

Committee Report

Application No:	DC/20/00286/FUL
Applicant	Jewish Community Council Of Gateshead
Date Application Valid	7 April 2020
Site:	Former Go-Ahead Bus Depot Gateshead
Ward:	Bridges
Proposal:	Residential development comprising 26 dwellings with associated open space and infrastructure on the former Go Ahead Bus Depot, Gateshead (amended 22/06/20 and additional information 10/07/20 and 14/07/20).
Recommendation:	MINDED TO GRANT SUBJECT TO A SECTION 106 AGREEMENT AND ON EXPIRY OF THE PUBLICITY PERIOD
Application Type	Full Application

1.0 The Application:

1.1 DESCRIPTION OF THE SITE

This brownfield 0.86 hectare site is the former Go Ahead bus depot that was demolished in 2014. The site is bounded by Sunderland Road to the south with Chad House, recently converted to apartments, and Bede House, that accommodates the Jewish Boys School, beyond; Lindisfarne Drive to the west, with a vacant site and the Gateshead flyover beyond. Lindisfarne Road bends to the right and creates the northern boundary to the site also, and to the east, is an Aldi supermarket and residential development beyond. On street parking spaces are located on Lindisfarne Drive.

1.2 The site is relatively level. There are five trees to the front of the site on Sunderland Road and many self-seeded trees and shrubs along the Lindisfarne Road boundary. The site is enclosed by masonry walls, palisade fence and paladin fence along the eastern boundary with the Aldi supermarket.

1.3 The site is located close to Gateshead town centre, with good accessibility to local services and facilities. It is within walking distance of bus stops, schools, employment and retailing.

1.4 The site is allocated in the Core Strategy and Urban Core Plan as part of the Exemplar Neighbourhood, a key location for new residential development.

- 1.5 Separate to this proposal, Traffic Regulation Order (TRO) works are proposed to be undertaken immediately adjacent to the site on Sunderland Road to improve pedestrian and cycle connectivity with Gateshead town centre and beyond. The new bus link to High Street is under construction in front of the site on Sunderland Road.
- 1.6 **DESCRIPTION OF THE PROPOSAL**
This application seeks planning approval for 26 No. four bedroomed, three storey, gable fronted, affordable residential homes to be occupied by Orthodox Jewish families.
- 1.7 All of the dwellings meet or exceed the Nationally Described Space Standards.
- 1.8 The houses have been designed to the specific cultural requirements of the Orthodox Jewish community, including an interconnected kitchen, dining and living spaces with study facilities, a sukkah with secondary eating space and an appropriately sized kitchen for food-type separation, suiting the needs of a large Jewish family in terms of layout, detailing and installation of fixtures and fittings.
- 1.9 The layout arranges the 26 dwellings around a central area of open space and access road.
- 1.10 Plots 1 to 7 are arranged as a terrace of five and a pair of semidetached properties face outwards onto Lindisfarne Drive with rear gardens backing onto the central area of open space. A 3m wide path runs between plots 5 and 6. Plot 7 has a very large garden due to the 6m Nexus stand-off easement over the Metro tunnel that runs below.
- 1.11 At the entrance to the site, adjacent to plot 1, there is a large grassed area as this is a no build zone due to the presence of a mine shaft.
- 1.12 Plots 8 to 12 are detached dwellings and 13 and 14 are a pair of semi-detached dwellings arranged in a crescent and they back onto the Aldi supermarket and front onto the access road.
- 1.13 Plots 15 to 17 are a terrace of three and face onto Sunderland Road with pedestrian access from the front and parking to the rear.
- 1.14 A wide pedestrian and cycle path bound by landscaping is proposed between plots 17 and 18. Four existing trees are proposed to be retained in front of the gardens of plot 18 and plot 20. Tree T5 is proposed to be removed at the entrance to this path to enable the construction of the footpath.
- 1.15 Plots 18 and 19 are a pair of semis and continue the building line of plots 15-17. Plots 20 to 23 are a terrace of four dwellings and the front elevation is set back from plots 19 and 24 to create a visual break in the street scene to Sunderland Road.

- 1.16 Plots 24, 25 and 26 are a terrace of three dwellings facing Sunderland Road also with pedestrian access from the front and parking to the rear.
- 1.17 Plots 1 to 7 each have an in-plot car parking space per property accessed from Lindisfarne Road. All other plots have an in-plot parking space accessed from within the development surfaced in terracotta block paving. Seven visitor parking bays are proposed; a block of four alongside the access road and a block of three located to the front of plots 9 - 11, to be marked out in white block paving to contrast with the terracotta block paving of the shared surface to the front of plots 8 to 12.
- 1.18 Each plot has a steel cycle locker 1900 x 900 x 1205 high securely fixed to a concrete base.
- 1.19 Each plot has a patio area created in buff slabs to the rear and a grassed garden area.
- 1.20 Security and privacy are considered to be high priority by the applicant, and the site layout has been arranged to design out crime by providing active elevations for natural surveillance and including attractive brick/railing boundary treatments.
- 1.21 The central landscaped area has been laid out to provide a social space for residents. The court is proposed to be bounded by flowering hedges on two sides adjacent to the visitor parking bays, around which are small areas planting with a circular central hard landscaped space. This is to be surfaced with a variety of landscape materials and landscape furniture to give character and structure together with opportunities for incidental play.
- 1.22 Amended plans have been received that have addressed officer concerns in relation to the visual appearance of the bin stores and transport concerns in relation to visibility for drivers, cycle parking and footpath construction and the amended plans have made the following changes to relocate the bin stores so that they are less obtrusive, details of the cycle stores, reduction in the fencing height to enable drivers to see pedestrians when manoeuvring, surface treatment details and the removal of tree T5 to enable the footpath to be constructed to the required width.
- 1.23 The proposed development is subject to Homes England grant funding which will secure all of the properties as affordable housing, managed by local Registered Provider, Adler Housing.
- 1.24 The application is supported by the following documents:
 - Planning statement
 - Noise impact assessment
 - Ground investigations report
 - Flood risk assessment
 - Design and access statement

Bat and barn owl survey
Statement of Community Involvement
Tree survey
Transport statement
Travel plan

1.25 Planning History

DC/13/01283/DEM - Demolition of bus depot and support site comprising of steel frame buildings and hardstandings - Prior approval required and approved 17 December 2013.

