

**Item No:** 3  
**Application No:** 22/02231/FUL  
**Date valid:** 24 April 2023  
**Target decision date:** 19 June 2023  
**Author:** Maxine Ingram  
**☎:** 0191 643 6322  
**Ward:** Camperdown

Application type: full planning application

**Location: Unit 8-10, Graphic House, Mylord Crescent, Camperdown Industrial Estate, Camperdown**

**Proposal: Change of use from light industrial to operate as a base for emergency vehicles (sui generis)**

Applicant: FSNE Medical

**RECOMMENDATION:** Application Permitted

## **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 relates to Units 8-10 Graphic House within Camperdown Industrial Estate, which is an allocated site (Site E006) for employment uses in the Local Plan (LP) (2017). The site is located on the northern side of the industrial estate, with access from Mylord Crescent.

2.2 The units are set back from the road. Parking is provided to the north and south of the units.

2.3 Existing commercial uses are located to the east, south and west of the site. To the north the site is bound by a Public Right of Way (PRoW) beyond which lies agricultural land.

2.4 There are no parking restrictions to the front of the application site.

2.5 Camperdown Industrial Estate has one access/egress from Station Road. To the southwest of this access/egress point and to the south side of Mylord Crescent are the residential properties of Silverbirch Drive.

### 3.0 Description of the Proposed Development

3.1 Planning permission is sought for a change of use from light industrial to operate as a base for emergency vehicles (sui generis). Members are advised that the site is already operational.

3.2 No external alterations are proposed.

3.3 Since the submission of the application the applicant has provided a further statement in response to the Environmental Health comments dated 19.05.2023:

The industrial estate is already operating 24/7 with large HGVs coming from the industrial site at all times of the day and night.

FSNE Medical have implemented a "no sirens use" direction to our staff when leaving the site. Staff do not activate their blue lights or sirens until they are on the roundabout Killingworth Way/Station Road. The exception of this, is when our crews are responding to a patient who is not breathing.

FSNE Medical operate multiple contracts around the ambulance service network. This includes providing medical cover to events such as festivals and athletic events. Therefore out of the 27 vehicles, the only vehicles that would leave under emergency conditions, would be those on the NHS 999 contract. Therefore, this contract works on the following shifts:

Vehicle 1 - 0600-1800 1800-0600

Vehicle 2 - 0700-1900 1900-0700

Vehicle 3 - 0600-1600 1600-0200

Crews will return to station for their meal-breaks once a shift.

The use of sirens is to respond to those who are in need of medical assistance. The team have implemented a no siren policy as above within the industrial estate and the entrance with the exception of those responding to patients who are no longer breathing and CPR is in progress. The North East Ambulance Service has several ambulance stations within the North Tyneside Council catchment all within a closer footprint to residential homes.

Our recent CQC report gave praise to the location of the station as it allowed rapid access to main routes i.e. A1, A19 etc. Our team have recently responded to a C2 emergency which is deemed as a Time Critical Life Threatening Emergency within Silverbirch Drive. Our team came off their break and were on-scene within 90 seconds of the 999 call.

Other than the team returning for their meal break, it is very uncommon given the demand on the service for the vehicle to return during the day. Once the vehicle

has left on its first emergency, they do not return until their break. It is also worth noting that sirens can be heard all day long in the area which is also contributed by Northumbria Police, Tyne and Wear Fire and Rescues Service and the North East Ambulance Service as they also respond in the area.

The following selected sites are all located next to residential properties, some significantly closer than we are to Silverbirch Drive. Some of these sites also have a much greater frequency of siren use.

Northumbria Specialist Hospital  
Backworth Ambulance Station  
Hawkeys Lane Ambulance Station  
Tynemouth Community Fire Station  
Wideopen Ambulance Station  
Wallsend Ambulance Station  
Debdon Gardens Ambulance Station  
Middle Engine Lane Police Station

All of the above are based within the same distance and all have 24 hour responding emergency vehicles.

I am struggling to understand where the Council would prefer a base for an Emergency Ambulance other than near residents. If the resources were based in the countryside, we would not get to patients in time to save their lives.

