

Application No: 21/00768/FUL Author: Maxine Ingram
Date valid: 22 April 2021 ☎: 0191 643 6322
Target decision date: 22 July 2021 Ward: Camperdown

Application type: full planning application

Location: Unit 1, Locomotion Way, Camperdown Industrial Estate, Camperdown, NEWCASTLE UPON TYNE

Proposal: Demolition of existing industrial building, to make way for a new multi-unit commercial/light industrial building

Applicant: Locomotion Business Park Ltd., Mr Ben Dalby Unit 1 Locomotion Way Camperdown Industrial Estate Camperdown NE12 5US

Agent: Kjokken Ltd., Mr Miles Layland Coed Cymmer Barmouth Road Dolgellau LL40 2EW

RECOMMENDATION:

The Committee is recommended to

- a) indicate that it is minded to grant this application subject to:**
 - i. an Agreement under Section 106 of the Town and Country Planning Act 1990 and**
 - ii. the addition, omission or amendment of any other conditions considered necessary; and**
- b) authorise the Head of Housing, Environment and Leisure to determine the application following the completion of the Section 106 Legal Agreement to secure a Travel Plan Monitoring Fee - £1, 250.00 (£250.00 per annum) for a period of five years.**

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,
- The impact on character and appearance,
- 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 located at the corner of Locomotion Way and Mylord Crescent within Camperdown Industrial Estate. There are two existing buildings onsite. One building is a two-storey brick construction office building sited in the north west corner of the site. The other building is large warehouse sited in the north east corner of the site. The site is bound by metal fencing. There are two access points into the site from the adjacent road.

2.2 The site is designated as employment land in the Council's Local Plan (2017).

3.0 Description of the Proposed Development

3.1 Planning permission is sought for the demolition of existing industrial building, to make way for a new multi-unit commercial/light industrial building with associated parking.

4.0 Relevant Planning History

86/01254/FUL - 2 storey office block development – Permitted 27.08.1986

5.0 Development Plan

5.1 North Tyneside Local Plan (2017)

6.0 Government Policies

6.1 National Planning Policy Framework (NPPF) (February 2019)

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,
- The impact on character and appearance,
- 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 213 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 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.

8.5 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.”

8.6 The Council’s Regeneration Team have raised no objections to the proposed development.

8.7 The applicant has confirmed that the buildings would be used for B1 purposes now Use Class E(g) under the changes to the use classes order in September 2020.

8.8 The proposed development meets the requirements of Policy DM2.3 which permits B1 (now use class E(g)), B2 and B8 uses. 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

9.1 Paragraph 180 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.

Proposals for development should have regard to the noise impacts arising from the Newcastle International Airport flight path as shown on the Policies Map.”

9.4 The Manager for Environmental Health has been consulted. She has advised that the nearest residential properties are located approximately 114 metres to the east of the site (Festive Cottages and Station Road). She has raised concerns regarding potential noise arising from the proposed development.

9.5 The NPPF, paragraph 54 states “Local Planning Authorities should consider whether otherwise unacceptable development could be made acceptable through the use of conditions or planning obligations.” Paragraph 55 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.” The NPPF paragraph 180 aims to “avoid noise from giving rise to significant adverse impacts on health and quality of life”. Members are advised that it is clear from the environmental health comments set out in paragraphs 1.12-1.13 of the appendix to this report that appropriate mitigation to reduce the impacts arising from noise can be secured by conditions.

9.6 Members need to determine whether the proposed development is acceptable in terms of its impact on the amenity of neighbouring and nearby properties. 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 180 of the NPPF and LP policies DM5.19 and DM6.1.

10.0 Impact on character and appearance

10.1 Paragraph 124 of the NPPF encourages good design stating that “this is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 130 of the NPPF makes it clear that “Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents”.

10.2 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.

10.3 LDD11 'Design Quality' SPD applies to all planning applications that involve building works.

10.4 The overall scale and design of buildings vary within this industrial estate.

10.5 The existing office building is to be retained and no alterations are proposed to this building through this application.

10.6 The existing warehouse is to be demolished and a new building constructed. The new build will house eight separate industrial units. It will accommodate a mono pitch roof sloping from the front of the building to the rear. The roof height will range from approximately 9.2m to approximately 6.6m. It will overhang the front of the building to cover the accesses into the unit. The new build is contemporary and is considered to of a commensurate height to the surrounding industrial units.

10.7 Parking is proposed to the front of the new build and adjacent to the existing office building.

10.8 LP Policy DM5.9 "Trees, woodland and hedgerows" seeks to protect existing landscape features.

10.9 The proposed plan shows a new section of fencing to be constructed on the corner of Locomotion Way and Mylord Crescent that will include some of the outside grass verge. There are three trees in the site which will need to be removed to facilitate the proposed development.

10.10 The Landscape Architect has been consulted. She has advised that the loss of the trees is regrettable, but a condition can be imposed to secure replacement trees. A condition is recommended to secure a detailed landscape plan.