Adjacent to the application site, also forming part of the historic Go Ahead Bus Depot site, is an Aldi supermarket approved through application DC/14/00346/FUL for Erection of a foodstore with associated access, car parking and landscaping (amended 22/12/14). Former Go Ahead Bus Station Sunderland Road, Gateshead Granted March 2015. The only aspect of the permission which is relevant to this application is the restriction on site deliveries, with reversing warning sounds required to be turned off between the hours of 10pm and 8am.

2.0 Consultation Responses:

Northumbria Police	No objections to the principle of the development but a number of concerns were raised including a gap between the Aldi and the development boundaries, lack of surveillance from Plot 15, a 'leaky' cul de sac due to pedestrian links and no lighting scheme.
Tyne And Wear Fire And Rescue Service	No objections
Northern Gas Networks	No Objection
Nexus	Nexus Rail require final details on the ground improvement works to be carried out. The proposed works should note the presence of their operational railway infrastructure tunnels and include mitigation measures should grouting produce unexpected pathways which might carry grout towards the tunnels.
Northumbria Water	NWL has no issues to raise provided the application is approved and carried out within strict accordance with the submitted document

entitled "Flood Risk and Drainage Impact Assessment" dated March 2020.

Coal Authority

The Coal Authority has no objection to the proposed development subject to the imposition of conditions.

3.0 Representations:

3.1 Neighbour notifications were carried out in accordance with formal procedures introduced in the Town and Country Planning (Development Management Procedure) (England) Order 2015. A site notice was posted on 9 July 2020. A notice in the press was published on 29 April 2020. The overall expiry is 30 July 2020.

3.2 No representations have been received at the time of writing.

4.0 Policies:

NPPF National Planning Policy Framework

NPPG National Planning Practice Guidance

CS1 Spatial Strategy for Sustainable Growth

CS2 Spatial Strategy for Urban Core

CS10 Delivering New Homes

CS11 Providing a range and choice of housing

CS13 Transport

CS14 Wellbeing and Health

CS15 Place Making

CS17 Flood Risk and Waste Management

CS18 Green Infrastructure/Natural Environment

DEL1 Infrastructure/Developer Contributions

H5 Housing Choice

SG2 The Exemplar Neighbourhood Key Site

UC4 Homes

DC1P Contamination, derelict land, stability

DC1C Landform, landscape and after-use

DC1D Protected Species

DC2 Residential Amenity

ENV3 The Built Environment - Character/Design

ENV46 The Durham Biodiversity Action Plan

ENV47 Wildlife Habitats

ENV54 Dev on Land Affected by Contamination

ENSPD Exemplar Neighbourhood SPD

5.0 Assessment of the Proposal:

5.1 The main considerations are the principle of the proposal, flooding and drainage, ground conditions, coal legacy, ecology, highways, residential amenity and noise, urban design, landscaping and biodiversity.

5.2 PRINCIPLE

The site is a brownfield site, formerly in commercial/industrial use, which has been vacant for a number of years. The proposed scheme therefore presents an opportunity to redevelop the site whilst also providing housing within the urban core.

5.3 This NPPF is reflected in CSUCP policy CS1(8) Spatial Strategy for Sustainable Growth that seeks sustainable development that seeks to create and sustain thriving communities by all development being amongst other things.

8. i: Fully inclusive, irrespective of cultural background ethnicity and age, to meet the diverse needs of all residents and communities.

8. ii. Well connected and accessible by sustainable modes of transport.

8. iii. Well designed to promote community cohesion, wellbeing, and to reflect and enhance the area's character and natural environment.

5.4 It is considered the proposal meets the three strands of sustainable development and as such the presumption in favour of development should be applied. Overall, the principle of the proposed development is considered to be wholly in accordance with CSUCP policy CS1 and the NPPF.

- 5.5 The application site is situated within the Exemplar Neighbourhood area, which is allocated as the major new residential development area within Gateshead.
- 5.6 CSUCP policy SG2 ensures the Exemplar Neighbourhood is allocated for a minimum of 1000 homes (C3) at an average of 50 dwellings per hectare across the site therefore the principle of residential development on the site is consistent with the relevant policy of the development plan.
- 5.7 CSUCP policy CS2 outlines that the Urban Core is the priority location for development which will maintain and enhance its vibrancy. Policy CS2 seeks to deliver housing prioritising the Exemplar Neighbourhood and CSUCP policy UC4 allocates an Exemplar Neighbourhood in the Southern Gateway Sub Area for approximately 1000 new homes, predominantly for families. The proposals will enable the delivery of 4 bedroomed family homes. The policy also seeks to promote sustainable modes of transport and to secure high quality design. The principle of the proposed development is considered to be in accordance with policy CS2.
- 5.8 A core principle of the NPPF is to support the Government's objective of significantly boosting the supply of homes (Paragraph 59). CSUCP policy CS10 sets out the housing provision for Gateshead which has been informed by housing needs assessment. This approach is consistent with the NPPF. The proposed development includes the provision of 26 four bedroomed family residential units that will contribute towards to target for new homes in Gateshead across the plan period. Given the above, the proposals accord with CSUCP policy CS10.
- 5.9 Range and choice of housing
The emerging Local Plan seeks to increase the range and choice of housing across Gateshead by improving the balance of the Borough's housing stock in terms of dwelling size, type and tenure.
- 5.10 Family Homes
Paragraph 61 of the NPPF supports policies which reflect the size, type and tenure of housing needed for different groups. The proposed development is for 26 dwellings each of four bedrooms which will be for affordable private rent.
- 5.11 CSUCP policy CS11(1) requires that a minimum of 60% of new private housing across the plan area is suitable and attractive for families (i.e. homes with three or more bedrooms). Saved UDP policy H5 also seeks to improve the choice of housing in Gateshead.
- 5.12 The proposed development is for 26 dwellings each of four bedrooms which therefore accords with CSUCP policy CS11 and saved UDP policy H5.
- 5.13 Affordable Homes
CSUCP policy CS11 (5) requires the provision of 15% affordable homes on all developments of 15 or more dwellings.

