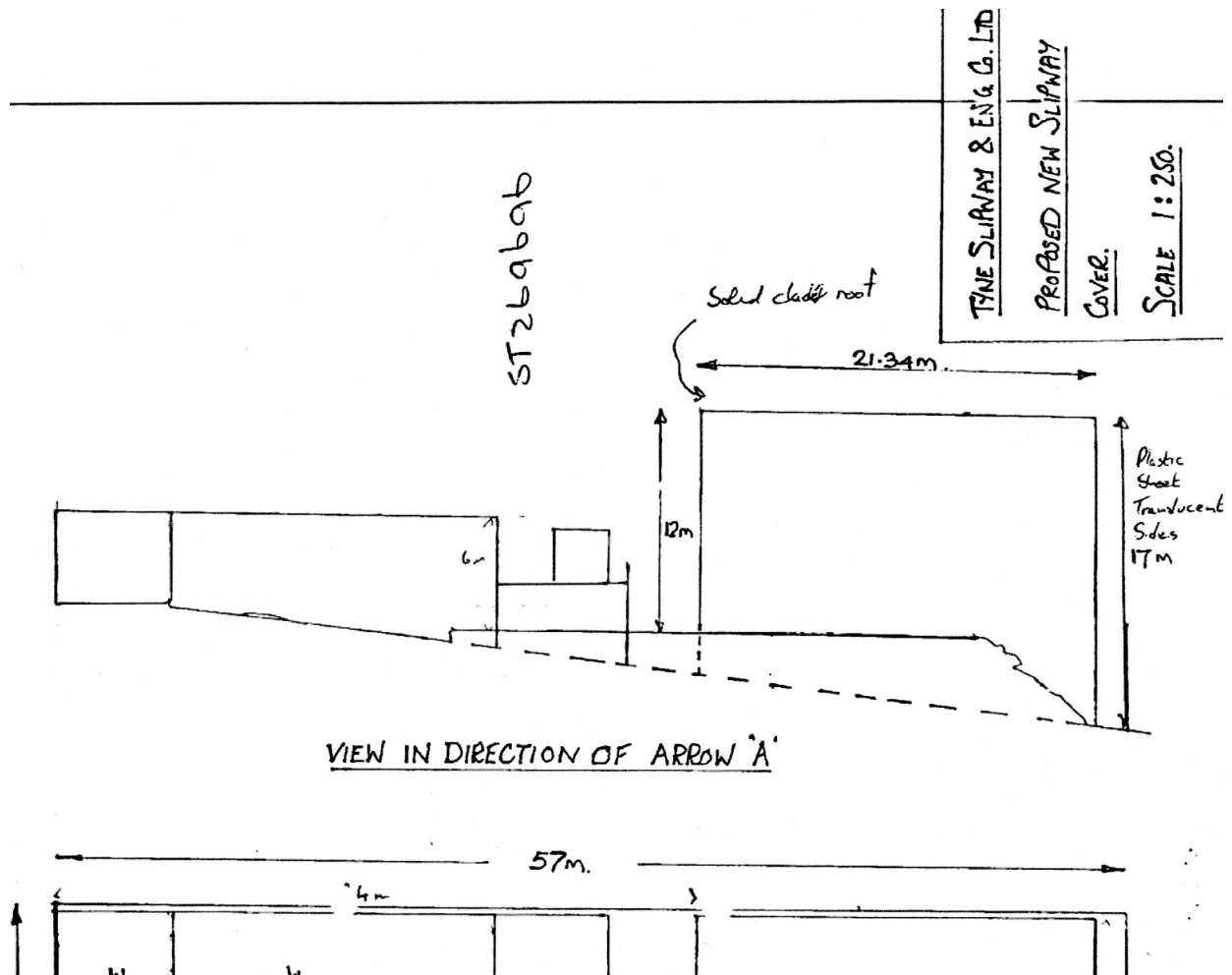


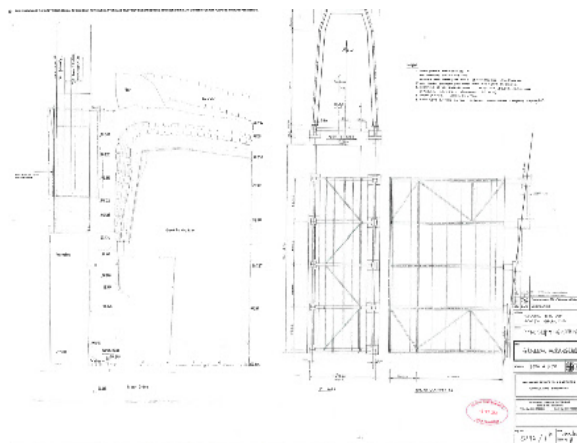
Unfortunately I did not take the issue very seriously at first. I thought UK Docks would be asked to submit a retrospective planning application or face having to pull down the frames. MD March 2015

1) The drawing with the Grant of Permission 8.7.96: **one of three that are authorised or can be considered authorised.**



Dimensions 21.34m x 12m(17m river end) x 10.5m.

2) 8296/1B received in the Planning Department of South Tyneside Council 6.09.2013 **and is not authorised.**



- i) The drawing shows sloping sides. The structural framework was built with vertical sides. This is said to be a non-material deviation though I cannot find it written down anywhere.
- ii) Columns have additional lugs for fitting a gantry for a travelling crane and these are not on any drawing provided by either UK Docks (formally Tyne Slipway) or STC.



ii) The drawing of the frames is dated 27th February 1997, 7-8 months after permission granted.

iv) The frames are on plinths of varying heights while the frames are same size.

v) Dimensions need checking out as there is a major discrepancy. The height at both ends is shown as 15.5m and there is about a 3m drop along the length of the cover. A quick check with a scale rule would show that the height at the road end (bottom of drawing) would be $9.5+3\text{m}$ or 12.5m not $12.5+3\text{m}$ or 15.5m .

3) Elevation (8296/2) **this is the second of three drawings that are authorised**

The known length of the cover is 22m and scaling gives a road end height of 13.2m and a river end height of 15.8m. This tends to confirm the heights given in v) above rather than 15.5m at the road end and 18.5m at the river end as claimed by the Principal Planning Officer when he says that the dimensions of frames are compliant.

In later discussions with Planning and Strategic Development they use 8296/1A and not 1B. **There are no Tyne and Wear Development Corporation authorisation stamps on either 8296/1A or B.**

It looks to be that whoever laid the footings laid in 2001 was anticipating a requirement of an internal width across the columns of 11.7m (38 and a half feet in old money). The travelling crane which is believed to have been owned by UK Docks for some time seems to fit very nicely.

The third drawing (8296/4) authorised by Tyne and Wear Development Corporation is a sketch to illustrate the translucent panels. It bears no dimensions.

