Shaftesbury Crescent and Cranbourne Grove is considered to be acceptable.

10.20 The rear and east facing windows would overlook the adjacent gardens but due to the orientation of the building the only direct overlooking of windows would be those within the gable of No.4 Shaftesbury Crescent. It is not considered that there would be any significant impact on the ground floor window of No.4 given that this faces the boundary fence. It is not clear which room is served by the first-floor window, but it appears to be a secondary window to a room which has the main window in the front elevation. Taking these factors into account, on balance the impact on this window is considered to be acceptable. It is officer opinion that the impact on the neighbouring gardens is also acceptable given that they are already overlooked by surrounding houses.

10.21 The development would be located approximately 41.6m from existing residential properties to the south and 31.5m from those to the west. These distances are considered to be sufficient to protect residents from any loss of outlook or privacy.

10.22 It is officer opinion that the impact on the outlook and privacy of surrounding properties is acceptable.

10.23 Noise -

10.24 Objectors have raised concern regarding the impact of noise both during construction and once the development is complete.

10.25 In terms of the construction impacts these would be limited to the duration of the build and could be mitigated by imposing conditions in respect of traffic management, dust control measures and to control the site set up and construction hours.

10.26 There would be increased activity in the area from use of the proposed commercial units and car park, and from vehicular movements associated with the development. This has the potential to impact on both existing residents and future occupiers of the development. A noise assessment has been submitted and this has been reviewed by the Manager of Environmental Health.

10.27 Noise monitoring was carried out at two locations to assess noise to the front facade adjacent to Farringdon Road and at rear of the site adjacent to Shaftsbury Crescent.

10.28 The report sets out a glazing and ventilation scheme to protect future occupiers from external noise, and the Manager of Environmental states that this is acceptable. She notes that the noise report has not considered internal noise transmission between the retail units and the first-floor apartments and recommends a condition to ensure a suitable sound mitigation scheme is provided.

10.29 The noise assessment has considered delivery noise and suggests that while the number of deliveries per week will be double that of the existing use, they would all be during daytime hours. The delivery bay for the proposed retail unit would be located to the rear of the site. The Manager of Environmental Health notes that the northern boundary would be enclosed by 1.8m boundary fencing which would provide some attenuation of delivery noise and also from noise associated with the car park. The noise assessment has modelled the noise levels from the car park and shown that internal BS8233 daytime habitable noise levels can be achieved with open windows.

10.30 The Manager of Environmental Health raises no objection to the development subject to the imposition of conditions including in respect of: delivery, opening and construction hours, sound insulation, external plant, boundary enclosures, external lighting and to control and external extraction/odour suppression that may be required.

10.31 Subject to these conditions and when taking into account the existing use of the site, it is officer opinion that the impact on noise on existing and future residents is acceptable.

10.32 Internal layout/space standards –

10.33 The development includes 4no. 1-bedroom flats and 10no. 2-bedroom flats. 8no. of the flats are duplex apartments with rooms on the 2nd and 3rd floors. The floor areas of all the properties meet the Government's Nationally Described Space Standard (NDSS) and the applicant has advised that 50% will comply with M4(2):Category 2 – Accessible and adaptable dwellings.

10.34 The submitted Daylight and Sunlight Assessment demonstrates that rooms and with the proposed development would receive acceptable levels of daylight and sunlight.

10.35 While the development does not include any outdoor amenity space in the form of gardens, three of the first-floor apartments have generous roof terraces and the site is within walking distance of public open space at Marden Quarry.

10.36 Members need to determine whether the proposed development is acceptable in terms of its impact on existing residents and whether acceptable living conditions would be provided for future occupiers. It is officer advice that the impact on existing and future residents, in terms of noise, light, outlook and privacy is acceptable, and that the proposed development accords with the NPPF and LP Policies DM5.19 and DM6.1.

11.0 Impact on Character and Appearance

11.1 NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Development should be visually attractive as a result of good architecture, layout and appropriate and effective landscaping; be sympathetic to the local character and history, including the surrounding built environment and landscape setting; and establish or maintain a strong sense of place.

11.2 Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes (NPPF para. 134).

11.3 Policy DM6.1 of the Local Plan states that 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.

11.4 Relevant sections of the Design Quality SPD include:

4.1 “The successful integration of new development within the surrounding area will depend largely on the quality of its design and layout.”

4.2 “The appearance and materials chosen for a scheme should create a place with a locally inspired or otherwise distinctive character. Identifying whether there are any architectural features or specific materials that give a place a distinctive sense of character should be a starting point for design.”

4.3 “The scale, mass and form of new buildings are some of the most important factors in producing good design and ensuring development integrates into its setting.”

4.4 “Roof form is an important visual element of a building. The roof design can help to convey the overall design approach of a development or contribute to the continuity of a series of buildings..... . New development should recognise the scale, massing and roof form of surrounding buildings and reflect these where they are a positive attribute of the area's character.”

4.7 “It is important that buildings present active frontages to the public spaces particularly at ground floor level.”

4.9 “Where a building is on a corner, it must ‘turn’ the corner by providing an active frontage to both streets. Corner plots are ideal opportunities for raising the height of a building to provide a prominent landmark that can also provide additional floor space.”

11.5 The application site is located on a prominent corner plot within an area characterised by 2-storey pitched roof properties.

11.5 The proposed development is 4-storey (max. height of 13.5m) with the upper floor located within the roofspace. The roof design includes a series of gabled roof features, intersected by flat roofed elements which accommodate the stairwells to the uppermost floor. The ground floor retail units project beyond the front of the apartments and the resulting flat roof allows roof terraces to be provided for the first-floor apartments. The main windows are in the front and rear elevations with the flank walls containing secondary bedroom and landing windows. The construction materials include a variety of brick types and wall tiles to reflect the materials found in the surrounding area. Feature banding, sections of brick soldier course and a green living wall add interest to the design. The glazed retail units and side facing windows create active frontages onto Farringdon Road and Shaftesbury Crescent. It is proposed to create car parks around the building which would be interspersed with landscaping and trees.

11.6 The design has been amended during the course of the application in response to officer concerns and it is considered that the building form and materials relate well to the surrounding area.

11.7 At 4-storeys the development is significantly taller than the surrounding 2-storey dwellings and commercial units. However, it sits apart from the adjacent buildings on a generous corner plot and the roof design helps to reduce the massing and perceived height of the building. A streetscene elevation has been submitted to demonstrate this. The Design Quality SPD advises that corner plots offer ideal opportunities for providing taller buildings and it is officer opinion that the height of the development would not detract from the streetscene.

11.8 The Planning Policy Officer (Design) has provided comments and raises no objections to the application.

11.9 It is considered that the overall design of the proposed residential/commercial development is acceptable and relates well to the character of the surrounding area. It is officer opinion that the development complies with the NPPF, Local Plan Policy DM6.1 and the Design Quality SPD.

12.0 Landscaping and ecology

12.1 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural, built and historic environment by amongst other matters improving biodiversity.

12.2 Paragraph 174 of NPPF states that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

12.3 Paragraph 180 of NPPF states that when determining planning application that if significant harm to biodiversity cannot be avoided, or as a last resort compensated for, then planning permission should be refused.

12.4 Policy S5.4 states that the Borough's biodiversity and geodiversity resources will be protected, created, enhanced and managed having regard to their relative significance.

12.5 Policy DM5.5 of the Local Plan states that all development proposals should:

- a. Protect the biodiversity and geodiversity value of land, protected and priority species and buildings and minimise fragmentation of habitats and wildlife links; and,
- b. Maximise opportunities for creation, restoration, enhancement, management and connection of natural habitats; and,
- c. Incorporate beneficial biodiversity and geodiversity conservation features providing net gains to biodiversity, unless otherwise shown to be inappropriate.

Proposals which are likely to significantly affect nationally or locally designated sites, protected species, or priority species and habitats (as identified in the BAP), identified within the most up to date Green Infrastructure Strategy, would only be permitted where:

- d. The benefits of the development in that location clearly demonstrably outweigh any direct or indirect adverse impacts on the features of the site and the wider wildlife links; and,
- e. Applications are accompanied by the appropriate ecological surveys that are carried out to industry guidelines, where there is evidence to support the presence of protected and priority species or habitats planning to assess their presence and, if present, the proposal must be sensitive to, and make provision for, their needs, in accordance with the relevant protecting legislation; and,
- f. For all adverse impacts of the development appropriate on site mitigation measures, reinstatement of features, or, as a last resort, off site compensation to enhance or create habitats must form part of the proposals. This must be

accompanied by a management plan and monitoring schedule, as agreed by the Council.

12.6 Local Plan Policy DM5.6 states that proposals that are likely to have significant effects on features of internationally designated sites, either alone or in-combination with other plans or projects, will require an appropriate assessment. Proposals that adversely affect a site's integrity can only proceed where there are no alternatives, imperative reasons of overriding interest are proven and the effects are compensated.

12.7 Policy DM5.9 supports the protection and management of existing woodland trees, hedgerow and landscape features. It seeks to secure new tree planting and landscaping scheme for new development, and where appropriate, promote and encourage new woodland, tree and hedgerow planting schemes and encouraging native species of local provenance.

12.8 The Coastal Mitigation SPD contains additional guidance and information on the mitigation expected from development within North Tyneside to prevent adverse impacts on the internationally protected coastline. Development can adversely affect the Northumbria Coast SPA /Ramsar through additional pressure from local residents and visitors. It is proposed to introduce a coastal wardening service as part of a wider Coastal Mitigation Service that will implement a range of targeted and coordinated physical projects to mitigate the impacts at the coast. The SPD sets out a recommended developer contribution towards this service that would contribute to the avoidance or mitigation of adverse impacts on internationally protected species and habitats.

12.9 The site currently contains the public house, car parking areas, ornamental planting and some trees/hedgerow planting along the northern and eastern boundaries. An Ecological Impact Assessment (EclA), Arboricultural Impact Assessment (AIA) and Landscaping Proposals Plan have been submitted in support of the application.

12.10 It is proposed to fell 2no. trees which are located adjacent to the northern boundary and are assessed as Category B trees. To mitigate for their loss replacement planting is proposed. This comprises native hedgerow, shrub and tree planting along the site boundaries to enhance the biodiversity value of the site and screen the car park. The proposed planting would achieve a Biodiversity Net Gain of 0.1 habitat units (39.27%) and 0.39 hedgerow units (100%).