- 5.14 As referred to above, the proposed development is subject to Homes England grant funding which will secure all of the properties as affordable housing, managed by local Registered Provider, Adler Housing. As such, the scheme is an exemption to NPPF paragraph 64, that would require 10% (of our required 15% affordable housing) to be available for affordable home ownership (as opposed to rent).
- 5.15 A S106 legal agreement is required to ensure that at least 15% of the dwellings remain as affordable units in perpetuity.
- 5.16 Given the above, and subject to the S106 legal agreement, the proposal is considered to be acceptable and in accordance with the NPPF and CSUCP policy CS11.
- 5.17 **FLOODING AND DRAINAGE**
The site lies within Flood Zone 1 representing the lowest risk of flooding. There is also no risk of flooding from other sources such as sewers, groundwater, water mains, land or other artificial sources.
- 5.18 An urban solution form of SuDS is proposed on this site. This incorporates below ground tanks and pipes and rain gardens to individual properties rather than a SuDS basin. The feed to the below ground tanks is proposed through permeable paving, sub-grade, and oversize pipes.
- 5.19 Whilst acceptable planting details have been submitted, there is no information regarding maintenance of the raingardens. A condition is recommended to secure details in respect of the responsibility for maintaining the gardens and details of how the raingardens will be maintained and that these details are provided to those responsible for managing the raingardens, especially if this will be individual residents (CONDITIONS 17 and 18).
- 5.20 Similarly, details of the final drainage scheme and the responsibility for management and maintenance of the other elements of the drainage system, that will not be adopted (particularly the crated tank and permeable paved areas) needs to be confirmed and an operation and management plan can be secured by condition (CONDITIONS 15 and 16).
- 5.21 Given the above, subject to the recommended conditions, and those requested by NWL, the proposals are considered to be appropriate and acceptable and in accordance with the NPPF and CSUCP policy CS17.
- 5.22 **GROUND CONDITIONS**
The site has been assessed by the Council as being located on potentially contaminated land as it has previously been occupied by a colliery, which later was used as a tram and bus depot. The Site Investigation report, submitted in support of the application, describes the site as comprising of made ground; broadly consisting of a surface covering of concrete (locally overlain by block paving), underlain generally by granular fill of slightly clayey

ashy gravel of mudstone, brick and coal with sandstone and dolomite noted locally. Trial pits contained colliery spoil material and black ash with hydrocarbon odours noted.

- 5.23 There are operational railway infrastructure tunnels associated with the Metro in the north east corner of the site below the garden of plot 7. Nexus Rail require details of any mitigation measures to ensure that the works will not impact upon the tunnels and these details can be secured by condition (CONDITION 3).
- 5.24 The report concludes that the proposed redevelopment, to a more sensitive end use, requires intrusive ground investigation; therefore, it is recommended that conditions be imposed to require an intrusive site investigation with a Phase II Detailed Risk Assessment, and where required conditions for Remediation, Monitoring and Verification Reports. These can be secured by condition (CONDITIONS 3 - 7).
- 5.25 Given the above and subject to the recommended conditions the proposal is considered to be acceptable and in accordance with Saved UDP policy ENV54 and CSUCP policy CS14.
- 5.26 **COAL LEGACY**
The site is situated within a Coal Authority defined "Development High Risk Area". These are areas, based upon Coal Authority records, where the potential land instability and other safety risks associated with former coal mining activities are likely to be greatest. They include, for example, areas of known or suspected shallow coal mining, recorded mine entries and areas of former surface mining. There are believed to be coal outcrops on the extreme western boundary of the site boundaries.
- 5.27 The layout of the scheme takes into account two mine shaft exclusion zones adjacent to plot 1 and plot 14.
- 5.28 The proposed remedial measures set out in the Site Investigation Report are considered to be appropriate to address the coal mining legacy issues present within the site.
- 5.29 However, in order to secure sufficient information to demonstrate that the site is safe and stable for the residential development proposed, in accordance with NPPF paragraphs 178-179, it is recommended that pre commencement conditions are imposed to secure intrusive site investigations, and, to enable appropriate remedial and mitigatory measures to be identified and carried out before building works commence on site (CONDITIONS 13 and 14).
- 5.30 Given the above, subject to the recommended conditions and those requested by the Coal Authority, the proposals are considered to be acceptable and in accordance with paragraphs 178 and 179 of the NPPF and Saved UDP policy ENV54 and CSUCP policy CS14.

5.31 HIGHWAYS

An amended site layout, that responds to officer comments in relation to visibility for drivers when manoeuvring has been submitted and it is considered to be acceptable. A condition is recommended to ensure visibility splays of driveways are kept clear (CONDITION 29).

5.32 The footway link onto Sunderland Road, between plots 17 and 18, and the link to Lindisfarne Drive between plots 5 and 6 are acceptable as this is a requirement to ensure good pedestrian permeability.

5.33 The footway links are proposed to be finished in a flagged paving material however a bituminous surfacing material in visual amenity terms would be preferred. A condition is recommended to secure a sample of material in the interests of visual amenity (CONDITIONS 30 and 31).

5.34 The proposed visibility splay at the new access onto Lindisfarne Drive will need to be kept clear of any obstructions above 600mm in height and a compliance condition, can ensure this is the case (CONDITION 32).

5.35 The existing on street limited time parking bays on Lindisfarne Drive that fall within the visibility splay will need to be removed and revised on street restrictions imposed. These changes will require existing Traffic Regulation Orders (TROs) to be revoked or amended and new TROs may be required. The new development will need to be a 20mph zone, with appropriate signage and a supporting TRO.

5.36 A condition is recommended that requires a detailed design for all off-site highway works to be submitted for approval and subsequently implemented on-site (CONDITIONS 19 and 20).

5.37 With regards to EV charging points, the applicant has agreed to install all cabling, ducting, and blanking plates to all dwellings during construction. This will allow the residents to agree with the developer the final type of charger to be installed at their property and would be incorporated into a Final Travel Plan (CONDITIONS 25 and 26).

5.38 Secure and weatherproof cycle storage is required to be provided for each dwelling in accordance with the Gateshead Cycling Strategy. The indicative position of cycle stores is indicated on the site layout and the proposed metal cycle locker is acceptable. Installation can be secured by a recommended condition (CONDITION 33).

5.39 Given the above, and subject to the recommended conditions, the proposals are considered to be acceptable and in accordance with the NPPF and CSUCP policy CS13.

5.40 RESIDENTIAL AMENITY AND NOISE

The proposed layout provides for privacy for future occupants with generous separation distances between the dwellings. Each plot includes external garden space and a central open space for use by the future residents is proposed.

