

Review of the Shed and Corruption Series

Redhead's Landing, Templetown, South Shields

On May 7th 2013 South Tyneside Council (STC) [gave the slipway known as Readheads Landing to the Port of Tyne](#) because they could, and that spelled the death knell of the right of way to it. That was also given the Port of Tyne but it left the Council and the Port of Tyne the problem of finding the business using the slipway adjacent to the former landing a new home. It left [Tyne Slipway and Engineering](#) and its owner, as the only obstacle to the closure of Tyne Dock, in a very powerful position because had to found a new home on the Tyne and there was only one viable option.

That home was [Tyne Slipways Ltd.](#) and owned by the same family and occasionally used for servicing the Shields Ferries and the some of the North Sea fishing fleet. They had a maintenance contract with the Port of Tyne for their Pilot Boats, with Nexus for the maintenance of their Ferries and a contract with a the Ministry of Defence for the maintenance of their Border Patrol Vessels.

Loss of English Coastal Path

The gift of right of way to the Port of Tyne was not lost on some in the planning office of STC and was simply because Rights of Way are not a planning matter. Bridle and coastal paths etc. are no different and the planning officer who was later in charge of the development of the UtilityWise Center [into riverside accommodation on Long Row](#), South Shields, gave part of the English Coastal Path to its developer. The riverside footpath then became became riverside gardens for the people residing on the ground floor of the two blocks of flats. The contact for the development of the redundant car park downstream, was by 2021 was the same officer who had given Readheads Landing to the Port of Tyne, Mr Peter Cunningham.

71 and 72 Greens place, South Shields

Here is a modified extract from [Shed and Corruption – Part 2:-](#)

This started with a [Planning Officer and her misapplication of the planning guidelines](#), SPD9 which were ignored.

72 – I was told by the building inspector, Mr Telford that the single dormer that occupied nearly the whole of the roof width of 72 was not a material consideration but discovered later that was just an opinion. [Mr Telford was applying different standards to No 72 to those being applied to No 70.](#)

If anyone had bothered to check, the Listing of No 70 was specific to the frontage and the door in particular, not to any materials used for modifications to the back. I should have questioned the addition of conditions 3 & 4 but as the planning section's grudge against the previous owners of No 70 was well known and still hung over the place, I just paid the extra for the bricks, which the builder went to some trouble to match. We both agreed that if they tried to enforce metal gutters they would be open to ridicule!

71- When I mentioned that Mr Haig had not even followed the permitted plans, the Ombudsman had said that as I had not taken the complaint thought the Council's Complaints Procedure (CCP), she was not able to consider it. This was the first indication that the Council and LGO were working in unison to stifle complaints.

I had noticed as I progressed through the CCP the justification for my complaint against the demolition and rebuild of 71 Greens Place had disappeared. Primarily the planning officer in charge of the development had not followed the guidelines outlined in SPD9. The other setback was that Mr Haig had lied to his solicitor when he said that a party wall agreement was in place and I had to force him into one. It turned out to be a waste of time and money as it was never honoured and in this, he required the assistance of the building inspector, Mr Telford.

I did take the Ombudsman's Inspectors advice and that led to [Mr Haig having to put in an application for permission for his two roof gardens to be granted retrospectively](#). It was a little short on detail although the agent did mention construction of various patio walls (there were two walls that ran along side the yard of 70 Greens Place under consideration, [one on each of the first and second floors](#)).

This was pointed out [in response to the Planning Manager's view](#) and note that ST/0749/13/FUL had referred to retrospective content and it did not, four months later. The Planning Manager had written 'retrospective' out of consideration and the revised job passed to a [planning officer and acknowledged on the 12th November](#).

I mention all this because what had started life as an application for retrospective planning permission had by the time the Planning Manager, Mr Atkinson given it approval on the 5th December 2013, had become one which bore no reference to any retrospective planning application.

