

Committee Report

Application No:	DC/19/00739/COU
Case Officer	Lois Lovely
Date Application Valid	24 July 2019
Applicant	Adderstone Developments (108) Ltd
Site:	Former Baja Beach Club Pipewellgate Gateshead NE8 2BJ
Ward:	Bridges
Proposal:	Change of use from Sui Generis to B1 and internal refurbishment works, roof alterations and modifications (to include a linear asymmetrical dormer, sawtooth roof and dormer infills)
Recommendation:	GRANT
Application Type	Change of Use

1.0 The Application:**1.1 DESCRIPTION OF THE SITE**

The application property and curtilage is the former Baja Beach Night Club on Pipewellgate developed in 1999 that has stood vacant for ten years. The rectilinear site is 0.15 hectare in area. It sits directly below High Level Bridge and is bounded by the vacant Brett Oils site to the west and the former River Police Station now in use as a restaurant and bar (River Beat, formerly La Riveria) to the east with the Swing Bridge beyond. The River Tyne forms the northern boundary, with Pipewellgate to the south that accommodates the Keelman's Way Cycle and a pedestrian path.

1.2 Opposite the site, on the south side of Pipewellgate, a building (formerly Buffalo Joes, now vacant) sits at the foot of the embankment. The embankment is densely covered in trees and features artwork trails (Gateshead Sculpture Park). The Hilton Hotel sits at the top of the embankment overlooking the site.

1.3 The building is within the Bridges Conservation Area and forms part of the setting of a number of heritage assets.

1.4 Pipewellgate forms the base of part of the Tyne Gorge which is characterised by extensive areas of woodland on the southern bank, a part of which comprises Gateshead Sculpture Park that includes a footpath link between Rabbit Banks Road and Pipewellgate. The steeply rising slopes of the Tyne Gorge to the south of the site provide a natural backdrop to the riverbank plateau on which the site sits.

1.5 There are numerous heritage assets within the vicinity of the site. Those identified with the potential to be affected by the proposals are:

- o Old Tyne Bridge Scheduled ancient monument Grade I listed building
 - o Swing Bridge Scheduled ancient monument Grade II*
 - o High Level Bridge Grade I
 - o Tyne Bridge Grade II*
 - o Former Boiler Shop of Greenesfield Railway Grade II
 - o Quayside Wall Grade II
 - o Former Tyne River Police Station River Beat Locally listed
 - o Gateshead Sculpture Park Locally listed
 - o Bridge Street, Gateshead Bridges Conservation Area
- 1.6 The existing building consists of three main sections: a small, historic eastern bay; three central glazed bays with pitched roofs; and four arched bays to the west which are set back from the quayside, behind the High Level Bridge pier.
- 1.7 On the northern elevation, the eastern part of the building features brick at ground floor and mock Tudor render to first floor. There are bay windows at both levels which feature boarding and screening. The quay wall features timber boarding and narrow steps run to the side of the building down to the river. The central glazed section sits on the stone quayside wall which incorporates a timber boardwalk to the ground floor north elevation of this section. The north elevation also features a balcony at first floor. The central northern elevation glazing incorporates a film. The four brick bays have a curved corrugated metal roof and no openings to the north elevation.
- 1.8 On the southern elevation along Pipewellgate, the eastern part of the building features brick at ground floor with two doorways, and mock Tudor render to first floor with two windows. The central bays are predominantly brick to the south elevation. The westernmost bay features a double height arched opening, with glazing and boarding to first floor and glazing and doors to ground. This is flanked by smaller windows at ground and first floor. The narrow central bay includes a narrow double height glazed opening with recessed doorway at ground. At first floor two narrow windows flank the arched opening. The easternmost bay has a ground floor arched doorway with windows either side at ground and first floor. All ground floor openings are boarded with metal panels. All windows feature black-out film. The four brick bays to the west have a curved corrugated metal roof and no openings to Pipewellgate. The southern elevation featured a poor quality glazed canopy that has been removed.
- 1.9 The eastern elevation is partially concealed behind the River Beat building and a narrow passage exists between the two. The ground floor is brick, with mock Tudor render to first floor which features two windows. An external stair leads to a double door at first floor. The pitched slate roof incorporates two brick chimneys.
- 1.10 On the brick west elevation there are two single doors and two double doors at ground floor.
- 1.11 Internally the building comprises two floors formerly used as a themed nightclub and administration space.

1.12 DESCRIPTION OF THE PROPOSAL

This application is for change of use of the existing building that has a Gross Internal Area (GIA) of 1,538sqm from sui generis to B1 office use and a 971sqm extension to create an overall floorspace for proposed B1 office space of 2,510sqm GIA over three floors including a breakout, kitchenette, meeting and additional support areas with open plan offices and a small external terrace at second floor to the north west corner.

1.13 A total of eight parking bays are proposed. Four surface bays and an internal double stacking system which creates an additional four bays.

1.14 The proposed layout comprises three levels. Level 00 the ground floor plan proposes office spaces with a central spine of support accommodation and meeting rooms. A reception, new stair, lift, toilet and shower block are centrally located in the floorplan. Desk spaces are located to the perimeter of the layout to improve natural daylight and workspace wellbeing. The secondary escape stair and plant accommodation is located to the western gable. Service access is achievable only from the south west corner due to the constraints of the site and river boundaries.

1.15 Level 01 the first floor plan supports a similar theme and is maximised by in filling the existing voids from the former night club use. The layout is predominately open plan with support accommodation located on central spine and the eastern gable. Breakout and kitchenette spaces support the occupancy of this floor to encourage collaborative project working and refreshment opportunities.

1.16 Level 02 proposes open plan office meeting rooms, financial support, a board room, customer experience centre and an external roof terrace. The second floor sits within the eaves of the existing roof volume to create a loft type character enabled by a roof dormer infill and a proposed linear asymmetrical dormer which runs east to west providing usable head room and ceiling heights and natural lighting to the centre of the plan.

1.17 There are three proposed primary roof interventions which allow a second floor of office accommodation.

1. Dormer infill to northern glazed gables to the existing roof pitches;
2. Linear asymmetrical dormer to the existing eastern roof;
3. Enclosure of the existing external plant well to the annexe block (under the High Level Bridge) with a sawtooth roof.

1.18 The application is supported by a Heritage Statement and a Flood Risk Assessment.

1.19 PLANNING HISTORY

1.20 1130/97 Partial demolition of former engineering works (use class B2) and re-building/conversion to form nightclub/entertainment bar with ancillary restaurant (use class D2) including alterations to roof, all elevations and construction of balconies on river frontage. Granted 30th January 1998

- 1.21 DC/19/00182/COU Change of use of existing premises from sui generis to B1 Business, alterations to elevations and construction of new openings (amended 10/05/19) Pending outcome of the current application under consideration.