3.4 The applicant has provided further information regarding staffing:

During an operational day we have the following clinical staff who are out on emergency ambulances responding to 999 calls:

Emergency Crews

6's (24 hour rota) - 1 x Paramedic 1 x Emergency care assistant

7's (24 hour rota) - 1 x Paramedic 1 x Emergency care assistant

6's (20 hour rota) - 1 x Paramedic 1 x Emergency care assistant

Patient Transport

1100-2100 - 2 x Ambulance Care Assistants

1300-2200 - 2 x Ambulance Care Assistants

Management Team/Operations Team (9-5 Monday - Friday)

2 x Divisional Commanders - Both have company rapid response vehicles which are parked within the grounds due to having drugs on board.

1 x Operational Co-ordinator - Company response vehicle parked within the grounds

1 x Rota co-ordinator - Public transport to work

1 x Finance assistant - public transport

1 x logistics technician - cycles to work - odd occasion drives

I think it's a point to stress that we actually have the lease for all units on the site which when you take into account as a "light commercial" building is occupied by different companies, this would bring considerably more traffic to the site. We

have been here for 1 year now and never had a complaint in relation to parking. We are not causing any obstruction and all the other units park on the road round the site. There are no yellow lines and there is more than enough space for HGVs to pass.

#### 4.0 Relevant Planning History

4.1 The most recent planning history is set out below:

#### 4.2 Unit 10, Mylord Crescent

20/01017/FUL - Proposed factory extension – Permitted 05.11.2020

#### 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**

7.1 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 LP 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.

8.8 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. Members are advised that the proposed use does not fall within the preferred use classes set out in Policies S2.2 and DM2.3 as it is a sui-generis use.

8.9 The supporting information advises that the site is to be used as base for emergency vehicles, ambulances. The applicant has advised that 27 vehicles will operate from this site. The contract requires medical cover to be provided at events i.e. festivals and athletic events and to respond to calls for those in need of medical assistance.

8.10 Members need to consider whether the proposed sui-generis use is acceptable on an allocated site for employment uses. It is officer advice that whilst the proposed use does not fall within the preferred use classes set out in Policies S2.2 and DM2.3, it is not considered that it would result in a significant reduction in the supply of employment land when considering the overall amount, range, and choice available for the remainder of the plan period. The impacts of the proposed use upon the amenity and operation of neighbouring properties and businesses will be considered in a latter part of this report. 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 that planning decisions should ensure that new development is appropriate for its location considering 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 amongst other matters; mitigate and reduce to a minimum potential adverse impact resulting from new development – and avoid noise giving rise to significant adverse impacts on health and quality of life.

9.2 LP Policy S1.4 'General Development Principles' 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.

9.3 LP Policy DM5.19 'Pollution' states, amongst other matters, development that may cause pollution will be required to incorporate measures to prevent or reduce pollution so as not to cause unacceptable impacts to the environment, to people and to biodiversity. Potentially polluting development will not be sited near to sensitive areas unless satisfactory mitigation measures can be demonstrated.

9.4 One objection from a resident of Silverbirch Drive has been received. Specific objections relating to noise, nuisance and disturbance are noted. The objection raised regarding the site operating without planning permission is not a material planning consideration. The objection raised regarding consultation for residents to comment on the qualitative change in the nature of the environment is noted. Members are advised that the LPA is required to comply with statutory

consultation requirements. In this case, the LPA notified in writing properties immediately adjacent to the site which complies with the statutory consultation requirements. However, as Camperdown Industrial Estate only has one point of access/egress, site notices were displayed either side of the junction leading to the residential properties of Silverbirch Drive. These are the only residential properties sited on this industrial estate.

9.5 Members are advised that the Manager for Environmental Health initially recommended refusal of this application. In response to those comments the applicant provided further information for consideration. This additional information has been considered by the Manager for Environmental Health.

9.6 The residential properties of Silverbirch Drive are located to the southwest of the only point of access/egress serving Camperdown Industrial Estate and to the south side of Mylord Crescent. The rear gardens serving Nos. 1 and 19-28 Silverbirch Drive back onto Mylord Crescent. The residential properties of Station Road lie to the east of the access/egress serving this industrial estate. To the north of this access/egress and to the east of the industrial estate are the residential properties of Atkin Street.

