

ADVANCE SUPPLEMENTARY REPORT
TO THE PLANNING COMMITTEE

24th May 2016

Agenda item 5

Application ref. 16/00244/OUT

Site of former Jubilee Baths, Nelson Place, Newcastle

Since the preparation of the agenda report the views of the **Highway Authority**, the **Environmental Health Division**, **Historic England** and representations from **Thistleberry Residents Association** and the **Civic Society** have been received.

The **Highway Authority** has no objections subject to conditions relating to the following:

- Completion of access, parking, servicing and turning areas prior to occupation.
- Replacement of the two disabled parking bays that will be lost on School Street.
- Implementation of approved Travel Plan
- Agreement and implementation of measures to control and manage the car park
- Construction method statement

They have also requested a Travel Plan monitoring fee and a sum of £50,000 to fund a Residents Parking Zone if deemed necessary.

The **Environmental Health Division** has confirmed that they have no objections subject to conditions relating to the following:

- Construction hours
- Construction management plan to include, amongst other things, protection of the highway from mud and dust and dust mitigation during construction.
- Waste storage and collection
- Control of onsite recreational activities to avoid noise disturbance.
- Prior approval of plant and equipment
- Prior approval of any proposed combined heat and power system
- Restriction of the hours of use of the external recreational areas.
- Prior notification of any piling and submission of details in advance.

Historic England maintains the concerns that they expressed in response to the previous approved application, reference 15/00166/FUL regarding scale of the building. However if the Council are minded to approve they would recommend that all architectural details, materials and finishes are carefully conditioned for approval.

The **Thistleberry Residents Association** considers that because of the increased number of units and the reduced number of parking spaces on site, the proposal contravenes saved Local Plan Policy T16. They query whether the rooms are for rent only as indicated in the Design & Access Statement – on the basis that they are being advertised for sale and suggest that this could mean it may be difficult to keep the building in good order. They note that it would appear that facilities such as the gymnasium and cinema appear to have been deleted from the scheme. The need for this type of accommodation in Newcastle is again questioned.

The **Civic Society** comment that the increase in the number of student rooms and the decrease in parking spaces would make parking in this particular area even more difficult than it already is. They also comment that it would appear that in order to accommodate this number of rooms leisure facilities that were outlined in the design statement and which appeared to have helped secure the planning permission have been withdrawn. Such facilities might have made such high density communal living somewhat more bearable. Such density, however, appears to be somewhat unnecessary given that almost 1000 such rooms are to be made available via other buildings in and around the town centre.

Officer comments

The conditions recommended by the Highway Authority and the Environmental Health Division are included within the recommendations on the main agenda.

Notwithstanding the comments of the Civic Society and the Thistleberry Residents Association the current application includes the same ancillary leisure facilities as were included in the permitted scheme and none have been lost to accommodate the additional rooms proposed. That units within the development are on the market as investment opportunities has no bearing upon the planning decision – the management model remains unaltered – one of rental of the units to students. The parking issues raised by both groups are addressed within the main agenda report and members will note that the Highway Authority for the area have confirmed that that they have no objections to the application, subject to the same conditions and requirements that were sought for the previous scheme. The Highway Authority clearly do not consider the change in the numbers to be critical.

The RECOMMENDATION remains as per the main agenda report