2.0 Consultation Responses:

Coal Authority	The application site is located instead within the defined Development Low Risk Area. There is no requirement for a Coal Mining Risk Assessment.
Environment Agency	The Environment Agency has no objections to the proposal as submitted and considers the proposed development will be acceptable providing a condition is imposed to ensure the development is carried out in accordance with the submitted FRA including door openings and windows included within the FRA prior to occupation and retained and maintained thereafter throughout the lifetime of the development to reduce the risk of flooding to the proposed development and future occupants
Northumbria Police	No objections
Northumbria Water	No Comments
Tyne And Wear Archaeology Officer	An archaeological evaluation trench excavated to the east in 1998 found possible medieval deposits at a depth of c.2m below ground level. A watching brief should be conditioned for the excavation of the lift pit if there is potential for any areas that have not been disturbed.
Tyne And Wear Fire And Rescue Service	No objections

3.0 Representations:

- 3.1 Neighbour notifications were carried out in accordance with formal procedures introduced by the Town and Country Planning (Development Management Procedure) Order 2015. No representations have been received.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

QB1 Quays and Baltic Sub-Area

QB3 Quays and Baltic Dev Opportunity Sites

UC1 Offices and Business Development

UC13 Respecting and Managing Views

UC14 Heritage

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS17 Flood Risk and Waste Management

CS18 Green Infrastructure/Natural Environment

CS2 Spatial Strategy for Urban Core

CS5 Employment-Economic Growth Priorities

ENV3 The Built Environment - Character/Design

ENV8 Demolition within Conservation Areas

ENV9 Setting of Conservation Areas

ENV11 Listed Buildings

UC12 Urban Design

T6 River Tyne Corridor

UC5 Primary and Secondary Pedestrian Routes

UC6 Cycling

UC10 Car Parking

ENV54 Dev on Land Affected by Contamination

ENV7 Development within Conservation Areas

ENV21 Sites of Archaeological Imp - Known

ENV22 Sites of Archaeological Imp - Potential

ENV46 The Durham Biodiversity Action Plan

UC17 Public Art

DC1H Pollution

DC2 Residential Amenity

MSGP Making Spaces for Growing Places

5.0 Assessment of the Proposal:

5.1 The main planning considerations are the principle of the proposed use, impact on heritage assets, urban design, impact on highways, flood risk, ground conditions and biodiversity.

5.2 PRINCIPLE

The NPPF defines main town centre uses and at section 7 states that planning decisions should support and meet anticipated needs for offices and other main town centre uses. The proposed B1 office use falls within the NPPF definition of main town centre uses and therefore is considered to be acceptable and in accordance with the NPPF.

5.3 There are a number of Gateshead Sub-area Site-specific Policies in the Core Strategy and Urban Core Plan. The site is in the Gateshead Urban Core and forms part of the Gateshead Quays and Baltic Sub-Area (policy QB1) and allocated by CSUCP policy QB3 which includes an indication of the principal uses expected to come forward in this area.

5.4 CSUCP policy QB3 relates to the Quays and Baltic Development Opportunity Sites and allocates Pipewellgate as a mixed-use site where development will encompass a mix of principal uses including Assembly and Leisure (D2) Cafes and Restaurants (A3), Residential (C3), Drinking Establishments (A4), Hotel (C1) and Offices (B1a). The proposal is considered to be acceptable in principle and in accordance with the requirements of QB3.

5.5 Policy QB3 also requires development to:

- ii. Respond to the Tyne Gorge while sustaining the iconic view of the bridges through careful attention to scale and massing,
- iii Provide a Foul and Surface Water Drainage Strategy which demonstrates there is adequate foul and surface water capacity for the development with the aim of reducing flood risk and ensuring no deterioration of water quality,
- iv. Be sensitive to the adjacent listed buildings,
- v. Improve north-south green infrastructure links by providing connections into Riverside Park,
- vi. Provide views to and complement the sculptures in Riverside Park,
- vii. Provide overland or piped flow paths to convey surface water into the River Tyne,
- viii. Manage any residual surface water flood risk, and
- ix. Avoid and mitigate tidal flood risk over the lifetime of the development.

- 5.6 These requirements will be addressed under the relevant headings below in this report.
- 5.7 The wider Urban Core policy that is relevant to the proposal includes Policy UC1 Offices and Business Development that seeks the proposal to help meet the office space requirement for the Urban Core.
- 5.8 Given the above, the principle of B1 office use is acceptable and in accordance with the NPPF and local policies.
- 5.9 **HERITAGE ASSETS**
This is an exceptional site due to the unique characteristics of the Tyne Gorge, the grouping of so many Heritage Assets (listed above) and the many ways they can be experienced. The fact that the site can be viewed from Gateshead, Newcastle, the River (and whilst crossing the various bridges) impacts on how any proposed development should be considered. These unique natural characteristics, the listed bridges, the Conservation Area, the locally listed and other statutory listed buildings on both the Gateshead and Newcastle sides of the river collectively create a very distinctive, important and highly sensitive part of the Urban Core. The setting of all these assets is also a major consideration due to its far reaching extent. Views and vistas, glimpsed, unfolding, close and far, are all important considerations in this instance.
- 5.10 Planning (Listed Buildings and Conservation Areas) Act 1990 s.72 states that "special attention shall be paid to the desirability of preserving or enhancing the character of appearance of the conservation area".
- 5.11 As referred to above the site falls within the sub-area of Gateshead Quays and Baltic area. The area is characterised by the legacy of rail development, and one of the most recognisable features of the area is the overlapping series of railway viaducts, arches and bridges. This is reinforced by the large former railway sheds at Greenesfield, the King Edward VII rail bridge and most significantly, by the High Level and Tyne Bridges, which span the River Tyne at the top of the gorge.
- 5.12 Policy QB3 part 2 deals with Pipewellgate and, at part (ii) requires development to respond to the Tyne Gorge whilst sustaining the iconic view of the bridges through careful attention to scale and massing.
- 5.13 Relevant NPPF paragraphs include 184, 185, 189, 190, 193, 194, 195, 196, 197 and 200 and Saved UDP policies ENV7, ENV9 and ENV11(e) and CSUCP policies are CS15, and Urban Core policy UC13 that seeks to respect and managing views within, from and into the Urban Core and the proposal is required to respect views from or across into the Tyne Gorge and from defined major movement corridors / routeways and of designated heritage assets and other designated landmark buildings and structures with specific reference to part 3 "designated heritage assets" and policy UC14 Heritage.

