

Application No: 22/02118/FUL Author: Maxine Ingram
Date valid: 22 November 2022 ☎: 0191 643 6322
Target decision date: 17 January 2023 Ward: Camperdown

Application type: full planning application

Location: Unit 21, Mylord Crescent, Camperdown Industrial Estate, Camperdown, Newcastle Upon Tyne

Proposal: Extension to existing commercial unit to form additional warehousing space, extension to car park

Applicant: Gurteen Transport

Agent: Maria Ferguson Planning Limited

RECOMMENDATION:

It is recommended that:

- a) the Committee indicates that it is minded to grant the application; and**
- b) the Director of Regeneration and Economic Development be authorised to issue a notice of grant of planning permission following expiry of the consultation period subject to:**
 - i) the conditions set out in the planning officers report;**
 - ii) the addition, omission or amendment of any other conditions considered necessary by the Director of Regeneration and Economic Development; and**
 - iii) any issues or objections arising from the consultation which, in the opinion of the Director of Regeneration and Economic Development, were not previously considered by the Committee then the application be referred back to the Committee for reconsideration.**

INFORMATION

1.0 Summary Of Key Issues & Conclusions

1.0 The main issues for Members to consider in this case are:

- The principle of the development,
- The impact on amenity (noise, residential amenity, and visual impacts)
- The impact on highway safety, and,
- Other issues.

1.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise. Members need to consider whether this application accords with the development plan and also take into account any other material considerations in reaching their decision.

2.0 Description of the Site

2.1 The application site is currently occupied by a factory unit within the Camperdown Industrial Estate, which is an allocated site (Site E006) for employment uses in the Local Plan (LP) (2017). It is located on the eastern side of the industrial estate, with accesses of Mylord Crescent and Locomotion Way. The unit is occupied by Gurteen Recycling Ltd (Gurteen Transport) as its main warehousing and distribution facility.

2.2 The site is bound by a 2m high mesh fence. To the front of the unit there is a car park. The site of the proposed extension is a grassed area to the east of the unit.

2.3 Existing commercial uses are located to the north, south and west of the site. Residential properties of Atkin Street are located to the east of the site. Residential properties of Silverbirch Drive are located to the south of the site beyond the road.

2.4 To the north of the site there is a footpath.

3.0 Description of the Proposed Development

3.1 Planning permission is sought for the construction of an extension to the existing commercial unit comprising approximately 900 square metres (sqm) of floor space. The extension will be used for storage and distribution purposes (Use Class B8).

3.2 Planting is proposed to provide a screening belt between the site and residential properties of Atkin Street. The car park to the front will be extended to provide additional car parking spaces and a larger area for the manoeuvring of vehicles. An area of soft landscaping will be retained between the site and Mylord Crescent.

3.3 The proposed extension will measure approximately 36m by 27.5m. It will have an overall height of approximately 8m. Two loading bay doors are proposed to the south elevation. Access doors are proposed to the east and north elevation.

4.0 Relevant Planning History

08/02555/FUL - Renewal of temporary planning permissions for three free-standing storage containers permitted by consents 04/03673/FUL and 04/02609/FUL. Containers are located entirely within the curtilage of the property – Permitted 05.01.2009

04/03673/FUL - Amendment of condition 2 of planning permission 04/02609/FUL to enable the free standing metal storage container to remain on site until October 2008 instead of September 2006 – Permitted 15.12.2004

04/02609/FUL - Renewal of temporary planning permission for one free standing metal storage container – Permitted 21.09.2004

03/02189/FUL - Renewal of temporary planning permission for 2nd temporary storage containers – Permitted 18.09.2003

02/03014/FUL - Erection of one free standing metal storage container and amendments to existing perimeter fence – Permitted 04.03.2003

02/01202/FUL - Erection of two free standing metal containers – Permitted 08.07.2002

00/01539/FUL - Erection of 2.4 m high paladin welded mesh fence to boundary of storage facility. (Amended Scheme) – Permitted 08.01.2001

85/01934/ADV - Two internally illuminated fascia signs – Permitted 10.12.1985

5.0 Development Plan

5.1 North Tyneside Local Plan (2017)

6.0 Government Policies

6.1 National Planning Policy Framework (NPPF) (July 2021)

6.2 National Planning Practice Guidance (NPPG) (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 Local Planning Authorities (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 Detailed Planning Considerations

7.1 The main issues for Members to consider in this case are:

- The principle of the development,
- The impact on amenity (noise, residential amenity, and visual impacts)
- The impact on highway safety, and,
- Other issues.

7.2 Consultations 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 of the development

8.1 The Local Plan (LP) was adopted in July 2017 to guide development in the period up to 2032. The council acknowledges that the policies contained within

the LP predate the publication of the revised NPPF however, it is clear from paragraph 219 of the NPPF that: “However, existing policies should not be considered out-of-date simply because they were adopted or made prior to the publication of this Framework. Due weight should be given to them, according to their degree of consistency with this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).” The council considers that the Local Plan policies set out in this report are consistent with the NPPF and can be afforded significant weight.

8.2 The NPPF makes it clear that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives: an economic objective; a social objective; and an environmental objective. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

8.3 The NPPF paragraph 11 makes it clear that plans and decisions should apply a presumption in favour of sustainable development. However, the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. The NPPF paragraph 12 states “Where a planning application conflicts with an up-to-date development plan permission should not normally be granted. Local Planning Authorities (LPA’s) may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

8.4 Paragraphs 81-83 of the NPPF set out the Government’s strategy for building a strong, competitive economy. Paragraph 81 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt, and that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

8.5 LP Policy S2.2 ‘Provision of Land for Employment Development’ seeks to ensure an attractive and flexible supply of employment land is available to deliver the Council’s strategy for economic prosperity, job growth and investment over the plan period.

8.6 LP Policy DM2.3 ‘Development Affecting Employment Land and Buildings’ states “The Council will support proposals on employment land, as shown on the Policies Map, for new or additional development for uses within use classes B1, B2 or B8 or that which is deemed ancillary.

