

Committee Report

Application No:	DC/24/00364/COU
Case Officer	Mark O’Sullivan
Date Application Valid	05 July 2024
Applicant	Mr Armin Hajizadeh
Site:	222 Saltwell Road, Gateshead
Ward:	Saltwell
Proposal:	Change of use from general car repair garage to car wash (resubmission) (amended/additional information received 29/09/24 and 16/10/24)
Recommendation:	Grant
Application Type	Change of Use

1.0 The Application

1.1 DESCRIPTION OF SITE

1.2 The application site comprises a single storey, semi-detached garage unit (some 110m²) and associated hardstand forecourt area (431m²) located to the west of Saltwell Road. The site is accessed directly from this carriageway with neighbouring residential property to its south (beyond Telford Street) and west (beyond a rear lane). To the immediate north is a separate, attached garage unit and forecourt. To the north is Macadam Street with further residential properties beyond. To the east (directly opposite the site) are residential properties fronting Saltwell Road.

1.3 To the rear (west) of the site, land levels drop with the rear lane at a lower ground level than Saltwell Road to the east. With the garage building located to the rear (western boundary) of the site, this creates a split level building with commercial ‘lock up’ style units located immediately below the application premises, accessed only from the rear lane.

1.4 DESCRIPTION OF APPLICATION

1.5 The application proposes the change of use of the existing garage unit to a car wash and valet. Proposals would see the existing single storey garage building converted into a hand car wash and valet floorspace including office and waiting room. The existing floor and walls of the unit would be painted with waterproof paint and the floor screed to allow run-off to a newly installed drainage channel to the front of the unit.

1.6 The external forecourt area to the front of the site currently available for access to the site and the parking of vehicles in association with the existing site use would be marked with parking bays for customers and workers, whilst maintaining a one-way access-egress vehicle pathway

through the site for customers. A cycle shelter would also be installed within the forecourt adjacent to the main garage building for staff.

- 1.7 The site would operate between 1000 – 1800 Monday to Saturday, and 1000 – 1600 Sundays as requested by the applicant. In supporting documentation, the applicant confirms that they would operate the site via a booking system (available through Facebook and over the phone) whereby customers would book a timeslot for their vehicle to be cleaned. Upon arrival at the site, customers would enter from Saltwell Road at the southernmost access point into the forecourt area, and navigate through the site, ultimately leaving via the northernmost egress point. Space is made available within the site for vehicles to manoeuvre and park. Customers can remain within their vehicles during this time or wait in the designated waiting office. As vehicles leave the site, a small area of the forecourt would be set aside for final vehicle checks to be carried out prior to leaving the site.
- 1.8 Specifically, no washing or valeting activity would take place outside of the main building as confirmed by the applicant in writing. The majority of the car wash activity would be undertaken by hand with brushes, sponges, buckets, soap and wax. Pressure washers would be used for an initial external clean of the vehicles. Vacuum cleaners would be used to clean the internal areas of the cars, with this part of the process also carried out inside the building where the cars will reverse into the garage and the valet process will commence. The applicant has specified the equipment to be used as part of their planning submission.
- 1.9 The applicant anticipates employing 3 part time and 2 full time employees, some of whom will drive to work and park in the designated car park during working hours.
- 1.10 The proposed change of use will not result in any changes to the existing buildings or physical environment of the existing site.
- 1.11 RELEVANT PLANNING HISTORY
- 1.12 In November 2023 planning application ref: DC/23/00878/COU was submitted to the LPA regarding the change of use of this garage unit to a car wash and valet. After Planning Officers expressed concern over the insufficient level of information received, the applicant withdrew the submission in December 2023, with the intention to provide all requested information as part of resubmitted proposals.

2.0 Consultation Responses

Northern PowerGrid	Raise no objections, providing Northern PowerGrid statutory rights are not affected, and that that rights of access to apparatus
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for maintenance, replacement, or renewal works necessary are maintained.

Northumbrian Water No comments have been received.

3.0 Representations

3.1 A site notice was posted adjacent to the site and neighbour notifications carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) Order 2015.