- 5.41 Whilst there is no opportunity for loss of privacy or overlooking the plots on the boundary with Aldi may be affected by noise sources to the immediate east of the site associated with the Aldi store. These have been assessed in the Noise Impact Assessment submitted in support of the application. A 1.8 m high noise attenuation barrier between the proposed site and Aldi has been proposed to minimise the external plant noise to reduce the impact on indoor ambient noise levels.
- 5.42 A condition was imposed on the Aldi supermarket development approved through application DC/14/00346/FUL to restrict on site deliveries, with reversing warning sounds to be turned off between the hours of 10pm and 8am and compliance with this condition will protect the amenities of the future occupants of this development.
- 5.43 The dwelling on Plot 7 is located within the plot such that it takes account of the Nexus Stand Off Zone and Exclusion Zone from the sub-surface tunnels and given this; it is considered occupants will not experience vibration from Metro trains.
- 5.44 A condition is recommended to limit the hours of construction to protect the residential amenities of the nearby residential properties (CONDITION 28).
- 5.45 Given the above and subject to the recommended conditions, the proposals are considered to be acceptable and in accordance with the NPPF, CSUCP policy CS14 and Saved UDP policy DC2.
- 5.46 URBAN DESIGN
As mentioned above the dwelling on Plot 7 is located to take account of the Nexus Stand Off Zone and Exclusion Zone from the sub-surface tunnels and this creates a generous garden area for this plot.
- 5.47 The site is situated within the Exemplar Neighbourhood area of Gateshead, and the guiding design principles of the Exemplar Neighbourhood SPD have been used to assess the proposed development. The design principles require all development proposals to:
- Demonstrate a high level of architectural design quality across all buildings;
 - Provide contemporary architecture that responds to the locality;
 - Create attractive and useable green spaces that provide relief in an urban setting;
 - Ensure active, animated routes with windows and activity, with active ground floor use;

- Ensure all buildings be constructed using high quality, durable materials, with the design of the building being as robust as practical;
- Ensure buildings are designed to maximise energy efficiency and solar gain;
- Ensure buildings are designed to reduce maintenance and have security built into the layout and fabric of the building; and

5.48 The scheme meets the design principles of the SPD and is considered to be acceptable in terms of design quality subject to a condition requiring details of materials and surface treatments (CONDITIONS 21, 22, 30 and 31).

5.49 Given the above and subject to the recommended conditions the proposals are considered to be acceptable and in accordance with the NPPF, Saved UDP policy ENV3, CSUCP policy CS15 and the Exemplar Neighbourhood SPD.

5.50 LANDSCAPING

The Arboricultural Impact Assessment submitted in support of the application acknowledges that it will be necessary to remove some existing low-quality trees to facilitate the proposed development. Four trees that are on the Sunderland Road boundary are proposed to be retained. The roots and crowns of retained trees will need to be protected during the construction of the development through the provision of adequate construction protection measures and a condition is recommended to secure tree protection measures and implementation (CONDITIONS 10 and 11).

5.51 A detailed landscaping design for the central area of open space and individual gardens has been submitted that comprises of planting set in a full circle of small unit dark 'sett' type paving within which are sited three curved benches, some with a partial back to suit different users. Around this circle, up to the beds and edges, are light coloured 'setts' laid out in a radial pattern.

5.52 The circle centre is surfaced with a sandy coloured sealed gravel with three sculptural 'pebbles' manufactured in concrete and designed as seats and play elements. At the entrance to the space is a circular low 'podium' feature / meeting place.

5.53 No trees are to be planted in the Nexus Stand Off Zone and Exclusion Zone, as in the future the root systems could affect the tunnels.

5.54 Given the above the proposed landscaping is considered will create an attractive entrance to the site and centre feature for residents, in accordance with Policies CS15 and CS18 of the CSUCP and Saved UDP policy ENV3

5.55 BIODIVERSITY

An ecological survey dated March 2020 was submitted in support of the application that outlined the results of initial ecological site inspections that had been undertaken.

- 5.56 The report provides a description of the habitats present within the site and an assessment of their potential to support statutorily protected and/or priority/notable species. It concludes that the site has low ecological value of local value. It poses a residual risk for statutorily protected and priority species and the proposed development will result in a residual loss of biodiversity.
- 5.57 In accordance with the mitigation hierarchy set out within the NPPF, in addition to the on-site measures referred to below, there is also a requirement for off-site compensation to be secured via a developer contribution (s106).. Off-site compensation/ biodiversity net-gain measures are proposed at Friars Goose (1.5km north east of proposed development site) to include scrub clearance to include herbicide treatment to provide 0.1ha of restored semi-improved grassland capable of supporting priority butterfly species and selective thinning of 0.2ha of broadleaved plantation woodland to improve structural and species diversity providing enhanced opportunities for nesting and foraging birds and mammals including bat and hedgehog. The Friars Goose scheme is an appropriate and proportionate scheme of off-site ecological compensatory measures to be delivered on Council owned land to be secured through a s106 agreement.
- 5.58 Where impacts on biodiversity resulting from the construction phase and operation of the development have been predicted; avoidance and/or on-site mitigation measure have been proposed. These include:
- Retention of scattered trees where possible - only 4no. trees (2no. Whitebeam, 1no. Rowan and 1no. Japanese Cherry) situated along Sunderland Road are proposed to be retained.
 - Three crevice bat boxes and bat roost features will be included within the site layout. (CONDITIONS 34 and 35).
 - 8 bird boxes, suitable for tit species and wren and 12 bird boxes, four each suitable for starling, swift and house sparrow should be incorporated into the design proposals. It is recommended that full details be secured by imposition of a condition (CONDITIONS 34 and 35).
 - 13x13cm 'Hedgehog Highways' can be secured by imposition of a condition (CONDITION 36).
 - Vegetation clearance/tree felling will be undertaken outside of the bird nesting season (March to August inclusive) unless a checking survey by a suitably experienced ornithologist confirms the absence of active nests - a condition is recommended (CONDITION 12).
 - Works to the western boundary wall will be undertaken to a precautionary method statement, in case of the presence of bats.