Proposals on identified employment land or other buildings in use-class B1, B2 or B8, for uses that could conflict with the development and regeneration of sites for economic development, will be permitted where these proposals would not:

- a. Result in the unacceptable loss of operating businesses and jobs; and,
- b. Result in an excessive reduction in the supply of land for development for employment uses, taking into account the overall amount, range, and choice available for the remainder of the plan period; and,

c. Have an adverse impact upon the amenity and operation of neighbouring properties and businesses.”

8.7 Camperdown Industrial Estate is an allocated site for employment uses in Policy S2.2 of the North Tyneside Local Plan (2017). The Local Plan Policies Map also identifies reserved employment land. Part of the application site is allocated as reserved employment land. The supporting text to Policy S2.2 states:

“Reserve land is not expected to be available for development during the Plan period. Reserve land generally forms land around existing businesses and is within the curtilage of land controlled by those businesses. Often such land could only reasonably be developed as a result of expansion of the existing business, or potentially other employment development. Policy DM2.4 relating to proposals for new employment uses outside of available or existing employment land should be considered for the future development of reserve land”.

8.8 The supporting information accompanying this application advises the following:

-The main purpose of the proposed extension is to accommodate the arm of the existing business which presently operates from a warehouse in Longbenton, because the lease for that premises expires in October 2023. The efficiencies that this move would enable will allow both parts of the business to expand and thrive, creating a number of new employment positions locally. It will bolster the financial viability of the business, enabling it to better respond to rising costs and volatile energy and fuel prices.

-The development will secure the continued employment of some 20 full time staff, and future growth will enable further employment within a 5-year and 10-year business plan. The business provides an important service to other enterprises within the area and further afield. There are currently 21 full time equivalent (FTE) jobs and with the proposed development this would increase to 26 FTE.

8.9 Policy S2.2 of the Local Plan defines employment uses as those in the former use class of B1 (now part of the wider definition of the E Class) and the extant use class B2 and B8. Policy DM 2.3 of the Local Plan aims to support proposals for B8 uses on employment sites. The proposed extension will expand the existing warehouse building (Use Class B8) and make use of an area of reserved employment land within an allocated industrial estate. The proposed extension falls within the preferred use classes set out in Policies S2.2 and DM2.3.

8.10 The proposed development would support economic prosperity and job growth in the Borough supporting Policy S2.1 of the Local Plan. This also meets the aims of the NPPF, which seeks to create the conditions in which business can invest, expand and adapt.

8.11 The proposed development meets the requirements of Local Plan Policies S2.2 and DM2.3 and the NPPF which advises that significant weight should be placed on the need to be support economic growth. Members need to determine whether the principle of the proposed development is acceptable. It is the view of officers that the principle of the proposed development is considered to be

acceptable, subject to all other material considerations set out below being addressed.

9.0 Impact on amenity (noise, residential amenity, and visual impacts)

9.1 Paragraph 185 of the NPPF states “Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) 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 the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation”.

9.2 LP Policy S1.4 “General Development Principles” states “Proposals for development will be considered favourably where it can be demonstrated that they would accord with the strategic, development management or area specific policies of this Plan.” Amongst other matters this includes: be acceptable in terms of their impact upon local amenity for new or existing residents and businesses, adjoining premises and land uses; and be accommodated by, and make best use of, existing facilities and infrastructure, particularly in encouraging accessibility and walking, cycling and public transport, whilst making appropriate provision for new or additional infrastructure requirements”.

9.3 LP Policy DM5.19 Pollution states “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 proposed where pollution levels are unacceptable will not be permitted unless it is possible for mitigation measures to be introduced to secure a satisfactory living or working environment.

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...”

9.4 The objections received regarding the impact on residential amenity, including air quality, light intrusion, noise and disturbance, loss of light, outlook and privacy are noted. The objections raised regarding noise impacts from existing businesses are noted however, the Local Planning Authority (LPA) can only assess the impacts of this proposal. Property values are not a material planning consideration.

9.5 The Manager for Environmental Health has been consulted. She has raised concerns regarding the proposed development as it will result in an intensification of operations that will be closer to residential properties to the east on Atkin Street and Silverbirch Drive approximately 60m to the south. She has advised that the proposed construction of the industrial warehousing space will result in noise from vehicle movements to and from the site, noise from the unloading/loading of materials at the site and the use of forklift trucks etc. It is clear from their comments that an air quality assessment is not required.

9.6 The Manager for Environmental Health has reviewed the noise assessment that considers the proposed increase in operations from the new warehousing space. This assessment advises that daytime weekday background noise levels were assessed as being in the region of 47 dB LA90 at Atkin Street and 50 dB LA90 at Silverbirch Drive. The noise monitoring shows that the background noise levels during the evening drop, by at least 5dB, with the noise assessment assuming that operations will continue to occur between 0800-1800 hours. Noise mitigation in the form of an acoustic fence has been recommended to ensure noise levels from operations do not cause adverse impacts for residents of Atkin Street.

9.7 The NPPF, paragraph 55 states “Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.” Paragraph 56 states “Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects.” Although concerns have been raised by the Manager of Environmental Health it is clear from her comments that she does not object and she has recommended conditions to ensure noise from activities from loading/unloading and HGV movements do not give rise to nuisance for neighbouring residents. Members are advised that it is clear from the Environmental Health comments set out in the appendix to this report that appropriate mitigation to reduce the impacts arising from noise can be secured by conditions. She has also recommended conditions to control the hours of operation of the extension and a further condition requiring details of any further external lighting to be installed. Subject to the suggested conditions it is considered that the impacts on residential amenity can be appropriately mitigated for.

9.8 Paragraph 134 of the NPPF states that development that is not well designed should be refused.

9.9 LP Policy DM6.1 ‘Design of Development’ makes it clear that applications will only be permitted where they demonstrate high and consistent design standards. Amongst other matters proposed developments are responsive to their location, including topography, wildlife habitats, site orientation and existing buildings; ensuring a positive relationship to neighbouring buildings and spaces; ensuring sufficient parking is well integrated into the layout; and a good standard of amenity for existing and future residents.