9.7 Members are advised that noise from vehicles operating within the industrial estate on the adopted highway is outside the remit of statutory nuisance legislation. The use of emergency sirens is also outside the remit of statutory nuisance legislation, as it forms part of the operation of the vehicle on the highway.

9.8 The Manager for Environmental Health has raised concerns regarding the proposed change of use as the site will operate on a 24/7 basis. Noise from the use of the blue lights for the emergency vehicles will cause disturbance to neighbouring residents. The applicant has advised that they operate a “no sirens use” policy at this site and drivers are instructed not to sound their sirens until the main highway at Killingworth Way/Station Road. Vehicles are operated on three shifts at the site and will only return to the site for breaks during the shift. The Manager for Environmental Health has advised that this will minimise the frequency of vehicles operating to and from the site during the night period.

9.9 All vehicles operating from this site will need to pass the residential properties of Silverbirch Drive to enter and exit this industrial estate. The Manager for Environmental Health has advised that as the site operates a no siren use policy the use of emergency vehicles will be no different to any other industrial vehicle operating within the industrial estate. The no siren use policy will minimise potential nuisance for neighbouring properties and residents.

9.10 The Manager for Environmental Health has advised if sirens sound frequently during the night period they are likely to above the World Health Organisation community noise guidelines. This guidance advises that the probability of being awakened increases with the frequency of noise events during the night period. The use of the siren once the vehicle is on the main highway of Killingworth Way/Station Road will be no different to any other emergency vehicle operating within that area.

9.11 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, she has advised should planning permission be granted a condition is imposed restricting the use of the emergency vehicle sirens being sounded at the premises, when exiting the site, except for emergencies deemed time critical life threatening. Subject to the suggested conditions it is considered that the impacts on residential amenity can be appropriately mitigated for.

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

9.13 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.

9.14 The ‘Design Quality’ SPD applies to all planning applications that involve building works.

9.15 No external alterations are proposed. Parking provision is proposed to the north and south of the buildings. It is officer advice that the proposed use will not result in any harm to the visual amenity of the immediate surrounding area.

9.16 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 DM2.3(c).

#### 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.

10.5 The objections received regarding the impact on inadequate parking provision and parking on the adjacent highway are noted.

10.6 The applicant has proposed further information regarding staffing and parking. This information is set out in Section 3 of this report.

10.7 Within the site there are 35 parking spaces. Vehicles will utilise the existing access/egress from Mydlord Crescent. To the front of the site there are no parking restrictions i.e. double yellow lines.

10.8 The Highways Network Manager has been consulted. He considers that an appropriate level of parking provision is being proposed. He is recommending 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 Strategic Policy Area

11.2 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.

11.3 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 Paragraph 11 of National Planning Practice Guidance states that Section 70(2) of the Town and Country Planning Act 1990 (as amended) provides that a local planning authority must have regard to a local financial consideration as far as it is material. Section 70(4) of the 1990 Act (as amended) defines a local financial consideration as a grant or other financial assistance that has been, will or that could be provided to a relevant authority by a 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 Community Infrastructure Levy (CIL).

12.2 Whether or not 'a local financial consideration' is material to a particular decision will depend on whether it could help make the development acceptable in planning terms. It is not considered that New Homes Bonus or CIL

contributions are material in terms of making this development acceptable in planning terms.

### 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 and its impact on highways. 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:      Application Permitted**

### **Conditions/Reasons**

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:
  - Location plan Dwg No. 1719-1
  - Existing site plan Dwg No. 1719-2
  - Proposed site plan Dwg No. 1719-3
  - Existing ground floor plan Dwg No. 1719-4
  - Proposed ground floor plan Dwg No. 1719-5Reason: To ensure that the development as carried out does not vary from the approved plans.
  
2. Notwithstanding Condition 1, the scheme for parking and turning of vehicles shall be laid out in accordance with the approved plan Dwg No. 1719-5. 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).
  