10.11 Members need to consider whether the impact on the character and appearance of the immediate surrounding area is acceptable. It is officer advice that, the proposed development would not result in a significant visual impact on the character or appearance of the immediate surrounding area. Furthermore, the loss of some landscaping, which is to be replaced, must be balanced against the benefits of developing this designated employment site. As such, the proposed development accords with national and local planning policies.

11.0 Impact on highway safety

11.1 The NPPF paragraph 109 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.

11.2 The NPPF paragraph 110 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.

11.3 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.

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

11.5 The representation received from the business opposite the application site is noted. This representation has raised concerns regarding parking on Locomotion Way.

11.6 The existing site has two vehicle access points, one from Locomotion Way and the other from Mylord Crescent. Both are set back from the corner junctions and both remain in full operation. These accesses are to be retained and a one-way system introduced.

11.7 The Highways Network Manager has been consulted. He has advised that parking has been provided to meet the needs of the site. On this basis, he has recommended conditional approval.

11.8 The Sustainable Transport comments require a Travel Plan to be conditioned. A TP monitoring fee will need to be secured by a S106 Agreement.

11.9 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.

12.0 Other Issues

12.1 Contaminated Land

12.2 NPPF paragraph 178 seeks to ensure that planning decisions have regard to ground conditions and any risks arising from land instability and contamination.

12.3 NPPF paragraph 179 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".

12.4 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.

12.5 The Contaminated Land Officer has been consulted. She has recommended conditional approval.

12.6 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.

12.8 Flooding

12.9 The NPPF paragraph 163 makes it clear that “When determining planning applications, LPA’s should ensure that flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where informed by a site specific flood risk assessment (FRA) following the sequential test.”

12.10 LP Policy “DM5.12 Development and Flood Risk” states that all major developments will be required to demonstrate that flood risk does not increase as a result of the development proposed, and that options have been taken to reduce overall flood risk from all sources, taking into account the impact of climate change over its lifetime.

12.11 The Lead Local Flood Authority (LLFA) has been consulted. They have raised no objection to the proposed development.

12.12 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.

12.13 Biodiversity

12.14 An environmental role is one of the three dimensions of sustainable development according to NPPF, which seeks to protect and enhance our natural, built and historic environment as part of this helping to improve biodiversity amongst other matters.

12.15 Paragraph 175 of the NPPF states that when determining planning applications, local planning authorities should apply the following principles: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

12.16 Paragraph 177 of the NPPF states that the presumption in favour of sustainable development does not apply where development requires appropriate assessment because of its potential impact on a habitats site is being planned or determined.

12.17 A Preliminary Ecological Appraisal (PEA) has been submitted to support the application. This has been considered by the Biodiversity Officer. The PEA shows that the site supports 3no. trees and amenity grassland that will be lost to facilitate the scheme. The buildings and trees on site do not provide potential roost features for bats and the building has been assessed as having negligible suitability for bats.

12.18 Although the habitats on site provide limited biodiversity value, the Biodiversity Officer has advised that a detailed landscape scheme will need to be conditioned.

12.19 Subject to the imposition of the suggested conditions, the Biodiversity Officer has not raised any objections.

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

12.21 Minerals

12.22 LP DM5.17 'Minerals' sets out guidance on minerals extraction. However, this development relates to an existing largely hard surfaced site.

12.23 North West Villages Sub Area

12.24 The application site is located in an area identified as being within the North West Sub Area. The proposed development would not prevent the aims of Policy AS8.24 being met.

12.25 Aviation

12.26 Newcastle International Airport Limited (NIAL) have been consulted. They have raised no objection to the proposed development.

12.27 Police

12.28 Northumbria Police have been consulted. They have raised no objection to the proposed development. An informative is recommended to advise the applicant of the advice regarding the design of the cycle store.

13.0 Local Financial Considerations

13.1 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). It is not considered that the proposal results in any local financial considerations.

14.0 Conclusion

14.1 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 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:

The Committee is recommended to

- c) indicate that it is minded to grant this application subject to**
 - iii. an Agreement under Section 106 of the Town and Country Planning Act 1990 and**
 - iv. the addition, omission or amendment of any other conditions considered necessary.**
- d) to authorise the Head of Housing, Environment and Leisure to determine the application following the completion of the Section 106 Legal Agreement to secure a Travel Plan Monitoring Fee - £1, 250.00 (£250.00 per annum) for a period of five years.**

Conditions/Reasons

1. The development to which the permission relates shall be carried out in complete accordance with the following approved plans and specifications:

Application form

Location plan Dwg No. 0256/0.01

Proposed site plan Dwg No. 0256/1.08

Proposed roof plan Dwg No. 0256/1.03g

Proposed ground floor plan Dwg No. 0256/1.01i

Proposed first floor plan Dwg No. 0256/02g

Proposed sectional inner elevations Dwg No. 0256/1.03e

Proposed cross section Dwg No. 0256/1.07c

Proposed front elevations Dwg No. 0256/1.04e

Proposed rear elevations Dwg No. 0256/1.05e

Reason: 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. No development shall be commenced until a Desk Study (Phase 1) has been completed and a written sampling strategy (scope of works) for the contamination site investigation is submitted to, and agreed in writing by, the Local Planning Authority before the commencement of site investigation works.