- 5.14 Draft MSGP policy MSGP26 seeks the conservation and enhancement of heritage assets.
- 5.15 The Tyne Gorge Study (2003) recognises the Tyne, Swing and High Level Bridges as key landmarks within the Gorge and its immediate setting. Figure 4.2 of the study demonstrates the relationship between the Baja building as existing and these bridges.
- 5.16 The proposal to convert and bring the existing Baja building back into use is welcome. The existing building is successful for a number of reasons. Its scale, form and massing respect its context and picks up on many historic references, not least of these being the historic urban grain of linear plots (burgage) leading down to the river.
- 5.17 The additions and remodelling would variously affect its character. The heightened saw-tooth roof under the High Level Bridge adds some interesting animation to this section without challenging the scale and dominance of the bridge above it. The roof extensions to the main block add some confusion to what is an already contrived design but the degree to which this would be read with any great effect is debatable. The central raised rooflight section and attached roof garden is likely to read as a main feature and would need a requisite quality and detail. One thing the existing building does do well is keep itself unified by a limited material language and this is perhaps the key to ensuring the additions work with the existing. The proposal positively responds to the setting of heritage assets, local character and the River Tyne, and the resultant effects are either negligible or beneficial. It is considered that all materials should be conditioned to ensure the requisite quality and detailing is achieved whilst maintaining a limited palette overall (CONDITIONS 3 and 4). The proposal conserves and enhances the setting of heritage assets, and therefore accords with national and local policy.
- 5.18 Given the above the proposed additions are considered to be sensitive to the significance of the various Heritage Assets that are the context for the site and the proposals are considered to be acceptable and in accordance with the NPPF, CSUCP policies QB3 parts ii and iv, UC13 and UC14, CS15, and Saved UDP policies ENV3, ENV9 and ENV11.
- 5.19 URBAN DESIGN
The National Planning Policy Framework contains national guidance on design in order to promote the presumption in favour of sustainable development. It attaches great importance to the design of the built environment and the opportunity to improve the character and quality of an area and how it functions. It states that planning policies and decisions should aim to ensure that all developments:
"- Will function well and add to the overall quality of the area, over the lifetime of the development;
- Establish a strong sense of place using buildings and streetscapes to create attractive and comfortable places to live, work and visit;

- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including green and public space as part of developments) and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
- Are visually attractive as a result of good architecture and appropriate landscaping."

5.20 CSUCP Policy UC12 Urban Design reflects the NPPF.

5.21 Elevations

The existing building consists of three main sections: a small, historic eastern bay; three central glazed bays with pitched roofs; and four arched bays to the west which are set back from the quayside, behind the High Level Bridge pier. The proposals maintain the proportions of the existing bays and the proposed glazed dormer infill is set back from the existing roof line.

5.22 The existing roof and chimneys to the eastern part have been structurally altered removing and reconfiguring all existing roof structure arrangements and chimney stacks below the existing gutter line. The proposal seeks to remove the existing chimneys which are currently supported on steel work creating the opportunity for a linear asymmetrical dormer to run east to west thus improving daylight in the heart of the proposed second floor plan.

5.23 The north elevation also features maintenance gantries at first floor level. To enable access and maintenance, the gantries are proposed to be upgraded and replaced.

5.24 The four brick bays to the west of the site sit behind the stanchion of the High Level Bridge. The mock barrel vaults form an existing parapet edge to a recessed roof and plant well. The proposal is to remove the existing parapet and associated flashings and enclose the plant well with a sawtooth roof structure. The sawtooth roof along with additional window openings proposed in the ground and first floors will improve the daylighting and usability of this space.

5.25 On the southern elevation along Pipewellgate, the eastern part of the building features brick at ground floor with two doorways, and mock Tudor render to first floor with two windows. The central bays are predominantly brick to the south elevation. The westernmost bay features a double height arched opening, with glazing and boarding to first floor and glazing and doors to ground and this is proposed to form the new entrance and main reception for the building.

5.26 The four brick bays to the west also have a curved corrugated metal roof and no openings to Pipewellgate which mirrors the northern elevation. The sawtooth roof is proposed to replace the existing parapet detail on this elevation providing continuity to the proposed elevations.

- 5.27 The southern elevation featured a poor quality glazed canopy which was installed to provide cover for queuing customers and to support the taxi rank queue when raining. This addition has already been removed due to health and safety concerns raised over the degrading structure.
- 5.28 Materials in the immediate context of the site have an industrial and historic aesthetic. Extensive use of brick, natural stone, slate and metal forms the material context for the site. This is highly evident in the immediate context of the quay wall and industrial bridges which frame the boundaries of the site.
- 5.29 Natural materials combined with an industrial aesthetic have been successfully used in several modern buildings in the surrounding area with many of the newer developments relying heavily upon this the historic palette of materials such as brick stone and metal. More contemporary materials such as concrete and glass have been successfully used but are limited to the iconic Sage and Baltic structures.
- 5.30 The proposed materials for the facades include a red engineering brickwork and mortar to match the existing where they are needed for making good and infills. Polyester powder coated aluminium curtain walling and window systems with clear safety glass and integrated doors, light grey folded metal seam cladding in a vertical arrangement, glazed balustrade infill panels forming the roof terrace guarding with stainless steel handrails are proposed.
- 5.31 The roof is proposed to be a light grey folded metal seam roof covering, with dark grey single ply membrane roof covering over the deck roof construction, grey paving flag finish to the inverted ballast roof forming the terrace and non fragile safety glass for the rooflights.
- 5.32 CSUCP Policy UC17 requires the proposal to include public art. There is limited opportunity within the site to accommodate public art, however the boundary treatment to the western boundary is an opportunity to incorporate a detail and a condition is recommended to secure details (CONDITIONS 5 and 6).
- 5.33 It is considered that the proposal presents a scheme that has given due regard to the sensitive nature of this part of the Tyne Gorge and created the additional accommodation space required to make the conversion viable in a way that minimises its visual and physical impact, in terms of scale and massing; it is sympathetic towards the historic value of the site, its buildings, and the wider area in general, through the creation of a contemporary design solution which employs sympathetic materials to complement the original host building and that respects the surrounding townscape and heritage quality.
- 5.34 Given the above the proposal is considered to be acceptable and subject to the recommended conditions and in accordance with the NPPF, CSUCP policies QB3 parts ii and iv, UC12, UC13 and UC14, CS15, and Saved UDP policies ENV3, ENV7 and ENV11.
- 5.35 HIGHWAYS

The golden thread of the NPPF seeks sustainable development. With regard to transport, the NPPF discusses sustainable transport in Section 9. Paragraph 109 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."