9.10 LDD11 ‘Design Quality’ SPD applies to all planning applications that involve building works.

9.11 The objections received regarding unacceptable design are noted.

9.12 The application site, albeit an allocated employment site and land as suitable for the expansion of the existing premises in the Local Plan, it is located in close proximity to residential properties: Atkin Street immediately to the east of the site and Silverbirch Drive to the south.

9.13 The proposed extension will be located approximately 30m to the west of the residential properties of Atkin Street and approximately 23m from the garden areas serving these properties. Taking into consideration these separation distances it is not considered that the privacy of these residential properties, the outlook from them or the amount of light entering them will be significantly affected to such an extent that will sustain a recommendation of refusal.

9.14 An acoustic fence, approximately 2m high, is required to mitigate potential noise impacts. This fence will extend along part of the eastern edge of the area of hard surfacing. It will be located to the west of the residential properties of Atkin Street. Taking into consideration the height and siting of the fence, it is not considered that it will significantly affect the outlook from these residential properties to such an extent that will sustain a recommendation of refusal.

9.15 The residential properties of Silverbirch Drive are located to the south of the site. The closest residential properties are separated from the application site by a road, Mylord Crescent. An existing commercial building located to the east and south of the application site will provide some screening when viewed from Silverbirch Drive. No. 1 Silverbirch Drive faces west and the rear gardens serving Nos. 19-28 Silverbirch Drive are enclosed by timber fencing. An area of landscaping separates these rear gardens from the adjacent footpath and road. The proposed extension and alterations to the site layout, by virtue of their siting and proximity to Silverbirch Drive, will not significantly affect the residential amenity of these neighbouring properties in terms of outlook.

9.16 When viewed from within the industrial estate the proposed extension will be seen in the context of existing commercial/industrial buildings. The proposed design, scale and materials of the extension will be in keeping with surrounding industrial/commercial buildings. The loss of part of an existing grassed area to the southwest corner of the site to accommodate an extended parking area is regrettable. A buffer planting area is to be retained to soften the appearance of the extended parking area. This area of soft landscaping will provide a visual link to the grassed verge sited outside of the application site. It is noted that an area of landscaping, including a bund, is proposed along the eastern boundary of the site adjacent to the residential properties of Atkin Street. There are concerns regarding the visual impact of the bund. A condition is recommended to secure final landscaping details, including any changes to level, to ensure that an appropriate landscape buffer is achieved in this location.

9.17 Members need to determine whether the proposed development is acceptable in terms of its impact on the amenity of neighbouring and nearby properties and the character and appearance of the immediate surrounding area. It is officer advice that the proposed development is, subject to the imposition of

the suggested conditions. As such, it is officer advice that the proposed development accords with the advice in paragraph 185 of the NPPF and LP policies DM5.19 and DM6.1.

10.0 Impact on highway safety

10.1 The NPPF paragraph 111 makes it clear 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.

10.2 The NPPF paragraph 112 states, amongst other matters, that applications for development should give priority first to pedestrian and cycle movements both within the scheme and with neighbouring areas and address the needs of people with disabilities and reduced mobility in relation to all modes of transport.

10.3 LP Policy DM7.4 'New Development and Transport' makes it clear that the Council will ensure that the transport requirements of new development, commensurate to the scale and type of development, are taken into account and seek to promote sustainable travel to minimise environmental impacts and support resident's health and well-being.

10.4 The Council's maximum parking standards are set out in the Transport and Highways SPD (LDD12).

10.5 The objections received regarding the impacts on pedestrian and highway safety are noted.

10.6 The site will continue to make use of the existing access arrangements which will remain unchanged. The main car park and delivery area accessed from Mylord Crescent will be reconfigured to improve Heavy Goods Vehicle (HGV) manoeuvring and 27no. car parking spaces. The existing car access of Locomotion Way will have 10 formalised car parking spaces. The HGV loading bay access at the northwest corner of the site, accessed off Locomotion Way will remain as existing.

10.7 Pedestrians and cyclists will continue to use the main access off Mylord Crescent.

10.8 The Highways Network Manager has been consulted and he has reviewed the submitted transport information. He considers that the increase in parking provision will meet the needs of the site. He has also advised that the applicant has submitted a swept path analysis of an HGV which demonstrates that a vehicle can enter the site, turn and leave in a forward direction. He has recommended conditional approval.

10.9 Members need to determine whether the proposed development is acceptable in terms of its impact on the highway network and existing parking provision. It is officer advice that it is. The proposed development accords with both national and local planning policies.

11.0 Other Issues

11.1 Contaminated Land

11.2 NPPF paragraph 183 seeks to ensure that planning decisions have regard to ground conditions and any risks arising from land instability and contamination.

11.3 NPPF paragraph 184 states “Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner”.

11.4 LP Policy DM5.18 “Contaminated and Unstable Land” seeks to ensure that the future users or occupiers of a development would not be affected by contamination or stability issues.

11.5 The Contaminated Land Officer has been consulted and her comments will be reported to planning committee via an addendum.

11.6 Members need to consider whether the proposed development is acceptable in terms of its impact on ground conditions. It is officer advice that it is.

11.7 Flooding

11.8 The NPPF paragraph 159 makes it clear that development should not increase flood risk elsewhere and only consider development in appropriate areas.

11.9 The site is located within a Critical Drainage Area. A Flood Risk Assessment has been submitted. This assessment concludes that surface water can be attenuate within the site. Surface water will be restricted to a discharge rate of 5 litres/second (l/s) to Northumbrian Water’s water sewer with on-site attenuation.

11.10 The Lead Local Flood Authority (LLFA) has been consulted and their comments will be reported to planning committee via an addendum.

11.11 Members need to determine whether the proposed development is acceptable in terms of flood risk. It is officer advice that it is, and it would accord with both national and local planning policies.