[It had become ST/0749/13/HFUL](#) and its predecessor, ST/0749/13/FUL, had completely disappeared. Since there is no way the Council will allow ST/0749/13/FUL to be [recovered there is very little I can do about 71 Greens Place](#), its first floor patio garden to the rear and its roof top balcony to the front, except to say that if one wants to view some examples of the of the corruption endemic in the Town Hall in South Shields, just take a stroll down Greens Place or its back lane.

The development of 71 Greens Place started with a Planning Officer's misapplication of the Guidelines in SPD9, which led to Inspector for the LGO being fed misinformation and continuing with the owner Mr Haig who ensured that the Party Wall Agreement would fail so that he could build a longer and or taller walls on our shared boundary.

When someone had recognised the fact a retrospective application would have to be made and raised ST/0749/13/FUL this did not suit Mr Haig, the planning officer involved nor her manager, Mr Atkinson. Nor did it suit the building inspector, Mr Telford and so ST/0749/13/FUL was deleted and replaced with ST/0749/13/HFUL.

72 Greens Place: the two separate dormers had been drawn so large that the gap between them was not wide enough to allow inner sides to be safely clad. There is now one very large dormer filling about 90% of the roof.

Both Messrs Haig and Watson had built an extra story onto each mid terrace properties by 'bending the rules' and they got away with for a mixture of reasons, Mr Watson's development was fairly discrete and Mr Haig by persuading South Tyneside Council to withdraw the requirement for the redevelopment of No. 71 to be looked at retrospectively.

A better and much more visible example of this sort of corruption, is UK Docks' shed a little way downstream and easily viewed by the Haigs from their rooftop balcony. This is important to bear in mind because UK Docks should have applied for permission to build the shed we see today

sometime between 2001 and 2013. Retrospectively; a) because the foundations had been laid a meter wider and 5.5m longer than planned b) it needed to be taller than planned.

Move of UK Docks into a designated Residential Area

If the Port of Tyne wished to close Tyne Dock they had to provide, what was to become UK Docks, with a new slipway to replace the one lost by the closure of the dock. It so happened that Tyne Slipway and Engineering had a virtual monopoly on the repair and maintenance of their pilot boats. Without pilot boats the Port of Tyne would have to shut so it was imperative that they be found a new slipway on the Tyne.

Rather conveniently, the firm that was to become UK Docks had one called Tyne Slipway off River Drive in South Shields, acquired in about 1992, and permission had been given in 1996 to Harry Wilson Associates to put an enclosure or shed on it. Unfortunately it was not big enough to house the ferries.

In addition, while the Port of Tyne was planning to close Tyne Dock, what was to become UK Docks were seeking to win a Ministry of Defence contract to maintain Border Patrol vessels and the contract specified that the maintenance work needed to be done under cover. It presented both the Port of Tyne and UK Docks with a problem because the Tyne Slipway had not been covered and the Shields Ferries would no longer fit in any enclosure that met [the 2nd condition to the permission granted in 1996](#).

The owner, Harry Wilson Associates met the first condition when the foundations were laid in 2001 but they were [nearly a metre wider than the plans from 1996 allowed](#). Not only that but he kept quiet about the extra set of footing laid because the ferries had longer in the 5 year interval. Things remained that way until 2013 when UK Docks had to look for a new home and asked the agents, Maughan Reynolds Partnership Ltd. to [produce some new ones, 8296/14, in August 2013](#).

These were approved by the [Planning Manager, Mr G Atkinson in October 2013](#) but the drawing to which the approval was not made available until December 2013. Customer Advocacy, in September 2014, confirmed its validity in giving the approved dimensions:-

I have not considered this point further because it is clear that drawing 8296/14 was submitted in 2013 for a wholly different purpose (i.e. for the purposes of discharging a planning condition) and as such, could never supersede the previously approved plans in terms of defining the dimensions of the approved development.

The important part of that declaration was that the drawing could never supersede the previously approved plans in terms of defining the dimensions of the approved development. They could have been justly be accused of fraudulent misrepresentation if they had made changes to the planned width or height and they had not which is why [height on 8296/14 matched the height on 8296/2](#).