12.11 The EclA found habitats of limited ecological value, including modified grassland, shrub and hardstanding. It identifies the potential impacts as disturbance to protected species during demolition, vegetation removal and the loss of foraging habitat. A dusk activity bat survey has been carried out and this found no evidence of roosting bats.

12.12 The Landscape Architect and Biodiversity Officer have provided comments. They raise no objections to the development and recommend conditions to mitigate the impacts on protected species and trees and requiring that a detailed landscape scheme is submitted.

12.13 The development lies within 6km of the coast and therefore has the potential to impact on the Northumbria Coast SPA/Ramsar site through additional visitor disturbance. To mitigate this impact, in accordance with the Coastal Mitigation SPD, the developer has agreed to make a contribution of £337 per unit towards coastal mitigation.

12.14 Members need to consider whether the impact on trees and ecology would be acceptable and weight this in their decision. It is officer advice that the impact is acceptable subject to the conditions recommended by the Landscape Architect and Biodiversity Officer and a contribution towards the Coastal Mitigation scheme. It is considered that the proposal accords with the NPPF and LP policies S5.4, DM5.5, DM5.6 and DM5.9 and the Coastal Mitigation SPD.

13.0 Whether there is sufficient car parking and access provided

13.1 NPPF recognises that transport policies have an important role to play in facilitating sustainable development, but also contributing to wider sustainability and health objectives.

13.2 All development that will generate significant amounts of movement should be required to provide a Travel Plan (TP), and the application should be supported by a Transport Statement (TS) or Transport Assessment (TA) so the likely impacts of the proposal can be fully assessed.

13.3 Paragraph 111 of NPPF states that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

13.4 Policy DM7.4 seeks to 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 and health and well-being.

13.5 The Transport and Highways SPD 2022 sets out the Council's adopted parking standards.

13.6 The application is supported by a Transport Statement, Framework Travel Plan and Supplementary Traffic Note.

13.7 A car park containing 36no. parking spaces is proposed, with 14no. spaces for the apartment residents and 22no. for the commercial units and visitors to the apartments. The car parks would be accessed via 2no. existing access points on Shaftesbury Crescent and 1no. existing access on Farringdon Road. Cycle parking would be provided for staff and customers of the commercial units. A service area for the convenience store is proposed to the north of the building which would be accessed from Shaftesbury Crescent. The other commercial unit would be serviced from the east side of the car park

13.8 Traffic surveys have been carried out at two existing Co-op stores with a similar floor area to the proposed convenience store. These have been combined with TRICS rates to predict vehicle movements for the proposed retail

unit. Vehicle arrivals and departures for the retail unit are predicted to range from 24 per hour to 32 per hour during peak hours. The overall vehicle movements associated with the two commercial uses is predicted to range from 74 per hour to 90 per hour at peak times. The TS estimates that 20% of the vehicles to and from the retail offer would be new to the local road network with the remaining 80% made up of pass-by, diverted or linked trips.

13.9 The number of vehicle movements associated with the proposed apartments is predicted to be 1-3 per hour at peak times.

13.10 The overall development is predicted to result in between 17 and 21 new vehicle movements per hour at peak times. This equates to an increase of between 5 and 17 additional vehicles per hour on the local road network when compared to vehicle movements generated by the existing public house.

13.11 The number of vehicles turning into and out of the site has also been compared between the existing and proposed uses. The development is predicted to result in between 75no. and 83no. extra vehicles per hour in each direction at peak times.

13.12 The applicant has agreed to provide a financial contribution of £30,000 towards a new pedestrian crossing point on Farringdon Road to improve highway safety and mitigate for the additional vehicle movements.

13.13 The Highway Network Manager states that the traffic associated with the site would not cause capacity issues and the site access or wider network. He goes on to state that an appropriate level of parking will be provided.

13.14 The Highway Network Manager has recommended various conditions. These include the provision of EV charging points, a parking management strategy and taxi and private hire provision.

13.15 NPPF is clear that that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

13.16 In this case it is officer opinion that the development would not have an unacceptable impact on highway safety or a residual cumulative impact on the road network that would be severe.

13.17 Having regard to the above, and subject to the conditions requested by the Highway Network Manager, it is officer advice that the proposal complies with the advice in NPPF, policy DM7.4 and the Transport and Highways SPD.

14.0 Other issues

14.1 Contaminated Land

14.2 Paragraph 184 of NPPF states that where a site is affected by contamination of land stability issues, responsibility for securing safe development rests with the developer and/or landowner.

14.3 Policy DM5.18 'Contaminated and Unstable Land'; states that where the future users or occupiers of a development would be affected by contamination or stability issues, or where contamination may present a risk to the water environment, proposals must be accompanied by a report.

14.4 The application is supported by a Phase 1 Desktop and Coal Mining Risk Assessment. The Contaminated Land Officer has reviewed the assessment and provided comments. It recommends that conditions are imposed to address contamination issues and the past coal mining legacy.

14.5 The site lies within a Coal Mining Development High Risk Area and accordingly the Coal Authority have been consulted. They state that intrusive site investigation works should be undertaken prior to development commencing in order to establish the exact situation regarding coal mining legacy issues on the site. The Coal Authority states that they have no objection to the proposed development subject to the imposition of conditions to secure this.

14.6 Subject to the conditions recommended by the Contaminated Land Officer and Coal Authority, it is officer advice that the proposal complies with policy DM5.18 of the Local Plan 2017.

14.7 Flooding

14.8 The National Planning Policy Framework states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.

14.9 Policy DM5.12 of the Local Plan states that all major developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been undertaken to reduce overall flood risk from all sources, taking into account the impact of climate change over its lifetime.

14.10 Policy DM5.14 states that applicants will be required to show, with evidence, they comply with the Defra technical standards for sustainable drainage systems (unless otherwise updated and/or superseded. On brownfield sites, surface water run off rates post development should be limited to a maximum of 50% of the flows discharged immediately prior to the development where appropriate and achievable. For greenfield sites, surface water run off post development must meet or exceed the infiltration capacity or the greenfield prior to development incorporating an allowance for climate change.

14.11 The site is located within Flood Zone 1 and is not within a Critical Drainage Area. A Drainage Strategy has been submitted as part of the application and this has been reviewed by the LLFA.

14.12 It is proposed to provide surface water attenuation within the site via the use of permeable paving and an underground storage tank which will provide storage for up to a 1 in 100yr rainfall event with a 40% allocation for climate change. The surface water leaving the development would be restricted to 2.9l/s

before it enters the local sewer network in order to reduce the impact of the development on the surrounding areas drainage system.

14.13 The LLFA raises no objections and recommends a condition to control the detailed drainage design, permeable paving and attenuation tank.

14.14 Northumbrian Water have also provided comments. They raise no objections and recommend a condition stating that the development must be carried out in accordance with the submitted Drainage Strategy.

14.15 Subject to conditions, it is officer advice that the proposal would not have an adverse impact in terms of flooding and would accord with the advice in NPPF and policies DM5.12 and DM5.14. Members need to consider whether they agree.

14.16 S106 Contributions

14.17 Paragraph 55 of NPPF states that local planning authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations. Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.

14.18 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.

14.19 Policy S7.1 states that the Council will ensure appropriate infrastructure is delivered so it can support new development and continue to meet existing needs. Where appropriate and through a range of means, the Council will seek to improve any deficiencies in the current level of provision.

14.20 Policy DM7.2 states that the Council is committed to enabling a viable and deliverable sustainable development. If the economic viability of a new development is such that it is not reasonably possible to make payments to fund all or part of the infrastructure required to support it, applicants will need to provide robust evidence of the viability of the proposal to demonstrate this. When determining the contributions required, consideration will be given to the application's overall conformity with the presumption in favour of sustainable development.

14.21 Policy DM7.5 states that the Council will seek applicants of major development proposals to contribute towards the creation of local employment opportunities and support growth in skills through an increase in the overall proportion of local residents in education or training. Applicants are encouraged to agree measures with the Council to achieve this, which could include:

- a. The development or expansion of education facilities to meet any identified shortfall in capacity arising as a result of the development; and/or,
- b. Provision of specific training and/or apprenticeships that:

- i. Are related to the proposed development; or,
- ii. Support priorities for improving skills in the advanced engineering, manufacturing and the off-shore, marine and renewables sector where relevant to the development.

14.22 The Council's adopted SPD on Planning Obligations (2018) states that the Council takes a robust stance in relation to ensuring new development appropriately mitigates its impact on the physical, social and economic infrastructure of North Tyneside. Notwithstanding that, planning obligations should not place unreasonable demands upon developers, particularly in relation to the impact upon the economic viability of development. The Council will consider and engage with the applicants to identify appropriate solutions where matters of viability arise and require negotiation.

14.23 The following contributions have been requested by service areas and agreed with the applicant:

- 4no. affordable homes (25%).
- Ecology and biodiversity: £2,730
- Parks and greenspace: £7,454
- Equipped play: £9,800
- Primary education: £37,500
- Highways: £30,000 to provide a new pedestrian crossing on Farrington Road and £2,500 travel plan monitoring fee.
- Coastal mitigation: £4,718
- Education and training: 1 apprenticeship

13.24 These contributions are considered necessary, directly related to the development and fairly and reasonable relate in scale and kind to the development and therefore comply with the CIL Regulations.

13.25 A CIL payment will be required.

13.26 Local Financial Considerations

13.27 Local financial considerations are defined as a grant or other financial assistance that has been, that will or that could be provided to a relevant authority by the Minister of the Crown (such as New Homes Bonus payments) or sums that a relevant authority has received, or will or could receive in payment of the Community Infrastructure Levy (CIL).

13.28 The proposal involves the creation of 14no. new dwellings. Granting planning permission for new dwellings increases the amount of New Homes Bonus, which the Council will potentially receive. The New Homes Bonus is a government grant for each home built equivalent in value to the average Band D Council Tax charge in England in the preceding year. New Homes Bonus is paid to the Authority each year for new homes completed for a period of four years from the completion of each new home. An additional sum is paid for each empty home brought back in to use and for each affordable home delivered.