- A precautionary reptile method statement is to be included and addressed in a Biodiversity Method Statement (BMS) to be secured by imposition of a condition (CONDITIONS 37 and 38).
- 5.59 The proposed landscape planting proposals are considered to be acceptable, in ecological terms. It is recommended that maintenance of the soft landscaping be secured by condition (CONDITION 41).
- 5.60 Given the above and subject to the recommended conditions and the provision of an appropriate and proportionate scheme of off-site compensation secured by a s106 legal agreement; the proposed development is considered to be acceptable and in accordance with national and local planning policy, including: CS18, DC1(d), ENV46 and ENV47.
- 5.61 OTHER MATTERS
- Northumbria Police raised some concerns around the security of the site and requested:
- higher boundary fencing to the rear of plots 7 - 15;
 - a side elevation window in plot 15 to improve natural surveillance
 - and the removal of the pedestrian / cycle links to both Lindisfarne Drive and Sunderland Road that they considered made the development a "leaky cul-de-sac", with this level of permeability, as it compromises the security of the properties, by allowing the criminal legitimate access to the front or rear of the dwellings;
 - lack of lighting scheme.
- 5.62 Officers consider the boundary 1800mm close board fence to the rear of plots 7 - 11 that abounds the Aldi boundary is sufficiently high and if a higher fence were installed this would be likely to have an overbearing impact on the occupants of those plots.
- 5.63 Officers consider it is not appropriate to install a window in the side elevation of Plot 15 due to the noise generated by the Aldi that would result in noise and disturbance to the occupants.
- 5.64 Officers negotiated the footpath cycle links in to the scheme to ensure that the scheme is inclusive. There is much evidence to suggest that gated communities can lead to negative views and opinions from those who live near or pass by them, and regular/closer contact with other communities, religious groups, ethnic groups etc. helps to build community and reduce friction between different groups.
- 5.65 In addition, the layout encourages sustainable modes of travel including pedestrians and cycling, and access to modes of public transport in accordance with national and local planning policy.
- 5.66 A condition is recommended to secure a lighting scheme (CONDITIONS 23 and 24).

5.67 SECTION 106 AGREEMENT

It is necessary that any planning permission subject to a legal obligation, is compliant with the requirements of paragraph 56 of the Framework and Policy DEL1 of the CSUCP. The content of the legal agreement is recommended to include the following provisions:

- 15% on-site affordable housing in perpetuity; and
- a financial contribution towards off-site biodiversity enhancements.

5.68 STATEMENT OF COMMUNITY INVOLVEMENT

A leaflet drop was the most effective way of consulting the community and hearing their views.

5.69 Approximately 900 leaflets were posted, by the developer, to businesses and households in the vicinity of the site to notify them of the development. The leaflets provided a summary of the proposals and a feedback form. These included a questionnaire with a Freepost address to allow residents to respond via post.

5.70 Overall, 13 responses were received. With comments on the following topics:

- Improvement of access links to Gateshead and Newcastle;
- The redevelopment of the wider area; and
- The type of person who the development provides for.

5.71 In addition to the consultation with the local community, other local stakeholders have been engaged, with particular reference to Nexus. As part of this process the exact route of the metro tunnel beneath the northern corner of the site has been established, including the relevant stand off distance for any ground works. This resulted in a revision to the site boundary and the consequent loss of one dwelling in this area.

5.72 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 site lies within residential CIL Zone C and the levy is £0/sqm.

6.0 CONCLUSION

6.1 The site is well located close to Gateshead Town centre, with good accessibility to local services and facilities. It is within walking distance of bus stops, schools, employment and retail destinations in the town.

6.2 The proposed development will deliver 26 affordable, family homes to be secured through Homes England grant funding and managed by local Registered Provider, Adler Housing.

6.3 The development proposals accord with the relevant policies of the Core Strategy and Urban Core Plan, Unitary Development Plan and Supplementary

Planning Document. In accordance with Paragraph 11c of the NPPF, the presumption in favour of sustainable development is therefore engaged and it is recommended that planning permission be granted subject to a Section 106 legal agreement in respect of affordable housing and a biodiversity off set contribution on expiry of the publicity period.

7.0 Recommendation:

GRANT AT THE EXPIRY OF THE PUBLICITY PERIOD AND SUBJECT TO A SECTION 106 AGREEMENT:

1) The agreement shall include the following obligations:

- 15% on-site affordable housing in perpetuity; and
a financial contribution towards off-site biodiversity enhancements.

2) That the Strategic Director Corporate Services & Governance be authorised to conclude the agreement.

3) That the Service Director Development, Transport and Public Protection be authorised to add, delete, vary and amend the planning conditions as necessary.

4) And that the conditions shall include;

1

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

Site layout plan 19002 P02E
Soft landscaping specification
Landscape design description
Planting schedule
Landscape Plan 807/LA1A
Planting Plan 807/LA2A
Rain Garden Planting 807/LA3
'Asgard' metal cycle locker

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

No development hereby approved shall commence until a report of findings arising from Phase II intrusive site investigations and a Phase II Detailed Risk Assessment have been submitted to and approved in writing by the Local Planning Authority, in consultation with Nexus Rail.

Where required, the Assessment shall include measures and timescales for Remediation, Monitoring and Verification Reports that should note the presence of Nexus Rail's underground infrastructure and include mitigation measures should grouting produce unexpected pathways which might carry grout towards the tunnels.

Reason for condition

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework and that such necessary works do not result in direct or indirect damage to Nexus Rail's underground infrastructure.

Reason for pre commencement condition

To ensure that contamination and remediation measures are identified along with any factors related to the stability of Nexus Rail's underground infrastructure, prior to commencement of the development hereby permitted to ensure risks to future users of the land are minimised.

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.

4

Where required, the remediation and monitoring measures approved under Condition 3 shall be implemented in accordance with the timescales approved and in full accordance with the approved details.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, or to Nexus Rail's underground infrastructure, in accordance with saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework.

5

Any undesirable material observed during excavation of the existing ground shall be screened and removed. If any areas of odorous, abnormally coloured or suspected contaminated ground are encountered during development works, then operations shall cease and the exposed material shall be chemically tested.

The works shall not continue until an amended Risk Assessment and, if required, amended remediation and monitoring measures have been and submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework.

6

The amended remediation and monitoring measures approved under condition 5 shall be implemented in accordance with the approved details prior to any further works (other than those required for remediation) and maintained for the life of the development.

The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with

saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework.

7

Where additional remediation is required, following completion of the approved remediation and monitoring measures, the development hereby approved shall not be occupied until a verification report that demonstrates the effectiveness of the remediation carried out has been submitted to and approved in writing by the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors, in accordance with saved policies DC1 and ENV54 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework.

8

The development hereby permitted (except for the erection of tree protection measures, site security hoardings, demolition and site investigations) shall not commence until a Construction Management Plan (CMP) has been submitted to and approved in writing by the Local Planning Authority.

The CMP shall include:

- a) construction haul routes
- b) a dust management plan
- c) a noise management plan
- d) pollution prevention measures
- e) contractor parking
- f) details of delivery arrangements including hours and routing
- g) measures to limit and manage transfer of debris on to the highway
- h) a drainage construction method statement containing:

1) Consideration of any construction phasing, demonstrating that adequate interim drainage and surface water pollution protection measures are in place.