It was UK Docks who did that by handing the pair of drawings, a cropped one, with what turned out to be vital details missing and one that had been amended in 1997, 8296/1B, to Mr Cunningham in September 2013 which showed a [wrong height at the landward end of 15.5m](#):-

The height to the hip, 12500mm is very obviously wrong as can be shown by 'ratios' which is not difficult. Use control and + to make the 3000 approximately 3cm on the screen and the 12500 becomes about 9.8cm which equates to 9800mm or a total of 12.8m for the landward end of the shed. A more elegant way to get the same result is from the cropped drawing that accompanied it.

I used ratios in September 2013 to calculate the height from the complete drawing 8296/1B, one of a pair given to Mr Cunningham and registered by him on the 6th September 2013. The ratio of the dimensions for the height of the landward end of the shed looked wrong and I felt the one for 12.5m should be pointing to the peak of the roof and not to the hip but it still did not 'feel' right and I eventually settled on 12.8m (9.84m + 3m) for the landward end. When one added the gradient of 2.7m it made 15.5m which shown clearly on the river end of drawing 8296/1A. Mr Cunningham, was being economical with the truth when he was [telling people that the structure had approval.](#)

By mid September 2013 Mr Cunningham had stopped corresponding with the main protester and by [23rd September, work had stopped on the shed](#) and some of us thought that it might be a good idea to resurrect the Tyne Gateway Assn which had part in getting redevelopment the SAFT site stopped. It turned out to be a failure as the two main posts, [Chair and Treasurer were filled by Messrs Watson and Haig](#) who had failed to declare their interest in UK Docks.

I knew them as a procurement manager and a director of [HB Hydraulics in November 2013](#) and the firm is still based in Portsmouth and Mr Haig is one of the Directors.

It now appears that a scheme was hatched between UK Docks and the STC Planning Office to keep quiet about its extra height and the extra set of footings laid in 2001 so that UK Docks could slip a planning request to lengthen it, past the Planning Committee at a later date. The demise of the Tyne Gateway Assn (TGA) began [following a meeting with the Council in November 2013](#) when I went and measured width of the shed for myself and told them of my results.

The TGA then split into the those with an interest in the shed's survival, principally, Messrs Haig and Watson and those who wished for it to be removed. The TGA's demise was complete when five of us resigned from the Committee by the end of January 2014 and by coincidence I was sent a [copy of the authorised drawing 8296/2](#) on the 28th which settled the height question.

The remainder, some 20-30 local residents, [were represented at the public meeting held in the sailing club in Littlehaven,](#) South Shields on March 3rd 2014 and we requested the removal of the shed.

I was much encouraged because [Mr Atkinson responded within the hour, saying:-](#) *Dear Mr Dawson, Thank you for your email. Now I have this the Council will be able to provide a response. At this stage I am not sure who that will be from.*

[After two weeks and no response, I sent him a reminder](#) because UK Docks had not stopped work on the construction that was to become the shed and I asked:-

It is now over six months since the framework for the shed was erected, three months since the noise began and over two weeks since you said that the council would be able to provide a response to our request that work on or in the shed be stopped until the planning issues have been legally resolved.

My optimism was short lived. They did not stop work on their shed and UK Docks took a Port of Tyne tug onto the slipway, in mid March 2014, before the landward end was clad. We had also soon heard that local people were being told, over the phone, that while the structure was taller and wider than the one which had permission they were being told there was not enough difference to enforce removal etc. and Mr Atkinson started making excuses [to other residents for taking no action against UK Docks.](#)



Meanwhile our complaint that the shed was taller than planned had stalled, 21-Mar-14:- Dear Mr Dawson, Thank you for your email. Before the Council makes any decisions on the planning aspects of this case, we need to have a full understanding of the history of the site, and analyse all the facts. This is a complex matter and will take some time.

It was not complex at all. It was a very simple matter because the shed was 2.7m taller than the approved plans allowed. The complexity arose because the Executive of the TGA had gone against membership at the meeting where Cllr Anglin declared, 1-Dec-2013:- The Exec representatives of the Group accepted that the construction had been made legally as per drawings seen.