3.2 6no. letters of objections have been received with a summary of the material planning issues raised as follows:

- Increase of traffic on local roads including increase in vehicles parked up waiting to access the site, impacting parking provision in the area and highway safety.
- The proposed use could result in the displacement of parked vehicles currently on the garage forecourt into the surrounding streets where residents already have problems parking their vehicles.
- Increase in vehicles accessing/leaving the site would impact pedestrian safety, particularly given the siting of a bus stop directly opposite the site;
- Additional noise from proposed site operations could detrimentally impact neighbouring amenity, particularly early mornings/late evenings;
- Site operations could lead to a loss of privacy to neighbouring residents;
- Overbearing impact of the proposals;
- Public safety concerns resulting from the spraying of chemicals in the wind;
- Increased possibilities of black ice on the pathways in the winter from excess water leaving the site;
- Detrimental impact on character of street scene;

3.3 One letter received has come from the owner of the premises who leases the site to the applicant. Within this letter concerns are raised over the practice of washing vehicles inside the main garage building, which could result in water leaking into the owner's unit below. Also, concerns are raised over the effectiveness of existing site drainage

measures which could result in water accumulating on the forecourt and discharging onto the road. These matters aside, the owner of the property stresses that he does wish the applicant the best in the future should he remain on the site but must maintain an interest in his freehold ownership and the amenities of neighbouring uses/residents.

- 3.4 One of the letters of objection does state that the proposed change of use would likely see a reduction in the number of vehicles associated with the existing garage use parking in the surrounding area, which would be considered as a benefit.
- 3.5 In addition, 7no. letters of support have been received. These come in the form of a letter template produced by the applicant and signed by individual property owners. Each letter sets out the benefits of supporting a growing business in the area which promotes job creation. The letter details how the planning application is supported by a Noise Impact Assessment which concludes no impacts on the surrounding area. Also, that the car wash will operate on a booking system between established opening hours.
- 3.6 This letter also offers a free car wash and valet to all those who sign the letter in support of the scheme.

4.0 Policies

NPPG	National Planning Practice Guidance
NPPF	National Planning Policy Framework
CS1	Spatial Strategy for Sustainable Growth
CS13	Transport
CS14	Wellbeing and Health
CS15	Place Making
CS17	Flood Risk and Waste Management
MSGP15	Transport Aspects of Design of Development
MSGP17	Residential Amenity
MSGP18	Noise
MSGP24	Design Quality
MSGP29	Flood Risk Management
MSGP37	Biodiversity and Geodiversity

5.0 Assessment of the Proposal

5.1 The key considerations to be taken into account when assessing this planning application are the principle of the development, residential amenity, visual amenity, highway safety, flood risk and drainage, and ecology.

5.2 THE PRINCIPLE OF THE DEVELOPMENT

5.3 In supporting documentation, the applicant states that it is no longer economically viable for the site to operate as a car repair garage, with a change of use required to avoid the site becoming redundant. The proposed hand car wash and valeting use would, in the applicant's opinion offer the most advantageous business prospects for the site without major changes to the existing site layout and operation. Supporting economic growth is a key component of the Government's objectives as identified in the National Planning Policy Framework, with the proposed change of use to ensure the continued commercial use of the site whilst supporting a local growing businesses and employment opportunity.

5.4 The application site is located within a residential setting but not allocated for a particular use in the Gateshead Local Plan. Nor are there any specific policies relating to the use proposed. Historically the site has operated for commercial purposes with aerial imagery confirming a car garage type operation from this site as far back as 2001 (but likely beyond) with vehicles parked on the front forecourt area.

5.5 The proposed hand car wash and valet use would be considered to be a 'Sui Generis' use. As a 'Sui Generis' use, planning permission would be required to change the use of the site to anything other than a hand car wash and valet.

5.6 The application is therefore to be considered on its merits and against the National Planning Policy Framework (NPPF) and the Local Plan for Gateshead. Subject to the material planning considerations set out within this report which seek to address the amenity, highways and drainage impacts of the scheme, there would be no objections to the principle of changing the use of this commercial unit for the purposes specified.

5.7 RESIDENTIAL AMENITY

5.8 Paragraph 135 of the NPPF relates to achieving well-designed places. Planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible, and which promote health and well-being with a high standard of amenity for existing and future users.