2) Description of any construction methodologies to protect the SuDS functionality including the provision of any required temporary drainage systems, and methods for temporary protection of infiltration

features, permeable surfaces, erosion prevention, pollution control, and de-silting prior to completion of works.

Reason for condition

In order to avoid nuisance to the occupiers of adjacent properties during the construction of the development and to ensure the works do not increase risk of flooding or pollution of watercourses and to ensure correct functioning of the drainage system at completion in accordance with the NPPF, saved policies DC1(h) and DC2 of the Unitary Development Plan and policies CS14 and CS17 of the Core Strategy and Urban Core Plan.

Reason for pre commencement condition

The proposed CMP must demonstrate that the construction operations will not harm residential amenities, highway safety, the drainage network or watercourses before the development commences.

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.

9

The development hereby permitted shall be implemented wholly in accordance with the Construction Management Plan (CMP) measures approved at condition 8.

Reason

In order to avoid nuisance to the occupiers of adjacent properties during the construction of the development in accordance with the NPPF, saved policies DC1(h) and DC2 of the Unitary Development Plan and policy CS14 of the Core Strategy and Urban Core Plan.

10

The development hereby permitted (except for the erection of tree protection measures, site security hoardings, demolition and site investigations), shall not commence until a scheme for the protection of the existing trees and hedges that are to be retained has been submitted to and approved in writing by the Local Planning Authority. The scheme must include a plan clearly showing the trees/hedges to be retained and the location and specification of the protective fencing to be used.

Reason for condition

To ensure the satisfactory protection of trees, shrubs and hedges in accordance with the NPPF, saved policy ENV44 of the Unitary Development Plan and policy CS18 of the Core Strategy and Urban Core Plan.

Reason for pre commencement condition

The proposed tree protection measures must demonstrate that the construction operations will not fall within root protection areas of existing trees and hedges that would result in harm to trees that are to be retained before the development commences.

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.

11

The tree protective fencing for the development approved at condition 10 must be installed prior to the commencement of development and thereafter retained intact for the full duration of the construction works of the development and there shall be no access, storage, ground disturbance or contamination within the fenced area without the prior written approval of the Local Planning Authority.

Reason for condition

To ensure the satisfactory protection of trees, shrubs and hedges in accordance with the NPPF, saved policy ENV44 of the Unitary Development Plan and policy CS18 of the Core Strategy and Urban Core Plan.

Reason for pre commencement condition

To ensure the approved tree protection measures are installed prior to commencement of the development hereby permitted and retained for the duration of the construction to prevent harm to trees that are to be retained.

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.

12

All vegetation and site clearance work, including demolition, will be undertaken outside the bird breeding season (March to August inclusive). Where this is not possible a nesting bird checking survey must be undertaken by a suitably qualified ecologist immediately (i.e. no more than 48hrs.) prior to the commencement of works on site. Where the presence of active nests is confirmed, these must remain intact and undisturbed until the young have fledged and the nest(s) is no longer in use as confirmed by the suitably qualified ecologist. Any works happening during the bird breeding season must be first reported to the Local Planning Authority prior to the commencement of works on site.

Reason

To ensure habitats and ecological features are retained and protected and priority species will be protected in accordance with CSUCP policy CS18, Saved UDP policies DC1(s) and ENV46 and the NPPF.

13

The development hereby permitted (except for the erection of tree protection measures, site security hoardings, demolition and site investigations), shall not commence until details of remediation measures to remove risks associated with coal mining legacy in the development area have been submitted to and approved in writing by the Local Planning Authority, in consultation with Nexus Rail.

Where required, the coal legacy remediation measures should note the presence of Nexus Rail's underground infrastructure and measures necessary to protect this infrastructure.

Reason for condition

To ensure that risks from the coal mining legacy of the land and neighbouring land are minimised and to ensure that the development can be carried out safely, in accordance with saved policy DC1 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework and that such necessary works do not result in direct or indirect damage to Nexus Rail's underground infrastructure.

Reason for pre commencement condition

To ensure that coal mining legacy remediation measures are identified along with any factors related to the stability of Nexus Rail's underground infrastructure, prior to commencement of the development hereby permitted to ensure risks to future users of the land are minimised.

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.

14

The remediation measures approved under condition 13 shall be implemented wholly in accordance with the approved scheme prior to the commencement of the development hereby permitted.

Reason for condition

To ensure that risks from the coal mining legacy of the land and neighbouring land are minimised and to ensure that the development can be carried out safely, in accordance with saved policy DC1 of the Unitary Development Plan, policy CS14 of the Core Strategy and Urban Core Plan and the National Planning Policy Framework and that such necessary works do not result in direct or indirect damage to Nexus Rail's underground infrastructure.

Reason for pre commencement condition

To ensure that coal mining legacy remediation measures are identified along with any factors related to the stability of Nexus Rail's

underground infrastructure, prior to commencement of the development hereby permitted to ensure risks to future users of the land are minimised.

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.

15

The development hereby permitted (except for the erection of tree protection measures, site security hoardings, demolition and site investigations) shall not commence until a detailed drainage strategy and assessment has been submitted to and approved in writing by the Local Planning Authority.

The assessment shall be in full accordance with the Gateshead Council Interim Surface Water (SuDS) Guidelines for New Development and shall include all relevant information set out in the guidelines, plus:

- a) Demonstration of conformity to the discharge hierarchy including confirmation of the surface water discharge route.
- b) Demonstration of conformity to national and local SuDS and flood risk policy and DEFRA Non-Statutory Technical Standards for SuDS.
- c) Details of the Downstream Vortex Defender are required to demonstrate that it will be adequate in treating the catchment it will serve, together with confirmation of responsibility for management and maintenance of the device.
- d) confirmation that the accessway over the pipeline between S8 and S9 will be a permeable pavement system that will drain via fin drains, perforated pipes, diffusers or similar with a silt trap chamber prior to flows from the permeable pavement entering into the main drain.
- e) A flood flow plan has not been provided and is required to demonstrate how exceedance will be managed on site, particularly given that the proposed drainage system provides an artificial means of collecting and conveying runoff (ie if the drainage system has blockages that limit its effectiveness, overland flow of runoff would follow the fall of the finished ground surface and there is a risk of flooding to the properties in the northern corner).
- f) A plan identifying the catchment areas that have been applied to each pipe run is required to demonstrate that all runoff areas have been included
- g) Details of the final drainage scheme and the responsibility for management and maintenance of the other elements of the drainage system that will not be adopted (particularly the crated

tank and permeable paved areas) needs to be confirmed and an operation and management plan

- h) Water quality assessment to ensure no adverse impact upon ground and surface water quality during construction and for the lifetime of the development. This shall include detailed evidence of how the SuDS system will provide treatment to surface water runoff in accordance with all relevant planning policy.