- 5.36 It continues at paragraph 110 that within this context, applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second - so far as possible - to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c) create places that are safe, secure and attractive and minimise conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d) allow for delivery of goods, and access by service and emergency vehicles; and
 - e) include EV charging points.
- 5.37 Paragraph 111 requires all developments that will generate significant amounts of movement should be required to provide a travel plan and be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 5.38 Paragraph 108(a) requires the LPA in assessing sites to ensure that appropriate opportunities to promote sustainable transport modes can be, or have been, taken up.
- 5.39 Policy QB1 Quays and Baltic Sub-Area requires the proposal to improve the environment, accessibility and enhance the green infrastructure network by:
- Creating a continuous recreational riverside route along the rivers' edge that is between 10-30 metres in width where possible.
 - Incorporating living roofs where technically feasible and providing street trees adjacent to the secondary pedestrian route that runs alongside the site.
 - Providing street trees along the secondary pedestrian route adjacent to the site.
- 5.40 The site adjoins the River Tyne, and as such saved UDP policy T6 is relevant. In addition to policy QB1, policy T6 requires that "a continuous recreational riverside route within a landscaped setting will be provided, where safely practicable, on the Tyne riverbank". The policy specifies that for new development or redevelopment, an area of land between 10 and 30 metres in width will be safeguarded for this purpose.

- 5.41 Unfortunately, the creation of a riverside route of any width is not possible at this location as the buildings are already positioned immediately adjacent to the River. Consequently, the requirements of QB1 and T6 cannot be met.
- 5.42 CSUCP Policy UC5 Primary and Secondary Pedestrian Routes is also relevant as the site is adjacent to the primary pedestrian route that runs along the River Tyne in Gateshead which is the focus for improvement over the plan period. As such, new development is required to contribute to this.
- 5.43 Pedestrian Access
The site has good pedestrian access from the Quayside, Pipewellgate, Hillgate Quay and Bottle Bank and from Newcastle city centre provided via the Swing Bridge.
- 5.44 Paragraph 3.ii. of Policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne 2010-2030 requires the enhancement and delivery of an integrated transport network to support sustainable development and economic growth to be achieved by ensuring development minimises car trips and promotes and enhances public transport and for major development provides sustainable travel plans.
- 5.45 Vehicle access and parking
The site can be accessed via the Swing Bridge, Tyne Bridge and A167 from the north and via the A184 from Gateshead. CSUCP Policy UC10 relates to the provision of car parks and seeks to manage the location and supply of safe and secure car parking by minimising car parking in highly accessible locations in the Urban Core. The two nearest car parks to the site are located on Pipewellgate and Church Street. Within the site, are four surface car parking spaces for visitors and four stacking car parking spaces for the use of the future occupiers; located on the west side of the site and building.
- 5.46 Servicing, Delivery and Refuse
A single point of service access is provided to the west of the building from an existing access off Pipewellgate. The service level is located at ground level directly linked to the proposed reception area, storage and plant rooms.
- 5.47 Pipewellgate itself forms part of a significant sustainable transport corridor. It comprises both part of the Centrelink public transport route connecting Gateshead Town Centre and Metro Centre, and part of the NCN 14, a national cycle route running between Darlington and South Shields, also forming part of the Three Rivers cycle route and the Sea 2 Sea (C2C).
- 5.48 The proposed office accommodation can house between 300 and 320 employees. The applicant has been requested to indicate how people would move to and from the site by a sustainable means of transport. However, the information provided by the applicant in the form of census data and TRICS data suggests 60% of trips in this Ward for this use class would be made as single occupancy car journeys, which is not reflective of the site or the immediate area where only limited parking is available. The applicant is expected to submit further information in support of the application to

demonstrate how the proposals will facilitate the associated movements to and from the site and this will be reported in an update report.

- 5.49 However, it should be noted that the nearest public car parks are located at Pipewellgate with 27 spaces of which two are marked for the disabled, an 85 metre walk to the southwest of the site from the proposed building entrance and at Church Street with 43 spaces of which two are marked for the disabled, a 285 metre walk to the east of the site from the proposed building entrance. The Church Street car park also has motorcycle parking spaces.
- 5.50 It is considered that the unique location of the site should be taken into account and the fact that it is not dissimilar to the many offices on the northern bank of the river that also have no dedicated parking. It is considered that employees of offices where there is no parking provision, and no on street parking, would not bring a car to work, but instead either walk, cycle or use public transport all of which are viable transportation options for this site.
- 5.51 In highway terms the principle of this development is acceptable, and it is considered that the impacts of the proposed development can be accommodated on the transport network.
- 5.52 The four stacking spaces proposed are intended for the directors of the future occupying company. The four surface spaces are intended for visitors to the company offices. The applicant does not intend to provide parking for general staff. Full vehicle tracking is to be provided to demonstrate that any vehicle entering and leaving the site can do so in a forward gear. This will be reported in an update report.
- 5.53 The site is served by a good cycle route, the Keelman's Way route that follows Pipewellgate. Incorporated in the site layout, 20 cycle spaces are proposed adjacent to the High Level Bridge stanchion accessed by an 1100mm wide short flight of four steps down to an area 3m wide that also accommodates the fire escape staircase however the cycle racks are under the highest part of fire escape thus there will be plenty of headroom for their use. Final details in relation to number, type and location can be secured by condition (CONDITIONS 7 and 8). Showers and lockers are proposed within the building. It is recommended that the final details of showers be secured by condition (CONDITIONS 9 and 10).
- 5.54 The applicant has been asked to consider provision of a taxi drop off, EV charging bays and on street servicing on Pipewellgate. Such spaces need to be considered in terms of the overall travel demands of the site and of Pipewellgate more strategically. Existing Traffic Regulation Orders along Pipewellgate need to be reviewed and amendments to these existing orders may be required to ensure that they are the most appropriate, this review will need to be co-ordinated to ensure that other developments (existing and future) within the area have been suitably considered. On this basis the review will be carried out by the Council, in the short term it is likely at least a proportion of long stay parking will be replaced with short stay parking.