- 5.9 The proposed hand car wash and valeting use would occupy an existing garage site within an established residential setting. The closest neighbours are located within 10m to the rear (west) of the site and approximately 20m to the south (distance measured from building to building not garage forecourt to neighbouring property). Also, properties directly opposite the site frontage to the east beyond Saltwell Road.
- 5.10 A number of local concerns are received in relation to the application, some citing the perceived impact of the use on neighbouring amenity resulting from increased noise and disturbance, loss of privacy, and the overbearing impact of the development. There would be no external changes to the existing site and therefore the proposed use would not result in an overbearing impact to neighbouring property. Likewise, use of the site as a hand car wash and valet as opposed to the existing garage use, would unlikely result in privacy issues to neighbouring property.
- 5.11 In terms of noise and disturbance, the main noise sources associated with development would arise from:
- Vehicles accessing, moving through, and leaving the site during operational hours;
 - Car doors opening and closing;
 - Cleaning machinery;
- 5.12 The application site is located adjacent to an existing working garage to the north, and a busy carriageway to the east, within a densely developed residential setting.
- 5.13 The application is supported by a Noise Impact Assessment (PEAK Acoustics, 29 April 2024) which acknowledges the residential nature of the site's surroundings and confirms the nearest or most-affected Noise Sensitive Receptor (NSR) as 217 Saltwell Road. This property directly faces the application site and forecourt area to the east beyond Saltwell Road. The assessment is based on typical noise levels for the power washing of a vehicle using measurements from a previous project, with perceived noise generated from within the unit also considered, associated with cleaning of vehicle interiors and exteriors. The report considers that plant items will operate only within the existing garage building with external doors closed, with no external plant proposed as part of the scheme.
- 5.14 The applicant confirms specifications for all equipment to be used on site, including confirmation that all washing/valeting will take place within the main building with the doors closed. Officers have questioned the nature of the external valeting area shown on plans, with the applicant clarifying this as an area where final vehicle checks will take place.

- 5.15 The applicant is aware that the Noise Impact Assessment (NIA) is specific in assessing impacts based on all activity taking place within the building and with doors closed at all times. While the applicant has put forward intended operational hours of 1000 – 1800 Monday to Saturday, and 1000 – 1600 Sundays. Officers are of the view that longer operating hours would be acceptable; therefore a condition (number 11) is proposed that would limit operating hours of the car wash/valet use to 0900 – 2000 Monday to Saturday, and 1000 – 1600 Sundays, and at no other times. These hours would avoid disturbance at the more noise sensitive times of the day and are also reasonable in terms of the commercial viability of the business. Condition 3 recommends that all hand wash/valet activity is to take place within the existing garage building with doors shut at all times as per the NIA. Adherence to this condition would negate concerns that spray and indeed washing chemicals could spray onto the adjacent highway or pedestrians.
- 5.16 Regarding effluent and dirty water runoff from vehicle washing (trade effluent), the applicant confirms in supporting information that appropriate checks have been made with the Trade Effluent Team at Northumbrian Water, and that Trade Effluent consent is not required given the existing channels drain into an existing combined sewer. Furthermore, the nature of cleaning products to be used would be similar to typical domestic cleaning products. Notwithstanding this the applicant will seek to apply for a Trade Effluent consent with Northumbrian Water given water charges are reduced as part of the consent. No comments have been received from Northumbrian Water regarding the application.
- 5.17 Subject to the above, proposals would comply with the aims and requirements of the NPPF and policies CS14, MSGP17 and MSGP18 of the Gateshead Local Plan. It is considered that the proposed development would not give rise to significant and adverse impact upon neighbouring amenities, over and above the existing lawful site use and neighbouring garage use, despite the residential setting.
- 5.18 VISUAL AMENITY
- 5.19 Neighbour concerns have been raised that the proposals would have a detrimental impact on the character of the street scene. As explained, there would be no physical alterations to the existing building. Furthermore, during vehicle washing and valeting it is expected that the doors of the unit would remain closed at all times. Given the existing, authorised use of the site, where presently the forecourt of the unit can be occupied by parked vehicles relating to its garage use, the proposed use would unlikely deviate significantly from this character, with the forecourt to be occupied by vehicles using the cleaning facility. If anything, the number of vehicles on the site at any given time would reduce from the existing arrangement, with vehicles at the site of a more transient nature.

5.20 With all cleaning equipment to be stored and used inside of the garage building, and with no external alterations proposed, the resulting visual impacts of the proposed development would be negligible and would not result in a significant and adverse visual impact. Despite the wider setting being residential in character, this site has for a long time operated for commercial purposes and the existing commercial character would be largely retained. Therefore, it is considered that proposal would satisfy the provisions of the NPPF and policies CS15 and MSGP24 of the Local Plan for Gateshead in relation to visual impact.