11.12 Strategic Policy Area

11.13 Policy AS8.24 ‘The North West Villages Sub Area’ seeks to encourage and support the availability of good public transport and active travel options, improve the public realm and work positively with owners of vacant sites to bring them back into use.

11.14 It is the view of officers that this development will not impact the aims of Policy AS8.24.

12.0 Local Financial Considerations

12.1 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). The proposal is CIL liable and therefore Members need to take this into account as part of their decision.

13.0 Conclusion

13.1 Members need to determine whether the proposed development is acceptable in terms of the principle of the development, its impact on amenity, its impact on the character and appearance of the area and all other issues including its impact on highways, flood risk and ground conditions. It is the view of officers that the proposed development is acceptable. As such, officers consider that the proposed development does accord with national and local planning policies. Approval is recommended.

RECOMMENDATION:

It is recommended that:

- c) the Committee indicates that it is minded to grant the application; and**
- d) the Director of Regeneration and Economic Development be authorised to issue a notice of grant of planning permission following expiry of the consultation period subject to:**
 - iv) the conditions set out in the planning officers report;**
 - v) the addition, omission or amendment of any other conditions considered necessary by the Director of Regeneration and Economic Development; and**
 - vi) any issues or objections arising from the consultation which, in the opinion of the Director of Regeneration and Economic Development, were not previously considered by the Committee then the application be referred back to the Committee for reconsideration.**

Conditions/Reasons

1. The development to which the permission relates shall be carried out in complete accordance with the approved plans and specifications.
 - Existing and proposed site plan Dwg No. 05 Rev P3
 - Existing elevations Dwg No. 02 Rev P1
 - Existing plan and roof plan, existing site location plan Dwg No. 01 Rev P1
 - Proposed elevations Dwg No. 04 Rev P1
 - Proposed plan and roof plan Dwg No. 03 Rev P1
 - Swept path analysis Dwg No. 001 Rev 01Reason: To ensure that the development as carried out does not vary from the approved plans.

2. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990.

3. Notwithstanding Condition 1, the scheme for parking shall be laid out in accordance with the approved plans prior to the extension hereby approved being brought into use. This parking layout/scheme 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).

4. Notwithstanding Condition 1, the scheme for Heavy Good Vehicle (HGV) turning shall be laid out in accordance with the approved plans. This scheme 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).

5. Notwithstanding Condition 1, the scheme for cycle parking shall be laid out in accordance with the approved plans. This scheme 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).

6. 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.

7. The construction site subject of this approval shall not be operational and there shall be no construction, 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.

8. There shall be no demolition activity or vehicle movements to, from or within the site outside the hours of 0800-1800 Monday to Friday, 0800-1400 Saturday with no working on Sundays or Bank Holidays.

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

9. The extension hereby approved as shown on the approved plans listed in Condition 1 shall only be operational/open for business between the hours of 07:00 - 18:00 Mondays to Saturdays with no activities permitted on Sundays or Bank Holidays.

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

10. Deliveries/collections to the extension hereby approved as shown on the approved plans listed in Condition 1 shall only take place between the hours of 07:00 - 18:00 Mondays to Saturdays with no deliveries or collections to take place on Sundays or Bank Holidays.

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

11. No sound reproduction equipment which is audible outside the curtilage of the premises shall be operated on the site.

Reason: In order to protect the amenities of occupiers of nearby properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

12. Notwithstanding Condition 1, prior to the extension hereby approved being brought into use the 2.0 m high acoustic barrier must be installed as set out in section 6.0 and Appendix C of noise report reference number NIA-10489-22-10665 - v0.1 and shall be permanently maintained and thereafter retained.

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

13. Prior to installation of new external plant and equipment within the extension hereby approved a noise scheme must be submitted to and approved in writing by the Local Planning Authority to show that the rating level for all plant and equipment does not exceed the current daytime background noise levels of 47 dBLA90 at nearest sensitive residential receptor of Atkin Street. Thereafter the development shall be carried out in accordance with these agreed details and verification details pursuant to condition 14.

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

14. Within one month of the installation of any plant and equipment acoustic testing shall be undertaken to verify compliance with condition 13. These details shall be submitted to and approved in writing by the LPA prior to the operation of

the plant and equipment being brought into permanent use. Thereafter the plant and equipment shall be operated and maintained in full working order.

Reason: In order to safeguard the amenities of adjoining properties having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

15. Prior to 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.

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

Reason: In the interest of visual amenity and/or highway safety having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

16. Notwithstanding Condition 1, prior to the installation of any chimney or extraction vent to be provided in connection with the development details of the height, position, design and materials 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 occupiers of adjacent properties from undue noise of other associated disturbance having regard to policy DM5.19 of the North Tyneside Local Plan (2017).

17. Levels Details Exist Prop Before Devel LEV001 *

18. Notwithstanding Condition 1, prior to the construction of any part of the extension hereby approved above damp proof course level a schedule and/or samples of the 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 Local Plan (2017).

19. Notwithstanding Condition 1, prior to the commencement of any part of the extension hereby approved above damp proof course level a landscape plan, including any changes in levels to the landscape areas, and a schedule of

landscape maintenance shall be submitted to and approved in writing by the Local Planning Authority in consultation with Newcastle International Airport Limited (NIAL). 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 thereafter. The development hereby approved shall be implemented in accordance with these agreed details.

Reason: In the interests of amenity and to ensure a satisfactory standard of landscaping having regard to Policy DM6.1 of the North Tyneside Local Plan (2017).

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

The proposal complies with the development plan and would improve the economic, social and environmental conditions of the area. It therefore comprises sustainable development and the Local Planning Authority worked proactively and positively to issue the decision without delay. The Local Planning Authority has therefore implemented the requirements in Paragraph 38 of the National Planning Policy Framework.