13.29 In addition, the new homes will bring additional revenue in terms of Council Tax and jobs created during the construction period. The commercial units will also create jobs when operational.

13.30 Members should give appropriate weight to amongst all other material considerations to the benefit of the Council as a result of the monies received from central Government.

14.0 Conclusion

14.1 Members should consider carefully the balance of issues before them and the need to take into account national policy within NPPF and the weight to be accorded to this as well as current local planning policy.

14.2 Specifically, NPPF states that LPA's should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. A core planning principle within NPPF requires that every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.

14.3 The Council does not have a 5-year housing land supply. The proposed development of 14no. homes would make a valuable contribution to the current shortfall. This is a significant benefit that weighs in favour of the proposal.

14.4 It is officer advice that the proposal would ensure sufficient separation distances to neighbouring properties and would not have an adverse impact on the amenity of existing residents. The standard of accommodation provided for future occupiers is also considered to be acceptable.

14.5 It is officer opinion that the proposal is of an acceptable standard of design and would not result in any harm to the streetscene or character of the area.

14.6 It is considered that the level of parking proposed is acceptable and that the development would not have an unacceptable impact on highway safety or result in a residual cumulative impact that would be severe.

14.7 The development would achieve a net gain in biodiversity and would not impact on any protected habitats or species.

14.8 The Council does not have a 5-year supply of deliverable housing sites. It therefore follows that planning permission should be granted unless the impacts of the development significantly and demonstrably outweigh the benefits. In the opinion of officer's, that the development avoids having any adverse impact that would outweigh the benefits. It is therefore recommended that planning permission should be granted subject to a S106 Legal Agreement and conditions.

submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: To accord with Central Government and Council Policy concerning sustainable transport having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

6. The scheme for servicing and refuse collection shall be laid out in accordance with the approved plans prior to the occupation of the development. These areas shall be thereafter retained and shall not be used for any other purpose.

Reason: In the interests of highway safety having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

7. The scheme for the provision of and storage of refuse, which shall include the provision of bins for all waste types, shall be laid out in accordance with the approved plans prior to the occupation of the development. The design and materials of the bin store must be submitted to and agreed in writing by the Local Planning Authority prior to installation. The development must be carried out in accordance with the agreed details and these areas shall be thereafter retained and shall not be used for any other purpose.

Reason: In the interests of highway safety and visual amenity having regard to policies DM6.1 and DM7.4 of the North Tyneside Local Plan (2017).

8. No part of the development shall be occupied until details of Electric Vehicle (EV) charging provision have been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: To accord with Central Government and Council Policy concerning sustainable transport having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

9. No part of the development shall be occupied until details of a parking management strategy have been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

10. No part of the development shall be occupied until details of taxi and private hire provision have been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

11. Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of

vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc), materials used in constructing the development, fuels and waste as well concrete mixing and use of fires; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The approved statement shall be implemented and complied with during and for the life of the works associated with the development. It must also include tree protection measures for the trees to be retained. Cabins, storage of plant and materials and parking must not be located within the RPA of the retained trees.

Reason: This information is required pre development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

12. Site Investigation	CON004	*
13. Remediation Method Statement	CON005	*
14. Validation Report	CON006	*
15. Unexpected Hotspots	CON007	*
16. Gas Investigate no Development	GAS006	*

17. Prior to occupation of the residential apartments a scheme of sound insulation works must be submitted to and approved in writing by the Local Planning Authority. The scheme must include an acoustic glazing scheme and ventilation scheme in accordance to noise report no. 9118.1 to address external road traffic noise arising from Farrington Road and Shaftsbury Crescent and noise arising from the ground floor commercial units to show that all habitable rooms are provided with sound attenuation measures to give a resultant noise level of below 30 dB LAeq and maximum noise level of 45dB for bedrooms and 35 dB LAeq for living rooms. The scheme shall be implemented in accordance with the agreed details prior to occupation of the development and thereafter retained.

Reason: To safeguard the amenity of future residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

18. Prior to occupation of the development details of all screen and boundary walls, fences and any other means of enclosure, which must include 1.8m high timber fencing on the northern boundary, must be submitted to and approved in writing by the Local Planning Authority. Hedgehog gaps (13cmx13cm) must be provided within all new and existing fencing. The fencing shall be installed in

accordance with the agreed details prior to occupation of the development and the hedgehog gaps must be thereafter retained.

Reason: In the interests of visual and residential amenity and wildlife protection having regard to policies DM6.1, DM5.19 and DM5.5 of the North Tyneside Local Plan.

19. A vapour barrier must be installed throughout the ceiling between the ground floor retail units and the residential apartments above prior to first occupation of the first floor residential units to prevent migration of odours into upstairs apartments.

Reason: To safeguard the amenity of future residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

20. The construction site subject of this approval shall not be operational and there shall be no construction, demolition activities, deliveries to, from or vehicle movements within the site outside the hours of 0800-1800 Monday - Friday and 0800-1400 Saturdays with no working on Sundays or Bank Holidays.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

21. The commercial units shall not be open for business outside the hours of 07:00 to 23:00 on Monday to Saturday and 09:00 to 22:00 on Sundays and Bank Holidays.

Reason: To safeguard the occupiers of the development from undue noise of other associated disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

22. There shall be no deliveries and collections for the commercial units outside the hours of 07:00 to 21:00 hours on Monday to Saturday and 09:00 to 18:00 hours on Sundays and Bank Holidays

Reason: To safeguard the occupiers of the development from undue noise of other associated disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

23. Prior to the installation of any external plant and equipment associated with the commercial units a noise scheme must be submitted to and agreed in writing by the Local Planning Authority. The scheme must include the noise rating level from the proposed combined plant and equipment to ensure that the background noise levels are not exceeded and that the rating levels provided in Table 7 of noise report reference 9118.1 are met. The scheme shall be implemented in accordance with the agreed details and thereafter retained.

Reason: To safeguard the occupiers of the development from undue noise of other associated disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

24. Within 1 month of the external plant and equipment being installed, acoustic testing must be undertaken to verify compliance with condition 23 and the results submitted to and agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

25. Noise No Tannoys Externally Audible NOI002 *

26. All plant and machinery shall be enclosed with sound insulation materials in accordance with a scheme to be submitted to and agreed by the Local Planning Authority in writing and the plant and machinery shall not be used until the approved soundproofing has been implemented.

Reason: To protect the occupants of nearby residential properties from noise and disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

27. Prior to the construction above damp proof course level details of the height, position, design and materials of any chimney or extraction vent to be provided in connection with the commercial unit shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

28. Prior to the construction above damp proof course level details of the air ventilation systems must be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before the development is first occupied in accordance with the approved details and permanently retained.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

29. Details of any refrigeration plant to be installed in connection with the commercial unit must be submitted to and approved in writing by the Local Planning Authority prior to installation. The plant shall thereafter only be installed in accordance with the approved details and permanently retained as such.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

30. Prior to the construction above damp proof course level details of an odour suppression system for the arrestment of cooking odours associated with the commercial units must be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before the commercial uses commence in accordance with the approved details and permanently retained. The odour suppression system shall be maintained in accordance with the details provided by the manufacturer, which must be submitted for the purposes of discharging this condition. All odour abatement systems should be in accordance to DEFRA report Guidance and Control of Odour and Noise from Commercial Kitchen Exhaust System.

Reason: To safeguard the amenity of nearby residents having regard to policy DM5.19 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

31. Prior to the installation of any floodlighting or other form of external lighting, a lighting scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall include the following information:

- a statement of frequency of use, and the hours of illumination;
- a site plan showing the area to be lit relative to the surrounding area, indicating parking or access arrangements where appropriate, and highlighting any significant existing or proposed landscape or boundary features;
- details of the number, location and height of the proposed lighting columns or other fixtures;
- the type, number, mounting height and alignment of the luminaires;
- the beam angles and upward waste light ratio for each light;
- an isolux diagram showing the predicted illuminance levels at critical locations on the boundary of the site and where the site abuts residential properties or the public highway to ensure compliance with the institute of lighting engineers Guidance Notes for the reduction of light pollution to prevent light glare and intrusive light for agreed environmental zone; and
- where necessary, the percentage increase in luminance and the predicted illuminance in the vertical plane (in lux) at key points; and
- all street lighting associated with the development should be fully shielded so as to prevent direct lighting up into the atmosphere and avoid potential distraction to pilots flying overhead.

High intensity security lights shall be avoided as far as practical and if required, these will be of minimum practicable brightness, be set on a short timer and will be motion sensitive only to larger objects. Lighting must be designed in accordance with the BCT & Institute of Lighting Professionals (ILP) Guidance Note 08/18 "Bats & Artificial Lighting in the UK" to minimise light spill to adjacent boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas.

The lighting shall be installed and maintained in accordance with the approved scheme.

Reason: In the interest of visual amenity and to protect wildlife habitats; having regard to policies DM5.5, DM5.7 and DM5.19 of the North Tyneside Local Plan (2017).

32. Prior to development commencing the detailed drainage design, to include details of the permeable paving and attenuation tank must be submitted to and approved in writing by the Local Planning Authority. The design must be in accordance with the submitted "Drainage Strategy" dated "October 2021". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 6004 and ensure that surface water discharges to the combined sewer at manhole 6004. The surface water discharge rate shall not exceed the available capacity of 2.9 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority

Reason: To provide a satisfactory means of drainage and prevent the increased risk of flooding in accordance with the NPPF and Policy DM5.12 of the North Tyneside Local Plan 2017.

33. Notwithstanding any indication of materials which may have been given in the application, no development shall take place above damp proof course level until a schedule and/or samples of the construction and surfacing materials and finishes for the development has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall not be carried out other than in accordance with the approved details.

Reason: To secure a satisfactory external appearance; having regard to policy DM6.1 of the North Tyneside Council Local Plan 2017.

34. Notwithstanding any indication of materials which may have been given in the application, no development shall take place above damp proof course level until details of the materials for the hard surface areas have been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development must be carried out in accordance with the agreed details.

Reason: To secure a satisfactory external appearance; having regard to policy DM6.1 of the North Tyneside Council Local Plan 2017.

35. Details of any external signage must be submitted to and agreed in writing by the Local Planning Authority prior to installation. Thereafter the development must be carried out in accordance with the agreed details.