Reason for condition

To ensure appropriate drainage so as to prevent the risk of flooding in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

Reason for pre commencement condition

To demonstrate that the SuDS scheme will prevent the risk of flooding prior to commencement of the construction of the SuDS scheme.

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.

16

The details of SuDS measures approved under condition 15 shall be implemented wholly in accordance with the approved details prior to first occupation of any of the dwellings of the development hereby permitted in accordance with the approved details and retained thereafter for the life of the development.

Reason

To ensure appropriate drainage so as to prevent the risk of flooding in accordance with the NPPF and Policy CS17 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

17

The development hereby permitted (except for the erection of tree protection measures, site security hoardings, demolition and site investigations) shall not commence until a drainage maintenance and SuDS maintenance plan in perpetuity, in full accordance with the Gateshead Council Interim Surface Water (SuDS) Guidelines for New Development, to include details of the responsibility for maintaining the rain gardens and how the details of the maintenance regime is communicated to the responsible person(s), shall be submitted for the consideration and written approval of the Local Planning Authority.

Reason for condition

To prevent the increased risk of flooding from any sources in accordance with the NPPF and CSUCP policy CS17.

Reason for pre commencement condition

To demonstrate that the SuDS scheme will be maintained to prevent the risk of flooding prior to commencement of the construction of the SuDS scheme.

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.

18

The maintenance details approved under condition 17 shall be wholly adhered to throughout the life of the development

Reason

To prevent the increased risk of flooding from any sources in accordance with the NPPF and CSUCP policy CS17.

19

Prior to the development hereby permitted progressing above damp proof course, a detailed design for the off-site highway works to include the removal of the existing on-street parking bays on Lindisfarne Drive and any associated signage; the introduction of new no waiting at any time restrictions, and new traffic signs.

Reason

In the interests of highway safety and in accordance with CSUCP policy CS13.

20

The off site highway works approved under condition 19 shall be implemented wholly in accordance with the approved details prior to first occupation of the development hereby permitted

Reason

In the interests of highway safety and in accordance with CSUCP policy CS13.

21

Prior to the construction of any dwelling, hereby permitted, progressing above damp proof course, details of external materials to be used on that dwelling shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of the visual amenity of the area and the design quality of the development and in accordance with policy CS15 of the Core Strategy and Urban Core Plan and saved policy ENV3 of the Unitary Development Plan.

22

The materials approved under condition 21 shall be implemented wholly in accordance with the approved details and retained for the life of the development unless otherwise approved in writing by the Local Planning Authority.

Reason

In the interests of the visual amenity of the area and the design quality of the development and in accordance with policy CS15 of the Core Strategy and Urban Core Plan and saved policy ENV3 of the Unitary Development Plan.

23

Prior to first occupation of the development hereby permitted, a street lighting scheme for the proposed development site shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include the specifications and locations of the street lights.

Reason

In the interests of residential amenity and highway safety, in accordance with CSUCP policies CS13 and CS14 and Saved UDP policy DC2.

24

The street lighting details approved under condition 23, shall be installed prior to first occupation of the development hereby permitted in accordance with the specifications and locations set out in the scheme, and these shall be maintained thereafter in accordance with the strategy.

Reason

In the interests of residential amenity and highway safety, in accordance with CSUCP policies CS13 and CS14 and Saved UDP policy DC2.

25

No dwelling hereby approved shall be occupied until the submission of a Final Travel Plan has been submitted to and approved in writing by the Local Planning Authority.

The Final Travel Plan shall detail the delivery mechanism for its implementation in order to provide for the following measures:

- a) The promotion of the use of public transport, walking and cycling and a reduction in car usage, compared to typical levels

- b) Ensure traffic speeds within the site are no more than 20mph and ensure road safety and personal security for pedestrians and cyclists;
- c) the mechanism to ensure residents can maximise opportunities for EV charging at their home.

Evidence of the travel plan's implementation 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. At all times thereafter, the Travel Plan shall be implemented in accordance with the approved details.

Reason

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

26

Prior to the first occupation of any dwelling, hereby permitted, a spur for an electric vehicle charging point shall be provided at that dwelling, to allow for future installation of electric charging equipment.

Reason

To promote sustainable travel choices in accordance with the NPPF and policies CS13 of the Council's Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

27

The development hereby permitted shall be implemented in full accordance with the information contained within the submitted document entitled "Flood Risk and Drainage Impact Assessment" dated March 2020 and specifically the Proposed Drainage Layout dated 24th March 2020.

The final surface water discharge rate shall be agreed by the Lead Local Flood Authority.

Reason

To prevent the increased risk of flooding from any sources in accordance with the NPPF and CSUCP policy CS17.

28

Unless otherwise approved in writing by the Local Planning Authority, all external works, demolition and ancillary operations in connection with the demolition and construction of the development, including the use of any equipment or deliveries to the site, shall be carried out only between:

0700 hours to allow deliveries and site vehicles to come off the main highway;

0730 hours demolition/construction start on site;

and 1800 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 nearby residents and in accordance with Policies DC1, DC2 and ENV61 of the Unitary Development Plan and CS14 of the CSUCP.

29

2m x 2m visibility splays, kept clear of any obstructions above 600mm in height, shall be provided and subsequently maintained for all driveways for the life of the development.

Reason

In the interests of highway safety and in accordance with CSUCP policy CS13.

30

Notwithstanding the details indicated on drawing 19002 P02E and prior to the first occupation of the development hereby permitted, details of the hard surface treatments shall be submitted to and approved in writing by the Local Planning Authority.

Reason

In the interests of visual amenity and the preservation of the character of the area, in accordance with NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

31

The surface treatment details approved under condition 30 shall be implemented wholly in accordance with the approved details and retained for the life of the development

Reason

In the interests of visual amenity and the preservation of the character of the area, in accordance with NPPF, Saved Policies DC2 and ENV3 of the Unitary Development Plan and Policies CS14 and CS15 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne.