5.21 HIGHWAY SAFETY

5.22 Paragraph 115 of the NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

5.23 Access to the site would be taken from Saltwell Road to the east via the existing southern access point to the north of the Telford Street junction. A one-way system would operate within the site with vehicles moving into and eventually out of the main garage building. Site egress would be achieved via the existing northern access point onto Saltwell Road to the south of the Macadam Street junction.

5.24 Parking is available within the site on the existing forecourt, with 3no. customer parking spaces and 2no. staff parking spaces provided. A protected pedestrian link from these spaces to the main building entrance is detailed by a hatched pedestrian area. Condition 4 seeks to ensure this hatched area is marked out on site prior to commencement of the approved use in the interests of pedestrian safety.

5.25 It is expected that the 3no. customer spaces should only be used by vehicles waiting to be cleaned (as controlled by Condition 5). Although it has been requested that there should be no more than 3 vehicles on site at any given time, this detail would be difficult to condition. However, given the size of the site and limited cleaning space available, together with the scale of the forecourt area, the number of vehicles on the site at any given time would be naturally limited.

5.26 The applicant has worked with officers in delivering a proposal which demonstrates vehicular movement through the site which would not impede pedestrian movement or highway safety of the adjacent road network. Submitted plans detail how vehicles will enter and exit the site in a forward gear. A more precise step by step management plan detailing exactly how vehicles will negotiate the site can be controlled via pre-commencement condition (Conditions 6 and 7), ensuring that the site operates effectively and safely. Likewise, details of site signage can also be controlled via condition (Condition 7) and could be subject

to advertisement consent. All signage should be positioned off the public highway, on the application site only, and should be clearly read to explain how customers may only use marked bays, and that there must be no waiting on the forecourt or across the site access at any time.

- 5.27 In supporting documentation, the applicant confirms that they intend to operate the site on a booking system through Facebook and over the phone. Details of an app booking system are provided confirming how payments would be made online/over the phone, and at this time the level of service customers require is selected (i.e. wash, valet or wash and valet). This service would identify available booking slots thereby discouraging customers from turning up unannounced. Given the level of on-site parking available, officers consider that in the event that customers do turn up without prior booking, should there be space to park, then they may enter the site. Should the site be full, officers expect the applicant would invite customers to return later with site signage also clearly stating this. Importantly, as explained, plans and the step by step site Management Plan controlled via condition would demonstrate how vehicles can manoeuvre through the site without impacting those vehicles already parked up waiting or being cleaned.
- 5.28 It would not be reasonable to impose conditions restricting the operation of the site to a specific booking platform, given this would be difficult to enforce, so the Management Plan is intended to be the mechanism for controlling access into and through the site. Notwithstanding this, officers welcome the applicants attempts to minimise potential for tailbacks onto Saltwell Road and surrounding estate roads during busy periods.
- 5.29 Finally, submitted plans detail a cycle parking area to the front of the main building. Exact specifications of this detail can be controlled via recommended conditions 8 and 9.
- 5.30 Subject to the suggested conditions, the proposals would not result in an unacceptable impact on highway safety and would comply with the aims and requirements of the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan. It is considered that the proposal would not have any direct impact on the adopted highway, nor would it adversely impact upon highway safety.
- 5.31 FLOOD RISK AND DRAINAGE
- 5.32 The application site is located within a critical drainage area which covers the wider Bensham area. On review of the Strategic Flood Risk Assessment (SFRA) and Environment Agency (EA) flood risk sources, the site is not at, and would not pose a significant risk of flooding. On this basis, there is no objection to the proposals in respect of flood risk.