The Desk Study Report should be written in accordance with the current government guidelines including but not exclusive of those including the BS10175 2011 +A1 2013, BS 5930 2015 +A12020, Development on Land Affected by Contamination YALPAG Version 11.2 - June 2020, Land Contamination Risk Management - Environment Agency.

Reason: This information is required from the outset to ensure that the potential contamination of the site is properly investigated and its implication for the development approved fully taken into account having regard to policy DM5.18 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

4. Prior to commencement of development a detailed Site Investigation (Phase 2) must be carried out including an interpretative report on potential contamination of the site. This must be prepared by an appropriately qualified person and submitted to and approved in writing by the LPA to establish:

i) If the site is contaminated;

ii) To assess the degree and nature of the contamination present, and an assessment whether significant risk is likely to arise to the end users and public use of land, building (existing or proposed) or the environment, including adjoining land;

iii) To determine the potential for the pollution of the water environment by contaminants and;

iv) an appraisal of remedial options, and proposal of the preferred option(s).

The Site Investigation report must include the following information:

- A site plan with sampling points and log;
- Results of sampling and monitoring carried out in accordance with sampling strategy, and;
- An interpretative report on potential contamination of the site, conclusions must be prepared by a competent person (a person with a recognised relevant qualification, sufficient experience in dealing with the type(s) of pollution or land instability, and membership of a relevant professional organisation).

The Site Investigation report should be written in accordance with the current government guidelines including but not exclusive of those including in the BS10175 2011+A1 2013, BS 5930 2015 +A12020, Development on Land Affected by Contamination YALPAG Version 11.2 - June 2020, Land Contamination Risk Management - Environment Agency.

Reason: This information is required from the outset to ensure that the potential contamination of the site is properly investigated and its implication for the development approved fully taken into account having regard to policy DM5.18 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

5. Prior to the commencement of the development a detailed Remediation Method Statement shall be submitted to and approved in writing by the Local Planning Authority. The remediation method must include phase 1 and 2 reports in accordance with BS10175 risk assessment pre and post remediation scheme. The method statement must specify remediation for each identified contaminants giving installation or construction methods required to break pathway, or specifying disposal; or in situ treatment as deemed appropriate, the handling and disposal of contaminants to prevent spread of contaminants and the critical control checks required to ensure remediation areas, handling and deposition areas and installation drawings of gas protection scheme must be included.

The design of the remediation strategy should consider the results from the previous two phases of investigation and consider the proposed use/layout of the development.

The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protections Act 1990 in relation to the intended use of the land after remediation. An options appraisal will only be acceptable upon the inclusion of the recommended preferred option.

The Remediation Method Statement should be written in accordance with the current government guidelines including but not exclusive of those including in the BS10175 2011+A1 2013, BS 5930 2015 +A12020, Development on Land Affected by Contamination YALPAG Version 11.2 - June 2020, Land Contamination Risk Management.

Reason: This information is required from the outset to ensure that the potential contamination of the site is properly investigated and its implication for

the development approved fully taken into account having regard to policy DM5.18 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

6. Prior to the first occupation of the development hereby permitted, a Remediation Validation report for the site must be submitted to and approved in writing by the Local Planning Authority. A Validation report (sometimes referred to as a Verification report) is used to demonstrate remediation completed in accordance with submitted and approved remediation report.

This report must contain the following:

- A summary of site investigation and remediation works undertaken with accompanying site layout identifying source / treatment areas;
- Confirmation of Required Concentration of Reduction Targets, and/or Cover and Break Screens;
- Post Remediation Interpretative report of Sampling to demonstrate compliance with quantitative goals.
- An explanation / discussion of any anomalous results, or failure to meet agreed target values, alongside additional work proposed and actioned;
- Demonstrate via photographic and documentation evidence of remedial measures;
- Post-remediation contaminated land risk assessment profile;
- Cross sectional diagrams for the site and detailed plans of the site.

The Remediation Validation report should be written in accordance with the current government guidelines including but not exclusive of those including in the BS10175 2011+A1 2013, BS 5930 2015 +A12020, Verification Requirements for Cover Systems YALPAG Version 3.4 - November 2017, Land Contamination Risk Management - Environment Agency.

Reason: To ensure that the potential contamination of the site is properly investigated and its implication for the development approved fully taken into account having regard to policy DM5.18 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

7. If any unexpected contamination or hotspots are encountered during the investigation and construction phases it will be necessary to inform the Local Authority within 24 hours. Work must be ceased until any risk is assessed through chemical testing and analysis of the affected soils or waters. If required remediation of any unexpected contamination or underground storage tanks discovered during the development must take place before development recommences. Thereafter the development shall not be implemented otherwise than in accordance with the scheme approved under the planning consent.

Any additional reports should be written in accordance with the current government guidelines including but not exclusive of those including in the BS10175 2011+A1 2013, BS 5930 2015 +A12020, Verification Requirements for Cover Systems YALPAG Version 3.4 - November 2017, Land Contamination Risk Management - Environment Agency.