Reason: To secure a satisfactory external appearance; having regard to policy DM6.1 of the North Tyneside Council Local Plan 2017.

36. Details of any external flues, vents, utility boxes and other utility equipment must be submitted to and agreed in writing by the Local Planning Authority prior to installation. Thereafter the development must be carried out in accordance with the agreed details.

Reason: To secure a satisfactory external appearance; having regard to policy DM6.1 of the North Tyneside Council Local Plan 2017.

37. No trees, shrubs or hedges within the site which are shown as being retained on drawing No:146165/8001 - Rev D, shall be felled, uprooted, wilfully damaged or destroyed, cut back in anyway or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority.

Reason: In order to safeguard existing trees, the amenity of the site and locality, and in the interests of good tree management having regard to Policy DM5.9 of the North Tyneside Local Plan (2017).

38. Prior to commencement of development, trees within or adjacent to and overhanging the site that are to be retained are to be protected by in the locations shown and detailed in the Arboricultural Impact Assessment and Tree Protection Plan by Dendra Consulting Ltd (June 2021) unless otherwise agreed in writing by the Local Planning Authority. No operational work, site clearance works or the development itself shall commence until the fencing is installed. The protective fence shall remain in place until the works are complete or unless otherwise agreed in writing with the Local Planning Authority. The protective fence is not to be repositioned without the approval of the Local Authority.

Reason: In order to safeguard existing trees, the amenity of the site and locality, and in the interests of good tree management having regard to Policy DM5.9 of the North Tyneside Local Plan (2017).

39. All works within the RPA of the retained trees that include (but not limited to) kerb installation, fence post installation, lighting and drainage, must be carried out in complete accordance with BS 5837:2012 and the National Joint Utilities Group (NJUG) 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity To Trees'. The AMS is to form part of the contractors method statement regarding the proposed construction works.

Reason: In order to safeguard existing trees, the amenity of the site and locality, and in the interests of good tree management having regard to Policy DM5.9 of the North Tyneside Local Plan (2017).

40. Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall be in accordance with the habitat creation and enhancement details set out within the Ecological Assessment and Biodiversity Metric 3.1 Reports (Dendra Consulting October 2022). The landscape plan shall include full planting details and specifications. Any new standard tree planting shall be a minimum 14-16cm girth. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. All hard and soft landscape works shall be carried out in accordance with the approved details and to a standard in accordance with the relevant recommendations of British Standard 8545:2014. Any trees or plants that, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting season.

Reason: To ensure a satisfactory standard of landscaping having regard to policies DM5.5 and DM5.9 of the North Tyneside Local Plan (2017).

41. Within 4 weeks of development commencing a 'Landscape Ecological Management & Monitoring Plan' (LEMMP) for landscape mitigation and enhancement shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the approved Landscape Plan and the details set out within the Ecological Assessment Report and Biodiversity Metric (Dendra Consulting October 2022) and shall be implemented on completion of the landscape scheme and thereafter for a minimum period of 30 years.

The Management Plan shall be a long-term management strategy and must set out details for the creation, enhancement, management and monitoring of landscaping and ecological habitats within the site for a minimum period of 30 years. The Plan will also include details of regular Net Gain Assessment updates that include habitat condition assessments to evidence the success of the scheme and net gain delivery. Thereafter, these areas shall be managed and maintained in full accordance with these agreed details unless first agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory standard of landscaping having regard to policy DM5.5 of the North Tyneside Local Plan (2017).

42. All works must be undertaken in accordance with the working methods set out in section 6.5.1 (Hedgehog) of the Ecological Impact Assessment Report

(Dendra Consulting October 2022) to prevent the killing or injuring of Hedgehog during vegetation clearance, demolition and construction works.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

43. All works will be undertaken in accordance with the working methods set out in the Mitigation and Compensation section (6.1.2) of the Ecological Impact Assessment Report (Dendra Consulting October 2022) in relation to bats.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

44. Any excavations left open overnight will have a means of escape for mammals that may become trapped in the form of a ramp at least 300mm in width and angled no greater than 45 degrees.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

45. No vegetation removal or building/demolition works shall take place during the bird nesting season (March- August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policies DM5.5 of the North Tyneside Local Plan.

46. 2no. House Sparrow terrace nest boxes, such as the 1SP Schwegler Sparrow Terrace (or similar), must be provided on new buildings within the site. Details of the bird box specification and locations must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing. The boxes must be installed in accordance with the approved plans prior to occupation of the development and thereafter retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

47. 1no. integrated bat box, such as the Habibat Access Box, Schwegler bat tube, Ibstock bat box (or similar) must be installed into the new building. Details of bat box specification and location must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing. The box must be installed in accordance with the approved plans prior to occupation of the development and thereafter retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology, having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan.

48. No development (excluding demolition) shall commence until;

a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;

b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed. The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

Reason: The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

49. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

Reason: To ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

50. Notwithstanding Condition 1, the proposed dwellings must comply with the housing standards set out under Policy DM4.9 of the North Tyneside Local Plan (2017).

Reason: To ensure appropriate living conditions for future occupiers are provided in accordance with Policy DM4.9 of the North Tyneside Local Plan (2017).

51. Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any Order revoking or re-enacting that Order), Unit 2 as identified on the 'Proposed Floor Plans' Drawing No.200 D5 shall only be used for the purposes of a drinking establishment with expanded food provision (Sui Generis).

Reason: To enable the Local Planning Authority to retain control over the use and ensure a community facility is retained within the site; having regard to Policy S7.10 of the North Tyneside Local Plan.

52. No extension or amalgamation of the commercial units shall take place without the prior written approval of the local planning authority.

Reason: To maintain control over the nature and size of the retailing units in order to ensure that they do not develop into a form of retailing which could undermine the vitality and viability of neighbouring town centres taking into account Policy DM3.4 of the North Tyneside Local Plan and the NPPF.

53. Prior to the first operation of the hereby approved commercial units, a scheme for one (1) apprenticeships for North Tyneside residents, , including a programme for monitoring and demonstrating compliance of appointing apprentices, shall be submitted to and approved in writing by the Local Planning

Authority. The apprenticeship schemes shall be run in full accordance with the agreed details.

Reasons: To contribute towards the creation of local employment opportunities and support growth in skills inline with policy DM7.5 of the North Tyneside Local Plan 2017.

Statement under Article 35 of the Town & Country (Development Management Procedure) (England) Order 2015):

The Local Planning Authority worked proactively and positively with the applicant to identify various solutions during the application process to ensure that the proposal comprised sustainable development and would improve the economic, social and environmental conditions of the area and would accord with the development plan. These were incorporated into the scheme and/or have been secured by planning condition. The Local Planning Authority has therefore implemented the requirements in Paragraph 38 of the National Planning Policy Framework.

Informatives

Building Regulations Required (I03)

Contact ERH Construct Highway Access (I05)

The applicant is advised that a licence must be obtained from the Local Highway Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact Highways@northtyneside.gov.uk for further information.

Do Not Obstruct Highway Build Materials (I13)

Contact ERH Erect Scaffolding on Rd (I12)

No Doors Gates to Project Over Highways (I10)

Highway Inspection before dvlpt (I46)

Street Naming and numbering (I45)

The building is thought to have been on site since 1973, as such there may be asbestos contained within it. An asbestos survey should be carried out prior to demolition and any findings acted upon.

It is recommended that measures to protect the cash machine from theft, including CCTV and bollards, are installed.



Application reference: 21/02539/FUL

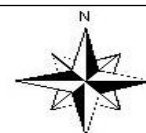
Location: The Sandpiper, Farrington Road, Cullercoats, Tyne And Wear

Proposal: Demolition of existing public house and redevelopment of site to provide 1no.retail unit (Class E), 1no.drinking establishment with expanded food provision (Sui Generis) and 14no. apartments, associated car parking, infrastructure and landscaping works

Not to scale

Date: 01.12.2022

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**Appendix 1 – 21/02539/FUL
Item 1**

Consultations/representations

1.0 Internal Consultees

1.1 Highway Network Manager

1.2 This application is for the demolition of the existing public house and redevelopment of the site to provide 1 retail unit, 1 drinking establishment with expanded food provision and 14 apartments, associated car parking, infrastructure, and landscaping works.

1.3 A Transport Assessment (TA) was submitted as part of the planning application and the traffic associated with the site does not cause capacity issues at the site access or wider network.

1.4 To improve pedestrian safety and connectivity to the site, the applicant has agreed to install a zebra crossing on Farringdon Road adjacent to the existing parade of shops. This will benefit both the application site as well as these local businesses.

1.5 The site utilises existing accesses on Farringdon Road and Shaftsbury Crescent, which are considered to be appropriate for the level of traffic and type of vehicles that is expected to be associated with the site and an appropriate level of parking and cycle parking will be provided, and a Framework Travel Plan is included with the application. Conditional approval is recommended.

1.6 Recommendation - Conditional Approval

1.7 The applicant will be required to enter into a Section 106 Agreement under The Town and Country Planning Act 1990 for a sum of £30,000 for improved pedestrian crossing facilities on Farringdon Road.

1.8 Conditions:

Notwithstanding the details submitted, the scheme for access shall be laid out in accordance with the approved plans. This access shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. These parking areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

No part of the development shall be occupied until details of undercover, secure cycle provision for the commercial development and apartments has been submitted to and approved by in writing the Local Planning Authority. This

scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety

Notwithstanding the details submitted, the scheme for servicing and refuse collection shall be laid out in accordance with the approved plans. These areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

Notwithstanding the details submitted, the scheme for the provision of and storage of refuse shall be laid out in accordance with the approved plans and prior to the occupation. These storage areas shall not be used for any other purpose and retained thereafter.

Reason: In the interests of highway safety and of the development having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

No part of the development shall be occupied until details of Electric Vehicle (EV) charging provision has been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety.

No part of the development shall be occupied until details of a parking management strategy have been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety.

No part of the development shall be occupied until details of taxi & private hire provision have been submitted to and approved by in writing the Local Planning Authority. This scheme shall be implemented in accordance with the approved details and retained thereafter.

Reason: In the interests of highway safety.

Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; storage of plant and materials used in constructing the development; provide a scheme indicating the route for heavy construction vehicles to and from the site; a turning area within the site for delivery vehicles; a detailed scheme to prevent the deposit of mud and debris onto the highway and a dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowsers, and/or wheel washing and/or road cleaning facilities, and any other wheel cleaning solutions and dust suppressions measures considered appropriate to the size of the development). The scheme must include a site plan illustrating the location of facilities and any alternative locations during all stages of development. The

approved statement shall be implemented and complied with during and for the life of the works associated with the development.

Reason: This information is required pre development to ensure that the site set up does not impact on highway safety, pedestrian safety, retained trees (where necessary) and residential amenity having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

1.9 Informatives:

The applicant is advised that the vehicular access to the highway must be constructed by or to the satisfaction of the Local Highway Authority. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that a licence must be obtained from the Local Highway Authority before any works are carried out on the footway, carriageway verge or other land forming part of the highway. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that a license must be obtained from the Highways Authority for any scaffold placed on the footway, carriageway verge or other land forming part of the highway. Contact Streetworks@northtyneside.gov.uk for further information.

The applicant is advised that no gates may project over the highway at any time. Contact New.Developments@northtyneside.gov.uk for further information.

The applicant is advised that it is an offence to obstruct the public highway (footway or carriageway) by depositing materials without obtaining beforehand, and in writing, the permission of the Council as Local Highway Authority. Such obstructions may lead to an accident, certainly cause inconvenience to pedestrians and drivers, and are a source of danger to children, elderly people and those pushing prams or buggies. They are a hazard to those who are disabled, either by lack of mobility or impaired vision. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised to contact Highway Maintenance to arrange for an inspection of the highways adjacent to the site. The applicant should be aware that failure to do so may result in the Council pursuing them for costs of repairing any damage in the surrounding area on completion of construction. Contact Highways@northtyneside.gov.uk for further information.

The applicant is advised that requests for Street Naming & Numbering must be submitted and approved by the Local Highway Authority. Any complications, confusion or subsequent costs that arise due to non-adherence of this criteria will be directed to applicant. Until a Street Naming and Numbering & scheme been applied for and approved by the Local Highway Authority it will not be officially registered with either the council, Royal Mail, emergency services etc. Contact Streetworks@northtyneside.gov.uk for further information.

1.10 Manager of Environmental Health (Contaminated Land)

1.11 The Phase 1 report has identified a number of on-site contaminative issues. The site also lies within a Coal referral area so there is the potential for mine gas. Based on this the following must be attached to any future application

Con 04
Con 05
Con 06
Con 07
Gas 06.

1.12 The building is thought to have been on site since 1973, as such there may be asbestos contained within it. An asbestos survey should be carried out prior to demolition and any findings acted upon.

1.13 Manager of Environmental Health (Pollution)

1.14 The development site is located an area which is surrounded by residential properties. I have viewed the noise report which has considered the potential impact of road traffic noise on the proposed new residential apartments and potential noise from the three proposed retail units including noise arising from the car park and deliveries. The noise report included for unattended noise monitoring over a 72 hour period in October 2021. The noise monitoring was carried out at 2 locations P1 to assess noise to the front fanade adjacent to Farringdon Road and P2 to assess noise to the rear of the site adjacent to Shaftsbury Crescent. Daytime noise levels were 59 dBLAeq and 54 dB LAeq for P1 and P2, and night time were in the region of 49 and 43 dB LAeq. An appropriate glazing and ventilation scheme has been recommended and a condition is recommended for the apartments to ensure the noise scheme is provided. The noise report has not considered internal noise transmission from the retail units and the first floor apartments and a condition is recommended to ensure a suitable sound mitigation scheme is provided that ensures internal noise levels comply with the WHO community noise guidance of 30 dB LAeq and maximum noise level of 45dB for bedrooms at night and 35 dB LAeq for living rooms during the day is achieved.

1.15 The noise assessment has considered delivery noise suggesting that the number of deliveries each week will be double that of the existing use, but that all deliveries would be during daytime hours. A condition is also recommended to restrict deliveries to daytime hours. The delivery bay for the proposed co-op unit will be located to the rear of the site. The layout plan indicates that 1.8m boundary fencing will be provided and this will provide some attenuation of associated delivery noise and noise from the car parks. The noise assessment

has modelled the noise levels from the car park and shown that internal BS8233 daytime habitable noise levels can be achieved with open window.

1.16 Conditions are recommended to ensure a noise scheme is provided for all new external plant and equipment and operating hours. The retail units may include for a variety of uses including hairdressers, bakery etc. Such uses might result in odours and fumes being generated and it therefore recommended that a vapour barrier is provided between the ground floor and first floor apartments.

1.17 Conditions Residential Apartments:

The residential accommodation hereby permitted shall not be occupied until a scheme of sound insulation works has been submitted to and approved in writing by the Local Planning Authority and installed and thereafter retained that includes for an acoustic glazing scheme and ventilation scheme in accordance to noise report no. 9118.1 to address external road traffic noise arising from Farringdon Road and Shaftsbury Crescent and associated noise arising from the ground floor retail units to show that all habitable rooms are provided with sound attenuation measures to give a resultant noise level of below 30 dB LAeq and maximum noise level of 45dB for bedrooms and 35 dB LAeq for living rooms is achieved.

Boundary fencing for the north and eastern boundaries of the site to be provided in accordance to the Boundary Treatments Plan drawing no. 105/P1.

A vapour barrier must be installed throughout the ceiling between the ground floor retail units and the residential apartments to prevent migration of odours into upstairs apartments.

Reason: this is not controlled by Building Control and will prevent internal migration of odours via the ceiling/floor space.

HOU04
HOU05
SIT03

1.18 Conditions Commercial Units:

HOU03 07:00 and 23:00 hours Monday to Saturday and 09:00 to 22:00 hours on Sundays and Bank Holidays.

Deliveries and collections for the retail units should take place between the times of 07:00 and 21:00 hours; Monday to Saturday and 09:00 to 18:00 hours on Sundays and Bank Holidays

Reason: To protect the amenity of residential premises against noise.

Prior to the installation of external plant and equipment at the commercial units a noise scheme must be submitted that details the noise rating level from the proposed combined plant and equipment to ensure that the background noise levels are not exceeded, the rating levels are provided in Table 1 that need to be met at nearest fanade of residential properties, as detailed in noise report reference 9118.1.

It will be necessary following installation of the plant and equipment that acoustic testing is undertaken to verify compliance with this condition within one month of its installation and submitted for written approval prior to the operation of the plant.

NO102

NO104 this will include details of the noise levels expected to be created by the combined use of external plant and equipment to ensure compliance with the noise rating level.

EPL01

EPL02

EPL03

EPL04 The applicant shall maintain the odour suppression system as approved in accordance with the details provided by the manufacturer and submitted by the applicant for the purposes of demonstrating compliance with Standard Condition EPL04. All odour abatement systems should be in accordance to DEFRA report Guidance and Control of Odour and Noise from Commercial Kitchen Exhaust System.

LIG01

REF01

REF02

1.19 Local Lead Flood Authority

1.20 I have carried out a review of the surface water drainage proposals detailed in planning application 21/02539/FUL, I can confirm that I have no objections to the drainage proposals as the development will be providing surface water attenuation within the site via the use of permeable paving and an underground storage tank which will provide storage for up to a 1in100yr rainfall event with a 40% allocation for climate change. The surface water leaving the development will be restricted to 2.9l/s before it enters the local sewer network in order to reduce the impact of the development on the surrounding areas drainage system.

1.21 I would recommend that the following condition is placed on the application if successful.

- A detailed drainage design to be supplied to the LLFA for approval prior to construction this should include details of the permeable paving & attenuation tank.

1.22 Planning Policy (Urban Design)

1.23 Recommendations: No objection.

1.24 Following comments dated 25th February 2022, which objected to the application, revised plans have been submitted. The design approach has been revised and the new scheme is more sensitive to its surrounding context. The proposed building remains four-storeys, however the top floor is concealed within a series of gabled feature roofs. This helps to reduce the perceived height of the building. The design of some parts of the roof to accommodate staircases is a

disappointment although these parts are concealed from some views. While the scheme would be higher density and taller than the surrounding buildings, it has been designed with consideration to the local vernacular and building materials. The use of brick and wall tiles picks up on its use in the local area. Feature banding, sections of brick soldier course and green living walls also adds interest to the design. The ground floor retail uses have an active frontage which front Farringdon Road. The proposal includes some landscaping to the edges of the site. Overall, the revised scheme is a well-considered development that will stand out as a focal point within the street scene.

1.25 The scheme may impact on the amenity of neighbouring residents. A Daylight and Sunlight Analysis has been submitted, however this does not show the impact of the scheme clearly at different times of the year and further information should be submitted. This issue is referred to the Case Officer.

1.26 Suggested conditions:

- a) Materials of construction
- b) Boundary walls and fences
- c) Hard surfacing
- d) Signage
- e) Landscape works implementation
- f) Design of refuse store
- g) Location of flues, vents, utility boxes and any other utility equipment

1.27 Biodiversity Officer and Landscape Architect

1.28 The site currently consists of The Sandpiper public house with associated car parking and landscaping along the northern boundary/north-east part of the site associated with external seating areas. The external planting appears to consist of amenity grass located in the central seating area and hedgerow and tree planting along the northern boundary and a small section of the eastern boundary.

1.29 Trees

Pre-Development Arboricultural Report and Arboricultural Impact Assessment (AIA) has been submitted by Dendra Consulting Ltd (June 2021) in accordance with BS 5837: Trees in Relation to Design, Demolition and Construction – Recommendations, 2012. A total of 3 trees were surveyed and categorised in accordance with BS 5837. 2no. hawthorn trees (T2 and T3) on the site are category B and 1no Laburnum (T1) is a category C tree. The proposals require the removal of both hawthorn trees, T2 and T3. Both of these trees are of a moderate value (category B) and approximately 6.0m in height.

1.30 The AIA also indicates that protective fencing will be required and installed in the locations as shown on the tree protection plan.