- 5.33 Regarding site drainage, submitted plans confirm that all vehicle washing facilities would take place within the existing garage unit (not extending into the front forecourt), with site operators hand washing vehicles with brushes, sponges, buckets, soaps and wax. High pressure washing equipment would initially be used for an external clean of the vehicles.
- 5.34 Submitted plans confirm that *'The floor and walls of the building are to be painted with waterproof paint and a floor screed applied to allow run off to the new drainage channel'* thereby protecting the adjoining units from water ingress. The submitted cross section of the building, site layout plan, and supporting information as set out within the Design and Access Statement confirm details of the proposed drainage system that would be installed onto the site, offering connection to the existing combined water private drainage. The location of the drainage channel adjacent to the existing building is shown and should be sufficient to stop water run-off onto the public highway. Recommended condition 10 seeks to ensure that this drainage apparatus is installed on site as per the approved details, and maintained for the lifetime of the development.
- 5.35 It is advised at section 4.2 of the submitted Design and Access Statement that *'checks have been made with the Trade Effluent Team at Northumbrian Water and the drainage is suitable to take expected discharge rates and also a Trade Effluent consent is not required'*.
- 5.36 As explained, ground levels to the front (east) of the existing garage building are higher than those to the rear (west). The resulting split level sees a unit sited below the garage (accessed from the rear lane to the west), which is understood to be owned by the same individual as the garage above, albeit the garage is leased to the applicant. The adequacy of the proposed use in terms of waterproofing and load bearing on the dividing floor, and any damage which may result to the lower unit would be a civil matter between all parties involved.
- 5.37 Subject to the recommended restriction to prevent car washing/valet activities outside of the building in the interests of highway and pedestrian safety (from spray and mist encroaching over the adjacent highway) (condition 3), the proposals are considered to be acceptable. Subject to the above, proposals would satisfy the aims and requirements of the NPPF and policies CS17 and MSGP29 of the Gateshead Local Plan.
- 5.38 ECOLOGY
- 5.39 Biodiversity Net Gain (BNG) is a way of creating and improving biodiversity by requiring development to have a positive impact ('net gain') on biodiversity. Under the statutory framework for biodiversity net gain, subject to some exceptions, every grant of planning permission is deemed to have been granted subject to the condition that the

biodiversity gain objective is met ("the biodiversity gain condition"). This objective is for development to deliver at least a 10% increase in biodiversity value relative to the pre-development biodiversity value of the onsite habitat. This increase can be achieved through onsite biodiversity gains, registered offsite biodiversity gains or statutory biodiversity credits.

- 5.40 Based on the information available, this development is not one which will require the approval of a biodiversity gain plan before development is begun because the development would not impact a priority habitat, and it would impact less than 25 square metres of on-site habitat. Therefore, one of the statutory exemptions is considered to apply.
- 5.41 Whilst the risk of harm or disturbance to roosting bats and nesting birds arising from this development is minimal, it is recommended that informatives are attached to any permission to advise the applicant of their responsibilities should either bats or breeding birds be encountered. However, no conditions relating to ecology are considered necessary as the proposed development would be in accordance with the NPPF and Gateshead Local Plan policy MSGP37.
- 5.42 OTHER MATTERS
- 5.43 Other concerns raised by local objectors to the application where not covered within the main body of the officer's report are now discussed in further detail:
- 5.44 *Land ownership concerns*
A letter was received as part of the consultation process from the owner of the premises who has leased the site to the applicant. The owner produced a document appearing to claim that use of the site as a car wash is not permitted by covenant. This detail was passed onto the applicant who produced separate documentation appearing to claim that this is not the case and that a car wash use is permitted. Officers consider that such land ownership matters do not represent a material planning consideration relevant to the determination of the application and must be treated under separate legal procedures. Both the applicant and property owner have been made aware of this detail.
- 5.45 *Impact on property values*
The perceived impact on property values is not a material planning consideration.
- 5.46 *Potential for fire hazard*
There is no reason to assume that changing the use of the site from a garage to a hand car wash and valet centre, with no external alterations proposed would give rise to increased threat of fire hazard. The site remains fully accessible to emergency service vehicles.
- 5.47 COMMUNITY INFRASTRUCTURE LEVY (CIL)

5.48 On 01 January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This proposal has been assessed against the Council's CIL charging schedule. The site is located in commercial CIL zone3 which has a charge of £0 per sqm for the development type proposed.

6.0 CONCLUSION

6.1 Planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Council has an up-to-date development plan comprising the Core Strategy and Urban Core Plan and Making Spaces for Growing Places.

6.2 Taking all the relevant planning considerations into account, the proposed development is acceptable in principle and in terms of residential amenity, visual amenity, highway safety, flood risk and drainage and ecology. The proposed development would enable the re-use of an established garage building and forecourt, with minimal intervention or change in character to the site and surrounds, whilst supporting economic growth through job creation and business growth. National and local planning policies are supportive of such re-development, and subject to conditions controlling the use of the site and on-site activity, proposals would satisfy all relevant planning policies. It is therefore recommended that planning permission be granted, subject to the following conditions.

7.0 Recommendation

7.1 GRANT permission subject to the following condition(s) and that the Service Director of Climate Change, Compliance, Planning and Transport be authorised to add, vary and amend the planning conditions as necessary:

1
The development shall be carried out in complete accordance with the approved plan(s) as detailed below:

Location Plan V2

Plans showing existing and proposed floor layouts and section – V5

Design and Access Statement – received 29 September 2024

Any material change to the approved plans will require a formal planning application to vary this condition and any non-material

change to the plans will require the submission of details and the agreement in writing by the Local Planning Authority prior to any non-material change being made.