Reason: To ensure that the potential contamination of the site is properly investigated and its implication for the development approved fully taken into account having regard to policy DM5.18 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

8. Notwithstanding condition 1, prior to the commencement of the development hereby approved above ground level details of the height, position, design and materials of any chimney or extraction vent to be provided in connection with the development shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before any unit is first occupied in accordance with the approved details and permanently retained.

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

9. Notwithstanding condition 1, prior to the commencement of the development hereby approved above ground level details of any air ventilation systems shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall thereafter be implemented before any unit is first occupied in accordance with the approved details and permanently retained.

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

10. Notwithstanding condition 1, prior to the commencement of the unit above ground level a noise scheme shall be submitted to and approved in writing by the Local Planning Authority, in accordance with BS4142 to determine the background noise level without the new plant and equipment noise operating at the boundary of the nearest residential premises and appropriate mitigation measures taken where necessary to ensure the rating level of plant and equipment installed at the industrial units does not exceed the background noise level. Thereafter the development shall be carried out in accordance with these agreed details.

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

11. Within one month of the installation of any plant and equipment acoustic testing shall be undertaken to verify compliance with condition 11. 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).

12. 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).

13. The premises shall only be open for business between the hours of 0700-2300 on any day.

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. 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).

15. 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.

16. 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.

17. There shall be no external storage of any dust generating materials at the industrial units at any time.

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

18. There shall be no burning of materials on the site at any time.

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

19. Notwithstanding Condition 1, no development shall commence until a Construction Method Statement for the duration of the construction period has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall: identify the access to the site for all site operatives (including those delivering materials) and visitors, provide for the parking of vehicles of site operatives and visitors; details of the site compound for the storage of plant (silos etc) 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; dust suppression scheme (such measures shall include mechanical street cleaning, and/or provision of water bowzers, 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.

20. Notwithstanding Condition 1, no development shall commence until a scheme to show wheel washing facilities and mechanical sweepers to prevent mud and debris onto the public highway has been submitted to and approved in writing by the Local Planning Authority. This scheme shall include details of the location, type of operation, maintenance/phasing programme. Construction shall not commence on any part of the development other than the construction of a temporary site access and site set up until these agreed measures are fully operational for the duration of the construction of the development hereby approved. If the agreed measures are not operational then no vehicles shall exit the development site onto the public highway.

Reason: This information is required pre development to ensure that the adoptable highway(s) is kept free from mud and debris in the interests of highway safety having regard to policies DM5.19 and DM7.4 of the North Tyneside Local Plan (2017) and National Planning Policy Framework.

21. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above ground level details of facilities to be provided for the storage of wheeled refuse, including recycling if necessary, for each unit shall be submitted to and approved in writing by the Local Planning Authority. The refuse facilities shall be provided in accordance with the approved details, prior to the occupation of each unit and thereafter permanently retained.

Reason: In order to safeguard the amenities of the area having regard to policies DM6.1 of North Tyneside Local Plan (2017).

22. The scheme for parking and manoeuvring indicated on the approved plans shall be laid out prior to the initial occupation of the development hereby permitted and these areas shall not thereafter be used for any other purpose.

Reason: To enable vehicles to draw off, park and turn clear of the highway to minimise danger, obstruction and inconvenience to users of the adjoining highway having regard to policy DM7.4 of the North Tyneside Local Plan (2017).

23. No part of the development shall be occupied until a scheme for the provision of secure undercover cycle parking has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

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

24. Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan in accordance with the council's Travel Plan Scope, has been submitted to and approved by in writing the Local Planning Authority. Thereafter, the development shall be carried out in full accordance with the agreed Travel Plan. The Travel Plan will require the Travel Plan Coordinator to be in place three months prior to first occupation until at least five years from first occupation and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met with a Monitoring Report submitted to the council within two months of surveys being undertaken.

Reason: To accord with Central Government and Council Policy concerning sustainable transport.

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

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

26. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above ground level details of 1no. bird box and 1no. bat box to be installed in suitable locations (buildings) within the site, including specifications and locations, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, these agreed details shall be installed prior to the occupation of any unit and permanently retained.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

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

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

28. Notwithstanding Condition 1, prior to the commencement of any part of the development hereby approved above damp proof course level a fully detailed landscape plan and landscape maintenance plan for a minimum period of five years, including details of arrangements for its implementation, shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include new tree/scrub planting with new hedgerow planting and wildflower grassland to the boundaries of the site and a fully detailed specification (including maintenance) is to be included and a minimum of 4no trees are to be specified as 14-16cm girth. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. 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 landscape maintenance scheme 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 Policies DM6.1 and DM5.9 of the North Tyneside Local Plan (2017).

29. Should bats be found during the development, works must cease immediately, and a suitably qualified ecologist contacted for further advice.

Reason: To ensure that local wildlife populations are protected in the interests of ecology having regard to the NPPF and Policy DM5.5 of the North Tyneside Local Plan (2017).