32

The visibility splay at the new access onto Lindisfarne Drive hereby permitted shall be kept clear of any obstructions above 600mm in height

Reason

In the interests of highway safety and in accordance with CSUCP policy CS13.

33

The approved 'Asgard' metal cycle locker or equivalent fully enclosed metal cycle locker, shall be provided in accordance with the approved details prior to the relevant dwelling being first occupied and the locker shall be retained thereafter.

Reason

In order to ensure adequate provision for cyclists in accordance with the NPPF, Policy CS13 of the Core Strategy and Urban Core Plan for Gateshead and Newcastle upon Tyne and the Council's Cycling Strategy.

34

Prior to the development hereby permitted progressing above damp proof course, details of the following, shall be submitted for the consideration and written approval of the Local Planning Authority:

- 4 no. integral bat roost features (e.g. bat bricks or bat tubes)
- 8 bird boxes, suitable for tit species and wren
- 12 no. integral bird boxes, 4 each suitable for nesting starling, swift and house sparrow.

The details shall include the type/specification and precise location of such features (as shown on a plan and elevation drawing(s)) to be incorporated within the fabric of the new buildings to be constructed on site.

Reason

To minimise the risk of harm and long-term adverse impacts of the development on protected and priority species in accordance with CSUCP policy CS18, Saved UDP policies DC1(d) and ENV46 and the NPPF.

35

The details approved under condition 34 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

To minimise the risk of harm and long-term adverse impacts of the development on protected and priority species in accordance with CSUCP policy CS18, Saved UDP policies DC1(s) and ENV46 and the NPPF.

36

A minimum of 1 no. 13x13cm 'Hedgehog Highway' shall be incorporated into all lengths of close board fencing prior to first occupation of the development hereby permitted

Reason

To minimise the risk of harm and long-term adverse impacts of the development on protected and priority species in accordance with CSUCP policy CS18, Saved UDP policies DC1(s) and ENV46 and the NPPF.

37

Notwithstanding the information submitted and avoiding duplication with any activities and mitigation subject to licencing; a Biodiversity Method Statement covering:

- a) the protection of habitats/ecological features to be retained on and off site
- b) protected and priority species including, but not limited to: bats, breeding birds, reptiles and hedgehog;
- c) invasive non-native species and;
- d) the timescale for its implementation

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 details of measures to be implemented to avoid/minimise the residual risk of harm to individual species during the construction and operations of the development; and to ensure, where possible, local populations are maintained at or above their current levels.

Reason for condition

To minimise the risk of harm and long-term adverse impacts of the development on protected and priority species in accordance with CSUCP policy CS18, Saved UDP policies DC1(s) and ENV46 and the NPPF.

Reason for pre- commencement condition

The proposed Biodiversity Method Statement must demonstrate that the design will ensure habitats and ecological features are retained and protected and priority species will be protected before the development commences.

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.

38

The Biodiversity Method Statement approved under condition 37 shall be implemented in full and in accordance with the approved timescale and shall be retained thereafter for the life of the development.

Reason

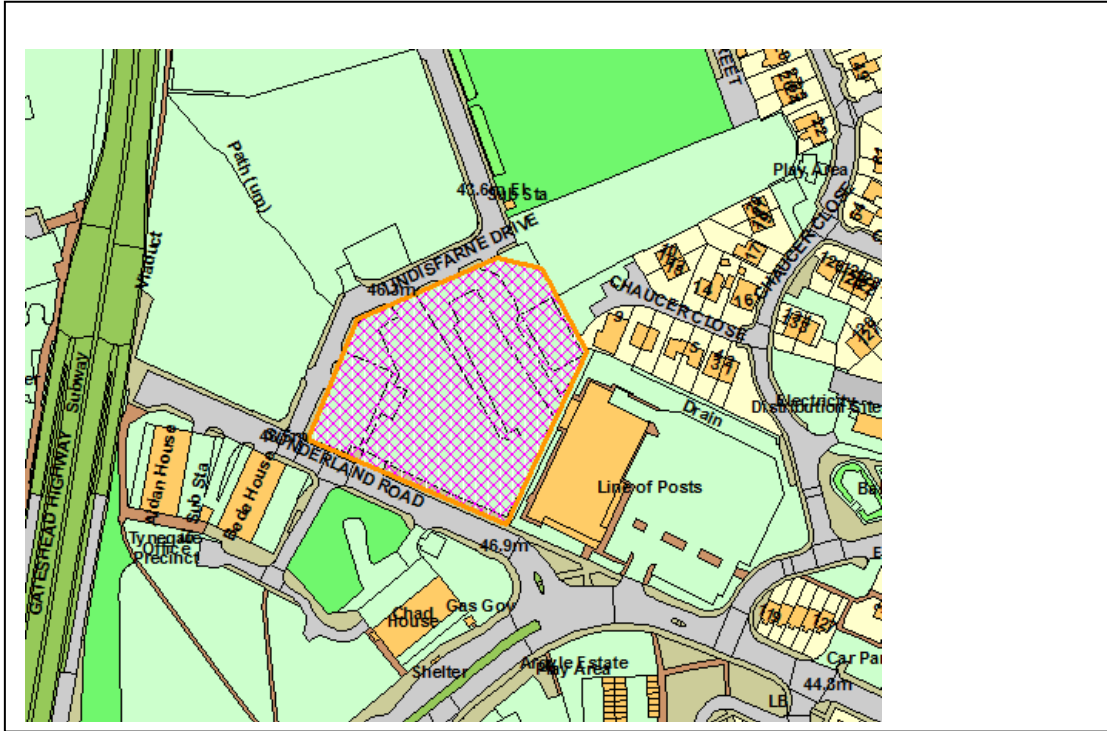
To minimise the risk of harm and long-term adverse impacts of the development on protected and priority species in accordance with CSUCP policy CS18, Saved UDP policies DC1(s) and ENV46 and the NPPF.

39

The approved landscaping scheme shall be maintained in accordance with British Standard 4428 (1989) Code of Practice for General Landscape Operations for a period of 5 years commencing on the date of Practical Completion and during this period any trees or planting which die, become diseased or are removed shall be replaced in the first available planting seasons (October to March) with others of a similar size and species and any grass which fails to establish shall be re-established.

Reason

To ensure that the landscaping scheme becomes well established and is satisfactorily maintained in the interests of the visual amenity of the area and in accordance with saved Policies DC1(d) and ENV3 of the Unitary Development Plan and CSUCP policy CS14.



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