1.31 Ecological Assessment

An updated Ecological Impact Assessment (EcIA) has been submitted ((Dendra Consulting October 2022) and found habitats of limited ecological value within the site including modified grassland, introduced shrub and hard standing. The impacts resulting from the development works include:

- Potential disturbance/injury/killing impacts on a European Protected Species (Bats) during demolition works, if present

- Potential disturbance/injury/killing of an active bird's nest during demolition and vegetation clearance works
- Loss of foraging habitat and potential killing or injuring of a UK Priority species (Hedgehog)

1.32 A dusk activity bat survey was conducted at the site on 14th July 2021 in accordance with BCT Guidelines after a preliminary appraisal assessed the building as low value for bats. The activity survey did not find any evidence of roosting bats at the site.

1.33 An active Herring gull nest was present on the roof of the two-storey building during both of the site surveys and the report recommends that demolition and vegetation clearance works are scheduled to take place outside of the main bird breeding season of March to August (inclusive). If it is considered necessary to undertake works during the period March to August, the site will require an inspection by a suitably qualified ecologist immediately prior to commencement.

1.34 The Report also recommends that working methods should be adopted to prevent the killing or injuring of Hedgehog during the vegetation clearance, demolition and construction phases of the proposed works.

1.35 Landscape & Biodiversity Net Gain

The submitted Landscape Plan (DWG No: 146165/8001 - Rev D) details a number of proposed trees, spread throughout the site including native hedges, a sedum roof and green wall and mixed native scrub.

1.36 An updated Biodiversity Metric calculation (Dendra Consulting October 2022) has been submitted which indicates a 39% net gain based on an improved landscape plan. This is acceptable and meets the requirements of planning policy and the NPPF with regard to net gain.

1.37 Designated Coastal Sites

The scheme is within 6km of the Northumbria Coast SPA and will have an impact on the coast as a result of an increase in recreational disturbance. The scheme will, therefore, need to comply with the Councils Coastal Mitigation SPD. The SPD provides guidance and information on the mitigation required from development within North Tyneside to prevent adverse impacts on the internationally protected coastline.

1.38 Should the scheme be supported the following conditions should be applied:

1) No trees, shrubs or hedges within the site which are shown as being retained on drawing No:146165/8001 - Rev D, shall be felled, uprooted, wilfully damaged or destroyed, cut back in anyway or removed during the development phase other than in accordance with the approved plans or without the prior written consent of the Local Planning Authority.

2) Prior to commencement of works starting on site, trees within or adjacent to and overhang the site that are to be retained are to be protected by fencing and in the locations shown and detailed in the Arboricultural Impact Assessment and Tree Protection Plan by Dendra Consulting Ltd (June 2021) unless otherwise

agreed in writing by the Local Planning Authority. No operational work, site clearance works or the development itself shall commence until the fencing is installed. The protective fence shall remain in place until the works are complete or unless otherwise agreed in writing with the Local Planning Authority. The protective fence is NOT to be repositioned without the approval of the Local Authority.

3) All works within the RPA of the retained trees that include (but not limited to) kerb installation, fence post installation, lighting and drainage, are to be carried out in complete accordance with BS 5837 and the National Joint Utilities Group (NJUG) 'Guidelines for the Planning, Installation and Maintenance of Utility Apparatus in Proximity To Trees'.

4) The contractors construction method statement relating to traffic management/site compounds/contractor access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires must be submitted in writing and approved by the Local Planning Authority and include tree protection measures for the trees to be retained. Cabins, storage of plant and materials, parking are not to be located within the RPA of the retained trees as defined by the Tree Protection Plan and maintained for the duration of the works.

5) Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall be in accordance with the habitat creation and enhancement details set out within the Ecological Assessment and Biodiversity Metric 3.1 Reports (Dendra Consulting October 2022). The landscape plan shall include full planting details and specifications. Any new standard tree planting shall be a minimum 14-16cm girth. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. All hard and soft landscape works shall be carried out in accordance with the approved details and to a standard in accordance with the relevant recommendations of British Standard 8545:2014. Any trees or plants that, within a period of five years after planting, are removed, die or become seriously damaged or defective, shall be replaced with others of species, size and number as originally approved, by the end of the first available planting.

6) Within 4 weeks of any of the development hereby approved commencing on site, a 'Landscape Ecological Management & Monitoring Plan' (LEMMP) for landscape mitigation and enhancement shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall be in accordance with the approved Landscape Plan and the details set out within the Ecological Assessment Report and Biodiversity Metric (Dendra Consulting October 2022) and shall be implemented on completion of the landscape scheme and thereafter for a minimum period of 30 years.

The Management Plan will be a long-term management strategy and will set out details for the creation, enhancement, management and monitoring of landscaping and ecological habitats within the site for a minimum period of 30

years. The Plan will also include details of regular Net Gain Assessment updates that include habitat condition assessments to evidence the success of the scheme and net gain delivery. Thereafter, these areas shall be managed and maintained in full accordance with these agreed details unless first agreed in writing by the Local Planning Authority.

7) High intensity security lights shall be avoided as far as practical and if required, these will be of minimum practicable brightness, be set on a short timer and will be motion sensitive only to larger objects. Lighting must be designed in accordance with the BCT & Institute of Lighting Professionals (ILP) Guidance Note 08/18 "Bats & Artificial Lighting in the UK" to minimise light spill to adjacent boundary features such as woodland, scrub, grassland and hedgerow habitats and should be less than 2 lux in these areas.

8) All works will be undertaken in accordance with the working methods set out in section 6.5.1 (Hedgehog) of the Ecological Impact Assessment Report (Dendra Consulting October 2022) to prevent the killing or injuring of Hedgehog during vegetation clearance, demolition and construction works.

9) All works will be undertaken in accordance with the working methods set out in the Mitigation and Compensation section (6.1.2) of the Ecological Impact Assessment Report (Dendra Consulting October 2022) in relation to bats.

10) Any excavations left open overnight will have a means of escape for mammals that may become trapped in the form of a ramp at least 300mm in width and angled no greater than 45 degrees.

11) No vegetation removal or building/demolition works shall take place during the bird nesting season (March- August inclusive) unless a survey by a suitably qualified ecologist has confirmed the absence of nesting birds immediately prior to works commencing.

12) Provision of hedgehog gaps (13cmx13cm) will be provided within any new or existing fencing within the scheme. Details shall be submitted to the LPA for approval within 4 weeks of development commencing on site and will be installed in accordance with the approved plans on completion of works and permanently retained.

13) 2no. House Sparrow terrace nest boxes, such as the 1SP Schwegler Sparrow Terrace (or similar), will be provided on new buildings within the development site. Details of bird box specification and locations must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing on site and will be installed in accordance with the approved plans on completion of works and permanently retained.

14) 1no. integrated bat box, such as the Habitat Access Box, Schwegler bat tube, Ibstock bat box (or similar) will be installed into the new building within the development site. Details of bat box specification and location must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing on site and will be installed in accordance with the approved plans and permanently retained.

1.39 Planning Policy

1.40 The site is an existing public house within a residential area on the junction of Shaftesbury Crescent and Farringdon Road. The Sandpiper is adjacent to a small parade of shops that serve the local community. The applicant seeks to develop a mixed-use scheme with retail and drink establishment on the ground floor and apartments above.

1.41 The retail element of the scheme would be for a convenience retail unit (400m² gross) that would be a E (a) use class and the adjacent unit (280m²) for a drinking establishment with expanded food provision, which would be a sui generis use class. Both of these uses are recognised as main town centre uses in the National Planning Policy Framework (NPPF)(July 2021), the remainder of the site is proposed to be for residential development (use class C3), which is not a main town centre use.

1.42 Due to the development being a town centre use, in an out of centre location, the local planning authority is expected to consider if there are any sequential preferable sites within relevant designated centres that are suitable, available, and viable. Both the applicant and the local authority are expected to demonstrate flexibility on issues such as format and scale so that opportunities to consider alternative sites are fully explored. The search for sites should acknowledge the business needs of the applicant within the sequential test.

1.43 The applicant's sequential test has considered a variety of different sites within the surrounding town centres, but no sites were identified as being suitable, available, or viable. The government guidance for 'Town Centres and Retail' outlines the need for local planning authorities to be realistic and flexible when applying the sequential test and the applicant has stated that the viability of each individual use within the application is dependent upon one another and it is not appropriate to disaggregate the uses. Therefore, whilst there were units identified in the site search that could accommodate some of the uses proposed, there was no site that could deliver the entire scheme. The information is in accordance with Policy DM3.4 of the Local Plan (2017) and does not require an impact test on the surrounding centres as it does meet the local or national criteria.

1.44 The Sandpiper pub was nominated to be an asset of community value, and whilst the local authority determined that it did not merit such a listing, it is encouraging that the applicant has amended the plans to retain a drinking establishment within the scheme (supporting policy S7.10). The proposed development would support the existing businesses along Farringdon Road and are within convenient and safe walking distance of the surrounding communities. The Local Plan seeks to support small scale out of centre facilities serving local retail or leisure needs less than 500m² (gross) (Policy DM3.6) and the proposed uses would contribute towards social inclusion and sustainable development.

1.45 The development of the site to a mixed use scheme that incorporates commercial premises and residential development on a brownfield site supports Policy S1.4 and DM4.5 to make the most effective and efficient use of available land that contributes to the identified housing needs of the borough.

1.46 Conclusion:

The proposed development would support sustainable development in the Borough on a brownfield site. The proposed development would be in accordance with Policy S1.4, DM3.4, DM3.6, DM4.5 and S7.10 of the Local Plan (2017).

2.0 External Consultees

2.1 Coal Authority

2.2 The Coal Authority Response: Material Consideration

2.3 I have reviewed the proposals and confirm that the application site falls within the defined Development High Risk Area; therefore within the application site and surrounding area there are coal mining features and hazards which need to be considered in relation to the determination of this planning application.

2.4 The applicant has obtained appropriate and up-to-date coal mining information for the proposed development site and has used this information to inform the Phase 1: Desk Top Study and Coal Mining Risk Assessment Report (1 July 2021, prepared by Arc Environmental Ltd), which accompanies this planning application.

2.5 The Report correctly identifies that the application site may have been subject to past coal mining activity. The Coal Authority records indicate that the site is likely to have been subject to historic unrecorded underground coal mining at shallow depth.

2.6 The Report has been informed by an appropriate range of sources of information; including geological mapping and borehole data. The Report confirms that it would be prudent to drill rotary boreholes to establish the exact situation with regard to potential unrecorded shallow mine workings and to establish any necessary remedial measures.