30. Notwithstanding Condition 1, prior to the commencement of any construction works on the site details showing the existing and proposed ground levels and levels of thresholds and floor levels of the proposed new build and the existing levels of the adjacent footpath shall be submitted to and approved in writing by the Local Planning Authority. Such levels shall be shown in relation to a fixed and known datum point. Thereafter, the development shall not be carried out other than in accordance with the approved details.

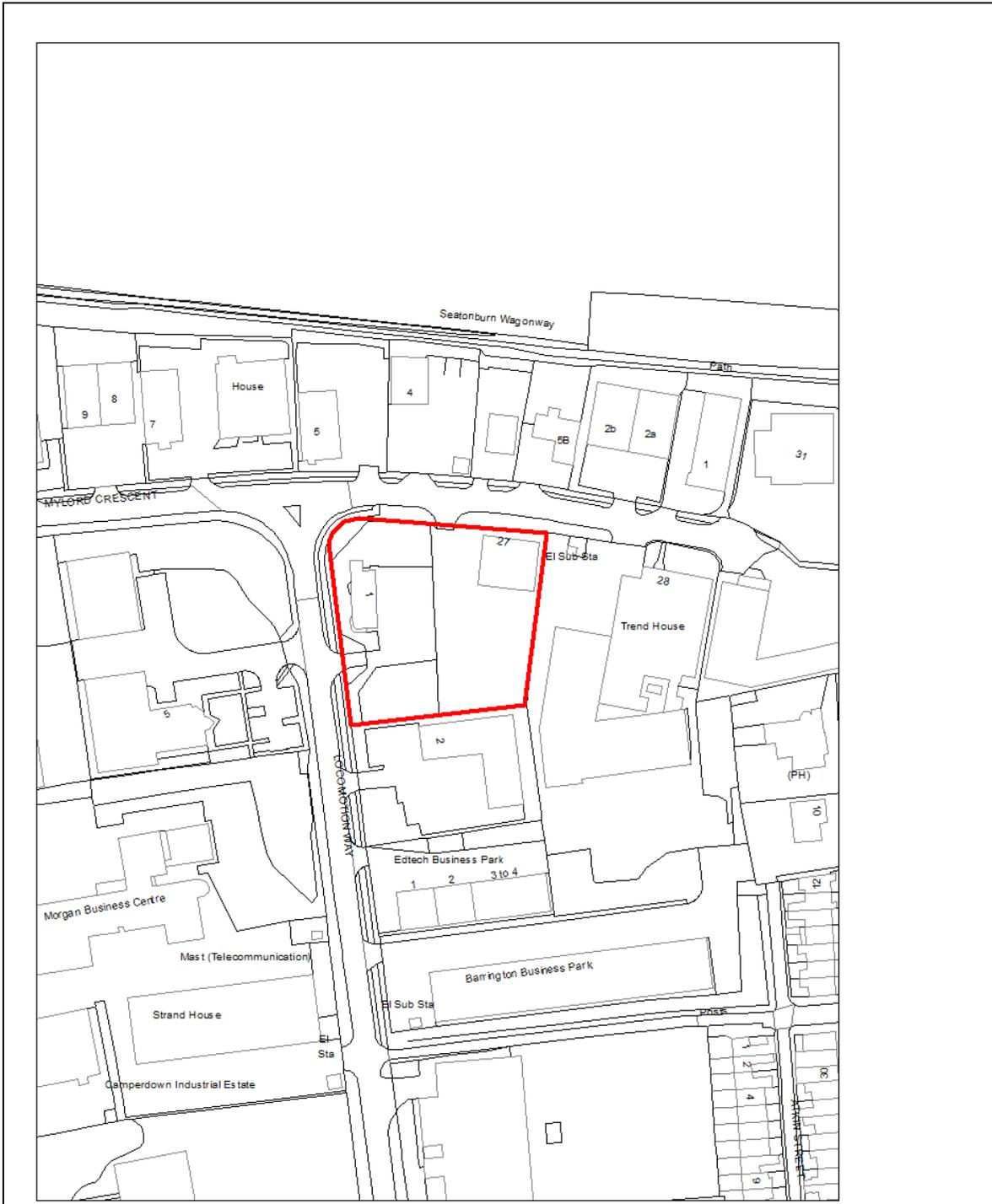
Reason: This information is required pre-commencement to ensure that the work is carried out at suitable levels in relation to adjoining properties and highways, having regard to amenity, access, highway and drainage requirements and protecting existing landscape features having regard to the NPPF and 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

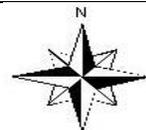
Northumbria Police recommend the cycle storey is built to Secured by Design (SBD) Standards, which would include secure ground anchors, be lit after dark (if in use) and be open to surveillance. Further details can be found at www.securedbydesign.com The SBD website will also provide details around Commercial developments and provides design guidance and specification requirements for reducing the risks for crimes against the person or property.