As explained above, we all knew that the shed was taller than planned but I remembered from the TGA, meeting that some residents believed the building being constructed, was wider as well as being taller and I realised I could measure the width of the structure sufficiently accurately from Greens Place by sighting along the columns to work out it was a meter wider than planned.

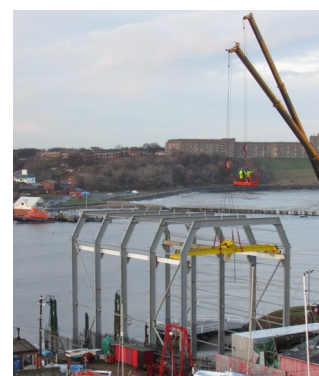
What he and possibly UK Docks had not realised was that the gradient gave scale to any side elevation of the structure and one could determine fairly accurately what the planned height of the river end should be and that was 15.5m making the landward end some 2.7m less.

Shortly after the meeting of the TGA, the Group to which Cllr Anglin referred and STC, one of the TGA spotted that approval had been given to UK Docks to change the shape of their shed but not add to its height and they pointed me to drawing 8296/14. I always preferred its use, because not only it confirmed the height but it gave the width as well and confirmed that the foundations laid in 2001 were nearly a meter wider than planned.

Mr Cunningham persisted with his claim that the shed was compliant after I had advised him and the others at the meeting, that the shed was wider than planned. I offered to explain to Messrs Watson and Haig to explain how the width was measured but they did not wish to know preferring to claim it was not wider than planned; re unapproved drawing from 1996 – 8296/1A.

More importantly it was the only drawing mentioned in the approval of the change in section of the shed and my notes with regard to the width and height have never been questioned in the eight years and a half years of its existence.

UK Docks restarted work on their shed within a week or so of the Town Hall meeting between the TGA and the Council in November 2013 and in the New Year the started to install the bed for their overhead crane and I submitted my one and only complaint about the height and width of the shed on January 10th 2014 with reference to 8296/14.



The Council had retrieved a copy of an approved print of a drawing 8296/2 in September which showed that the complaint of the 10th January was justified but the Principal Planning Officer had passed the an unapproved print to the TGA to suggest otherwise. I had given him the opportunity to admit his mistake but he declined it:- My understanding is that the responses that I had provided to you at this meeting enabled the matter to be closed.

He does not retract and the complaint is taken up by his manager, who was again presented with a same choice, i.e. to admit that the shed is too tall, stop UK Docks progress on their shed the apologise to us for the STC having wasted our time or back his Principal Planning officer. He chose the latter by lying about the shed's height, 15-Jan-14:- The dimensions of the steelwork have been checked on site and they are in accordance with the measurements shown on the approved drawings.

One would assume that when discussing whether a structure has met the conditions to restrict its size one would be referring to prints of drawings that gave the approved sizes but not so with STC. I was not happy with his response and told him so:- “Dear Mr Atkinson, Thank you for reply. However, I am not satisfied that my questions have been answered. The core matter is that the structure we see on Riverside Drive is not consistent with any of the drawings you have provided.

Notice the PROTECT in his response on the 28th January. The truth was out when he sent me a copy of 8296/2 and the ‘protect’ was a warning to others in STC not to repeat the lie that 8296/14 refers to the River Drive end:- “In fact the 15.6m height is the height to River Drive and the height on the river side is some 3m greater.

There was no PROTECT on his first attempt to hide the truth about the shed’s height on 15th of January, because 8296/1A and 1B do show a height of the landward end as 15.5m:- “The drawing that was submitted on 11th April 1996 with the application is numbered 8296/1A. That shows the overall height of the structure as 15.5m above the foundation level at the landward end.

However it is simply a lie to claim that it represents the approved height of the shed. That is represented by the 15.5m height shown on the river end of the shed.

On the 28th he adds that the Council are in possession of an approved drawing from 1996, 8296/2 and it not only shows the value of 8296/14 in proving that the other residents and I were correct about the shed’s height, it shows that all except myself at the meeting in November 2013 had found it in their interest to perpetuate the misrepresentation given by UK Docks in September.

