

**Northumberland and Newcastle Society (N&N)
Planning submissions for Newcastle City Council – February 2024**

| Application Reference | Application Type | Location Details | Proposal |
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| 2024/0074/01/DET | Detailed Application | Land South Of Rotary Way, Gosforth, Newcastle Upon Tyne, | Erection of a coffee shop/cafe with associated drive through (sui generis); erection of fuel filling station, electric vehicle charging facilities, car wash, jet wash, air/water & vacuuming facilities, filling station with retail & outside seating area (sui generis); form new access to north onto Rotary Way (A1056), new access to east onto B1318; associated parking, landscaping / engineering works. |
| Planning Officer | Stephen Edwards | | |
| Comment | <p>The Northumberland and Newcastle Society (N&N) objects to grant of planning approval for this application.</p> <p>The Northumberland and Newcastle Society (N&N) has previously commented on a similar scheme for this site. We note this revised scheme appears based on a reduced footprint when benchmarked against the previous submission. Notwithstanding this, it is still a substantial development that we continue to believe will have substantial material harm on the natural environment with no discernible public benefit. Our observations continue to reflect 4 specific areas of concern:</p> <ul style="list-style-type: none"> • Principle of development; • Highways; • Ecology; • Environment. <p>Principle of development</p> <p>The N&N is not opposed to new development however we will vigorously object to proposals we believe lack empathy with their surroundings and are fundamentally environmentally unsustainable. We acknowledge the balance to be achieved in provision of housing and commercial property development measured against the economic, social and environmental sustainability of such development.</p> <p>We note this site was previously defined as ‘Green Belt’ although it appears this status was removed by Newcastle City Council to facilitate residential development allocation required by central government. The Society believes the loss of ‘Green Belt’ land is always a matter of profound regret and any development subsequently permitted on such land must follow the specific rationale for the loss of that designation.</p> <p>The N&N understands this site was specifically designated for residential development and a subsequent scheme reflecting that designation was forthcoming, however, we are unclear on the progression of that scheme. Notwithstanding this, the Society considers the only acceptable</p> | | |

development on this site should be for residential use and subject to stringent requirements for ecology and the environment.

A further observation to the above, is that given the presence of existing nearby fast food outlets it appears this application may contravene Newcastle City Council's policy on concentration of fast food outlets.

Highways

This proposal references the site being strategically placed close to junction 79 of the A1, the Newcastle Gateshead Western Bypass (NGWB) and being well placed to serve traffic using the A19, Great North Road and A1056 (Rotary Way). Further to this the proposal includes a new access from the westbound lane of Rotary Way to facilitate entry and exit for vehicles using the site, together with a secondary access from the B1318. Rotary Way itself is a key local route and is regularly congested as the main vehicle access from the NGWB to several substantial urban areas including Wideopen, Killingworth and Longbenton. Road users familiar with this section of Rotary Way experience habitual delay with traffic often backing up to the roundabout at its junction with the B1318. Furthermore, traffic travelling westbound along Rotary Way to access the northbound carriageway of the A1 regularly spills over onto the eastbound lane to avoid congestion at junction 79 of the A1.

We continue to be unconvinced there is any sustainable public benefit justification for the proposed scheme. It appears existing roadside services including those to the immediate north of Rotary Way are entirely capable of supporting relevant local demand. In our view the only demonstrable public benefit for development at this site is for a modest residential scheme that can be sustained within the capacity of the local road network.

In our assessment there is already sufficient provision of local fuelling stations a short distance from this site on routes connecting with junction 79, together with a variety of roadside services outlets nearby and thus there is no need for this development. This includes the significant development at Indigo Park off Sandy Lane to the east of the proposed site. Furthermore, we note planning conditions have been applied to existing roadside services venues north of Rotary Way that would appear to reflect a need to mitigate the impact of that development.

Ecology

We acknowledge the site's designated status as a 'Wildlife Enhancement Corridor' and as matter of general principal we would expect any proposed development of the site to be rigorously scrutinised to ensure compliance with this status and the critical consideration of biodiversity net gain. Whilst this scheme is arguably less impactful than the previous submission it still amounts to unsustainable development bringing unacceptable intrusive levels of pollutants, harmful emissions and noise.

The Society believes it is disingenuous to see this development as incorporating anything more than a token commitment to biodiversity or provision of a 'Wildlife Enhancement Corridor'. We continue to consider the proposals will result in specific over development of this site in a way

N&N Planning and Development Team

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| | <p>that results in unnecessary loss of yet more habitat that is already under severe pressure locally.</p> <p>Environment</p> <p>The N&N has reviewed a number of substantial developments where proximity to the A1 NGWB, and the strategic road network in general, forms the basis of the 'transport strategy' for such applications despite Highways England's own assessment of capacity constraints on this critical route. We are profoundly concerned at the disturbing lack of appreciation of climate change mitigation in such strategies and more specifically, in compliance with Net Zero Newcastle and reduction of harmful vehicle emissions ambitions.</p> <p>Conclusion</p> <p>We do not believe this scheme is viable in any sense in its current form other than a very narrow commercial interest and we object strongly to the grant of planning approval for this application.</p> | | |
| 2024/0171/01/LBC | Listed Building Consent | Royal Station Hotel Neville Street, Newcastle Upon Tyne, NE1 5DH | Demolition of extension to rear and erection of new extension and canopy. |
| 2024/0162/01/DET | Detailed Application | As above | As above |
| Planning Officer | Jessica Annan | | |
| Comment | <p>The Northumberland and Newcastle Society (N&N) submits the following generic comment in respect of this application.</p> <p>The Society has no objection to this scheme in principle as a 'like for like' replacement, however, we do feel this is a lost opportunity to enhance the visual amenity of a landmark building of stature and quality at an important gateway to the city.</p> | | |
| 2023/1925/01/LBC | Listed Building Consent | King Koby, 80 Grainger Street, Newcastle Upon Tyne, NE1 5JQ | Alterations to elevations to include 2 sets of non-illuminated lettering and 1 no double sided non-illuminated projecting sign. |
| Planning Officer | Jessica Annan | | |
| Comment | <p>The Northumberland and Newcastle Society (N&N) submits the following generic comment in respect of this application.</p> <p>The Society recognises precedent has long been set for similar sign installations in Grainger Street and does not object to this application. Notwithstanding the above, we were profoundly disappointed with the lack of detail around the actual design of the proposed signage included within the application. We would expect a much more detailed design and access statement for such an important and prominent heritage asset with appropriate reference to historic shopfronts policy.</p> | | |