Application reference: 21/00768/FUL
Location: Unit 1, Locomotion Way, Camperdown Industrial Estate, Camperdown
Proposal: Demolition of existing industrial building, to make way for a new multi-unit commercial/light industrial building

Not to scale
 Date: 24.06.2021

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**Appendix 1 – 21/00768/FUL
Item 3**

Consultations/representations

1.0 Internal Consultees

1.1 Highways Network Manager

1.2 Access remains unchanged and an appropriate level of car parking will be provided. Conditional approval is recommended

1.3 Recommendation - Conditional Approval

1.4 Condition:

ACC25 - Turning Areas: Before Occ

PAR04 - Veh: Parking, Garaging before Occ

REF01 - Refuse Storage: Detail, Provide Before Occ

SIT07 - Construction Method Statement (Major)

SIT08 - Wheel wash

No part of the development shall be occupied until a scheme for the provision of secure undercover cycle parking has been submitted to and approved by in writing the Local Planning Authority. Thereafter, this scheme shall be implemented in accordance with the approved details before the development is occupied.

Reason: In the interests of highway safety.

No part of the development shall be occupied until a Framework Travel Plan has been submitted to and approved by in writing the Local Planning Authority. This will include an undertaking to conduct travel surveys to monitor whether or not the Travel Plan targets are being met.

Reason: To accord with Central Government and Council Policy concerning sustainable transport.

1.5 Informatives:

I10 - No Doors/Gates to Project over Highways

I12 - Contact ERH Erect Scaffolding on Rd

I13 - Don't obstruct Highway, Build Materials

I46 - Highway Inspection before dvlp

1.6 Sustainable Transport

1.7 There has not been a Travel Plan submitted as part of the Planning Application.

1.8 A Travel Plan Bond is not required.

1.9 A £1,250 Travel Plan Monitoring Fee (£250 per annum) is required, to be included as a Section 106 Agreement. This is for North Tyneside Council (NTC) Officer time spent monitoring the travel plan delivery, evaluating annual travel plan progress reports and annual survey results as submitted by the Travel Plan Coordinator (TPC).

1.10 Requirements of Travel Plan Scope to be secured via condition are set out below:

-The Final Full Travel Plan (TP) is to be submitted and approved by NTC at least 3 months prior to first occupation;

-The lifespan of the TP is from at least 3 months prior to occupation until at least the Final Annual Monitoring Report is produced, 5 years after first occupation, and approved by NTC;

-Policy Review. As a minimum TP to meet NTC Transport and Highways Supplementary Planning Document LDD12, North Tyneside Cycling Design Guide, Local Transport Note 1/20 Cycle Infrastructure Guide, and NTC Travel Plan Scope;

Within TP outline timescales for occupation and details of any phasing of the development;

-Site assessment, accessibility review and development proposals (including details on operation such as opening hours and number of staff);

-The documents listed in point 3 above are to be used when designing the layout of the site and linking to the surrounding highway, ensuring there is a direct connection into the site for walking and cycling;

-For Walking and Cycling demonstrate how staff and customers/visitors can get to the nearest:

Strategic cycle route(s);

Bus route(s); and

Metro Station(s) if applicable.

Include information on Public Transport;

Cycle parking for the development to be provided as per NTC LDD12. Ensure the cycle parking is secure and preferably covered;

Electric charging points for the development to be provided as per NTC LDD12 and any current/emerging National Guidance;

-Aims & objectives;

-Baseline travel patterns derived from Census;

-The TP Mode Share Targets should be displayed in a table breaking the % targets down by each year (minimum Baseline and 1 to 5) and each mode. The TP should be ambitious in seeking to limit the modal share for single occupancy car trips. The annual targets are to be agreed with NTC;

-Details of management of the Travel Plan and Travel Plan Coordinator (TPC) role/appointment;

-Details of any Steering Group/Working Group created to manage the travel plan delivery for the development;

-The TPC should engage with TPC's for surrounding areas/developments;

-A suitably experienced Travel Plan Coordinator (TPC) is to be in place at least 3 months prior to occupation and for the lifespan of the TP, to be in place until at least the -Final Annual Monitoring Report is produced, 5 years after first occupation, and approved by NTC. The TPC is to be a named person within the TP including their contact details to enable NTC to contact them directly;

-In the absence of a TPC being identified at the planning stage, NTC will carry out the TPC role on behalf of the developer at the developer's expense;

-If the TPC changes, NTC are to be informed of the new TPC and the updated contact details within 10 days;

-Measures to be delivered including responsibilities for their delivery and funding.