Informatives

Building Regulations Required (I03)

Consent to Display Advertisement Reqd (I04)

Take Care Proximity to Party Boundary (I21)

Advice All Works Within Applicants Land (I29)

Coal Mining Standing Advice (FUL,OUT) (I44)

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 Local Highway Authority for any scaffold placed on the footway, carriageway verge or other land

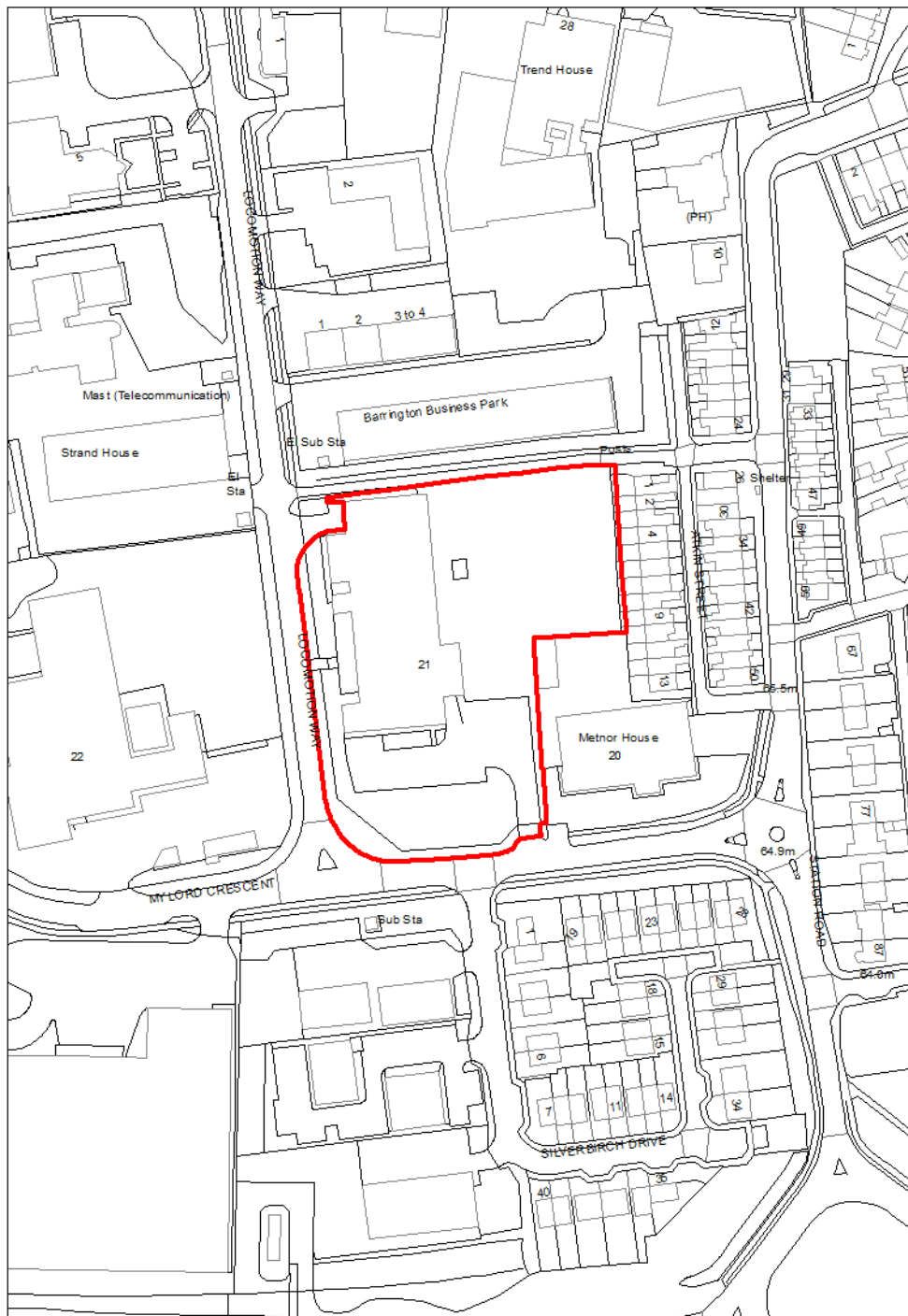
forming part of the highway. Contact Streetworks@northtyneside.gov.uk for further information.

The applicant is advised that, the site abuts adopted highway, if access to this highway is to be restricted during the works the applicant must contact the Local Highway Authority to obtain a temporary footpath closure. Contact Streetworks@northtyneside.gov.uk for further information.

The applicant is advised that they should contact the Local Highway Authority 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 no part of the gates or doors may project over the highway at any time. Contact New.Developments@northtyneside.gov.uk for further information.

The applicant is advised that end users will not be eligible for any parking permits in this area and the onus will be on the developer to convey this information to these users. Contact Parking.control@northtyneside.gov.uk for further information.



Application reference: 22/02118/FUL

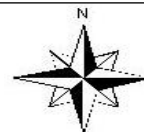
Location: Unit 21, Mylord Crescent, Camperdown Industrial Estate, Camperdown

Proposal: Extension to existing commercial unit to form additional warehousing space, extension to car park

Not to scale

Date: 06.01.2023

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**Appendix 1 – 22/02118/FUL
Item 2**

Consultations/representations

1.0 Councillors

1.1 Ward Councillors Tracy Hallaway, Lisa Ferasin and Peter Earley.

1.2 I write on behalf of the three Camperdown Ward Councillors who are united in their objection to this application. We are in full agreement with the concerns expressed by local residents in the other objections made and as ward councillors request that this application is referred for a decision to be made by the full Planning Committee and furthermore we request speaking rights, as ward councillors, at the committee should that request be accepted.

1.3 Ward Councillors have already received numerous complaints about the current operation of Gurteen Transport on the site which would be substantially worsened by the extension of the warehouse facility on such a scale and would have a materially detrimental impact on residents, on housing and on the surrounding area.

1.4 We object on the grounds that -

- Access to the the site for HGV traffic is already poor and HGV traffic would increase as a result of the proposed development making access more difficult and dangerous for pedestrians, residents and other road users.

- Existing parking problems would be worsened, whilst the application addresses the issue of parking for additional staff it does not resolve the existing problems with HGV's being parked on kerbs and verges outside the site. The problems were so acute that ward councillors had to arrange for the installation of bollards to prevent this parking.