The intrusive site investigations should be designed and undertaken by competent persons and should be appropriate to assess the ground conditions on the site in order to establish the coal-mining legacy present and the risks it may pose to the development and inform any remedial works and/or mitigation measures that may be necessary.

2.7 The applicant should note that Permission is required from the Coal Authority Permit and Licensing Team before undertaking any activity, such as ground investigation and ground works, which may disturb coal property. Please note that any comments that the Coal Authority may have made in a Planning context are without prejudice to the outcomes of a Permit application.

2.8 Mine Gas

It should be noted that wherever coal resources or coal mine features exist at shallow depth or at the surface, there is the potential for mine gases to exist. These risks should always be considered by the LPA. The Planning & Development team at the Coal Authority, in its role of statutory consultee in the planning process, only comments on gas issues if our data indicates that gas

emissions have been recorded on the site. However, the absence of such a comment should not be interpreted to imply that there are no gas risks present. Whether or not specific emissions have been noted by the Coal Authority, local planning authorities should seek their own technical advice on.

2.9 SUDS

It should be noted that where SUDs are proposed as part of the development scheme consideration will need to be given to the implications of this in relation to the stability and public safety risks posed by coal mining legacy. The developer should seek their own advice from a technically competent person to ensure that a proper assessment has been made of the potential interaction between hydrology, the proposed drainage system and ground stability, including the implications this may have for any mine workings which may be present beneath the site.

2.10 The Coal Authority Recommendation to the LPA

The Coal Authority concurs with the recommendations of the Phase 1: Desk Top Study and Coal Mining Risk Assessment Report (1 July 2021, prepared by Arc Environmental Ltd) that coalmining legacy potentially poses a risk to the proposed development and that intrusive site investigation works should be undertaken prior to development in order to establish the exact situation regarding coal mining legacy issues on the site. Accordingly, the Coal Authority recommends the imposition of the following conditions:

1. No development shall commence (EXCLUDING DEMOLITION) until;
a) a scheme of intrusive investigations has been carried out on site to establish the risks posed to the development by past coal mining activity, and;
b) any remediation works and/or mitigation measures to address land instability arising from coal mining legacy, as may be necessary, have been implemented on site in full in order to ensure that the site is safe and stable for the development proposed.

The intrusive site investigations and remedial works shall be carried out in accordance with authoritative UK guidance.

2. Prior to the occupation of the development, or it being taken into beneficial use, a signed statement or declaration prepared by a suitably competent person confirming that the site is, or has been made, safe and stable for the approved development shall be submitted to the Local Planning Authority for approval in writing. This document shall confirm the methods and findings of the intrusive site investigations and the completion of any remedial works and/or mitigation necessary to address the risks posed by past coal mining activity.

2.11 The Coal Authority therefore has no objection to the proposed development subject to the imposition of the conditions to secure the above. This is our recommendation for condition wording. Whilst we appreciate that you may wish to make some amendment to the choice of words, we would respectfully request that the specific parameters to be satisfied are not altered by any changes that may be made.

2.12 The following statement provides the justification why the Coal Authority considers that a pre-commencement condition is required in this instance:

The undertaking of intrusive site investigations, prior to the commencement of development, is considered to be necessary to ensure that adequate information pertaining to ground conditions and coal mining legacy is available to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site. This is in order to ensure the safety and stability of the development, in accordance with paragraphs 183 and 184 of the National Planning Policy Framework.

2.13 Northumbrian Water

2.14 It should also be noted that, following the transfer of private drains and sewers in 2011, there may be assets that are the responsibility of Northumbrian Water that are not yet included on our records. Care should therefore be taken prior and during any construction work with consideration to the presence of sewers on site. Should you require further information, please visit <https://www.nwl.co.uk/services/developers/>

2.15 We have no issues to raise with this application, provided it is approved and carried out within strict accordance with the submitted document entitled "Drainage Strategy". This document identifies that foul flows will discharge to the existing public combined sewer at manhole 6004. Surface water flows will discharge to the existing public combined sewer at manhole 6004, with a restricted flow rate of 2.9 l/sec. This is provided that the LFA are satisfied that the hierarchy of preference has been followed.

2.16 We request that the following approval condition is attached to a planning approval, so that the development is implemented in accordance with the above-named document:

CONDITION: Development shall be implemented in line with the drainage scheme contained within the submitted document entitled "Drainage Strategy" dated "October 2021". The drainage scheme shall ensure that foul flows discharge to the combined sewer at manhole 6004 and ensure that surface water discharges to the combined sewer at manhole 6004. The surface water discharge rate shall not exceed the available capacity of 2.9 l/sec that has been identified in this sewer. The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

REASON: To prevent the increased risk of flooding from any sources in accordance with the NPPF.

2.17 It should be noted that we are not commenting on the quality of the flood risk assessment as a whole or the developer's approach to the hierarchy of preference. The council, as the Lead Local Flood Authority, needs to be satisfied that the hierarchy has been fully explored and that the discharge rate and volume is in accordance with their policy. The required discharge rate and volume may be lower than the Northumbrian Water figures in response to the National and Local Flood Policy requirements and standards. Our comments simply reflect the ability of our network to accept flows if sewer connection is the only option. They are not part of any approval process for determining whether the proposed drainage layouts / design put forward at the planning stage satisfies the adoption criteria as set out in the Code for Sewer Adoption (sewer sector guidance). It is

important for developers to understand that discussions need to take place with Northumbrian Water prior to seeking planning permission where it is their intention to offer SuDS features for adoption.

2.18 Northumbria Police

2.19 We have no objection but would appreciate the following comments noted:

2.20 I have noted the addition of a ATM, to be location on the West Elevation (opposite Shaftsbury Avenue) and opposite the one of the proposed vehicle entry/exit points.

2.21 With all cash machine installations, we have to consider the risk of crime which is associated, such as cash machine thefts or “pull out” attacks which have occurred both nationally and within the Northumbria Police Force area. These types of crimes often cause significant structural damage to the building and therefore leads to a loss of a community facility. Due to the potential crime risk, I would recommend the following recommendations:

2.22 To mitigate the risk of a cash machine theft/ram raid attack, I would recommend the installation of bollards which should meet PAS 68 Standard, this is the impact test specification for vehicle security barrier systems.

2.23 The building should also have identification standard CCTV coverage of the area around the ATM and that coverage should capture the approach route of the cash replenishers. This will mitigate risk of not just across the pavement attacks but also fraudulent activity associated with ATM’s and also offer protection for people using it.

2.24 As per my previous comments (dated February 2022), can it be clarified if there will be cycle storage provided for residents of the apartments, as per the Design and Quality Supplementary Planning Document (May 2018), states “for flats, either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be secure, easily accessible and convenient to use”. If the only cycle storage available is that shown on the Proposed Site Layout (Drawing No. 103), I do not feel this is adequate security for the overnight storage of cycles.

2.25 The amended plans show allocation for 1no. retail unit (Class E) and 1no. drinking establishment with expanded food provision (Sui Generis). My main concern is what residential impact the drinking establishment will have on the apartments located above, especially as most have sliding doors and balconies. I do appreciate most who purchase the properties will be aware of the purpose of the retail units, however in reality most homeowners don’t actually consider the potential for noise nuisance when purchasing properties.

2.26 I appreciate the additional of a drinking establishment brings and element of variety and activity to the development and hopefully the hours of operation would be conditioned by Licensing Departments, so as to not adversely the residential amenity of the flats above. Can it also be clarified if a Noise Impact Assessment has been completed for the amended plans.

2.27 I can find no details with regards to the lighting scheme for the development, we would recommend lighting levels conform to British Standard for street lighting BS5489-1:2020 which is the industry standard for road and public amenity lighting and the scheme is prepared by an independent, competent, experienced lighting designer.

3.0 Representations

3.1 295no. objections have been received. These are summarised below

Highways

- Inadequate parking provision.
- Poor traffic/pedestrian safety.
- Traffic congestion.
- Poor/unsuitable vehicular access.
- Located on a busy road with inadequate parking and on a bus route.
- Increased traffic and overspill parking on nearby streets.
- Traffic congestion is already bad.
- Safety risk to school children.
- The roads are not equipped to be dealing with delivery HGVs.
- Inadequate parking for co-op customers and staff.
- Farringdon Road is a 20mph limit.
- The school patrol crossing only covers one side of the Broadway.
- Safety risk from HGV deliveries.
- No infrastructure and road safety measures in the application.
- Where are the crossings, speed, calming measures etc.
- Impact on the safety of pedestrians, cyclists and motorists.
- Will result in over a 300% increase in traffic overall.
- Concerns regarding 2no. entrance ways from the Shaftesbury Crescent.
- Concerns for the speed levels of the newly incurred traffic.
- There is a high chance that residents will have 2 or more cars.
- The addition of a zebra crossing will make congestion on Farringdon Road worse.

Design

- Impact on landscape.
- Inappropriate design.
- Inappropriate in special landscape area.
- Out of keeping with surroundings.
- Inappropriate in special landscape area.
- Affect character of conservation area.
- Affect setting of listed building.
- Inappropriate materials.
- Affect character of conservation area.
- High compared to existing properties.
- Four storeys is too high.
- Would set a precedent for 4-storey development.
- Would be an eyesore.
- Bungalows would fit in better.
- Makes too intensive use of the site.
- Detrimental to the area.

- Design of boundary enclosures (2.5m high fence).
- It will look overpowering and be obtrusive.
- Overdevelopment.
- Size and scale is inappropriate for the area.
- First floor terraces are not acceptable.
- Footprint is double that of the pub.
- A 3-storey building was rejected at the nearby Magpie public house.
- There has been no reduction in height.

Residential Amenity

- Loss of privacy.
- Loss of residential amenity.
- Nuisance – disturbance.
- Nuisance – noise.
- Nuisance - dust/dirt.
- Nuisance – fumes.
- Will result in visual intrusion.
- Loss of privacy and sunlight.
- Overshadowing and loss of light to surrounding properties.
- The loss of sunlight will have the potential to increase running costs/carbon emissions for adjacent properties.
- Overlooking of neighbouring properties.
- Should be a tree line backing onto Shaftesbury and Cranbourne for privacy.
- Delivery and unloading noise.
- Additional pollution from traffic.
- Additional noise and light pollution.
- Will encourage anti-social behaviour.
- Noise and mess from retail use.
- Impact on the mental health of residents due to feeling intimidated by the building.
- Construction noise.
- Height and proximity of the development to neighbouring properties will cause overshadowing.
- Will be closer to boundaries than the existing building.
- Is likely to open from early morning to late evening.
- The revised plans do not address the impact on privacy.
- Impact of the communal bin store on neighbouring residents.