3. Emergency vehicle sirens shall not be sounded at the premises when exiting the site, except for emergencies deemed time critical life threatening.  
Reason: In order to safeguard the amenities of adjoining properties and nearby properties and protect them from undue noise and disturbance having regard to policy DM5.19 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)

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](mailto: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](mailto: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](mailto:Streetworks@northtyneside.gov.uk) for further information.

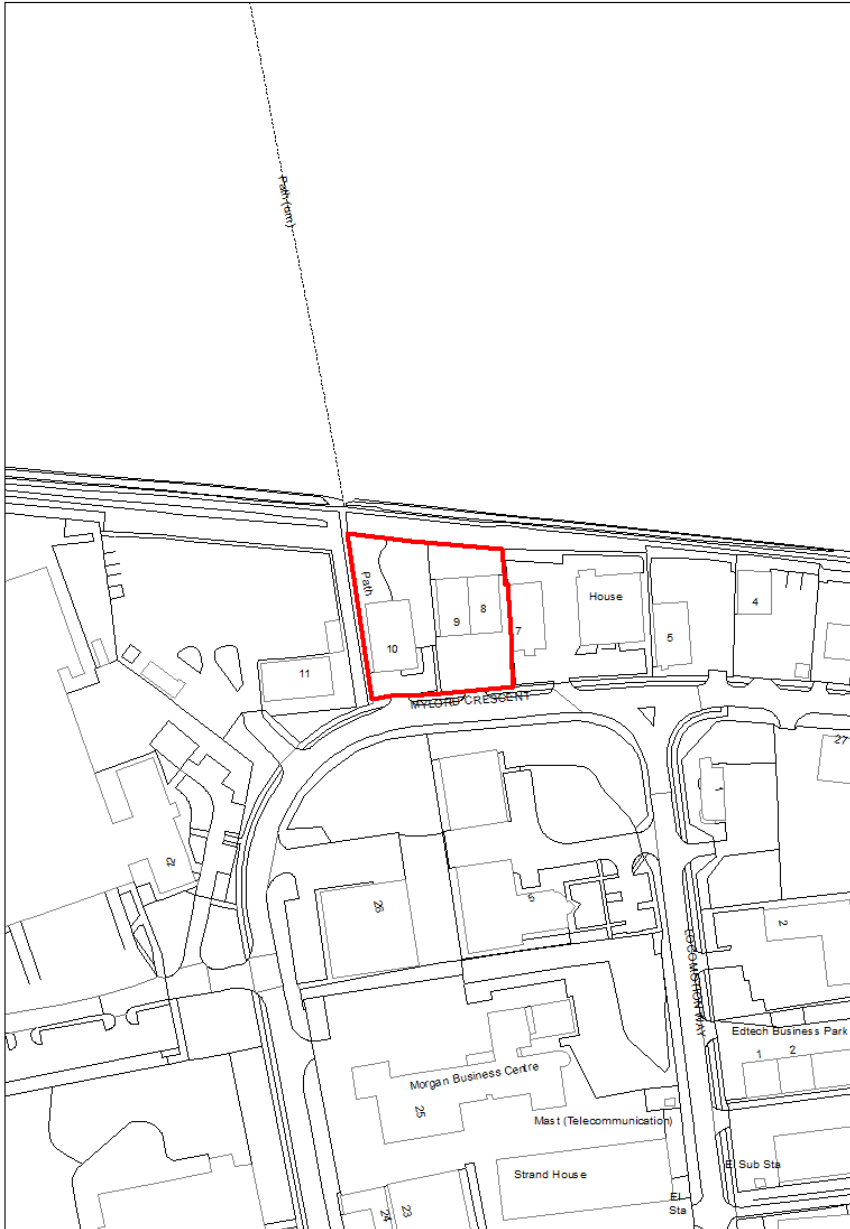
The applicant is advised that they should contact the Local Highway Authority to arrange for an inspection of the highways adjacent to the site. The applicant should be aware that failure to do so may result in the Council pursuing them for costs of repairing any damage in the surrounding area on completion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

No Doors Gates to Project Over Highways (I10)

Take Care Proximity to Party Boundary (I21)