- The extended warehouse provision would mean that the buildings would be very close to existing residential properties, exacerbating what residents say is already an unacceptable level of noise and light pollution, visual intrusion, and a negative effect on privacy to their properties from the site. The noise assessment submitted by the applicant is based upon noise only occurring during limited hours whereas residents would say noise occurs at all hours of the day and night and this would be worsened by any expansion on the site.

- We understand the argument that the extension would have an economic benefit by preserving 20 existing jobs through their transfer of operations from the Company's existing Longbenton site. However, we can see no evidence that any consideration has been given to transferring these operations to a more suitable location than the Camperdown site. In addition, we would say the detrimental effects on the surrounding community would outweigh the alleged economic benefits.

- Impact on landscape
- Loss of privacy
- Loss of visual amenity

- Nuisance - disturbance
- Nuisance - dust/dirt
- Nuisance - fumes
- Nuisance - noise
- Poor traffic/pedestrian safety
- Poor/unsuitable vehicular access
- Traffic congestion
- Will result in visual intrusion

2.0 Internal Consultees

2.1 Highways Network Manager

2.2 This application is for an extension to the existing commercial unit to form additional warehousing space and extension to the car park. The site is long-established, access locations remain unchanged and there is an increase in parking provision to meet the needs of the site. The applicant has provided a swept path analysis of an HGV, which demonstrates that a vehicle can enter the site, turn, and leave in a forward direction. Conditional approval is recommended.

2.2 Recommendation - Conditional Approval

2.3 Conditions:

Notwithstanding the details submitted, the scheme for parking shall be laid out in accordance with the approved plans. This scheme 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 Heavy Good Vehicle (HGV) turning shall be laid out in accordance with the approved plans. This scheme 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 cycle parking shall be laid out in accordance with the approved plans. This scheme 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 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.

2.4 Informatives:

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.

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The applicant is advised that end users will not be eligible for any parking permits in this area and the onus will be on the developer to convey this information to these users. Contact Parking.control@northtyneside.gov.uk for further information.

2.5 Manager for Environmental Health (Pollution)

2.6 I have concerns about the proposed extension of the warehousing space as this will result in an intensification of operations that will be closer to residential properties to the east on Atkin Street and Silverbirch Drive approximately 60m to

the south. The proposed construction of the industrial warehousing space will result in noise from vehicle movements to and from the site, noise from the unloading/loading of materials at the site and use of forklift trucks etc.

2.7 I have reviewed the noise assessment provided with the application that has considered the proposed increase in operations from the new warehousing space. Daytime weekday background noise levels were assessed as being in the region of 47 dB LA90 at Atkin Street and 50 dB LA90 at Silverbirch Drive. The noise monitoring shows that the background noise levels during the evening, drop by at least 5 dB, with the noise assessment assuming that operations will continue to occur between 0800-1800 hours. Noise mitigation in the form of an acoustic fence has been recommended to ensure noise levels from operations do not cause adverse impacts for residents of Atkin Street. I would therefore recommend the following conditions are attached if planning consent is to be given, to ensure noise from activities from loading/unloading and HGV movements do not give rise to nuisance for neighbouring residents.

2.8 Conditions:

HOU03 for the extension 07:00 - 18:00 hours Monday to Saturdays with no activities permitted on Sundays or Bank Holidays.

Deliveries and collections for the extension to be restricted to 07:00 - 18:00 hours Monday to Saturdays.

NOI02 New extension

Acoustic fence

Prior to operations within the extension warehousing space the 2.0 m high acoustic barrier must be installed as set out in section 6.0 and Appendix C of noise report reference number NIA-10489-22-10665 - v0.1, maintained and thereafter retained.

Noise condition: New External Plant and Equipment

Prior to installation of new external plant and equipment within the warehouse extension area a noise scheme must be submitted to show that the rating level for all plant and equipment does not exceed the current daytime background noise levels of 47 dBLA90 at nearest sensitive residential receptor of Atkin Street. 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 and thereafter maintain in working order.

LIG01 for any new external lighting

EPL01 for any new external vents and chimneys

HOU04

SIT03

3.0 Representations

3.1 25 objections have been received. These objections are set out below:

- Impact on landscape
- Nuisance – disturbance, fumes, noise, dust, dirt
- Poor traffic/pedestrian safety
- Poor/unsuitable vehicular access
- Inappropriate design
- Poor traffic/pedestrian safety
- Traffic congestion
- Adverse effect on wildlife
- Inadequate parking provision
- Loss of residential amenity
- Inappropriate design
- Inappropriate in special landscape area
- Loss of residential amenity
- Loss of visual amenity
- Out of keeping with surroundings
- Will result in visual intrusion
- Currently have issues regarding this firm and the current site and their lack of consideration for the surrounding area. To agree to any extension would only increase these issues greatly. The noise from the trucks/workers etc can begin very early in the morning and that is without factoring in the glare from the very strong security lights which are sometimes left on all night, with the light shining into our homes. The fact that the proposed extensions will be right outside our homes will affect the natural light, not to mention the additional pollution from the exhaust fumes as the trucks are idling and revving before leaving the premises. Increasing the size and therefore more trucks, adding in more security lighting etc will not help the residents.
- Aware that the street backed onto light industrial area but that is now stretching that description with this firm and their application proposal.
- Businesses come and go from these premises and Gurteen are by far the worst. They have no consideration for anyone around them and to have a large fence built as well as a warehouse extension is just not acceptable. Planting some trees along the boundary will not, in our view help, with either the noise pollution or the air pollution. We will still be able to view the proposed new extension. This may also well have an impact on the value of our homes.
- When they do maintain the current grounds, they have no consideration to the residents of Atkin Street with grass blown all over our gardens and weeds growing through the existing fence. The "dumping" of the 2 shipping containers on the field with a camouflage net thrown over them, to help them "blend" in does not bode well for the future maintenance of the site if this proposal was to go ahead. In addition, the building of the hard standing they had installed, all soil etc was shovelled into the middle of the field and allowed to become overgrown. If they cannot maintain the current site in a respectable manner, what will a bigger site look like.
- I have already made a complaint to the local council regarding Gurteen, due to the use of flood lighting, so they can work in the yard loading and unloading during unsociable hours, along with the lighting pollution this causes there is the noise element that goes alongside it sometimes at 4am until after 10pm at night. It is also common to see multiple lorries already parked up on the grass verges around the unit, damaging curbs, the grass itself and bollards in the area. Access

to the site is already insufficient for its current capacity in a light industrial zone without adding to the unit.