In reality he had replaced one lie with another to hide the fact that the shed was 2.7m taller than planned and like his Principal Planning Officer attempted to revert to a previous stage in complaint:-

“I can only suggest that if you do wish to pursue this matter further you ask that my Head of Service, George Mansbridge, responds to any remaining points you may have formally under stage 2 of the Council’s complaints procedure.

The Planning Manager and I were already at the second stage of a complaint because of his Principal Planning Officer’s conduct at the Town Hall meeting, following which, he passed us plans, 8296/1A or 1B to back the false claim made by UK Docks that they had approval with regard to the shed’s height.

My partner at the time who was quite used to dealing with people making fraudulent claims gave me a hand with my next observations about the responses to my complaint made on the 10th January and together we tried a new approach by combining the reply with response and extracted some truth for a change by way of an admission:- “the current structure is not built to approved plans (n.b. see note above about the plans)

The note above about the plans said:- 8296/2 and 8296/4 at A1 size are to the scale stated on each plan; it is therefore reasonable to say the four plans are consistent,

He was not being reasonable or consistent. He had not mentioned the two drawings, 8296/1A and 8296/1B. They show a gradient of 2.7m between each end and both ends to have the same height of 15.5m. **This can only be true if the shed had the same slope along its length as the slipway and it does not.** The dimension given on 8296/2 shows that the landward end should be 2.7m less and that makes the height 12.8m and not what is written in either 8296/1A or 1B.

These drawings are not in the public domain with the possible exception of 8296/14 but can be viewed on [Drawings | HV Documents \(theharbourview.co.uk\)](http://Drawings|HV Documents (theharbourview.co.uk)). UK Docks restarted work on their shed within days of the meeting of 25-Nov-13 and while the decision to allow the restart was not entirely down to Mr Cunningham, it was his choice to send us copies of 1A and 1B rather than 8296/2 and that is why the Council are still evading the question of the shed's height.

In his email of the 13th February, the Planning Manager, went on to say in defence of his Principal Planning Officer: *why did we determine the elevation on 8296/14 is the south end? The drawing was submitted in discharge of condition 4 relating to fixing details of the end panels. Those details are the 1:10 sections and elevations at the left hand side of the sheet. The engineer chose to show a gable elevation of the structure (not drawn to scale) on the same drawing.*

By this point he had racked up yet another fraudulent misrepresentation – that the gable end on 8296/14 is not drawn to scale.

It was not drawn to the same scale as the Section at the Door Jamb, 1 in 20 but it was drawn to a scale of 1:100 and [if one expands it so that the roof beam is 7mm deep](#), easily done on a standard PC or Laptop screen these days, one will come up with 12.2cm and 15.6cm for the width and height, much as I did eight years ago.

There was so much misinformation in his admission of the 13th February that I had to point out that Mr Atkinson and I were discussing 8296/14 and not his and Mr Cunningham's choice of 8296/1A when the residents, minus the rump of the TGA, met in the yacht club to discuss the admission by Planning Manager on behalf of the STC:- [“the current structure is not built to approved plans.](#)

When I thanked Mr Atkinson for confirming that the Slipway Shed was not built to the approved 1996 plans after the meeting at the SSSC on the 3rd March 2014, I did not think it necessary to say that the only approved plan with dimensions was 8296/2. It turns out that it was of no consequence because at every stage and that includes the ones added by Mr Mansbridge and the Ombudsman there was a reversion to the drawings 1A or 1B when the question of the height the shed was considered.

I repeat, when 8296/2 had been retrieved from the archive, the truth about the shed's height was out and why work on its construction halted. [It was clearly not long enough to take the Shields Ferries](#) and it looks like a decision was taken to help UK Docks hide the fact that it was taller by gradient of 2.7m and lengthen it under a new application after the row about the height had been quelled and the first step was taken in December 2013 by 8296/1A being passed to the TGA by Mr Cunningham.