- Including utilising websites/social media to highlight the different travel options to the development, notice boards, promoting car sharing, promoting national initiatives such as walk to work week/bike to work week etc;
- Staff Welcome Pack to be provided for each staff member;
- Details of any Travel Plan Incentives proposed for staff members;
- Suitable changing and storage facilities are to be provided for staff to encourage walking, cycling and public transport;
- Details of Delivery and Servicing for the development;
- Details of how Car Parking will be managed for the development;
- Include a commitment for how the cost of the TP will be met and by whom;
- Identify potential future actions for travel plan development and refinement;
- Monitoring and review;
- The TP applies to all movements associated with the development, with post occupation baseline monitoring completed within 6 months of first occupation, then annual monitoring to be undertaken until 5 years after first occupation;
- The Monitoring surveys required are:
Staff Travel Behaviour Surveys (minimum 75% response rate required);
Customer/visitor Travel Behaviour Surveys; and
Parking Surveys (car (including informal/out of bay) and cycle parking).
TP Annual Monitoring Report to be submitted to NTC for approval within 2 months of monitoring surveys being undertaken;
- Include an Action Plan table which includes all measures and actions outlined within the TP including when an action is established as well as the frequency of the action being repeated; for the lifespan of the TP. To be clear who has responsibility for undertaking each action. Ideally include a budget cost for delivering each action for the lifespan of the TP;
- Within the Action Plan include timescales associated with the delivery of the TP such as Monitoring Surveys being undertaken and TP Annual Monitoring report being submitted to NTC;
- It is important to establish a remedial strategy within the TP so that all interested parties are clear what action will be taken if targets are not achieved, or if current projections suggest that targets will be missed. The TP must include a commitment for how the remedial strategy will be funded;
- The Travel Plan should be a stand alone document and not rely on information provided in other documents;
- The contact email address for engagement with NTC regarding the travel plan is: new.developments@northtyneside.gov.uk

Notwithstanding the details submitted in the Travel Plan, no part of the development shall be occupied until a Full Travel Plan in accordance with the council's Travel Plan Scope, has been submitted to and approved by in writing the Local Planning Authority. Thereafter, the development shall be carried out in full accordance with the agreed Travel Plan. The Travel Plan will require the Travel Plan Coordinator to be in place three months prior to first occupation until at least five years from first occupation and will also include an undertaking to conduct annual travel surveys to monitor whether the Travel Plan targets are being met with a Monitoring Report submitted to the council within two months of surveys being undertaken.

Reason: To accord with Central Government and Council Policy concerning sustainable transport.

1.11 Manager of Environmental Health (Pollution)

1.12 The premises are located on a dedicated industrial estate with nearest sensitive residential located at approximately 114 metres to the east of the site at Festival Cottages and south east at Station Road. I would be concerned about potential noise from plant and equipment and operational noise arising from the new commercial/light industrial buildings and also any potential odours arising from activities at the site if new flues or vents were installed. I would recommend conditions are attached to any approval to restrict operations to daytime hours only and require details to be submitted for approval for any vents of flues to be installed at the units. I would also require that any noise arising from any external plant and equipment that might be installed in the units would need to be assessed for impact on other businesses and other nearby sensitive receptors. If the occupiers of the units were required to store dusty materials or storage of wastes then this could give rise to potential nuisance on other neighbouring units, I would therefore recommend conditions to prevent such activities.

1.13 If planning consent was to be given I would recommend the following conditions:

Installation of New External Plant and Equipment:

A noise scheme must be submitted in accordance with BS4142 to determine the background noise level without the new plant and equipment noise operating at the boundary of the nearest residential premises and appropriate mitigation measures taken where necessary to ensure the rating level of plant and equipment installed at the industrial units does not exceed the background noise level. 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

There shall be no burning of materials on the site.

Reason: In the interests of protecting the amenities of the occupiers of surrounding land and properties.

There shall be no external storage of any dust generating materials at the industrial units.

NOI02

EPL01 for any external vents and chimneys

EPL02

HOU03 0700-2300 hours

HOU04

HOU05

SIT03

REF01

REF02

LIG01

1.14 Manager of Environmental Health (Contaminated Land Officer)

1.15 The planning statement refers to the following document (Page 7):

Contaminated and Mine Risk Assessment. This is provided in a separate report by FWS Geotechnical & Environmental Consultants, document number: 3815OR01-DS, Issue: December 2020

1.16 As this has not been submitted and to ensure the site is suitable for its proposed end use the following must be attached:

Con 003
Con 004
Con 005
Con 006
Con 007

1.17 Regeneration

1.18 We would welcome this proposal as it is investment in our existing allocated employment areas and creates a larger floorplate for usage, which will prove attractive to businesses long term.

1.19 Lead Local Flood Authority (LLFA)

1.20 I have no objections to the proposals as the applicant will be providing betterment in regard to the developments surface water drainage.

1.21 Biodiversity Officer

1.22 A Preliminary Ecological Appraisal (PEA) has been submitted to support the application which shows that the site supports 3no. trees and amenity grassland that will be lost to facilitate the scheme. The buildings and trees on site do not provide potential roost features for bats and the building has been assessed as having negligible suitability for bats.

1.23 Habitats on site provide limited biodiversity value, however, a landscape scheme will need to be submitted that demonstrates net gain through planting. Whilst a proposed landscape plan has been submitted showing 'green' areas around the site boundary, no detail has been provided. It is recommended that a landscaping scheme should be submitted that provides native hedgerows along site boundaries with some native species rich grassland adjacent to the hedges. Trees should also be provided to replace those being lost. The incorporation of these measures will ensure a net gain within the site.