-If this business is allowed to further expand even closer to the properties on Atkin Street, this will mean more light pollution, noise pollution and diesel pollution from the lorries. In addition to this those of us who live on Atkin Street, we will also have our gardens overlooked by both elements proposed, which will reduce our privacy as well as effecting the natural daylight we receive to our gardens and homes. This during a cost-of-living crisis, homes need every bit of sun they can get to help heat and light them.

-The individuals who work at these businesses have very little concern or consideration for the residents, we often deal with litter from when they use the local deli and shop, and they dump their litter in the walkways around our homes. I myself have had to deal with verbal abuse from these individuals over the last 12 months.

-There is also a lot of rubbish from the loading bays, they let the plastic coverings blow all around the fields, over fences and into people's property, again with absolute disregard for the locals. Along with this they currently show no respect for our property when cutting their grass, as they will not use the box on the back of the mower to stop cuttings blowing not only into our gardens but also our houses when windows are open. They have also in the last 6 months planted trees/hedges that we have since been advised will grow easily past 6ft again this will already affect the natural light we current get into our properties.

-We have tried to approach the occupiers of Gurteen regarding these issues and so have others in the street, we get very little response, in fact the only reaction we have had is 'I can build up to the fences if I like', they have no regard for the locals in the area at all. All the above is an issue as the property currently stands.

-This will seriously affect the values of the properties on Atkin Street, what compensation will residents receive if these plans were allowed to be passed?

-The Planning Statement concludes that there will be no loss of residential amenity and that site access arrangements are not an issue. On these grounds it is argued that the proposal is consistent with NTC policy S1.4 (protecting the amenity of residents) and NPPF (approve unless adverse impacts outweigh benefits). Neither the Planning Statement nor the Transport Statement consider the actual difficulties experienced especially by 44 tonne articulated lorries in accessing the site. Frequently, these larger vehicles have to reverse into the site because right turns off Mylord Crescent are infeasible because of the tight geometry and narrow gate (compare much wider gates / entrances at Fenwick, John Lewis, Mania and Entek). The impact of these manoeuvres is not mentioned. They cause huge disruption in Mylord Crescent. The reports assert but make no attempt to demonstrate that increased paved areas will allow large vehicles to turn around on site. In reality, increased business from relocating the Longbenton site business) will mean that the site will remain congested and difficult for especially these largest vehicles to access, turn around and exit. Without demonstration based on realistic predicted usage of the site, current experience suggests that difficulties will remain if not worse. The Planning Statement's conclusion that suitable access can be achieved is not tenable. The proposed development therefore fails the test for automatic approval; under NPPF (and Policy S1.4).

-They continue to mount the footpath/verges as gates to Gurteen are too tight for lorries/wagons.

-Gurteen already causing noise and air pollution.

- Wagons arriving at and before 6am in a part residential area.
- Gurteen truck wrecked the roundabout and was fixed at council cost.
- Gurteen ran over the bollards that are there for public safety, reset at public cost.
- We can no longer have peaceful use of our gardens, the back of mine faces Gurteen.
- Gurteen already have blinding security flood lights, I wish they'd only come on with movement, rather than all night.
- Exiting Silverbirch Drive in the mornings is already hazardous due to the number of Gurteen vehicles, an increase in Gurteens activities will make this a lot worse and less safe.
- NTC should not have allowed Gurteen to open at this location and should as they are partly responsible, help Gurteen find suitable accommodation elsewhere. This area was sold to use as light industrial, Gurteen is so busy, noisy and polluting.
- This site backs on to where I live and an increase to the size of this site will just cause more problems. Strong security lights are left on all night and wagons are loaded up before 6am most days. No consideration is given at all to residents. We knew when we moved here that it was a light industrial area and we have had no issues with the previous occupants of this site. Gurteen are by far the worst. When they cut the grass it is blown out of the mower onto all of our gardens. I strongly object to this proposal.
- Gurteen already occupy a site which has an adverse effect on the residents here. The access to their site is poor and damages our residential area frequently. My home backs on to the site and it is very disruptive and loud 24 hours a day. There is no room for more.
- Site access is not capable for any in increase, there is not enough parking on site for the existing lorries causing them to park outside and in front of a T junction

Due to the size of the entrance the lorries also have issues going into site causing damage to the curb and bollards, the bollards that were recently installed have been damaged by multiple time by the lorries.

- Gurteens site access is not sufficient for their current amount of trucks. Please see Fenwicks, John Lewis and Scania on the estate for correct entry ways onto an estate for this number of trucks.
- Gurteens current setup does not allow for them to efficiently unload and load wagons due to the narrow access point this results in wagons mounting the curb and pavement damaging grass and pavement. This is also a risk to the public walking on this section of the path. Furthermore, if this plan goes ahead, I have concerns surrounding the air quality in the area with wagons sitting with engines running throughout the day and night. This will also add to the already noisy road and surrounding area. Currently at the access point to Mylord Crescent (roundabout) is flooded with wagons and cars coming round at speed this will only add to the current problems.
- Fenwick, Scania and Entek, to name a few other businesses on the same industrial estate, have access arrangements that are designed for large vehicles. Gurteen's access is not. Their access gate is too narrow for the articulated trucks to access properly. This results in damage on their side of Mylord Crescent (a drain cover is very close to the access). It also results in continued damage to the verge opposite - despite bollards having been placed to assist drivers. Although it is good to see that the developer wants to improve onsite parking, the intention to increase warehousing space as well may mean that the existing problems of on-

site congestion, on-street parking of large trucks would very soon recur. As the business grows, the impacts poor vehicular access issues will continue to worsen.