The Petition

In March 2014 the Council must have got wind of the fact that we raising a Petition and a front page spread was produced in the local paper, the Gazette under the title “Shed Load of Grief” claiming it was only 36ft (11m) high with much of [the misinformation repeated from the 9th September inside.](#)

The Port of Tyne Tug had been taken was taken onto the slipway on the 17th March and the noise of sand blasting etc. was amplified because the shed acted like an echo chamber because the shed was open ended – see picture on page 4. As I was aware that the Planning Manager had done nothing to stop further work on the oversize shed so [I wrote to the Head of Development Services](#), 4-Apr-14:-

“Until we as a group get an answer to the bulk of the questions caused by STC in allowing the shed, not only to be built to unauthorised plans (by their own admission on 13th Feb) but also allowing it to be put into use i.e. slipping of Port of Tyne vessel on 17th March, they must expect a continuous stream of complaints.

A very reasonable complaint which was never registered but he noted it against complaint 248789 to which I took exception and the main point was never answered because he passed it back to his Planning Manager. To emphasise the point we (the Petitioners) were trying to make, I had added:-

*“To cap it all there was an article in the local paper on Apr 1st showing most flattering photograph of the offending shed saying that it was only 36ft high. The author of the article may have got away with saying that in September but not now. You should know that it is over 50 ft high and that is what we have been saying for months now. **It's planned height is about 42ft.**”*

On the 24th April I get confirmation that events up to 14th January 2014, including the original complaint of the 10th January had been removed from the records by Mr Atkinson and it was done to save UK Dock's shed. It also put Mr Cunningham beyond the reach of the law from having repeated the fraud that the shed had approval:- [See email to planning. Mr Dawson etc.](#)

On the 25th April 2014, I get confirmation by email that [Mr Atkinson was not taking any action against UK Docks re complaint 248789](#):- *Dear Mr Dawson, I'm sorry for the delay. Mr Mansbridge is hoping to get a comprehensive response off to residents by the end of next week.*

He was referring to the Petition, the original complaint having ended at its second stage when I wrote to him on the 4th March asking for the shed to be removed following the meeting at the SSSC on March 3rd 2014. We had decided to raise a Petition at that meeting.

Mr Mansbridge, [in his response to another Petitioner on the 29th April](#) he had repeated a variation on the lie told by the Planning Manager on the 15th January:-

“The approved dimensions of the steelwork, taken from drawing number 8396/1A show: The proposed height as 15.5m at the River Drive end. The gradient of the slipway is 2.66m over the length of the shelter. This would mean the height at the riverside end would be 18.16m above the slipway.

[In his response to our Petition 2nd May, he again repeats the lie:-](#)

The approved dimensions of the steelwork are:- Proposed height 15.5m at the River Drive end. The gradient of the slipway is 2.66m over the length of the shelter. This would mean the height at the riverside end would be 18.16m above the slipway.

The implication that the shed was built to the approved height was made by UK Docks to Mr Cunningham and repeated to the TGA but it was Mr Atkinson who first said the approved height of 15.5m was at the landward end.

I had complained about the repetition of this in the response to our Petition on 9th May where Mr Mansbridge had [repeated the lie about the approved height of the shed being 15.5m at its landward end](#) and said:- *“This is not true, there is no supporting documentation which says that the approved height is 15.5m at the River Drive end.*

I also asked him look at the plans held by his office and explain that the:- *elevation in the drawing 8296/14 is the north end and that scaling gives the elevation height to be 15.5m and subsequently the south elevation 12.5m*

Followed by:- *“In the light of this please consider a correction to the letters sent to the households 32 to 99 Greens Place and all the households in Harbour View.*

And finally:- *I notice that work on the slipway continues apace - did you write as intended in your letter to Mr Routledge, dated 4th April, to the operators instructing them that all operational works should cease with immediate effect until such a time that the end panels are installed?*

It looks from here that UK Docks told him and his planning department to get lost because they were now beyond the reach of the law because of Mr Cunningham's action in supporting their fraudulent misrepresentation of the sheds height and Mr Atkinson backing him a week later.