Advice All Works Within Applicants Land (I29)





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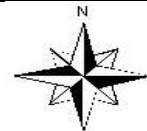
**Location: Unit 8-10, Graphic House, Mylord Crescent, Camperdown Industrial Estate**

**Proposal: Change of use from light industrial to operate as a base for emergency vehicles (sui generis)**

Not to scale

Date: 31.05.2023

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**Consultations/representations**

1.0 Internal Consultees

1.1 Manager for Environmental Health (Pollution)

1.2 The premises are located within a dedicated industrial estate, however, residential properties are located to the south of the site in Silverbirch Drive and to the east on Atkin Street and Station Road. I have concerns with regard to the change of use as the site will operate on a 24/7 basis. Noise from the use of the blue lights for the emergency vehicles will result in causing disturbance to neighbouring residents.

1.3 I have reviewed the additional information provided by the applicant regarding the management of the emergency vehicles at the site. Noise from vehicles operating within the industrial estate on the adopted highway is outside the remit of statutory nuisance legislation. Road traffic noise is considered anonymous noise unlike noise from the use of sirens, which would result in causing disturbance to neighbouring residents if used within the vicinity of the residential properties. The use of emergency sirens is also outside the remit of statutory nuisance legislation, as it forms part of the operation of the vehicle on the highway. However, associated noise from the use of sirens will result in disturbance and affect amenity. The applicant has confirmed that they operate a "no sirens use" policy at the base and drivers are instructed not to sound their sirens until the main highway at Killingworth Way/Station Road. Vehicles are operated on 3 shifts at the site and will only return to the base for meal breaks during the shift, which will minimise the frequency of the vehicles operating to and from the base during the night period.

1.4 Residential properties at Silverbirch Drive are located to the south of the industrial estate and the vehicles will need to pass these properties to exit the estate but given the 'no siren' policy at the base, their use will be no different to any other industrial vehicle operating within the industrial estate. As the site operates a no siren use policy at the base then this will minimise potential nuisance for neighbouring residents. Sirens if sounded frequently during the night period are likely to be above the WHO community noise guidelines of 45 dB LAMAX. The WHO community noise guidance advises that the probability of being awakened increases with the frequency of noise events during the night period. The use of the siren once the vehicle is on the main highway of Killingworth Way/Station Road will be no different to any other emergency vehicle operating within that area. If planning consent is to be given, then I would recommend a condition is attached to restrict the use of the emergency vehicle sirens being sounded at the premises, when exiting the site, except for emergencies deemed time critical life threatening.

1.5 Highways Network Manager

1.6 This application is for a change of use from light industrial to operate as a base for emergency vehicles. The site is long-established, access remain unchanged, and an appropriate level of parking is being proposed. Whilst it is noted that there is some level of on-street parking that takes place throughout the

wider industrial estate, the impact of this proposal on the adjacent highway is not considered to be severe under guidance in the NPPF. Conditional approval is recommended.

## 1.7 Recommendation - Approval

### 1.8 Condition:

Notwithstanding the details submitted, the scheme for parking and turning of vehicles 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).

### 1.9 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](mailto: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](mailto: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](mailto: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](mailto: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](mailto:New.Developments@northtyneside.gov.uk) for further information.

## 2.0 Representations

2.1 One objection has been received. This objection is set out below:

- Inadequate parking provision
- Loss of residential amenity
- Nuisance - disturbance
- Poor/unsuitable vehicular access
- Precedent will be set

Residents who purchased houses in Silverbirch Drive have done so aware that we are adjacent to a light industrial estate. Commercial / HGV / employee cars traffic was 'part of the deal' from the outset.

We did not anticipate a noise-making use. At the very least there should be full consultation with residents regarding this qualitative change in the nature of the environment.

This is a matter of planning principle. This activity has started without permission and without any consultation at all. This needs to be properly tested and every opportunity given for residents to register concerns.

Re parking: at present almost all staff vehicles are parked on the roadside and grass verges, doing damage. The application states that there will be a small number of onsite parking spaces but that staff will continue to park in surrounding streets. Is this consistent with planning regulations?

External Consultees

None