Reason

In order to ensure that the development is carried out in complete accordance with the approved plans and any material and non-material alterations to the scheme are properly considered.

2

The development to which this permission relates must be commenced not later than 3 years from the date of this permission.

Reason

To comply with section 91 of the Town and Country Planning Act 1990 as amended by section 51 of the Planning and Compulsory Purchase Act 2004.

3

All vehicle washing and valet activity shall take place within the existing building. At no time shall vehicle washing or valeting take place on the associated forecourt fronting Saltwell Road. At all times during the cleaning and valet of vehicles, the building's doors shall be closed.

Reason

In the interest of protecting neighbouring amenities in accordance with the aims and objectives of the NPPF and policies CS14, MSGP17 and MSGP18 of the Gateshead Local Plan.

4

The use hereby approved shall not commence until all on-site parking spaces within the front forecourt and protected pedestrian link to the main building as detailed by a hatched area have been provided and marked out in full as detailed on approved plan ref: 'Plans showing existing and proposed floor layouts and section – V5'.

Reason

In the interests of highway safety in accordance with the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan.

Pre-commencement reason

To ensure that necessary parking and pedestrian safety infrastructure is provided on-site prior to first use of the development in the interests of highway and pedestrian safety.

5

The 3no. customer parking spaces as detailed on approved plan ref: 'Plans showing existing and proposed floor layouts and section – V5' shall only be used by vehicles waiting to be cleaned, and for no other purpose.

Reason

In the interests of highway safety in accordance with the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan.

6

The use hereby approved shall not commence until a detailed step by step Management Plan has been submitted to and approved in writing by the Local Planning Authority.

The Management Plan shall include full details of the following:

- a) How vehicles will move through the site, including around other vehicles;
- b) How vehicles will manoeuvre into and out of the main garage building, and then out of the site in a forward gear;
- c) The arrangements in place should vehicles enter the site without prior booking;
- d) The signage needed within the site boundary to ensure safe vehicle and pedestrian passage through the site;

Reason

In the interests of highway safety in accordance with the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan.

Pre-commencement reason

To ensure that the applicant is able to demonstrate safe vehicle movements through the site prior to first use of the development in the interests of highway and pedestrian safety.

7

From the first use of the site as a car wash, and for the lifetime of the use hereby approved, the site shall be operated in full accordance with the Management Plan approved under condition 7.

All signage approved under condition 7 (where not subject to separate advertisement consent), must be installed as per the approved details and maintained for the lifetime of the development. Where signage is subject to separate advertisement consent, no signage may be installed on site until the relevant consent is first granted.

Reason

In the interests of highway safety in accordance with the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan.

8

The use hereby approved shall not commence until details and specification of the proposed bike storage shelter have been submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure appropriate provision for cycle parking in accordance with the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan.

Pre-commencement reason

To ensure that the necessary sustainable transport infrastructure for staff working from the site is made available for use prior to first use of the development.

9

The bike storage shelter approved under Condition 8 shall be installed on site as per the approved details and maintained in working condition for the lifetime of the development.

Reason

To ensure appropriate provision for cycle parking in accordance with the NPPF and policies CS13 and MSGP15 of the Gateshead Local Plan.

10

The use hereby approved shall not commence until all on-site drainage measures as detailed within approved plans ref: 'Plans showing existing and proposed floor layouts and section – V5', and the Design and Access Statement, received 29 September 2024 have been installed as per the approved plans and made operational. Thereafter, the drainage measures shall be retained and maintained for the lifetime of the development.

Reason

To ensure adequate drainage of the site in accordance with the aims and requirements of the NPPF and policies CS17 and MSGP29 of the Gateshead Local Plan.

Pre-commencement reason

To ensure that all necessary drainage infrastructure associated with the proposed car wash use is installed on site and made operational prior to first use of the development in the interests of highway and pedestrian safety.

11

The car wash/valet use hereby approved shall only operate between the hours of 0900 – 2000 Monday to Saturday, and 1000 – 1600 Sundays, and at no other times.

Reason

In the interests of protecting residential amenity in accordance with the aims and objectives of the NPPF and policies CS14 and MSGP17 of the Local Plan for Gateshead.