I had not requested my original complaint to be investigated any further because I was awaiting a response to our request that the shed be removed but on [12th May Mr Mansbridge raised new Stage 2 Complaint, 253539](#):- *Thank you for your complaint, which we received on 8th May 2014.*

I did not raise a complaint on May the 8th. I advised him that the shed was taller than planned and added:- *"there is no supporting documentation which says that the approved height is 15.5m at the River Drive end. All indications are that the approved height is 12.5m which one can get from scaling the portal details in the Drawing 8296/14.*

Like Messrs Cunningham and Atkinson before him he had no answer to that question and chose to follow in their footsteps [by rewriting the history of the complaint for the second time](#).

On 2nd June I got confirmation that the Council were not going to do anything about UK Docks when Mr Mansbridge [repeated the lie about about the height of the shed, 15.5m being approved](#) and added one of his own, one about 8296/14 not being to scale:-

The drawing you have referred to [8296/14] was submitted in discharge of condition 4 relating to the fixing details of the end panels. The engineer also chose to include a gable elevation of the structure on the same drawing but that was not drawn to scale. If it would help I would be more than happy to meet with you to show you the relevant plans and elevation as this may clear up this specific point.

I did arrange a meeting to view 8296/14, 8-Jul-14 but I had anticipated that nothing would come of it because Mr Mansbridge had invited Mr Atkinson and I [wrote directly to Chief Executive the day before](#):-

*"On the 5th Sept 2013 work started at UK Docks premises on River Drive to build a slipway shed length 22.3m, width 13.1m and height at end facing River Drive 15.5m.
On 27th Sept an application was received in the planning office from the agents for UK Docks, Messrs Maughan, Reynolds Partnership Ltd to meet conditions of a previously granted application ST/0242/96 for a slipway shed length 22.3m, width 12.2m and height at end facing River Drive 12.5m.
This discrepancy is still not acknowledged by your Council after 9 months of work on this site.*

The relevant plans were not produced.

Mr Atkinson produced 8296/1A and 8296/2 and the meeting effectively ended when pointed I pointed out to that 8296/1A showed both ends to have the same height. Mr Atkinson's failure to bring 8296/14 to the meeting only increased its value in proving Mr Mansbridge to be the willing leader of a pack of liars and I was glad I had written to the Chief Executive the day before.

Mr Atkinson's Stage 2 had ended when he admitted that the residents were correct about the height of the shed with reference to 8296/14 for which I thanked him at the beginning of March 2014.

Mr Mansbridge then set a trap to hide the fact that he had overwritten with his lie that the shed was built to the approved height with reference to 8296/1A in his Stage 2:-

The trap is simple, if I say yes we move to stage 3 of the rewritten complaint 253539 and 248789 is consigned to the bin and the shed stays put.

If I say no the letter to the Chief Executive goes in the bin to join the original complaint that the shed is taller than planned where it was put by Principal Planning Officer on 13-Jan-14.

The first response that letter was from Alison Hoy on behalf of the Chief Executive: Your letter to the Chief Executive, Martin Swales, was forwarded to our team on 7 July 2014 in accordance with the Councils corporate complaints procedure. Following your email of 10 July to George Mansbridge, in which you confirmed that following your earlier meeting with him you still wished to proceed with your complaint, we have now escalated this to stage 3 of the procedure.

Nowhere in my letter to Mr Swales do I express any desire to escalate Mr Mansbridge' version of my complaint. I had written to him before the meeting because I suspected it would be a set up like the previous one in the Town Hall in November 2013 where the fraudulent misrepresentation made by UK Docks was repeated.

Maybe Ms Hoy was not aware but all three officers, Cunningham, Atkinson and Mansbridge had corrupted the Councils Complaints Procedure, not only to ensure the shed's survival but their own as well.