Proposed use/loss of existing

- No need for a co-op/supermarket.
- Too many shops within a short distance.
- Will impact on existing businesses.
- Loss of jobs from the existing pub.
- Loss of one of the last surviving pubs in the area.
- Community would benefit more from a local supermarket.
- The pub is well used and does well.
- Should include a bar so locals have a socialising hub.
- In the surrounding area we have lost 3 pubs already.
- Impact on elderly people who use the pub as a place to meet.
- Happy with a Co-op supermarket which will be convenient for elderly people.
- Huge impact on the community.
- Need to help the pub trade after covid.

- Some units locally have been empty for years.
- No need for more housing.
- The company who own the property/land have obviously not bought this bar to make it a success.
- Impact on well being and mental health.
- The pub has been deliberately run down by the owners.
- Has been a pub since the 1960's.
- It is not well used due to poor management.
- If a wine bar would be a viable concern, why has the existing pub not been refurbished.
- No need for a cash machine.
- Potential for drink driving.

Other

- Adverse effect on wildlife.
- Precedent will be set.
- Devaluation of properties.
- Pollution of watercourse.
- Affect Site of Spec. Scientific Interest.
- Loss of/damage to trees.
- Within greenbelt/no special circumstance.
- Not in accordance with development plan.
- Not a planning issue.
- None compliance with approved policy.
- Letter or petition of support.
- Are other unused spaces with no houses.
- Should be used for social housing.
- A public meeting should be held.
- Designed purely for commercial gain.
- Loss of planting from the pub garden.
- Increased litter.
- No solar panels, green roofs or green spaces.
- Impact on school places.
- Inadequate drainage.
- Impact on the sewage system.
- I would have no objection to a sensible repurposing of this site to residential dwellings.
- Impact on foxes that use the site.
- Impact of additional traffic on air quality.
- No benefit for local people.
- The revised plans do not address the previous concerns.
- The ATM machine could be situated inside the Co-op store rather than outside to prevent crime.

3.2 A petition against the development containing 350 signatures has been received.

3.3 A petition against the development containing approximately 788 signatures has been received. The petition states:

Local campaigner Stephen Robinson and Councillor Linda Arkley are opposed to this proposal which will fill the site with a four storey block of shops and flats. Cllr

Ken Barrie sits on planning and as result cannot be involved in the campaign against this application.

Concerns have been raised about the increased traffic, speeding, congestion, nuisance parking and increased pollution on Farringdon Road and Shaftesbury Crescent.

3.4 In response to publicity carried out by local campaigner Stephen Robinson and Councillor Linda Arkley 208 responses objecting to the application have been received.

3.5 17no. comments of support have been received. These are summarised below.

- Would rather it was only 3 storey, but generally happy to support a project that will bring needed amenities to the estate.
- The pub is well past its best and needs to go.
- The pub is not well used.
- A great idea.
- Benefits of extra shops.
- More apartments are good for young people.
- Will increase houses process in the area.
- The scheme is a major improvement of the existing site.
- Nice to see a mixed use development replacing a derelict pub.
- The existing pub results in anti-social behaviour.
- Will provide shops to meet resident's needs.
- Will probably breathe some new life into the area and attract new residents.
- Easier and more convenient shopping.
- There is a demand for housing in the area.
- I think the design is high quality.
- My only concern is the loss of the play area within the existing site.
- There are already 3 storey houses on the estate.

3.6 5no. neither objecting to or supporting the application have been received.

These are summarised below.

- Affect character of conservation area.
- Impact on landscape.
- Loss of privacy.
- Loss of visual amenity.
- Inappropriate design.
- Poor/unsuitable vehicular access.
- Traffic congestion.
- Will result in visual intrusion.
- Impact on landscape.
- Letter or petition of support.
- Traffic congestion.
- This a great pub and should stay where it is for local people around the area.
- Will be intrusive to people who live in the close vicinity.
- Will cause parking and traffic issues.
- I am not against development, but a four storey building in this area is inappropriate.
- Missed opportunity to provide a Health Care Centre for a Doctor's Surgery.
- I am impressed by the quality of the architects' documentation.

- The small size of the shops would not result in traffic issues.
- Is only one story higher than the roof line of the neighbouring shops.

4.0 Councillor Comments

4.1 Cllr Willie Samuel

4.2 Please note the following as my formal objection to the above planning application. I do so as local member for the Cullercoats Ward and feel this reflects the overwhelming view of the residents in the area. As the current Chair of the Planning Committee I must declare that I have prejudged the application and will take no part in committee discussion on the item, although I will exercise my right as local member to address the committee.

4.2 I have made repeated attempts to contact the applicant. I find it extremely disappointing that, despite an extensive application, no time has been found to engage with the community. I am very disappointed that my attempts at contact have been ignored. I would ask the planning authorities to note this, and to ask the applicant to have the courtesy to engage with the elected representative for the area, i.e. myself.

4.3 The loss of one of the remaining pubs on the Marden estate is not a planning consideration. I mention it only in passing, but I would also expect the applicant to make some allowance for the distrust that has built up, due to their unwillingness to engage, and the many rumours that have circulated over the past few years regarding their intentions. It is evident that this has been on the applicants mind for some time.

4.4 My first request is that the application is withdrawn to allow for dialogue with the community and the residents who will be impacted. These include the current users of the pub, but also residents in the immediate streets nearby.

4.5 Should the applicant be unwilling to do this, I object on the following grounds. These are not exhaustive.

1. The height of the proposed building is excessive. It will dominate the surrounding area, and is out of keeping with the size of nearby buildings. The current building is at a low level.
2. The extent of the building is excessive. It is proposed to have 18 residential units and three retail units to replace one current retail unit.
3. It will bring unsustainable pressure to the local transport network. There is a very limited bus service and it is some fair distance to the Metro service. Public transport is not adequate and there is no proposal to improve it.
4. The lack of public transport means the residential units will be reliant on private car use, bringing a possible 36 or more cars. Parking provision is not proposed for this number of cars.
5. Delivery vehicles for the retail units will compound the traffic management issues.
6. The area already suffers from inadequate pedestrian crossings. I have heard a rumour that the applicant might have provided this as 'planning gain' but I could not see anything in the application.

4.6 Cllr. Linda Arkley 03 Oct 2022

4.7 I am writing to express residents' concerns and, also my own, in respect of the planning application as seen above. As a Ward Councillor I would like to request speaking rights at the Planning Meeting.

4.8 The proposal is for the building to be four storey high, which will not be appropriate for the area. The height of the proposed building will cause a shadow over neighbouring properties. Whilst the flats have been reduced from 18 to 14, this does not stop people who will move into the flats looking into the houses on Farringdon Road. This residents still feel it is a loss of their privacy.

4.9 The Sandpiper is currently a two storey building with pitched roof, which is an area of two storey buildings. Increasing the height of the building will impact on the character and appearance of the surrounding area. There has been a three storey building much further in to the estate. This is so high it can be viewed from the sea front. This is not, what the residents want.

4.10 Whilst there is a reduction of Flats, from 18-14, there is still not enough car parking spaces. It is difficult to enter into the parking area and get out. I have looked at the entrance and it will be difficult for cars to turn left to go to Farringdon Road.

4.11 I am interested to see where all the people going to the Wine Bar will park? It is will very noisy with all the new development and know that residents are unhappy about the prospect of increased noise from Asda and Wine Bar.

4.12 Residents in the area are very concerned about an ATM is being place on the side wall. This means people will be going there day and night taking money from the machine. The area will certainly be full of people and noisy getting in and out of their cars. Considering there is a ATM at St. Georges Road, Sainsbury's at The Broadway, is this ATM required? I will be asking for it to be removed because of the increase in vehicles, noise and other issues.

4.13 Residents are very concerned about the increased amount of traffic, Noise, Anti-social behaviour, Air Pollution and being Socially consumed by all this intense traffic and people will a nightmare. Traffic noise will an issue and those families with children are extremely upset with the noise which will keep their children awake.

4.14 Cllr Linda Arkley 21 Feb 2022

4.15 I am writing to express residents' concerns in respect of the planning application as seen above and request the application comes before the planning committee as a matter of urgency. As you will be aware, the Council has received a large number of concerns to date.

4.16 I would like to object on the material planning considerations below and request speaking rights at the Planning Committee.

4.17 The height of the building will be 4 storey's high and not appropriate in the area. The height of the proposed building will cause a shadow over neighbouring properties.

4.18 There are proposals of Balcony windows at the front of the apartments, they will overlook the houses on Farringdon Road, and windows at the rear of the apartments will overlook resident houses and gardens at 4,6,8,10, Shaftesbury Crescent and corner houses of 10 and 12 Cranbourne Grove.

4.19 The residents of both Farringdon Road and Cranbourne Grove will have people living in the apartments looking down into their properties which would lead to loss of privacy.

4.20 The Sandpiper is currently a 2 story's building with a pitched roof which is an area of two storey buildings and bungalows. Increasing the height to 4 storey's would impact on the character and appearance of the surrounding area.

4.21 Parking and Road Safety. The proposed site is small, eighteen apartments will mean eighteen or possibly 36 cars. There is inadequate parking for the flats, but it appears there is only 13 parking spaces designated for the flats. The retail units will not have enough parking space for their own staff which will be an issue to begin with. This will lead to antisocial parking on the roads around the area.

4.22 The roads around the existing area are small and narrow and there are already problems with large vans, and waggons. There is limited space to reverse or turn on the roads in the surrounding area. There are a lot of children who live in the area, who attend local schools, road safety is already a problem on Farringdon Road, this will become worse should this application go ahead.

4.23 The Co-op will be delivering twice daily. The long opening hours will be 7am-11pm, 7 days a week, which will be a complete change to resident's lives.

4.24 Traffic noise and Air Pollution. There will be an increase in traffic from large delivery vehicles and traffic and therefore there will be an increase in air pollution and noise.