- 5.55 Consideration of the existing restrictions on Pipewellgate, how Pipewellgate is currently used, the expected growth of pedestrian and cycle trips and the servicing requirements for the site mean that any permission on this site will need to be supported by a robust servicing strategy that demonstrates how the operation needs of the development will be met. It is recommended that a Servicing Management Plan is secured by condition (CONDITIONS 11 and 12) to address concerns in respect of the impact servicing may have on highway safety.
- 5.56 The existing building and the proposed location of the bin store will impinge on visibility for vehicles leaving the site. The applicant has been requested to reconsider the location of the bin store. Given the proposals are to use the same point of access for cars and cyclists as well as servicing, measures are required to improve safety. These could take the form of a raised plateau across the access and a condition can secure the details and implementation of safety measures (CONDITIONS 13 and 14).
- 5.57 A car parking management plan is required that demonstrates where the staff who choose to drive are able to park and where available how the applicant intends to secure permits for these spaces as well as how the permits will be allocated and how this will be communicated to staff. The car park management plan will also be required to include how demands for visitor parking will be managed. This can be secured by condition (CONDITIONS 15 and 16).
- 5.58 An initial Travel Plan has been submitted in support of the application, however, it does not adequately demonstrate how users of the building would be encouraged to make sustainable travel choices or how such travel choices would be supported by the development. The final travel plan is expected to include but not be limited to the following measures:
- Car sharing car clubs;
 - Enhancements to public transport infrastructure on Pipewellgate following discussions with Nexus and the bus operators;
 - Agreed annual budget for the travel plan co-ordinator;
 - Public Transport ticketing scheme
 - Commitment to increase cycle parking as demand requires it.
- 5.59 Given the above and that the eventual occupiers are not yet known, and in line with the above, it is considered the Travel Plan needs further reconsideration to include measures and targets representative of the unique nature of this site therefore it is proposed to impose a condition to secure this (CONDITIONS 17 and 18).
- 5.60 The existing building is located at the back of footway along Pipewellgate, in the main the footway is 2m to 2.7m wide, however, there are existing pinch points. Whilst a wider footway would be preferable, to do so would encroach into the adopted highway, future enhancements, paying full attention to any impacts to the Centrelink bus route and national cycle route will be considered as part of a future review by the Council.

- 5.61 In June 2019, at pre-application stage, and in response to a consultation, Highways England stated "that they had reviewed the submitted information and confirmed that as the proposed development site is located some distance from the Strategic Road Network (SRN) Highways England did not wish to offer any comments with regards to the proposed development." Given these comments, there was no requirement for Highways England to be formally consulted on this application.
- 5.62 Given the above, and subject to the recommended conditions and the expected information to be submitted and reported in an update report, it is considered that the proposal will be acceptable and in accordance with CSUCP policy CS13.
- 5.63 **FLOOD RISK ASSESSMENT**
The NPPF aims to prevent inappropriate development in areas at risk of flooding and to ensure that, where development is necessary in areas at risk of flooding, it is safe without increasing flood risk elsewhere. Local Authorities should only consider development in flood risk areas appropriate where informed by a site specific Flood Risk Assessment (FRA), based upon the Environment Agency's (EA) Standing Advice on flood risk.
- 5.64 Policy QB1 requires the proposal to provide improvements to the Gateshead Quay Wall to ensure its structural integrity and mitigate future flood risk taking account of the Gateshead Quays Wall Condition Survey and Climate Change Adaptation Strategy.
- 5.65 The FRA submitted in support of the application shows that the site is not at risk from the flooding mechanisms assessed in this document. A drainage strategy will be prepared to demonstrate the proposals to manage surface water flow within the site. Consideration must be given to overland flow paths created by changes to impermeable areas on the site.
- 5.66 Based on National Planning Practice Guidance Paragraph: 066 Reference ID: 7-066-20140306 together with the proposal of a change of use from sui generis to B1 business it would suggest that the flood risk vulnerability classification would be 'Less Vulnerable' and therefore be at lower classification of vulnerability than the current permitted use.
- 5.67 The Environment Agency flood mapping does indicate that this area along with much of the southern banks of the River Tyne is subject to minewater flooding. The Environment Agency has not raised any objection subject to the conditioning of the development being in accordance with the submitted FRA.
- 5.68 Implementation of the details included in the FRA are required by the Environment Agency to be conditioned (CONDITION 19).
- 5.69 Given the above the proposal is considered to be acceptable subject to the recommended conditions and in accordance with the NPPF and CSUCP policy CS17.

5.70 BIODIVERSITY

At paragraph 170 of Section 15 of the NPPF it states that "Planning policies and decisions should contribute to and enhance the natural and local environment by:

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures."

It continues at paragraph 175 "When determining planning applications, local planning authorities should apply the following principles:

a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused

d) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

5.71 Policy CS18 Green Infrastructure and the Natural Environment (Core Strategy and Urban Core e Plan for Gateshead and Newcastle 2010 - 2030) requires:

5.72 A high quality and comprehensive framework of interconnected green infrastructure that offers ease of movement and an appealing natural environment for people and wildlife will be achieved by:

2. Protection, enhancement and management of green infrastructure assets which include:

i. Biodiversity and geodiversity assets, including designated sites, designated wildlife corridors and priority habitats and species.

5.73 The application is supported by a Preliminary Ecological Appraisal (PEA) dated June 2019 and Bat Survey dated 2019.

5.74 The site lies adjacent to the River Tyne Local Wildlife Site and is located within a designated Wildlife Corridor. The site is located within 20m of Riverside Park which comprises extensive areas of developing woodland and semi-improved grassland. The High Level Bridge extends over the western end of the site and the Tyne Bridge is located approx. 125m to the north east.

5.75 The building as existing comprises brick construction with a combination of pitched slate and metal roofs and areas of hardstanding.

5.76 Habitats and features within and immediately adjacent to the site include the River Tyne and associated intertidal habitats, buildings and structures, developing woodland and semi-improved grassland, that have the potential or

are known to support statutorily protected and/or priority species. These include bats, European eel, Atlantic salmon, sea/brown trout, European otter, harbour/common seal, grey seal, various wading birds, waterfowl and gull species.

- 5.77 Newcastle / Gateshead Quays supports a population of breeding kittiwakes that are classified in the UK as Red under the Birds of Conservation Concern. In 2017 kittiwake was listed by the International Union for the Conservation of Nature (IUCN) as one of eight species in the UK facing the risk of global extinction. The River Tyne is also notable in that it supports the most inland breeding colony of kittiwakes in the world. The birds return to the River Tyne from mid-February where they nest on riverside buildings and structures, including (but not limited to) the Tyne Bridge and the Baltic Centre for Contemporary Art.
- 5.78 The proposed works to the northern and southern elevations of the building includes the creation of new door and window openings and a large glazed facade.
- 5.79 Generally, the proposed development site (i.e. habitats within the red line boundary) is of low ecological value, however, the submitted PEA acknowledges that the construction phase associated with the development has potential for temporary increased disturbance of the adjoining River Tyne Local Wildlife Site through increased emissions, including: noise, light, waste water and air pollution. It also recognises the potential for the construction phase of the development to impact directly on adjoining priority habitats including the river and inter-tidal mud subject to the proposed method of construction. Short, medium and long term impacts on ecological receptors associated with the construction and operational phases of the development could be addressed through the imposition of conditions requiring an Ecological Construction Method Statement and an Ecological Lighting Design Strategy (CONDITIONS 20, 21, 22, 23).
- 5.80 Once operational the proposed development may result in an increase in disturbance / displacement impacts through increased lighting, noise, movement/activity and littering, however, it should be noted that this is an existing building that has an existing use as a night club that would generate noise, light, movement, activity and potential littering.
- 5.81 The PEA submitted in support of the application confirmed that the building does not support roosting bats, although there are potential bat roost features associated with the roofscape of the older east building. It is not considered reasonable to require amended proposals to a scheme that is acceptable in all other matters simply because the proposals would involve the loss of such features that bats may roost in.
- 5.82 Given this is an existing building with an existing use that has the potential to generate much noise, light, movements and activity that could result in the permanent residual loss of ecological value and function on the adjacent