-At the very least, permission should be conditional on improved access off Mylord Crescent. If this cannot be done, then permission should be refused, and they should be encouraged to find a site where proper access can be provided.

-The traffic impact report says it will add just a few more trucks per hour and that the road network has plenty of capacity. But it says nothing at all about the poor site access, or the impact on local traffic, of their trucks parking on Mylord Crescent. Gurteen's site access is not designed for large vehicles, and I draw attention to Fenwick, Scania and Entek as examples of properly designed access points.

-They have a huge outside light that is switched on at 7am if not earlier in the morning, this is blinding when you drive out in the morning going to work. They park their vehicles out of their area on the roadside where we struggle to have any views of oncoming directions in 3 ways.

-If this application were to be passed it would be for all the wrong reasons.

-This will cause more issues than what are already being caused for the residents of Silverbirch Drive (residential estate opposite) we are already experiencing issues with Gurteen lorries blocking the view to exit our estate safely due to their parking. We have had to have bollards installed due to their access being already unsuitable.

-The building in discussion is directly located next to the residential Silverbirch Drive.

-The zoning is 'light industrial', Gurteen is a very busy, noisy and disruptive neighbour. We have tried as a community to address these issues directly with Gurteen's owner who has told us he rents the unit to Palletline and to take up issues with them. Neither Gurteen or Palletline are suitable for such a small site so closely located to Silverbirch Drive.

-We hear Gurteen all day long, reversing sounds from trucks, truck engines, noisy from the very active yard from workers. We have added diesel fumes in the air. Since Gurteen moved in it has spoiled the use of our own gardens and opening of windows due to the noise and air pollution.

-Gurteen should relocate to a more suitable premises elsewhere and North Tyneside Council (NTC) should properly vet future businesses that occupy this site.

-Along with others I currently have issues with the existing use of this unit due to noise, light and traffic pollution. Noise can be the constant clatter of forklifts/pallets, vehicles running/moving in and out and this also occurs outside the hours of 7am - 10pm. During the summer when windows are open this has been compounded and I have been awoken a number of times between the hours of 4-6am. There is now added light pollution with floodlights hitting properties on Atkin Street. I walk my dog like a number of others around Camperdown Industrial estate (with further access to the Wagonways), the large vehicles reversing in the totally unsuitable junction are a menace, holding up the traffic as well as causing damage and fear to pedestrians using the paths.

-This end of Camperdown Industrial estate close to residential properties has been light industry/office space for at least 20 years, previously Unit 21 was office use for Northern Rock and the neighbouring Metnor house is office space, you did/do not notice them, further to this the estate now has residential properties (built on former offices) actually within the estate cementing the fact that this

location is totally unsuitable for this sort of business and any further development of this nature will add to already existing problems that is effecting all the neighbouring residential properties.

-I live in Silverbirch Drive and we have to now pay for parking permits due to the cars using this site parking in the housing estate. They still park in the areas outside of the site that don't have yellow lines and the volume of traffic is high, if you close off more of the parking for this extension will drive more cars out into the estate.

-Commenting as resident of village, user of waggonways and local area for family and dog walking. I am concerned about the impact on the environment and local area as well as residents due to increased HGV causing extra pollution, noise, inconvenience to residents and safety concerns around accessing the site and the closeness of the mini roundabout to the main Burradon roundabout. Also to the traffic turning on to Moorview from the main street.

-It will affect the safety of my young child who I have just given birth to in future. The increase in emissions and noise pollution is something that is also going to affect the area hugely. The increased vehicles coming into the small village that is Camperdown is also going to have a huge impact on the area! We do not need anymore commercial spaces in the front of our beautiful homes. I also agree with all other points raised by residents on Atkin street and surrounding areas. I look forward to hearing that this ridiculous suggestion to extend has been squashed.

-The houses were built well before the industrial estate and consideration was obviously given to the situation of the houses when the unit was first built, so why it should be changed now is beyond me.

-Weeks after moving in I looked out my window and was astounded to see a huge monstrosity of a dirty container, with huge lettering across it, very unsightly. Sometime after that a huge mountain of soil was dumped, making our view even worse. Gurteens have absolutely no regard for anyone but themselves and their profit. As for "local" employment, for a start, HGV are like gold dust and jobs generally are plentiful and it is my understanding recruiters are struggling generally to recruit.

-Camperdown Industrial Estate is considered a light industrial estate, I believe. The entrance from the small roundabout simply does not cater for this kind business. The nature of the goings on at Gurteens does not constitute "light". They have the huge HGVs coming and going from very early to late in the evenings, producing more emissions. Damage to the paths, greenery, and the small roundabout (the Council has had to remove nice block paving to the damaged little roundabout at the entrance with tarmacadam (at the Council's and my expense being a Council Taxpayer). The nature of Gurteens business is absolutely not suitable for this site surrounded by residential housing.

-I am unable to open windows due to the noise, they have installed what I can only describe as flood lights to monitor their containers. The whole site is a complete mess. A couple of trees have been cut down too exposing the carpark to Metnor to my front window and also what they dump beside the containers.

-Further, there is a rapid response Ambulance despatch unit on the industrial estate and further HGVs will most certainly have an impact on their urgent departure from the site.

-From the documents online, it is suggested trees/shrubs will be planted to obscure this monstrosity. These were all planted some months ago, dead. Not one shrub has flourished.

-A building of this type can only have a detrimental effect on the value of our homes too which of course is absolutely devastating, especially in these hard times. Who on earth would want a building of this construction be built right outside their front window? I assume not one person reading this.

-I moved back to Atkin Street because it is such a lovely street. We are a little community. We have bistro tables and chairs out the front, are all very friendly and socialise together, having BBQs and get togethers. This warehouse is going to totally obscure light and our enjoyment to life in general and I strongly object to it. We are entitled to this light as I am sure you are aware.

4.0 External Consultees

4.1 None