I was well aware that they everything had been rigged so that they could present the lie that the shed had approval to the Ombudsman so that the complaint that was oversize would not be upheld especially when the Ombudsman can write in paragraph 33 of her findings:- *"In response to a draft of my decision Mr X says the 15.5 metres height relates to the river end. He considers the land end should be 2.6 metres lower. He says the Council cannot prove 15.5 metres relates to the land end not the river end. I do not agree.*

I actually said:- *The Council cannot back up the statement that the permitted height at the road end is 15.5m. Please see attachments: drawing 8296/1A.pdf (K) and explanation1A.pdf (L) which I have attached along with drawing 8296/14 (H) and explanation (J). These are central to my proposition that the shed is built 3m higher than planned.*

Yet another cycle of deceit but I had taken the caution to write to the MP for South Shields a week or so before setting off on the last cycle. For some reason it was diverted to the MP for Berwick because I had taken up lodgings in Amble but I did not mind because she wasted no time in writing to Mr Swales but while Emma would have known that the shed was built on a slipway, Anne-Marie might not have known and I wrote and said: *You have not specified that the stated height (15.5m) is of the river end of the shelter and it is likely that, Mr Swales, if he follows the arguments of the Planning Manager and the Head of Development Services before him, will say it refers to the road end.*

Avoidance of the Truth by the Chief Executive.

To get round the truth about the height , the person appointed by Mr Swales to respond, first accuses us of making allegations, then says:- *"The Ombudsman did not uphold the complaint, finding that the Council had acted appropriately in our approach relating to the planning application and subsequent action, full details of which would have been sent by their office to Mr Dawson.*

While I suspected that was why the giving misinformation to the Ombudsman this was the first time I had seen in writing that they would use the fact that my complaint was not upheld to lie about it to anyone making enquiries about UK Docks' shed. It is so simple. No-one is going to believe that they would be content to tell the Ombudsman outright lies to paint a false picture of a situation.

To get round the truth about the height, [the person appointed by Mr Swales to respond](#), first accuses us of making allegations, then says:- *“The Ombudsman did not uphold the complaint, finding that the Council had acted appropriately in our approach relating to the planning application and subsequent action, full details of which would have been sent by their office to Mr Dawson.*

In 2017, the second [Government Inspector for the Ombudsman conflates](#) the complaint that STC have been giving misinformation to the Ombudsman with the complaint that UK Dock is taller and wider than planned.

In 2018, a Council Solicitor defends [a Councillor's action re UK Docks](#) with examples of the misinformation given to the Ombudsman by STC and looks like she has been told that the good citizens (at least 130) have been making allegations about the height.

In 2019, UK Docks start telling people that they got their bigger shed by putting in a claim for the extra headroom retrospectively and [it took about 7 months for the Council to confirm they had not.](#)

Apparently the Director of UK Docks was asked by a Councillor to produce plans that backed his claim the shed had been built to approved plans and as there were none so he made the excuse that the extra headroom had been granted retrospectively.

By contrast, Mr Swales, when asked something similar four years earlier, instructed his staff to accuse us of making allegations as his excuse for not being able to produce any plans and a year later 2016 he instructing his Corporate Lead to misapply Section F of the staff code to deliver a personal attack on me for being unable to produce plans to support the claim that the shed had been built to approved plans by the Council.

In 2020, I return a call from the MP for South Shields office while Emma is down in Parliament of from a Mr K Palmer and I will deal with that in *Shed and Corruption – Part 16*.

In 2021 I decided to review all my emails on a timeline I shared with STC, its Cllrs, the residents, UK Docks and the LGO and had just posted the latest Part of *Shed and Corruption* to Cllr Francis when I got a copy of the latest edition of the Council's policy handling complaints at the end of April along with the decision to continue [shoving the issue of the shed's height under the Carpet](#) by Ms Abbott on the 29th April 2021.

Who instructed her to do it, it was not Mr Swales, he had retired six months before, in September 2020 and it looks like whoever was in control of the Town Hall had decided to continue with the lie about the shed's height in April 2021.

Ms Hoy shoved the issue even further under the carpet when again she misapplied the [Complaints Policy on April 29th this year](#) and repeated that the Council's complaints procedure had been exhausted. The complaint that the shed was too tall was exhausted in [February 2014 when the Planning Manager admitted that it was too tall.](#)

M Dawson
1 Jun 2022