1.24 The following conditions should be attached to the application:

Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include new tree/scrub planting with new hedgerow planting and wildflower grassland to the boundaries of the site. A fully detailed specification (including maintenance) is to be included and a minimum of 4no trees are to be specified as 14-16cm girth. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. Any trees, shrubs or wildflower areas that die or are removed within five years of planting shall be

replaced in the next available planting season with others of similar size and species

Should bats be found during the development, works must cease immediately, and a suitably qualified ecologist contacted for further advice.

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

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

1no. bird and 1no. bat boxes will be provided in suitable locations (buildings) within the development site. Details of bird and bat box specification and locations must be submitted to and approved in writing by the Local Planning Authority within 4 weeks of development commencing on site and will be installed in accordance with the approved plans.

1.25 Landscape Architect

1.26 The application site is positioned on the corner of Locomotion Way and Mylord Crescent within the Camperdown Industrial Estate. The application is looking to demolish an existing industrial building and rebuild with a number of new multi-unit commercial/light industrial buildings.

1.27 The site is a 0.41 hectare industrial estate plot with two existing buildings; an office and a workshop fronting the corner of Locomotion Way and Mylord Crescent, with a large warehouse shed building located to the east, fronting Mylord Crescent. The open areas of the site are mainly hardstanding with an area of amenity grass around the office building. The proposed new building will occupy part of the area currently occupied by the warehouse shed building and include an area to the east and south of the site. The existing metal fencing surrounding the site will remain and both existing access points located on Locomotion Way and Mylord Crescent are to be retained, with new mechanical sliding gates fitted. The proposed plan shows a new section of fencing will be constructed on the corner of Locomotion Way and Mylord Crescent that will include some of the outside grass verge.

1.28 An area of amenity grass is located within the site which extends outside the application site beyond the fence line along Locomotion Way and Mylord Crescent. There are 2no trees (*prunus sp.*) and 1no pine (*Pinus sp.*) located within the application site which will be removed to facilitate the development, therefore the following local plan policy applies:

Policy DM 5.9 Trees, woodland and hedgerows

1.29 An AIA has not been submitted but the 2no prunus trees (T1 and T2) located to the south west corner of the site and a semi mature pine tree (T3) could be removed. The pine tree, located up against the neighbouring building, is probably not located in the best position. It is unfortunate that T1 and T2 will need to be removed as they provide a level of amenity to the surrounding area,

but it is important that they are replaced and in locations that maintain this amenity.

1.30 The submitted landscape scheme will provide areas of amenity grass and new planting however no detail has been provided. The new development will result in cars and buildings dominating the frontage areas. This is a visual change from existing, where buildings and car parking were set back within the application site and any meaningful areas of landscape planting are mainly left-over spaces. It is important to establish the requirements for the landscape scheme early in the design process so that it may contribute to the layout of the development and ensure that sufficient space is available for appropriate planting and other landscape features. In terms of a landscape scheme it should be well-designed that looks to promote landscape character, a sense of place and reduce the visual impact of the development.

1.31 On balance, the principle of the development is acceptable but would be subject to a high-quality landscape scheme that includes new tree planting within the site and new hedgerow planting to the boundaries with Locomotion Way and Mylord Crescent to reduce the visual impact of the car parking. If visibility and security is a concern the planting to the boundaries can be maintained as a low growing hedge with trees included. Trees to be planted within the site should include a minimum of 4no extra heavy standard trees to replace those which are to be removed. Other trees around the site can be specified smaller in size.

1.32 The following condition is to be applied:

Within one month from the start on site of any operations such as site excavation works, site clearance (including site strip) for the development, a fully detailed landscape plan shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include new tree and shrub planting with new hedgerow planting to the boundaries of the site. A fully detailed specification (including maintenance) is to be included and a minimum of 4no trees are to be specified as 14-16cm girth. The landscaping scheme shall be implemented in accordance with the approved details within the first available planting season following the approval of details. Any trees and shrubs that die or are removed within five years of planting shall be replaced in the next available planting season with others of similar size and species.

2.0 Representations

2.1 One representation has been received. This is summarised below:

We are opposite the site in question and whilst we have no objections to what is proposed, our concern is parking on Locomotion Way. Cars and other vehicles are now more prevalent parked on Locomotion Way, and we would want to ensure this is handled correctly. We need to get 40ft container wagons into our facility on a regular basis, and this has become increasingly difficult in recent months, with smaller units requiring more space for cars. It would be better, perhaps, to put double yellows around the estate as most other industrial estates have now.

3.0 External Consultees

3.1 Newcastle International Airport Limited (NIAL)

3.2 No comments to make.

3.3 Northumbria Police

3.4 We have no objections to the planning application; however we would like to make the following comment:

3.6 The Planning Statement details “16 covered and secured cycle parking bays”, I would recommend this is built to Secured by Design (SBD) Standards, which would include secure ground anchors, be lit after dark (if in use) and be open to surveillance. Further details can be found at www.securedbydesign.com

3.7 The SBD website will also provide details around Commercial developments and provides design guidance and specification requirements for reducing the risks for crimes against the person or property.