LWS/priority habitats and associated species assemblage it is not considered to be reasonable to require a biodiversity offset.

5.83 Given the above, it is considered that the proposed office use will result in no greater harm to ecological value than the existing use and the construction of the additions can be undertaken in accordance with a Construction Methodology secured by condition such that the proposal is considered to be acceptable and in accordance with the NPPF and CSUCP CS18.

5.84 GROUND CONDITIONS

The site has been assessed and inspected as part of the Council's Contaminated Land Strategy and is situated on potentially contaminated land based on previous historic use. The site area has had various industrial and commercial use including office furniture works, and other unknown works

5.85 However, in this instance considering that the development proposals do not involve significant ground level construction works, ground excavation or soft landscaping works no further land contamination assessment is required. The proposals are primarily internal / refurbishment works, with new construction taking place at roof level.

5.86 Consequently, there is no requirement for a preliminary Phase I risk assessment, intrusive site investigation with a Phase II Detailed Risk Assessment, or gas monitoring/ gas protection measures or Remediation, Monitoring or Verification Reports.

5.87 With regard to potential coal mining implications the site does not lie within a 'development high risk area' as defined by the Coal Authority. There are no mine entries (shafts / adits) on the site / within 20m of the boundary. There are no past shallow coal mine workings on site. There are no probable shallow coal mine workings underlying the site. There are no past or current surface mining records underlying the site and the immediate surrounding area. There are recorded underground mining plans underlying the site and the immediate surrounding area. There should be no effect on the development proposals from coal mining in the vicinity.

5.88 Given the above, the proposal is considered to be acceptable and in accordance with Saved UDP policy ENV54.

5.89 NOISE

The increased height of the new roof structure brings the development closer to the High Level Bridge and there are also a number of large areas of glazing. BS 8233:2014 'guidance on sound insulation and noise reduction for buildings' states that typical noise levels for acoustic privacy in shared office spaces in open plan offices should be between 45-50 LAeq,T dB. Details of the thickness of glazing/ roof insulation and its acoustic qualities are required to ensure the amenity of office workers are protected from the intrusion of external noise from the bridge. A condition requiring details of suitable glazing, construction and ventilation measures to ensure the BS noise levels are met is recommended (CONDITIONS 24 and 25).

- 5.90 It is recommended that hours of construction, and of deliveries to the operational site be conditioned to protect existing and future residential amenities (CONDITIONS 26 and 27).
- 5.91 In addition, should extraction equipment be required for the proposed kitchenette, details of the equipment would be required and can be secured by condition (CONDITIONS 28 and 29).
- 5.92 Given the above and subject to the recommended conditions the proposal is considered to be acceptable and in accordance with CSUCP policy CS14.
- 5.93 **COMMUNITY INFRASTRUCTURE LEVY**
On 1st January 2017 Gateshead Council became a Community Infrastructure Levy (CIL) Charging Authority. This application has been assessed against the Council's CIL charging schedule. The development is not a CIL chargeable development as it is not for housing or retail related development.

6.0 **CONCLUSION**

- 6.1 On the basis of the information provided and subject to the recommended conditions, it is considered that the principle of the proposed change of use to offices is acceptable and that the proposal would not cause harm to the designated Heritage Assets.
- 6.2 Taking all of the above into consideration, the proposal to convert and extend the former Baja Beach Club for office use will bring the building back into use and stop the process of deterioration whilst minimising the impacts upon the street scene. Subject to the recommended conditions the proposal is considered to be acceptable and in accordance with national and local planning policies.
- 6.3 Accordingly, the proposed development complies with the requirements of the NPPF, policy CS15 of the CSUCP, saved UDP policies ENV3, ENV7, ENV11 and having special regard to the significance of the heritage assets.

Taking all the relevant material planning issues into account, it is considered that planning permission should be granted subject to relevant conditions.

7.0 **Recommendation:**

That permission be GRANTED subject to the following condition(s) and that the Strategic Director of Communities and Environment 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 -

0100 Rev P4 Location Plan
2001 Rev P2 Proposed Site Plan

9807 Rev P2 Tyne View Aerial
9808 Rev P2 Pipewellgate Aerial
3002 Rev P7 Proposed GA Plans and Schedules
3604 Rev P1 Contextual Elevations
3003 Rev P4 Proposed Ground Floor
3004 Rev P2 Proposed First Floor
3005 Rev P2 Proposed Second Floor
3800 Rev P1 Proposed GA Sections
3603 Rev P1 Proposed Elevations east and west
3602 Rev P4 Proposed elevations north and south
3008 Rev P2 Proposed roof plan

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

The development hereby permitted shall not commence on the roof structure and covering, curtain wall glazing and door openings until a materials schedule has been submitted for the consideration and written approval of the Local Planning Authority and samples of all materials, colours and finishes to be used on all external surfaces have been made available for inspection on site and are subsequently approved in writing by the Local Planning Authority.

Reason

To safeguard the significance of adjacent Heritage Assets, to preserve the character and appearance of the Bridges Conservation Area and to protect the visual amenities of the area in accordance with the NPPF, Saved Policies ENV3, ENV7, ENV11 of the Unitary Development Plan and Policies CS14 and

CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

4

The development hereby permitted shall be undertaken wholly in accordance with the materials approved by condition 3 and retained for the life of the development thereafter.

Reason

To safeguard the significance of adjacent Heritage Assets, to preserve the character and appearance of the Bridges Conservation Area and to protect the visual amenities of the area in accordance with the NPPF, Saved Policies ENV3, ENV7, ENV11 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

5

Prior to construction of the boundary treatment to the western boundary of the site, full details of a decorative boundary treatment to include an element of Public Art shall be submitted for the consideration and written approval of the Local Planning Authority.

Reason

In the interests of the visual amenities of the area and in order to accord with CSUCP policies CS15 and UC17 Public Art

6

Notwithstanding the drawings as submitted, the details approved under condition 5 shall be implemented wholly in accordance with the approved details prior to the first occupation of the development hereby permitted and retained and maintained thereafter.

Reason

In the interests of the visual amenities of the area and in order to accord with CSUCP policies CS15 and UC17 Public Art

7

Prior to first occupation of the development hereby permitted full details of secure and weatherproof cycle storage for staff and visitors, including their number, type and location, shall be submitted for the consideration and written approval of the Local Planning Authority

Reason

In order to encourage sustainable modes of travel and in accordance with CSUCP policy CS13 and Gateshead Cycling Strategy.

8

The details approved under condition 7 shall be implemented wholly in accordance with the approved details prior to the first occupation of the development hereby permitted and retained for the life of the development thereafter

Reason

In order to encourage sustainable modes of travel and in accordance with CSUCP policy CS13 and Gateshead Cycling Strategy.

9

Prior to first occupation of the development hereby permitted full details of shower rooms and locker storage for staff shall be submitted for the consideration and written approval of the Local Planning Authority

Reason

In order to encourage sustainable modes of travel and in accordance with CSUCP policy CS13 and Gateshead Cycling Strategy.

10

The shower room and locker storage details approved under condition 9 shall be implemented wholly in accordance with the approved details prior to the first occupation of the development hereby permitted and retained for the life of the development thereafter

Reason

In order to encourage sustainable modes of travel and in accordance with CSUCP policy CS13 and Gateshead Cycling Strategy.

11

Prior to first occupation of the development hereby permitted a Deliveries and Servicing Management Plan shall be submitted for the consideration and written approval of the Local Planning Authority.

Reason

To ensure the safe operation of the development upon completion in the interests of highway safety in accordance with the NPPF and Saved UDP Policy ENV3 and CSUCP policy CS13.

12

The Deliveries and Servicing Management Plan approved under condition 11 shall be implemented wholly in accordance with the approved details at all times for the life of the development.

Reason

To ensure the safe operation of the development upon completion in the interests of highway safety in accordance with the NPPF and Saved UDP Policy ENV3 and CSUCP policy CS13.

13

Prior to first occupation of the development hereby permitted full details of safety measures in the form of a raised plateau at the access to the site to make pedestrians and cyclists aware of the approach to Pipewellgate shall be submitted for the consideration and written approval of the Local Planning Authority.

Reason

To ensure the safe operation of the development upon completion in the interests of highway safety in accordance with the NPPF and Saved UDP Policy ENV3 and CSUCP policy CS13.

14

The safety measures approved under condition 13 shall be implemented wholly in accordance with the approved details prior to the first occupation of the development hereby permitted.

Reason

To ensure the safe operation of the development upon completion in the interests of highway safety in accordance with the NPPF and Saved UDP Policy ENV3 and CSUCP policy CS13.

15

Prior to first occupation of the development hereby permitted a Car Park Management Plan shall be submitted for the consideration and written approval of the Local Planning Authority.

Reason

To ensure the safe operation of the development upon completion in the interests of highway safety in accordance with the NPPF and Saved UDP Policy ENV3 and CSUCP policy CS13.

16

The Car Park Management Plan approved under condition 15 shall be implemented wholly in accordance with the approved details at all times for the life of the development.

Reason

To ensure the safe operation of the development upon completion in the interests of highway safety in accordance with the NPPF and Saved UDP Policy ENV3 and CSUCP policy CS13.

17

The development hereby permitted shall not be occupied until the submission of a final Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

- An assessment of the site, including the transport links to the site, on-site facilities, any transport issues and problems, barriers to non-car use and possible improvements to encourage walking, cycling and bus use.
- Clearly defined objectives, targets and indicators.
- Details of proposed measures.
- Appointment of a travel plan co-ordinator and their allocated budget
- Detailed timetable for implementing measures.
- Proposals for maintaining momentum and publicising success.
- A programme of continuous review of the approved details of the Travel Plan and the implementation of any approved changes to the plan.

Evidence of the implementation of the hereby approved Framework Travel Plan over a minimum period of 12 months shall be submitted to and approved in writing by the Local Planning Authority prior to formally discharging the condition.

Reason

In order to accord with the NPPF and policy CS13 of the CSUCP.

18

The Travel Plan approved under condition 17, and as subsequently revised, shall be wholly implemented in accordance with the approved details for the life of the development

Reason

To ensure sustainable travel and in accordance with CSUCP CS13 and the NPPF.

19

The development hereby permitted shall be carried out wholly in accordance with the submitted Flood Risk Assessment (ref JCC19-020-C-01 Rev 02 by James Christopher Consulting) and

the mitigation measures it details on the proposed site layout, including door opening and windows, wholly in accordance with Drawing PWS-RYD-ZZ-00-DR-A-0401 included within the specified Flood Risk Assessment.

These mitigation measures shall be fully implemented prior to first occupation of the development hereby permitted. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason

To reduce the risk of flooding to the proposed development and future occupants and to accord with CSUCP policy CS17 and the NPPF.

20

The development hereby permitted shall not commence until a Demolition and Construction Management Plan (DCMP) for the development has been submitted to and approved in writing by the Local Planning Authority.

The DCMP shall include :

- a dust management plan
- a noise management plan
- pollution prevention measures
- contractor parking
- details of delivery arrangements, hours and routing
- measures to limit and manage transfer of debris on to the highway
- protection of habitats/ecological features and protected and priority species

The DCMP shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on site. The content of the method statement shall include timescales and details of measures to be implemented to avoid/minimise the residual risk of harm to individual species during the construction and operations phases of the development; and to ensure, where possible, local populations are maintained at or above their current levels.

Reason for condition

In order to avoid nuisance to the occupiers of adjacent properties and to minimise the risk of harm and long-term adverse impacts of the development on protected and priority species during the demolition and construction phases of the development in accordance with the NPPF, saved policies DC1(h), DC1(s), ENV46 and DC2 of the Unitary Development Plan and CSUCP policies CS14 and CS18,

Reason for prior to commencement condition

The DCMP must demonstrate that the residential amenities of adjacent properties will be protected and to minimise the risk of harm and long-term adverse impacts of the development on protected and priority species in advance of the commencement of the development hereby permitted.

The Local Planning Authority is satisfied that this information is so fundamental to the development permitted that it would have been otherwise necessary to refuse the whole permission.

21

The DCMP approved under condition 20 shall be wholly adhered to at all times during the demolition and construction phases of the development hereby permitted

Reason

In order to avoid nuisance to the occupiers of adjacent properties and to minimise the risk of harm and long-term adverse impacts of the development on protected and priority species during the demolition and construction phases of the development in accordance with the NPPF, saved policies DC1(h), DC1(s), ENV46 and DC2 of the Unitary Development Plan and CSUCP policies CS14 and CS18,

22

Prior to first occupation of the development hereby permitted full details of the location and method of fixing of an external lighting scheme, including a rendered image illustrating the final scheme shall be submitted for the consideration and written approval of the Local Planning Authority.

The lighting scheme shall:

- minimise the impact on heritage assets in the vicinity and
- minimise the impact on those areas/features on, or immediately adjacent to the site that are particularly sensitive for biodiversity, including bats;

Reason

In order to minimise the impact of the proposal on the heritage assets in the vicinity and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building and to avoid harm to bats and ensure the maintenance of the 'local' bat population at or above its current level and in order to protect the amenities of nearby occupiers in accordance with CSUCP policies CS14, CS15 and CS18, Saved UDP policies DC1(s), ENV3, ENV7, ENV11 and ENV46 and the NPPF.

23

Prior to first occupation of the development hereby permitted the details approved under condition 22 shall be installed wholly in accordance with the specifications and locations set out in the approved lighting scheme, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the Local Planning Authority.

Reason

In order to minimise the impact of the proposal on the heritage assets in the vicinity and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building and to avoid harm to bats and ensure the maintenance of the 'local' bat population at or above its current level and in order to protect the amenities of nearby occupiers in accordance with CSUCP policies CS14, CS15 and CS18, Saved UDP policies DC1(s), ENV3, ENV7, ENV11 and ENV46 and the NPPF.

24

Prior to construction of the roof interventions of the development hereby permitted full details of the thickness of glazing, ventilation measures and roof insulation and the acoustic qualities shall be submitted for the consideration and written approval of the Local Planning Authority. The internal noise levels to be achieved shall be in accordance with BS 8233:2014 'Guidance on sound insulation and noise reduction for buildings' Table 2, i.e. between 45-50 LAeq,T dB.

Reason

To ensure the amenities of office workers are protected from the intrusion of external noise from traffic and trains using the High Level Bridge in accordance with CSUCP policy CS14.

25

The measures approved at condition 24 shall be implemented wholly in accordance with the approved details and retained and maintained for the life of the development.

Reason

To ensure the amenities of office workers are protected from the intrusion of external noise from traffic and trains using the High Level Bridge in accordance with CSUCP policy CS14.

26

Unless otherwise approved in writing by the Local Planning Authority, all works, demolition and ancillary operations in connection with the construction of the development, including

the use of any equipment or deliveries to the site, shall be carried out only between 0800 hours and 1700 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays.

Reason

To safeguard the amenities of existing residents of Ochre Yards and future residents and in accordance with Saved Policy DC2 of the Unitary Development Plan and CS14 of the CSUCP.

27

Deliveries to the operational phase of the development hereby permitted shall only be between 0800 hours and 1700 hours on Mondays to Fridays and between 0800 hours and 1300 hours on Saturdays and at no time on Sundays, Bank Holidays or Public Holidays to protect the amenity of the residents.

Reason

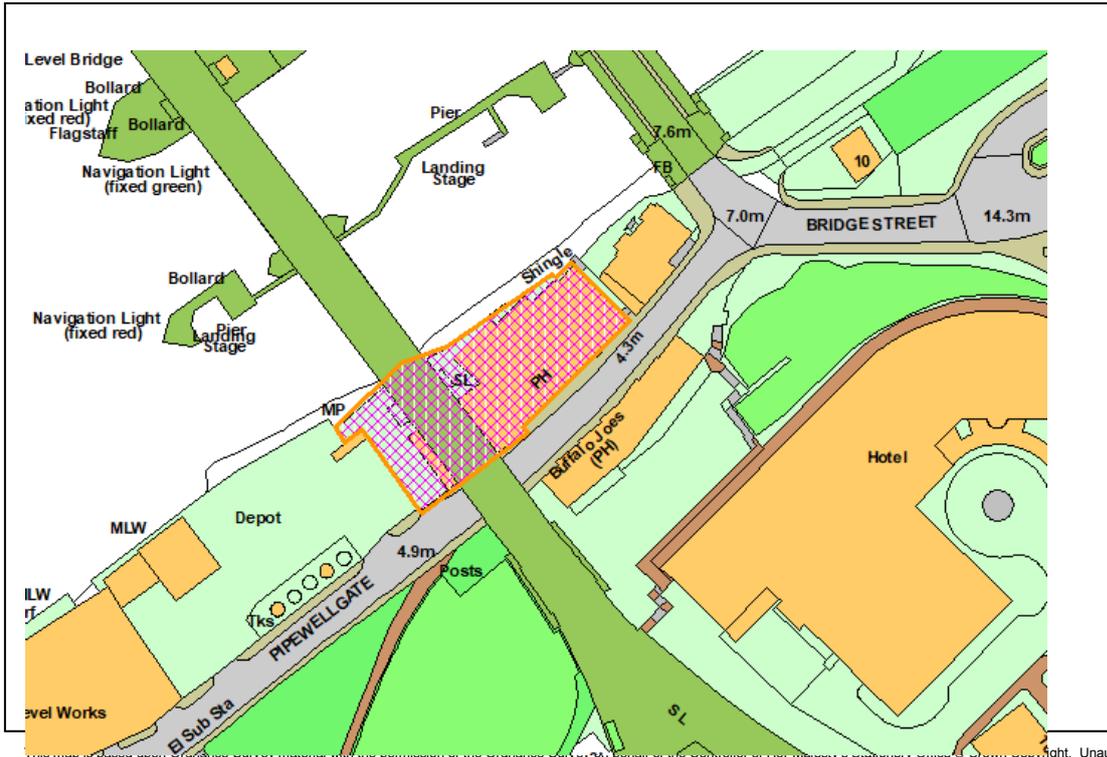
In order to protect the amenities of the existing residents of Ochre Yards and future residents in accordance with Saved UDP policy DC2 and CSUCP policy CS14.

28

Reasonable access shall be afforded to any Local Planning Authority nominated person for the purposes of archaeological research who shall be allowed to observe the excavations of the lift shaft, record items of interest and finds and, if reasonable, remove them to an approved location. A copy of the investigation results shall be submitted to the Local Planning Authority within three months of the completion of the field investigation.

Reason

The site is located within an area identified as being of potential archaeological importance. The investigation is required to ensure that any archaeological remains on the site can be preserved wherever possible and recorded, in accordance with Saved Policies ENV21 and ENV22 of the Unitary Development Plan and CSUCP policy CS15.



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